

Community Air Protection Program ANNUAL REPORT



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

GRANT # G17-CAPP-26

GRANT # G18-CAPP-26

REPORT #2

**Community Air Protection Program
Annual Report
San Joaquin Valley Air Pollution Control District
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Implementation of AB 617 mandates requires significant investment in staffing resources, support services, and procurement of equipment by the San Joaquin Valley Air Pollution Control District (District), including development and implementation of additional emissions reporting, community air monitoring, Best Available Retrofit Control Technology (BARCT), and community emission reduction program requirements and measures. These requirements include strict implementation deadlines prescribed under AB 617 and related implementation guidance provided by CARB in their *Community Air Protection Blueprint*.

District expenditures to implement the requirements of AB 617 under these grant agreements are described in more detail in the report below. Given the ongoing implementation nature of the AB 617 program, expenditures are earned against the available resources as they are incurred, and are reported for both agreements by category of expense accordingly.

AB617 Expenditure and Fund Balance	2020 Report
Total Grant Award	20,400,000
Interest Earned	216,415
Total Revenue	20,616,415
Program Implementation Costs:	Actual
Services, Supplies and Equipment Purchases	4,537,872
Staffing and Support Resources	10,312,200
Total Costs	14,850,073
Available Balance as of April 30, 2020	5,766,342

IMPLEMENTATION OF STATE MANDATES UNDER AB 617:

In its implementation of AB 617, the District has engaged in robust public processes in developing the various components of the programs in the three selected communities of Stockton, South Central Fresno, and Shafter. The District has expended significant

time and staffing resources conducting the analyses for community nomination and selection processes, organizing and holding public meetings, and formal community steering committee meetings, creating various emissions inventory tools, documents, and resources for the Community Steering Committees (CSCs) to consider as they provided recommendations to the District resulting in the District and California Air Resources Board approved Community.

The District has also invested significant staff time researching, developing, and implementing new air monitoring equipment for the community air monitoring networks, working closely with contractors and equipment vendors, and invested significant capital in purchasing monitoring equipment. In addition, District staff conducted analyses of District rules to determine if they meet state requirements for Best Available Retrofit Control Technology (BARCT) and to create a schedule for review of specific District rules for potential amendments. Prior to and since the Community Emission Reduction Programs (CERPs) were approved by District and the California Air Resources Board's (CARB's) Board, District staff has been busy implementing the measures identified as top priorities by the respective Community Steering Communities. The following provides details of the work required for each program area for selected communities under AB 617 over the course of time since the last annual report provided to CARB.

Community Outreach and Engagement

The District has utilized meaningful community engagement to guide the District's efforts in the following areas under AB 617:

- Identification and prioritization of communities for air quality monitoring and emissions reduction programs
- Design and implementation of community air quality monitoring networks
- Development of emission reduction programs
- Design and development of effective voluntary incentive-based emission reduction programs
- Prioritizing the sources and locations for expenditure of incentive dollars
- Developing and making publically accessible extensive technical information

To ensure successful implementation of AB 617, residents, businesses, non-profits, agencies, and other stakeholders within selected communities have been fully engaged through the Steering Committees for each community. The District has ensured that the CSCs are designed to facilitate inclusive and balanced public engagement by providing:

- Well-publicized introductory kick-off meetings in each community to educate the public on AB617 and solicit interest in sub-committee participation
- Evening meetings at convenient locations in the community, held at least monthly (see Appendix A)
- Real-time interpretation services in all necessary languages

- Child activity areas and dinner for all attendees
- All meeting materials in hardcopy and via a comprehensive website in all necessary languages
- Expert presentations from partner agencies such as CARB, DPR, and OEHHA
- A comprehensive website with tools to view real-time air quality monitoring data and maps of emissions (see Appendix D)
- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions

The District has been working with CSCs to implement effective strategies, including engaging with Valley residents, businesses, agencies, and other stakeholders to identify and move forward with clean air investments in South Central Fresno and Shafter approved in the CERPs. Additionally, the District has been meeting regularly with the Stockton Community Steering Committee to begin to develop effective strategies, including engaging with Valley residents, businesses, agencies, and other stakeholders to identify clean air investments and strategies for inclusion in the CERP. Ensuring effective steering committees requires substantial investment of staffing and other resources to schedule, organize, and facilitate frequent off-site, after-hours public meetings with extensive related investigation and communications.

The District has also continued to conduct public workshops throughout the Valley as needed to solicit additional community input while using outreach and media events as opportunities to discuss AB617 and promote the various grant programs available (see Appendix E). Additionally, District staff provides updates and seeks feedback from the Citizens Advisory Committee (CAC) and Environmental Justice Advisory Group (EJAG) as the implementation of AB 617 in the Valley continues to develop.

Response to COVID-19 State of Emergency

On March 19, 2020, responding to the growing threat of COVID-19 in the state, California Governor Newsom issued Executive Order N-33-20 directing all individuals living in the State of California to stay home except as needed to maintain continuity of operations of the federal critical infrastructure. The result of this order was that none of the three existing CSCs could continue to meet in person.

To address this challenge and to continue moving forward with the important work of continuing the implementation of AB 617, District staff developed and sent an online survey to all CSC members to assess the members' ability and willingness to meet virtually. District staff followed up with phone calls to those members that could not complete the survey or who had indicated technological limitations or concerns on the survey to fully understand CSC members' ability to participate in virtual meetings. In addition, District staff, CARB, our Environmental Justice Partners serving on the committee, and our AB 617 facilitator had multiple conference calls to discuss the challenges related to COVID-19, the results of the surveys and potential solutions based

on CSC member feedback. Almost all CSC members indicated a strong desire to continue implementing AB 617 in all three of the selected communities and selected the use of the online meeting application, Zoom, to meet virtually.

In April 2020, based on these discussions and the results of the surveys, we held two virtual practice meetings via Zoom and via phone with our Stockton and South Central Fresno CSCs. During those meetings, the District addressed issues such as Spanish and American Sign Language interpretation needs, and provided important instruction to CSC members on the use of Zoom and how various features available would be utilized to provide a high level of discussion and interaction, which were keys to success for the in-person meetings. In addition, the District has invested in the online mapping tool Social Pinpoint to facilitate community input in a virtual setting. In May 2020, regular Steering Committee meetings began to be held once again with Stockton and South Central Fresno Steering Committees.

After reviewing the survey results, it became apparent that in Shafter, certain committee members could not participate in virtual meeting due to a lack of technology and connectivity in their home. The District discussed this challenge with some of the leadership within the Shafter CSC, and it was decided that the District would partner with one of the Environmental Justice Partners serving on the CSC to pilot the AB 617 Technology Support Program. Through this pilot program the District provided funding to community-based organizations to provide steering committee members (all of whom are residents) with tablet computers, cellular data service hot spot capacity and training to be able to use the provided technology to virtually attend and participate in regularly scheduled AB 617 Steering Committee meetings.

Emissions Inventory and Reporting

Criteria and Toxics Report (CTR) Regulation Development

Under AB 617, CARB is tasked with developing a uniform statewide system for reporting inventories for criteria and air toxic emissions for stationary sources to the public. The uniform statewide system is currently under development. CARB is also leading an effort to develop a new regulation, titled the Criteria and Toxics Reporting (CTR), to establish District permitted stationary source emissions inventory reporting requirements. Since the CTR regulation is being developed by CARB in two distinct phases or articles, the District's efforts on the CTR's development follows CARB's two-phased approach.

Phase I: General Requirements – Since January 2018, District staff has been heavily involved with other Districts and CARB in the development of Phase I of the CTR regulation, *General Requirements*. The District's involvement in this process includes executive management, management, supervisory, and staff-level employees. The type of engagement has been broad, including varying levels of involvement (daily, weekly, biweekly, and monthly activities) ranging from

conference calls and other correspondence, to meetings and workshops. The District has met with CARB, industry, and various stakeholders on numerous occasions to address CTR implementation issues. As a result of these multiple consultations, District staff has proposed numerous edits to the proposed CTR language to streamline the implementation of the proposed regulation and further enhance the document.

Phase II: Uniformity (Calculating and Reporting Emissions) – In addition to the development of the General Requirements, the CTR will contain a Uniformity of emissions inventory reporting section that will be used to calculate emissions and report data to CARB, with the end goal of a consistent statewide emissions inventory. The development of the Uniformity section is based on a sector-based or equipment type approach. To date, the sectors being analyzed are power generation, oil and gas, and landfills. Similar to Phase I, the District has been at the forefront of this effort, leading the workgroup that is developing the power generation guidance. District management and staff are also participating in the other two workgroups. The three workgroups have had multiple conference calls and have developed draft guidance documents.

Community Emissions Inventory Development

Stationary Source Emissions Inventory – Under the state’s AB 2588 - Air Toxics Hot Spots Information and Assessment program, the District conducts major work every year to update the criteria pollutant emissions inventory and toxic air contaminant (TAC) emissions inventory for stationary sources.

As a result of AB 617, the District was required to create emissions monitoring plans and CERPs for the Year One selected communities of South Central Fresno and Shafter and has begun the same process for the Year Two community of Stockton. To assist with the decision-making, and to inform the committees of existing conditions regarding air pollution, the District compiled criteria pollutant and Toxics Air Contaminant (TAC) emissions inventory data for all stationary sources in each of the three communities. This emissions inventory compilation process involves the following:

1. Identifying permitted facilities that are within the AB 617 communities;
2. Geocoding permitted facilities (i.e. converting street addresses to coordinates and then verifying the locations);
3. Surveying District permitted facilities and processing the information submitted to the District;
4. Following up with facilities that have not submitted emissions inventory to date;

5. Processing inventory data including quality assurance of the final data before data are submitted to CARB; and
6. Compiling the emissions inventory data from the District's databases for each permitted facilities within the selected communities.

Area-wide and Mobile Source Emissions Inventory – The District assisted CARB in developing selected community-level emissions inventories for area-wide and mobile sources. CARB has provided the area-wide and mobile source emissions data to date, with oversight and quality assurance provided by the District.

Emissions Inventory Summaries – The District compiled the emissions inventory from stationary sources and mobile sources under a single document. This compilation process and associated data were shared multiple times with the interested public and with both year-one steering committees, as well as presented in both English and Spanish and made available on each of the District's selected community websites:

- Emissions Inventory Data for Shafter:
<http://community.valleyair.org/selected-communities/shafter>
- Emissions Inventory Data for South Central Fresno:
<http://community.valleyair.org/selected-communities/south-central-fresno>

The District is currently completing the process to finalize and publish the emissions inventory for the Stockton community.

Community Website Mapping and Emissions Inventory Tools

Using the compiled stationary source, mobile, and area-wide emissions inventory data, the District has created interactive website mapping tools and continues working to further enhance these available resources. The tools utilize the geocoding data and other spatially-based data to present the community-level emissions. In addition to emissions inventory information, the tools also indicate locations of sensitive receptors (schools, hospitals, care facilities).

The images below are screen shots of the mapping tools from the community pages.

Image 1: Shafter community map with permitted facility locations:

Legend:

PERMITTED SOURCES TYPES

-  GOVERNMENT FACILITY
-  FERTILIZER FACILITY
-  OTHER FACILITIES
-  GASOLINE DISPENSING FACILITY
-  PUBLIC UTILITY & TELECOMMUNICATIONS
-  CONCRETE FACILITY
-  COATING & METAL WORKING FACILITY
-  FACILITY OUTSIDE BOUNDARY
-  HOSPITAL & MEDICAL OFFICES

Map:

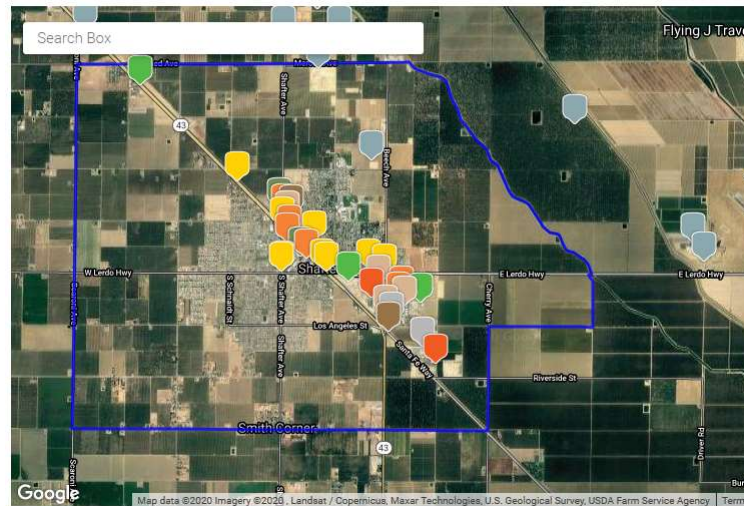
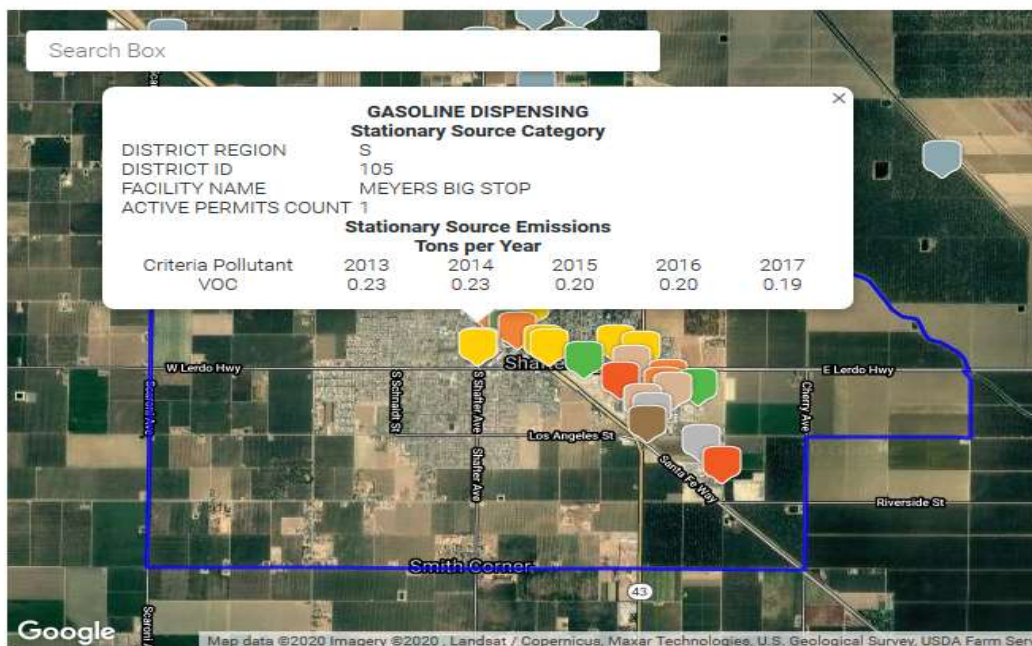


Image 2: General map emissions inventory data functionality demonstration:

Map:



The emissions inventory and spatial data were also utilized to create updated three dimensional (3D) representations of the inventory information. Overtime, with input from the community, the District worked with CARB to provide 3D maps with additional levels of visualization that allow the viewer to instantly gain perspective on the

magnitude of mass emissions of the various permitted facilities within each 1 km grid cell compared to one another. The 3D map functionality is the equivalent of 360 degree tour of the community, and includes various zoom levels. This map view also includes additional layers depicting CARB's area-wide and mobile source emissions data on a 1 km grid cell.

Image 3: 3D map emissions inventory functionality demonstration:

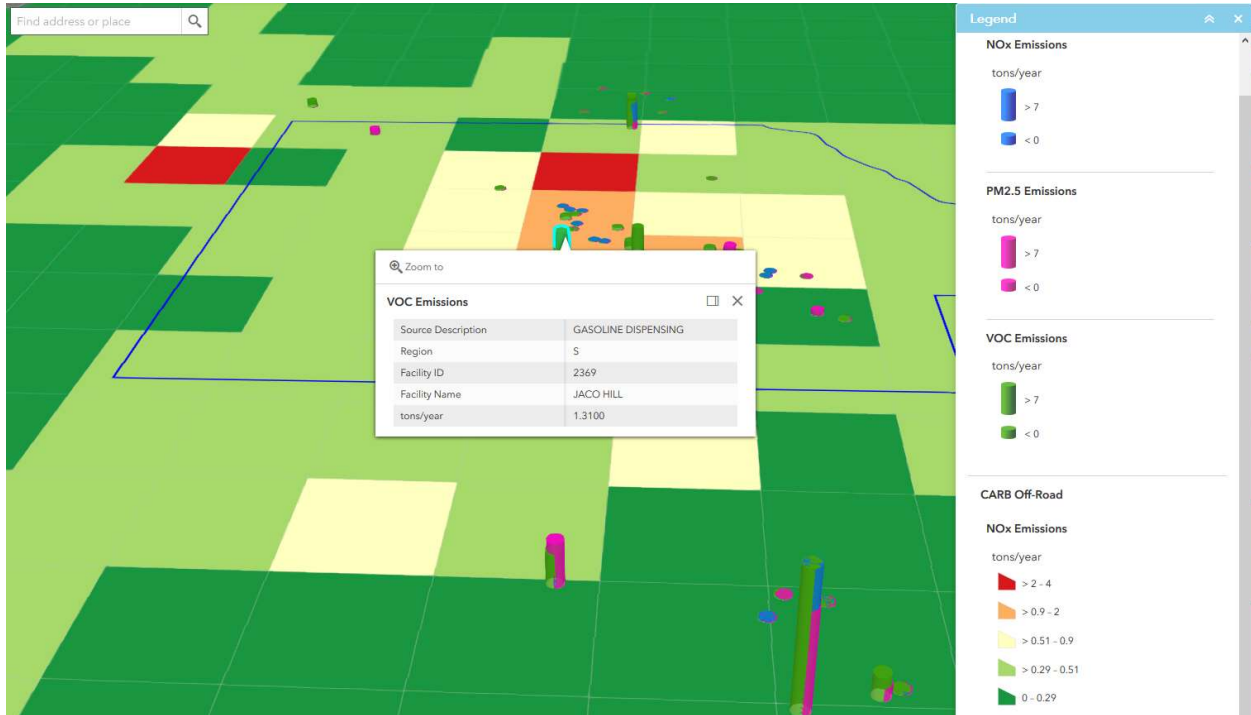
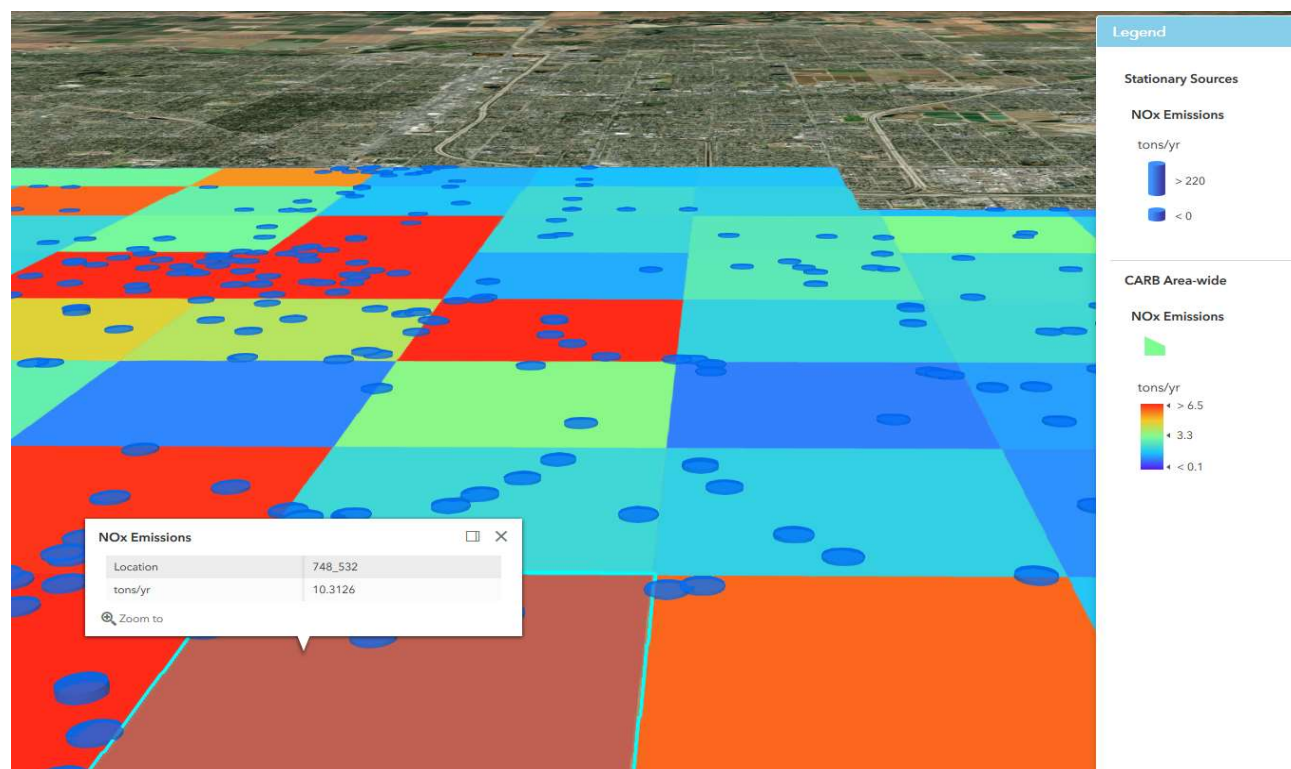


Image 4: 3D map emissions inventory data functionality demonstration:



Community Air Monitoring

Working with the CSCs, the District planned, deployed, and maintained new air monitoring networks in selected communities and used the best available science in evaluating potential air quality concerns. This included holding many public meetings on the subject of community air quality monitoring, gathering and considering input from the CSCs and the public, and establishing the Community Air Monitoring Plan for the South Central Fresno and Shafter communities, procuring a combination of costly air monitoring platforms equipped with highly specialized analyzers capable of monitoring a full range of criteria and toxic pollutants.

The District worked closely with the CSCs and the public in soliciting feedback and recommendations on how the networks should be designed. Since February 2019, the District has been providing ongoing updates at both South Central Fresno and Shafter CSC meetings regarding progress in preparations for implementing the community networks. In these sessions, the CSCs provided valuable ideas and recommendations to the District on which pollutants should be measured, where to place monitors, and which sources of pollution should be investigated in the area.

Community air quality monitoring plans were discussed at several meetings. In these meetings, the District solicited comments and suggestions, and provided the committee members a wealth of information to consider, including platform and equipment listings, emissions levels for stationary, area, and mobile sources, toxics data, and more. The

collection of this information assisted the committee members in making informed recommendations to the District regarding the community air monitoring networks.

In advance of the CSCs being established for each selected community, the District had already completed an extensive amount of work in preparing for the community air monitoring networks to be deployed in South Central Fresno and Shafter. This work began in early 2018 with a thorough evaluation of the type of equipment that could be used in community air monitoring networks, as well as the platforms that could be used to house the equipment. Early in the planning stages, the District determined that a different approach would be needed for these community networks, when compared to more traditional stationary regulatory monitors, as the equipment being used may be moved more frequently, and would need to respond to various needs and goals that may change over time.

Based on these needs, the District established the following principles as equipment and platforms continued to be researched and developed:

- *Expanded capacity at lower cost:* Will provide the District with a broad range of monitoring capabilities for multiple air pollutants without having to unnecessarily spend large sums of money in building traditional stationary air monitoring stations and platforms.
- *Scalable:* Will provide flexibility to customize the air monitoring instrumentation based on the community monitoring needs identified for the selected location. This includes flexibility in the number of pollutants being monitored, monitoring duration and methods. Due to the cost-effectiveness of the proposed design, the assets provide capabilities for multiple platforms to be utilized when needed.
- *Portable:* Will provide mobility ranging from allowing movements from one community to another or movements within a community as needed.
- *Rapid deployment:* Can be assembled rapidly and will require less support infrastructure than traditional stationary air monitoring stations.

As an outcome of this comprehensive evaluation process, the District hired a contractor to oversee the design and development of a number of key platforms and assets to be used in the community air monitoring networks, including several stand-alone PM2.5 monitors, VOC and PM2.5 speciation equipment, 3 multi-pollutant compact air monitoring systems, 2 mobile air monitoring trailers, and 2 mobile air monitoring vans. The development and delivery of these assets has been completed, and are now available to the District to measure air quality at the community level in both South Central Fresno and Shafter.

- **Stand-Alone PM2.5 Monitors:** The District will operate fixed air monitoring analyzers to measure ambient PM2.5. These will be placed in their respective locations for sufficient lengths of time to capture annual and peak PM2.5 pollution trends throughout the community, unless monitoring priorities change and monitor relocation is necessary.



- **Compact Multi-Pollutant Air Monitoring System:** These compact air monitoring systems will operate as semi-mobile platforms. Each platform will be equipped with advanced air monitoring analyzers measuring various pollutants, with the ability to communicate the community-level air quality in real time.



- **Air Monitoring Trailer:** These air monitoring trailer systems will operate as semi-mobile platforms. This platform will be equipped with advanced air monitoring analyzers with the ability to communicate the community-level air quality in real time.



- **Mobile Air Monitoring Van:** The van is ideal for targeting unmonitored areas of concern or regularly surveying the entire community within a short timeframe, allowing the District and the community to identify spatial air pollution trends throughout the region. The air monitoring van can also be useful for measuring pollution from on-road sources, and identifying sources of community-level air pollution. Additionally, the van can be parked in one location for longer periods of time to capture daily or weekly pollution from unmonitored areas within the community.



The air monitoring van is a useful tool for evaluation of a large geographic region, but these platforms are best designed for taking an instantaneous look at the measured pollutants when the monitoring occurred. The fixed and semi-mobile platforms are better equipped to measure daily variations in pollutant concentrations. The use of both mobile and semi-mobile monitoring platforms will be necessary to capture the full picture of the community's air pollution concerns.

These air monitoring systems provide real-time readings of the following:

- Ozone
- NO, NO₂, NO_x
- PM_{2.5}
- Black Carbon (BC)

- Carbon Monoxide
- Total VOC
- Specific VOC compounds via PTR-MS
- BTEX
- SO₂/H₂S

In addition, the community air monitoring networks also includes sampling equipment to capture air samples into canisters and filters for laboratory analysis to identify the VOC and PM_{2.5} compounds and species present in the local air. The District has also purchased additional equipment to support the vast collection of analyzers that will be operating in the communities. This support equipment includes zero air generators, calibrators, flow standards, data loggers, and various communication equipment.

These assets and equipment needs continual maintenance and oversight to ensure the successful operation of this new network. Staff will be responsible for operating and maintaining this new network so that it is functional and accurate at all times. These activities include but are not limited to regular maintenance, filter processing and handling, calibrations, and repairs ensuring equipment is operating at its optimal level and producing the most accurate air quality data at all times. In addition, the equipment being operated in the community air monitoring network also needs a large stock of consumables and spare parts to support the equipment being used. This takes ongoing organization, reconciliation, and ordering of parts to keep the equipment successfully operating.

Consistent with the community recommended air monitoring plan network designs, air monitoring systems have been fully implemented in certain locations while other locations are still in progress with varying challenges as described below.

South Central Fresno

In the community of South Central Fresno, the implementation status of deploying the community air monitoring network is as follows:

- *Roosevelt High School (PM_{2.5}):* The District has placed a real-time PM_{2.5} monitor (Met One BAM-1022) on the roof at Roosevelt High School on the corner of E. Tulare Avenue and S Barton Avenue. Operation of this analyzer began in March 2019. Data collected from this site is being uploaded to CARB's AQView portal on a regular basis.
-
- *Bitwise Stadium South (PM_{2.5}):* The District has placed a real-time PM_{2.5} monitor (Met One BAM-1022) on the roof at Bitwise Stadium South on the corner of Van Ness Avenue and Mono Street in downtown Fresno. Operation of this

analyzer began in August 2019. Data collected from this site is being uploaded to CARB's AQView online portal on a regular basis.

- *Fresno-Foundry Park (PM2.5, VOC/PM2.5 speciation)*: The District has placed a real-time PM2.5 monitor (Met One BAM-1020) at the existing District air monitoring site at Foundry Park Ave near the intersection of Jensen Avenue and Highway 99. The PM2.5 analyzer began its official operation in January 2020. The District also began operating VOC and PM2.5 speciation sampling at this location to begin to build an understanding of the relative comparison between the constituents that make-up the VOC and PM2.5 concentrations being experienced in the community. These speciation measurements began in December of 2019. VOC and PM2.5 speciation air monitoring efforts will shift to the trailer at Malaga Elementary School once this site is established.
- *Orange Center School (Multi-Pollutant Compact System)*: The District has been in discussions with the Orange Center School District to place an Air Pointer compact air monitoring system at Orange Center Elementary on South Cherry Avenue. On September 2019, District staff presented a proposal to the superintendent and school board. On February 13, 2020, the superintendent informed District staff that the school board had voted and denied the request due to too many ongoing projects that are in the works at the school. District staff are working on finding alternative locations and in the interim are using the air monitoring van to monitor areas nearby this location.
- *Heaton Elementary School (PM2.5)*: The District has been in discussions with Fresno Unified School District to place a real-time PM2.5 monitor at Heaton Elementary School on the corner of N San Pablo Avenue and E. McKinley Avenue. The District is still awaiting availability of resources from Fresno Unified School District to discuss implementation details. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. In addition, the District is looking at alternative locations near the school to begin air monitoring operations while details continue to be developed with Fresno Unified School District, or should an agreement with the school district not be reached.
- *Edison High School (Multi-Pollutant Compact System)*: The District has been in discussions with Fresno Unified School District to place an Air Pointer compact air monitoring system at Edison High School on the corner of East California Avenue and South Walnut Avenue. The District is still awaiting availability of resources from Fresno Unified School District to discuss implementation details. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. In addition, the District is looking at alternative locations near the school to begin air monitoring operations while details continue to be developed with Fresno Unified School District, or should an agreement with the school district not be reached.

- *Yosemite Middle School (PM2.5)*: The District has been in discussions with Yosemite Middle School to place a real-time PM2.5 monitor at the school on the corner of N. 9th Street and E. Floradora Avenue. The District is still awaiting availability of resources from Fresno Unified School District to discuss implementation details. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. In addition, the District is looking at alternative locations near the school to begin air monitoring operations while details continue to be developed with Fresno Unified School District, or should an agreement with the school district not be reached.
- *Malaga Elementary School (Air Monitoring Trailer)*: The District has been working with Fowler Unified School District to install the air monitoring trailer at Malaga Elementary School on the corner of South Ward Avenue and East Central Avenue. On February 26, 2020, the Fowler Unified School Board approved the proposed installation. District staff is working with the school and electrical contractors to provide a 60 amp 240 V connection in the parking lot area. In the interim, the air monitoring van is being utilized to monitor areas nearby this location.
- *Madison Elementary School (PM2.5)*: The District has been in discussions with Central Unified School District to place a real-time PM2.5 monitor at the school on the corner of S. Brawley Avenue and W. Madison Avenue. The District is still awaiting approval from Central Unified School District. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. In addition, the District is looking at alternative locations near the school to begin air monitoring operations while details continue to be developed with Central Unified School District, or should an agreement with the school district not be reached.
- *Air Monitoring Van Routes*: In addition to the semi-mobile and fixed platforms, the District has been taking advantage of the considerable air monitoring capabilities of the air monitoring van to measure a variety of pollutants of concern throughout the community. Measurements taken with the air monitoring van will allow the District and the community steering committee to understand local air pollution in these small communities while also giving the District the ability to rapidly respond to air pollution concerns in other unmonitored regions. Intensive air monitoring operations with the mobile van began in January 2020. In addition, as described earlier, the air monitoring van has enabled the District to commence air monitoring activities in areas that are still awaiting approval for installation of semi-mobile and fixed air monitoring equipment.

Shafter

In the community of Shafter, the implementation status of deploying the community air monitoring network is as follows:

- *Shafter Department of Motor Vehicles (PM2.5, VOC/PM2.5 speciation)*: The District has placed a real-time PM2.5 monitor (Met One BAM-1022) on the roof of the DMV building on the corner of Pacific Avenue and Walker Street. Operation of this analyzer began in February 2019. Based on significant committee interest, the District deployed a temporary real-time EBAM PM10 monitor to measure any impacts from nearby harvesting operations on the community, which operated from September 2019 through December 2019. The District also began operating VOC and PM2.5 speciation sampling at this location to begin to build an understanding of the relative comparison between the constituents that make-up the VOC and PM2.5 concentrations being experienced in the community. These speciation measurements began in November 2019. VOC and PM2.5 speciation air monitoring efforts will shift to the trailer to be placed at the North Shafter Farm Labor Camp once this site is established. Data collected from this site is being uploaded to CARB's AQView online portal on a regular basis.
- *Grimmway Academy (PM2.5)*: The District has placed a real-time PM2.5 monitor (Met One BAM-1022) on the roof of a building at Grimmway Academy on the corner of Mettler Avenue and Los Angeles Avenue. Operation of this analyzer began in July 2019. Data collected from this site is being uploaded to CARB's AQView online portal on a regular basis.
- *Sequoia Elementary (Multi-Pollutant Compact System)*: The District has been in discussions with the Richland Unified School District to place a compact monitoring system at Sequoia Elementary on the corner of Mannel Avenue and Fresno Avenue. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. The District is looking at alternative locations near the school to begin air monitoring operations while details continue to be developed with the school district, or should an agreement with the school district not be reached. Additionally, the Department of Pesticide Regulations has agreed to continue monitoring for pesticides at their current site at Sequoia Elementary. Monitoring at this location will begin once the school district site agreement is in place.
- *Golden Oak Elementary (PM2.5)*: The District has been in discussions with the Richland Unified School District to place a real-time PM 2.5 monitor at Golden Oak Elementary on the corner of S Wall Street and Lerdo Highway. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. The District is looking at alternative locations near the school to begin air monitoring operations while details continue to be developed with the school district, or should an agreement with the school district not be reached.
- *North Shafter Farm Labor Camp (Air Monitoring Trailer)*: The Community Steering Committee worked closely with the District to recommend locations for the comprehensive air monitoring trailer, which has the ability to monitor for a

variety of criteria pollutants and TACs, including speciation of hundreds of compounds. Due to the nature of the siting and power requirements for this platform, the District needed to ensure that the trailer is placed in a fenced-in region within the community where the District can have regular access and can install electrical upgrades to accommodate a 60 Amp 240V connection. The District has been in discussions with the Housing Authority of Kern County, and once a contract is approved by both agencies, monitoring will commence. In the interim, the air monitoring van is being utilized to monitor areas nearby this location. The District is looking at alternative locations nearby while details continue to be developed with the Housing Authority of Kern County, or should an agreement not be reached.

- *Mexican Colony (PM2.5):* The Community Steering Committee worked with the District to develop recommend locations for an additional fixed PM2.5 monitor. Due to the nature of the siting and power requirements for this analyzer, the District wanted to ensure that this monitor be installed on a secure roof where District personnel can have regular access. The District has yet to find a site with the proper safety, security, and siting requirements to place a PM2.5 monitor in this region. As an alternative, the District is using the mobile air monitoring van to monitor PM2.5 and other pollutants in the Mexican Colony area.
- *Air Monitoring Van Routes:* In addition to the semi-mobile and fixed platforms, the District has been taking advantage of the considerable air monitoring capabilities of the air monitoring van to measure a variety of pollutants of concern throughout the community. Measurements taken with the air monitoring van will allow the District and the community steering committee to understand local air pollution in these small communities while also giving the District the ability to rapidly respond to air pollution concerns in other unmonitored regions. Intensive air monitoring operations with the mobile van began in January 2020. In addition, as described earlier, the air monitoring van has enabled the District to commence air monitoring activities in areas that are still awaiting approval for installation of semi-mobile and fixed air monitoring equipment
- *Pesticide Monitoring Locations:* The California Department of Pesticide Regulation committed to working with the District, CARB, and the Community Steering Committee to determine locations and frequency of pesticide monitoring in the Shafter area. This includes continuing the monitoring campaign at Sequoia Elementary School. A number of additional locations were recommended by the committee for additional pesticide monitoring, including possible monitoring near Maple Elementary School, Farm Labor Camp, and Mexican Colony. DPR will work with these recommendations and continue to keep the Shafter Community Steering Committee informed of any new developments concerning the pesticide monitoring program in the area.

Community Emissions Reduction Programs in Year One Communities

CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including PM2.5 and TACs. As specified in CARB's Community Air Protection Program Blueprint, Appendix C (Criteria for Community Emission Reduction Programs), the approved CERPs were designed to focus on maximizing reductions of criteria air pollutants, such as reducing exposure to PM2.5 from local sources, and TACs which contribute to cumulative exposure burdens within the community.

The District worked with the CSCs to develop and adopt CERPs for both South Central Fresno and Shafter. The documents found in the various Appendices outline the process taken to identify and select measures to obtain emission reduction aimed at reducing emissions and elevated exposure burdens experienced by residents of each impacted community. Throughout the CERP development processes, the District engaged residents, stakeholders, EJ advocates, and local agencies within the two communities to better understand sources of community concern and prioritize strategies to reduce the associated pollution impacts. Both the South Central Fresno and Shafter CERPs were adopted by the District Governing Board September 19, 2019, and approved by CARB February 13, 2020.

The CSC meetings have been and will continue to be the driving forces behind identifying and developing effective measures aimed at reducing emissions and mitigating local impacts. In order to maximize the CSC's time together and help build consensus among the diverse membership, adjustments were made to meeting formats to include collaborative seating arrangements, interactive group exercises, and take-home assignments. Some of these more dynamic meetings have yielded the best results from both committees.

The final CERPs provide a description of the South Central, including geographical boundaries and socioeconomic factors impacting community residents. A technical analysis describes the sources of pollution impacting the community, as well as the location of sensitive receptors within the community. The CERPs include a wide range of measures, developed in collaboration with the CSCs, to reduce air pollution and exposure, including incentive funding measures, regulatory strategies, public engagement strategies, enforcement strategies, and a number of additional strategies to be implemented in partnership with other agencies and local organizations. Additionally, the CERPs include an implementation schedule and metrics for tracking and reporting on progress made in implementation of the CERP measures.

Through the interactive community engagement process, top sources of concern in the South Central Fresno community include, in no order of priority, heavy duty trucks, high polluting and idling cars, residential wood burning, land-use/industrial development, illegal burning, and industrial processes. Top sources of concern in the Shafter community include, in no order of priority, heavy duty trucks, older/high polluting and

idling cars, agricultural sources, oil and gas operations, residential wood burning, fugitive dust, and urban sources. Reducing emissions from these source categories has been placed as high priority by the community based on the large amount of emissions, including PM_{2.5} and TACs (particularly diesel PM) that originate from heavy duty mobile sources in and around the community.

While the measures differ in details between the two CERPs, the following provides a high-level summary of the CERP measures for the South Central Fresno and Shafter Communities:

- Heavy Duty Mobile Sources: The strategies primarily include incentive funding for zero and near-zero emissions clean truck technologies and zero emission technology or new-clean technology to replacement of diesel powered yard trucks, transport refrigeration units, school buses used by school districts, high polluting locomotives, and incentives for electric charging infrastructure.
- Older/High Polluting Passenger Cars: The measures developed include hosting local Tune In Tune Up Events to provide vehicle emissions related repairs. In addition, this strategy will also provide incentive measures to increase large-scale deployment of electric vehicles or plug in hybrid vehicles through the replacement of gas-powered vehicles currently in use.
- Residential Burning: This strategy includes providing enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies. In addition to implementing enhanced enforcement program to conduct regular area surveillance to enforce open burn prohibitions, and working closely with local fire agencies to encourage interdepartmental cooperation and cross-reporting of incidents.
- Agricultural Operations: The strategy includes providing enhanced outreach and access to incentive funding to promote new alternatives to agricultural open burning. These strategies also include CARB and DPR working with the community to address pesticides concerns.
- Industrial Sources: The strategy includes providing incentives to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install for stationary sources. Strategies also include the implementation of enhanced stationary source inspection frequency to limit the potential for localized air quality impacts at permitted facilities associated with the failure to comply with emission standards that are established by a District permit, rule, or regulation, and conducting hands-on training for gas station operators to aid in the identification and timely repair of vapor recovery system defects
- Emissions Exposure and Land Use: Several strategies have been identified

under this Land Use and Transportation section that span enhancing community participation in land use processes, continued collaboration with local land use agencies with respect to air quality impacts, and funding for new bike path construction in the community. In addition, the City of Fresno has committed to continue to work with the community on various land use issues.

- Solar Deployment in the Community: The focus of the strategy is to increase the amount of solar photovoltaic (PV) systems installed in the community by connecting community members with programs that provide financial incentives for the installation of solar PV systems) through collaboration with entities that have jurisdiction (California Public Utilities Commission, Pacific Gas and Electric Company, GRID Alternatives, SOMAH Nonprofit Administrative Partnership (SNAP).
- Commercial Cooking: Strategies developed include incentive combined with enhanced outreach and future regulatory requirement to reduce PM2.5 emissions from restaurants using underfired charbroilers. This strategy would provide incentive funding for the installation of control equipment at restaurants to reduce particulate emission from underfired charbroilers, and to provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls.
- Dust in the Community: The measures to reduce fugitive dust from construction and earthmoving activities within the community include increase enforcement of Regulation VIII rules, and partnering with entities to identify opportunities to increase street sweeping efforts in the community and to increase road paving improvements in the community.
- Lawn and Garden Equipment: Strategies include expanding the District's current rebate program to increase deployment of battery powered zero emission models to reduce localized impacts of NOx and PM2.5 emissions, including enhanced incentives and access to the incentive program among residential and commercial operators.
- Public Fleets: The measures developed includes working closely with public agencies, including City of Fresno and Fresno County, to replace vehicles through the District's Public Benefit Grants Program. This includes increased outreach to public agencies operating vehicles within the community as well as prioritized funding for projects in the community.
- Exposure Reduction Strategies for Schools: Strategies developed to reduce the exposure of children within the community require a twofold approach: increasing enrollment of schools in the Healthy Air Living School program that protects children from exposure to unhealthy outdoor air through the widespread adoption of Real-time Air Advisory Network (RAAN) and (Real-time Outdoor Activity Risk)

ROAR; further, establishing a new pilot program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air.

- Indoor Air Quality: The strategy includes increased outreach and access to incentive funding for low-income residents in South Central Fresno to receive weatherization services from partner entities, including California Community Services Department and Fresno County Economic Opportunities Commission.
- Urban Greening: This measure include efforts to partner, collaborate, and engage other agencies to bring increased funding for urban greening to fulfil the need for increased urban greening and forestry in the community.
- Vegetative Barriers: The District will work closely with the community, cities, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers and to help identify and help identify grant funding for the community's to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors.
- Reducing Automobile Idling Near Sensitive Receptors: The strategy includes targeted anti-idling messaging to areas commonly serving sensitive individuals to reduce health impacts on the most vulnerable populations. Distribution of English and Spanish idle-reduction street signs to be installed in locations that commonly serve sensitive groups throughout the community boundary, including parking lots of schools, childcare facilities, libraries, senior centers, parks, nursing homes, medical centers, and pediatric offices.
- Community Outreach Strategies: This strategy will increase community awareness of air quality improvement programs and to keep community members informed of real-time changes in air quality through social media campaigns and a series of partner workshops. Social media campaigns would be launched on three platforms: Facebook, Twitter, and Instagram. In addition, a youth symposium would be developed to educate and encourage high school students to share air quality information with their peers, helping to sustain community awareness through future generations. This also includes efforts of joint advocacy for continued and additional funding to support air quality improvement measures within the community and across the Valley.

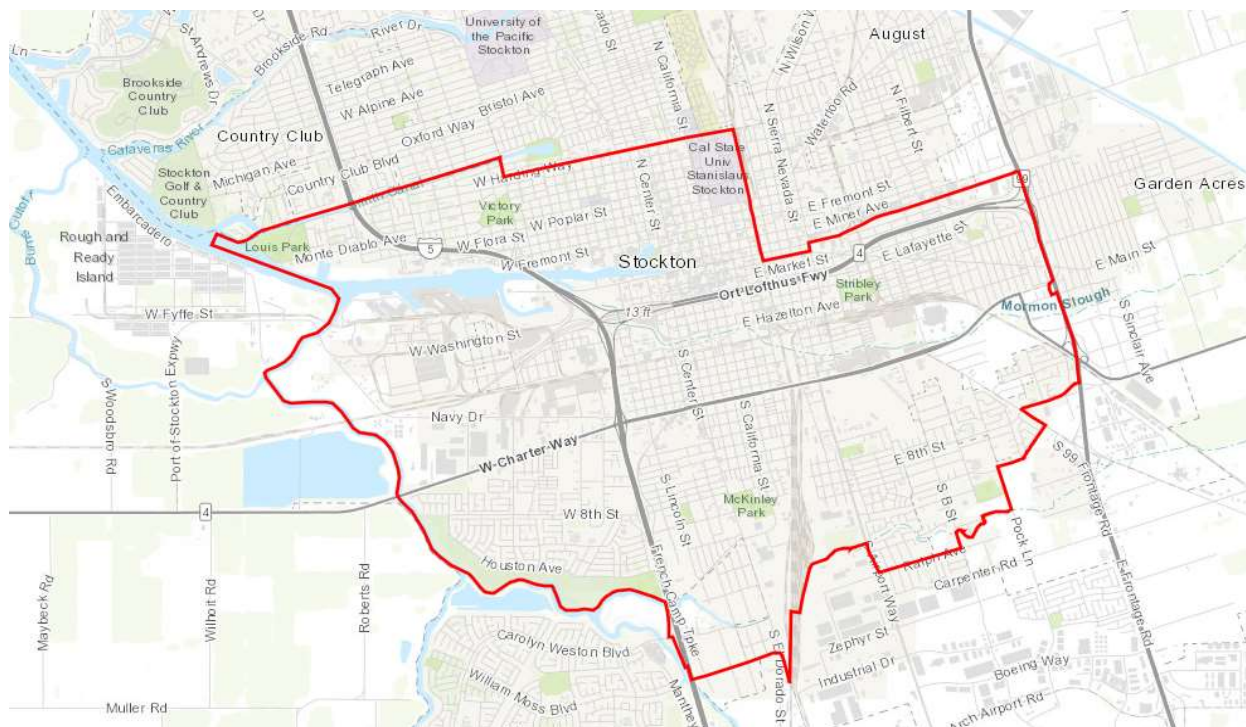
Since CERP adoption, the District has been working on implementing a number of the CERP incentive measures as prioritized by the CSCs. This work includes working closely with CARB to finalize the needed amendments to the Community Air Protection (CAP) Guidelines that are necessary to provide funding for many of the CERP measures. The proposed CAP guideline amendments will provide the pathway to fund

CERP measures that are outside of the prescribed funding categories currently in the guidelines. Once approved, the District will work closely with the CSCs to develop and submit project plans for implementing these incentive measures.

Stockton Selected as Year Two Community

Under state law, CARB was required to select additional communities for action under the second round of funding for AB 617 by January 1, 2020. In the District's development of Year Two community recommendations the District performed an extensive public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through multiple public workshops. These efforts resulted in the District's Governing Board officially nominating Stockton as a Year Two community, which was officially selected by CARB's Board in December 2019.

Stockton is the largest metropolitan area in the Northern Region of the District, with a current estimated population over 310,000. A number of heavily trafficked freeways pass through the City of Stockton, including interstate 5 and highways 99 and 4, contributing a significant amount of PM2.5 emissions in the community. Specifically, the selected community in Stockton is a densely populated community within the City of Stockton directly impacted by large freeways, the Port of Stockton, freight locomotives, industrial sources, and emissions traveling downwind from the northern portion of the city.



Just like the South Central Fresno and Shafter communities, the District will continue to closely engage with Stockton CSD throughout the year to build a community air monitoring plan and Community Emissions Reduction Program. Meetings began in January and have occurred monthly since.

Best Available Retrofit Control Technology (BARCT)

Background

AB 617 required districts that are in nonattainment for one or more air pollutants to adopt expedited schedules by January 2019 for the implementation of Best Available Retrofit Control Technology (BARCT). Significant work was necessary to demonstrate that existing rules met BARCT requirements or, where it was not clear that BARCT requirements were met, identify potential gaps in the existing rules, establish a rule-review schedule, and take the schedule to the District's Governing Board for approval before the deadline. The Board adopted the District's BARCT Analysis Schedule on December 20, 2018. The District is now implementing the plan, and, where necessary, develop rule amendments consistent with state BARCT requirements. The District must also share its findings with the state as CARB compiles the BARCT clearinghouse.

BARCT Analysis

As of January 1, 2017, 109 facilities within the District were identified by CARB as being subject to the state Cap-and-Trade program, the market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562, and therefore AB 617 BARCT requirements. The District utilized an extensive evaluation process to make an initial determination of whether the rules that apply to Cap-and-Trade facilities meet all state BARCT requirements, as mandated by AB 617. Evaluating the 109 affected facilities, the District identified that approximately 4,500 active permit units were within the scope of this BARCT analysis. From the 4,500 active permit units, the District determined that 32 District rules that apply to specific source categories of equipment were subject to the BARCT analysis required under AB 617.

District staff performed analysis of the 32 affected rules and determined that:

- 5 rules were superseded by a more stringent rule known to meet BARCT or by a rule subject to further BARCT analysis,
- 5 rules were determined to meet Most Stringent Measures (MSM) for NO_x, the only relevant pollutant for these affected rules and therefore meet BARCT, and
- 6 rules were specifically determined to meet BARCT through an extensive rule and source category evaluation that compared our rule requirements with federal and state air quality regulations and with regulations of other air districts in California.
- While the remaining 16 rules likely already meet BARCT due to the District's ongoing extensive regulatory evaluations and enhancements, the proposed

BARCT implementation schedule includes commitments to establish updated BARCT determinations for these rules.

Section 40920.6(c)(3) of the Health and Safety Code requires Districts to give highest priority to conduct the BARCT analysis to those rules affecting permitted units that have not modified emissions-related permit conditions for the greatest period of time. To assist in further prioritization, the District also considered local public health, clean air benefits to the surrounding community, and regional air quality and attainment benefits by prioritizing units that emit NO_x and are located within communities selected for action under AB 617. In addition, while cost-effectiveness of controls can't be fully analyzed until each rule is addressed during the development of a BARCT rule, the District also prioritized rules with the greatest number of potentially affected units, which, when coupled to the law's requirement of prioritizing based on the length of time since the units were last modified, provides some consideration of the most likely controls to be cost-effective.

Expedited BARCT Implementation Schedule

As a part of the public process associated with establishing the Expedited BARCT Implementation Schedule, the District conducted a public scoping meeting on June 14, 2018, to solicit input from stakeholders regarding the District's proposed methodology to address the AB 617 requirement to adopt an expedited BARCT analysis schedule. The District then held a public workshop on November 1, 2018, to solicit further input from the stakeholders regarding the District's proposed BARCT implementation schedule. No comments were received from stakeholders after this workshop. Then, on December 20, 2018, the District's Governing Board approved the Expedited BARCT Implementation Schedule as required under AB 617 (See Appendix F).

Five to six rules will be analyzed each year in 2019, 2020, and 2021 as identified in Appendix F. For all rules where further analysis is required to determine whether a District rule meets BARCT, the District will engage in a robust process to assess specific air pollution control technologies associated with each rule, taking into account the local public health and clean air benefits to the community, the air quality and attainment benefits of each control option, and the cost effectiveness of each control option.

Further BARCT Analysis

Starting in 2019 and continuing in 2020, the District has begun performing a further BARCT analysis of 11 of the 16 rules identified, in the order of documented priority. Each District rule and source category are being compared to federal and state air quality regulations, and the regulations of other air districts in California, including but not limited to the following:

- South Coast Air Quality Management District (AQMD)

- Bay Area AQMD
- Sacramento Metropolitan AQMD
- Ventura County Air Pollution Control District (APCD)

The District is also working with the affected facilities to identify the potential control options that may result in additional emissions reductions. The affected facilities are providing the District with technical information and costs related to potential control options to determine the feasibility of implementing each option identified.

Based on the detailed analysis, if any rule is found to not meet state BARCT requirements, the District will enter into a full rule development process involving a robust public process and taking place immediately after the BARCT analysis is complete. Any necessary BARCT rule adoption(s) will take place at the earliest feasible date, as identified in the BARCT Implementation Schedule (See Appendix F).

Technology Clearinghouse

AB 617 requires CARB to establish and maintain a statewide clearinghouse that identifies the best available control technology, best available retrofit control technology for criteria air pollutants, and related technologies for the control of TACs.

In 2019, District staff have been participating in bi-weekly conference calls with CARB and other air district staff to discuss the proposed changes to the statewide clearinghouse and the new database and website interface that CARB and their programming consultant is creating. Through collaborative discussions, the District has provided input on facility and pollutant definitions; source category, subcategory, and classification differences; public usability and device specificity; and many other topics. Additional meetings have been scheduled and significant work and testing of the new database and website is still needed before the statewide clearinghouse can be released for public use.

District staff is actively implementing the enforcement measures that were incorporated into the Community Emission Reduction Programs for the Shafter and South Central Fresno AB 617 communities.

Compliance and Enforcement

Enhanced Idling Diesel Enforcement

The District partnered with CARB to conduct targeted anti-idling enforcement in the Shafter and South Central Fresno communities. The state's anti-idling Airborne Toxic Control Measure limits nonessential (or unnecessary) vehicle idling to specific time limits. It is applicable to all diesel-fueled commercial motor vehicles with a gross vehicular weight rating (GVWR) of greater than 10,000 pounds. The diesel exhaust from excessive idling has the potential to impose significant adverse health and

environmental impacts. Therefore, efforts to ensure compliance of the anti-idling regulation, especially near sensitive receptors, is important to limiting the potential for localized impacts within the community. The District prioritized surveillance locations based on community input, staff's knowledge of area truck stops and other locations with a high potential for idling, and CARB data on historical idling activity. The District conducted 20 hours of surveillance in Shafter (including the seven-mile buffer) and 40 hours of surveillance in South Central Fresno during the first quarter of the 2020 calendar year.

Enhanced Stationary Source Inspection Frequency

The District conducts frequent inspections and investigations of permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations targeting both criteria and toxic pollutants. These include (1) District rules and permit requirements; (2) statewide Airborne Toxic Control Measures; (3) statewide greenhouse gas regulations; and (4) federal New Source Performance Standards, National Emission Standards for Hazardous Air Pollutants, and Maximum Available Control Technology standards. The District closely monitors such sources and strictly enforces applicable requirements. Compliance evaluations are unannounced whenever possible and involve both a physical inspection of the facility and a review of operating and monitoring records. When a violation of a District permit, rule, or regulation is identified, the District takes an appropriate level of enforcement action.

To limit the potential for localized air quality impacts associated with the failure to comply with emissions standards established by District permit, rule, or regulation, the District has increased the frequency of inspection at each facility that has had an emission violation over the past three (3) years. These facilities will be inspected at least twice per calendar year for the next five (5) years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first. The attached spreadsheet shows facilities with a history of emission violations that have been inspected since the Shafter and South Central Fresno CERPs were written in September 2019.

Enhanced Enforcement Of Wood-Burning Curtailments

District staff have allocated additional resources toward the enforcement of District Rule 4901 episodic curtailment requirements in the Shafter and South Central Fresno communities. The goal of this strategy is to limit the potential for localized PM2.5 impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901. Currently, to optimize rule effectiveness and reduce the public health impact of wood smoke, the District dedicates extensive staffing resources to operate a robust Rule 4901 enforcement program covering all aspects of the rule. The District's strategy focuses on both compliance assistance and enforcement activities. On all curtailment days, the District dedicates significant staffing resources to conducting surveillance in neighborhoods and responding to complaints from members

of the public to ensure compliance with the rule. The District treats fireplace surveillance and complaint response as the highest priority enforcement activity. On each curtailment day, a substantial number of the District's inspection staff are assigned to perform surveillance with a focus on areas where non-compliance with the rule has been historically high and/or where public complaints regarding burning have been common. Notwithstanding this focus, the District works to ensure that surveillance is conducted regularly in all areas subject to regulatory curtailments. In addition to the surveillance and complaint response conducted during normal business hours, the District also conducts surveillance and complaint response on weekends, holidays, and during nighttime hours. Specifically, during the 2019-20 wood burning curtailment season (November 1, 2019, through February 29, 2020), District staff conducted four (4) hours of surveillance within each community on each declared curtailment day (including weekends), in addition to responding to citizen complaints regarding wood burning activity.

Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

Since adoption of the CERPs, and building on the District's existing surveillance and complaint response efforts, District staff conducted enhanced area-wide illegal burning surveillance in the Shafter and South Central Fresno communities. The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic impacts associated with the illegal open burning of residential waste. Pursuant to District rules and state law, the burning of residential waste is illegal in the San Joaquin Valley. Recognizing both the potential for localized exposure and regional air quality impacts associated with the burning of residential waste, the District promptly responds to all complaints regarding illegal burning, conducts regular area surveillance for the purpose of enforcing open burn prohibitions, and works closely with local fire agencies to encourage interdepartmental cooperation and cross-reporting of incidents. The District conducted 20 hours of illegal residential burning surveillance in Shafter and 40 hours of illegal residential burning surveillance in South Central Fresno during the first quarter of the 2020 calendar year, in addition to responding to citizen complaints regarding open burning.

Promoting Implementation of Conservation Tillage Practices

District staff with the agricultural stakeholders and the County Ag Commissioner to host two workshops in Kern County (Shafter and Bakersfield) to discuss the District's Conservation Management Practices program. During the workshop, District staff provided training to attendees on the purpose and requirements of Rule 4550 – Conservation Management Practices, the first of its kind rule in the nation to reduce fugitive PM emissions from agricultural operations through the reduction in passes of agricultural equipment and implementation of other practices. The workshop also provided focused outreach to promote more widespread implementation of conservation tillage practices, such as cover cropping, no till, low till, strip till, and precision

agriculture by highlighting the health and economic benefits that can be achieved from implementing conservation tillage practices.

Pilot Training Program for Conducting Self-Inspections at Gas Stations

The goal of this strategy is to limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing stations in the South Central Fresno and Shafter communities. Gasoline dispensing stations are sources of volatile organic compound (VOC) and toxic emissions such as benzene. Accordingly, District rules require state-certified vapor recovery systems be installed, operated, and maintained in order to achieve at least 95% control of gasoline vapors. District staff inspects gasoline vapor recovery systems on a routine basis to detect equipment defects, such as torn hoses and damaged nozzles, and missing or non-certified parts, to ensure compliance with applicable state and local requirements. Furthermore, District staff routinely witnesses third-party source testing of gasoline vapor recovery systems to verify compliance with applicable leak standards and backpressure requirements. In addition, frequent and thorough self-inspections of vapor recovery systems by the facility operator aids in the identification and timely repair of vapor recovery system defects in the interim between District inspections and reduces the potential for localized impacts from excess emissions associated with equipment defects. The District is currently developing training material for this pilot program. District staff plans to meet one-on-one with gasoline dispensing facility owners/operators in the 2020 calendar year to provide this hands-on training, which will be custom tailored to the specific equipment (including VOC control devices) on site at each facility. District staff also plans to provide gasoline dispensing facility owners/operators with additional resources and materials as they independently conduct their own self-inspections.

**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G17-CAPP-26
Grant # G18-CAPP-26
Report #2**

Appendix A

**Shafter Community Steering Committee
Agendas and Support Materials from AB 617 Steering Committee Meetings**



Agenda for Shafter Community Steering Committee – Meeting #7

June 10, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Jimmy Yee, Facilitator
 - Review of meeting goals
3. Community Air Monitoring Plan Implementation 5:40 p.m.
Jon Klassen, Director of Strategies and Incentives
4. CERP Development Process and Draft Strategies 6:00 p.m.
Jessica Coria, Senior Air Quality Specialist, District
5. World Café: Potential Strategies to Control Emissions 6:15 p.m.
Jimmy Yee, Facilitator
District Staff
Steering Committee Members
6. Wrap-up and Next Steps 7:15 p.m.
Jimmy Yee, Facilitator
 - Meeting takeaways and next steps
 - Additional Meeting Dates for CERP Development:
 - **June 24**
 - **July 8**
 - **July 22**
7. Public Comment 7:20 p.m.

Learn more: community.valleyair.org

STEERING COMMITTEE: DRAFT STRATEGY CONCEPTS

SHAFTER STEERING COMMITTEE | NAME: _____

Instructions:

1. Read through preliminary strategy concepts
2. List the draft strategy concepts that you would like to comment on or have questions about
3. Please add any **additional** strategies or ideas you recommend be implemented in the community in the table on the other side of this page (feel free to attach additional pages!)

MEASURE #	COMMENT OR QUESTION

SOURCE OF CONCERN	TYPE OF STRATEGY <i>(Mitigation Measure, Incentive, Regulation, Engagement, Other?)</i>	IDEA FOR CERP STRATEGY

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
1	1	Passenger Cars	Provide enhanced financial incentives to remove older autos from the community through the District's Drive Clean in the San Joaquin program.	Valley Air District
2	1	Passenger Cars	Host a local Tune-In Tune-Up event within the community to reduce emissions from older, high polluting cars.	Valley Air District
3	1	Passenger Cars	Provide incentive funding to support the purchase of electric vehicles, charging infrastructure in the community.	Valley Air District
4	1	Passenger Cars	Evaluate the feasibility of additional ride share programs and/or incentives for ride sharing in the community.	Valley Air District
5	1	Passenger Cars	Increase educational training for EV mechanics, and support the deployment of additional EV repair facilities in the community, as feasible.	Valley Air District
6	2	Heavy Duty Trucks	Provide enhanced incentive funding for zero and near-zero emissions clean truck technologies that operate within the community.	Valley Air District
7	2	Heavy Duty Trucks	Develop community-specific enhancements to support the deployment of clean yard trucks, transportation refrigeration units, and related infrastructure at warehouses and other facilities within the community, with priority on zero emissions technologies.	Valley Air District
8	2	Heavy Duty Trucks	Develop and/or work to implement measures that reduce idling of heavy duty trucks within the community.	Valley Air District and CARB

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
9	2	Heavy Duty Trucks	Develop an enhanced enforcement program to identify and repair trucks and buses with faulty emission control systems.	CARB
10	2	Heavy Duty Trucks	Amend warranty requirements and its inspection program for trucks to add a lower in-use emissions performance level.	CARB
11	2	School Buses	Provide enhanced incentives for the purchase of electric school buses to operate within the community.	Valley Air District
12	2	Transit Buses	Develop enhanced incentive programs for electric transit buses within the community.	Valley Air District and local transit operators
13	2	Public Fleets	Provide incentives to local public agencies for the deployment of the cleanest available vehicles and equipment in public fleets (light duty vehicles, refuse fleet, off-road fleet, emergency vehicles, etc.).	Valley Air District
14	2	Trains	Provide enhanced incentive funding to replace high-polluting locomotives with clean engine technologies for trains that operate in or near the community.	Valley Air District
15	2	Trains	Provide incentives for electric railyard switchers for train depots within the community.	Valley Air District
16	3	Residential Wood Burning	Implement enhanced District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) requirements (as included in District's 2018 PM2.5 Plan).	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
17	3	Residential Wood Burning	Provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies.	Valley Air District
18	3	Residential Wood Burning	Conduct outreach in the community to educate residents about the importance of reducing wood burning and associated health impacts, and programs available to support the transition to natural gas and electric devices.	Valley Air District
19	3	Residential Open Burning	Conduct expanded outreach and education to reduce illegal burning of residential waste.	Valley Air District and City/County
20	3	Solar Power	Provide incentives for local businesses and homeowners to install solar power and energy storage systems.	Air District and PUC
21	3	Lawn and Garden Equipment	Provide an enhanced incentive program for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines program.	Valley Air District
22	3	Lawn and Garden Equipment	Provide an enhanced incentive program for the replacement of commercial lawn and garden equipment in the community through the District's Clean Green Yard Machines program.	Valley Air District/CARB
23	3	Commercial Cooking	Provide incentives to further reduce smoke and other pollution from restaurants that use underfired charbroilers.	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
24	3	School Programs: Filtration	Provide financial incentives for the purchase and installation of enhanced Air Filtration systems at schools in the community.	Valley Air District
25	3	School Programs (HAL)	Increase the number of schools enrolled in the District's Healthy Air Living School program to help reduce children's exposure to unhealthy air conditions.	Valley Air District and local school district
26	3	Sensitive Receptors (Exposure reduction)	Work with agency and local partners to investigate measures to reduce indoor emissions and exposure, including weatherization, energy efficiency, enhanced filtration, and other services.	CARB, CEC, PUC, IOUs, City, County, Valley Air District
27	3	Sensitive Receptors (Idling signage)	Install additional anti-idling signs installed near schools and other land uses that serve children and seniors	Valley Air District, CARB, City and County
28	3	Outreach	Host outreach events within the community to increase awareness of available air quality improvement programs.	Valley Air District and local partners
29	3	Outreach	Provide additional information to the community about real-time air quality conditions and appropriate measures the public should take to protect themselves during poor air quality episodes.	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
30	3	Road Dust	Evaluate increasing the frequency of street sweeping along the edges of freeways near the community.	CDOT
31	3	Road Dust	Evaluate increasing the frequency of street sweeping in the community to reduce road dust.	City and County
32	3	Urban Greening/Forestry	Identify opportunities for increased urban greening and forestry in the community.	Valley Air District and other local partners
33	3	Road paving/sidewalks	Consider paving roads and sidewalks within the community to help reduce dust pollution.	City and County
34	3	Vegetative Barriers	Provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible.	Valley Air District, City, County, CDOT, and other local partners
35	4	Land Use/Sustainable Development	Support projects that reduce vehicle miles traveled in the community, including measures that promote active transport and increase the walkability of community neighborhoods.	Valley Air District, planning organizations, local developers, other local partners

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
36	4	Land use	Build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks.	City and County
37	4	New Construction	Provide assistance during the CEQA process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced.	Valley Air District
38	4	Stationary Sources	Provide incentives for stationary source facilities within the community to install advanced control technology beyond existing controls that would not otherwise be economically feasible to install, as feasible.	Valley Air District
39	4	Oil and Gas Production Activities	Evaluate the feasibility of an incentive program for oil and gas operations near the City of Shafter to fund the installation of technologies that further reduce production-related emissions, including those from flaring activities.	Valley Air District
40	5	Ag Engines	Provide enhanced incentives (capital, rate structure) to replace existing diesel agricultural pump engines with electric pumps and related infrastructure, as feasible, or with Tier 4 engines if electrification is not feasible.	Valley Air District and PUC/IOU
41	5	Ag Equipment	Provide incentives to replace diesel agricultural equipment with the cleanest available equipment.	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
42	5	Nut Harvesting	Provide incentives for low-dust technology nut harvesters to target the replacement of nut harvesting equipment with low dust technologies for farmland surrounding the City of Shafter.	Valley Air District
43	5	Agricultural Open Burning	Provide enhanced incentive funding to promote alternatives practices and technologies to open burning of agricultural materials.	Valley Air District
44	5	Dairy feed mix electrification	Provide incentives for electric dairy feed mixing equipment to target dairy operations near the community of Shafter.	Valley Air District
45	5	Dairy Digesters	Support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in energy production.	Valley Air District and CDFA
46	5	Dairy trucks	Provide incentives for the replacement of diesel dairy trucks with zero or near-zero emissions technologies.	Valley Air District
47	5	Alternative manure management strategies	Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies.	Valley Air District and CDFA

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
48	5	Agricultural Conservation Management Practices	Work with local agricultural operations to offer incentives to promote increased implementation of conservation management practices that further reduce particulate matter emissions, including conservation tillage and other practices.	Valley Air District
49	6	Pesticides	Evaluate additional opportunities to address pesticide concerns, including providing additional information regarding monitoring efforts and development of enhanced notification, as feasible.	CARB, DPR, Ag Commissioner

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
1	1	Passenger Cars	Provide enhanced financial incentives to remove older autos from the community through the District's Drive Clean in the San Joaquin program.	Valley Air District
2	1	Passenger Cars	Host a local Tune-In Tune-Up event within the community to reduce emissions from older, high polluting cars.	Valley Air District
3	1	Passenger Cars	Provide incentive funding to support the purchase of electric vehicles, charging infrastructure in the community.	Valley Air District
4	1	Passenger Cars	Evaluate the feasibility of additional ride share programs and/or incentives for ride sharing in the community.	Valley Air District
5	1	Passenger Cars	Increase educational training for EV mechanics, and support the deployment of additional EV repair facilities in the community, as feasible.	Valley Air District
6	2	Heavy Duty Trucks	Provide enhanced incentive funding for zero and near-zero emissions clean truck technologies that operate within the community.	Valley Air District
7	2	Heavy Duty Trucks	Develop community-specific enhancements to support the deployment of clean yard trucks, transportation refrigeration units, and related infrastructure at warehouses and other facilities within the community, with priority on zero emissions technologies.	Valley Air District
8	2	Heavy Duty Trucks	Develop and/or work to implement measures that reduce idling of heavy duty trucks within the community.	Valley Air District and CARB

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
9	2	Heavy Duty Trucks	Develop an enhanced enforcement program to identify and repair trucks and buses with faulty emission control systems.	CARB
10	2	Heavy Duty Trucks	Amend warranty requirements and its inspection program for trucks to add a lower in-use emissions performance level.	CARB
11	2	School Buses	Provide enhanced incentives for the purchase of electric school buses to operate within the community.	Valley Air District
12	2	Transit Buses	Develop enhanced incentive programs for electric transit buses within the community.	Valley Air District and local transit operators
13	2	Public Fleets	Provide incentives to local public agencies for the deployment of the cleanest available vehicles and equipment in public fleets (light duty vehicles, refuse fleet, off-road fleet, emergency vehicles, etc.).	Valley Air District
14	2	Trains	Provide enhanced incentive funding to replace high-polluting locomotives with clean engine technologies for trains that operate in or near the community.	Valley Air District
15	2	Trains	Provide incentives for electric railyard switchers for train depots within the community.	Valley Air District
16	3	Residential Wood Burning	Implement enhanced District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) requirements (as included in District's 2018 PM2.5 Plan).	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
17	3	Residential Wood Burning	Provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies.	Valley Air District
18	3	Residential Wood Burning	Conduct outreach in the community to educate residents about the importance of reducing wood burning and associated health impacts, and programs available to support the transition to natural gas and electric devices.	Valley Air District
19	3	Residential Open Burning	Conduct expanded outreach and education to reduce illegal burning of residential waste.	Valley Air District and City/County
20	3	Solar Power	Provide incentives for local businesses and homeowners to install solar power and energy storage systems.	Air District and PUC
21	3	Lawn and Garden Equipment	Provide an enhanced incentive program for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines program.	Valley Air District
22	3	Lawn and Garden Equipment	Provide an enhanced incentive program for the replacement of commercial lawn and garden equipment in the community through the District's Clean Green Yard Machines program.	Valley Air District/CARB
23	3	Commercial Cooking	Provide incentives to further reduce smoke and other pollution from restaurants that use underfired charbroilers.	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
24	3	School Programs: Filtration	Provide financial incentives for the purchase and installation of enhanced Air Filtration systems at schools in the community.	Valley Air District
25	3	School Programs (HAL)	Increase the number of schools enrolled in the District's Healthy Air Living School program to help reduce children's exposure to unhealthy air conditions.	Valley Air District and local school district
26	3	Sensitive Receptors (Exposure reduction)	Work with agency and local partners to investigate measures to reduce indoor emissions and exposure, including weatherization, energy efficiency, enhanced filtration, and other services.	CARB, CEC, PUC, IOUs, City, County, Valley Air District
27	3	Sensitive Receptors (Idling signage)	Install additional anti-idling signs installed near schools and other land uses that serve children and seniors	Valley Air District, CARB, City and County
28	3	Outreach	Host outreach events within the community to increase awareness of available air quality improvement programs.	Valley Air District and local partners
29	3	Outreach	Provide additional information to the community about real-time air quality conditions and appropriate measures the public should take to protect themselves during poor air quality episodes.	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
30	3	Road Dust	Evaluate increasing the frequency of street sweeping along the edges of freeways near the community.	CDOT
31	3	Road Dust	Evaluate increasing the frequency of street sweeping in the community to reduce road dust.	City and County
32	3	Urban Greening/Forestry	Identify opportunities for increased urban greening and forestry in the community.	Valley Air District and other local partners
33	3	Road paving/sidewalks	Consider paving roads and sidewalks within the community to help reduce dust pollution.	City and County
34	3	Vegetative Barriers	Provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible.	Valley Air District, City, County, CDOT, and other local partners
35	4	Land Use/Sustainable Development	Support projects that reduce vehicle miles traveled in the community, including measures that promote active transport and increase the walkability of community neighborhoods.	Valley Air District, planning organizations, local developers, other local partners

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
36	4	Land use	Build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks.	City and County
37	4	New Construction	Provide assistance during the CEQA process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced.	Valley Air District
38	4	Stationary Sources	Provide incentives for stationary source facilities within the community to install advanced control technology beyond existing controls that would not otherwise be economically feasible to install, as feasible.	Valley Air District
39	4	Oil and Gas Production Activities	Evaluate the feasibility of an incentive program for oil and gas operations near the City of Shafter to fund the installation of technologies that further reduce production-related emissions, including those from flaring activities.	Valley Air District
40	5	Ag Engines	Provide enhanced incentives (capital, rate structure) to replace existing diesel agricultural pump engines with electric pumps and related infrastructure, as feasible, or with Tier 4 engines if electrification is not feasible.	Valley Air District and PUC/IOU
41	5	Ag Equipment	Provide incentives to replace diesel agricultural equipment with the cleanest available equipment.	Valley Air District

MEASURE #	TABLE #	CATEGORY	STRATEGY CONCEPTS BASED ON COMMUNITY INPUT	IMPLEMENTING AGENCY
42	5	Nut Harvesting	Provide incentives for low-dust technology nut harvesters to target the replacement of nut harvesting equipment with low dust technologies for farmland surrounding the City of Shafter.	Valley Air District
43	5	Agricultural Open Burning	Provide enhanced incentive funding to promote alternatives practices and technologies to open burning of agricultural materials.	Valley Air District
44	5	Dairy feed mix electrification	Provide incentives for electric dairy feed mixing equipment to target dairy operations near the community of Shafter.	Valley Air District
45	5	Dairy Digesters	Support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in energy production.	Valley Air District and CDFA
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Shafter Community Emissions Reduction Program (CERP) Development

June 10, 2019

Jessica Coria, Senior Air Quality Specialist
San Joaquin Valley Air Pollution Control District

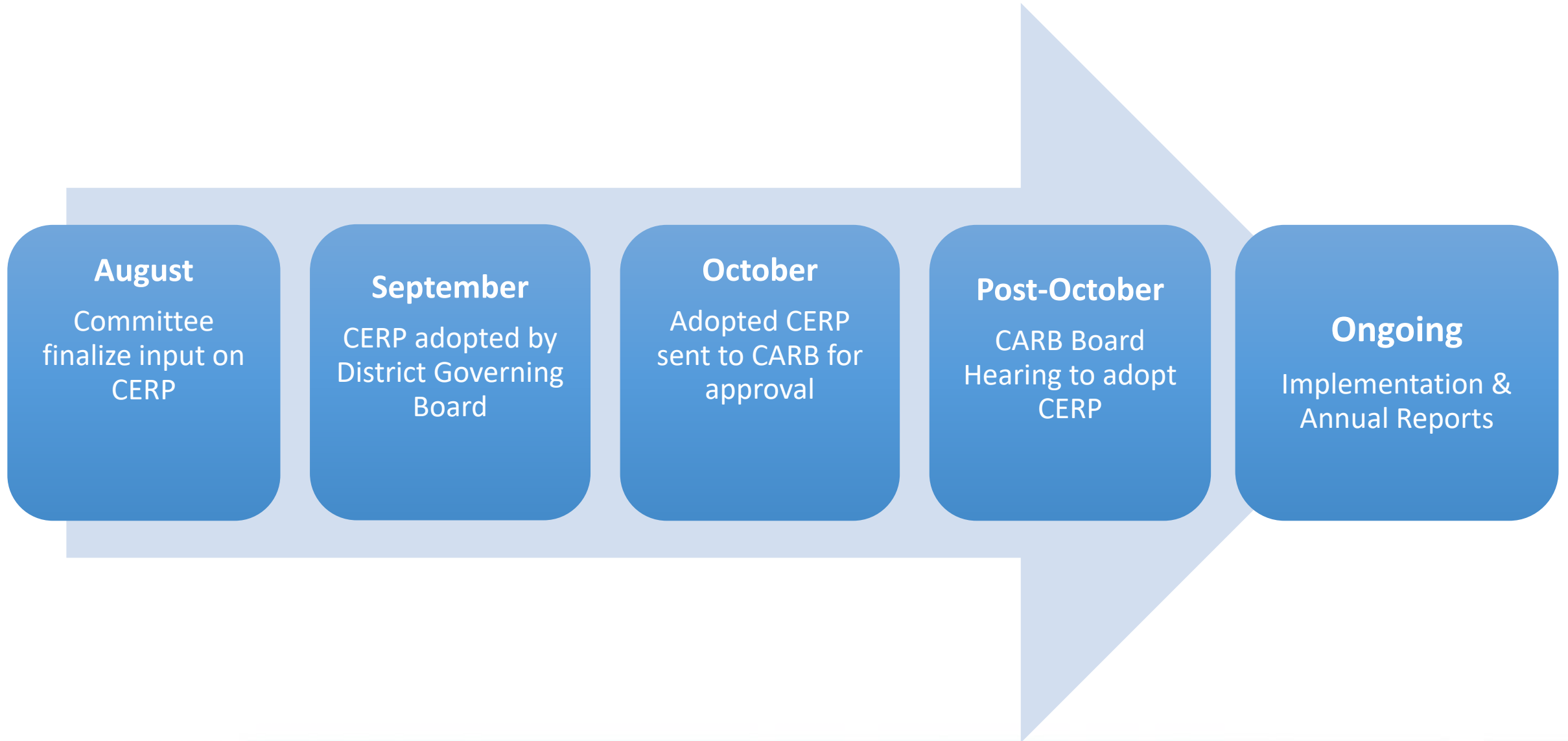
Community Emissions Reduction Programs

- Guidance on CERPs included in CARB's Community Air Protection Blueprint: Appendix C
- Elements of a CERP include:
 - Understanding the Community
 - Community partnerships & public engagement
 - What are the Community air quality challenges and concerns?
 - How can we collectively address these challenges and concerns?
 - Implementation schedule
 - Enforcement plan
 - Metrics to track progress over time

City of Shafter Community Emissions Reduction Program
Draft Outline for Steering Committee Review April 8, 2019

- I. Executive Summary
- II. Introduction
 - A. Background about AB617 and the Community Air Protection Program
 - B. Health Based Air Quality Objectives
- III. Understanding the Community
 - A. Community Profile
 - B. Technical Assessment to Understand Community Pollution Impacts
- IV. Community Partnerships and Public Engagement
 - A. Community Steering Committee Information
 - B. Steering Committee Meetings
 - C. Public Outreach
- V. Identifying and Evaluating Community Air Quality Concerns
 - A. Summary of Community Emission Sources
 - B. Community-Identified Air Quality Priorities
 - C. Evaluating Air Quality Impacts
- VI. Targets and Strategies
 - A. Emissions Reduction Targets & Goals
 - B. Mitigation Strategies for Sensitive Receptors
 - C. Pollution Reduction Strategies
 1. Incentives-Based Strategies
 2. Regulatory Strategies
 - a) Rules and Regulations
 - b) Facility Health Risk Reduction Program under AB2588
 - c) Enforcement Strategies
 3. Partnering with Other Agencies
 - a) Land Use Strategies
 - b) Transportation Strategies
 - c) Other Agency Partners
 - D. Implementation Schedule
- VII. Enforcement Plan
 - A. Enforcement History for Community Sources
 - B. Compliance Strategies for Achieving Emission Reduction Targets
- VIII. Metrics to Track Progress
 - A. Metrics to Track Progress in Annual Reports
 - B. Metrics for Five-Year Milestone Evaluation

Upcoming CERP Deadlines



CERP Development Process



Ways to Reduce Air Pollution

- Incentive-based Pollution Reduction Strategies
 - New/enhanced opportunities to promote effective clean air technologies and practices
- Regulatory Strategies
 - Must be taken through a public process, extensive existing stationary and mobile source regulations
- Outreach & Engagement
 - Public education about actions residents and businesses can take to further reduce air pollution and associated health benefits
- Partnership with Other Agencies
 - CARB, Cities, Counties, Department of Pesticide Regulation, etc.
- Mitigation Strategies (indoor air filtration, vegetative barriers, etc.)

Community-Driven Emission Reduction Strategies

- Extensive input and feedback from the Committee has resulted in the formulation of draft list of Emission Reduction Strategy Concepts
 - Will be developing and refining these strategies with Committee member suggestions and recommendations
- World Café Style Conversations
 - Answer questions about existing control programs for different source categories of concern
 - Discuss initial draft strategies
 - Brainstorm additional strategy ideas
- Numbers in “Table” column of worksheet correspond with the table to visit for more information & discussions about the particular source
- Follow with full-committee discussion on ideas considered during World Café Style exercise and other recommendations

Contact Information

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AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

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Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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AB 617 Shafter Community Steering Committee - Meeting #7
June 10, 2019, 5:30 p.m. – 7:30 p.m.
Shafter Veterans Hall

1. Doors Open/Meet and Greet/Refreshments

2. Welcome

Jimmy Yee, Facilitator

Jimmy welcomed the Committee, reviewed the agenda, and introduced the first speaker, Jon Klassen.

Summary of Feedback from Posters:

- Committee member clarified that the proposal for additional CERP measures emailed by Gustavo to the District was sent on behalf of multiple committee members, not just Gustavo. Ten members support the proposal and want the proposal to be public. Other committee members suggested that development of the CERP and associated strategies be developed and evaluated through the ongoing process, with input from the full committee.

3. Community Air Monitoring Plan Implementation

Jon Klassen

Jon Klassen reviewed the status of implementation of the Community Air Monitoring Plan in Shafter.

Key takeaways from Jon's presentation included:

- District is evaluating different locations in Shafter for siting of equipment, in addition to newly located monitors at the Shafter DMV and Grimmway Academy
- The documents shared by the committee contained good recommendations for air monitoring
 - Locations suggested in document include Golden Oaks Elementary and Sequoia Elementary. District is currently contacting these facilities to evaluate access to power and security
- District evaluating feasibility of placement of a monitor at Grimmway Academy (SW area of the residential area of Shafter)
- District is continuing to make progress and will update as additional equipment is deployed
- Working on air monitoring plan document that explains data handling, quality control procedures, maintenance of network
- District will present draft document to the committee for feedback before finalization

Summary of Feedback from Posters:

- Do you have an estimate (short-term) for progress? We would appreciate it.
- We'd like a comprehensive look at pollution from train traffic in Shafter.

4. CERP Development and Draft Strategies

Jessica Coria, Air District Senior Air Quality Specialist

Jessica Coria reviewed the timeline for the Community Emission Reduction Program (CERP) development, including upcoming deadlines and a meeting schedule outlining upcoming meetings to develop the CERP Emission Reduction Strategies, Targets, and Metrics. Moving into the meeting topic,

Jessica discussed potential methods to reduce emissions, which include incentive-based pollution reduction strategies, regulatory strategies, outreach and engagement strategies, partnerships with other agencies, and mitigation strategies to help protect sensitive populations. Finally, Jessica introduced the meeting exercise for the evening, which consisted of “World Café” style conversation tables to facilitate questions and answers about the preliminary list of Emission Reduction Strategy Concepts, as well as brainstorming of additional ideas for emission reductions.

5. World Café: Potential Strategies to Control Emissions

Jimmy Yee, Facilitator

Committee members and the public had the opportunity to visit tables staffed with District, CARB, and Department of Pesticide Regulation staff knowledgeable about existing control strategies and potential control strategies. Committee members started by reviewing the preliminary list of Emission Reduction Strategy Concepts, and discussing the concepts in small groups. Then, both the public and the Committee members rotated through the tables to learn more about both existing programs, and potential measures that could be implemented in the community. Finally, Committee members returned to the small groups for discussion and to report back to the full group about ideas for the CERP.

Summary of Feedback from Posters:

- It'll take a while to look at list. Education is a top priority. How do we educate the public?
- Revamp incentive programs. Look at new requirements that may lead to legislative change. Focus on rule-making in Shafter.
- Can District comment on strategies that would require regulatory change?
- Meetings on 2nd and 4th Monday
- People don't have enough revenue to take advantage of tax credits
- Programs other than Tune In/Tune Up?

6. Topics for Next Meeting

Jimmy Yee, Facilitator

Jessica Coria and Jimmy Yee reviewed dates and topics for upcoming meetings in June and July.

Public Comment:

- Can you post the packet online?
- District should explain what will be picked up by air monitors at Golden Oak

**Refer to meeting audio and video to review the full details and comments from the meeting.*



Agenda para el Comité Directivo Comunitario de Shafter – Reunión #7

10 de junio de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Jimmy Yee, Facilitador
 - Repaso de objetivos de la reunión
3. Implementación del Plan de Monitoreo del Aire de la Comunidad 5:40 p.m.
Jon Klassen, Director de Programas de Estrategias e Incentivos
4. Proceso del Desarrollo del CERP y Estrategias de Borrador 6:00 p.m.
Jessica Coria, Especialista en Calidad del Aire
5. World Café: Estrategias Potenciales para Controlar Emisiones 6:15 p.m.
Jimmy Yee, Facilitador
Personal del Distrito
Miembros del Comité Directivo
6. Concluir y Próximos Pasos 7:15 p.m.
Jimmy Yee, Facilitador
 - Moraleja de la reunión y próximos pasos
 - Reuniones adicionales para el Desarrollo del CERP:
 - **24 de junio**
 - **8 de julio**
 - **22 de julio**
7. Comentario Público 7:20 p.m.

Aprende más: community.valleyair.org

COMITÉ DIRECTIVO: PROYECTO DE CONCEPTOS DE ESTRATEGIA

COMITÉ DIRECTIVO DE SHAFTER | NOMBRE: _____

Instrucciones:

1. Leer conceptos preliminares de estrategia.
2. Haga una lista de los conceptos de estrategia preliminar que le gustaría hacer comentarios o tiene preguntas acerca
3. Agregue cualquier estrategia **adicional** que recomiende que se implemente en la comunidad en la tabla al reverso de esta página (¡no dude en adjuntar páginas adicionales!)

MEDIDA #	COMENTARIOS O PREGUNTAS

FUENTE DE PREOCUPACIÓN	TIPO DE ESTRATEGIA <i>(Medida de Mitigación, Incentivo, Regulación, Compromiso, otros?)</i>	IDEA PARA LA ESTRATEGIA DE PROGRAMA DE REDUCCIÓN DE EMISIONES DE LA COMUNIDAD (CERP, POR SUS SIGLAS EN INGLÉS)

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
1	1	Vehículos de Pasajeros	Proporcionar incentivos financieros mejorados para eliminar vehículos antiguos de la comunidad a través del programa del Distrito Drive Clean en San Joaquín.	Distrito del Aire del Valle
2	1	Vehículos de Pasajeros	Organizar un evento local de Tune-In Tune-Up dentro de la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes.	Distrito del Aire del Valle
3	1	Vehículos de Pasajeros	Proporcionar incentivos financieros para apoyar la compra de vehículos eléctricos, infraestructura para cargar dentro de la comunidad.	Distrito del Aire del Valle
4	1	Vehículos de Pasajeros	Evaluar la viabilidad de programas adicionales para viajes compartidos y/o incentivos para compartir viajes en la comunidad.	Distrito del Aire del Valle
5	1	Vehículos de Pasajeros	Aumentar entrenamiento educacional para mecánicos de vehículos eléctricos (EV, por sus siglas en inglés), y apoyar el despliegue de instalaciones de reparación de EV's en la comunidad, según sea posible.	Distrito del Aire del Valle
6	2	Camiones de Servicio Pesado	Proporcionar incentivos financieros mejorados para tecnologías de camiones limpios con cero o casi cero emisiones que operan dentro de la comunidad.	Distrito del Aire del Valle
7	2	Camiones de Servicio Pesado	Desarrollar mejoras específicas de la comunidad para respaldar el despliegue de camiones de yarda limpios, unidades de refrigeración de transporte, e infraestructura relacionada con centros de almacenamiento dentro de la comunidad, con prioridad en tecnologías de cero emisiones.	Distrito del Aire del Valle
8	2	Camiones de Servicio Pesado	Desarrollar y/o trabajar para implementar medidas cuales reducen el ralentí de camiones de servicio pesado dentro de la comunidad.	Distrito del Aire del Valle

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
9	2	Camiones de Servicio Pesado	Desarrollar un programa de cumplimiento mejorado para identificar y reparar camiones y autobuses con sistemas de control de emisiones defectuosos.	CARB
10	2	Camiones de Servicio Pesado	Modificar los requisitos de garantía y su programa de inspección para camiones para agregar un nivel de rendimiento de emisiones a uno más bajo.	CARB
11	2	Autobuses Escolares	Proporcionar incentivos mejorados para la compra de autobuses escolares eléctricos para que operen dentro la comunidad.	Distrito del Aire del Valle
12	2	Autobuses de Tránsito	Desarrollar programas de incentivos mejorados para autobuses de tránsito eléctricos dentro la comunidad.	Distrito del Aire del Valle
13	2	Flotillas Públicas	Proporcionar incentivos a las agencias públicas locales para el despliegue de los vehículos y equipos más limpios disponibles en las flotillas públicas (vehículos de servicio liviano, flotillas de basura, flotillas para uso fuera de la carretera, vehículos de emergencia, etc.).	Distrito del Aire del Valle
14	2	Trenes	Proporcionar incentivos financieros mejorados para reemplazar locomotoras altamente contaminantes con tecnologías de motores menos contaminantes para trenes que operan en o cerca de la comunidad.	Distrito del Aire del Valle
15	2	Trenes	Proporcionar incentivos para las terminales locomotoras de maniobra eléctricas para las terminales de trenes dentro de la comunidad.	Distrito del Aire del Valle
16	3	Quema de Leña Residencial	Implementar los requisitos de la Regla del Distrito 4901 modificadá (Chimeneas de Leña y Calentadores de Leña) (como incluidos en el Plan de PM10 de 2018 del Distrito).	Distrito del Aire del Valle

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
17	3	Quema de Leña Residencial	Proporcionar mejores incentivos financieros para reemplazar los aparatos que queman leña y estufas de combustible granulado con gas natural o tecnologías eléctricas.	Distrito del Aire del Valle
18	3	Quema de Leña Residencial	Realizar actividades de alcance en la comunidad para educar a los residentes sobre la importancia de reducir el humo de leña y los asociados impactos a la salud, y los programas disponibles para respaldar la transición al gas natural y los aparatos eléctricos.	Distrito del Aire del Valle
19	3	Quema de Leña Residencial	Llevar a cabo alcance expandido y educación para reducir la quema ilegal de residuos residenciales.	Distrito del Aire del Valle y Ciudad/Condado
20	3	Energía Solar	Proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen sistemas de energía solar y almacenamiento de energía.	Distrito del Aire y PUC
21	3	Equipo de Césped y Jardín	Proporcionar un programa de incentivos mejorado para el reemplazo de equipos residenciales de césped y jardinería en la comunidad a través del programa de Clean Green Yard Machines del Distrito.	Distrito del Aire del Valle
22	3	Equipo de Césped y Jardín	Proporcionar un programa de incentivos mejorado para el reemplazo de equipos comerciales de césped y jardinería en la comunidad a través del programa de Clean Green Yard Machines del Distrito.	Distrito del Aire del Valle/CARB
23	3	Cocina Comercial	Proporcionar incentivos para reducir aún más el humo y la contaminación de los restaurantes que utilizan parillas comerciales.	Distrito del Aire del Valle

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APOORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
24	3	Programas Escolares: Filtración	Proporcionar incentivos financieros para la compra e instalación de sistemas mejorados de filtración de aire en las escuelas de la comunidad.	Distrito del Aire del Valle
25	3	Programas Escolares (HAL)	Aumentar la cantidad de escuelas inscritas en el programa de Healthy Air Living Schools del Distrito para ayudar a reducir la exposición de los niños a condiciones de aire insalubres.	Distrito del Aire del Valle y distrito escolar local
26	3	Receptores Sensibles (Reducción de Exposición)	Trabajar con agencias y socios locales para investigar medidas para reducir las emisiones y la exposición dentro casa, incluyendo climatización, eficiencia energética, filtración mejorada y otros servicios.	CARB, CEC, PUC, IOUs, Ciudad, Condado, Distrito del Aire del Valle
27	3	Receptores Sensibles (letreros de ralenti)	Instalar letreros adicionales contra el ralenti instalados cerca de las escuelas y otros usos de la tierra que sirven a niños y a personas de tercera edad.	Distrito del Aire del Valle, CARB, Ciudad y Condado
28	3	Alcance	Organizar eventos de divulgación dentro de la comunidad para aumentar el conocimiento de los programas de mejora de la calidad del aire disponibles.	Distrito del Aire del Valle y socios locales
29	3	Alcance	Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas apropiadas que el público debe tomar para protegerse durante los episodios de mala calidad del aire.	Distrito del Aire del Valle
30	3	Polvo en la Carretera	Evaluar aumentar la frecuencia de servicios de barrido de calles a lo largo de los bordes de las autopistas cerca de la comunidad.	CDOT

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APOORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
31	3	Polvo en la Carretera	Evaluar aumentar la frecuencia de los servicios de barrido de calles en la comunidad para reducir el polvo de las carreteras.	Ciudad y Condado
32	3	Ecologización Urbana/Forestales	Identificar oportunidades para un aumento de ecologización urbana y forestales en la comunidad.	Distrito del Aire del Valle y otros socios locales
33	3	Pavimentación de carreteras/banquetas	Considerar pavimentar caminos y aceras dentro de la comunidad para ayudar a reducir la contaminación por polvo.	Ciudad y Condado
34	3	Barreras Vegetativas	Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir la materia particulada, el olor y otras emisiones, según sea posible.	Distrito del Aire del Valle, Ciudad, Condado, CDOT, y otros socios locales
35	4	Uso de la Tierra/Desarrollo Sostenible	Apoyar los proyectos que reduzcan las millas de vehículo corridas en la comunidad, incluidas las medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios.	Distrito del Aire del Valle
36	4	Uso de la Tierra	Crear capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura ecológica, estaciones de carga de camiones y mejor respaldo de uso de suelo para camiones eléctricos.	Ciudad y Condado

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
37	4	Nueva Construcción	Proporcionar asistencia durante el proceso de CEQA con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire.	Distrito del Aire del Valle
38	4	Fuentes Estacionarias	Proporcionar incentivos para que las instalaciones de fuentes estacionarias dentro de la comunidad instalen tecnología de control avanzada más allá de los controles existentes que de otra manera no serían económicamente factibles de instalar, según sea posible.	Distrito del Aire del Valle
39	4	Actividades de Quema de Petróleo y Gas	Evaluar la viabilidad de un programa de incentivos para las operaciones de petróleo y gas cerca de la Ciudad de Shafter para financiar la instalación de tecnologías que reduzcan aún más las emisiones relacionadas con la producción, incluyendo las actividades de llamaradas.	Distrito del Aire del Valle
40	5	Motores Agrícolas	Proporcionar incentivos mejorados (capital, estructura de tasas) para reemplazar los motores de bomba agrícola de diésel existentes con bombas eléctricas e infraestructura relacionada, según sea posible, o con motores de nivel 4 si no es posible la electrificación.	Distrito del Aire del Valle y PUC/IOU
41	5	Equipos Agrícolas	Proporcionar incentivos para reemplazar equipos agrícolas de diésel con equipo menos contaminantes disponible.	Distrito del Aire del Valle
42	5	Cosecha de Nueces	Proporcionar incentivos de recolectores de nueces con tecnología de bajo polvo para enfocar el reemplazo del equipo de recolección de nueces para las tierras de cultivo que rodean la Ciudad de Shafter.	Distrito del Aire del Valle

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
43	5	Quema Agrícola	Proporcionar una mayor financiación de incentivos para promover prácticas y tecnologías alternativas para la quema de materiales agrícolas.	Distrito del Aire del Valle
44	5	Electrificación de Mezcla de Alimentos Lácteos	Proporcionar incentivos para que los equipos eléctricos de mezcla de alimentos lácteos se centren en las operaciones lecheras cercanas a la comunidad de Shafter.	Distrito del Aire del Valle
45	5	Digestores Lácteos	Apoyar las operaciones lácteos cerca de la Ciudad de Shafter en la instalación de digestores de productos lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía.	Valley Air District y CDFA
46	5	Camiones Lácteos	Proporcionar incentivos para el reemplazo de los camiones de productos lácteos de diésel con tecnologías de cero o casi cero emisiones.	Distrito del Aire del Valle
47	5	Estrategias Alternativas de Manejo de Estiércol	Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de COV, amoníaco y metano, a través de fondos y programas educativos sobre los programas disponibles a través de las agencias estatales.	Distrito del Aire del Valle y CDFA
48	5	Prácticas de Manejo de la Conservación Agrícola	Trabajar con las operaciones agrícolas locales para ofrecer incentivos para promover una implementación de prácticas de gestión de la conservación que reduzcan aún más las emisiones de materia particulada, incluyendo el cultivo de conservación y otras prácticas.	Distrito del Aire del Valle

MEDIDA #	MESA #	CATEGORÍA	CONCEPTOS DE ESTRATEGIA BASADOS EN EL APORTE DE LA COMUNIDAD	AGENCIA EJECUTORA
49	6	Pesticidas	Evaluar oportunidades adicionales para abordar las inquietudes relacionadas con los pesticidas, incluyendo la provisión de información adicional sobre los esfuerzos de monitoreo y el desarrollo de notificaciones mejoradas, según sea posible.	CARB, DPR, Comisionado Agrícola

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP) de Shafter

10 de junio de 2019

Jessica Coria, Especialista en Calidad del Aire
Distrito de Control de Contaminación del Aire del
Valle de San Joaquín

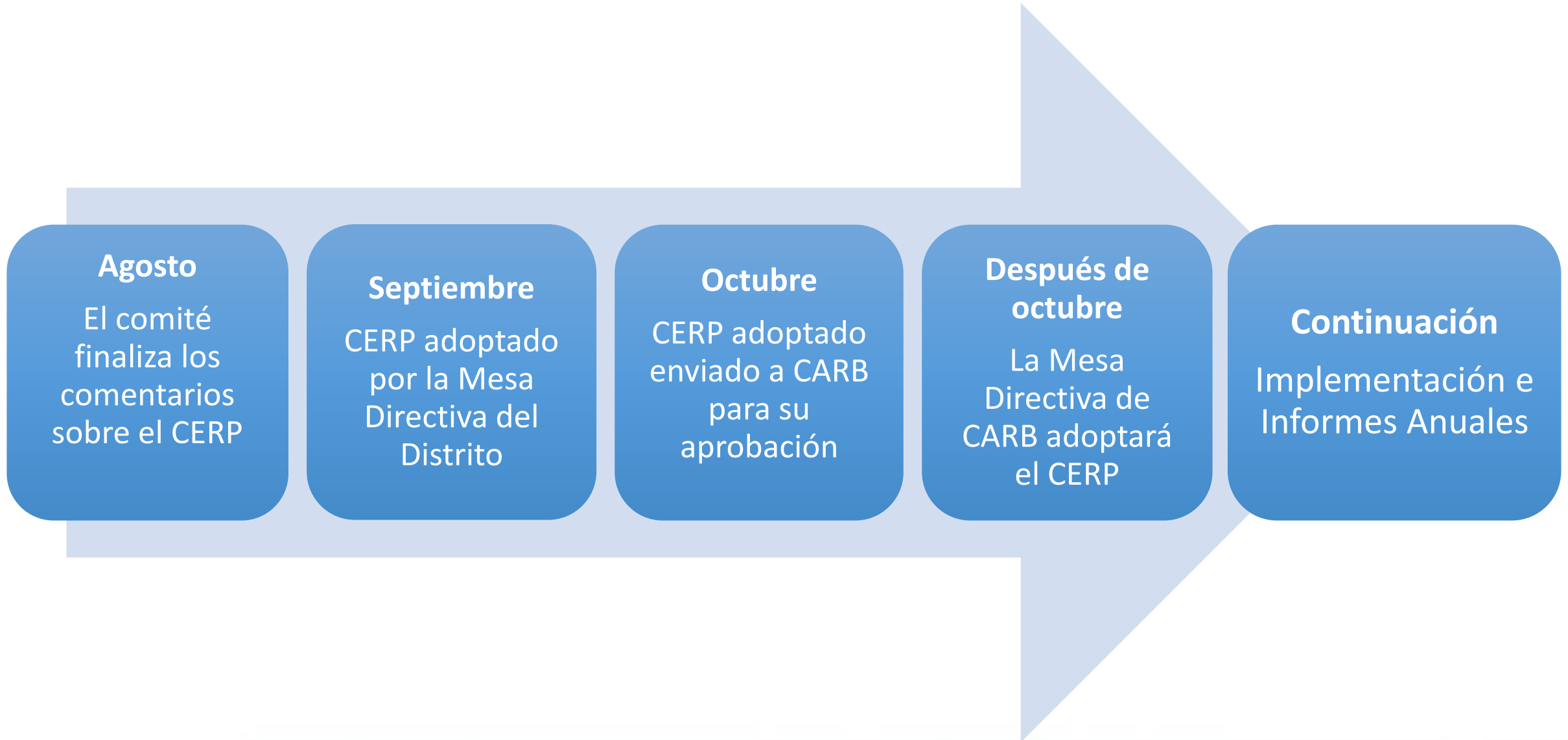
Programas de Reducción de Emisiones de la Comunidad

- Guía sobre los CERP incluidos en el Plan de Protección del Aire de la Comunidad de CARB: Apéndice C
- Los elementos de un CERP incluyen :
 - Conocimiento de la comunidad
 - Colaboraciones comunitarias y compromiso público
 - ¿Cuáles son los desafíos y preocupaciones de la calidad del aire de la Comunidad?
 - ¿Cómo podemos abordar colectivamente estos desafíos y preocupaciones?
 - Calendario de Implementación
 - Plan de ejecución
 - Métricas para seguir el progreso a través del tiempo

Programa de Reducción de Emisiones en la Comunidad Ciudad de Shafter
Borrador del Esquema para la Revisión del Comité Directivo 8 de abril de 2019

- I. Resumen Ejecutivo
- II. Introducción
 - A. Antecedentes sobre AB 617 y el Programa de Protección del Aire de la Comunidad
 - B. Objetivos de Calidad del Aire Basados en la Salud
- III. Entendiendo la Comunidad
 - A. Perfil de la Comunidad
 - B. Evaluación Técnica para Entender los Impactos de la Contaminación Comunitaria
- IV. Asociaciones Comunitarias y Compromiso Público
 - A. Información del Comité Directivo de la Comunidad
 - B. Reuniones del Comité Directivo
 - C. Alcance Público
- V. Identificar y Evaluar las Preocupaciones de la Calidad del Aire de la Comunidad
 - A. Resumen de las Fuentes de Emisión de la Comunidad
 - B. Prioridades de Calidad del Aire Identificadas por la Comunidad
 - C. Evaluando los Impactos de la Calidad del Aire
- VI. Objetivos y Estrategias
 - A. Objetivos y Metas de Reducción de Emisiones
 - B. Estrategias de Mitigación para Receptores Sensibles
 - C. Estrategias de Reducción de Contaminación
 1. Estrategias Basadas en Incentivos
 2. Estrategias Regulatorias
 - a) Reglas y Regulaciones
 - b) Programa de Reducción de Riesgos para la Salud de las Instalaciones según AB2588
 - c) Estrategias de Cumplimiento
 3. Asociarse con Otras Agencias
 - a) Estrategias de Uso del Suelo
 - b) Estrategias de Transportación
 - c) Otros Socios de Agencia
 - D. Programa de Implementación
- VII. Plan de Ejecución
 - A. Historial de Cumplimiento para las Fuentes Comunitarias
 - B. Estrategias de Cumplimiento para Alcanzar los Objetivos de Reducción de Emisiones
- VIII. Métricas para Seguir el Progreso
 - A. Métricas para Seguir el Progreso en los Informes Anuales
 - B. Métricas para Evaluación de Hito de Cinco Años

Próximos Plazos del CERP



Proceso del Desarrollo del CERP



Maneras de Reducir la Contaminación del Aire

- Estrategias de Reducción de la Contaminación Basadas en Incentivos
 - Nuevas/mejores oportunidades para promover tecnologías y prácticas efectivas de aire limpio
- Estrategias Regulatorias
 - Debe tomarse a través de un proceso público, extensas regulaciones existentes de fuentes estacionarias y móviles
- Alcance y Participación
 - Educación pública sobre las acciones que los residentes y los negocios pueden tomar para reducir aún más la contaminación del aire y los beneficios de salud asociados
- Asociación con Otras Agencias
 - CARB, Ciudades, Condados, Departamento de Regulación de Pesticidas, etc.
- Estrategias de Mitigación (Filtración de Aire Interior, barreras vegetativas, etc.)

Estrategias de Reducción de Emisiones Motivados por la Comunidad

- El aporte y los comentarios del Comité han resultado en la formulación del borrador de la lista de Conceptos de la Estrategia de Reducción de Emisiones
 - Se desarrollarán y refinarán estas estrategias con las sugerencias y recomendaciones de los miembros del Comité
- Conversaciones Estilo World Café
 - Responder a preguntas sobre programas de control existentes para diferentes categorías de fuentes de interés
 - Discutir el borrador inicial de estrategias
 - Generar ideas adicionales de estrategia
- Los números en la columna "Mesa" de la hoja de trabajo se corresponden con la mesa para visitar para obtener más información y discusiones sobre la fuente en particular
- Seguir con la discusión del comité completo sobre ideas consideradas durante el ejercicio de estilo World Café y otras recomendaciones

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno(559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Utilice la aplicación Valley
Air para obtener la
información más reciente
sobre la calidad del aire.





Agenda for Shafter Community Steering Committee – Meeting #8

June 24, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263




Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Jimmy Yee, Facilitator
 - Review of meeting goals
3. Continuing Technical Assessment Update 5:40 p.m.
Brian Clements, Program Manager of Technical Services
4. CERP Emission Reduction Strategy Development 5:50 p.m.
Jessica Coria, Senior Air Quality Specialist
Jessica Olsen, Program Manager
Steering Committee Members
5. Wrap-up and Next Steps 7:15 p.m.
Jimmy Yee, Facilitator
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: July 8, 2019
6. Public Comment 7:20 p.m.

Learn more: community.valleyair.org

SHAFTER COMMUNITY EMISSIONS REDUCTION PROGRAM
 STRATEGY CRITERIA PRIORITIZATION EXERCISE

Emission reduction and exposure reduction strategies have several criteria that need to be evaluated, including the amount of emissions reduced or the effectiveness of an exposure reduction measure; considering these criteria can help to prioritize potential strategies that may be feasible for implementation in AB 617-selected communities.

Strategy Criteria	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community
Description	PM2.5 emissions reduction in community, or reduction of exposure to PM2.5 for sensitive receptors in close proximity to a source	Toxic emissions reduction in community, or reduction of exposure to toxics for sensitive receptors in close proximity to a source	\$\$ spent to implement per emissions reductions or mitigation (limiting exposure)	Measure of potential legal, jurisdictional, operational, or feasibility barriers that may prevent or limit a strategy, or impact strategy timing	How broadly could the strategy be implemented? Localized strategy/benefits or community-wide strategy?
	Most reductions and/or very effective in reducing exposure for sensitive receptor group	Most reductions and/or very effective in reducing exposure for sensitive receptor group	Best	Fewest barriers; Fastest implementation; Ready to go	Most widespread implementation/benefit to community and/or major benefit to sensitive receptors near target source
	Moderate reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Moderate reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Okay	Some barriers; ≥ 1 year to strategy implementation	Affects some members of community; project not scalable to provide benefits to entire community
	Minimal reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Minimal reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Least effective (very expensive and/or very few emissions/mitigation benefits)	Many barriers; ≥ 2 years to strategy implementation <i>if</i> able to implemented	Affects very few in community, and not near sensitive receptors

SHAFTER PRELIMINARY CERP STRATEGIES
 AGRICULTURAL EMISSIONS

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
40	Incentive	Valley Air District and PUC/IOU	Provide enhanced incentives (capital, rate structure) to replace existing diesel agricultural pump engines with electric pumps and related infrastructure, as feasible, or with Tier 4 engines if electrification is not feasible.	●	●	●	◐	◐	
41	Incentive	Valley Air District	Provide incentives to replace diesel agricultural equipment with the cleanest available equipment	●	●	●	●	◐	
42	Incentive	Valley Air District	Provide incentives for low-dust technology nut harvesters to target the replacement of nut harvesting equipment with low dust technologies for farmland surrounding the City of Shafter	●	●	●	●	●	

SHAFTER PRELIMINARY CERP STRATEGIES
 AGRICULTURAL EMISSIONS

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
43	Incentive	Valley Air District	Provide enhanced incentive funding to promote alternatives practices and technologies to open burning of agricultural materials (including soil incorporation of woody waste)	●	●	●	●	●	
44	Incentive	Valley Air District	Provide incentives for electric dairy feed mixing equipment to target dairy operations near the community of Shafter	●	●	●	◐	◐	
45	Incentive	Valley Air District and CDFA	Support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in pipeline injection and/or mobile fueling	○	◐	◐	◐	◐	
46	Incentive	Valley Air District	Provide incentives for the replacement of diesel dairy trucks with zero or near-zero emissions technologies	●	●	●	●	◐	

SHAFTER PRELIMINARY CERP STRATEGIES
 AGRICULTURAL EMISSIONS

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
47	Incentive	Valley Air District and CDFA	Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies.						
48	Incentive	Valley Air District	Work with local agricultural operations to offer incentives to promote increased implementation of conservation management practices that further reduce particulate matter emissions, including conservation tillage and other practices						
49	Partnership	CARB, DPR, Ag Commissioner	Evaluate additional opportunities to address pesticide concerns, including providing additional information regarding monitoring efforts and						

SHAFTER PRELIMINARY CERP STRATEGIES
 AGRICULTURAL EMISSIONS

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
			development of enhanced notification, as feasible						

SHAFTER PRELIMINARY CERP STRATEGIES
EXPOSURE REDUCTION STRATEGIES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminant s Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
25	Exposure Reduction	Valley Air District and local school district	Increase the number of schools enrolled in the District's Healthy Air Living School program to help reduce children's exposure to unhealthy air conditions	●	●	●	●	●	
24	Exposure Reduction	Valley Air District	Provide financial incentives for the purchase and installation of enhanced Air Filtration systems at schools in the community	●	●	●	◐	●	
34	Exposure Reduction	Valley Air District, City, County, CDOT, and other local partners	Provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible	◐	◐	◐	◐	◐	
26	Exposure Reduction	CARB, CEC, PUC, IOUs, City, County, Valley Air District	Work with agency and local partners to investigate measures to reduce indoor emissions and exposure, including weatherization, energy efficiency, enhanced filtration, and other services	●	●	◐	◐	◐	
29	Exposure Reduction	Valley Air District	Provide additional information to the community about real-time air quality conditions and appropriate measures the public should take to protect themselves during poor air quality episodes	◐	◐	●	●	●	

SHAFTER PRELIMINARY CERP STRATEGIES
HEAVY DUTY TRUCKS & LOCOMOTIVES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
6	Incentive	Valley Air District	Provide enhanced incentive funding for zero and near-zero emissions clean truck technologies that operate within the community	●	●	●	●	●	
7	Incentive	Valley Air District	Develop community-specific enhancements to incentive programs to support the deployment <ul style="list-style-type: none"> • clean yard trucks • transportation refrigeration units • related fueling infrastructure at warehouses and other facilities within the community, priority on zero emissions technologies	●	●	●	●	◐	
8	Regulatory	Valley Air District and CARB	Develop and/or work to implement measures that reduce idling of heavy duty trucks within the community	●	●	●	◐	●	
9	Enforcement	CARB	Develop an enhanced enforcement program to identify and repair trucks and buses with faulty emission control systems	◐	◐	●	◐	◐	

SHAFTER PRELIMINARY CERP STRATEGIES
HEAVY DUTY TRUCKS & LOCOMOTIVES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
10	Regulatory	CARB	Amend warranty requirements and inspection program for trucks to add a lower in-use emissions performance level	●	●	●	○	●	
14	Incentive	Valley Air District	Provide enhanced incentive funding to replace high-polluting locomotives with clean engine technologies for trains that operate in or near the community	●	●	◐	●	●	
15	Incentive	Valley Air District	Provide incentives for electric railyard switchers for train depots within the community	●	●	◐	●	●	

SHAFTER PRELIMINARY CERP STRATEGIES
 OLDER/HIGH POLLUTING AUTOS

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
1	Incentive	Valley Air District	Enhance outreach and access to financial incentives to remove older autos from the community through the District's Drive Clean in the San Joaquin program	●	●	●	●	●	
2	Incentive	Valley Air District	Host a local Tune-In Tune-Up event within the community to reduce emissions from older, high polluting cars	●	●	●	●	●	
3	Incentive	Valley Air District	Provide incentive funding to support the purchase of electric vehicles, charging infrastructure in the community	◐	◐	◐	●	●	
4	Incentive	Valley Air District	Evaluate the feasibility of additional ride share programs and/or incentives for ride sharing in the community	◐	◐	◐	●	●	
5	Incentive/ Workforce Development	Valley Air District	Increase educational training for EV mechanics, and support the deployment of additional EV repair facilities in the community, as feasible	Indirect Benefit	Indirect Benefit	◐	●	●	
11	Incentive	Valley Air District	Enhance outreach and access to incentives for the purchase of zero	●	●	●	●	●	

SHAFTER PRELIMINARY CERP STRATEGIES
 OLDER/HIGH POLLUTING AUTOS

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
			or near-zero emissions school buses to operate within the community						
12	Incentive	Valley Air District and local transit operators	Develop incentive programs for zero or near-zero emissions transit buses within the community	●	●	●	◐	●	
13	Incentive	Valley Air District	Provide incentives to local public agencies for the deployment of the cleanest available vehicles and equipment in public fleets (light duty vehicles, refuse fleet, off-road fleet, emergency vehicles, etc.)	●	●	●	●	●	
27	Outreach	Valley Air District, CARB, City and County	Install additional anti-idling signs near schools and other land uses that serve children and seniors	●	●	●	●	◐	


SHAFTER PRELIMINARY CERP STRATEGIES INDUSTRIAL SOURCES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
35	Land Use	Valley Air District, planning organizations, local developers, other local partners	Support projects that reduce vehicle miles traveled in the community, including measures that promote active transport and increase the walkability of community neighborhoods						
36	Land Use	City and County	Build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks	Indirect Benefit	Indirect Benefit				
37	Land Use	Valley Air District	Provide guidance during the CEQA process on how new projects may impact air quality in the community, and information on how air pollution impacts of a project can be reduced	Indirect Benefit	Indirect Benefit				
38	Incentive	Valley Air District	Provide incentives for stationary source facilities within the community to install advanced control technology beyond existing controls that would not otherwise be economically feasible to install, as feasible	NYQ	NYQ	NYQ		NYQ	

SHAFTER PRELIMINARY CERP STRATEGIES
INDUSTRIAL SOURCES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
39	Incentive	Valley Air District	Evaluate the feasibility of an incentive program for oil and gas operations near the City of Shafter to fund the installation of technologies that further reduce production-related emissions, including those from flaring activities	NYQ	NYQ	NYQ		NYQ	

**NYQ = Not Yet Quantified, for measures that would need further evaluation of cost effectiveness, feasibility, and impact on the community*

SHAFTER PRELIMINARY CERP STRATEGIES URBAN/RESIDENTIAL SOURCES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
16	Regulatory	Valley Air District	Implement enhanced District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) requirements (as included in District's 2018 PM2.5 Plan)	●	●	●	●	●	
17	Incentive	Valley Air District	Provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies	●	●	●	●	●	
18	Outreach	Valley Air District	Conduct outreach in the community to educate residents about the importance of reducing wood burning and associated health impacts, and programs available to support the transition to natural gas and electric devices.	●	●	●	●	●	
20	Incentive	Air District and PUC	Provide incentives for local businesses and homeowners to install solar power and energy storage systems	○	○	○	◐	○	

SHAFTER PRELIMINARY CERP STRATEGIES URBAN/RESIDENTIAL SOURCES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
21	Incentive	Valley Air District	Enhance outreach and access to incentive program for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines program	●	●	●	●	●	
22	Incentive	Valley Air District/CARB	Enhance outreach and access to incentive program for the replacement of commercial lawn and garden equipment in the community through the District's Clean Green Yard Machines program	●	●	●	●	●	
23	Incentive	Valley Air District	Provide incentives to further reduce smoke and other pollution from restaurants that use underfired charbroilers	●	●	◐	◐	●	
32	Partnership	Valley Air District and other local partners	Identify opportunities for increased urban greening and forestry in the community	◐	◐	◐	◐	◐	

SHAFTER PRELIMINARY CERP STRATEGIES
URBAN/RESIDENTIAL SOURCES

June, 2019

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
19	Outreach	Valley Air District and City/County	Conduct expanded outreach and education to reduce illegal burning of residential waste	●	●	●	●	◐	
33	Partnership	City and County	Consider paving roads and sidewalks within the community to help reduce dust pollution	◐	○	◐	◐	◐	

STEERING COMMITTEE: DRAFT STRATEGY CONCEPTS

SHAFTER STEERING COMMITTEE | NAME: _____

Instructions:

1. Read through preliminary strategy concepts
2. List the draft strategy concepts that you would like to comment on or have questions about
3. Please add any **additional** strategies or ideas you recommend be implemented in the community in the table on the other side of this page (feel free to attach additional pages!)

MEASURE #	COMMENT OR QUESTION

SOURCE OF CONCERN	TYPE OF STRATEGY <i>(Mitigation Measure, Incentive, Regulation, Engagement, Other?)</i>	IDEA FOR CERP STRATEGY

Existing Control of Air Pollution Sources of Concern to AB 617 Communities

AB 617 COMMUNITY EMISSION REDUCTION PROGRAM DEVELOPMENT



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Air Pollution Control: Who Does What?

Agency Jurisdictions

Federal and state laws require emission control measures in areas where air pollution exceeds standards. The San Joaquin Valley is one of these areas. With a variety of state and federal agencies implementing air pollution reduction programs, it can be difficult to understand the mission and jurisdiction of each organization.

The federal government, primarily through the Environmental Protection Agency, sets air quality standards, oversees state and local actions, and implements programs for toxic air pollutants, heavy-duty trucks, locomotives, ships, aircraft, off-road diesel equipment, and some types of industrial equipment.

State government, through the California Air Resources Board (CARB) and Bureau of Automotive Repair, sets more stringent state standards, oversees local actions, and implements programs for motor vehicle emissions, fuels, and smog checks.

Local air pollution control districts, such as the San Joaquin Valley Air Pollution Control District (District), develop plans and implement control measures in their areas. These controls primarily affect stationary sources such as factories and plants. Local air districts also conduct public education and outreach efforts such as the District's *Healthy Air Living*, *Check Before You Burn*, and *Drive Clean in the San Joaquin* voluntary programs.

Local cities and counties are responsible for implementing air friendly community planning that promotes pedestrian traffic, commute alternatives and cleaner transit fleets. City and County governments develop land use plans and make decisions about how cities should grow and expand.

While their jurisdiction and specific programs may vary, all of these organizations share a common goal: to work cooperatively in establishing comprehensive air quality control programs to benefit all California residents.

Assembly Bill (AB) 617 allows the District an exciting opportunity to continue to improve air quality, by partnering with community members in CARB selected communities to reduce local pollution and to help further protect the health of disadvantaged communities. Local air quality monitoring and community member engagement will be critical components to further understanding pollution impacts on local neighborhoods and developing effective strategies to reduce the cumulative exposure burden in highly impacted communities.

About the San Joaquin Valley Air Pollution Control District

The District regulates stationary sources of air pollution, implements control measures, and develops and implements plans to improve air quality in the San Joaquin Valley.

Nearly 650 rules and regulations have been adopted by the District over a period of nearly three decades, each reducing the amount of emissions that a facility may emit. A strict permitting process ensures that facilities operating in the Valley have the best available control technologies feasible to install for all permitted facility types, and ensures that new equipment and facilities in the Valley do not increase the risk of health impacts due to exposure to harmful air pollutants for local residents. These stringent requirements protect Valley communities from both regional and local air pollution and associated health impacts. See Appendix A for more information about health-protective permitting measures that apply to sources regulated by the District.

The District also works with CARB to make plans for attainment of health-protective air quality standards for the eight counties in the San Joaquin Valley. The District and CARB recently adopted the *2018 PM2.5 Plan*, which committed to make existing rules and regulations potentially even more stringent for stationary sources like boilers, glass plants, internal combustion engines, and commercial charbroilers. Emissions information gathered annually by the Air District and CARB, and scientific modeling, have shown that the majority of pollution in the Valley, and the majority of the pollution-related health impacts, come from mobile sources, and so CARB has also committed to major emission reductions from mobile sources through increased enforcement and incentive funding in the Valley. To further target sources outside of the District's regulatory jurisdiction, the *2018 PM2.5 Plan* also included a commitment to implement several different incentive programs for sources such as yard equipment, buses, and passenger cars. Emission reductions from this regional plan for attainment will benefit AB 617-selected communities by improving ambient air quality.

Additional regulatory controls and incentive programs that directly impact air pollution sources that have been discussed as being of concern to the AB 617 selected communities of Shafter and South Central Fresno are further discussed in this Community Steering Committee source categories of concern Informational packet. Visit Valleyair.org for more information about District rules, policies, and available incentive programs that address these sources and many others!

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Control of Mobile Sources of Air Pollution

Passenger Car Pollution

State and Federal requirements control emissions from passenger vehicles. The Valley Air District does not have jurisdiction over these sources. However, due to the large amount of air pollution that originates from passenger vehicles in the Valley, the District has implemented a suite of programs to reduce pollution from these mobile sources.

- Employer Based Trip Reduction (District Rule 9410) requires large employers to implement measures to encourage employees to take alternative transportation to work through the establishment of an Employer Trip Reduction Implementation Plan (eTRIP).
 - An eTRIP is a set of measures that encourages employees to use alternative transportation and ridesharing for their morning and evening commutes
 - Each measure contributes to a workplace where it is easier for employees to choose to use ridesharing or alternative transportation
 - Through this rule, single-occupancy vehicle trips are reduced, thus reducing emissions of oxides of nitrogen (NOx), volatile organic compounds (VOC) and particulate matter (PM).
- District Healthy Air Living school program promotes no idling while picking up children at school
 - “No idling” signs are provided to schools to encourage drivers to turn off their engines
- Indirect Source Rule (District Rule 9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated through on site activities or through payment of mitigation fees
- District offers a variety of incentive programs to reduce emissions from passenger vehicles. These include the following options:
 - Tune In Tune Up vehicle repair program
<http://valleyair.org/drivecleaninthesanjoaquin/repair/> provides up to \$850 in funding to repair high emitting vehicles identified at weekend Tune In Tune Up events
 - The Districts vehicle replacement program
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/> provides up to \$9,500 for Valley residents to replace their 1999 or older high emitting vehicles with newer, cleaner options including battery electric, plug in hybrid, or hybrid vehicles
 - The District offers rebates up to \$3,000 for the purchase or lease of new clean air vehicles including battery electric, fuel cell, plug in hybrid, zero emissions motorcycles, and advanced technology natural gas vehicles
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>



- The District provides incentives up to \$50,000 per project for electric vehicle charging infrastructure through the Charge Up Program <http://valleyair.org/grants/chargeup.htm>



- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric vehicles and fuel cell vehicles in order to attain federal ozone standards, reduce greenhouse gas emissions, minimize health risks, reduce petroleum usage and increase energy efficiency.

School and Transit Buses

- Controlled by the California Air Resources Board Statewide Truck and Bus Regulation that requires transition to cleaner technology over time. Generally phased in by model year. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- District has a variety of incentive programs available for school bus fleets interested in transitioning their fleets to cleaner technology, including:
 - The District operates a local school bus replacement program. The Electric School Bus Incentive Program provides monetary incentives for the replacement of existing diesel yellow school buses that transport public school children to and from school with all electric school buses. Eligible applicants are public school districts, Joint Power Authorities (JPA), and privately owned yellow school buses that are contracted with a public school to transport public school children.
 - <http://valleyair.org/grants/electric-school-bus.htm>
- School bus replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Upcoming Volkswagen Mitigation Trust Program funding: The District is administering \$130 million in funding on behalf of the State of California to replace diesel school and transit buses throughout California with all-electric zero-emission buses. This program will be launching in the fall, 2019.
 - <http://vwbusmoney.valleyair.org/>

Emissions from Heavy Duty Trucks

- Diesel powered heavy-duty trucks are subject to statewide ARB Truck and Bus Regulation which requires all equipment to meet 2010 emission standards by 2023. All 2009 and older heavy-duty diesel trucks will be off the road by January 1, 2023.
(<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>)
- District offers incentives to reduce emissions from heavy-duty diesel trucks. This includes the following options:
 - Heavy Duty Truck Replacement Program (<http://valleyair.org/grants/truck-replacement.htm>) provides up to \$200,000 in funding to replace 2009 or older heavy-duty diesel trucks with the cleanest technology available
 - The District will implement a Heavy-Duty Truck Repair Pilot Program to provide financial assistance to small fleet truck owners and operators to provide durable repairs for broken emissions components or systems in summer 2019
 - The District is developing new program for Heavy-Duty Alternative Fuel Infrastructure which will provide local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles

Locomotives

- Currently, there exist no CARB and EPA requirements controlling emissions relating to the transportation of goods via locomotive freight.
- The District offers two incentive programs for Locomotive fleets interested in transitioning to newer, clean technology, including:
 - Proposition 1B (Locomotives) (<http://valleyair.org/grants/locomotives-prop1b.htm>) incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.
 - Locomotive replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to Proposition 1B guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - State Legislature Proposition 1B provides funding for the replacement of old locomotive engines under this program
 - All locomotive engines funded under Prop 1B must be EPA Tier 4 Certified and pass California Air Resources Board Verification
 - Locomotive Program (<http://valleyair.org/grants/locomotive.htm>) incentivizes the replacement of old, high-polluting locomotives to new, low-polluting Tier 4 engines.
 - Locomotive replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - Carl Moyer Grant Program provides funding for the replacement of old locomotive engines under this program

- All locomotive engines funded with Carl Moyer monies must be EPA Tier 4 Certified and pass California Air Resources Board Verification
- To date, The District has administered nearly \$66 million dollars to fund the replacement of old, high-polluting locomotive engines with new, tier 4 and CARB verified locomotive engines.
- South Coast APCD is administering Volkswagen Environmental Mitigation Trust for California Funding on behalf of the State of California to replace high-polluting locomotive engines throughout California with newer, low-polluting Tier 4, CARB verified locomotive engines. This program will be launching in the fall, 2019.
 - <http://www.aqmd.gov/vw/>
 - <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california/about>

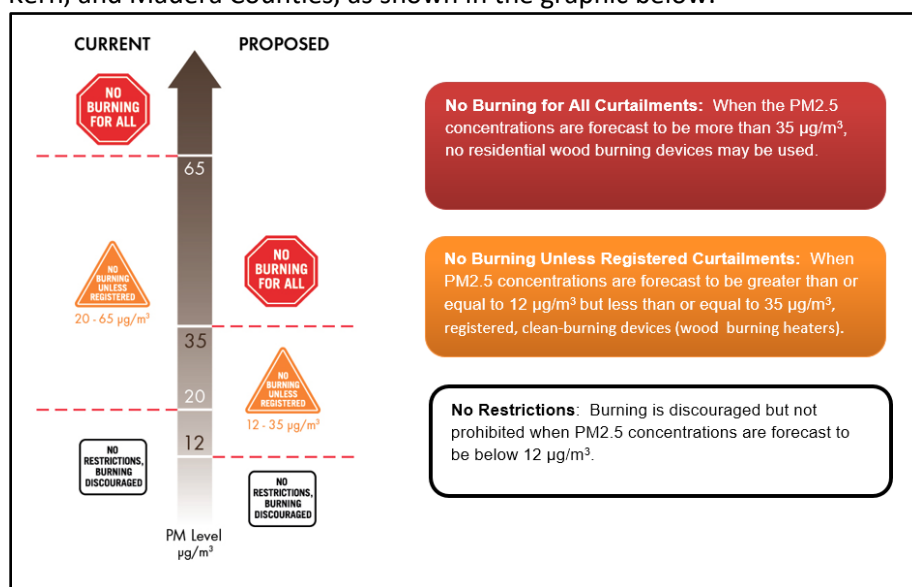
Control of Residential and Urban Sources

Residential Wood Burning

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. During winter, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete wood combustion and are emitted into Valley neighborhoods where residents live and play. Hazardous air pollutants released from residential wood burning include: PM_{2.5}, PM₁₀, NO_x, benzene, aldehydes, dioxin, and polycyclic aromatic hydrocarbons (PAHs).

Residential wood burning is subject to the following regulatory measures:

- SJVAPCD (District) Rule 4901 (<https://www.valleyair.org/rules/currnrules/r4901.pdf>)
- Check Before you Burn program (<https://www.valleyair.org/aqinfo/cbyb.htm>)
 - Through the District's Check Before You Burn program, which is based on Rule 4901, the District has declared and enforced episodic wood burning curtailments, also called "No burn" days, since 2003.
 - Check Before You Burn and District Rule 4901 reduce harmful species of PM_{2.5} when and where those reductions are most needed, in impacted urbanized areas when the local weather is forecast to hamper particulate matter dispersion.
 - The District is currently proposing to amend the existing curtailment levels for Fresno, Kern, and Madera Counties, as shown in the graphic below.



Additionally, the District utilizes the following non-regulatory measures to reduce pollution from wood smoke in the Valley:

- Burn Cleaner Incentive Program (<http://valleyair.org/grants/apps/burncleaner/Home>): Incentive funding for the replacement of older more polluting wood burning heaters to cleaner wood burning heaters. This program has replaced over 16,600 uncertified wood stoves with EPA-certified and clean burning natural gas devices in the Valley since 2009.

NEW DEVICE TO BE PURCHASED	INCENTIVE AMOUNT
Certified wood insert/freestanding stove	Up to \$1,000
Certified pellet insert/freestanding stove	Up to \$1,000
Natural gas insert/freestanding stove	Up to \$1,000
Any eligible device if applicant is eligible for low-income	Up to \$2,500
Additional incentive towards gas device (for both Standard and Low-income)	Up to \$500*

**Applies only to eligible installation costs beyond the funding amount*

- **Public Outreach and Education:** The District takes part in media interviews and responds to public calls phone calls and emails related to residential wood burning. The District also utilizes tools such as the Real-Time Air Advisory Network and the “Valley Air” app, and social media, and multimedia advertising campaigns (billboards, radio, tv, etc.) to spread awareness

Development Projects - Construction and Operations

Development projects are controlled through a suite of rules, including the District’s Indirect Source Review Rule and Regulation VIII requirements, further discussed below. Additionally, the District provides city and county agencies with guidance on sustainability measures that best reduce air pollution, as well as analyzing the potential impacts of new projects and ways developers can reduce air quality impacts through the CEQA process.

Indirect Source Review (ISR) Rule

District [Rule 9510 \(Indirect Source Review \(ISR\)\)](#) reduces NOx and PM10 emissions from mobile and area sources associated with construction and operation of new development projects in the Valley. The ISR rule applies to developers of new residential, commercial and industrial projects and to transportation and transit projects whose emissions will exceed certain thresholds contained in the rule.

- This rule was adopted in December 15, 2005, and amended in December, 2017.
- This is the only rule of its kind in the State of California and throughout the nation. The District’s rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, and other air districts
- The ISR rule encourages clean air designs to be incorporated into the development project, or, if insufficient emissions reductions can be designed into the project, by paying a mitigation fee that will be used to fund off-site emissions reduction projects.

Voluntary Emission Reduction Agreement (VERA) Program

A VERA is a mitigation measure under the California Environmental Quality Act (CEQA) by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects administered through the District’s incentive grant programs. A VERA can be implemented to address air quality impacts under CEQA, from both construction and operational phases of a project.

Regulation VIII (Fugitive PM10 Prohibition) / Dust Control Plan (DCP)

The District’s Regulation VIII series (Fugitive PM10 Prohibitions) was adopted in November 2001, and subsequently amended in 2004. This rule series contains a comprehensive suite of rules designed to

reduce fugitive PM10 emissions from a range of sources. The Regulation VIII rules are implemented via the District's Dust Control Plan (DCP) program:

https://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

Rule 8011: General Requirements

The provisions of Rule 8011 are applicable to specified outdoor fugitive dust sources. In 2004, the District adopted amendments to Regulation VIII to upgrade existing RACM level rules to meet the more stringent BACM level required in serious PM10 nonattainment areas.

Rule 8021: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities

Rule 8021 applies to construction or demolition related disturbances of soil, including land clearing, grubbing, scraping, excavation, extraction, land leveling, grading, cut and fill operations, travel on the site, travel access roads to and from the site, and demolition activities. The rule also applies to construction of new landfill disposal sites or modifications to existing landfill disposal sites prior to commencement of landfilling activities.

Rule 8031: Bulk Materials

Rule 8031 applies to the outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.

Rule 8041: Carryout and Trackout

Rule 8041 applies to the prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads from activities subject to the requirements of Rules 8021, 8031, 8061, and 8071.

Rule 8051: Open Areas

Rule 8051 applies to any open area 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contains at least 1,000 square feet of disturbed surface area.

Rule 8061: Paved and Unpaved Roads

Rule 8061 establishes standards for the construction of new and modified paved roads in accordance with published guidelines by the American Association of State Highway and Transportation Officials for road construction and applies to any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.

Rule 8071: Unpaved Vehicle/Equipment Traffic Areas

Rule 8071 is applicable to unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.

Rule 8081: Agricultural Sources

Rule 8081 applies to "off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

Commercial Charbroiling

The charbroiling source category consists of two types of commercial charbroilers: chain-driven and underfired. A chain-driven charbroiler is a semi-enclosed broiler that moves food mechanically through the device on a grated grill to cook the food for a specific amount of time. An underfired charbroiler has a metal "grid," a heavy-duty grill similar to that of a home barbecue, with gas burners, electric heating elements, or solid fuel (wood or charcoal) located under the grill to provide heat to cook the food. The

smoke and vapors generated by cooking on either type of charbroiler contain water, VOCs, and PM. Larger particles and grease are typically captured by the grease filter of the ventilation hood over the charbroiler. The remaining VOCs and particulate pollution are exhausted outside the restaurant, unless a secondary control is installed.

- District Rule 4692 reduces emissions by requiring catalytic oxidizers for chain-driven commercial charbroilers, such as those located at fast-food restaurants, that meet rule applicability thresholds
- Rule 4692 requires emission controls for chain-driven charbroilers that cook 400 pounds of meat or more per week
- The original rule, adopted in March 2002, reduced PM_{2.5} emissions from chain-driven charbroilers by 84%. The September 2009 rule amendment expanded rule applicability to more chain-driven charbroilers, reducing 25% of the remaining PM_{2.5} chain-driven charbroiler emissions

In 2018, the District amended Rule 4692 to implement a registration and reporting requirement for underfired charbroiler operations in order to gather better inventory and emissions information for this source category. Using new survey and registration information, the District will pursue reductions in commercial underfired charbroiler emissions through an incentive-based approach to fund the installation of controls for commercial underfired charbroilers within urban boundaries in hot-spot areas of Fresno, Kern, and Madera counties, with a future year regulatory requirement to encourage participation by Valley businesses.

Lawn and Garden Equipment

- CARB has a small off-road engine (SORE) program, which includes lawn and garden equipment. In 2020, CARB will consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent in 2031 (<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>).
- District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) Program includes the following:
 - Residential CGYM provides rebates for the replacement of an old gas-powered mower with a new electric mower and for the purchase of eligible new electric lawn and garden electric equipment without replacements (<http://www.valleyair.org/grants/cgym.htm>). To date, this program has replaced over 6,700 mowers with over \$1.5 million in funding.
 - Commercial CGYM launched in May 2019 and provides funding for the replacement of eligible old gas-powered lawn and garden equipment with battery-powered options for public agencies, private entities, and businesses <http://valleyair.org/grants/cgym-commercial.htm>

Mitigation Measures for Schools

- Managed by Outreach and Communications team
- The Healthy Air Living Schools program provides free tools, resources, and education to Valley schools and their communities (<http://healthyairliving.com/schools>)
- Encourages schools to adopt Real-time Air Advisory Network (RAAN), modify outdoor activities, communicate air quality challenges and progress, request educational speakers, adopt anti-idling initiatives, and stay engaged through ongoing personalized support

- Deployed Real-time Electronic Air-Quality Display (READ) technology for more than 25 schools, which provides real-time air quality data and is a highly visible alternative to the retired Air Quality Flag Program. Additional schools are now participating using their own monitor to display a customized URL provided by the District
- Currently 959 schools in the Valley utilize the District's air quality notifications to adjust outdoor activities and notify staff, students and parents

General Outreach

- Managed by the Outreach and Communications team
- Improves public health through education, partnership, outreach, and cooperation with the media, public, businesses, government, and others
- Coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots innovative outreach campaigns like the HAL Schools and Check Before You Burn programs, and connects with the public in multiple languages across any medium
- Executes annual comprehensive multi-lingual advertising campaigns for Healthy Air Living/Summer Ozone season, Check Before You Burn and a variety of grant programs utilizing various media resources including television, radio, billboards, social media, digital networks and more.
- Provides air quality data from the Real Time Air Advisory network (RAAN) of monitors across the Valley, to more than 8,000 registered users who receive alerts via text or email for locations they choose to follow
- Provides a free mobile app for android and iOS that allows users to save up to 10 Valley locations to view current air quality data from RAAN, report air quality issues and check wood burning status during Check Before You Burn season.

Control of Agricultural Sources of Concern

Open Burning

State laws require Districts to have provisions for the disposal of agricultural waste through open burning. The San Joaquin Valley has the toughest restrictions on burning of agricultural materials in the state. State legislation is phasing out such activity, but it is still allowed for a few crop types where there are no economically or technologically feasible alternatives to burning available. In accordance with state law, on a daily basis District staff determines when, how much, and where burning can occur.

The limited open burning still allowed is managed under the District's comprehensive Smoke Management System (SMS) to minimize ambient air quality impacts. Burn permits issued by the District and daily authorization is required for all open burning of agricultural waste. Each day, District staff analyze potential impacts, local meteorology, air quality conditions, atmospheric holding capacity, and other factors when making determinations on how much material may be burned in each of the over 100 burn zones that the Valley is broken into in the SMS. Open burning is only allowed if atmospheric conditions are such that no adverse air quality impacts are expected. The goal of the SMS is to protect public health and prevent significant deterioration in air quality as the result of open burning.

- Controlled by District Rule 4103 (Open Burning)
(<https://www.valleyair.org/rules/currnrules/r4103.pdf>)
- Alternative to Open Ag Burning Incentive Pilot Program
 - Provides incentives for chipping or shredding agricultural material, with the materials being required to be used for soil incorporation or land application on agricultural land
 - A total of \$1,644,320 has been offered to fund these projects to date
 - This program has resulted in approximately 200 tons of NOx, 241 tons of VOC, and 337 tons of PM emission reductions to date

Agricultural Tractors

- Agricultural tractors are not controlled by a regulation.
- To be eligible the facility must be engaged in agricultural operations as defined by the California Air Resources Board. <http://valleyair.org/grants/documents/tractor/Guidelines.pdf>
- Agricultural tractor replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Projects are funded on a first come first serve
<http://valleyair.org/grants/documents/tractor/Ag-Off-Road-Repalcement-App.pdf>

Agricultural Trucks

- Controlled by the California Air Resources Board Statewide Truck and Bus Regulation that requires transition to cleaner technology over time. Generally phased in by model year.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

- The FARMER Ag Truck Replacement Program provides incentive funds for the replacement of heavy-duty diesel agricultural trucks.
<http://valleyair.org/grants/documents/FARMER/guidelines.pdf>
- Eligible agricultural trucks must be in current compliance with the State of California’s On-Road Truck and Bus Regulation under the following compliance options
 - Agricultural Vehicle Extension
 - Low-Use Exemption
 - Specialty Agricultural Vehicle Extension
 - Model Year Schedule and the truck must operate as an “agricultural vehicle” as defined in the truck and bus regulation.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- Agricultural truck replacements can be funded as an eligible project category utilizing funding from the FARMER program. These projects are administered according to the FARMER Program guidelines.
<http://valleyair.org/grants/documents/FARMER/application.pdf>

Agricultural Pump Replacement Program

- Controlled by the San Joaquin Valley Air Pollution Control District that required a transition to cleaner technology over time. Generally phased in by tier level.
 - https://www.valleyair.org/rules/currnrules/R4702_Clean.pdf
- District has a variety of incentive programs available for agricultural operations interested in transitioning their engines to cleaner technology, including:
 - The District operates a local agricultural replacement program. The Agricultural Pump Incentive Program provides monetary incentives for the replacement of Tier 3 engines to Tier 4f engines and Tier 3 or Tier 4f engines to electric motors
 - <http://valleyair.org/grants/agpump.htm>
- Agricultural Pump Replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>

Dust from Orchards, Vineyards, and Row Crops

The District requires that growers implement conservation management practices to reduce air pollution from agricultural operations

- Growers must submit a conservation management plan to the District for approval, as required by District Rule 4550 (Conservation Management Practices)
 - Within this plan, farmers detail specific measures they will be implementing to reduce dust emissions from their facility
 - District staff regularly inspect Valley farms to ensure compliance with rule requirements
 - Emission reductions achieved by the implementation of these practices by Valley farmers has helped the Valley be in attainment of the federal air quality standards for PM10
- The District has worked closely with representatives from the agricultural community to evaluate new harvesting equipment and practices that can effectively reduce dust from harvest activities

- Based on the significant dust emission reductions that low-dust harvesting equipment can provide, the District is offering funding for the replacement of older, conventional nut harvesters or sweepers with new, low-dust technology equipment for use in nut harvesting operations
 - This incentive funding can also be packaged with our Tractor Replacement funding to upgrade the tractor used to pull harvesting equipment
 - Eligible Equipment must be low-dust harvesting equipment achieving at least 40% reduction in particulate matter emissions as demonstrated by available peer-reviewed information and/or District-approved methodology
 - More information is available here: <http://valleyair.org/grants/low-dust-nut-harvester.htm>

Pesticide application control and monitoring

The Valley Air District is prohibited by state law from regulating pesticides. The Department of Pesticide Regulation (DPR) regulates pesticides under a comprehensive program that encompasses enforcement of pesticide use in agricultural and urban environments. DPR oversees a multi-tiered enforcement infrastructure and is vested by the [U.S. Environmental Protection Agency](#) with primary responsibility to enforce federal pesticide laws in California. DPR directs and oversees County Agricultural Commissioner enforcement of pesticide and environmental laws and regulations locally, including enforcement for the Department of Consumer Affairs' Structural Pest Control Board.

- More information about DPR's Air Program is available here: <https://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>
- DPR requires farmers to notify the department before they apply any form of pesticide
- Additionally, agricultural operators are subject to strict rules that limit overspray and drift from the approved site of application, and may be subject to fines for violations
- Schools near a pesticide application must be notified by DPR to allow the school to take precautions to prevent exposure. Please visit the DPR website for more information about DPR's regulation of pesticide spraying near schools: https://www.cdpr.ca.gov/docs/enforce/pesticide_applications_near_schoolsites.htm

Dairy Operations

Dairy Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4570 \(Confined Animal Facilities\)](#) and [Rule 4550 \(Conservation Management Practices\)](#)

The purpose of Rule 4570 is to limit VOC emissions from Confined Animal Facilities (CAFs). This rule applies to facilities where animals are corralled, penned, or otherwise caused to remain in restricted areas and primarily fed by a means other than grazing for at least 45 days in any twelve-month period. In addition to limiting VOC emissions, Rule 4570 also includes measures that limit ammonia (NH₃) emissions from these operations. The purpose of Rule 4550 is to limit fugitive dust emissions from agricultural operations. Dairy operations are subject to stringent enforcement provisions, including ongoing mitigation measures and annual inspections.

Dairy operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)

Dairy operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Dairy Digesters

- California Department of Food Agriculture (CDFA) Dairy Digester Research and Development Program (DDRDP) provides financial assistance for the installation of dairy digesters in California.
 - <https://www.cdfa.ca.gov/oefi/ddrdp/>
- CDFA receives funding from California Climate Investments for methane emissions reductions from dairy and livestock operations.
- Current DDRDP projects are expected to reduce greenhouse gas emissions by an estimated 12.9 million metric tons of CO₂e.
- CDFA has a list of the projects they have funded on their website
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Alternative Manure Management Program (AMMP)

- California Department of Food and Agriculture (CDFA) Alternative Manure Management Program (AMMP) provides financial assistance for the implementation of non-digester manure management practices
 - Currently, eligible practices for funding through AMMP include: pasture-based based management; solid separation or conversion from flush to scrape in conjunction with some form of drying or composting of collected manure.
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Control of Stationary Sources of Concern

Glass Manufacturing Plants

Glass melting furnaces in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4354 \(Glass Melting Furnaces\)](#)

Rule 4354 is among the most stringent rules in the nation for glass melting furnaces. The purpose of this rule is to limit NO_x, SO_x, volatile organic compounds (VOC), carbon monoxide (CO), and PM emissions from glass melting furnaces. The NO_x emission limits contained within Rule 4354 require the installation of the best available NO_x technology (i.e. oxy-fuel firing or SCR systems). Facilities with glass melting furnaces are subject to stringent enforcement provisions, including the installation of continuous emissions monitoring equipment and annual inspections.

In addition to Rule 4354 requirements, glass manufacturing plants are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - [40 CFR 60 Subpart CC – Standards of Performance for Glass Manufacturing Plants](#)
 - 40 CFR 60 Subpart PPP (Standards of Performance for Wool Fiberglass Insulation Manufacturing Plants)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - [40 CFR 61 Subpart N – National Emission Standard for Inorganic Arsenic Emissions from Glass Manufacturing Plants](#)
 - 40 CFR 63 Subpart NNN (National Emission Standards for Hazardous Air Pollutants for Wool Fiberglass Manufacturing Plants)
 - [40 CFR 61 Subpart SSSSS – Glass Manufacturing Area Sources](#)
- EPA – Alternative Control Technology (ACT)
 - 435/R-94-037 (Alternative Control Techniques Document—NO_x Emissions from Glass Manufacturing)

Glass manufacturing plants are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4202 \(Particulate Matter – Emission Rate\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)
- [40 CFR 64 – Compliance Assurance Monitoring](#)

Glass manufacturing plants in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Biomass Plants

Biomass facilities in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4352 \(Solid Fuel Fired Boilers, Steam Generators, and Process Heaters\)](#)

The purpose of Rule 4352 is to limit NO_x and CO emissions from any boiler, steam generator or process heater fired on solid fuel. The most recent amendments, in December 2011, strengthened the rule by lowering NO_x emissions limits for biomass facilities and for municipal solid waste facilities and for all other solid fuel fired units. Facilities with solid fuel fired boilers, such as biomass plants are subject to stringent enforcement provisions, including annual source testing requirements and annual inspections.

In addition to Rule 4352 requirements, biomass plants are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart Cb – Emission Guidelines and Compliance Times for Municipal Waste Combustors that are Constructed on or before December 19, 1995
 - 40 CFR 60 Subpart D – Standards of Performance for Fossil-Fuel-Fired Steam Generators for which Construction is Commenced after August 17, 1971
 - 40 CFR 60 Subpart Db – Standards of Performance for Industrial-Commercial-Institutional Steam Generating Units
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - [40 CFR 63 Subpart DDDDD – National Emission Standards for Hazardous Air Pollutants for Major Sources: Industrial, Commercial, and Institutional Boilers and Process Heaters](#)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-022 (Alternative Control Techniques Document– NO_x Emissions from Industrial/Commercial/ Institutional Boilers)
 - 453/R-94-023 (Alternative Control Techniques Document– NO_x Emissions from Utility Boilers)

Biomass plants are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)
- [40 CFR 64 – Compliance Assurance Monitoring](#)

Biomass plants in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Autobody Coating Operations

Autobody Coating Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4612 \(Motor Vehicle and Mobile Equipment Coating Operations\)](#)

The purpose of Rule 4612 is to limit VOC emissions from coatings of motor vehicles, mobile equipment, and associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufactures, or distributes any automotive coating for use within the District, as well as any person who uses, applies, or solicits the use or application of any automotive coating within the District. Facilities that perform autobody coating operations are subject to stringent enforcement provisions, including annual inspections.

In addition to Rule 4612 requirements, autobody coating operations may also be subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart MM (Standards of Performance for Automobile and Light-Duty Truck Surface Coating Operations)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - [40 CFR 63 Subpart HHHHHH – National Emission Standards for Hazardous Air Pollutants: Paint Stripping and Miscellaneous Surface Coating Operations at Area Sources](#)
 - 40 CFR 63 Subpart IIII (National Emission Standards for HAPs: Surface Coating of Automobiles and Light-Duty Trucks)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-76-028 (Control of Volatile Organic Emissions from Existing Stationary Sources – Volume I: Control Methods for Surface Coating Operations)
 - 450/2-77-008 (Control of Volatile Organic Emissions from Existing Stationary Sources – Volume II: Surface Coating of Cans, Coils, Paper, Fabrics, Automobiles, and Light-Duty Trucks)
 - 453/R-08-006 (Control Techniques Guidelines for Automobile and Light-Duty Truck Assembly Coatings)
- EPA – Alternative Control Technology (ACT)
 - EPA-453/R-94-017 (Alternative Control Techniques Document – Surface Coating of Automotive/Transportation and Business Machine Plastic Parts)

Autobody coating operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#) – if using booth heater
- [District Rule 4801 \(Sulfur Compounds\)](#) – if using booth heater

Autobody coating operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Gasoline Pipeline Terminals

Gasoline Pipeline Terminals in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4623 \(Storage of Organic Liquids\)](#) and [Rule 4624 \(Organic Liquid Loading\)](#)

The purpose of Rule 4623 is to limit VOC emissions from the storage of organic liquids. This rule applies to any tank with a capacity of 1,100 gallons or greater in which any organic liquid is placed, held, or stored. The purpose of Rule 4624 is to limit VOC emissions from the transfer of organic liquids. This rule applies to organic liquid transfer facilities. Facilities that store or transfer organic liquids, such as gasoline pipeline terminals are subject to stringent enforcement provisions, including quarterly leak inspection requirements and annual inspections.

In addition to Rule 4623 and Rule 4624 requirements, gasoline pipeline terminals may also be subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - [40 CFR 60 Subpart Kb – Standards of Performance for Volatile Organic Liquid Storage Vessels \(Including Petroleum Liquid Storage Vessels\)](#)
 - [40 CFR 60 Subpart XX - Standards of Performance for Bulk Gasoline Terminals](#)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - Subpart BBBB – Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities
 - 40 CFR 63 Subpart EEE – Organic Liquids Distribution (Non-Gasoline)
 - [40 CFR 63 Subpart R - National Emissions Standards for Gasoline Distribution Facilities](#)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-77-035 (Control of Volatile Organic Emissions from Bulk Plants)
 - 450/2-77-036 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Storage of Petroleum Liquids in Fixed Roof Tanks)
 - 450/2-78-047 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Petroleum Liquid Storage in External Floating Roof Tanks)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-001 (Alternative Control Techniques Document for Volatile Organic Liquid Storage in Floating and Fixed Roof Tanks)

Gasoline pipeline terminals typically have auxiliary equipment that are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Gasoline pipeline terminals in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Rendering Operations

Rendering Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4104 \(Reduction of Animal Matter\)](#)

The purpose of Rule 4104 is to limit air contaminants from source operations used for the reduction of animal matter by requiring gases, vapors, and gas-entrained effluent from the process to be incinerated at temperatures not less than 1200 degrees Fahrenheit or processed in an equally effective manner. Facilities that perform rendering operations are subject to stringent enforcement provisions, including annual source testing requirements and annual inspections.

Rendering operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)

These facilities generally use steam from a boiler (indirect-fired) or a rotary dryer (direct-fired) for their operations, which generates NOx emissions from these combustion units; these combustion units are regulated by other District rules. Rendering operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Fiberglass Boat Manufacturing Operations

Fiberglass Boat Manufacturing Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4684 \(Polyester Resin Operations\)](#)

The purpose of Rule 4684 is to limit VOC emissions from commercial and industrial polyester resin operations, fiberglass boat manufacturing operations, organic solvent cleaning, and the storage and disposal of all solvents and waste solvent materials associated with such operations. Facilities that perform fiberglass boat manufacturing operations are subject to stringent enforcement provisions, including annual inspections.

In addition to Rule 4684 requirements, fiberglass boat manufacturing operations are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR Part 61 Subpart VVVV (National Emission Standards for Hazardous Air Pollutants for Boat Manufacturing)
- EPA – Control Technique Guidelines (CTG)
 - 450/3-83-006 (Control of Volatile Organic Compound Emissions from Manufacture of High-Density Polyethylene, Polypropylene, and Polystyrene Resins)
 - 453/R-08-004 (Control Technique for Fiberglass Boat Manufacturing Materials)

Fiberglass boat manufacturing operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Fiberglass boat manufacturing operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Pump Manufacturing Operations

Pump Manufacturing Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4603 \(Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts\)](#)

The purpose of Rule 4603 is to limit VOC emissions from the surface coating of metal parts or products, large appliances' parts or products, metal furniture, plastic parts and products, and pleasure crafts, and to the organic solvent cleaning and storage and disposal of all solvents and waste solvent materials associated with such coatings. Facilities that perform pump manufacturing operations are subject to stringent enforcement provisions, including annual inspections.

In addition to Rule 4603 requirements, pump manufacturing operations are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR Part 63 Subpart M (NESHAP for Surface Coating of Miscellaneous Metal Parts and Products)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-78-015 (Control of Volatile Organic Emissions from Existing Stationary Sources – Volume VI: Surface Coating of Miscellaneous Metal Parts and Products)
 - 453/R-08-003 (Control Techniques Guidelines for Miscellaneous Metal and Plastic Parts Coatings)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-015 (Alternative Control Techniques Document – Industrial Cleaning Solvents)

Pump manufacturing operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4202 \(Particulate Matter – Emission Rate\)](#)

Pump manufacturing operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Oil and Gas Operations

Oil and Gas Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) Rules:
 - [Rule 2260 \(Registration Requirements for Equipment Subject to California's Oil and Gas Regulation\)](#)
 - [Rule 4311 \(Flares\)](#),
 - [Rule 4401 \(Steam-Enhanced Crude Oil Production Wells\)](#)
 - [Rule 4402 \(Crude Oil Production Sumps\)](#)
 - [Rule 4404 \(Heavy Oil Test Station - Kern County\)](#)
 - [Rule 4407 \(In-Situ Combustion Well Vents\)](#)
 - [Rule 4408 \(Glycol Dehydration Systems\)](#)
 - [Rule 4409 \(Components at Light Crude Oil Production Facilities, Natural Gas Processing Facilities, and Natural Gas Processing Facilities\)](#),
 - [Rule 4453 \(Refinery Vacuum Producing Devices or Systems\)](#)
 - [Rule 4454 \(Refinery Process Unit Turnaround\)](#)
 - [Rule 4455 \(Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants\)](#),
 - [Rule 4623 \(Storage of Organic Liquids\), and](#)
 - [Rule 4624 \(Transfer of Organic Liquid\)](#)

The purpose of Rule 2260 is to provide a registration process that satisfies the requirements of California's Oil and Gas Regulation, which limits methane emissions and leaks from equipment used in the oil and gas industry.

The purpose of Rule 4311 is to establish flaring requirements and reduce VOC, NO_x, and SO_x emissions from operations involving the use of flares.

The purpose of Rule 4401 is to limit VOC emissions from steam-enhanced crude oil production wells and related piping. These operations are subject to stringent emission control and leak detection and repair requirements.

The purpose of Rule 4402 is to limit VOC emissions from sumps used to store crude oil and produced water in crude oil production operations.

The purpose of Rule 4404 is to limit VOC emissions from the operation of heavy oil test stations, i.e. a tank setting used to measure and collect crude oil from individual wells.

The purpose of Rule 4407 is to limit VOC emissions from in-situ combustion wells and related piping. This process is largely no longer in use by oil production companies in the District. These operations are subject to stringent emission control and leak detection and repair requirements.

The purpose of Rule 4408 is to limit VOC emissions from glycol dehydration system; a process in water vapor is removed from produced gas.

The purpose of Rule 4409 is to limit VOC emissions from leaking components at light crude oil production facilities, natural gas production facilities, and natural gas processing facilities.

The purpose of Rule 4453 is to limit VOC emissions from refinery vacuum producing devices or systems by requiring that gasses from these systems be collected and controlled.

The purpose of Rule 4454 is to limit VOC emissions resulting from the purging, repair, cleaning, or otherwise opening or releasing pressure from a refinery vessel during a process unit turnaround, i.e. taking equipment out of service for maintenance.

The purpose of Rule 4455 is to limit VOC emissions from leaking components at petroleum refineries, gas liquids process facilities, and chemical plants.

The purpose of Rule 4623 is to limit VOC emissions the storage of organic liquids, including crude oil.

The purpose of Rule 4624 is to limit VOC emissions the transfer of organic liquids.

In addition to the above District requirements, oil and gas operations are also subject to Federal regulations, which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - [40 CFR 60 Subpart Kb – Standards of Performance for Volatile Organic Liquid Storage Vessels \(Including Petroleum Liquid Storage Vessels\)](#)
 - [40 CFR 60 Subparts OOOO and OOOOa Crude Oil and Natural Gas Production, Transmission, and Distribution](#)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-77-036 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Storage of Petroleum Liquids in Fixed Roof Tanks)
 - 450/2-78-047 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Petroleum Liquid Storage in External Floating Roof Tanks)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-001 (Alternative Control Techniques Document for Volatile Organic Liquid Storage in Floating and Fixed Roof Tanks)

Oil and gas operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Oil and gas operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Landfill Operations

Landfill Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4642 \(Solid Waste Disposal Sites\)](#) and [Rule 4311 \(Flares\)](#)

The purpose of Rule 4642 is to limit VOC emissions from solid waste disposal sites. The provisions of this rule apply to any solid waste disposal sites with a gas collection system and/or control device in operation, or undergoing maintenance or repair. The purpose of Rule 4311 is to establish flaring requirements and reduce VOC, NO_x, and SO_x emissions from operations involving the use of flares. Flaring is a high temperature oxidation process used to burn combustible components, primarily hydrocarbons, of waste gases from industrial operations, primarily for the purpose of controlling emissions and as a safety device. Landfill operations are subject to stringent enforcement provisions, including surface testing, and annual inspections.

In addition to Rule 4642 and Rule 4311 requirements, landfill operations are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart CC (Emission Guidelines and Compliance Times for Municipal Solid Waste Landfills)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR 63 Subpart AAAA (National Emission Standards for Hazardous Air Pollutants from Municipal Solid Waste Landfills)

Landfill operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Landfill operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

General Industrial Equipment (Boilers greater than 5 MMBtu/hr)

Boilers greater than 5 MMBtu/hr in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4306](#) and [Rule 4320 \(Boilers, Process Heaters, and Steam Generators Greater than 5 MMBtu/hr\)](#)

Boilers are used to produce hot water or generate steam and are used in many different industries throughout the District. The purpose of these rules is to limit NO_x, carbon monoxide (CO), and particulate matter (PM) emissions from boilers, steam generators, and process heaters of this size range. Boilers are subject to stringent enforcement provisions, including source testing, and annual inspections.

In addition to Rule 4306 and Rule 4320 requirements, boilers are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart D (Standards of Performance for Fossil-Fuel Fired Steam Generators for Which Construction Is Commenced After August 17, 1971)
 - 40 CFR 60 Subpart Db (Standards of Performance for Industrial- Commercial- Institutional Steam Generating Units)
 - 40 CFR 60 Subpart Dc (Standards of Performance for Small Industrial- Commercial- Institutional Steam Generating Units)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR 63 Subpart DDDDD (NESHAP for Major Sources: Industrial, Commercial, and Institutional Boilers and Process Heaters)
- EPA – Alternative Control Technology (ACT)
 - 453/R-93-022 (Alternative Control Techniques Document – NO_x Emissions from Industrial/Commercial/Institutional Boilers)
 - 453/R-93-023 (Alternative Control Techniques Document – NO_x Emissions from Utility Boilers)
 - 453/R-93-034 (Alternative Control Techniques Document – NO_x emissions from Process Heaters)

Boilers are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)

Boilers in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

General Industrial Equipment (Internal Combustion (IC) Engines)

IC engines in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4702 \(Internal Combustion Engines\)](#)

IC engines are used to produce mechanical power or generate electricity by powering a generator and are used in many different industries throughout the District. The purpose of this rule is to limit NO_x, CO, VOC, and SO_x emissions from any internal combustion (IC) engine rated at 25 brake horsepower (bhp) or greater. IC Engines are subject to stringent enforcement provisions, including source testing, and annual inspections.

In addition to Rule 4702 requirements, IC engines are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart IIII (Standards of Performance for Stationary Compression Ignition Internal Combustion Engines)
 - 40 CFR 60 Subpart JJJJ (Standards of Performance for Stationary Spark Ignition Internal Combustion Engines)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR 63 Subpart ZZZZ (NESHAP for Stationary Reciprocating Internal Combustion Engines)
- EPA – Alternative Control Technology (ACT)
 - 453/R-93-032 (Alternative Control Techniques Document – NO_x Emissions from Stationary Reciprocating Internal Combustion Engines)

IC engines are also subject to state regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than state regulations.

- Air Toxic Control Measures (ATCM)
 - 17 CCR 93114 (ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines— Standards for Nonvehicular Diesel Fuel)
 - 17 CCR 93115 (ATCM for Stationary Compression Ignition Engines)

IC engines are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)

IC engines in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Enforcement Programs

Enforcement Programs

The District's Compliance Department performs a full suite of enforcement and compliance assistance related activities to ensure compliance with District, state and federal rules and regulations. The program objectives for the Compliance Department are set forth in federal and state law and the District's air quality attainment plans. In order to meet these program objectives, District staff perform inspections at approximately 9,200 permitted facilities, responds to approximately 3,000 public complaints each year, investigates equipment breakdowns at facilities, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented. When violations are discovered, Notices to Comply are issued for first-time minor violations. Notices of Violation, which generally carry a monetary penalty, are issued for more serious, typically emissions-based violations as well as repeat minor violations.

The major functions of the District's Compliance Department are as follows:

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with District requirements. Inspections are a vital to ensuring that emission reductions called for in rules, regulations and permits are achieved in practice. With very few exceptions, all inspections are conducted unannounced because it is important to observe facilities as they normally operate to most effectively determine compliance.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are given top priority. Inspectors are on-call 24 hours per day and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate potential public nuisances and other in progress violations. Along these same lines, the District has developed online tools to enable easy submittal of complaints, including video and photographs, online and through mobile smartphone applications. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize translation services to ensure that all communities and groups within the Valley are properly served.

Open Burning

Open burning is strictly regulated under District rules 4103 (Open Burning) and 4106 (Prescribed Burning and Hazard Reduction Burning). The District conducts thousands of inspections each year to ensure compliance with permits and plans for agricultural operations, land management agencies, and residences. Furthermore, District inspection staff conduct routine surveillance throughout the Valley to enforce illegal burning rules, including, but not limited to, illegal residential trash burning.

Wood Burning Heater and Fireplaces

The District has a robust enforcement program to ensure compliance with District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters). The District assigns inspectors to conduct proactive surveillance of neighborhoods in counties with declared wood burning curtailments and responds to complaints from the public regarding potential illegal fireplace burning. The District also routinely conducts surveillance on weekends, holidays, and evenings throughout the winter season when the mandatory curtailments are in effect.

Fugitive Dust Regulations

Inspections are routinely conducted on potential sources of outdoor fugitive dust such as construction and earthmoving operations, unpaved roads and traffic areas, bulk material storage piles, open areas, and agricultural operations. During these inspections the District ensures compliance with dust mitigation plan measures, visible dust emission standards, and surface stabilization requirements.

Emissions Testing and Monitoring

District inspectors oversee thousands of third-party source tests conducted at facilities for the purpose of measuring air pollutants and demonstrating compliance with permitted emission limits. The District also utilizes its own source testing van and portable exhaust gas analyzers to assess the emissions from engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all requirements.

Emission Reduction Incentive Program Inspections

To ensure that the emission reduction projects funded by the District's incentive programs are real and permanent, the District monitors the pre-project and post-project contract performance of grant recipients. Thousands of inspections are conducted to verify that equipment is appropriately controlled or replaced and that it is adequately maintained. Furthermore, the District also conducts inspections to verify that older equipment has been destroyed when required as part of the grant contract.

Compliance Assistance

The District's Compliance Assistance program emphasizes an educational approach to help Valley businesses and residents comply with a variety of air pollution regulations. Businesses and residents throughout the Valley are provided with individualized assistance, compliance assistance bulletins, education training courses, and certification programs to aid in their understanding and compliance with District, state and federal rules and regulations.

California Air Resources Board Enforcement

CARB inspects a variety of sources for compliance with State air quality regulations. More information about CARB's enforcement policy and programs is available at the CARB Enforcement Programs website: <https://www.arb.ca.gov/enf/enf.htm>

Appendix A

District Rule 2201, New and Modified Stationary Sources Review

[District Rule 2201, New and Modified Stationary Source Review](#), applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. Under Rule 2201, new facilities or facilities modifying equipment must obtain an Authority to Construct (ATC) permit prior to construction, and are subject to stringent requirements, including:

- **Best Available Control Technology (BACT)**
- **Risk Management Review (RMR)**
- **Toxic Best Available Control Technology (T-BACT)**
- **Ambient Air Quality Analysis (AAQA)**

Best Available Control Technology (BACT): For each emissions unit (specific piece of equipment) that has the potential to emit over the 2 lb/day BACT threshold, the District requires the use of the best available air pollution control technology commonly used to control emissions from similar type of equipment. The District is also conducting an analysis to determine if, based on specific criteria, cleaner technologies that are not commonly used for these type of equipment could be used to further reduce emissions from the proposed equipment. This very stringent requirement ensures that the most effective air pollution control technique is utilized resulting in reduced public exposure to air pollutants and toxic air contaminants.

Risk Management Reviews (RMR): As required under [California Health and Safety Code 41700](#) and [Rule 4102 \(Nuisance\)](#), the District conducts RMRs to ensure that the public exposure to toxic air contaminants from projects required to obtain an ATC, is less than significant. Very complex computer models and the most conservative assumptions are used to assess the project's maximum impact on resident's health. Projects resulting in estimated significant health risk for the public are not approved.

Toxic Best Available Control Technology (T-BACT): When T-BACT is triggered under a Risk Management Review (RMR) analysis, the District conducts a T-BACT analysis to ensure the most stringent control technique is utilized resulting in reduced public exposure to toxic air contaminants. T-BACT is required for units emitting air toxic emissions that result in a cancer risk of greater than one-in-a-million, and projects that would pose significant impacts to nearby residences or businesses. Projects resulting in estimated significant health risk for the public are not approved.

Ambient Air Quality Analysis (AAQA): The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively, for numerous pollutants. Under Rule 2201, the District conducts AAQAs to ensure that project related emissions would cause or make worse a violation of the State or National ambient air quality standard. This analysis ensures that the public exposure to certain criteria air pollutants is less than the maximum allowed concentration in outdoor air without harm to public.

AB 2588 (Air Toxics Hot Spots Information and Assessment Act)

The District's implementation of [AB 2588](#), California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in dramatic reductions in emissions of air toxics from existing sources in the San Joaquin Valley. Under this right-to-know law, the District has worked with 5,700 Valley facilities to quantify emissions of air toxics, determine the health risk caused by those emissions, report

emissions and any significant risks through written public reports and neighborhood public meetings, and take steps to reduce such risks. As a result of these efforts, and the subsequent reductions in air toxics, since 2007 there have been no Valley facilities posing a significant risk to any Valley resident under the “Hot Spots” program.

California Environmental Quality Act (CEQA)

CEQA is the state law that requires environmental impacts to be assessed on projects and disclosed to the public, and also requires significant impacts be mitigated to a less than significant level when feasible. Through the implementation of CEQA, the District carefully reviews land developers’ project proposals, new stationary source permits, and attainment plans and rules for compliance with CEQA requirements.

AB 617 Shafter Community Steering Committee - Meeting #8
June 24, 2019, 5:30 p.m. – 7:30 p.m.
Shafter Veterans Hall

1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introductions

Jimmy Yee, Facilitator

Jimmy provided a review of meeting goals

3. Continuing Technical Assessment Update

Brian Clements, Program Manager of Technical Services

Brian Clements provided a demonstration of the newly updated mapping features available on the District's website. This includes updated visualization tools that show relative emissions of criteria pollutants for stationary sources, area source information, mobile source inventory, and toxics emissions inventory information. This inventory information and associated spatial analysis tools are available on the District's website at <http://community.valleyair.org/selected-communities/shafter>.

Summary of Feedback from Posters:

- Can you put stationary combustion engines on the map?
- What about JP Oil? Why is it missing?
- Can you show us where the people are who are burning wood stoves?
- Do you know the date of this data?
- Learning Center has a public computer lab
- What is the data source?
- Are we going to have concrete facts before this process is done?
- This is going to finish and we are going to stay in limbo.
- Is there a reading for PM 10 on the map?

4. CERP Emission Reduction Strategy Development

Jessica Coria, Senior Air Quality Specialist

Jessica Olsen, Program Manager

Steering Committee Members

Jessica Coria went over the results of the "Source Categories of Concern" Prioritization exercise with the Committee. Jessica introduced a new informational packet to the Committee, *Existing Control of Air Pollution Sources*, which provides an overview of existing control programs currently in place to reduce pollution from sources of air pollution of concern to the community. She then discussed the next steps for development of the Community Emissions Reduction Program, with the focus of tonight's meeting being obtaining detailed feedback from the Steering Committee about the initial proposed strategy concepts, and the community's prioritization of these measures.

Jessica Olsen introduced the "Strategy Prioritization Exercise" to the Committee. The packet provided to the Committee provided a "consumer reports" style ranking of different Strategy Criteria for each draft

measure to provide more information about the effectiveness of the measure's emissions reduction, cost effectiveness, and feasibility. Committee members reviewed this packet, and were asked to prioritize and provide feedback about the individual measures, as grouped within major sources of concern to the community.

Summary of Feedback from Posters:

- Are items from CERP submitted by this committee included in this packet?
- Would have been useful to know how feasible our plans are
- CERP was submitted by multiple committee members, not just one.
- We looked at feasibility and ideas that had a high impact
- Gravel on roads that trucks travel on during harvest
- Seems like you're doing these things already
- I think you need to re-do score sheet for us to choose any
- We want to see the ideas from our CERP integrated into this document
- Can't prioritize incentives unless I know how much will be spent
- We want advanced notification for pesticides
- Take items we submitted, that's what we want
- Pesticides and petroleum uses impact us most
- I don't want to give petroleum anything to help clean up
- Worry about us because people are getting sick
- Take our priorities into account
- This committee does not have the authority to impose rules on oil and gas and ag industries
- We want the City of Shafter to improve as much as possible

5. Wrap-up and Next Steps

Jimmy Yee, Facilitator

Jimmy informed that the next steering committee meeting is on July 8, 2019.

6. Public Comment

- None of the 20+ items submitted by the committee were mentioned tonight

7. Adjourn

**Refer to meeting audio and video to review the full details and comments from the meeting.*



Agenda para el Comité Directivo Comunitario de Shafter – Reunión #8

24 de junio de 2019, Sala de Veteranos de Shafter

309 California Ave, Shafter, CA 93263




Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Jimmy Yee, Facilitador
 - Repaso de objetivos de la reunión
3. Actualización de la Evaluación Técnica Continua 5:40 p.m.
Brian Clements, Gerente de Servicios Técnicos
4. Desarrollo de la Estrategia de Reducción de Emisiones del CERP 5:50 p.m.
Jessica Coria, Especialista en Calidad del Aire
Jessica Olsen, Gerente de Programas
Miembros del Comité Directivo
5. Conclusión y Próximos Pasos 7:15 p.m.
Jimmy Yee, Facilitador
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 8 de julio de 2019
6. Comentario Público 7:20 p.m.

Aprende más: community.valleyair.org

EJERCICIO DE PRIORIZACIÓN DE LOS CRITERIOS DE LA ESTRATEGIA

Las estrategias de reducción de emisiones y reducción de la exposición tienen varios criterios que deben evaluarse, incluyendo la cantidad de emisiones reducidas o la efectividad de una medida de reducción de la exposición; considerando estos criterios puede ayudar a priorizar estrategias potenciales que pueden ser viables para la implementación en comunidades seleccionadas bajo AB 617.

Criterio de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad
Descripción	Reducción de las emisiones de PM2.5 en la comunidad, o reducción de la exposición a PM2.5 para receptores sensibles cerca de una fuente	Reducción de emisiones tóxicas en la comunidad o reducción de la exposición a sustancias tóxicas para receptores sensibles cerca de una fuente	\$\$ gastado en la implementación por reducción de emisiones o mitigación (limitación a la exposición)	Medida de las posibles barreras legales, jurisdiccionales, operativas o de viabilidad que pueden prevenir o limitar una estrategia, o impactar el tiempo de la estrategia	¿En qué medida se podría implementar la estrategia? ¿Estrategia/Beneficios localizados o estrategia comunitaria?
	La mayoría de las reducciones y/o son muy eficaces para reducir la exposición para el grupo de receptores sensibles	La mayoría de las reducciones y/o son muy eficaces para reducir la exposición para el grupo de receptores sensibles	Mejor	Pocas barreras; La implementación más rápida; Listo para proceder	La implementación/beneficio más generalizado para la comunidad y/o mayor beneficio para los receptores sensibles cerca de la fuente objetivo
	Reducciones moderadas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Reducciones moderadas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Bueno	Algunas barreras; ≥ 1 año para la implementación de la estrategia	Afecta a algunos miembros de la comunidad; Proyecto no escalable para proporcionar beneficios a toda la comunidad
	Reducciones mínimas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Reducciones mínimas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Menos efectivo (Beneficios de emisiones/mitigación muy caros y/o muy pocos)	Muchas barreras; ≥ 2 años para la implementación de la estrategia si se puede implementar	Afecta a muy pocos en la comunidad y no cerca a receptores sensibles


























SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
EMISIONES AGRÍCOLAS

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
40	Incentivo	Distrito del Aire del Valle y PUC/IOU	Proporcionar incentivos mejorados (capital, estructura de tasas) para reemplazar los motores de bomba agrícola de diésel existentes con bombas eléctricas e infraestructura relacionada, según sea posible, o con motores de nivel 4 si no es posible la electrificación	●	●	●	◐	◐	
41	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para reemplazar equipos agrícolas de diésel con equipo menos contaminantes disponible	●	●	●	●	◐	
42	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos de recolectores de nueces con tecnología de bajo polvo para enfocar el reemplazo del equipo de recolección de nueces para las tierras de cultivo que rodean la Ciudad de Shafter	●	●	●	●	●	
43	Incentivo	Distrito del Aire del Valle	Proporcionar una mayor financiación de incentivos para promover prácticas y tecnologías alternativas para la quema de materiales agrícolas (incluyendo la incorporación al suelo de residuos leñosos)	●	●	●	●	●	
44	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para que los equipos eléctricos de mezcla de alimentos lácteos se centren en las operaciones lecheras cercanas a la comunidad de Shafter	●	●	●	◐	◐	

SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
EMISIONES AGRÍCOLAS

junio de 2019

45	Incentivo	Distrito del Aire del Valle y CDFA	Apoyar las operaciones lácteas cerca de la Ciudad de Shafter en la instalación de digestores de productos lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía						
46	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para el reemplazo de los camiones de productos lácteos de diésel con tecnologías de cero o casi cero emisiones						
47	Incentivo	Distrito del Aire del Valle y CDFA	Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de COV, amoníaco y metano, a través de fondos y programas educativos sobre los programas disponibles a través de las agencias estatales						
48	Incentivo	Distrito del Aire del Valle	Trabajar con las operaciones agrícolas locales para ofrecer incentivos para promover una implementación de prácticas de gestión de la conservación que reduzcan aún más las emisiones de materia particulada, incluyendo el cultivo de conservación y otras prácticas						
49	Colaboración	CARB, DPR, Comisionado de Agricultura	Evaluar oportunidades adicionales para abordar las inquietudes relacionadas con los pesticidas, incluyendo la provisión de información adicional sobre los esfuerzos de monitoreo y el desarrollo de notificaciones mejoradas, según sea posible						

SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
ESTRATEGIAS DE REDUCCIÓN A LA EXPOSICIÓN

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
25	Reducción a la Exposición	Distrito del Aire del Valle y distrito escolar local	Aumentar la cantidad de escuelas inscritas en el programa de Healthy Air Living Schools del Distrito para ayudar a reducir la exposición de los niños a condiciones de aire insalubres	●	●	●	●	●	
24	Reducción a la Exposición	Distrito del Aire del Valle	Proporcionar incentivos financieros para la compra e instalación de sistemas mejorados de filtración de aire en las escuelas de la comunidad	●	●	●	◐	●	
34	Reducción a la Exposición	Distrito del Aire del Valle, Ciudad, Condado, CDOT, y otros socios locales	Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir la materia particulada, el olor y otras emisiones, según sea posible	◐	◐	◐	◐	◐	
26	Reducción a la Exposición	CARB, CEC, PUC, IOUs, Ciudad, Condado, Distrito del Aire del Valle	Trabajar con agencias y socios locales para investigar medidas para reducir las emisiones y la exposición dentro casa, incluyendo climatización, eficiencia energética, filtración mejorada y otros servicios	●	●	◐	◐	◐	
29	Reducción a la Exposición	Distrito del Aire del Valle	Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas apropiadas que el público debe tomar para protegerse durante los episodios de mala calidad del aire	◐	◐	●	●	●	

SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
6	Incentivo	Distrito del Aire del Valle	Propocionar incentivos financieros mejorados para tecnologías de camiones limpios con cero o casi cero emisiones que operan dentro de la comunidad	●	●	●	●	●	
7	Incentivo	Distrito del Aire del Valle	Desarrollar mejoras específicas de la comunidad para los programas de incentivos para apoyar el despliegue de <ul style="list-style-type: none"> • camiones de yarda limpios • unidades de transporte refrigerado • infraestructura de combustible relacionada en centros de almacenamiento y otras instalaciones dentro de la comunidad, con prioridad en tecnologías de cero emisiones	●	●	●	●	◐	
8	Regulatorio	Distrito del Aire del Valle y CARB	Desarrollar y/o trabajar para implementar medidas cuales reducen el ralentí de camiones de servicio pesado dentro de la comunidad	●	●	●	◐	●	
9	Cumplimiento	CARB	Desarrollar un programa de cumplimiento mejorado para identificar y reparar camiones y autobuses con sistemas de control de emisiones defectuosos	◐	◐	●	◐	◐	
10	Regulatorio	CARB	Modificar los requisitos de garantía y su programa de inspección para camiones para agregar un nivel de rendimiento de emisiones a uno más bajo	●	●	●	○	●	

SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
14	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos financieros mejorados para reemplazar locomotoras altamente contaminantes con tecnologías de motores menos contaminantes para trenes que operan en o cerca de la comunidad	●	●	◐	●	●	
15	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para las terminales locomotoras de maniobra eléctricas para las terminales de trenes dentro de la comunidad	●	●	◐	●	●	

Shafter – Estrategias Preliminares del CERP
AUTOS ANTIGUOS/ALTAMENTE CONTAMINANTES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
1	Incentivo	Distrito del Aire del Valle	Mejorar alcance y acceso a incentivos financieros mejorados para eliminar vehículos antiguos de la comunidad a través del programa del Distrito Drive Clean en San Joaquín	●	●	●	●	●	
2	Incentivo	Distrito del Aire del Valle	Organizar un evento local de Tune-In Tune-Up dentro de la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes	●	●	●	●	●	
3	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos financieros para apoyar la compra de vehículos eléctricos, infraestructura para cargar dentro de la comunidad	◐	◐	◐	●	●	
4	Incentivo	Distrito del Aire del Valle	Evaluar la viabilidad de programas adicionales para viajes compartidos y/o incentivos para compartir viajes en la comunidad	◐	◐	◐	●	●	
5	Incentivo/Desarrollo de Fuerza Laboral	Distrito del Aire del Valle	Aumentar entrenamiento educacional para mecánicos de vehículos eléctricos (EV, por sus siglas en inglés), y apoyar el despliegue de instalaciones de reparación de EV's en la comunidad, según sea posible	Beneficio Indirecto	Beneficio Indirecto	◐	●	●	

Shafter – Estrategias Preliminares del CERP
AUTOS ANTIGUOS/ALTAMENTE CONTAMINANTES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
11	Incentivo	Distrito del Aire del Valle	Mejorar alcance y acceso a incentivos para la compra de autobuses escolares de cero o casi cero emisiones para que operen dentro la comunidad	●	●	●	●	●	
12	Incentivo	Distrito del Aire del Valle y operadores de tránsito locales	Desarrollar programas de incentivos para autobuses de tránsito de cero o casi cero emisiones dentro la comunidad	●	●	●	◐	●	
13	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos a las agencias públicas locales para el despliegue de los vehículos y equipos más limpios disponibles en las flotillas públicas (vehículos de servicio liviano, flotillas de basura, flotillas para uso fuera de la carretera, vehículos de emergencia, etc.)	●	●	●	●	●	
27	Alcance	Distrito del Aire del Valle, CARB, Ciudad y Condado	Instalar letreros adicionales contra el ralentí instalados cerca de las escuelas y otros usos de la tierra que sirven a niños y a personas de tercera edad	●	●	●	●	◐	

SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
FUENTES INDUSTRIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
35	Uso del Suelo	Distrito del Aire del Valle, organizaciones de planificación, desarrolladores locales, otros socios locales	Apoyar los proyectos que reduzcan las millas de vehículo corridas en la comunidad, incluyendo las medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios						
36	Uso del Suelo	Ciudad y Condado	Crear capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura ecológica, estaciones de carga de camiones y mejor respaldo de uso de suelo para camiones eléctricos	Beneficio Indirecto	Beneficio Indirecto				
37	Uso del Suelo	Distrito del Aire del Valle	Proporcionar asistencia durante el proceso de CEQA con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire	Beneficio Indirecto	Beneficio Indirecto				
38	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para que las instalaciones de fuentes estacionarias dentro de la comunidad instalen tecnología de control avanzada más allá de los controles existentes que de otra manera no serían económicamente factibles de instalar, según sea posible	NYQ	NYQ	NYQ		NYQ	
39	Incentivo	Distrito del Aire del Valle	Evaluar la viabilidad de un programa de incentivos para las operaciones de petróleo y gas cerca de la Ciudad de Shafter para financiar la instalación de tecnologías que reduzcan aún más las emisiones relacionadas con la producción, incluyendo las actividades de llamaradas	NYQ	NYQ	NYQ		NYQ	

*NYQ = Aún no se ha cuantificado, para medidas que necesitarían una evaluación adicional del costo, la viabilidad y el impacto en la comunidad






SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
FUENTES URBANAS/RESIDENCIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
16	Regulatorio	Distrito del Aire del Valle	Implementar los requisitos mejorados de la regla 4901 del Distrito (chimeneas de leña y calentadores de leña) (como se incluye en el Plan 2018 PM2.5 del Distrito)	●	●	●	●	●	
17	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos financieros mejorados para reemplazar los dispositivos de quema de madera existentes y las estufas de leña compresada con tecnologías de gas natural o electricidad.	●	●	●	●	●	
18	Alcance	Distrito del Aire del Valle	Proporcionar actividades en la comunidad para educar a los residentes sobre la importancia de reducir la quema de madera y los impactos a la salud asociados, y los programas disponibles para respaldar la transición al gas natural y los dispositivos eléctricos.	●	●	●	●	●	
20	Incentivo	Distrito del Aire del Valle y PUC	Proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen sistemas de almacenamiento de energía solar y energía.	○	○	○	◐	○	
21	Incentivo	Distrito del Aire del Valle	Mejorar alcance y acceso al programa de incentivos mejorado para la sustitución de equipos residenciales de césped y jardinería en la comunidad a través del programa Clean Green Yard Machines del Distrito	●	●	●	●	●	

SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
FUENTES URBANAS/RESIDENCIALES

junio de 2019

22	Incentivo	Distrito del Aire del Valle /CARB	Mejorar alcance y acceso al programa de incentivos mejorado para la sustitución de equipos comerciales de césped y jardinería en la comunidad a través del programa Clean Green Yard Machines del Distrito						
23	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para reducir aún más el humo y la contaminación de otros restaurantes que utilizan parillas comerciales						
32	Asociación	Distrito del Aire del Valle y otros asociación	Identificar oportunidades para un mayor desarrollo urbano y forestal en la comunidad.						
19	Alcance	Distrito del Aire del Valle y Ciudad/Condado	Llevar a cabo actividades de alcance y educación expandida para reducir la quema ilegal de residuos residenciales						
33	Asociación	Ciudad y Condado	Considar la posibilidad de pavimentar caminos y aceras dentro de la comunidad para ayudar a reducir la contaminación de polvo						

COMITÉ DIRECTIVO: PROYECTO DE CONCEPTOS DE ESTRATEGIA

COMITÉ DIRECTIVO DE SHAFTER | NOMBRE: _____

Instrucciones:

1. Leer conceptos preliminares de estrategia.
2. Haga una lista de los conceptos de estrategia preliminar que le gustaría hacer comentarios o tiene preguntas acerca
3. Agregue cualquier estrategia **adicional** que recomiende que se implemente en la comunidad en la tabla al reverso de esta página (¡no dude en adjuntar páginas adicionales!)

MEDIDA #	COMENTARIOS O PREGUNTAS

FUENTE DE PREOCUPACIÓN	TIPO DE ESTRATEGIA <i>(Medida de Mitigación, Incentivo, Regulación, Compromiso, otros?)</i>	IDEA PARA LA ESTRATEGIA DE PROGRAMA DE REDUCCIÓN DE EMISIONES DE LA COMUNIDAD (CERP, POR SUS SIGLAS EN INGLÉS)

Controles Existentes de las Fuentes de Contaminación del Aire que Preocupan a las Comunidades AB 617

DESARROLLO DEL PROGRAMA DE REDUCCIÓN DE EMISIONES AB 617



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Control de la Contaminación del Aire: ¿Quién Hace Qué?

Jurisdicciones de las Agencias

Las leyes federales y estatales requieren medidas de control de emisiones en áreas donde la contaminación del aire excede los estándares. El Valle de San Joaquín es una de estas áreas. Con una variedad de agencias estatales y federales que implementan programas de reducción de la contaminación del aire, puede ser difícil entender la misión y la jurisdicción de cada organización.

El gobierno federal, principalmente a través de la Agencia de Protección Ambiental, establece estándares de calidad del aire, supervisa las acciones estatales y locales, e implementa programas para contaminantes tóxicos del aire, camiones de servicio pesado, locomotoras, barcos, aeronaves, equipo de diésel para vehículos todo terreno, y algunos tipos de equipos industriales.

El gobierno estatal, a través de la Junta de Recursos del Aire de California (CARB, por sus siglas en inglés) y la Oficina de Reparación Automotriz (BAR, por sus siglas en inglés), establecen estándares estatales más estrictos, supervisan las acciones locales, e implementan programas para emisiones de vehículos, combustibles, y puebas de emisiones.

Los distritos locales de control de la contaminación del aire, como el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito), desarrollan planes e implementan medidas de control en sus áreas. Estos controles afectan principalmente a fuentes estacionarias como fábricas e instalaciones industriales. Los distritos locales de aire también realizan actividades de educación pública y esfuerzos de alcance, tales como los programas voluntarios *Aire Limpio*, *Vida Sana*; *Confirma Antes de Quemar*; y *Drive Clean en San Joaquín* del Distrito.

Las ciudades y los condados locales son responsables de implementar una planificación comunitaria de aire limpio que promueve el tráfico pedestre, las alternativas de viajes y las flotillas de tránsito menos contaminantes. Los gobiernos de la ciudad y del condado desarrollan planes de uso de la tierra y toman decisiones sobre cómo las ciudades deben crecer y expandirse.

Mientras su jurisdicción y sus programas específicos pueden variar, todas estas organizaciones comparten un objetivo común: trabajar en cooperación para establecer programas de control de la calidad del aire para beneficiar a todos los residentes de California.

La Ley de la Asamblea (AB) 617 le brinda al Distrito una oportunidad emocionante para continuar mejorando la calidad del aire, al asociarse con miembros de la comunidad en las comunidades seleccionadas por CARB para reducir la contaminación local y ayudar a proteger aún más la salud de las comunidades desfavorecidas. El monitoreo de la calidad del aire local y el compromiso de los miembros de la comunidad serán componentes críticos para comprender mejor los impactos de la contaminación en los vecindarios locales y desarrollar estrategias efectivas para reducir la carga de exposición acumulada en comunidades altamente afectadas.

Acerca del Distrito de Control de la Contaminación del Aire del Valle de San Joaquín

El Distrito regula las fuentes estacionarias de contaminación del aire, implementa medidas de control y desarrolla e implementa planes para mejorar la calidad del aire en el Valle de San Joaquín.

Cerca de 650 reglas y regulaciones han sido adoptadas por el Distrito durante un período de casi tres décadas, cada una reduciendo la cantidad de emisiones que puede emitir una instalación. Un estricto proceso de permisos garantiza que las instalaciones que operan en el Valle tengan las mejores tecnologías de control disponibles que se puedan instalar para todos los tipos de instalaciones permitidas, y garantiza que los nuevos equipos e instalaciones en el Valle no aumenten el riesgo de impactos en la salud debido a la exposición a contaminantes del aire dañinos para residentes locales. Estos estrictos requisitos protegen a las comunidades del Valle tanto de la contaminación del aire regional como local y los impactos asociados a la salud. Consulte el Apéndice A para obtener más información sobre las medidas de permisos de protección de la salud que se aplican a las fuentes reguladas por el Distrito.

El Distrito también trabaja con CARB para hacer planes para alcanzar los estándares de calidad del aire que protegen la salud de los ocho condados en el Valle de San Joaquín. El Distrito y CARB adoptaron recientemente el *Plan PM2.5 de 2018*, que se comprometió a hacer que las reglas y regulaciones existentes sean potencialmente más estrictas para fuentes estacionarias como calderas, fábricas de vidrio, motores de combustión interna y parillas comerciales. La información sobre emisiones recopilada anualmente por el Distrito del Aire, y los modelos científicos, han demostrado que la mayor parte de la contaminación en el Valle, y la mayoría de los impactos en la salud relacionados con la contaminación provienen de fuentes móviles, por lo que CARB también se ha comprometido a reducir considerablemente las emisiones de las fuentes móviles a través de reforzar el cumplimiento y financiamiento de incentivos en el Valle. Para centrarse aún más en las fuentes fuera de la jurisdicción del Distrito, el *Plan PM2.5 de 2018* también incluye el compromiso de implementar varios programas de incentivos diferentes para fuentes tales como equipos de jardinería, autobuses y automóviles de pasajeros. Las reducciones de emisiones para el logro de este plan regional beneficiarán a las comunidades seleccionadas por AB 617 al mejorar la calidad del aire ambiente.

Los controles regulatorios adicionales y los programas de incentivos que afectan directamente las fuentes de contaminación del aire que se han discutido como preocupantes para las comunidades seleccionadas de AB 617 de Shafter y Centro-Sur Fresno se analizan con mayor detalle en las categorías de fuentes de interés de este Comité Directivo Comunitario. ¡Visite valleyair.org para obtener más información sobre las reglas, políticas y programas de incentivos disponibles del Distrito que abordan estas fuentes y muchas otras!

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Control de Fuentes Móviles de Contaminación del Aire

Contaminación de Vehículos de Pasajeros

Requisitos Estatales y Federales controlan las emisiones de vehículos de pasajeros. El Distrito no tiene jurisdicción sobre estas fuentes. Sin embargo, debido a la gran cantidad de contaminación del aire que producen los vehículos de pasajeros en el Valle, el Distrito ha implementado varios programas para reducir la contaminación de estas fuentes móviles.

- Employer Based Trip Reduction (*Reducción de Viajes Basados en el Empleador*) (Regla del Distrito 9410) requiere que los grandes empleadores implementen medidas para motivar a los empleados a tomar medidas de transporte alternativo al trabajo a través del establecimiento de un Plan de Implementación para la Reducción de Viajes de los Empleadores (eTRIP, por sus siglas en inglés).
 - Un eTRIP es una colección de medidas que motivan a los empleados a utilizar transporte alternativo y el viaje compartido para sus viajes en las mañanas y por las tardes
 - Cada medida contribuye a un lugar de trabajo donde es más fácil para los empleados elegir usar viajes compartidos o transporte alternativo
 - A través de esta regla, se reducen los viajes en vehículos con una persona, así reduciendo las emisiones de óxidos de nitrógeno (NOx), compuestos orgánicos volátiles (VOC), y material particulado (PM).
- El programa escolar del Distrito *Healthy Air Living Schools* promueve una campaña de “No idling” para combatir los vehículos en ralentí cuando van por sus hijos a la escuela
 - Se proporcionan letreros de “No idling” a las escuelas para alentar a los conductores a apagar los motores de sus vehículos
- Regla de Fuentes Indirectas (Regla del Distrito 9510) toma en cuenta las emisiones de fuentes móviles de los proyectos de construcción y de nuevos desarrollos y asegura que las emisiones de estas actividades son mitigadas a través de las actividades en el sitio o a través de pago de tarifas de mitigación
- El Distrito ofrece una variedad de programas de incentivos para reducir las emisiones de los vehículos de pasajeros. Estos incluyen las siguientes opciones:
 - Tune In Tune Up programa de reparación de vehículos
<http://valleyair.org/drivecleaninthesanjoaquin/repair/> proporciona hasta \$850 en incentivos para reparar vehículos altamente contaminantes identificados en eventos de fin de semana de Tune In Tune Up
 - El programa de reemplazo del vehículo del Distrito
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/> proporciona hasta \$9,500 para que los residentes del Valle reemplacen sus vehículos altamente contaminantes de 1999 o más antiguos con opciones más nuevas, menos contaminantes incluyendo un eléctrico de batería, híbridos de enchufe, o vehículos híbridos
 - El Distrito ofrece reembolsos de hasta \$3,000 para la compra o arrendamiento de vehículos nuevos de aire limpio, incluyendo eléctricos de batería, celdas de combustible, híbridos enchufables, motocicletas de cero emisiones, y vehículos de tecnología avanzada de gas natural
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>



- El Distrito proporciona incentivos de hasta \$50,000 por proyecto para la infraestructura de carga para vehículos eléctricos a través del Programa Charge Up <http://valleyair.org/grants/chargeup.htm>



- La estrategia de fuentes móviles de CARB exige aumentar el despliegue de vehículos híbridos enchufables, vehículos de eléctricos de batería y celdas de combustible para lograr los estándares federales de ozono, reducir las emisiones de gases de efecto invernadero, minimizar los riesgos a la salud, reducir el uso de petróleo y aumentar la eficiencia energética.

Autobuses Escolares y de Tránsito

- Controlado por la Regulación estatal de Autobuses y Camiones de CARB cual requiere la transición a una tecnología más limpia con el tiempo. Generalmente en fases por año del modelo.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- El Distrito tiene una variedad de programas de incentivos disponibles para flotillas de autobuses escolares interesados en cambiar sus flotillas a una tecnología más limpia, incluyendo:
 - El Distrito opera un programa local del reemplazo de autobuses escolares. El Programa de Incentivos para Autobuses Escolares Eléctricos proporciona incentivos monetarios para el reemplazo de los autobuses escolares amarillos de diésel existentes cual transportan a los estudiantes de las escuelas públicas hacia y desde la escuela con autobuses escolares completamente eléctricos. Los solicitantes elegibles son distritos de escuelas públicas, Joint Power Authorities (JPA, por sus siglas en inglés) y autobuses escolares amarillos de propiedad privada que se contratan con una escuela pública para transportar niños de escuelas públicas.
 - <http://valleyair.org/grants/electric-school-bus.htm>
- Los reemplazos de autobuses escolares pueden ser financiados como una categoría de proyecto elegible utilizando fondos proporcionados para apoyar AB 617. Estos proyectos son administrados de acuerdo con las pautas del programa Carl Moyer y están sujetos a requisitos adicionales contenidos en las Pautas de Protección del Aire de la Comunidad de AB 617 aprobadas. Este programa esta operado por el Distrito.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Próximamente fondos del Programa del Fideicomiso de Mitigación de Volkswagen: El Distrito está administrando \$130 millones en fondos en nombre del Estado de California para reemplazar autobuses escolares y de tránsito de diésel en todo California por autobuses completamente eléctricos con cero emisiones. Este programa se lanzará en el otoño de 2019.
 - <http://vwbusmoney.valleyair.org/>

Emisiones de Camiones de Servicio Pesado

- Los camiones de servicio pesado de diésel están sujetos a la Regulación estatal de Autobuses y Camiones de ARB que exige que todos los equipos cumplan con los estándares de emisiones de 2010 para el año 2023. Todos los camiones de servicio pesado de diésel del 2009 y anteriores estarán fuera de la carretera antes del 1 de enero de 2023.
(<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>)
- El Distrito ofrece incentivos para reducir las emisiones de los camiones diesel de servicio pesado. Esto incluye las siguientes opciones:
 - Programa de Reemplazo de Camiones de Servicio Pesado (<http://valleyair.org/grants/truck-replacement.htm>) proporciona hasta \$200,000 en fondos para reemplazar camiones diesel de servicio pesado de 2009 o más antiguos con la tecnología más limpia disponible
 - El Distrito implementará un Programa Piloto de Reparación de Camiones de Servicio Pesado para brindar asistencia financiera a los propietarios y operadores de camiones de flotillas pequeñas para proporcionar reparaciones durables para componentes o sistemas de emisiones descompuestos en el verano de 2019
 - El Distrito está desarrollando un nuevo programa para Infraestructura de Combustible Alternativo para Camiones de Servicio Pesado que proporcionará fondos de incentivo a los negocios y agencias locales para instalar infraestructura de combustible alternativa (eléctrico, hidrógeno, etc.) para respaldar el mayor despliegue de vehículos de servicio pesado de tecnología limpia avanzada

Locomotoras

- Actualmente, no existen requisitos de CARB y EPA que controlen las emisiones relacionadas con el transporte de mercancías mediante fletes de locomotoras.
- El Distrito ofrece dos programas de incentivos para las flotas de locomotoras interesadas en hacer la transición a una tecnología nueva y menos contaminante, que incluye:
 - Proposición 1B (Locomotoras) (<http://valleyair.org/grants/locomotives-prop1b.htm>) incentiva la reducción de las emisiones y los riesgos para la salud asociados con el movimiento de carga a lo largo de los corredores comerciales de California mediante la actualización a tecnologías menos contaminantes o la instalación de sistemas de control y captura de emisiones.
 - Los reemplazos de locomotoras pueden ser financiados como una categoría de proyecto elegible utilizando el financiamiento proporcionado para respaldar AB 617. Estos proyectos se administran de acuerdo con el guía de la Propuesta 1B y están sujetos a requisitos adicionales contenidos en el Guía de Protección del Aire de la Comunidad AB 617 aprobadas. Este programa es operado por el Distrito.
 - La Propuesta 1B de la Legislatura del Estado proporciona fondos para el reemplazo de los motores de locomotoras antiguas bajo este programa
 - Todos los motores de locomotoras financiados bajo la Proposición 1B deben ser certificados Nivel 4 por la EPA y pasar la verificación de la Junta de Recursos del Aire de California
 - Programa de locomotoras (<http://valleyair.org/grants/locomotive.htm>) incentiva la sustitución de locomotoras atiguas y altamente contaminantes por motores nuevos Nivel 4 y menos contaminantes.
 - Los reemplazos de locomotoras pueden ser financiados como una categoría de proyecto elegible utilizando los fondos proporcionados para respaldar AB 617. Estos proyectos se administran de acuerdo con el guía del Programa Carl Moyer y están sujetos a requisitos adicionales incluidos en el Guía de Protección de la Comunidad de AB 617 aprobadas. Este programa es operado por el Distrito.

- El Programa de Incentivos Carl Moyer proporciona fondos para el reemplazo de motores de locomotoras antiguos en este programa
- Todos los motores de locomotoras financiados con dinero de Carl Moyer deben contar con la certificación Nivel 4 de la EPA y pasar la verificación CARB
- Hasta la fecha, el Distrito ha administrado casi \$66 millones de dólares para financiar el reemplazo de motores de locomotoras antiguos y altamente contaminantes con motores de locomotoras nuevos de Nivel 4 y verificados por CARB.
- South Coast APCD está administrando el Fideicomiso de Mitigación Ambiental de Volkswagen para los Fondos de California en nombre del Estado de California para reemplazar los motores de locomotoras altamente contaminantes en todo California con motores de locomotoras más nuevos, menos contaminantes de Nivel 4, y verificados por CARB. Este programa se lanzará en el otoño de 2019.
 - <http://www.aqmd.gov/vw/>
 - <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california/about>

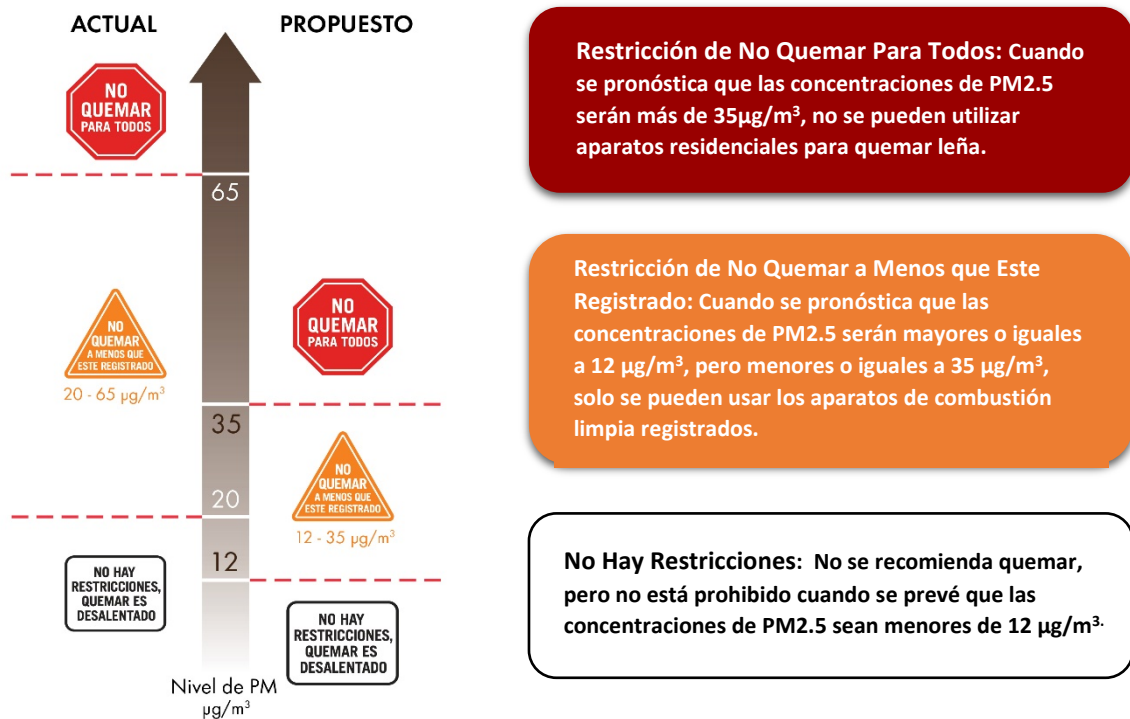
Control de Fuentes Residenciales y Urbanas

Quema de Leña Residencial

La categoría de fuente de las chimeneas y los calentadores de leña incluyen las emisiones de las chimeneas de leña, los calentadores de leña y los aparatos para quemar leña al aire libre. Durante el invierno, una de las mayores fuentes de contaminación por partículas viene de la quema de leña residencial. Las emisiones son el resultado de una combustión incompleta de la leña y se emiten en los vecindarios de Valle donde los residentes viven y juegan. Los contaminantes del aire peligrosos que se desprenden de la quema de madera residencial incluyen: PM2.5, PM10, NOx, benceno, aldehídos, dioxinas e hidrocarburos aromáticos policíclicos (PAHs, por sus siglas en inglés).

La quema de leña residencial está sujeta a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) Regla 4901 (<https://www.valleyair.org/rules/currnrules/r4901.pdf>)
- Programa de Confirma Antes de Quemar (<https://www.valleyair.org/aqinfo/cbyb.htm>)
 - A través del programa de Confirma Antes de Quemar del Distrito, que se basa en la Regla 4901, el Distrito ha declarado e implementado reducciones de quema de leña episódicas, también llamadas días de "No quemar", desde 2003.
 - Confirmar Antes de Quemar y la Regla del Distrito 4901 reducen las especies dañinas de PM2.5 cuando y donde esas reducciones son más necesarias, en las áreas urbanizadas afectadas cuando se pronóstica que el clima local dificultará la dispersión de materia particulada.
 - El Distrito propone actualmente enmendar los niveles de reducción existentes para los condados de Madera, Fresno y Kern, como se muestra en el gráfico a continuación.



Además, el Distrito utiliza las siguientes medidas no regulatorias para reducir la contaminación del humo de leña en el Valle:

- Programa de Incentivo de Burn Cleaner (<http://valleyair.org/grants/apps/burncleaner/Home>): Fondos de incentivos para el reemplazo de calentadores de leña más antiguos y más contaminantes por calentadores de leña menos contaminantes. Este programa ha reemplazado más de 16,600 estufas de leña no certificadas con aparatos de gas natural certificados y aprobados por la EPA en el Valle desde 2009.

NUEVO APARATO PARA COMPRAR	CANTIDAD DE INCENTIVO
Inserto/estufa de leña certificada	Hasta \$1,000
Inserto de combustible granulado/estufa certificada	Hasta \$1,000
Inserto/estufa de gas natural	Hasta \$1,000
Cualquier aparato elegible si el solicitante es elegible para bajos ingresos	Hasta \$2,500
Incentivo adicional para aparatos de gas (tanto para aplicaciones Estándares y de Bajos Ingresos)	Hasta \$500*
<i>*Se aplica solo a los costos de instalación elegibles más allá del cantidad de financiación</i>	

- Difusión Pública y Educación: El Distrito participa en entrevistas con los medios de comunicación y responde a llamadas públicas, llamadas telefónicas y correos electrónicos relacionados con la quema de leña residencial. El Distrito también utiliza herramientas como Sistema de Notificación de la Calidad del Aire Actual y la aplicación “Valley Air”, redes sociales y campañas publicitarias de multimedia (carteles, radio, televisión, etc.) para difundir información

Proyectos de Desarrollo - Construcción y Operaciones

Los proyectos de desarrollo se controlan a través de un conjunto de reglas, que incluyen los requisitos de la Regla de Revisión de Fuente Indirecta del Distrito y la Regulación VIII, como se explica a continuación. Además, el Distrito proporciona a las agencias de la ciudad y el condado orientación sobre las medidas de sostenibilidad que mejor reducen la contaminación del aire, así como el análisis de los posibles impactos de los nuevos proyectos y las formas en que los desarrolladores pueden reducir los impactos en la calidad del aire a través del proceso CEQA.

Regla de Revisión de Fuente Indirecta (ISR)

La [Regla del Distrito 9510 \(Revisión de Fuente Indirecta \(ISR\)\)](#) reduce las emisiones de NOx y PM10 de las fuentes móviles y de área asociadas con la construcción y operación de nuevos proyectos de desarrollo en el Valle. La regla ISR se aplica a los desarrolladores de nuevos proyectos residenciales, comerciales e industriales y a los proyectos de transporte y tránsito cuyas emisiones excedan ciertos umbrales contenidos en la regla.

- Esta regla fue adoptada el 15 de diciembre de 2005 y modificada en diciembre de 2017.
- Esta es la única regla de su tipo en el estado de California y en todo el país. La regla del Distrito es reconocida como el punto de referencia, o el mejor control disponible, para regular estas fuentes indirectas de emisiones, y otros distritos del aire.
- La regla ISR alienta que los diseños de aire limpio se incorporen al proyecto de desarrollo o, si se pueden diseñar reducciones de emisiones insuficientes en el proyecto, pagando una tarifa de mitigación que se usará para financiar proyectos de reducción de emisiones fuera del sitio.

Programa de Acuerdo de Reducción de Emisiones Voluntarias (VERA, por sus siglas en inglés)

Una VERA es una medida de mitigación según la Ley de Calidad Ambiental de California (CEQA) por la cual el proponente del proyecto proporciona mitigación de libra-por-libra de los aumentos de emisiones a través de un proceso que financia e implementa proyectos de reducción de emisiones administrados a través de los programas de subvenciones de incentivos del Distrito. Se puede implementar una VERA para abordar los impactos en la calidad del aire bajo CEQA, desde las fases de construcción y operativas de un proyecto.

Regulación VIII (Prohibición de PM10 Fugitivas) / Plan de Control de Polvo (DCP, por sus siglas en inglés)

La serie de Regulación VIII del Distrito (Prohibiciones de PM10 Fugitivas) se adoptó en noviembre de 2001 y se modificó posteriormente en 2004. Esta serie de reglas contiene un conjunto completo de reglas diseñadas para reducir las emisiones fugitivas de PM10 de una variedad de fuentes. Las reglas del Reglamento VIII se implementan a través del programa del Plan de Control de Polvo (DCP) del Distrito:

https://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

Regla 8011: Requerimientos Generales

Las disposiciones de la Regla 8011 son aplicables a fuentes de polvo fugitivo al aire libre especificadas. En 2004, el Distrito adoptó enmiendas a la Regla VIII para actualizar las reglas existentes del nivel RACM para cumplir con el nivel más estricto de BACM requerido en áreas serias de no cumplimiento de PM10.

Regla 8021: Construcción, Demolición, Excavación, Extracción y Otras Actividades de Movimiento de Tierras

La Regla 8021 se aplica a las perturbaciones del suelo relacionadas con la construcción o la demolición, incluidas las operaciones de desmonte, desbroce, raspado, excavación, extracción, nivelación del terreno, clasificación, corte y relleno, viajes en el sitio, caminos de acceso a los viajes hacia y desde el sitio y actividades de demolición. La regla también se aplica a la construcción de nuevos vertederos o modificaciones a vertederos existentes antes del comienzo de las actividades de relleno.

Regla 8031: Materiales a Granel

La Regla 8031 se aplica al almacenamiento y manejo externos de cualquier material no empaquetado, que emite o tiene el potencial de emitir polvo cuando se almacena o maneja.

Rule 8041: Arrastre y Rastrea

La Regla 8041 se aplica a la prevención y limpieza de lodo y tierra cuando se deposita (arrastre y rastrea) en carreteras pavimentadas públicas de actividades sujetas a los requisitos de las Reglas 8021, 8031, 8061 y 8071.

Regla 8051: Áreas Abierta

La Regla 8051 se aplica a cualquier área abierta de 0.5 acres o más dentro de áreas urbanas, o 3.0 acres o más dentro de áreas rurales que contengan al menos 1,000 pies cuadrados de área de superficie perturbada.

Regla 8061: Carreteras Pavimentadas y No Pavimentadas

La Regla 8061 establecen estándares para la construcción de carreteras pavimentadas nuevas y modificadas de acuerdo con el guía publicado por la Asociación Americana de Funcionarios de Carreteras Estatales y de Transporte para la construcción de carreteras y se aplica a cualquier carretera pública o privada pavimentada, no pavimentada o modificada, carretera de calle, autopista, callejón, unidad de acceso, servidumbre de acceso o camino de entrada.

Regla 8071: Áreas de Tráfico de Vehículos/Equipos No Pavimentados

La Regla 8071 se aplica a áreas de vehículos/equipos sin pavimentar, que incluyen áreas de estacionamiento, abastecimiento de combustible, servicio, envío, recepción y transferencia.

Regla 8081: Fuentes Agrícolas

La Regla 8081 se aplica a las fuentes agrícolas "fuera de campo", que incluyen, entre otras, carreteras sin pavimentar, áreas de tráfico de vehículos/equipos sin pavimentar y materiales a granel.

Parrillas Comerciales

La categoría de fuente de las parrillas comerciales consiste de dos tipos de parrillas: parrillas impulsadas por cadena y parrilla bajo fuego. La parrilla impulsada por cadena es un asador semicerrado que mueve los alimentos mecánicamente a través del dispositivo en una parrilla rallada para concinar los alimentos durante un tiempo específico. La parrilla bajo fuego tiene una “rejilla” de metal, una parrilla de servicio pesado similar a la de una barbacoa casera, con quemadores de gas, elementos de calefacción eléctrica o combustible sólido (leña o carbón) ubicado debajo de la parrilla para proporcionar calor para cocinar los alimentos. El humo y los vapores generados al cocinar en cualquiera de los dos tipos de parrillas contienen agua, VOCs y PM. Las partículas más grandes y la grasa generalmente son capturadas por el filtro de grasa de la campana de ventilación sobre la parrilla. Los VOCs restantes y la contaminación por partículas se agotan fuera del restaurante, a menos que se instale un control secundario.

- La Regla del Distrito 4692 reduce las emisiones al exigir oxidantes catalíticos para las parrillas comerciales de cadenas, como los que se encuentran en restaurantes de comida rápida, que cumplen con los requisitos de aplicación de la regla
- La Regla 4692 requiere controles de emisión para parrillas de cadena que concinan 400 libras de carne o más por semana
- La regla original, adoptada en marzo de 2002, redujo las emisiones de PM2.5 de las parrillas impulsadas por cadena por 84%. La modificación de la regla de septiembre de 2009 amplió la relevancia de la regla a más parrillas implusados por cadena, reduciendo el 25% de PM2.5 de las restantes emisiones de parrillas impulsadas por cadena

En 2018, el Distrito modificó la Regla 4692 para implementar un requisito de registro e informe para las operaciones de parrillas bajo fuego con el fin de recopilar mejor información de inventario y emisiones para esta categoría de fuente. Mediante el uso de nueva información de encuestas y registros, el Distrito buscará reducciones en las emisiones de parrillas comerciales de bajo fuego a través de un enfoque basado en incentivos para finaciar la instalación de controles para parrillas comerciales de bajo fuego dentro de los límites urbanos en las zonas conflictivas de los condados de Fresno, Kern y Madera, con un requisito reglamentario para el año futuro para alentar la participación de las empresas del Valle.

Equipo de de Césped y Jardinería

- CARB tiene un pequeño programa de motor para uso fuera de la carretera (SORE, por sus siglas en inglés), que incluye equipo de césped y jardinería. En 2020, CARB considerará nuevos estándares para motores pequeños para ayudar a California a cumplir su objetivo de reducir las emisiones de contaminantes generadores de smog de fuentes móviles en un 80 por ciento en 2031 (<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>).
- El Distrito ofrece incentivos para ayudar a reducir las emisiones de los equipos de césped y jardín apoderados por gasolina. El programa Clean Green Yard Machines (CGYM) incluye lo siguiente:
 - El Programa de CGYM Residencial ofrece reembolsos para el reemplazo de un cortacésped de gasolina antigua por un nuevo cortacésped eléctrico y para la compra de nuevos equipos de jardinería eléctricos elegibles sin tener un reemplazo (<http://www.valleyair.org/grants/cgym.htm>). Hasta la fecha, este programa ha reemplazado más de 6,700 cortacéspedes con más de \$ 1.5 millones en fondos.
 - El Programa de CGYM Comercial se lanzó en mayo de 2019 y proporciona fondos para el reemplazo de equipos de jardinería antiguos elegibles por equipo de batería para agencias públicas, entidades privadas y empresas <http://valleyair.org/grants/cgym-commercial.htm>

Medidas de Mitigación para las Escuelas

- Dirigido por el Equipo de Alcance y Comunicación
- El programa de Healthy Living Living Schools proporciona herramientas, recursos y educación gratuitos a las escuelas de Valle y sus comunidades (<http://healthyairliving.com/schools>)
- Alienta a las escuelas a adoptar el Sistema de Notificación de Calidad del Aire Actual (RAAN, por sus siglas en inglés), a modificar las actividades al aire libre, a comunicar los desafíos y el progreso de la calidad del aire, a solicitar información educativa, a adoptar iniciativas contra el ralenti y a mantenerse comprometidas a través del apoyo personalizado continuo
- Se implementó la tecnología del Monitor Electrónico de la Calidad del Aire Actual (READ, por sus siglas en inglés) a más de 25 escuelas, que proporciona datos de la calidad del aire actual y es una alternativa altamente visible al Programa de Banderas de la Calidad del Aire retirado. Las escuelas adicionales ahora participan utilizando su propio monitor para mostrar un URL personalizada proporcionada por el Distrito
- Actualmente 959 escuelas en el Valle utilizan las notificaciones de calidad del aire del Distrito para modificar las actividades al aire libre y notificar al personal, a los estudiantes y a los padres

Alcance General

- Dirigido por el Equipo de Alcance y Comunicación
- Mejora la salud pública a través de la educación, la asociación, la divulgación y la cooperación con los medios de comunicación, el público, las empresas, el gobierno y otros
- Coordina eventos, ofrece presentaciones, responde a los medios de comunicación las 24 horas del día, los 7 días de la semana, administra redes sociales, realiza campañas innovadoras de difusión como las Escuelas HAL y los programas Confirma Antes de Quemar, y se conecta con el público en varios idiomas en cualquier medio
- Ejecuta campañas anuales extensas de publicidad en varios idiomas para Aire Limpio, Vida Sana/temporada de Ozono de Verano, Confirma Antes de Quemar y una variedad de programas de incentivos utilizando diversos recursos de medios como televisión, radio, carteles, redes sociales, redes digitales y más.
- Proporciona datos de calidad del aire del Sistema de Notificación de Calidad del Aire Actual (RAAN) de monitores en todo el Valle a más de 8,000 usuarios registrados que reciben alertas por mensaje de texto o correo electrónico para las ubicaciones que eligen seguir.
- Proporciona una aplicación gratuita para Android y iOS que permite a los usuarios guardar hasta 10 ubicaciones del Valle para ver los datos actuales de calidad del aire de RAAN, informar problemas de calidad del aire y verificar el estado de quema de leña durante la temporada de "Confirma Antes de Quemar".

Control de Fuentes Agrícolas de Preocupación

Quema al Aire Libre

Las leyes estatales requieren que los Distritos tengan disposiciones para la eliminación de desechos agrícolas a través de quemas al aire libre. El Valle de San Joaquín tiene las restricciones más estrictas para quemar materiales agrícolas en el estado. La legislación estatal está eliminando estas actividades, pero aún se permite la quema a aire libre para algunos tipos de cultivos donde no hay alternativas económicas o tecnológicamente factibles disponibles para la quema. De acuerdo con la ley estatal, diariamente el personal del Distrito determina cuándo, cuánto y dónde puede ocurrir la quema.

La quema al aire libre limitada todavía permitida se administra bajo el Sistema de Gestión de Humo (SMS, por sus siglas en inglés) del Distrito para minimizar los impactos en la calidad del aire ambiental. Los permisos de quema emitidos por el Distrito y la autorización diaria se requieren para toda quema al aire libre de desechos agrícolas. Cada día, el personal del Distrito analiza los impactos potenciales, la meteorología local, las condiciones de la calidad del aire, la capacidad de retención atmosférica y otros factores al determinar cuánto material puede quemarse en cada una de las casi 100 zonas de quema en las que el Valle está separado dentro de SMS. La quema al aire libre solo se permite si las condiciones atmosféricas son tales que no se esperan impactos adversos en la calidad del aire. El objetivo del SMS es proteger la salud pública y prevenir un deterioro significativo en la calidad del aire como resultado de la quema al aire libre.

- Controlado por la Regla del Distrito 4103 (Quema al Aire Libre) (<https://www.valleyair.org/rules/currnrules/r4103.pdf>)
- Programa Piloto de Incentivos para Alternativas a la Quema de Agricultura al Aire Libre
 - Brinda incentivos para gravillar o triturar material agrícola, y se requiere que los materiales se utilicen para la incorporación de suelo o la aplicación de tierras en tierras agrícolas
 - Se ha ofrecido un total de \$1,644,320 para financiar estos proyectos hasta la fecha
 - Este programa ha dado como resultado aproximadamente 200 toneladas de NOx, 241 toneladas de VOC y 337 toneladas de reducción de emisiones de PM hasta la fecha

Tractores Agrícolas

- Los tractores agrícolas no están controlados por una regulación.
- Para ser elegible, la instalación debe participar en operaciones agrícolas según como lo defina CARB. <http://valleyair.org/grants/documents/tractor/Guidelines.pdf>
- Los reemplazos de tractores agrícolas pueden ser financiados como una categoría de proyecto elegible utilizando el financiamiento proporcionado para respaldar AB 617. Estos proyectos se administran de acuerdo con el Guía del Programa Carl Moyer y están sujetos a requisitos adicionales contenidos en el Guía de Protección del Aire de la Comunidad AB 617 aprobadas. Este programa es operado por el Distrito.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Los proyectos se financian por orden de llegada <http://valleyair.org/grants/documents/tractor/Ag-Off-Road-Repalcement-App.pdf>

Camiones Agrícolas

- Controlado por la Regulación Estatal de Camiones y Autobuses de CARB que requiere la transición a una tecnología menos contaminante a través del tiempo. Generalmente en fases por año del modelo. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- El Programa de Reemplazo de Camiones Agrícolas de FARMER proporciona fondos de incentivo para el reemplazo de camiones agrícolas de diésel de servicio pesado. <http://valleyair.org/grants/documents/FARMER/guidelines.pdf>
- Los camiones agrícolas elegibles deben estar en cumplimiento de las reglas vigentes de Camiones y Autobuses de Carretera del Estado de California bajo las siguientes opciones de cumplimiento
 - Extensión de Vehículos Agrícolas

- Exención de Bajo Uso
- Extensión Especializada de Vehículos Agrícolas
- El Horario del Año de Modelo y el camión deben operar como un “vehículo agrícola” como se define en la regulación de camiones y autobuses.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- Los reemplazos de camiones agrícolas pueden ser financiados como una categoría de proyecto elegible utilizando fondos del programa FARMER. Estos proyectos son administrados de acuerdo al guía del programa FARMER.
<http://valleyair.org/grants/documents/FARMER/application.pdf>

Programa de Reemplazo de Bombas Agrícolas

- Controlado por el Distrito que requirió una transición a una tecnología menos contaminante con el tiempo. Generalmente en fases por nivel.
 - https://www.valleyair.org/rules/currnrules/R4702_Clean.pdf
- El Distrito tiene una variedad de programas de incentivos disponibles para las operaciones agrícolas interesadas en hacer la transición de sus motores a una tecnología menos contaminante, incluyendo:
 - El Distrito opera un programa local de reemplazo agrícola. El Programa de Incentivos para Bombas Agrícolas proporciona incentivos monetarios para el reemplazo de motores Nivel 3 a motores Nivel 4f y motores Tier 3 o Nivel 4f a motores eléctricos
 - <http://valleyair.org/grants/agpump.htm>
- Los reemplazos de bombas agrícolas pueden financiarse como una categoría de proyecto elegible utilizando el financiamiento proporcionado para respaldar AB 617. Estos proyectos se administran de acuerdo con el guía del Programa Carl Moyer y están sujetos a requisitos adicionales incluidos en el Guía de Protección de la Comunidad de AB 617 aprobada. Este programa es operado por el Distrito.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>

Polvo de Huertas, Viñedos, y Cultivos en Hileras

El Distrito requiere que los cultivadores implementen prácticas de manejo de conservación para reducir la contaminación del aire de las operaciones agrícolas

- Los cultivadores deben presentar un plan de manejo de conservación al Distrito para su aprobación, como lo requiere la [Regla del Distrito 4550 \(Prácticas de Manejo de Conservación\)](#)
 - Dentro de este plan, los agricultores detallan las medidas específicas que implementarán para reducir las emisiones de polvo de sus instalaciones
 - El personal del Distrito inspecciona regularmente las granjas del Valle para garantizar el cumplimiento de los requisitos de la regla
 - Las reducciones de emisiones logradas por la implementación de estas prácticas por parte de los agricultores del Valle han ayudado al Valle a cumplir con los estándares federales de calidad del aire para PM 10
- El Distrito ha trabajado en estrecha colaboración con representantes de la comunidad agrícola para evaluar nuevos equipos y prácticas de cosecha que pueden reducir efectivamente el polvo de las actividades de cosecha
- Basado en las reducciones de emisiones significativas de polvo que pueden proporcionar los equipos de recolección que producen menos polvo, el Distrito está ofreciendo fondos para el reemplazo de cosechadoras o barredoras de nueces convencionales más antiguas con equipos de tecnología de bajo polvo para uso en operaciones de recolección de nueces
 - Este incentivo puede ser combinado con el Reemplazo de Tractor para mejorar el uso del tractor de cosecha

- Equipos elegibles deberán ser equipos de recolección que producen menos polvo para lograr al menos el 40% de reducción de partículas como lo demuestra la información evaluada por colegas y/o la metodología aprobada por el Distrito
- Más información está disponible aquí: <http://valleyair.org/grants/low-dust-nut-harvester.htm>

Control y Monitoreo de Aplicación de Pesticidas

El Distrito del Aire del Valle está prohibido por ley estatal de regular pesticidas. El Departamento de Regulación de Pesticidas (DPR, por sus siglas en inglés) regula los pesticidas bajo un programa integral que abarca el cumplimiento con la aplicación del uso de pesticidas en entornos agrícolas y urbanos. El DPR supervisa una infraestructura de cumplimiento de múltiples niveles y es otorgado por la [Agencia de Protección Ambiental de los Estados Unidos](#) con la responsabilidad principal de hacer cumplir las leyes federales de pesticidas en California. El DPR dirige y supervisa a los Comisionados Agrícolas del Condado hacer cumplir las leyes y reglamentos sobre pesticidas y ambientales a nivel local, incluyendo el cumplimiento de la Junta de Control de Plagas Estructurales del Departamento de Asuntos del Consumidor.

- Más información sobre el Programa del Aire de DPR está disponible aquí: <https://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>
- El DPR requiere que los agricultores notifiquen al departamento antes de aplicar cualquier forma de pesticida
- Adicionalmente, los operadores agrícolas están sujetos a reglas estrictas que limitan el exceso de pulverización y la deriva del sitio de aplicación aprobado, y pueden estar sujetos a multas por infracciones
- Las escuelas cercanas a la aplicación de pesticidas deben ser notificadas por el DPR para permitir que la escuela tome precauciones para evitar la exposición. Por favor visite el sitio web del DPR para obtener más información sobre la regulación del DPR sobre la fumigación de pesticidas cerca de las escuelas: https://www.cdpr.ca.gov/docs/enforce/pesticide_applications_near_schoolsites.htm

Lecherías

Las operaciones de lecherías en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4570 \(Instalaciones para Animales Confinados\)](#) y [Regla 4550 \(Prácticas de Manejo de Conservación\)](#)

El propósito de la Regla 4570 es limitar las emisiones de VOC de las Instalaciones para Animales Confinados (CAF, por sus siglas en inglés). Esta regla se aplica a las instalaciones donde los animales están acorralados, encerrados o de otra manera hacen que permanezcan en áreas restringidas y se alimentan principalmente por un medio distinto al pastoreo durante al menos 45 días en cualquier período de doce meses. Además de limitar las emisiones de VOC, la Regla 4570 también incluye medidas que limitan las emisiones de amoníaco (NH₃) de estas operaciones. El propósito de la Regla 4550 es limitar las emisiones de polvo fugitivo de las operaciones agrícolas. Las operaciones de lecherías están sujetas a estrictas disposiciones de cumplimiento, incluidas las medidas de mitigación en curso y las inspecciones anuales. Las operaciones de lecherías también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)

Las operaciones de lecherías en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Digestores Lácteos

- El Programa de Investigación y Desarrollo de Digestores Lácteos (DDRDP, por sus siglas en inglés) del Departamento de Agricultura de Alimentos de California (CDFA, por sus siglas en inglés) proporciona asistencia financiera para la instalación de digestores de productos lácteos en California.

- <https://www.cdfa.ca.gov/oefi/ddrdp/>
- CDFA recibe fondos de Inversiones Climáticas de California para la reducción de emisiones de metano de las operaciones lecheras y ganaderas.
- Se espera que los proyectos actuales del DDRDP reduzcan las emisiones de gases de efecto invernadero por aproximadamente 12.9 millones de toneladas métricas de CO₂e.
- CDFA tiene una lista de los proyectos que han financiado en su sitio web
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Programa de Gestión de Estiércol Alternativo (AMMP, por sus siglas en inglés)

- El Programa de Gestión de Estiércol Alternativo (AMMP) del Departamento de Alimentos y Agricultura de California brinda asistencia financiera para la implementación de prácticas de manejo de estiércol no digestores
 - Actualmente, las prácticas elegibles para financiamiento a través de AMMP incluyen: manejo basado en pasturas; separación sólida o conversión de descarga a raspadura junto con alguna forma de secado o compostaje del estiércol recolectado.
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Control de Emisiones de Fuentes Estacionarias de Preocupación

Instalaciones de Fabricación de Vidrio

Los hornos de fusión de vidrio en el Valle de San Joaquín están sujetos a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4354 \(Hornos de Fusión de Vidrio\)](#)

La Regla 4354 es una de las reglas más estrictas en la nación para hornos de fusión de vidrio. El propósito de esta regla es limitar las emisiones de NO_x, SO_x, compuestos orgánicos volátiles (VOC, por sus siglas en inglés), monóxido de carbono (CO) y emisiones de PM de los hornos de fusión de vidrio. Los límites de emisión de NO_x contenidos en la Regla 4354 requieren la instalación de la mejor tecnología de NO_x disponible (es decir, sistemas de oxidación o SCR). Las instalaciones con hornos de fusión de vidrio están sujetas a estrictas disposiciones de cumplimiento, incluyendo la instalación de equipos de monitoreo continuo de emisiones e inspecciones anuales.

Además de los requisitos de la Regla 4354, las instalaciones de fabricación de vidrio también están sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - [40 CFR \(Código de Regulaciones Federales\) 60 Subparte CC – Estándares de Rendimiento para Instalaciones de Fabricación de Vidrio](#)
 - 40 CFR 60 Subparte PPP (Estándares de Rendimiento para Instalaciones de Fabricación de Aislamiento de Lana de Fibra de Vidrio)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - [40 CFR 61 Subparte N – Estándar Nacional de Emisión para Emisiones de Arsénico Inorgánico de Instalaciones de Fabricación de Vidrio](#)
 - 40 CFR 63 Subparte NNN (Estándares Nacionales de Emisiones de Contaminantes Peligrosos del Aire para Instalaciones de Fabricación de Lana de Fibra de Vidrio)
 - [40 CFR 61 Subparte SSSSSS – Fuentes de Área de Fabricación de Vidrio](#)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 435/R-94-037 (Documento de Técnicas de Control Alternativo — Emisiones de NO_x en la Fabricación de Vidrio)

Las instalaciones de fabricación de vidrio también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4202 \(Materia Particulada - Tasa de Emisión\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)
- [40 CFR 64 – Monitoreo de Aseguramiento de Cumplimiento](#)

Las instalaciones de fabricación de vidrio en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Instalaciones de Biomasa

Las instalaciones de biomasa en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4352 \(Calderas de Combustible Sólido, Generadores de Vapor, y Calentadores de Proceso\)](#)

El propósito de la Regla 4352 es limitar las emisiones de NOx y CO de cualquier caldera, generador de vapor o calentador de proceso apoderado por combustible sólido. Las enmiendas más recientes, en diciembre de 2011, fortalecieron la regla al reducir los límites de emisiones de NOx para las instalaciones de biomasa y para las instalaciones de residuos sólidos municipales y para todas las demás unidades apoderadas por combustible sólido. Las instalaciones con calderas de combustible sólido, como las instalaciones de biomasa, están sujetas a estrictas disposiciones de cumplimiento, que incluyen los requisitos anuales de pruebas en las fuentes y las inspecciones anuales.

Además de los requisitos de la Regla 4352, las instalaciones de biomasa también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte Cb – Guía de Emisiones y Tiempos de Cumplimiento para los Combustores de Residuos Municipales que se Construyeron en o antes del 19 de diciembre de 1995
 - 40 CFR 60 Subparte D – Estándares de Rendimiento para Generadores de Vapor Apoderados por Combustibles Fósiles para los cuales se Inició la Construcción después del 17 de agosto de 1971
 - 40 CFR 60 Subparte Db – Estándares de Rendimiento para Unidades de Generación de Vapor Industrial-Comercial-Institucional
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - [40 CFR 63 Subparte DDDDD — Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos para fuentes mayores: Calderas Industriales, Comerciales e Institucionales y Calentadores de Procesos](#)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-022 (Documento de Técnicas de Control Alternativo – Emisiones de NOx de Calderas Industriales/Comerciales/Institucionales)
 - 453/R-94-023 (Documento de Técnicas de Control Alternativo – Emisiones de NOx de Calderas de Utilidad)

Las instalaciones de biomasa también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada – Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)
- [40 CFR 64 – Monitoreo de Aseguramiento de Cumplimiento](#)

Las instalaciones de biomasa en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Recubrimiento de Carrocerías

Las operaciones de recubrimiento de carrocerías en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4612 \(Operaciones de Recubrimiento de Vehículos Motorizados y Equipos Móviles\)](#)

El propósito de la Regla 4612 es limitar las emisiones de VOC de los recubrimientos de vehículos motorizados, equipos móviles y partes y componentes asociados, y la limpieza, almacenamiento y desecho de disolventes orgánicos asociados. Esta regla se aplica a cualquier persona que suministre, venda, ofrezca para la venta, fabrique o distribuya cualquier recubrimiento automotriz para su uso dentro del Distrito, así como cualquier persona que use, aplique o solicite el uso o aplicación de cualquier recubrimiento automotriz dentro del Distrito. Las instalaciones que realizan operaciones de recubrimiento de carrocerías están sujetas a estrictas disposiciones de cumplimiento, incluyendo inspecciones anuales.

Además de los requisitos de la Regla 4612, las operaciones de recubrimiento de carrocerías también pueden estar sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte MM (Estándares de Rendimiento para Operaciones de Recubrimiento de Superficie de Automóviles y Camiones de Servicio Ligero)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - [40 CFR 63 Subparte HHHHHH – Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos: Decapado de Pintura y Operaciones de Recubrimiento de Superficies Diversas en las Fuentes de Área\)](#)
 - 40 CFR 63 Subparte IIII (Estándares Nacionales de Emisión para HAPs: Recubrimiento de Superficie de Automóviles y Camiones de Servicio Ligero)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-76-028 (Control de Emisiones de Orgánicos Volátiles de Fuentes Estacionarias Existentes – Volumen I: Métodos de Control para Operaciones de Recubrimiento de Superficie)
 - 450/2-77-008 (Control de Emisiones de Orgánicos Volátiles de Fuentes Estacionarias Existentes – Volumen II: Recubrimiento de la Superficie de Latas, Bobinas, Papel, Telas, Automóviles y Camiones de Servicio Ligero)
 - 453/R-08-006 (Guías de Técnicas de Control para Recubrimiento de Automóviles y Camiones de Servicio Ligero)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - EPA-453/R-94-017 (Documento de Técnicas de Control Alternativo – Recubrimiento de Superficies de Piezas de Plástico para Máquinas de Automotriz/Transporte y Negocios)

Las operaciones de recubrimiento de carrocería también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#) – si usa calentador de cabina
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#) – si usa calentador de cabina

Las operaciones de recubrimiento de carrocería en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y que cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Terminales Gasoductos

Las terminales gasoductos en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4623 \(Almacenamiento de Líquidos Orgánicos\)](#) y [Regla 4624 \(Carga de Líquido Orgánico\)](#)

El propósito de la Regla 4623 es limitar las emisiones de VOC del almacenamiento de líquidos orgánicos. Esta regla se aplica a cualquier tanque con una capacidad de 1,100 galones o más en el que se coloca, retiene o almacena cualquier líquido orgánico. El propósito de la Regla 4624 es limitar las emisiones de VOC provenientes de la transferencia de líquidos orgánicos. Esta regla se aplica a las instalaciones de transferencia de líquidos orgánicos. Las instalaciones que almacenan o transfieren líquidos orgánicos, como los terminales gasoductos, están sujetas a estrictas disposiciones de cumplimiento, que incluyen requisitos trimestrales de inspección de fugas e inspecciones anuales.

Además de los requisitos de la Regla 4623 y la Regla 4624, las terminales gasoductos también pueden estar sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - [40 CFR 60 Subparte Kb – Estándares de Rendimiento para Recipientes de Almacenamiento de Líquidos Orgánicos Volátiles \(Incluyendo Recipientes de Almacenamiento de Líquidos de Petróleo\)](#)
 - [40 CFR 60 Subparte XX - Estándares de Rendimiento para Terminales de Gasolina a Granel](#)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - Subparte BBBBBB – Terminales de Distribución de Gasolina a Granel, Instalaciones a Granel, y Instalaciones de Tubería
 - 40 CFR 63 Subparte EEE – Distribución de Líquidos Orgánicos (Sin Gasolina)
 - [40 CFR 63 Subparte R - Estándares Nacionales de Emisiones para Instalaciones de Distribución de Gasolina](#)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-77-035 (Control de las Emisiones de Orgánicos Volátiles de las Instalaciones a Granel)
 - 450/2-77-036 (Documento de la Guía de Técnicas de Control para el Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Fijo)
 - 450/2-78-047 (Documento de Guía de Técnicas de Control for Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Flotante Externos)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-001 (Documento de Técnicas de Control Alternativo para Almacenamiento de Líquidos Orgánicos Volátiles en Tanques de Techo Fijo y Flotante)

Las terminales gasoductos generalmente tienen equipos auxiliares que también están sujetos a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las terminales gasoductos en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Planta de Procesamiento de Animales

Las plantas de procesamiento de animales en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4104 \(Reducción de la Materia Animal\)](#)

El propósito de la Regla 4104 es limitar los contaminantes del aire de las operaciones de la fuente utilizadas para la reducción de la materia animal al requerir que los gases, vapores y residuos de gas atrapado del proceso se incineren a temperaturas no inferiores a 1200 grados Fahrenheit o procesado de manera igualmente efectiva. Las instalaciones que realizan operaciones de procesamiento de animales están sujetas a estrictas disposiciones de cumplimiento, incluidos los requisitos de pruebas de fuente anuales y las inspecciones anuales.

Las operaciones procesamiento de animales también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)

Estas instalaciones generalmente utilizan vapor de una caldera (de combustión indirecta) o un secador rotatorio (de combustión directa) para sus operaciones, lo que genera emisiones de NOx de estas unidades de combustión; estas unidades de combustión están reguladas por otras reglas del Distrito. Las operaciones de procesamiento de animales en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Fabricación de Barcos de Fibra de Vidrio

Las operaciones de fabricación de barcos de fibra de vidrio en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4684 \(Operaciones de Resina de Poliéster\)](#)

El objetivo de la Regla 4684 es limitar las emisiones de VOC de las operaciones de resina de poliéster comercial e industrial, las operaciones de fabricación de barcos de fibra de vidrio, la limpieza con solventes orgánicos y el almacenamiento y eliminación de todos los solventes y materiales solventes de desecho asociados con dichas operaciones. Las instalaciones que realizan operaciones de fabricación de barcos de fibra de vidrio están sujetas a estrictas disposiciones de cumplimiento, incluyendo inspecciones anuales.

Además de los requisitos de la Regla 4684, las operaciones de fabricación de barcos de fibra de vidrio también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR Parte 61 Subparte VVVV (Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos para la Fabricación de Barcos)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/3-83-006 (Control de las Emisiones de Compuestos Orgánicos Volátiles de la Fabricación de Resinas de Polietileno, Polipropileno y Poliestireno de Alta Densidad)
 - 453/R-08-004 (Técnica de Control para Materiales de Fabricación de Barcos de Fibra de Vidrio)

Las operaciones de fabricación de barcos de fibra de vidrio también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las operaciones de fabricación de barcos de fibra de vidrio en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Fabricación de Bombas Agrícolas

Las operaciones de fabricación de bombas agrícolas en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4603 \(Recubrimiento de Superficies de Piezas y Productos de Metal, Piezas y Productos de Plástico y Barcos de Recreo\)](#)

El propósito de la Regla 4603 es limitar las emisiones de VOC del recubrimiento de la superficie de partes o productos metálicos, partes o productos electrodomésticos grandes, muebles metálicos, piezas y productos de plástico y barcos de recreo, y a la limpieza con disolventes orgánicos y al almacenamiento y desecho de todos los disolventes y residuos de materiales solventes asociados con dichos recubrimientos. Las instalaciones que realizan operaciones de fabricación de bombas agrícolas están sujetas a estrictas disposiciones de cumplimiento, incluidas inspecciones anuales.

Además de los requisitos de la Regla 4603, las operaciones de fabricación de bombas agrícolas también están sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR Parte 63 Subparte Mmmm (NESHAP para Recubrimiento de Superficies de Piezas y Productos Metálicos Diversos)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-78-015 (Control de Emisiones Orgánicas Volátiles de Fuentes Estacionarias Existentes – Volumen VI: Recubrimiento Superficial de Piezas y Productos Metálicos Diversos)
 - 453/R-08-003 (Guía de Técnicas de Control para Recubrimientos Diversos de Piezas de metal y Plástico)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-015 (Documento de Técnicas de Control Alternativo - Solventes de Limpieza Industrial)

Las operaciones de fabricación de bombas agrícolas también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4202 \(Materia Particulada - Tasa de Emisión\)](#)

Las operaciones de fabricación de bombas agrícolas en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Petróleo y Gas

Las Operaciones de Petróleo y Gas en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) Reglas:
 - [Regla 2260 \(Requisitos de Registro para Equipos Sujetos a la Regulación de Petróleo y Gas de California\)](#)
 - [Regla 4311 \(Llamaradas\)](#)
 - [Regla 4401 \(Pozos de Producción de Petróleo Crudo Mejorados con Vapor\)](#)
 - [Regla 4402 \(Sumideros de Producción de Petróleo Crudo\)](#)
 - [Regla 4404 \(Estación de Prueba de Petróleo Pesado - Condado de Kern\)](#)
 - [Regla 4407 \(Ventilaciones de Pozos de Combustión In Situ\)](#)
 - [Regla 4408 \(Sistemas de Deshidratación de Glicol\)](#)
 - [Regla 4409 \(Componentes en Instalaciones de Producción de Petróleo Crudo Ligero, Instalaciones de Procesamiento de Gas Natural e Instalaciones de Procesamiento de Gas Natural\)](#)
 - [Regla 4453 \(Dispositivos o Sistemas de Producción de Vacío de Refinería\)](#)
 - [Regla 4454 \(Proceso de Refinamiento de la Unidad de Refinería\)](#)
 - [Regla 4455 \(Componentes en Refinerías de Petróleo, Instalaciones de Procesamiento de Líquidos de Gas y Plantas Químicas\)](#)
 - [Regla 4623 \(Almacenamiento de Líquidos Orgánicos\)](#)
 - [Regla 4624 \(Carga de Líquido Orgánico\)](#)

El propósito de la Regla 2260 es proporcionar un proceso de registro que cumpla con los requisitos de la Regulación de Petróleo y Gas de California, que limita las emisiones de metano y las fugas de los equipos utilizados en la industria del petróleo y el gas.

El propósito de la Regla 4311 es establecer requisitos de quema y reducir las emisiones de VOC, NOx y SOx de operaciones que involucren el uso de llamaradas.

El propósito de la Regla 4401 es limitar las emisiones de VOC de los pozos de producción de petróleo crudo enriquecido con vapor y las tuberías relacionadas. Estas operaciones están sujetas a estrictos controles de emisión y detección de fugas y requisitos de reparación.

El propósito de la Regla 4402 es limitar las emisiones de VOC de los sumideros utilizados para almacenar petróleo crudo y el agua producida en las operaciones de producción de petróleo crudo.

El propósito de la Regla 4404 es limitar las emisiones de VOC de la operación de las estaciones de prueba de petróleo pesado, es decir, una configuración del tanque utilizada para medir y recolectar petróleo crudo de pozos individuales.

El propósito de la Regla 4407 es limitar las emisiones de VOC de los pozos de combustión in situ y las tuberías relacionadas. Este proceso ya no es utilizado en gran medida por las compañías de producción de petróleo en el Distrito. Estas operaciones están sujetas a estrictos controles de emisión y detección de fugas y requisitos de reparación.

El propósito de la Regla 4408 es limitar las emisiones de VOC del sistema de deshidratación de glicol; un proceso en que se elimina vapor de agua del gas producido.

El propósito de la Regla 4409 es limitar las emisiones de VOC de los componentes con fugas en las instalaciones de producción de petróleo crudo ligero, las instalaciones de producción de gas natural y las instalaciones de procesamiento de gas natural.

El propósito de la Regla 4453 es limitar las emisiones de VOC de los dispositivos o sistemas que producen vacío en las refinerías al exigir que los gases de estos sistemas sean recolectados y controlados.

El propósito de la Regla 4454 es limitar las emisiones de VOC resultantes de la purga, reparación, limpieza o de otra manera abrir o liberar la presión de un buque de la refinería durante un giro de la unidad de proceso, es decir, dejar el equipo fuera de servicio para su mantenimiento.

El propósito de la Regla 4455 es limitar las emisiones de VOC de los componentes con fugas en las refinerías de petróleo, las instalaciones de procesamiento de líquidos de gas y las plantas químicas.

El propósito de la Regla 4623 es limitar las emisiones de VOC del almacenamiento de líquidos orgánicos, incluyendo petróleo crudo.

El propósito de la Regla 4624 es limitar las emisiones de VOC a la transferencia de líquidos orgánicos.

Además de los requisitos anteriores del Distrito, las operaciones de petróleo y gas también están sujetas a las regulaciones Federales, que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Sin embargo, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - [40 CFR 60 Subparte Kb – Estándares de Rendimiento para Recipientes de Almacenamiento de Líquidos Orgánicos Volátiles \(Incluyendo Recipientes de Almacenamiento de Líquidos de Petróleo\)](#)
 - [40 CFR 60 Subparte OOOO y OOOOa – Producción, Transmisión y Distribución de Petróleo Crudo y Gas Natural](#)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-77-036 (Documento de la Guía de Técnicas de Control para el Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Fijo)
 - 450/2-78-047 (Documento de la Guía de Técnicas de Control para el Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Flotante Externos)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-001 (Documento de Técnicas de Control Alternativo para Almacenamiento de Líquidos Orgánicos Volátiles en Tanques de Techo Fijo y Flotante)

Las operaciones de petróleo y gas también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las operaciones de petróleo y gas en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Vertederos

Las Operaciones de Vertederos en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4642 \(Vertederos de Residuos Sólidos\)](#) y [Regla 4311 \(Llamaradas\)](#)

El propósito de la Regla 4642 es limitar las emisiones de VOC de los vertederos de residuos sólidos. Las disposiciones de esta regla se aplican a cualquier sitio de eliminación de residuos sólidos con un sistema de recolección de gas y/o dispositivo de control en funcionamiento, o en mantenimiento o reparación. El propósito de la Regla 4311 es establecer requisitos de quema y reducir las emisiones de VOC, NOx y SOx de operaciones que involucren el uso de llamaradas. La quema es un proceso de oxidación a alta temperatura que se utiliza para quemar componentes combustibles, principalmente hidrocarburos, de gases residuales de operaciones industriales, con el fin de controlar las emisiones y como dispositivo de seguridad. Las operaciones de vertederos están sujetas a estrictas disposiciones de cumplimiento, incluyendo las pruebas de superficie e inspecciones anuales.

Además de los requisitos de la Regla 4642 y la Regla 4311, las operaciones de vertederos también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Sin embargo, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte CC (Guía de Emisión y Tiempos de Cumplimiento para Vertederos de Residuos Sólidos Municipales)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR 63 Subparte AAAA (Estándares Nacionales de Emisiones para Contaminantes del Aire Peligrosos de Vertederos de Residuos Sólidos Municipales)

Las operaciones de vertederos también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las operaciones de vertederos en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Equipos Industriales Generales (Calderas de más de 5 MMBtu/hr)

Las calderas de más de 5 MMBtu/hr en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4306](#) y [Regla 4320 \(Calderas, Calentadores de Proceso y Generadores de Vapor de más de 5 MMBtu/hr\)](#)

Las calderas se usan para producir agua caliente o generar vapor y se usan en muchas industrias diferentes en todo el Distrito. El propósito de estas reglas es limitar las emisiones de NO_x, monóxido de carbono (CO) y partículas (PM) de las calderas, los generadores de vapor y los calentadores de proceso de este rango. Las calderas están sujetas a estrictas disposiciones de cumplimiento, incluyendo las pruebas de fuente e inspecciones anuales.

Además de los requisitos de la Regla 4306 y la Regla 4320, las calderas también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte D (Estándares de Rendimiento para Generadores de Vapor Apoderados con Combustibles Fósiles para los Cuales se Inició la Construcción después del 17 de agosto de 1971)
 - 40 CFR 60 Subparte Db (Estándares de Rendimiento para Unidades de Generación de Vapor Industriales-Comerciales-Institucionales)
 - 40 CFR 60 Subparte Dc (Estándares de Rendimiento para Unidades de Generación de Vapor Industriales-Comerciales-Institucionales Pequeñas)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR 63 Subparte DDDDD (NESHAP para Fuentes Principales: Calderas Industriales, Comerciales e Institucionales y Calentadores de Procesos)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-93-022 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de Calderas Industriales/Comerciales/Institucionales)
 - 453/R-93-023 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de Calderas de Utilidad)
 - 453/R-93-034 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de los Calentadores de Proceso)

Las calderas también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)

Las calderas en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Equipos Industriales Generales (Motores de Combustión Interna (IC))

Los Motores de Combustión Interna en el Valle de San Joaquín están sujetos a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4702 \(Motores de Combustión Interna\)](#)

Los motores IC se utilizan para producir energía mecánica o generar electricidad al apoderar un generador y se usan en muchas industrias diferentes en todo el Distrito. El propósito de esta regla es limitar las emisiones de NO_x, CO, VOC y SO_x de cualquier motor de combustión interna (IC) con una potencia de 25 caballos de fuerza (bhp) o más. Los motores IC están sujetos a estrictas disposiciones de cumplimiento, incluyendo las pruebas de origen y las inspecciones anuales.

Además de los requisitos de la Regla 4702, los motores IC también están sujetos a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte IIII (Estándares de Rendimiento para Motores de Combustión Interna Estacionarios de Encendido por Compresión)
 - 40 CFR 60 Subparte JJJJ (Estándares de Rendimiento para Motores de Combustión Interna con Encendido por Chispa)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR 63 Subparte ZZZZ (NESHAP para Motores Estacionarios de Combustión Interna Recíproca)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-93-032 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de Motores de Combustión Interna Recíprocos Estacionarios)

Los motores de IC también están sujetos a las regulaciones estatales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones estatales.

- Medidas de Control de Tóxicos en el Aire (ATCM, por sus siglas en inglés)
 - 17 CCR 93114 (ATCM para Reducir las Emisiones de Partículas de los Motores Apoderados con Combustible Diésel – Reglas para Combustible Diésel No Vehicular)
 - 17 CCR 93115 (ATCM para Motores de Ignición de Compresión Estacionarios)

Los motores IC también están sujetos a otras reglas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)

Los motores IC en el Valle también están sujetos a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Ver Apéndice A)

Programas de Cumplimiento

Programas de Cumplimiento

El Departamento de Cumplimiento del Distrito realiza una serie completa de actividades relacionadas con la aplicación y la asistencia de cumplimiento para garantizar el cumplimiento de las reglas y reglamentos del Distrito, estatales y federales. Los objetivos del programa para el Departamento de Cumplimiento se establecen en las leyes federales y estatales y en los planes de logro de la calidad del aire del Distrito. Para cumplir con estos objetivos del programa, el personal del Distrito realiza inspecciones en aproximadamente 9,200 instalaciones permitidas, responde a aproximadamente 3,000 quejas públicas cada año, investiga descompostura de equipos en las instalaciones y verifica reducciones de emisiones en miles de lugares donde se han implementado proyectos de incentivos para la reducción de emisiones. Cuando se descubren violaciones, se emiten Avisos para Cumplir por infracciones menores por primera vez. Los Avisos de Violación, que generalmente conllevan una multa monetaria, se emiten por infracciones más graves, generalmente basadas en las emisiones, así como repetidas infracciones menores.

Las funciones principales del Departamento de Cumplimiento del Distrito son las siguientes:

Inspecciones de Fuentes Estacionarias

El Distrito realiza miles de inspecciones exhaustivas en los sitios cada año para garantizar el cumplimiento de los requisitos del Distrito. Las inspecciones son vitales para asegurar que las reducciones de emisiones requeridas en las reglas, regulaciones y permisos se logren en la práctica. Con muy pocas excepciones, todas las inspecciones se realizan sin previo aviso porque es importante observar como las instalaciones normalmente funcionan para determinar con mayor eficacia el cumplimiento.

Investigaciones de Quejas

El Distrito recibe miles de quejas cada año por las cuales se da prioridad a las respuestas e investigaciones oportunas de las supuestas fuentes de incumplimiento. Los inspectores están de guardia las 24 horas del día y utilizan el correo de voz y los sistemas automatizados para facilitar la respuesta oportuna a las quejas con el fin de abatir las posibles molestias públicas y otras infracciones en progreso. Con esta misma idea, el Distrito ha desarrollado herramientas en línea para permitir la emisión fácil de quejas, incluyendo videos y fotografías, en línea y a través de aplicaciones para smartphone. El Distrito proporciona una línea telefónica bilingüe (español-inglés) de quejas y también tiene la capacidad de utilizar los servicios de traducción para garantizar que todas las comunidades y grupos dentro del Valle reciban el servicio adecuado.

Quema al Aire Libre

La quema al aire libre está estrictamente regulada por las reglas del Distrito 4103 (Quema al Aire Libre) y 4106 (Quema Prescrita y Quema para Reducción de Riesgo). El Distrito lleva a cabo miles de inspecciones cada año para garantizar el cumplimiento de los permisos y planes para las operaciones agrícolas, las agencias de administración de tierras y las residencias. Además, el personal de inspección del Distrito realiza la vigilancia de rutina en todo el Valle para hacer cumplir las reglas de quema ilegal, que incluyen, entre otras, la quema de basura residencial ilegal.

Chimeneas y Calefactores de Leña

El Distrito tiene un programa de cumplimiento robusto para garantizar el cumplimiento de la Regla del Distrito 4901 (Chimeneas de Leña y Calefactores de Leña). El Distrito asigna inspectores para llevar a cabo la vigilancia proactiva de los vecindarios en los condados con reducciones de quema de leña declaradas y responde a las quejas del público con respecto a la posible quema ilegal en chimeneas. El Distrito también realiza

rutinariamente la vigilancia los fines de semana, días festivos y noches durante la temporada de invierno, cuando las restricciones obligatorias están vigentes.

Regulaciones del Polvo Fugitivo

Las inspecciones se llevan a cabo de forma rutinaria en fuentes potenciales de polvo fugitivo al aire libre, como las operaciones de construcción y movimiento de tierras, carreteras sin pavimentar y áreas de tráfico, pilas de almacenamiento de material a granel, áreas abiertas y operaciones agrícolas. Durante estas inspecciones, el Distrito garantiza el cumplimiento de las medidas del plan de mitigación de polvo, los estándares de emisión de polvo visibles y los requisitos de estabilización de la superficie.

Pruebas de Emisiones y Monitoreo

Los inspectores de Distrito supervisan miles de pruebas de fuentes de tercera parte realizadas en las instalaciones con el fin de medir los contaminantes del aire y demostrar el cumplimiento de los límites de emisión permitidos. El Distrito también utiliza su propia fuente de pruebas y analizadores de gases de escape portátiles para evaluar las emisiones de los motores, calderas y otros dispositivos de combustión para garantizar que estén funcionando de acuerdo con las especificaciones y cumplan con todos los requisitos.

Inspecciones del Programa de Incentivos para la Reducción de Emisiones

Para asegurarse de que los proyectos de reducción de emisiones financiados por los programas de incentivos del Distrito sean reales y permanentes, el Distrito supervisa la ejecución del contrato o de los beneficiarios de incentivos antes y después del proyecto. Se llevan a cabo miles de inspecciones para verificar que el equipo sea apropiadamente controlado o reemplazado y que sea mantenido adecuadamente. Además, el Distrito también realiza inspecciones para verificar que los equipos más antiguos hayan sido destruidos cuando sea necesario como parte del contrato del incentivo.

Asistencia de Cumplimiento

El programa de Asistencia de Cumplimiento del Distrito enfatiza un enfoque educativo para ayudar a las empresas y residentes de Valle a cumplir con una variedad de regulaciones de contaminación del aire. Los negocios y los residentes de todo el Valle reciben asistencia individualizada, boletines de asistencia de cumplimiento, cursos de capacitación educativa y programas de certificación para ayudarles a comprender y cumplir con las normas y regulaciones del Distrito, estatales y federales.

Cumplimiento de la Junta de Recursos del Aire de California (CARB, por sus siglas en inglés)

CARB inspecciona una variedad de fuentes para verificar que cumplan con las regulaciones estatales de la calidad del aire. Para obtener más información sobre la política y los programas de cumplimiento de CARB, visite el sitio web de Programas de Cumplimiento de CARB: <https://www.arb.ca.gov/enf/enf.htm>

APÉNDICE A

Regla del Distrito 2201, Revisión de Fuentes Estacionarias Nuevas y Modificadas

[Regla del Distrito 2201, Revisión de Fuentes Estacionarias Nuevas y Modificadas](#), se aplica a todas las fuentes estacionarias nuevas y todas las modificaciones a las fuentes estacionarias existentes que están sujetas a los requisitos de permisos del Distrito. Bajo la Regla 2201, las instalaciones nuevas o las instalaciones que modifican el equipo deben obtener un permiso de Autoridad para Construir (ATC, por sus siglas en inglés) antes de la construcción, y están sujetas a requisitos estrictos, incluyendo:

- **Mejor Tecnología de Control Disponible (BACT, por sus siglas en inglés)**
- **Revisión de Gestión de Riesgos (RMR, por sus siglas en inglés)**
- **Mejor Tecnología de Control Disponible Tóxica (T-BACT, por sus siglas en inglés)**
- **Análisis de Calidad del Aire Ambiental (AAQA, por sus siglas en inglés)**

Mejor Tecnología de Control Disponible (BACT): Para cada unidad de emisiones (equipo específico) que tiene el potencial de emitir más del umbral de 2 lb/día de BACT, el Distrito requiere el uso de la mejor tecnología disponible de control de contaminación del aire que se usa comúnmente para controlar las emisiones de equipos de tipo similar. El Distrito también está realizando un análisis para determinar si, basados en los criterios específicos, las tecnologías más limpias que no se utilizan comúnmente para este tipo de equipo podrían utilizarse para reducir aún más las emisiones del equipo propuesto. Este requisito muy estricto garantiza que se utilice la técnica de control de la contaminación del aire más efectiva, lo que reduce la exposición del público a los contaminantes del aire y a los contaminantes tóxicos del aire.

Revisión de Gestión de Riesgos (RMR): Como lo exigen los [Códigos de Salud y Seguridad de California 41700](#) y la [Regla 4102 \(Molestias\)](#), el Distrito realiza RMRs para garantizar que la exposición pública a contaminantes tóxicos del aire de los proyectos requeridos de obtener un ATC sea menos que significativa. Se utilizan modelos de computadora muy complejos y los supuestos más conservadores para evaluar el impacto máximo del proyecto en la salud de los residentes. Los proyectos que resultan en un riesgo de salud significativo estimado para el público no son aprobados.

Mejor Tecnología de Control Disponible Tóxica (T-BACT): Cuando T-BACT se activa bajo un análisis de Revisión de Gestión de Riesgos (RMR), el Distrito realiza un análisis T-BACT para garantizar que se utilice la técnica de control más estricta que reduzca la exposición pública a contaminantes tóxicos del aire. Se requiere T-BACT para las unidades que emiten emisiones tóxicas al aire que dan un resultado de riesgo de cáncer de más de uno en un millón, y proyectos que podrían tener un impacto significativo en las residencias o negocios cercanos. Los proyectos que resultan en un riesgo de salud significativo estimado para el público no son aprobados.

Análisis de Calidad del Aire Ambiental (AAQA): La Agencia de Protección Ambiental de los Estados Unidos (EPA) y la Junta de Recursos del Aire de California (CARB) han establecido Estándares Nacionales de Calidad del Aire Ambiental (NAAQS) y Estándares de Calidad del Aire Ambiental de California (CAAQS), respectivamente, para numerosos contaminantes. Bajo la Regla 2201, el Distrito realiza AAQAs para garantizar que las emisiones relacionadas con el proyecto causen o empeoren una violación de la regla estatal o nacional de calidad del aire ambiental. Este análisis asegura que la exposición pública a ciertos criterios contaminantes del aire es menor que la concentración máxima permitida en el aire exterior sin daños al público.

AB 2588 (Ley de Información y Evaluación de Zonas Conflictivas de Toxicidad en el Aire)

La implementación del Distrito de [AB 2588](#), Ley de Información y Evaluación de "Zonas Conflictivas" de los Tóxicos del Aire de California, ha resultado en reducciones dramáticas en las emisiones de tóxicos del aire de fuentes existentes en el Valle de San Joaquín. Bajo esta ley de derecho a saber, el Distrito ha trabajado con 5,700 instalaciones del Valle para cuantificar las emisiones de tóxicos del aire, determinar el riesgo para la salud causado por esas emisiones, informar

sobre las emisiones y cualquier riesgo significativo a través de informes públicos escritos y reuniones públicas en los vecindarios, y pasos para reducir tales riesgos. Como resultado de estos esfuerzos, y las reducciones posteriores en los tóxicos del aire, desde 2007 no ha habido instalaciones en el Valle que representen un riesgo significativo para ningún residente del Valle bajo el programa de "Zonas Conflictas".

Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés)

CEQA es la ley estatal que requiere que los impactos ambientales se evalúen en los proyectos y se divulguen al público, y también requiere que los impactos significativos se mitiguen a un nivel menos que significativo cuando sea posible. A través de la implementación de CEQA, el Distrito revisa cuidadosamente las propuestas de proyectos de los desarrolladores de terrenos, los permisos de fuentes estacionarias nuevas y los planes y reglas de cumplimiento para cumplir con los requisitos de CEQA.



Agenda for Shafter Community Steering Committee – Meeting #9

July 8, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. California Air Resources Board: Update on State and Community-Specific Strategies and Discussion 5:45 p.m.
CARB Staff
Steering Committee
4. Department of Pesticide Regulation: Update on State and Community-Specific Strategies and Discussion 6:15 p.m.
DPR Staff
Steering Committee
5. Shafter Update on Preparation of Environmental Justice Program for General Plan 6:30 p.m.
Lloyd Zola, Consultant for City of Shafter
Metis Environmental Group
6. Wrap-up and Next Steps 6:45 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: July 22, 2019
7. Public Comment 7:00 p.m.

Learn more: community.valleyair.org

Department of Pesticide Regulation: Update on State and Community-Specific Strategies

July 8, 2019

Proposed Measures Evaluated by DPR

Specific measures regarding pesticides for the Community Emission Reduction Plans:

1. Ban all untarped applications of 1,3-D
2. Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.
3. Notification:
 - Make Notices of Intent (NOIs), required for restricted pesticide applications, publicly available online, along with CAC approvals/denials of these NOIs.
 - Provide real-time 48-hour notification via text and email on an opt-in basis for all drift-prone applications within a mile of schools.

Updated Shafter Community Monitoring Plan
June 2019

Up to this point, it is clear that a few specific areas around Shafter should be monitored for various levels of pollutants. Here is the current list which is subject to additions at any time:

1. **Golden Oak Elementary School** along Lerdo Hwy. There are two stop signs along Lerdo Hwy, and immediately adjacent to playgrounds for very young children. The separation is only a sidewalk and a chain link fence. Many trucks pass through there daily. Monitoring for exposure to diesel pollutants is important at this location.
2. **Sequoia Elementary** at Mannel and Fresno. The playground at this school is adjacent to agricultural operations and very near to several oil wells. The playground is also about 3,200 ft from the CRC crude oil processing facility. Within 1,000 ft of the playground are three different oil well locations with one or more wells. Monitoring for VOC emissions plus NOx and diesel soot are important at this location. The ongoing pesticide monitoring is also elemental to this process.
3. **The Mexican Colony** at Burbank and Mannel plus **Cherokee Strip** along Beech between Burbank and San Diego. A large segment of South Shafter lives in these two unincorporated communities. Cherokee Strip is ¼ mile north of the Plains LPG facility also on Beech. La Colonia is ⅓ mile from the JP Oil crude oil processing facility on Imperial. Both areas are surrounded by agriculture. Monitoring should be similar to Sequoia Elementary for VOC, NOx, and diesel soot, plus potential toxic emissions.
4. **Airport Industrial Area** near Lerdo and Zerker Rd plus Hwy 99 on the east side. Monitoring in this area should be for NOx, diesel soot, VOC and PM2.5 plus potential toxic emissions. Many different industries are in this area including carrot and garlic processing and manufacturing of asphalt roofing material and tar paper.
5. **Dairy monitoring** on Wildwood between Riverside and Burbank. There are two large, freestall type dairies at this location, across the road from each other. One has received CDFG funding and built a digester with a natural gas generator. Monitoring for quantities of ammonia, VOC, NOx, hydrogen sulphide, ethanol, methanol, methane, and N2O would all give useful information at this location. Also, an analysis of all the trucking emissions at this location would be important. Note: while this location is 9 miles from the center of Shafter it is less than 6 miles from Maple School which is attended by many Shafter residents. It has been selected, in part, because it has a bio-digester.
6. **Plains LPG**, already mentioned in reference to La Colonia and Cherokee Strip, needs special fence-line monitoring because of its apparent history of violations with the air district the past few years. Monitoring for VOC and NOx is important here plus more frequent inspections would be appropriate.
7. **CRC and JP Oil processing facilities** should also be monitored directly and receive more frequent inspections for any violations of their permits.
8. **High Speed Rail** construction activity should be monitored for diesel soot, NOx, PM10, PM2.5, etc. When construction is heavy some special monitoring should take place. This area is along the current BNSF railroad tracks between Poplar and Poso (in Wasco).

Proposed Measures Evaluated by DPR

Specific measures regarding pesticides for the Community Emission Reduction Plans:

4. Ban all aerial applications of pesticide TACs
5. Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools
6. Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis
7. Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis

Updated Shafter Community Monitoring Plan
June 2019

Up to this point, it is clear that a few specific areas around Shafter should be monitored for various levels of pollutants. Here is the current list which is subject to additions at any time:

1. **Golden Oak Elementary School** along Lerdo Hwy. There are two stop signs along Lerdo Hwy, and immediately adjacent to playgrounds for very young children. The separation is only a sidewalk and a chain link fence. Many trucks pass through there daily. Monitoring for exposure to diesel pollutants is important at this location.
2. **Sequoia Elementary** at Mannel and Fresno. The playground at this school is adjacent to agricultural operations and very near to several oil wells. The playground is also about 3,200 ft from the CRC crude oil processing facility. Within 1,000 ft of the playground are three different oil well locations with one or more wells. Monitoring for VOC emissions plus NOx and diesel soot are important at this location. The ongoing pesticide monitoring is also elemental to this process.
3. **The Mexican Colony** at Burbank and Mannel plus **Cherokee Strip** along Beech between Burbank and San Diego. A large segment of South Shafter lives in these two unincorporated communities. Cherokee Strip is ¼ mile north of the Plains LPG facility also on Beech. La Colonia is ⅕ mile from the JP Oil crude oil processing facility on Imperial. Both areas are surrounded by agriculture. Monitoring should be similar to Sequoia Elementary for VOC, NOx, and diesel soot, plus potential toxic emissions.
4. **Airport Industrial Area** near Lerdo and Zerker Rd plus Hwy 99 on the east side. Monitoring in this area should be for NOx, diesel soot, VOC and PM2.5 plus potential toxic emissions. Many different industries are in this area including carrot and garlic processing and manufacturing of asphalt roofing material and tar paper.
5. **Dairy monitoring** on Wildwood between Riverside and Burbank. There are two large, freestall type dairies at this location, across the road from each other. One has received CDFG funding and built a digester with a natural gas generator. Monitoring for quantities of ammonia, VOC, NOx, hydrogen sulphide, ethanol, methanol, methane, and N2O would all give useful information at this location. Also, an analysis of all the trucking emissions at this location would be important. Note: while this location is 9 miles from the center of Shafter it is less than 6 miles from Maple School which is attended by many Shafter residents. It has been selected, in part, because it has a bio-digester.
6. **Plains LPG**, already mentioned in reference to La Colonia and Cherokee Strip, needs special fence-line monitoring because of its apparent history of violations with the air district the past few years. Monitoring for VOC and NOx is important here plus more frequent inspections would be appropriate.
7. **CRC and JP Oil processing facilities** should also be monitored directly and receive more frequent inspections for any violations of their permits.
8. **High Speed Rail** construction activity should be monitored for diesel soot, NOx, PM10, PM2.5, etc. When construction is heavy some special monitoring should take place. This area is along the current BNSF railroad tracks between Poplar and Poso (in Wasco).

Pesticide Toxic Air Contaminant Regulatory Process

State law requires DPR to follow a specific process to evaluate and develop control measures for pesticide TACs.

The pesticide TAC process includes:

- Analyses of available data,
- Consultation with other agencies (including the Office of Environmental Health Hazard Assessment, OEHHA),
- Scientific peer review,
- Development and implementation of control measures, and
- Opportunity for public comment.

DPR must follow this legal process; therefore, it cannot arbitrarily introduce emission reduction measures including reduction of township caps, prohibition of applications, or establishment of buffer zones without strong scientific analysis.

Top 100 pesticides used on agricultural crops within 7 miles of Shafter during 2013-2017.

Rank of Pounds Used	Pesticide	Number of Applications Annual Avg	Pounds Used Annual Avg	Group	Toxic Air Contaminant	Restricted Material	Proposition 65
1	MINERAL OIL	933	837,419	Oil			
2	PETROLEUM OIL, UNCLASSIFIED	493	795,875	Oil			
3	1,3-DICHLOROPROPENE	31	244,616	Fumigant	✓	✓	Cancer
4	SULFUR	988	228,710				
5	GLYPHOSATE, POTASSIUM SALT	1,558	181,833				Cancer
6	POTASSIUM N-METHYLDITHIOCARBAMATE (MITC)	7	86,314	Fumigant	✓	✓	
7	ALPHA-(PARA-NONYLPHENYL)-OMEGA-HYDROXYPOLY(OXYETHYLENE)	2,378	56,556	Adjuvant			
8	PARAQUAT DICHLORIDE	1,081	54,947			✓	
9	GLYPHOSATE, ISOPROPYLAMINE SALT	490	46,136				Cancer
10	METHYLATED SOYBEAN OIL	1,178	43,572	Adjuvant			
11	PENDIMETHALIN	371	34,212				
12	AMMONIUM SULFATE	817	27,988	Adjuvant			
13	CHLOROTHALONIL	129	22,943				Cancer
14	LIME-SULFUR	19	21,889				
15	CHLORPYRIFOS	197	21,273	OP	✓	✓	Developmental
16	CHLOROPICRIN	8	20,337	Fumigant	✓	✓	
17	ZIRAM	38	20,285				
18	PETROLEUM OIL, PARAFFIN BASED	178	19,784	Oil			
19	FATTY ACIDS, C16-C18 AND C18-UNSATURATED, METHYL ESTERS	550	18,179	Adjuvant			
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23	HYDROGEN CYANAMIDE	21	15,178				
24	PETROLEUM DISTILLATES, REFINED	4	12,355	Oil			
25	BIFENAZATE	227	11,107				
26	KAOLIN	8	10,641				
27	METHYL BROMIDE	2	9,515	Fumigant	✓	✓	
28	METAM-SODIUM (MITC)	4	8,703	Fumigant	✓	✓	
29	METHOXYFENOZIDE	336	8,558				
30	COPPER HYDROXIDE	178	8,183				
31	PROPARGITE	33	7,924				Cancer, Dev
32	POTASSIUM PHOSPHITE	73	7,355				
33	CYPRODINIL	325	6,729				
34	4-NONYLPHENOL, FORMALDEHYDE RESIN, PROPOXYLATED	644	6,484	Adjuvant			
35	COPPER OXYCHLORIDE	100	6,241				
36	DIMETHYLPOLYSILOXANE	1,085	5,749	Adjuvant			
37	SODIUM CHLORATE	21	5,464				
38	ORYZALIN	43	5,397				Cancer
39	N,N-BIS-(2-OMEGA-HYDROXPOLY(OXYETHYLENE)ETHYL) ALKYLAMINE, ALKYL DERIVED FROM TALLOW FATTY ACIDS	801	5,293	Adjuvant			
40	LECITHIN	340	5,280	Adjuvant			

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42	ISOPROPYL ALCOHOL	450	4,768				
43	PROPYLENE GLYCOL	234	4,707	Adjuvant			
44	PHOSPHORIC ACID	414	4,652				
45	CITRIC ACID	580	4,469				
46	TALL OIL FATTY ACIDS	479	4,366	Adjuvant			
47	COPPER SULFATE (BASIC)	77	4,312				
48	SETHOXYDIM	204	4,094				
49	IPRODIONE	133	4,056				Cancer
50	BUPROFEZIN	85	3,923				
51	ALPHA-UNDECYL-OMEGA-HYDROXPOLY(OXYETHYLENE)	235	3,522	Adjuvant			
52	UREA DIHYDROGEN SULFATE	41	3,424				
53	POLYBUTENES	551	3,315				
54	BIFENTHRIN	265	3,301				
55	ALPHA-(PARA-NONYLPHENYL)-OMEGA-HYDROXPOLY(OXYETHYLENE), PHOSPHATE ESTER	516	3,242	Adjuvant			
56	CRYOLITE	12	3,104				
57	AMMONIUM PROPIONATE	333	3,056	Adjuvant			
58	CHLORANTRANILIPROLE	403	2,949				
59	METCONAZOLE	343	2,861				
60	HYDROTREATED PARAFFINIC SOLVENT	65	2,851	Oil			

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61	METHYL ESTERS OF COTTONSEED OIL	52	2,793	Adjuvant			
62	MANCOZEB	32	2,754		✓		Cancer
63	CALCIUM HYDROXIDE	2	2,721	Adjuvant			
64	ALPHA-ALKYL (C9-C16)-OMEGA-HYDROXPOLY(OXYETHYLENE)	203	2,687	Adjuvant			
65	ALPHA-ALKYL (C9-C11)-OMEGA-HYDROXPOLY(OXYETHYLENE)	450	2,661	Adjuvant			
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68	SPIRODICLOFEN	35	2,585				Cancer
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71	EPTC	15	2,433				
72	BUTYL ALCOHOL	421	2,262				
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83	PROPIONIC ACID	99	1,776				
84	ETHEPHON	57	1,761	OP			
85	LINURON	38	1,733				Developmental
86	FATTY ACIDS, MIXED	284	1,671	Adjuvant			
87	TEBUCONAZOLE	232	1,662				
88	S-METOLACHLOR	22	1,626				
89	2-(3-HYDROXYPROPYL)-HEPTA-METHYL TRISILOXANE, ETHOXYLATED, ACETATE	100	1,619	Adjuvant			
90	DIETHYLENE GLYCOL	240	1,555				
91	IMIDACLOPRID	99	1,500				
92	POTASSIUM BICARBONATE	9	1,410				
93	CLOFENTEZINE	81	1,410				
94	SAFLUFENACIL	521	1,393				
95	PYRIMETHANIL	93	1,390				
96	METHOMYL	30	1,314			✓	
97	DIFENOCONAZOLE	100	1,301				
98	BACILLUS THURINGIENSIS, SUBSP. KURSTAKI, STRAIN ABTS-351, FERMENTATION SOLIDS AND SOLUBLES	25	1,256				
99	POLYOXIN D, ZINC SALT	321	1,243				
100	TRIFLOXYSTROBIN	198	1,208				

Pesticides classified as TACs, RMs, or are included in Proposition 65, and which are used on agricultural crops within 7 miles of Shafter during 2013-2017.

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3	1,3-DICHLOROPROPENE	31	244,616	Fumigant	✓	✓	Cancer
6	POTASSIUM N-METHYLDITHIOCARBAMATE (MITC)	7	86,314	Fumigant	✓	✓	
8	PARAQUAT DICHLORIDE	1,081	54,947			✓	
15	CHLORPYRIFOS	197	21,273	OP	✓	✓	Developmental
16	CHLOROPICRIN	8	20,337	Fumigant	✓	✓	
27	METHYL BROMIDE	2	9,515	Fumigant	✓	✓	
28	METAM-SODIUM (MITC)	4	8,703	Fumigant	✓	✓	
62	MANCOZEB	32	2,754		✓		Cancer
96	METHOMYL	30	1,314			✓	

Considerations:

- DPR does not currently receive NOIs only local CAC office receives them.
 - Additionally, CAC does not receive confirmation that application that an application has occurred until a PUR has been submitted (range: a few days to a month after)
- A total of eight (8) pesticides used within 7 miles of Shafter are classified as RMs, with an average of 1,359 applications each year.

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Rank of Pounds Used	Pesticide	Number of Applications Annual Avg	Pounds Used Annual Avg	Group	Toxic Air Contaminant	Restricted Material	Proposition 65
66	FATTY ACIDS, METHYL ESTERS	50	2,646	Adjuvant			
67	PENTHIOPYRAD	123	2,612				
68	SPIRODICLOFEN	35	2,585				Cancer
69	ETOXAZOLE	303	2,502				
70	MODIFIED PHTHALIC GLYCEROL ALKYD RESIN	274	2,438	Adjuvant			
71	EPTC	15	2,433				
72	BUTYL ALCOHOL	421	2,262				
73	GLYCEROL	103	2,240	Adjuvant			
74	ALPHA-ALKYLARYL-OMEGA-HYDROXPOLY(OXYETHYLENE)	16	2,195	Adjuvant			
75	FLUOPYRAM	274	2,104				
76	CYFLUMETOFEN	171	2,096				
77	DODINE	28	2,094				
78	HEXYTHIAZOX	113	2,075				
79	FENPYROXIMATE	184	2,019				
80	PYRACLOSTROBIN	278	1,947				
81	ALPHA-PINENE BETA-PINENE COPOLYMER	115	1,893	Adjuvant			
82	BOSCALID	167	1,859				
83	PROPIONIC ACID	99	1,776				
84	ETHEPHON	57	1,761	OP			
85	LINURON	38	1,733				Developmental
86	FATTY ACIDS, MIXED	284	1,671	Adjuvant			
87	TEBUCONAZOLE	232	1,662				
88	S-METOLACHLOR	22	1,626				
89	2-(3-HYDROXYPROPYL)-HEPTA-METHYL TRISILOXANE, ETHOXYLATED, ACETATE	100	1,619	Adjuvant			
90	DIETHYLENE GLYCOL	240	1,555				
91	IMIDACLOPRID	99	1,500				
92	POTASSIUM BICARBONATE	9	1,410				
93	CLOFENTEZINE	81	1,410				
94	SAFLUFENACIL	521	1,393				
95	PYRIMETHANIL	93	1,390				
96	METHOMYL	30	1,314			✓	
97	DIFENOCONAZOLE	100	1,301				
98	BACILLUS THURINGIENSIS, SUBSP. KURSTAKI, STRAIN ABTS-351, FERMENTATION SOLIDS AND SOLUBLES	25	1,256				
99	POLYOXIN D, ZINC SALT	321	1,243				
100	TRIFLOXYSTROBIN	198	1,208				

**Department of Pesticide Regulation Responses to Shafter AB 617 Steering Community’s Proposed Measures Regarding Pesticides
for the Community Emission Reduction Plan**

#	Proposed Measure	DPR’s Response
1	Ban all untarped applications of 1,3-D (very important for Shafter where 1,3-d is the primary pesticide TAC problem)	<p align="center"><i>Response on Proposed Measures 1 and 2:</i></p> <p><i>The Department of Pesticide Regulation (DPR) is working on a regulation to further reduce exposures to 1,3-Dichloropropene (1,3-D). This includes development of measures to reduce short-term (acute) exposures and reassessing the township cap to address cancer risk.</i></p> <p><i>Since 1,3-D is a toxic air contaminant (TAC), DPR must follow the legal process as described in DPR’s Response to Proposed Measures 4 – 7 listed below.</i></p>
2	Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.	

Department of Pesticide Regulation Responses to Shafter AB 617 Steering Community’s Proposed Measures Regarding Pesticides for the Community Emission Reduction Plan

3	<p>Make Notices of Intent (NOIs), required for restricted pesticide applications, publicly available online, along with CAC approvals/denials of these NOIs.</p>	<p><i>Regulations for most restricted materials require a Notice of Intent (NOI) to be submitted to the local county agricultural commissioner (CAC) at least 24 hours prior to application and allow for a 5-day window to begin the application. A NOI must be resubmitted if the application does not begin within the 5-day window. Additionally, an application may take more than one day to complete. CACs do not receive confirmation that an application has occurred until the pesticide use report is submitted, which the grower can submit up to the 10th of the following month.</i></p> <p><i>Moreover, the NOI may not provide all of the information desired. This is because the NOI identifies the product(s) that will be applied, not the active ingredient(s) in the product. In addition, the location of an application may be unclear without additional information.</i></p> <p><i>Another consideration is the large number of NOIs that would need to be posted online. As shown in Table 1, of the top 100 pesticides used within seven miles of Shafter during 2013-2017, eight are restricted materials, with an average of 1,359 applications each year.</i></p> <ul style="list-style-type: none"> <i>• 1,3-Dichloropropene: average of 31 applications each year</i> <i>• Potassium N-methyldithiocarbamate (MITC): average of 7 applications each year</i> <i>• Paraquat dichloride: average of 1,081 each year</i> <i>• Chlorpyrifos: average of 197 applications each year</i> <i>• Chloropicrin: average of 8 applications each year</i> <i>• Methyl bromide: average of 2 applications each year</i> <i>• Metam-sodium (MITC): average of 4 applications each year</i> <i>• Methomyl: average of 30 applications each year</i> <p><i>Unless the proposal is limited to restricted materials, a regulation would be required because currently the CAC only receives NOIs for restricted materials.</i></p> <p><i>Lastly, a relatively low percentage of Kern illness/drift incidents are from the public or residents. Most occur to field workers during the course of their work. The Kern CAC’s current grower-to-grower notification system (the only one in the country) serves to address and mitigate this issue.</i></p>
4	<p>Ban all aerial applications of pesticide TACs</p>	<p align="center"><i>Response on Proposed Measures 4 – 7:</i></p>

Department of Pesticide Regulation Responses to Shafter AB 617 Steering Community’s Proposed Measures Regarding Pesticides for the Community Emission Reduction Plan

5	Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools	<p><i>State law requires DPR to follow a specific process to evaluate and develop control measures for pesticide TACs.</i></p> <p><i>The TAC process includes:</i></p>
6	Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis	<ul style="list-style-type: none"> • <i>Analyses of available data,</i> • <i>Consultation with other agencies (including the Office of Environmental Health Hazard Assessment, OEHHA),</i> • <i>Scientific peer review,</i> • <i>Development and implementation of control measures, and</i> • <i>Opportunity for public comment.</i>
7	Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis	<p><i>DPR must follow this legal process; therefore, it cannot arbitrarily introduce emission reduction measures including reduction of township caps, prohibition of applications, or establishment of buffer zones without strong scientific analysis.</i></p>

AB 617 Community Steering Committee Meeting Shafter

Update on State and Community-Specific Strategies

July 8, 2019

1. Actions currently underway
2. New community-focused actions mapped to Shafter
3. Additional statewide strategies for Shafter steering committee consideration
4. New ideas?

Existing State Strategies

Ports

Commercial Harbor Craft

Shore Power

Ocean-Going Vessels Fuel Rule

Cargo Handling Equipment

Drayage Trucks

Rail

Cargo Handling Equipment

Drayage Trucks

Mobile On-Road

Truck and Bus Regulation

Heavy-Duty Vehicle Inspection Program

Truck Idling Control Measure

Mobile Off-Road

Transport Refrigeration Unit

Off-Road Diesel Vehicle Regulation

Small Off-Road Engines

Other Toxics

Chrome Plating Control Measure

Composite Wood Control Measure

Mapping Concerns to Strategies

Heavy Duty
Trucks

Trains

Dairies and
Other
Livestock

Distribution
Centers

Lawn and
Garden
Equipment



Truck & Bus
Rule
Supporting
Actions

Emissions
Reductions
from
Locomotives

Short-Lived
Climate
Pollutant
Plan

Advanced
Clean
Trucks

Small Off-
Road
Engines
(SORE)

&

Truck & Bus
Local Idling
Pilot Study

New State Strategies to Consider

Innovative Clean
Transit

Smoke
Inspection
Programs

Heavy-Duty
OBD
Regulations

Advanced Clean
Cars 2

Heavy-Duty
Inspection and
Maintenance

Zero Emission
Drayage Trucks

Zero Emission
Transport
Refrigeration
Units

Zero Emission
Cargo Handling
Equipment

Chrome Plating
Control Measure

Composite
Wood Control
Measure

Commercial
Cooking
Suggested
Control Measure

Input for New Ideas?



Participate in Rulemaking

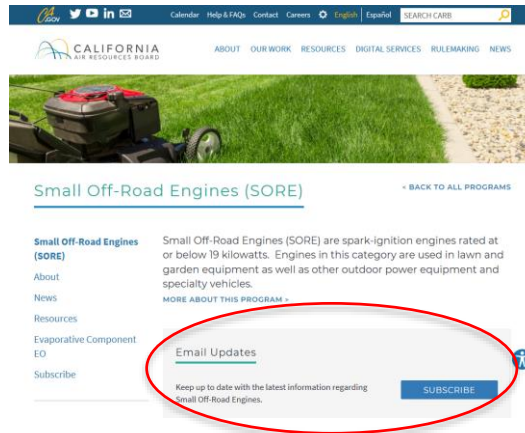
<https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>

<https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california>

<https://ww2.arb.ca.gov/resources/documents/short-lived-climate-pollutants>

<https://ww2.arb.ca.gov/index.php/our-work/programs/advanced-clean-trucks>

<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>



The screenshot shows the California Air Resources Board website for the Small Off-Road Engines (SORE) program. The page features a navigation bar with links for 'ABOUT', 'OUR WORK', 'RESOURCES', 'DIGITAL SERVICES', 'RULEMAKING', and 'NEWS'. Below the navigation is a header image of a lawnmower. The main content area is titled 'Small Off-Road Engines (SORE)' and includes a description of the program. A sidebar on the left lists various resources and a 'Subscribe' link. A red circle highlights the 'Email Updates' section, which contains a 'SUBSCRIBE' button and a small icon of a person.

Calendar Help & FAQs Contact Careers English Español SEARCH CARS

CALIFORNIA AIR RESOURCES BOARD ABOUT OUR WORK RESOURCES DIGITAL SERVICES RULEMAKING NEWS

Small Off-Road Engines (SORE) [BACK TO ALL PROGRAMS](#)

Small Off-Road Engines (SORE) Small Off-Road Engines (SORE) are spark-ignition engines rated at or below 19 kilowatts. Engines in this category are used in lawn and garden equipment as well as other outdoor power equipment and specialty vehicles.

ABOUT NEWS RESOURCES

Evaporative Component EO

Subscribe

More About This Program

Email Updates

Keep up to date with the latest information regarding Small Off-Road Engines.

SUBSCRIBE

Skott Wall, Community Liaison

Office of Community Air Protection, CARB

skott.wall@arb.ca.gov

916-323-0787

California Air Resources Board (CARB)
Website Links to New CARB Statewide Strategies Discussed in
Shafter July 8, 2019 Community Steering Committee Meeting

Advanced Clean Cars 2

New Link Not Yet Available

Link to Current Program:

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>

Advanced Clean Trucks

<https://ww2.arb.ca.gov/index.php/our-work/programs/advanced-clean-trucks>

Chrome Plating Control Measure

New Link Not Yet Available – Described in [Blueprint Appendix F](#) – page F-6.

Link to Current Program:

<https://ww3.arb.ca.gov/toxics/chrome/chrome.htm>

Commercial Cooking Suggested Control Measure

Link Not Yet Available – Described in [Blueprint Appendix F](#) – pages F-8 & F-9.

Composite Wood Control Measure

New Link Not Yet Available – Described in [Blueprint Appendix F](#) – page F-7

Link to Current Program:

<https://ww2.arb.ca.gov/our-work/programs/composite-wood-products-program>

Emissions Reductions from Locomotives

<https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california>

Heavy-Duty Inspection & Maintenance

<https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>

Heavy-Duty On-Board Diagnostics (OBD) Regulations

<https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-board-diagnostic-system-requirements-2018>

Innovative Clean Transit

<https://ww2.arb.ca.gov/rulemaking/2018/innovative-clean-transit-2018>

Short-Lived Climate Pollutant Plan

<https://ww2.arb.ca.gov/resources/documents/short-lived-climate-pollutants>

Small Off-Road Engines (SORE)

<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

Smoke Inspection Programs

<https://ww2.arb.ca.gov/our-work/programs/smoke-inspection-programs>

Truck & Bus Local Idling Pilot Study

[Local Program/No Link Available]

Description: The California Air Resources Board, in partnership with the steering committee and the air district, will conduct a pilot study to assess local idling impacts from trucks and buses.

Truck & Bus Rule Supporting Actions

<https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>

Zero Emission Cargo Handling Equipment

<https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>

Zero Emission Drayage Trucks

<https://ww2.arb.ca.gov/our-work/programs/drayage-trucks-seaports-and-railyards>

Zero Emission Transport Refrigeration Units

<https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit>

For detailed questions on specific CARB statewide strategies, please contact Skott Wall at (916) 323-0787 or skott.wall@arb.ca.gov, and he will connect you with the appropriate CARB staff to answer your questions.

AB 617 Fresno Community Steering Committee - Meeting #9
July 8, 2019, 5:30 p.m. – 7:30 p.m.
Shafter Veterans Hall

1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introductions

Jaime Holt, Valley Air District Director of Communications, provided an introduction to the meeting goals for the evening. As a part of the Community Emission Reduction Program development, this meeting will focus on updating the Committee about strategies under development in partnership with other agencies. The Valley Air District does not have jurisdiction over air pollution sources such as mobile sources or land use. Therefore, this meeting will give the public and the Steering Committee the opportunity to hear about local strategies and plans that can be developed through partnerships with agencies such as the California Air Resources Board, Department of Pesticide Regulation, and the City of Shafter. Jaime also noted that she will be acting as the facilitator for the evening, due to a transition in facilitation service providers.

3. California Air Resources Board: Update on State and Community-Specific Strategies and Discussion

Skott Wall, CARB Staff
Steering Committee

Skott gave a presentation outlining the CARB State-wide strategies that may be applicable for implementation through the Shafter Community Emission Reduction Program. Skott reviewed state-wide strategies that addressed community concerns, as expressed at prior Steering Committee meetings, as well as other state-wide strategies approved by the CARB Governing Board for development as a part of the AB 617 program. Skott and Vernon Hughes from CARB provided answers to questions from Committee members, including discussing the status of the regulatory process at the state level for different measures.

Summary of Feedback from Posters:

- What do Heavy-Duty strategies mean for residents at a local level?
- Are these strategies designed for Shafter?
- How will increasing inspections benefit Shafter?
- What is making it cleaner?
- What direction are we headed with the Heavy-Duty strategies?
- The air pollution is around Shafter. What are we doing to increase inspections around here?
- When are we going to get answers from our comments?
- To what extent will these strategies impact our community?
- Are the new strategies better than previous strategies?
- What happens if we select one of these items?
- How do we achieve meeting these items?
- Would the regulation affect statewide?
- This process is very confusing to all of us.

- Whatever we do, we want to have a positive impact to our community and local businesses.
- We don't know how either of the strategies will help us? What percentage is it affecting Shafter? We think the tight deadline is affecting all of us.
- I would like to see the details of each of the strategies.

4. Department of Pesticide Regulation: Update on State and Community-Specific Strategies and Discussion

Edgar Vidrio, DPR Staff
Steering Committee

Edgar Vidrio from the Department of Pesticide Regulation gave a presentation providing a response to the "Special Pesticide Program" request received from several committee members in June, 2019. Edgar provided a specific response to each of the Committee comments submitted about pesticides, including providing an overview of the process for developing new regulations, and the current status of regulation for different pesticide classes. In response to the Committee member request for advanced notification, Edgar reviewed the pesticides that are required to have advanced notification. Edgar explained that the existing "NOI" process has limitations for providing advanced notification to residents. An advanced notification system would need to be limited to restricted materials. Edgar also mentioned that DPR has launched an application for the public to submit pesticide questions or concerns via a free mobile app. The free app is available on the department's website, www.cdpr.ca.gov, and can be downloaded from Google Play and the Apple iTunes store.

Summary of Feedback from Posters:

- Confused on the 7 measures? What do we need to do?
- Is the NOIS regulated? Are you waiting to get more from us to see what you can do?
- On Prop 65 we saw the side effects. What about the others ones?
- Mineral Oil is #1 in several criteria. How is the Air District handling that?
- Do we have a way to notify residents of exposure to contaminants? (Pesticides)
- Are homes next to fields being monitored?
- Out of the top 8 contaminants how many of them have been monitored?
- Do you track the permit process for each application?

5. Shafter Update on Preparation of Environmental Justice Program for General Plan

Lloyd Zola, Consultant for City of Shafter
Metis Environmental Group

Lloyd Zola gave a verbal update for the City of Shafter. The City has jurisdiction over land use, including where development occurs, where roads and truck routes are located, and where industry is located in relation to residences, and the Committee was encouraged to become involved with City planning processes. The City of Shafter held a meeting three weeks ago focusing on environmental justice issues and public health issues as a part of the development of the City's General Plan. The City of Shafter will be adopting an Environmental Justice element for their General Plan to reduce pollution exposure and to promote public facilities in disadvantaged areas of Shafter. The Environmental Justice element of the

General Plan will include measures to address improving public facility location; advancing access to safe housing; advancing public activity (and reducing air pollution from vehicles) through active transport measures like biking, greenbelts, and walkable neighborhoods; as well as increasing public input into City planning processes.

The City of Shafter will hold a public meeting September 19, 2019 at 5:30 in Shafter Veteran's Hall to ask the community for input and guidance on how to achieve the goals of the Environmental Justice element of the General Plan, and anyone interested is encouraged to attend. A draft element will be released in early September for public review.

6. Wrap-up and Next Steps

Jaime thanked the Steering Committee and the public for their participation in the meeting, and noted that the next meeting will be held on July 22, 2019.

7. Public Comment

- Michelle-We need to keep a balance with our environment and our businesses. This is all of us together.
- Rob (Southern California Gas)-Zero emission vehicle. How do you define ZERO emissions? A lot of the public does not understand.

**Refer to meeting audio and video to review the full details and comments from the meeting.*

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>



Agenda para el Comité Directivo Comunitario de Shafter– Reunión #9

8 de julio de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Junta de Recursos del Aire de California: 5:45 p.m.
Actualización y Discusión sobre las Estrategias Estatales y Específicas a la Comunidad
Personal de CARB
Comité Directivo
6:15 p.m.
4. Departamento de Regulación de Pesticidas:
Actualización y Discusión sobre las Estrategias Estatales y Específicas a la Comunidad
Personal de DPR
Comité Directivo
5. Actualización de Shafter sobre la Preparación del Programa 6:30 p.m.
de Justicia Ambiental para el Plan General
Lloyd Zola, Consultor de la Cuida de Shafter
Grupo Ambiental Mentis
6. Finalizar y Próximos Pasos 6:45 p.m.
 - Lo que hemos aprendido de las reuniones y los próximos pasos
 - Próxima reunión del Comité Directivo: 22 de julio de 2019
7. Comentarios públicos 7:00 p.m.

Aprende más: community.valleyair.org

Reunión del Comité Directivo Comunitario de AB 617 Shafter

Actualización de Estrategias Estatales y Especificas a la Comunidad

8 de julio de 2019

1. Acciones actualmente en curso
2. Nuevas acciones enfocadas en la comunidad de Shafter específicamente
3. Estrategias Estatales adicionales para la consideración del comité directivo de Shafter
4. ¿Nuevas ideas?

Puertos

Embarcaciones de Puertos Comerciales

Regulación Mientras en Atraque

Embarcaciones Oceánicas

Equipos de Manejo de Carga

Camiones de Carretaje

Ferrovionario

Equipos de Manejo de Carga

Camiones de Carretaje

Móvil en Carretera

Regulación de Camiones y Autobuses

Inspección de Vehículos de Uso Pesado

Control de la Marcha en Vacío de Camiones

Móvil Todo Terreno

Unidad de Refrigeración de Transporte

Regulación de Vehículos de Diésel de Todo Terreno

Motores Pequeños para Uso en Todo Terreno

Otros Tóxicos

Medida del Control del Cromado

Medida de Control de la Madera Compuesta

El Mapeo de Preocupaciones a Estrategias

Camiones
de Uso
Pesado

Trenes

Lecheras y
Otro
Ganado

Centros de
Distribución

Equipo de
Césped y
Jardín



Acciones
Apoyando la
Regulación de
Camiones y
Autobuses

Reducción de
Emisiones de
Locomotoras

Plan de
Contaminantes
de Vida Corta

Camiones
Limpios de
Tecnología
Avanzada

Motores
Pequeños
para Uso en
Todo Terreno
(SORE)

&

Estudio Piloto
Local de
Camiones y
Autobuses
Parados con el
Motor en Marcha

Nuevas Estrategias Estatales a Considerar

Transito Limpio
Innovador

Programas de
Inspección de
Humo

Regulaciones de
Diagnóstico a
Bordo en Vehículos
Uso Pesado

Autos Limpios de
Tecnología
Avanzada 2

Inspección y
Mantenimiento de
Vehículos de Uso
Pesado

Camiones de
Carretaje de Cero
Emisión

Unidad de
Refrigeración de
Transporte Cero
Emisiones

Equipo de Manejo
de Cargas Cero
Emisión

Medida de Control
del Cromado

Medida de Control
de los Productos
de Madera
Compuesta

Medida de Control
Sugerida Para
Cocinas
Comerciales

Aportaciones para Nuevas Ideas?



Participe en la Reglamentación

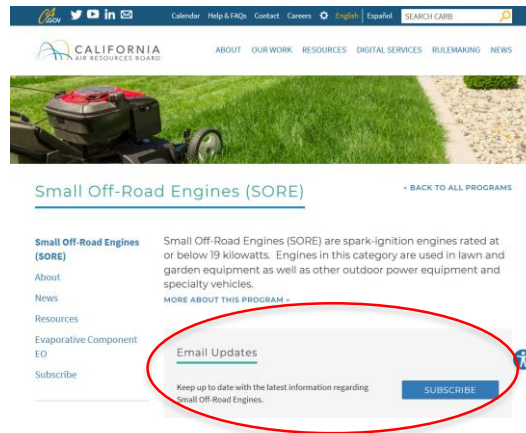
<https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>

<https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california>

<https://ww2.arb.ca.gov/resources/documents/short-lived-climate-pollutants>

<https://ww2.arb.ca.gov/index.php/our-work/programs/advanced-clean-trucks>

<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>



The screenshot shows the California Air Resources Board website. The main heading is "Small Off-Road Engines (SORE)". Below the heading, there is a description of SORE engines and a "MORE ABOUT THIS PROGRAM" link. A red circle highlights the "Email Updates" section, which includes a text input field, a "SUBSCRIBE" button, and a small icon of a person.

Skott Wall, Enlace Comunitario

CARB, Oficina de Protección del Aire en la Comunidad

skott.wall@arb.ca.gov

916-323-0787

Para preguntas en español contacte a:

Liliana Nunez

CARB, Oficina de Protección del Aire en la Comunidad

Liliana.Nunez@arb.ca.gov

626-350-6561



Agenda for Shafter Community Steering Committee Meeting #10

July 22, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. Enforcement of Air Pollution Control Regulations 5:45 p.m.
 - Valley Air District Enforcement Staff*
 - CARB Enforcement Staff*
 - Steering Committee*
4. Development of CERP Strategies for Implementation in Shafter 6:30 p.m.
 - Valley Air District Staff*
 - CARB Staff*
 - Steering Committee*
5. Wrap-up and Next Steps 8:00 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: August 12, 2019
6. Public Comment 8:15 p.m.

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #10

22 de julio de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Cumplimiento de la Regulaciones de Control de la Contaminación del Aire 5:45 p.m.
 - Personal de Cumplimiento del Distrito del Aire del Valle*
 - Personal de Cumplimiento de CARB*
 - Comité Directivo*
4. Desarrollo de las Estrategias del CERP para Implementación en Shafter 6:30 p.m.
 - Personal del Distrito del Aire del Valle*
 - Personal de CARB*
 - Comité Directivo*
5. Concluir y Próximos Pasos 8:00 p.m.
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 12 de agosto de 2019
6. Comentario Público 8:15 p.m.

Aprende más: community.valleyair.org

City of Shafter Community Emissions Reduction Program (CERP) Development

Proposed emission reduction and exposure reduction strategies for the Committee's consideration and comment

July 22, 2019

San Joaquin Valley Air Pollution Control District

Agricultural Operations

Dairy Feed Mix Electrification: Provide Incentives for Electric Dairy Feed Mixing Equipment

- Type of Strategy: Incentive
- Purpose: To provide a higher level of incentives for electric dairy feed mixing equipment and associated equipment (feed trucks, wheel loaders, feed pushers) for dairy operations near the community of Shafter
- Goal: Fund electric feed mixing equipment for 5 dairies located near Shafter
- Target: 350 tons NO_x, 18 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$6,500,000

Nut Harvesting: Provide Incentives for Low-Dust Technology Nut Harvesters

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment
- Goal: Replace 25 pieces of conventional nut harvesting equipment with new, low-dust harvesting equipment
- Target: 42.5 tons NO_x, 0.34 tons combustion PM_{2.5}, 90 tons fugitive PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$2,500,000

Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

- Type of Strategy: Incentive
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with open agricultural burning by providing enhanced access to funding for the District's Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area
- Goal: Fund up to 950 acres of alternative practices
- Target: 103 tons PM_{2.5}
- Incentives to be invested: \$500,000

On-Field Agricultural Practices: Promote Implementation of Conservation Tillage Practices

- Type of Strategy: Outreach and Education
- Purpose: To further reduce the potential for localized fugitive particulate matter (PM) emissions associated with on-field agricultural practices
- Goal: Work with local agricultural groups to conduct focused outreach to promote more widespread implementation of conservation tillage practices such as cover cropping, no till, low till, strip till, and precision agriculture

Ag Engines: Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of existing diesel agricultural pump engines with electric motors within in and surrounding Shafter, including capital funding for equipment and electric line extension
- Goal: Fund replacement of 10 existing diesel agricultural pump engines with electric motors near the community of Shafter.
- Target: 90 tons NO_x, 4 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$230,000

Ag Engines: Work with PUC & Utilities to Develop Preferred Utility Rate Structure for Electric Ag Pump Motors

- Type of Strategy: Policy/Advocacy
- Purpose: To work with the Public Utilities Commission (PUC) and utilities to develop preferred utility rates for replacing existing diesel agricultural pump engines with electric motors
- Goal: Advocate for the establishment of a preferred rate structure from the PUC and utilities for electric ag pump motors
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions to be determined)

Ag Equipment: Provide Incentives to Replace Diesel Ag Equipment with the Cleanest Available Equipment

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District's existing Heavy-Duty Engine Incentive Program
- Goal: Replace 100 pieces of diesel ag equipment with new, cleanest available equipment
- Target: 750 tons NO_x, 60 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$5,000,000

Dairy Trucks: Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of diesel dairy trucks operating in and around Shafter with new, zero- or near-zero emission trucks
- Goal: Replace 20 older, diesel dairy trucks with new zero or near-zero-emission trucks
- Target: 128 tons NO_x, 0.4 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$2,000,000 (funding amounts up to \$100,000 per truck)

Dairy Digesters: Support dairy operations near Shafter in installing dairy digesters

- Type of Strategy: Outreach and Incentive
- Purpose: Support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in energy production
- Goal: Work closely with CDFA and industry representatives to ensure that digesters funded through new State programs are designed and implemented to be protective of air quality (i.e., pipeline injection, mobile source fuel projects)
- Target: No reduction in criteria pollutants as a result of this measure, in fact an increase in criteria pollutants can result from digesters that are not designed in a manner that mitigates or eliminates criteria pollutants

Alternative Manure Management Practices: Support Dairy Farms Near Shafter in Implementing Alternative Manure Management Strategies

- Type of Strategy: Outreach and Incentive
- Purpose: Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies
- Goal:
 - Number and type of projects, and funding availability, will be developed with steering committee input when state funding guidelines are available
 - The District will work with local agricultural groups to conduct outreach to promote alternative manure management strategies

Committee Ideas Not Proposed for CERP

- **CSC Comment:** The ten factory dairies to the west of Shafter should not empty or aerate their manure lagoons during the months of December and January to reduce ammonia in the air during the worst months of PM2.5
- **District Response:** Ammonium nitrate formation in the Valley is driven by nitrogen oxides, not ammonia, so reducing ammonia emissions won't significantly reduce PM2.5 concentrations
- However, reductions from dairies are addressed by many proposed measures: feed mixer electrification; dairy digester collaboration with CDFA; conservation management education and outreach; irrigation pump conversions to electric; and alternative manure management strategies

Pesticides: Reduce exposure to 1,3-Dichloropropene (1,3-D)

- Type of Strategy: Regulatory (statewide regulation)
- Purpose: To reduce short-term (acute) exposure to 1,3-D and reassess the township cap to address cancer risk
- Goal: DPR has committed to developing a statewide measure to reduce exposure to 1,3-D
- Target: 1,3-D reductions to be determined by DPR through rule-making process

Committee Ideas Not Proposed for CERP

- **CSC Suggestion:** Several measures specific to pesticides, including banning pesticide applications, reducing the 1,3-D township cap, a notification program, a 1 mile buffer zone, and reduction plans based on evaluations of TACs
- **District Response:** As the District does not have authority over pesticides in their pesticidal use, the District has made available to the responsible agencies committee comments regarding pesticide use
 - District staff hope to provide input from the Department of Pesticide Regulation and the County Ag Commissioner on these committee comments in the Shafter Community Emissions Reduction Program

Heavy Duty Mobile Sources

Trucks, Buses, and Locomotives

Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive funding for zero and near-zero emissions clean truck technologies that operate within the community (regional, long haul)
- Goal: Replace 60 older, heavy duty diesel trucks operating in Shafter with near-zero emission heavy duty trucks
- Target: 196.6 tons NO_x, 0.54 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$6,000,000

Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks and TRUs

- Type of Strategy: Incentive
- Purpose: Provide incentives to support the deployment of clean yard trucks, transportation refrigeration units (TRUs), and related infrastructure at warehouses and other facilities within the community with priority on zero emission technologies
- Goal: Deploy 30 new zero emission yard trucks or transportation refrigeration units, along with associated infrastructure
- Target: At least 0.09 tons NO_x, 5.97 tons PM_{2.5} (based on conservative emission reductions expected per project)
- Incentives to be invested: \$4,000,000

Heavy Duty Trucks: Measures to Reduce Idling of Heavy Duty Trucks Within the Community

- Type of Strategy: Incentive
- Purpose: To develop and/or work to implement measures that reduce idling of heavy duty trucks within the community
- Goal: Install 20 plugs to reduce idling of heavy duty trucks at distribution and warehouse facilities within the community
- Target: 6.26 tons NO_x, 0.10 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$60,000

Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs

- Type of Strategy: Incentive
- Purpose: To implement a pilot incentive program to provide incentives for heavy duty truck emissions-related repairs
- Goal: Utilize new pilot program to identify and repair at least 6 heavy duty trucks operating within community
- Target: Reductions in PM (quantity of emission reductions to be determined)
- Incentives to be invested: \$50,000

Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 and toxic air quality impacts associated failure to comply with the state's anti-idling regulation
- Goal: Partner with CARB and the community to identify heavy duty diesel truck idling hot spots, especially those near sensitive receptors such as schools, to target enforcement efforts of the state's regulation within the community. At least 1 targeted anti-idling enforcement sweep will be conducted each quarter for the next 5 years.

School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding Shafter.
- Goal: Replace up to 4 school buses, operated by Richland SD, Kern High SD with zero-emission battery-electric school buses that operate within the community
- Target: 5.2 tons NO_x, 0.52 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$1,600,000 (funding up to \$400,000 per bus)

Transit Buses: Incentive Program for Transit Bus Replacement

- Type of Strategy: Incentive
- Purpose: To provide incentives for the replacement of older, high polluting transit buses with new zero or near-zero-emission transit buses operating within and surrounding Shafter.
- Goal: Provide incentives to replace older, high-polluting transit buses with new, zero or near-zero-emission transit buses that operate within Shafter
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions to be determined)
- Incentives to be invested: To be determined

Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- Goal: Replace 2 Tier 0 locomotives with Tier 4 locomotives
- Target: 126 tons NO_x, 2.8 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$5,200,000 (funding up to \$2,600,000 per locomotive)

Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- Goal: Replace 3 older, high-polluting switchers with new, cleaner, advanced technology/hybrid switcher locomotives at railyards and other facilities within Shafter
- Target: 57 tons NO_x, 1.5 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$4,100,000 (funding up to \$1,340,875 per locomotive)

Committee Ideas Not Proposed for CERP

- **CSC Suggestion:** Heavy duty trucks using Laredo Hwy through the two stop signs adjacent to Golden Oak Elementary should be rerouted
- **District Response:** As the District does not have land-use authority, the District has made available to the responsible agencies all Committee comments regarding land-use that have been presented for potential inclusion into the CERP
 - District staff hope to provide the City's input on this comment in the Shafter Community Emissions Reduction Program

Older/High Polluting Cars

Passenger Cars: Host Local Tune-In Tune-Up Events Within Community

- Type of Strategy: Incentive
- Purpose: To host local Tune In Tune Up events with the community to reduce emission from older, high polluting cars
 - Program provides incentives for emission related repairs of high emitting vehicles through weekend Tune In Tune Up events
- Goal: Funding currently available in District Budget for at least one event in community, increase community participation in the program to repair high emitting vehicles, find funding to hold additional events within community boundaries
- Target: 4.6 tons NO_x, 3.1 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$400,000 for events and 500 vehicle repairs

Passenger Cars: Provide Enhanced Outreach and Access to Incentive Options

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to financial incentives to replace older autos in the community through the District's Drive Clean in the San Joaquin program
- Goal: Funding currently available in District Budget, increase community participation in the program to replace at least 100 high emitting vehicles operating in Shafter with lower-emissions or zero-emissions (electric) vehicles
- Target: 0.9 tons NO_x, 0.03 tons PM_{2.5}, and 0.21 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$725,000 to replace 100 vehicles

Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure

- Type of Strategy: Incentive
- Purpose: To provide incentive funding to support the deployment of electric vehicle charging infrastructure in the community
- Goal: Increase participation in the program to deploy 17 new electric vehicle chargers within the community in order to support electric vehicle deployment
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$100,000 for 17 electric vehicle chargers

Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics

- Type of Strategy: Incentive
- Purpose: To increase educational training for electric vehicle mechanics and to support the deployment of additional electric vehicle repair facilities in the community as feasible
- Goal: Increase participation in electric vehicle mechanics training that would provide services to vehicles operating within the community
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$30,000 for 2 training sessions

Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community

- Type of Strategy: Outreach/Incentive
- Purpose: To educate area residents on availability of ride share program incentives, evaluate the feasibility of additional ride share programs and/or incentives for ride sharing
- Goal: Leverage existing ride share programs in the Valley for expansion into the Shafter community
- Target: Reduction in PM and NOx (quantity of reductions to be determined)
- Incentives to be invested: \$250,000 to support ride sharing in the Shafter area

Industrial Sources

Flares: Amend Rule 4311 to Require Ultra-low NOx controls where Technologically & Economically Feasible

- Type of Strategy: Regulatory
- Purpose: To amend Rule 4311 to require ultra-low NOx flare emission limitations for existing and new flaring activities to the extent that such controls are technologically achievable and economically feasible
 - District has already initiated rule development process, with rule adoption anticipated in 2020
- Goal: Reduce NOx emissions from flares subject to requirements of amended Rule 4311 in Shafter
- Target: Estimated reduction of 1.5 tons NOx per year (flares do not produce significant PM2.5 emissions)

Stationary Sources: Evaluate feasibility of funding further emissions reductions from oil and gas production operations

- Type of Strategy: Incentive
- Purpose: To evaluate the feasibility of an incentive program for oil and gas production operations to fund installation of technologies that further reduce emissions
- Goal: Work with oil and gas production operations in the Shafter area to identify potential emission reduction opportunities, through examining the feasibility of the following strategies, identifying available grant funding to assist implementation:
 - Electrifying pump jacks that are currently operating with internal combustion engines
 - Other emissions sources identified for committee consideration moving forward
- Target: Reductions in PM 2.5 and combustion air toxics

Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations

- Type of Strategy: Compliance Assistance
- Purpose: To limit the potential for air quality impacts associated with the vapor recovery defects at gasoline dispensing stations
- Goal: Develop a new pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems to aid in the identification and timely repair of vapor recovery system defects. The District will offer to provide the hands on training to each gas station operator in the community.

Stationary Sources: Enhanced Inspection Frequency

- Type of Strategy: Enforcement
- Purpose: To limit the potential for air quality impacts associated with the failure to comply with emission standards established by District permit, rule, or regulation
- Goal: District staff will inspect each facility that has had an emission violation over the past 3 years at least twice per calendar year for the next 5 years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first

Stationary Sources: Provide Incentives to Install Advanced Control Technology

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install
 - State currently developing funding guidance for such projects
 - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
- Goal: Funding availability, and number and type of projects, will be developed, with input of steering committee, when state funding guidelines are available for stationary source funding
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions to be determined)

Committee Ideas Not Proposed for CERP

- **CSC Suggestion:** No new oil wells should be drilled within 2,500 feet of residents, schools and all environmental sensitive locations
- **District Response:** As the District does not have land-use authority, the District has made available to the responsible agencies all Committee comments regarding land-use that have been presented for potential inclusion into the CERP
 - District staff hope to provide the City's input on this comment in the Shafter Community Emissions Reduction Program

Residential Burning

Residential Wood Burning: Provide Enhanced Incentives to Replace Wood Burning Devices

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 200 wood burning devices in the community with cleaner alternatives
- Target: 98 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$600,000

Residential Wood Burning: Educate Public About Harmful Impacts

- Type of Strategy: Outreach & Education
- Purpose: To educate community residents about the impacts of wood burning and resources available to help transition to natural gas and electric devices
 - Includes information on Check Before You Burn program/Rule 4901
- Goal:
 - Increase in Burn Cleaner applications in Shafter
 - Host 4 public workshops at Shafter branch of Kern County Library/Shafter Learning Center
 - Circulation of infographics in at least 6 community spaces

Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the Shafter community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901

Residential Open Burning: Reduce Illegal Activity

- Type of Strategy: Outreach
- Purpose: To reduce illegal burning of residential waste through outreach and education
- Goal:
 - Host 4 workshops at libraries, community centers, health centers, and schools on the health effects/air quality impacts of burning trash
 - Invest in geo-targeted outdoor ads in areas with frequent violations
 - 2 billboards
 - 2 street furniture (bus shelters, kiosks, benches, phone booths, etc.)
 - 1 bus routed through relevant areas (zero-emissions preferred)
 - 2 postcard mailers to county residents in rural areas

Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} and toxic impacts associated with illegal open burning of residential waste
- Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the Shafter community and surrounding areas at least once per quarter for the next 5 years

Land Use/Urban Sources

Solar Power: Seek incentives for local businesses and homeowners to install solar power and energy storage

- Type of Strategy: Incentive
- Purpose: To work with the Public Utilities Commission and utilities to provide incentives for local businesses and homeowners to install rooftop/community solar power and energy storage systems
 - State currently developing funding guidance for such projects
- Goal: Funding available, and number and type of projects will be developed, with input of Steering Committee, when state funding guidelines are available
- Target: To be determined, working with PUC

Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroilers

- Type of Strategy: Incentives (with regulatory backstop)
- Purpose: To provide incentives to further reduce particulate emissions from large restaurants that use underfired charbroilers
- Goal:
 - Partner with willing restaurants and provide \$150,000 in incentive funding per restaurant for the installation of control equipment to reduce particulate emission from underfired charbroilers
 - Provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls
- Target:
 - Invest up to \$300,000 and achieve approximately 1 ton of PM_{2.5} per year in emissions reductions from underfired charbroilers in community

Land Use/Sustainable Development: Implement Projects that Reduce VMT

- Type of Strategy: Partnership
- Purpose: To reduce vehicle miles traveled (VMT) in the community through measures that promote active transport and increase the walkability of community neighborhoods.
- Goal: Work with City of Shafter to obtain feedback on opportunities for community members to be involved in land use planning processes. City of Shafter has committed to notify community members about upcoming meetings that address the development of the Environmental Justice element of the City's General Plan.
- Target: To be determined by City of Shafter through public planning process.

Land Use: Support Planning and Development of Clean Fueling Infrastructure

- Type of Strategy: Advocacy/Incentives
- Purpose: To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles
- Goal: Provide District support to broaden fueling infrastructure network for zero and near-zero-emission vehicles to facilitate broader deployment and prioritize funding through existing District programs, including installing 10 electric vehicle charging stations, and one alternative fuel fueling station.
- Incentives to be invested:
 - Charge-Up: 10 EV charging stations @ up to \$50k = \$500k;
 - Alternative Fuel Fueling Station: 1 station @ up to \$1,000,000

New Construction: Provide assistance during the CEQA process

- Type of Strategy: Land use
- Purpose: To provide assistance during the California Environmental Quality Act (CEQA) process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced
- Goal: Work with Lead Agencies and project proponents to enhance project designs in the early stages of the planning process for a better overall project with minimized impact on air quality, by early identification of feasible mitigation measures
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

Road Dust: Evaluate increasing frequency of street sweeping

- Type of Strategy: Partnership
- Purpose: To evaluate air quality impacts and feasibility of increasing frequency of street sweeping along freeways and streets
- Goal: If found to be effective in reducing particulate emissions, partner with other entities (i.e. City of Shafter, Kern County, and California Department of Transportation) to identify opportunities to increase street sweeping efforts in the community

Road Dust: Evaluate feasibility of road paving improvements

- Type of Strategy: Partnership
- Purpose: To identify opportunities to reduce dust from paved and unpaved roads in the community through road paving improvements
- Goal: Partner with other entities (including City of Shafter, Kern County, and Kern Council of Governments) to identify opportunities, such as Congestion Mitigation and Air Quality funding, to improve road paving efforts in the community where most needed to reduce health impacts

Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide increased incentives for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines Program
- Goal: Increase outreach and access to incentive funding for 100% of equipment cost, resulting in increased participation in the program to replace 280 gas powered lawn and garden equipment units in the community with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$100,000 to replace 280 units

Lawn and Garden: Provide Enhanced Incentives for Replacement of Commercial Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive program for the replacement of commercial-scale lawn and garden equipment in the community through the District's Clean Green Yard Machines program (available to lawn care providers and public agencies)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 30 commercial grade gas powered lawn equipment units with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$40,000 to replace 30 units

Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting public fleet vehicles with cleanest available vehicles operating within and surrounding Shafter.
- Goal: Work closely with public agencies, including City of Shafter and Kern County, to replace light-duty vehicles through existing District incentive programs, including the Public Benefit Grants Program.
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions dependent on vehicle type and program)
- Incentives to be invested: \$500,000. Per-vehicle incentives will be dependent on vehicle type and program

Exposure Reduction Strategies

HAL Schools: Increase Participation

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce children's exposure to unhealthy air by increasing enrollment of schools in the Healthy Air Living Schools program
- Goal:
 - Meet with staff from both school districts in Shafter
 - Seek adoption of ROAR guidelines at both school districts in the area
 - Attend 4 school events, parent organization meetings
 - Partner with district-based family services to offer info and materials

Air Filtration Systems in Community Schools

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To incentivize the purchase and installation of advanced air filtration systems in schools and daycares
- Goal: Pilot program- Meet with administrators/staff to survey current equipment; help fund upgrades to high-efficacy filters when HVACs permit; fund portable air cleaners for schools with older HVACs
- Incentives to be invested: Approximately \$100,000 for WINIX air cleaners, plus replacement HEPA filters and MERV-14 filters

Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To reduce indoor exposure to air pollution in residences by incentivizing energy efficient weatherization upgrades
- Goal: District to work with partners at California Department of Community Services & Development to assist low-income community members in accessing state's Low Income Weatherization Program (LIWP) and Weatherization Assistance Program (WAP) incentives
- Target: Host 1 community meeting where California Department of Community Services & Development attends and educates community on benefits of weatherization and assists with enrolling community members in LIWP or WAP

Exposure Reduction: Mitigate indoor exposure to air pollution through education

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce indoor exposure to outside air pollution
- Goal: District to educate community on health benefits of upgrading to high-efficiency filters, work with California's Low Income Home Energy Assistance Program (LIHEAP) to offset associated energy costs
- Target: Host 1 community meeting where California Department of Community Services & Development attends and educates community on benefits of improved filtration and assists with enrolling community members in LIHEAP

Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community

- Type of Strategy: Partnership, Exposure Reduction
- Purpose: To increase urban greening and forestry in the community through partnerships with other entities
- Goal: Partner with other entities (i.e. City of Shafter, Natural Resources Agency, CAL Fire) to identify new or existing resources or programs (Per Capita Program, Urban & Community Forestry Grant Program) that can provide funding to increase urban greening and forestry in the community
- Target
 - Quantification of air quality benefits from urban greening small, variable
 - Studies have shown several other community benefits, including some reduction of PM2.5 and VOC's, heat island mitigation, and community beautification

Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible
- Goal: Work closely with the community, city, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type of projects will be developed with input of steering committee, and funded as funding sources are identified
- Target: Quantity of reductions to be determined

Idling-Reduction Strategy: Protect Sensitive Receptors

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce the exposure of sensitive individuals to vehicle emissions at schools and other areas serving children and seniors
- Goal:
 - Distribute 10 sets of English/Spanish “No Idling” signs to schools, libraries, senior centers, parks, nursing homes, pediatricians, daycares, and medical centers
 - Develop and distribute idle-reduction infographics at each location
 - Develop and deliver 4 presentations about the impacts of vehicle exhaust, HAL Schools and available resources

Community Air Quality Outreach Strategy

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during poor air quality episodes
- Goal:
 - Launch social media campaigns based on myRAAN, air quality education (Facebook, Twitter, Instagram)
 - Partner with local civic organizations and other community organizations to host workshops on a variety of air quality topics at libraries, community centers, health centers, and schools.
- Target: Increased community awareness regarding air quality conditions and available tools through myRAAN registrations, app downloads, social media followers

Sharing Clean Air Efforts and How Communities Can Get Involved

- Type of Strategy: Outreach
- Purpose: To increase awareness of community air quality improvement programs and available incentives by hosting outreach events within the community
- Goal:
 - District will work with community to host workshops and symposiums to share air quality information on air quality improvement topics at libraries, community or senior centers, health centers, and schools. Topics may include CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

Contact Information

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www.valleyair.org

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City of Shafter

Community Emissions Reduction Program (CERP) Development

Additional Strategies:

California Air Resources Board (CARB)

Mobile Sources: Advanced Clean Trucks

- Type of Strategy: Regulatory
- Purpose: To develop and consider proposals for new approaches and strategies that may transition to zero emission technology those truck fleets that operate in urban centers, have stop and go driving cycles, and are centrally maintained and fueled
- Goal: Transition to zero emission
- Target: Coming soon

Mobile Sources: Locomotives

- Type of Strategy: Regulatory
- Purpose: To reduce emissions from idling freight and passenger rail activities, and reduce emissions from the older, dirtier locomotives currently operating in California
- Goal: Reduced idling of locomotives and replacement of older, dirtier locomotives
- Target: Too early to quantify

Mobile Sources: Small Off-Road Engines

- Type of Strategy: Regulatory
- Purpose: To consider new standards for small off-road engines (SORE), which are spark-ignition engines rated at or below 19 kilowatts and used primarily for lawn, garden, and other outdoor power equipment
- Goal: Transition to zero emission
- Target: Coming soon

Mobile Sources: Truck & Bus Idling Study

- Type of Strategy: Exposure Reduction
- Purpose: The California Air Resources Board, in partnership with the Steering Committee and the Air District, will conduct a pilot study to assess local idling impacts from trucks and buses
- Goal: To assess local idling impacts from trucks and buses
- Target: Not quantifiable – study only

Mobile Sources: Truck & Bus Rule Supporting Actions

- Type of Strategy: Exposure Reduction, Enforcement
- Purpose: Develop and propose new, supporting actions to the Truck and Bus Regulation to address in-use emissions and compliance, and to decrease engine deterioration. Potential actions include amendments to warranty and useful life provisions, adding a lower in-use emissions performance level, and increasing inspections in the Shafter community
- Goal: Reduce diesel PM
- Target: Too early to quantify

Area wide Sources: Short-Lived Climate Pollutant Plan

- Type of Strategy: Incentive, Outreach
- Purpose: To reduce dairy and other livestock manure methane emissions through financial incentives, collaboration to overcome barriers, development of policies to encourage renewable natural gas production where appropriate as a pollution control strategy, and other market support
- Goal: Reduce methane emissions
- Target: Too early to quantify

District Enforcement Program and Enforcement Efforts in Shafter Community

AB 617 Community Steering Committee Meeting
July 22, 2019

Enforcement Program

- Enforcement of air quality rules is a critical element of continuing air quality progress and federal health-based air quality standards
- District's Enforcement Program seeks to ensure compliance with local, state, and federal regulations through fair, consistent and comprehensive enforcement and compliance assistance related activities
- Program objectives are set forth in local, state, and federal laws
- Each year, District performs inspections at over 9,000 permitted facilities and responds to approximately 3,000 public complaints Valley wide

Inspections of Permitted Sources

- Routine inspections are conducted to determine compliance with a multitude of health-protective local, state, and federal air quality regulations targeting both criteria and toxic pollutants.
- Compliance inspections are unannounced whenever possible
- Compliance inspections involve a physical inspection of the facility, including observing the equipment operating and a thorough review of required recordkeeping
- Inspectors utilize a variety of advanced detection and monitoring equipment to verify compliance with permitted emission standards

Inspections of Permitted Sources (cont'd)

- In addition to routine compliance inspections, District staff visit and inspect these sources for a variety of other reasons, including:
 - Complaint investigations
 - Start-up inspections of all newly permitted and modified equipment
 - Breakdown investigations, to ensure that any equipment breakdowns are promptly corrected and that any resultant excess emissions are expeditiously abated
 - District conducted and third party equipment source testing

Complaint Response

- District operates a robust complaint response program
- Complaints are addressed promptly and given the highest level priority for District field staff
- Inspectors are on-call 24 hours a day, 365 days a year
- District provides a bilingual telephone complaint line
 - Utilize multilingual translation services to ensure all communities within the Valley are served
- Complaint be filed by telephone, online, or mobile app
- Inspectors maintain active communication with the complainant to ensure that the complainant's concerns are properly addressed

Open Burning

- The open burning of residential waste is illegal
 - The District promptly responds to all complaints regarding illegal burning and works closely with local fire agencies to encourage cross-reporting of incidents
- Agricultural burning in the San Joaquin Valley is closely regulated by the District and is conducted under permit
 - Legislation is phasing out such activity, but burning is still allowed for a few crop types where there are no economically or technologically feasible alternatives available
 - The District uses its state-of-the-art Smoke Management System to determine when, how much, and where burning may occur; to protect public health; and to prevent significant deterioration in air quality or a violation of an ambient air quality standard
 - Burn allocation is based on the air quality forecast and meteorological conditions
- Field staff regularly inspect burn sites, both before and during burning, to ensure that (1) only authorized materials are burned and (2) best management practices are implemented to mitigate any potential smoke impacts

Wood Burning Fireplaces and Heaters

- District allocates substantial resources to the enforcement of Wood Burning Fireplaces/Heaters rule
- On each mandatory curtailment day, District's inspectors are assigned to perform proactive surveillance
 - Ensure surveillance is conducted regularly in all areas
 - Focus on areas where non-compliance with the rule has been historically high and/or where public complaints regarding burning have been common
- Conduct surveillance and complaint response on weekdays, weekends, holidays, and during nighttime hours
 - District uses ultra-low light imaging cameras to aid in detecting and documenting violations during nighttime hours

Fugitive Dust

- District rules limits fugitive dust emissions from construction, demolition, earthmoving, bulk material storage, open areas, and unpaved roads and vehicle/equipment traffic areas
- District rules limit carryout/trackout onto paved public roads
- Construction Notification or Dust Control Plan (DCP) is required for majority of construction activities
 - District provides mandatory training class for those submitting DCPs
 - District staff reviews each Construction Notification and DCP prior to the start of project to ensure that operators have planned to utilize required work practices to mitigate fugitive dust emissions
 - District staff regularly inspect sites and respond to complaints regarding fugitive dust

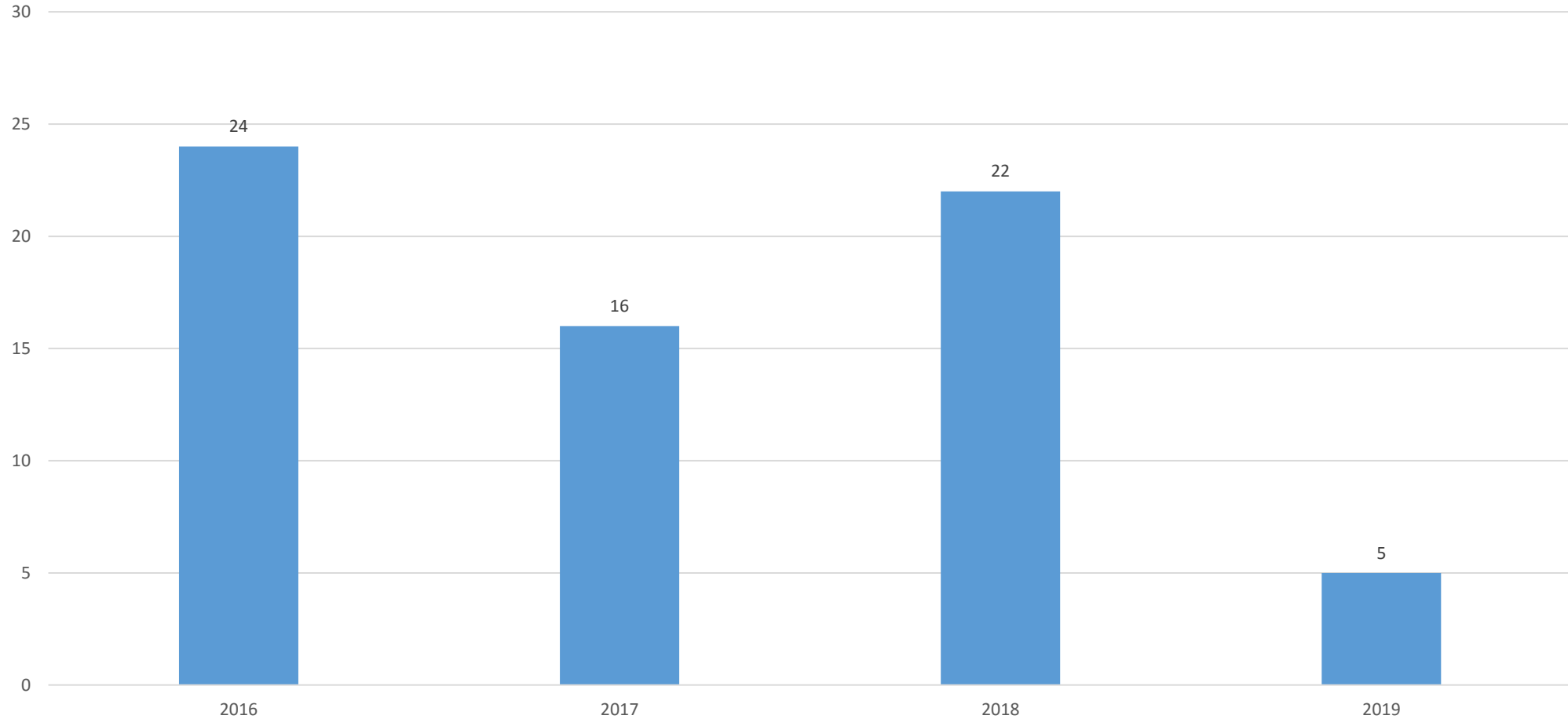
Violations and Penalties

- Enforcement action is taken when an inspection discovers a violation, or when a violation is self-reported by a facility
 - Notices to Comply: limited subset of first-time minor violations that are administrative in nature or result in de minimis emissions
 - Notices of Violation: all other violations (generally result in the imposition of civil monetary penalties that are assessed consistent with state law)
- Per state requirements, the District operates a mutual settlement program to resolve violations
 - Provides the party alleged to be in violation an opportunity to discuss the matter and attempt to negotiate case resolution
 - Most cases lead to a mutual settlement
 - District may pursue civil litigation to resolve the matter when mutual settlement cannot be reached

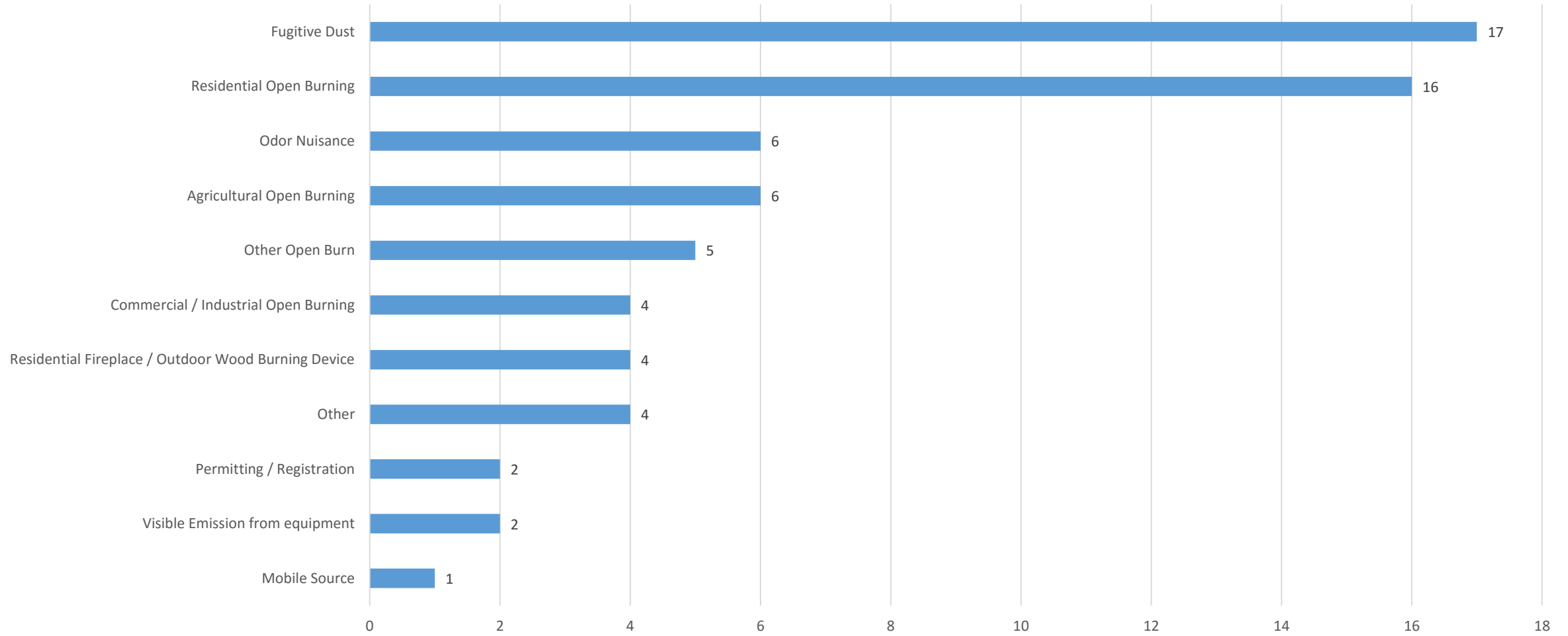
Enforcement Activities in the Shafter Area

- Since 2016, the District has:
 - Conducted inspections of 1,234 equipment units during 332 inspections of permitted facilities
 - Received and responded to 67 air quality complaints from the public
 - Issued 111 enforcement actions associated with violations of air pollution rules and regulations

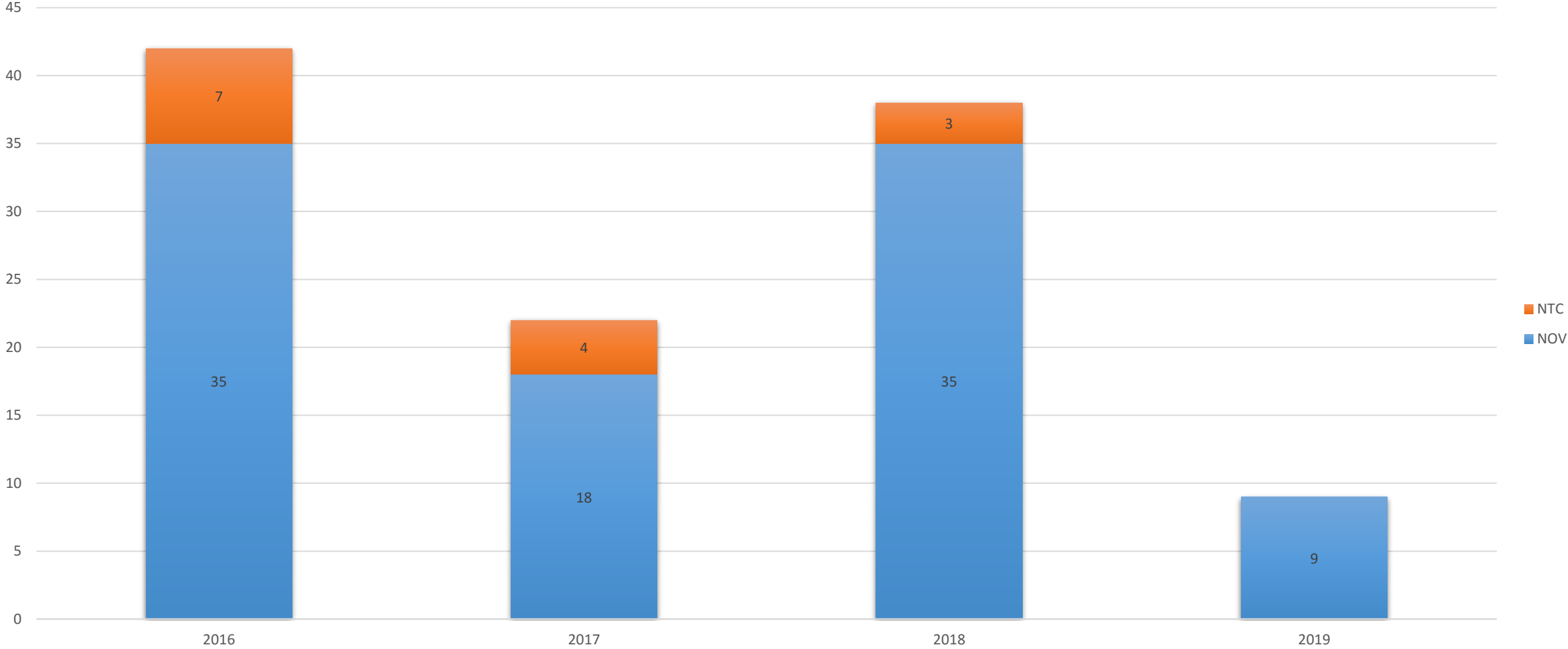
Number of Complaints Received/Investigated



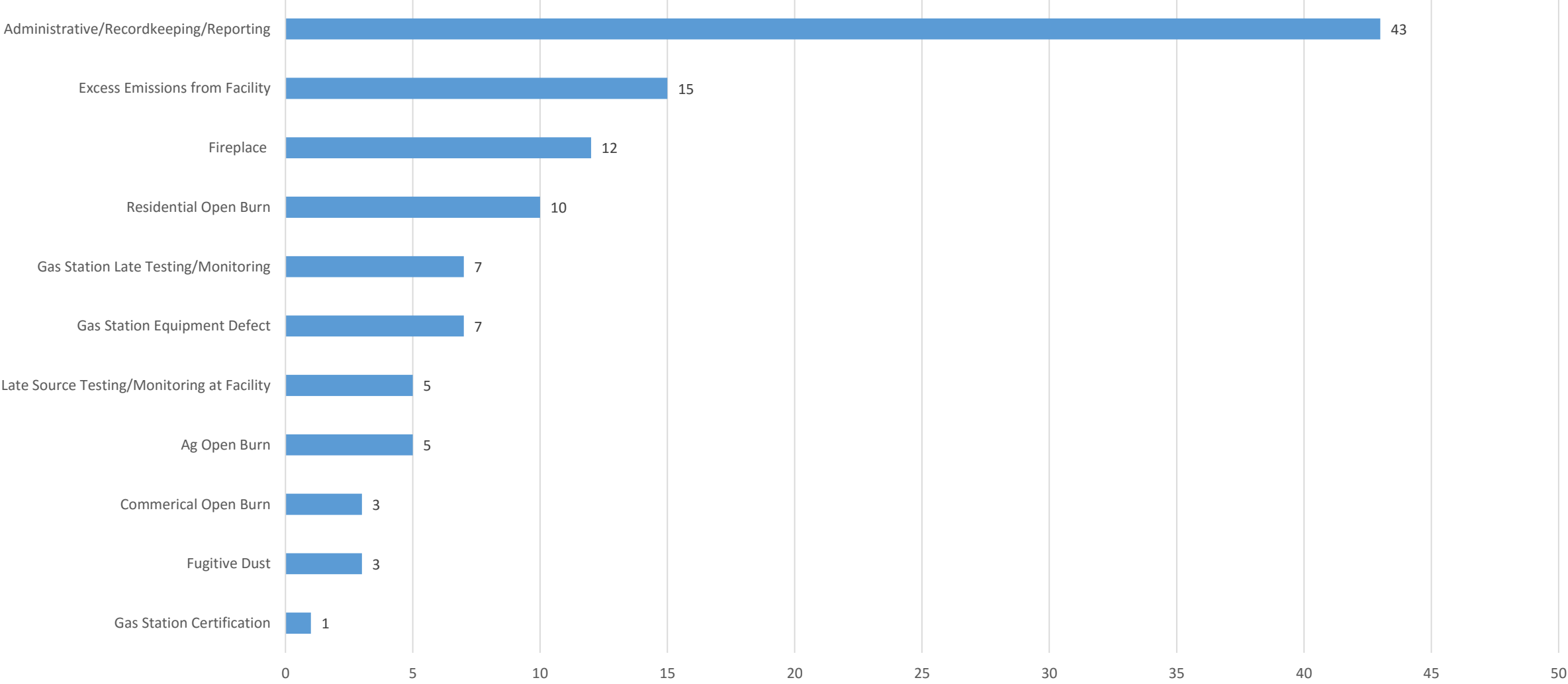
Number of Complaints by Type



Number of Enforcement Actions by Year



Enforcement Actions by Type



Potential Enhanced Enforcement CERP Measures

- Enhanced inspection frequency for facilities with emission related violation within the past 3 years
- Enhanced enforcement of residential wood burning fireplace and outdoor wood burning heater curtailments under Rule 4901
- Enhanced enforcement to reduce illegal open burning of residential waste/trash
- New pilot training program for conducting self-inspections at gas stations
- Partner with CARB and community to target enforcement of state's idling diesel regulation, especially near sensitive receptors such as schools



California Air Resources Board Enforcement Efforts in Your Community - Past, Present, and Future

July 2019

Shafter

AB 617 Community Steering Committee Meeting

CARB Enforcement Programs



Statewide
Trucks &
Buses



Idling
Trucks &
Buses



Drayage
Vehicles



Ocean
Going
Vessels



Shore
Power



Comm-
ercial
Harbor
Craft



Cargo
Handling
Equipment



Heavy-duty
Vehicle
Inspection
Program



Off-Road



Transport-
ation
Refrigera-
tion Units



SmartWay



Solid
Waste
Collection
Vehicles

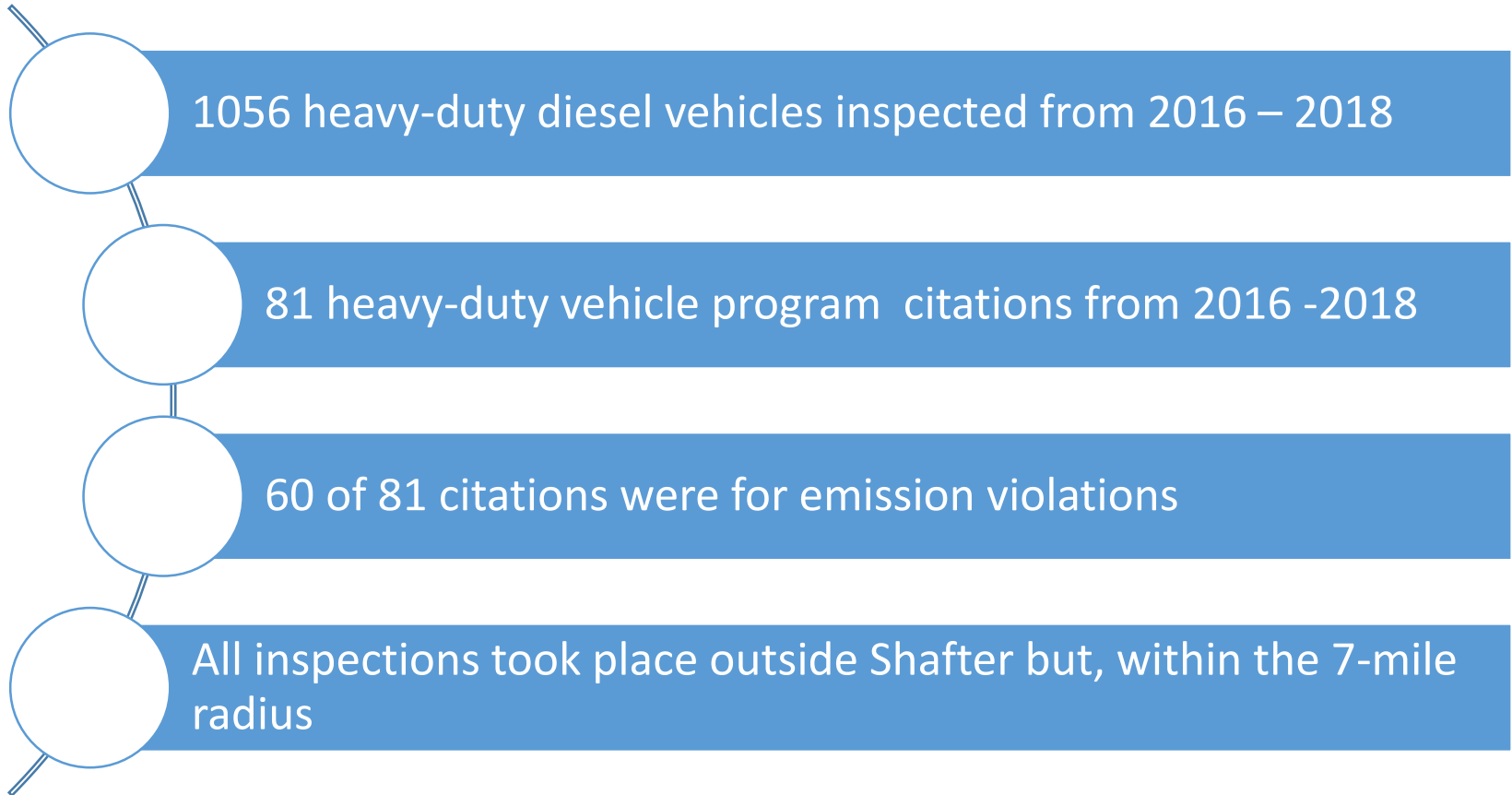


Fuels



Consumer
Products

CARB Past Enforcement Actions in the Shafter Community

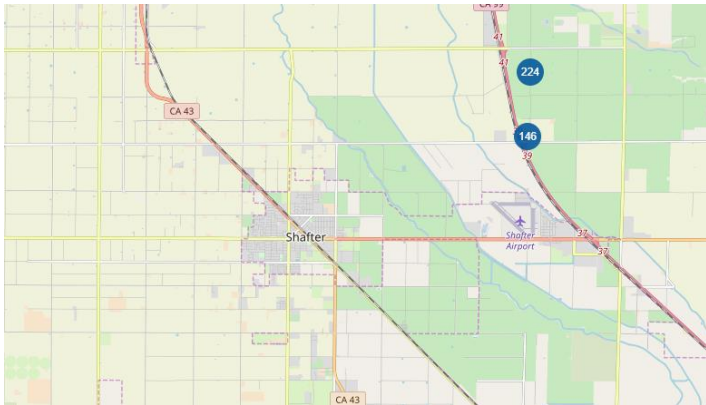


CARB Three-Year Enforcement History

	Program	2016		Violations		2017		Violations		2018		Violations	
		Inspections	Compliant Units	Emission	Non-Emission	Inspections	Compliant Units	Emission	Non-Emission	Inspections	Compliant Units	Emission	Non-Emission
Heavy Duty Vehicle Inspection Program	Diesel Exhaust Fluid	0	0	0	0	0	0	0	0	0	0	0	0
	Emission Control Label	1	0	0	1	0	0	0	0	0	0	0	0
	Smoke Opacity	0	0	0	0	0	0	0	0	0	0	0	0
	Tampering	0	0	0	0	0	0	0	0	0	0	0	0
	Idling	61	53	8	0	159	157	2	0	247	240	7	0
	Off-Road	0	0	0	0	0	0	0	0	0	0	0	0
	Public Agency and Utility	0	0	0	0	0	0	0	0	0	0	0	0
	Smart Way	0	0	0	0	28	28	0	0	68	68	0	0
	Solid Waste Collection	0	0	0	0	0	0	0	0	0	0	0	0
	Transport Refrigeration Unit	7	1	3	3	18	13	3	2	40	19	6	15
	Drayage	0	0	0	0	0	0	0	0	0	0	0	0
	Truck and Bus	67	53	14	0	165	152	13	0	195	191	4	0
	Total	136	107	25	4	370	350	18	2	550	518	17	15

Map of Heavy – Duty Diesel Vehicle Enforcement Activities from 2017 - 2018

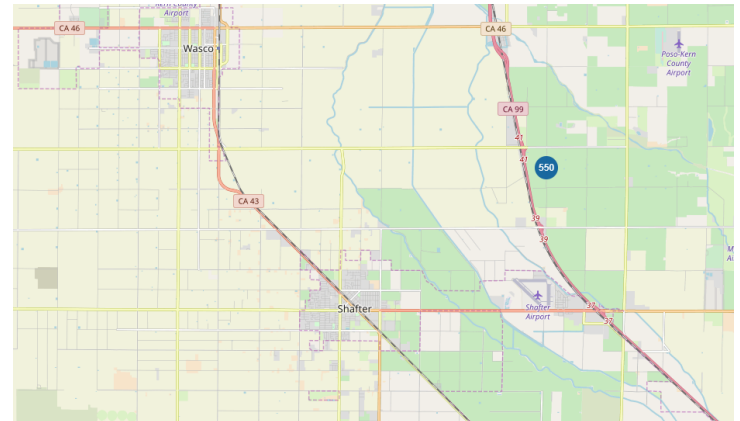
2017



Highest mobile source priorities:

Diesel truck emissions from traffic and idling on freeways, at intersections and major roadways, at warehouses, and at railyards

2018



<https://webmaps.arb.ca.gov/edvs/>

Possible CARB Enforcement Actions for your Community



Truck Idling Sweeps



Targeted Enforcement of our Regulations



Outreach/MOUs/Educational Material



Additional Consumer Products/Fuels Enforcement

Questions, Input, Brainstorming

What do you want to know more about?

What efforts do you have input on?

What creative enforcement/outreach solutions can we explore together to improve air quality here?

CARB Enforcement Contacts

Visit the TruckStop for more detailed compliance info.:

www.arb.ca.gov/truckstop or contact CARB's diesel hotline at 866-6DIESEL (866-634-3735) or email: 8666diesel@arb.ca.gov.

To report a violation to CARB:

Call 1-800-END-SMOG (288-7664) or report online at: <https://calepa.ca.gov/enforcement/complaints>

CARB Community Outreach and Enforcement Section:

COES@arb.ca.gov

Summary Sheet: Proposed emission reduction and exposure reduction strategies for the Shafter Community Steering Committee Committee's consideration and comment
July 22, 2019

Draft Measure	Emissions Reductions (tons)			# of Units	Type of Unit	Incentive Funding
	PM2.5	NOx	Toxics			
Agricultural Operations						
Provide Incentives for Electric Dairy Feed Mixing Equipment	18	350	x	5	Feed mix equipment sets	\$ 6,500,000.00
Provide Incentives for Low-Dust Nut Harvesters	90	42.5	x	25	Harvesters	\$ 2,500,000.00
Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	103	*	x	950	acres	\$ 500,000.00
Promote Implementation of Conservation Tillage Practices	TBD	TBD	x	TBD	acres	
Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors	4	90	x	10	Engines	\$ 230,000.00
Work with PUC & Utilities to Develop Preferred Utility Rate Structure for Electric Ag Pump Motors	*	*	*			
Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment	60	750	x	100	Tractors	\$ 5,000,000.00
Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks	0.4	128	x	20	Trucks	\$ 2,000,000.00
Support dairy operations near Shafter in installing dairy digesters			x	10	Dairies	
Support dairy farms near Shafter in implementing Alternative Manure Management Strategies	TBD		x	10	Dairies	
Pesticides: Reduce exposure to 1,3- Dichloropropene (1,3-D)			x			
Heavy Duty Mobile Sources						
Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology	196.6	0.54	x	60	Trucks	\$ 6,000,000.00
Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	5.97	0.09	x	30	Yard Trucks or TRUs	\$ 4,000,000.00
Measures to Reduce Idling: Charging Plugs for Trucks	0.1	6.26	x	20	Charging plugs	\$ 60,000.00
Implement Pilot Incentive Program to Provide Truck Emissions Repairs	TBD	TBD	TBD	6	Truck Repairs	\$ 50,000.00
Enhanced Enforcement of Statewide Anti-Idling Regulation	*	*	*			
Enhance Outreach and Access to Incentive Funding for New School Buses	0.52	5.2	x	4	School Buses	\$ 1,600,000.00
Incentive Program for Transit Bus Replacement	TBD	TBD	x	TBD	Transit Buses	TBD
Incentives for Locomotives	2.8	126	x	2	Locomotives	\$ 5,200,000.00
Incentives for Railcar Movers/Switchers	1.5	57	x	3	Switcher Locomotives	\$ 4,100,000.00
Older/High Polluting Passenger Cars						
Host Tune-In Tune-Up Events within Community	*	4.6	x	500	Vehicle Repairs	\$ 400,000.00
Enhanced Access/Outreach to Incentives through Drive Clean	0.03	0.9	x	100	Clean-air Vehicles	\$ 725,000.00
Incentives for EV Infrastructure	*	*	*	17	EV Chargers	\$ 100,000.00
Increased Educational Training for EV Mechanics	*	*	*	2	Training Events	\$ 30,000.00
Ride Share Programs for Community	TBD	TBD	x	TBD	Ride Share Programs	\$ 250,000.00
Industrial Sources						
Flares-Amend Rule 4311		1.5/year	x			
Evaluate feasibility of funding further emissions reductions from oil and gas production operations	TBD	TBD	TBD	TBD	TBD	TBD
Pilot Training Program for Conducting Self-Inspections at Gas Stations	*	*	*			
Enhanced Inspection Frequency	*	*	*			
Provide Incentives to Install Advanced Control Technology	TBD	TBD	TBD	TBD	TBD	TBD
Residential Burning						
Provide Enhanced Incentives to Replace Wood Burning Devices	98	*	x	200	Devices	\$ 600,000.00
Educate Public About Harmful Impacts of Wood Burning	*	*	*			

Enhanced Enforcement of Wood Burning Curtailments	*	*	*			
Outreach to Reduce Illegal Activity	*	*	*			
Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	*	*	*			
Land Use and Urban Sources						
Seek incentives for local businesses and homeowners to install solar power and energy storage	*	*	*	TBD	TBD	TBD
Incentives to reduce PM from commercial underfired charbroilers	1/yr		x	2	Control Systems	\$ 300,000.00
Land Use/Sustainable Development: Implement Projects that Reduce VMT	*	*	x			
Land Use: Support Planning and Development of Clean Fueling Infrastructure: EV Charging Stations	*	*	x	10	EV Chargers	\$ 500,000.00
Land Use: Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	*	*	x	1	Station	\$ 1,000,000.00
New Construction: Provide assistance during the CEQA process	*	*	*			
Road Dust: Evaluate increasing frequency of street sweeping	*					
Road Dust: Evaluate feasibility of road paving improvements	*					
Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment	TBD	TBD	x	280	Lawn & Garden Units	\$ 100,000.00
Provide Enhanced Incentives for Replacement of Commercial Lawn and Garden Equipment	TBD	TBD	x	30	Lawn & Garden Units	\$ 40,000.00
Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	TBD	TBD	TBD	TBD	Vehicles	\$ 500,000.00
Exposure Reduction Measures						
HAL Schools: Increase Participation	*	*	*			
Air Filtration Systems in Community Schools	*	*	*	TBD	Filtration Systems	\$ 100,000.00
Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	*	*	*			
Mitigate indoor exposure to air pollution through education	*	*	*			
Identify opportunities for increased urban greening and forestry in the community	*	*	*	TBD	Trees Planted	
Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	*	*	*	TBD	TBD	TBD
Idling-Reduction Strategy: Protect Sensitive Receptors	*	*	*			
Outreach: Community Air Quality Outreach Strategy	*	*	*			
Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	*	*	*			

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target

x = measure will result in reduction of toxic air contaminants

TBD = To Be Determined

AB 617 Shafter Community Steering Committee - Meeting #10
July 22, 2019, 5:30 p.m. – 8:30 p.m.

1. Doors Open/ Meet and Greet/ Refreshments

2. Welcome and Introductions

Jessica Olsen, Program Manager

Jessica Olsen provided the introduction and explained that she will be acting as the facilitator for the evening. Jessica provided an overview of the meeting goals, and reviewed information included in the Steering Committee informational packets. Jessica also reviewed methods for the Steering Committee and members of the public to submit comments to the District.

3. Enforcement Presentation:

Ryan Hayashi, Valley Air District Director of Compliance and Justin Shields, CARB Enforcement staff

The first presentation was given by Ryan Hayashi. Ryan discussed the District's enforcement program, including information about Valley-wide compliance programs, as well as specific information about inspections, complaints, and violations in the community of Shafter. Finally, he discussed possible enforcement measures for inclusion in the Shafter Community Emissions Reduction Program (CERP).

Following Ryan's presentation, Justin Shields, CARB Enforcement staff, discussed CARB enforcement of mobile sources in and around the community of Shafter. Justin discussed inspections conducted in and around the community, as well as potential measures that could be implemented in Shafter.

Following the two enforcement presentations, Ryan and Justin answered several Committee member questions.

- How do you know the person burning is registered?
- Are we allowed to burn dry wood?
- Do you have inspectors driving looking around for illegal burning?
- Do you get most of your complaints from violations or surveillance?
- Do you inspect farms and check their CMP's?
- Do you allow farmers to burn while it's raining? Other Districts do not allow burning during or after a rain.

4. CERP Strategies:

Presentation of the CERP provided by District Staff: Todd DeYoung, District Program Manager; Brian Dodds, District Program Manager; Errol Villegas, Program Manager for Permit Services; Heather Heinks, Program Manager for Outreach and Communications; and Chay Thao, District Program Manager for Planning and Rule Development.

Jessica Olsen introduced the Community Emissions Reduction Program (CERP) development discussion. Jessica asked the Committee members if they were interested in holding an Open House to further discuss CERP measures. There was general interest, and so a meeting was scheduled for 5:30pm on July 30, 2019, at the District Bakersfield office.

Todd, was the first speaker to discuss District measures. Todd discussed measures to reduce emissions from agricultural operations. Todd and Brian discussed measures to reduce emissions from mobile sources, including heavy duty trucks, buses, locomotives, and high polluting passenger cars. Errol Villegas discussed measures targeted for industrial sources. Heather Heinks discussed targeted measures to reduce residential burning in the community of Shafter, including incentives, outreach and enforcement measures. Chay Thao reviewed the proposed measures to reduce emissions from urban sources, including commercial cooking, land use measures, fugitive dust reduction strategies, and incentives for lawn and garden equipment replacement in the community. Heather returned to present on exposure reduction strategies for implementation in Shafter. Exposure reduction measures discussed included programs for schools, indoor weatherization measures, urban greening, vegetative barriers, and outreach strategies about air quality and air quality improvement programs. Finally, Skott Wall, Community Liason from CARB, briefly discussed the development of targets and metrics for the statewide strategies.

Jessica Olsen responded to Committee member questions following the presentation. The District will set an additional meeting in response to the Committee request for an additional meeting to further discuss community emission reduction strategies for inclusion in the CERP. Specific questions from the Committee included the following:

- Will you be offering Incentives to replace inserts?
- Does Shafter get the left overs of funding? We don't have city buses here. We only have one bus that travels from Bakersfield to Shafter. We don't have school buses. Why are we giving money to trains, this money should go to the Shafter community. Other alternatives for the community instead of industry. We have more need for the community, not industry.
- This CERP was not written by the community, it was developed by the District.
- Why did the District add Dairy Digesters? This increases air pollution. Glad to see school buses. The state is moving away from natural gas. We want to electrify all homes especially low income residents.
- We want solar for our community. We want to electrify all vehicles.
- This CERP is a wish list for the District not what the committee is proposing.
- To focus on new or beyond regional programs not included in the CERP. Land use, Enforcement, Facility Audits
- Six different strategies for the CERP, missing the Facility Risk Reduction Audits
- 10 million is going into Low-NOx Harvesting, Alt-Ag Burns, Heavy Duty, and Wood Burning. Theoretically this would place the Valley into the PM2.5 attainment. Allocate the funds to work for the best reductions.
- Whatever violations are found that equal fees need to be redirected to Shafter. This should be written clear in the CERP
- Is there going to be a pre/post pollution effect for Dairy Digesters?
- We want to leave here with new measures. We need sidewalks, we need light posts, and we need to improve our city.
- A lot goes to industry. We are not being considered, especially on the pesticides and the air toxic impacts and the 7 mile radius. This is not a CERP consensus from the committee. We want to have meetings until we finalize the CERP from the community input. Concrete ideas from the committee not from the District.

- We want a mandatory meeting to talk about the CERP.
- The Fresno committee knows what they are doing with the air monitoring. Could we have a representative from that committee join us?
- PM10 was not included in the presentation
- We need a PM10 monitor outside the DMV, ARB can help pay for this. Aug 10 is your deadline.
- Can you show the emissions sources? What the emissions are in Shafter?
- Can we see the current number of replaced vehicles?
- What is the plan to reduce pesticides?

Public Comment:

During the public comment period, three members of the public shared the following comments:

- Decisions made here will have statewide impacts.
- The one CERP that you have for pesticides has nothing to do with AB 617.
- Notifications of what types of pesticides are being sprayed need to happen. People need to know to protect their health.
- None of the 8 recommendations from the committee are included in the CERP due to lack of authority. This needs to be added to the CERP. Do not exclude items from the CERP due to lack of authority.
- We are all frustrated by the way things are being prioritized or the lack of not being included in the CERP.
- All incentives going to industry.
- Suggestions are not being taken and those are the concerns the community is telling you. We don't want to talk about oil & gas, notifications and the 2,500 feet buffer zone because it will hurt industry.
- You are making decision on behalf of low income people. They need real solutions that impact them now. Use your resources from the Shafter City Manager and City Mayor, get their input. What do they think?

**Refer to meeting audio to review the full details and comments from the meeting.*



Agenda para el Comité Directivo Comunitario de Shafter Reunión #10

22 de julio de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Cumplimiento de la Regulaciones de Control de la Contaminación del Aire 5:45 p.m.
 - Personal de Cumplimiento del Distrito del Aire del Valle*
 - Personal de Cumplimiento de CARB*
 - Comité Directivo*
4. Desarrollo de las Estrategias del CERP para Implementación en Shafter 6:30 p.m.
 - Personal del Distrito del Aire del Valle*
 - Personal de CARB*
 - Comité Directivo*
5. Concluir y Próximos Pasos 8:00 p.m.
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 12 de agosto de 2019
6. Comentario Público 8:15 p.m.

Aprende más: community.valleyair.org

Ciudad de Shafter

Desarrollo del Programa para la Reducción de Emisiones en la Comunidad (CERP)

Las estrategias propuestas para la reducción de emisiones y reducción a la exposición para la consideración y comentario del Comité

22 de julio de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Operaciones Agrícolas

Electrificación de Mezcla de Alimentación Láctea: Proporcionar Incentivos para Equipos Eléctricos de Mezcla de Alimentación Láctea

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar un mayor nivel de incentivos para los equipos eléctricos de mezcla de alimentos lácteos y equipos asociados (camiones de alimentación, cargadores de ruedas, empujadores de alimentación) para las operaciones de productos lácteos cerca de la comunidad de Shafter
- Meta: Financiar equipos eléctricos de mezcla de alimentación para 5 lecherías cerca de Shafter
- Objetivo: 350 toneladas de NO_x, 18 toneladas de PM de Diésel (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertido: \$6,500,000

Recolección de Nueces: Proporcionar Incentivos para Recolectores de Nueces de Tecnología de Bajo Polvo

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos convencionales de recolección de nueces que operan en tierras agrícolas que rodean a Shafter con equipo de recolección de nueces nuevos y de bajo polvo
- Meta: Reemplazar 25 piezas de equipo convencional de recolección de nueces con equipo de recolección de nueces nuevos y de bajo polvo
- Objetivo: 42.5 toneladas de NO_x, 0.34 toneladas de PM_{2.5} de combustión, 90 toneladas de PM_{2.5} fugitivas (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertido: \$2,500,000

Quema Agrícola al Aire Libre: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de los impactos localizados de PM2.5 asociados con la quema agrícola al aire libre, al proporcionar un mejor acceso a los fondos para el Programa de Incentivos de Alternativas a la Quema Agrícola al Aire Libre del Distrito para agricultores en Shafter y el área circundante
- Meta: Financiar hasta 950 acres de prácticas alternativas
- Objetivo: 103 toneladas de PM2.5
- Incentivos para ser invertidos: \$500,000

Prácticas Agrícolas en el Campo: Promover la Implementación de Prácticas de Cultivo de Conservación

- Tipo de Estrategia: Alcance y Educación
- Propósito: Para reducir aún más el potencial de emisiones de partículas fugitivas (PM) localizadas asociadas con las prácticas agrícolas en el campo
- Meta: Trabajar con grupos agrícolas locales para llevar a cabo actividades de alcance enfocadas para promover una implementación más generalizada de las prácticas de cultivo de conservación, como el cultivo de cobertura, sin cultivo, cultivo baja, cultivo y agricultura de precisión

Motores Agrícolas: Proporcionar Incentivos para Reemplazar Motores de Bombas Agrícolas de Diésel con Motores Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de motores de bombas agrícolas de diésel existentes con motores eléctricos dentro de Shafter y sus alrededores, incluyendo fondos de capital para equipos y extensión de líneas eléctricas
- Meta: Financiar el reemplazo de 10 motores de bombas agrícolas con motores eléctricos cerca de la comunidad de Shafter.
- Objetivo: 90 toneladas de NO_x, 4 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$230,000

Motores Agrícolas: Trabajar con PUC y Servicios Públicos para Desarrollar la Estructura de Tarifas de Servicios Públicos Preferidas para Motores de Bombas Agrícolas Eléctricas

- Tipo de Estrategia: Política/Abogacía
- Propósito: Trabajar con la Comisión de Servicios Públicos (PUC) y las empresas de servicios públicos para desarrollar tarifas de servicios públicos preferidas para reemplazar los motores de bomba agrícola de diésel existentes con motores eléctricos
- Meta: Abogar por el establecimiento de una estructura de tarifas preferida de la PUC y los servicios públicos para motores eléctricos de bombas agrícolas
- Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones a determinar)

Equipo Agrícola: Proporcionar Incentivos para Reemplazar Equipo Agrícola de Diésel con Equipo Disponible Más Limpio

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de equipos agrícolas más antiguos y de alta contaminación (por ejemplo, tractores) que operan dentro y alrededor de Shafter con equipos nuevos y más limpios a través del Programa de Incentivos para Motores de Servicio Pesado del Distrito
- Meta: Reemplazar 100 piezas de equipo agrícola de diésel con equipo disponible nuevo y menos contaminante
- Objetivo: 750 toneladas de NO_x, 60 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$5,000,000

Camiones para Lácteos: Proporcionar Incentivos para el Reemplazo de Camiones para Lácteos con Camiones de Cero o Casi Cero Emisiones

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de camiones para lácteos de diésel que operan en Shafter y sus alrededores con camiones nuevos con cero emisiones o casi cero emisiones
- Meta: Reemplazar 20 camiones para lácteos de diésel más antiguos con camiones nuevos de cero o casi cero emisiones
- Objetivo: 128 toneladas de NO_x, 0.4 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$2,000,000 (cantidad de financiamiento hasta \$100,000 por camión)

Digestores de Lácteos: Apoya las operaciones lechera cerca de Shafter en la instalación de digestores de lácteos

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar las operaciones lecheras cerca de la Ciudad de Shafter en la instalación de digestores de productos lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía
- Meta: Trabajar en colaboración con CDFR y representantes de la industria para garantizar que los digestores financiados a través de nuevos programas Estatales se diseñen e implementen para proteger la calidad del aire (es decir, inyección de tuberías, proyectos de combustible de fuente móvil)
- Objetivo: No se reducen los contaminantes de criterio como resultado de esta medida, de hecho un aumento en los contaminantes de criterio puede resultar de los digestores que no están diseñados de manera que mitiguen o eliminen los contaminantes de criterio

Prácticas Alternativas de Manejo de Estiércol: Apoyar a las Granjas Lecheras cerca de Shafter en la Implementación de Estrategias Alternativas de Manejo de Estiércol

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de VOCs, amoníaco, y metano, a través de fondos y programas educativos sobre programas disponibles a través de agencias estatales
- Meta:
 - La cantidad y tipo de proyectos, y la disponibilidad de fondos, se desarrollarán con el aporte del Comité Directivo cuando estén disponibles las pautas de financiamiento estatales
 - El Distrito trabajará con grupos agrícolas locales para llevar a cabo actividades de alcance para promover estrategias alternativas de manejo de estiércol

Ideas de Comité no Propuestas para el CERP

- **Comentario CSC:** Las diez fábricas al oeste de Shafter no deben vaciar ni airear sus lagunas de estiércol durante los meses de diciembre y enero para reducir el amoníaco en el aire durante los peores meses de PM2.5
- **Respuesta del Distrito:** La formación de nitrato de amonio en el Valle es impulsada por los óxidos de nitrógeno, no por el amoníaco, por lo que la reducción de las emisiones de amoníaco no reduce significativamente las concentraciones de PM2.5
- Sin embargo, las reducciones de las lecherías se abordan mediante muchas medidas propuestas: electrificación del mezclador de alimentos; colaboración del digestor lechero con CDFA; educación para la gestión de la conservación y alcance; conversiones de bombas de riego a eléctricas; y estrategias alternativas de manejo de estiércol

Pesticidas: Reducir la exposición a 1,3-Dicloropropeno (1,3-D)

- Tipo de Estrategia: Regulatorio (regulación estatal)
- Propósito: Para reducir la exposición a corto plazo (aguda) a 1,3-D y reevaluar el límite del municipio para abordar el riesgo de cáncer
- Meta: DPR se ha comprometido en desarrollar una medida estatal para reducir la exposición a 1,3-D
- Objetivo: Las reducciones a 1,3-D serán determinadas por DPR a través del proceso de elaboración de reglas

Ideas de Comité no Propuestas para el CERP

- **Sugerencia de CSC:** Varias medidas específicas para pesticidas, incluida la prohibición de las aplicaciones de pesticidas, la reducción del límite del municipio de 1,3-D, un programa de notificación, una zona de amortiguación de 1 milla y planes de reducción basados en evaluaciones de TACs
- **Respuesta del Distrito:** Como el Distrito no tiene autoridad sobre pesticidas en su uso, el Distrito ha puesto a disposición de las agencias responsables los comentarios del comité sobre el uso de pesticidas
 - El personal del Distrito espera proporcionar información del Departamento de Regulación de Pesticidas y del Comisionado de Agricultura del Condado sobre estos comentarios del comité en el Programa de Reducción de Emisiones de la Comunidad de Shafter

Fuentes Móviles de Servicio Pesado

Camiones, Autobuses y Locomotoras

Camiones de Servicio Pesado: Proporcionar Financiamiento de Incentivo Mejorado para Tecnología de Cero y Casi Cero Emisiones

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a financiamiento de incentivos para tecnologías de camiones limpios con cero y casi cero emisiones que operan dentro de la comunidad (regional, de larga distancia)
- Meta: Reemplazar 60 camiones de diésel antiguos de servicio pesado que operan en Shafter con camiones de emisiones casi cero
- Objetivo: 196.6 toneladas de NOx, 0.54 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$6,000,000

Camiones de Servicio Pesado: Apoyar la Implementación de Camiones de Patio de Cero Emisiones y TRU's

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos para apoyar la implementación de camiones de patio menos contaminantes, unidades de refrigeración de transporte (TRU's, por sus siglas en inglés), e infraestructura relacionada en almacenes y otras instalaciones dentro de la comunidad con prioridad en tecnologías de cero emisiones
- Meta: Implementar 30 camiones o unidades de refrigeración de transporte nuevos camiones de patio de cero emisiones y unidades de refrigeración de transporte junto con la infraestructura asociada
- Objetivo: Al menos 0.09 toneladas de NOx y 5.97 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$4,000,000

Camiones de Servicio Pesado: Medidas para Reducir el Ralentí de Camiones de Servicio Pesado dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para desarrollar y/o trabajar para implementar medidas que reduzcan el ralentí de camiones de servicio pesado dentro de la comunidad
- Meta: Instalar 20 enchufes para reducir el ralentí de camiones de servicio pesado en instalaciones de distribución y almacenamiento dentro de la comunidad
- Objetivo: 6.26 toneladas de NO_x y 0.10 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$60,000

Camiones de Servicio Pesado: Implementar un Programa Piloto de Incentivo para Proporcionar Reparaciones de Emisiones de Camiones

- Tipo de Estrategia: Incentivo
- Propósito: Para implementar un programa piloto de incentivos para proporcionar incentivos para reparaciones relacionadas con emisiones de camiones de servicio pesado
- Meta: Utilizar un nuevo programa piloto para identificar y reparar por lo menos 6 camiones de servicio pesado que operan dentro de la comunidad
- Objetivo: Reducciones en PM (la cantidad de reducciones de emisiones a determinar)
- Incentivos para ser invertidos: \$50,000

Camiones Diésel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos en la calidad del aire el incumplimiento asociado con la regulación estatal contra el ralentí
- Meta: Asociarse con CARB y la comunidad para identificar las zonas conflictivas de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles tales como las escuelas, para orientar los esfuerzos de cumplimiento de las regulaciones del estado dentro de la comunidad. Por lo menos 1 esfuerzo de cumplimiento dirigido contra el ralentí se llevara a cabo cada trimestre durante los próximos 5 años.

Autobuses Escolares: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevos Autobuses Escolares

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar autobuses escolares antiguos y altamente contaminantes con nuevos autobuses escolares de cerco o cerca de cero emisiones que operan dentro y alrededor de Shafter.
- Meta: Reemplazar hasta 4 autobuses escolares, que operan por los distritos escolares de Richland y Kern High con autobuses escolares eléctricos con batería de cero emisiones que operan dentro de la comunidad
- Objetivo: 5.2 toneladas de NO_x, 0.52 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$1,600,000 (hasta \$400,000 por autobús)

Autobuses de Tránsito: Programa de Incentivos para el Reemplazo de Autobuses de Tránsito

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar incentivos para el reemplazo de autobuses de tránsito antiguos y altamente contaminantes con nuevos autobuses de tránsito de cero o cerca de cero emisiones que operan dentro y alrededor de Shafter.
- Meta: Proporcionar incentivos para reemplazar autobuses de tránsito antiguos y altamente contaminantes con autobuses de tránsito nuevos y de cero o cerca de cero emisiones que operan dentro de Shafter
- Objetivo: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones será determinado)
- Incentivos para ser invertidos: Para ser determinado

Locomotoras: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevas Locomotoras

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para el reemplazo de locomotoras más antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 2 locomotoras de Nivel 0 con locomotoras de Nivel 4
- Objetivo: 126 toneladas de NO_x, 2.8 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$5,200,000 (hasta \$2,600,000 por locomotora)

Locomotoras: Proporcionar Incentivos para el Motor de Conmutadores Eléctricos para Instalaciones Ferroviarias

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para el reemplazo de locomotoras antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 3 conmutadores antiguos y altamente contaminantes con nuevas locomotoras de conmutador híbrido de tecnología avanzada/menos contaminante en terminales ferroviarias y otras instalaciones dentro de Shafter
- Objetivo: 57 toneladas de NOx, 1.5 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$4,100,000 (hasta \$1,340,875 por locomotora)

Ideas de Comité no Propuestas para el CERP

- **Sugerencia de CSC:** Los camiones de servicio pesado que utilizan Laredo Hwy a través de las dos señales de alto adyacentes a Golden Oak Elementary deben ser desviados
- **Respuesta del Distrito:** Como el Distrito no tiene autoridad de uso de suelo, el Distrito ha puesto a disposición a las agencias responsables todos los comentarios del Comité sobre el uso de suelo que se han presentado para su posible inclusión en el CERP
 - El personal del Distrito espera proporcionar la opinión de la Ciudad sobre este comentario en el Programa de Reducción de Emisiones de la Comunidad de Shafter

Vehículos Antiguos/Altamente Contaminantes

Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes
 - El programa proporciona incentivos para las reparaciones relacionadas con las emisiones de vehículos antiguos y altamente contaminantes durante los eventos de fin de semana de Tune In Tune Up
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito para al menos un evento en la comunidad, aumentar la participación de la comunidad en el programa para reparar vehículos de altas emisiones, encontrar fondos para organizar eventos adicionales dentro de los límites de la comunidad
- Objetivo: 4.6 toneladas de NOx y 3.1 toneladas de VOC (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$400,000 para eventos y para 500 reparaciones de vehículos

Vehículos de Pasajeros: Proporcionar Mayor Alcance y Acceso a Opciones de Incentivos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar vehículos antiguos en la comunidad a través del programa del Distrito *Drive Clean en San Joaquín*
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito, aumentar la participación de la comunidad en el programa para reemplazar los vehículos de alta emisión que operan en Shafter con vehículos de emisiones más bajas o cero emisiones (eléctricos)
- Objetivo: 0.9 toneladas de NOx, 0.03 toneladas de PM2.5, y 0.21 toneladas de VOC (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$725,000 para reemplazar 100 vehículos

Vehículos de Pasajeros: Proporcionar Fondos Incentivos para Infraestructura de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar fondos incentivos para apoyar la implementación de infraestructura de carga de vehículos eléctricos en la comunidad
- Meta: Aumentar la participación en el programa para la implementación de 17 cargadores de vehículos eléctricos dentro de la comunidad para apoyar la implementación de vehículos eléctricos
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertido: \$100,000 para 17 cargadores de vehículos eléctricos

Vehículos de Pasajeros: Aumentar el Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar el entrenamiento educativo para mecánicos de vehículos eléctricos y para apoyar la implementación de instalaciones adicionales de reparación a vehículos eléctricos en la comunidad según sea posible
- Meta: Aumentar la participación en entrenamientos para mecánicos de vehículos eléctricos que proporcionan servicios a vehículos que operan dentro de la comunidad
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: \$30,000 para 2 sesiones de entrenamiento

Vehículos de Pasajeros: Evaluar la Viabilidad de Programas de Vehículo Compartido para la Comunidad

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: Para educar a los residentes del área sobre la disponibilidad de los incentivos del programa de viajes compartidos, evaluar la viabilidad de programas de viajes compartidos adicionales y/o incentivos para compartir viajes
- Meta: Aprovechar los programas de viajes compartidos existentes en el Valle para expandirse a la comunidad de Shafter
- Objetivo: Reducción en PM y NOx (cantidad de reducciones serán determinadas)
- Incentivos para ser invertidos: \$250,000 para apoyar el Vehículo Compartido en el área de Shafter

Fuentes Industriales

Llamaradas: Modificar la Regla 4311 para Requerir Controles de NOx Ultra Bajos Cuando Sea Factible Tecnológicamente y Económicamente

- Tipo de Estrategia: Regulatorio
- Propósito: Para modificar la Regla 4311 a fin de exigir límites de emisiones ultra-bajos de llamaradas de NOx para las actividades de llamaradas existentes y nuevas en la medida en que dichos controles sean tecnológicamente factibles y económicamente factibles
 - El Distrito ya ha iniciado el proceso de desarrollo de reglas, con la adopción de reglas anticipada en 2020
- Meta: Reducir las emisiones de NOx de las llamaradas sujetas a los requisitos de la Regla 4311 modificada en Shafter
- Objetivo: Reducción estimada de 1.5 toneladas/NOx-año (las llamaradas no producen emisiones significativas de PM2.5)

Fuentes Estacionarias: Evaluar la Viabilidad de Fondos para Nuevas Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas

- Tipo de Estrategia: Incentivo
- Propósito: Para evaluar la viabilidad de un programa de incentivos para las operaciones de producción de petróleo y gas para financiar la instalación de tecnologías que reduzcan aun mas las emisiones
- Meta: Trabajar con las operaciones de producción de petróleo y gas en el área de Shafter para identificar posibles oportunidades de reducción de emisiones, a través del examen de la factibilidad de las siguientes estrategias, identificando los fondos disponibles para ayudar a la implementación:
 - La electrificación de bombas de petróleo que actualmente funcionan con motores de combustión interna
 - Otras fuentes de emisiones identificadas para la consideración del comité en el futuro
- Objetivo: Reducciones en PM 2.5 y tóxicos del aire de combustión

Fuentes Estacionarias: Programa Piloto de Capacitación para la Realización de Auto Inspecciones en Gasolineras

- Tipo de Estrategia: Asistencia de Cumplimiento
- Propósito: Para limitar el potencial de los impactos en la calidad del aire asociados con los defectos de la recuperación de vapor en las gasolineras
- Meta: Desarrollar un nuevo programa piloto de capacitación para instruir a los operadores de gasolineras en conducir auto inspecciones exhaustivas de sistemas de recuperación de vapor para ayudar en la identificación y la reparación los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación a cada operador de cada gasolinera en la comunidad.

Fuentes Estacionarias: Frecuencia de Inspección Mejorada

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos de calidad del aire asociado con el incumplimiento de los estándares de emisión establecido por un permiso, regla o reglamento del Distrito
- Meta: El personal del Distrito inspeccionara cada instalación que ha tenido una violación de emisiones en los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos para fuentes estacionarias en la comunidad para instalar tecnología de control avanzado, más allá de los controles existentes, que de otro modo no sería económicamente factible instalar
 - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos
 - Identificará los tipos de instalaciones no identificadas en el CERP, trabajara con socios dispuestos a implementar controles
- Meta: La disponibilidad de fondos, y la cantidad y el tipo de proyectos, se desarrollarán, con el aporte del comité directivo, cuando el guía de financiamiento estatal esté disponibles para fondos de fuentes estacionarias
- Objetivo: Reducciones de PM2.5 y/o Contaminantes de Tóxicos de Aire (cantidad de reducciones por ser determinado)

Ideas de Comité No Propuestas para el CERP

- **Sugerencia de CSC:** No se deben perforar nuevos pozos petroleros dentro de 2,500 pies de los residentes, escuelas y todos los lugares sensibles al medio ambiente
- **Respuesta del Distrito:** Como el Distrito no tiene autoridad sobre el uso del suelo, el Distrito ha hecho disponible a las agencias responsables todos los comentarios del Comité con respecto al uso del suelo que se ha presentado para su posible inclusión en el CERP
 - El personal del Distrito espera proporcionar la opinión de la Ciudad en el Programa de Reducción de Emisiones de la Comunidad Shafter

Quema Residencial

Quema de Leña Residencial: Proveer Proporción de Incentivos Mejorados para Reemplazar Aparatos de Quema de Leña

- Tipo de Estrategia : Incentivo
- Propósito: Para proporcionar incentivos financieros mejorados para reemplazar los aparatos de quema de leña existentes y las estufas de combustible granulado con gas natural o tecnologías eléctricas
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos resultando en más participación en el programa para reemplazar 200 aparatos de quema de leña en la comunidad con alternativas menos contaminantes
- Target: 98 toneladas de PM2.5 (basado en el promedio de reducciones de emisiones esperadas por cada proyecto)
- Incentivos para ser Invertidos : \$600,000

Quema de Leña Residencial: Educar al Público Sobre los Impactos Dañinos

- Tipo de Estrategia : Educación y Alcance
- Propósito: Para educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a cambiarse a un aparato eléctrico o de gas natural
 - Incluyendo información sobre el programa de Confirma Antes de Quemar/Regla 4901
- Meta:
 - Aumento en solicitudes de Burn Cleaner en Shafter
 - Organizar 4 talleres públicos en la sucursal de Shafter de la Biblioteca del Condado de Kern/Centro de Aprendizaje de Shafter
 - Circulación de infografías de al menos 6 espacios comunitarios

Chimeneas/Calentadores que Queman Leña: Mejorar Cumplimiento para las Restricciones de Quema de Leña

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado asociado con el incumplimiento de las restricciones obligatorias de quema de leña episódica según la Regla del Distrito 4901
- Meta: El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad de Shafter en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901

Quema Al Aire Libre Residencial: Reducir Actividad Ilegal

- Tipo de Estrategia: Alcance
- Propósito: Reducir la quema de residuos mediante el alcance y la educación
- Meta:
 - Organizar 4 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos a la calidad del aire por la quema de basura
 - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
 - 2 carteles
 - 2 mobiliario urbano (casetas de autobús, quioscos, bancos, cabinas telefónicas, etc)
 - 1 autobús enrutado a través de áreas relevantes (se prefiere de cero emisiones)
 - 2 envíos de tarjetas postales a residentes del condado en áreas rurales

Quema al Aire Libre Residencial: Mejorar Cumplimiento para Reducir la Quema Ilegal de Residuos Residenciales

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar la potencial de PM2.5 localizadas y los efectos tóxicos asociados con la quema al aire libre ilegal de residuos residenciales
- Meta: Además de los esfuerzos existentes del Distrito de respuesta de vigilancia y quejas, el personal del Distrito busca realizar un esfuerzo de vigilancia específico dentro de la comunidad de Shafter y las áreas alrededor al menos una vez por trimestre durante los próximos 5 años

Uso de Suelo/Fuentes Urbanas

Engenergía Solar: Busque Incentivos para que las Empresas Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía

- Tipo de Estrategia: Incentivo
- Propósito: Trabajar con la Comisión de Servicios Públicos y proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen energía solar en la azotea/comunidad y sistemas de almacenamiento de energía
 - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos.
- Meta: Se desarrollará los fondos disponibles, y el número y tipo de proyectos, con la participación del Comité Directivo, cuando el guía de financiamiento estatal están disponibles
- Objetivo: Por ser determinado, trabajando con PUC

Cocina Comercial: Reducir aún más las emisiones de partículas de las parrillas comerciales de fuego abajo

- Tipo de Estrategia: Incentivos (con respaldo regulatorio)
- Propósito: Para proporcionar incentivos para reducir aún más las emisiones de partículas de restaurantes que utilizan parrillas comerciales de fuego abajo.
- Meta:
 - Asociarse con restaurantes dispuestos y proporcionar \$150,000 en fondos de incentivo por restaurante para la instalación de equipos de control para reducir las emisiones de partículas de las parrillas comerciales de fuego abajo
 - Proporcionar mejor alcance y educación a los restaurantes locales con respecto a impactos en la salud y la disponibilidad de fondos para la instalación de los controles
- Objetivo:
 - Invertir hasta \$300,000 y lograr aproximadamente 1 tonelada de PM2.5 por año en reducciones de emisiones de parrillas comerciales en la comunidad

Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Asociación
- Propósito: Para reducir las millas recorridas (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios.
- Meta: Trabajar con la Ciudad de Shafter para obtener información sobre las oportunidades para que los miembros de la comunidad participen en los procesos de planificación de uso del suelo. La Ciudad de Shafter se ha comprometido a notificar a los miembros de la comunidad sobre las próximas reuniones que abordan el desarrollo de Justicia Ambiental del Plan General de la Ciudad.
- Objetivo: Por ser determinado por la Ciudad de Shafter a través del proceso de planificación público.

Uso del suelo: Apoyo a la Planificación y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Apoyo/Incentivos
- Propósito: Proporcionar apoyo para la planificación y el desarrollo de infraestructura para vehículos con cero y casi cero emisiones para apoyar el despliegue más amplio de vehículos limpios
- Meta: Proporcionar apoyo del Distrito para ampliar la red de infraestructura de combustible para vehículos con cero y casi cero emisiones para facilitar el despliegue más amplio y dar prioridad a los fondos a través de programas existentes del Distrito, incluyendo la instalación de 10 estaciones de carga para vehículos eléctricos, y una estación de servicio de combustible alternativo.
- Incentivos para ser Invertidos:
 - Charge-Up: 10 estaciones de carga EV, hasta \$50k = \$500;
 - Estación de Combustible Alternativo: 1 estación, hasta \$1,000,000

Construcción Nueva: Brindar asistencia durante el proceso CEQA

- Tipo de Estrategia: Uso del Suelo
- Propósito: Proporcionar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar a la calidad del aire en el Valle, e información sobre cómo los impactos de contaminación del aire pueden reducirse
- Meta: Trabajar con las Agencias Líderes y los proponentes de proyectos para que mejoren los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire
- Objetivo: Reducciones en contaminantes de criterio y/o tóxicos de aire

Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles

- Tipo de Estrategia: Asociación
- Propósito: Evaluar los impactos en la calidad del aire y viabilidad de aumentar la frecuencia de barrido de calles a lo largo de las autopistas y las calles
- Meta: Si se encuentra que es efectivo para reducir las emisiones de partículas, asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, el Condado de Kern y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad

Polvo de Carretera: Evaluar la viabilidad de las mejoras de pavimentación de carreteras

- Tipo de Estrategia: Asociación
- Propósito: Identificar oportunidades para reducir y eliminar carreteras sin pavimento en la comunidad a través de mejoras en la pavimentación de carreteras
- Meta: Asociarse con otras entidades (incluida la Ciudad de Shafter, el Condado de Kern y el Consejo de Gobiernos Central) para identificar oportunidades, como los fondos de Mitigación de la Congestión y Calidad del Aire, para mejorar los esfuerzos de pavimentación de carreteras en la comunidad donde más se necesita para reducir los impactos en la salud

Césped y Jardín: Proporcionan Incentivos Mejorados para los Equipos de Jardín Residenciales

- Tipo de estrategia: Incentivo
- Propósito: Proporcionar aumento de incentivos para el reemplazo de equipos residenciales de césped y jardinería en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos para que se cubra el 100% del costo del equipo, resultando en más participación en el programa para reemplazar 280 unidades de equipo de jardinería de gas en la comunidad con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: \$100,000 para reemplazar 280 unidades

Césped y Jardín: Proporcionan Incentivos Mejorados para los Equipos de Jardín Comerciales

- Tipo de estrategia: Incentivo
- Propósito: Aumentar alcance y acceso a programas de incentivos para el reemplazo de equipos de jardinería a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
- Meta: Aumentar el alcance y el acceso a los fondos de incentivo resultando en más participación en el programa para reemplazar 30 equipos de jardinería de gas de grado comercial con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: \$40,000 para reemplazar 30 unidades

Flotillas públicas: mejorar el alcance y el acceso a los fondos de incentivos para los vehículos de la flotillas públicas

- Tipo de estrategia: Incentivo
- Propósito: Aumentar alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguos y altamente contaminantes.
- Meta: Trabajar cerca con las agencias públicas, incluida la Ciudad de Shafter y el Condado de Kern, para reemplazar los vehículos ligeros con los programas de incentivos existentes del Distrito, incluido el Programa de Subvenciones de Beneficio Público.
- Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones dependiendo del tipo de vehículo y programa)
- Incentivos para ser invertidos: \$500,000. Los incentivos por vehículo se basarán en el tipo de vehículo y el programa

Estrategias de Reducción de la Exposición

Escuelas HAL: Aumentar la Participación

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición de los niños al aire contaminado mediante el aumento de la inscripción en el programa de Escuelas de Aire Limpio, Vida Sana
- Meta:
 - Reunirse con el personal de ambos distritos escolares en Shafter
 - Buscar la adopción de el guía ROAR en ambos distritos escolares en el área
 - Asistir a 4 eventos escolares, reuniones de organización de padres
 - Asociarse con servicios familiares en el distrito para ofrecer información y materiales

Sistemas de Filtración de Aire en Escuelas Comunitarias

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Incentivar la compra e instalación de sistemas avanzados de filtración en escuelas y guarderías
- Meta: Programa piloto- Reunirse con los administradores/personal para inspeccionar el equipo actual; ayudar a financiar mejoras a filtros de alta eficiencia cuando los HVAC lo permiten; financiar limpiadores de aire portátiles para escuelas con sistemas HVAC más antiguos
- Incentivos para ser invertidos: Aproximadamente \$100,000 para filtros de aire WINIX, además de los filtros HEPA y filtros MERV-14 de reemplazo

Reducción de la Exposición: Mitigar la exposición interior a la contaminación del aire a través de la climatización y una mayor eficiencia energética

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Reducir la exposición en interiores a la contaminación del aire en las residencias incentivando las mejoras a la climatización que ahorran energía
- Meta: El distrito trabajará con socios en el Departamento de Desarrollo y Servicios Comunitarios de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder al Programa Estatal de Bajos Ingresos (LIWP) y los incentivos del Programa de Asistencia de Climatización (WAP)
- Objetivo: Organizar una reunión de la comunidad donde el Departamento de Desarrollo y Servicios Comunitarios de California asiste y educa a la comunidad sobre el programa LIWP o WAP

Reducción de la exposición: mitigar la exposición a la contaminación de interior del aire a través de la educación

- Tipo de estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición interior a la contaminación del aire exterior
- Meta: El distrito educará a la comunidad sobre los beneficios de salud de la actualización a filtros de alta eficiencia, trabajara con el Programa de Asistencia de Energía para Hogares de Bajos Ingresos (LIHEAP, por sus siglas en inglés) de California para compensar los costos de energía asociados
- Objetivo: Organizar una reunión comunitaria donde el Departamento de Desarrollo y Servicios Comunitarios de California atiende y educa a la comunidad sobre los beneficios de una mejor filtración y ayude a inscribir a miembros de la comunidad en LIHEAP

Ecologización urbana/silvicultura: identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad

- Tipo de Estrategia: Asociación, Reducción de la Exposición
- Propósito: Incrementar la ecologización urbana y la silvicultura en la comunidad a través de asociaciones con otras entidades
- Meta: Asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, la Agencia de Recursos Naturales, CAL Fire) para identificar recursos o programas nuevos o existentes (Programa Per Capita, Programa de Subvenciones Forestales Urbanas y Comunitarias) que pueden proporcionar fondos para aumentar la ecologización urbana y la silvicultura en la comunidad
- Objetivo
 - Cuantificación de los beneficios de la calidad del aire de la ecologización urbana pequeña, variable
 - Los estudios han demostrado varios otros beneficios para la comunidad, incluida una reducción de PM2.5 y VOC, mitigación de islas de calor y embellecimiento de la comunidad

Barreras Vegetativas: Proveer Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Meta: Trabajar de cerca con la comunidad, la ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo de proyectos se desarrollará con el aporte del comité directivo y se financiará a medida que se identifiquen las fuentes de financiamiento
- Objetivo: Cantidad de reducciones por determinar

Estrategia de reducción de ralentí: Proteger los receptores sensibles

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición de individuos sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y adultos de tercera edad
- Meta:
 - Distribuya 10 equipos de carteles en inglés/español de "Apague el Motor" a escuelas, bibliotecas, centros para adultos de tercera edad, parques, hogares de ancianos, pediatras, guarderías y centros médicos
 - Desarrollar y distribuir infografías de reducción del relantí en cada ubicación
 - Desarrollar y entregar 4 presentaciones sobre los impactos del escape de los vehículos, las escuelas HAL y los recursos disponibles

Estrategia de Alcance de Calidad del Aire a la Comunidad

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire actuales y las medidas que el público puede tomar para protegerse durante episodios de mala calidad del aire.
- Meta:
 - Lanzar campañas en redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
 - Asociarse con organizaciones civiles locales y otras organizaciones de la comunidad para organizar talleres sobre una variedad de temas de calidad del aire en las bibliotecas, centros comunitarios, centros de salud y escuelas.
- Objetivo: Aumento en el conocimiento de la comunidad con respecto a las condiciones de calidad del aire y las herramientas disponibles a través de registraciones de myRAAN, descargas de aplicaciones, seguidores de redes sociales

Compartiendo Esfuerzos de Aire Limpio y Cómo las Comunidades También Pueden Participar

- Tipo de Estrategia: Alcance
- Propósito: Aumentar el conocimiento de los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles organizando eventos de alcance dentro de la comunidad.
- Meta:
 - El Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire en temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o para personas de tercera edad, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno(559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Utilice la aplicación Valley
Air para obtener la
información más reciente
sobre la calidad del aire.



Ciudad de Shafter

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

Estrategias Adicionales:

Junta de Recursos del Aire de California(CARB)

Fuentes Móviles: Camiones Limpios Avanzados

- Tipo de Estrategia: Regulatoria
- Propósito: Para desarrollar y considerar propuestas para nuevos enfoques y estrategias que puedan hacer la transición a la tecnología de cero emisiones para aquellas flotillas de camiones que operan en centros urbanos, tienen ciclos de conducción de parada y marcha, y tienen un mantenimiento y combustible centralizados
- Meta: Transición a cero emisiones
- Objetivo: Próximamente

Fuentes Móviles: Locomotoras

- Tipo de Estrategia: Regulatoria
- Propósito: Reducir las emisiones del ralentí de las actividades ferroviarias de carga y pasajeros, y reducir las emisiones de las locomotoras más antiguas y contaminantes que operan actualmente en California
- Meta: Reducción del ralentí de las locomotoras y reemplazo de locomotoras más antiguas y contaminantes
- Objetivo: Demasiado pronto para cuantificar

Fuentes Móviles: Pequeños Motores de Todo Terreno

- Tipo de Estrategia: Regulatoria
- Propósito: Para considerar nuevos estándares para motores pequeños fuera de la carretera (SORE, por sus siglas en inglés), que son motores encendidos por chispa con una capacidad nominal de 19 kilovatios o menos y se utilizan principalmente para césped, jardín y otros equipos eléctricos para uso al aire libre
- Meta: Transición a cero emisiones
- Objetivo: Próximamente

Fuentes Móviles: Estudio de Ralentí de Camiones y Autobuses

- Tipo de Estrategia: Reducción a la Exposición
- Propósito: La Junta de Recursos del Aire de California, en asociación con el Comité Directivo y el Distrito del Aire, llevará a cabo un estudio piloto para evaluar los impactos locales de los camiones y autobuses
- Meta: Para evaluar los impactos locales de los camiones y autobuses
- Objetivo: No cuantificable – solamente estudio

Fuentes Moviles: Acciones de Apoyo de Reglas de Camiones y Autobuses

- Tipo de Estrategia: Reducción a la Exposición, Cumplimiento
- Propósito: Desarrollar y proponer nuevas acciones de apoyo al Reglamento de Camiones y Autobuses para abordar las emisiones y el cumplimiento en uso, y para disminuir el deterioro del motor. Las acciones potenciales incluyen enmiendas a la garantía y disposiciones de vida útil, agregando un nivel de rendimiento de emisiones en uso más bajo e incrementando las inspecciones en la comunidad de Shafter
- Meta: Reducir el PM de diésel
- Objetivo: Demasiado pronto para cuantificar

Fuentes en Toda el Área: Plan de Contaminante Climático de Corta Vida

- Tipo de Estrategia: Incentivo, Alcance
- Propósito: Para reducir las emisiones de metano del estiércol de ganado lechero y otros a través de incentivos financieros, la colaboración para superar las barreras, el desarrollo de políticas para alentar la producción de gas natural renovable cuando sea apropiado como una estrategia de control de la contaminación y otro apoyo del mercado
- Meta: Reducir las emisiones de metano
- Objeto: Demasiado pronto para cuantificar

Programa de Cumplimiento del Distrito y los Esfuerzos de Cumplimiento en la Comunidad de Shafter

Reunión del Comité Directivo de la Comunidad
AB 617
22 de julio de 2019

Programa de Cumplimiento

- Cumplimiento de las regulaciones de la calidad del aire es un elemento crítico para el progreso continuo de la calidad del aire y los estándares federales basados en la salud
- El Programa de Cumplimiento del Distrito busca asegurar el cumplimiento de las regulaciones locales, estatales, y federales a través de cumplimiento justo, constante y completo y actividades relacionadas a la asistencia del cumplimiento
- Objetivos del programa están establecidas en las leyes locales, estatales y federales
- Cada año, el Distrito realiza inspecciones en más de 9,000 instalaciones permitidas y responde a aproximadamente 3,000 quejas del público en todo el Valle

Inspecciones de Fuentes Permitidas

- Se llevan a cabo inspecciones de rutina para determinar el cumplimiento con una multitud de regulaciones de la calidad del aire locales, estatales, y federales que protegen la salud y se enfocan en los contaminantes tóxicos y de criterio
- Las inspecciones de cumplimiento no son anunciadas cuando es posible
- Las inspecciones de cumplimiento involucran una inspección física de la instalación, cual incluye la observación del funcionamiento del equipo y una revisión exhaustiva del mantenimiento de registros requeridos
- Los inspectores utilizan una variedad de equipos avanzados de detección y monitoreo para verificar el cumplimiento con los estándares de emisiones permitidos

Inspecciones de Fuentes Permitidas (cont'd)

- Además de las inspecciones de cumplimiento de rutina, el personal del Distrito visita e inspecciona estas fuentes para una variedad de otras razones, incluyendo:
 - Investigaciones de quejas
 - Inspecciones de inicio de todo equipo recientemente permitidos o modificados
 - Investigaciones de descompostura, para garantizar que cualquier descompostura del equipo se corrijan rápidamente y que cualquier exceso de emisiones resultante se eliminen de manera acelerado
 - Exámenes de equipos son conducidos por el Distrito y tercera persona

Respuesta a Quejas

- El Distrito opera un programa de respuestas a quejas
- Las quejas se resuelven con prontitud y reciben la prioridad más alta para el personal de campo del Distrito
- Los inspectores están disponibles las 24 horas del día, los 365 días al año
- El Distrito proporciona una línea telefónica de quejas bilingüe
 - Utiliza servicios de traducción multilingüe para garantizar que todas las comunidades en el Valle estén atendidas
- Quejas pueden ser sometidas por teléfono, en línea o la aplicación móvil
- Los inspectores mantienen comunicación activa con el reclamante para garantizar que las inquietudes se aborden correctamente

Quema Al Aire Libre

- La quema al aire libre de residuos residenciales es ilegal
 - El Distrito responde rápidamente a todas la quejas relacionadas a la quema ilegal y trabaja en colaboración con las agencias locales de bomberos para alentar el reporte cruzado de incidentes
- La quema agrícola en el Valle de San Joaquín es regulada por el Distrito y se realiza bajo permiso
 - La legislación está eliminando dicha actividad, pero aún se permite la quema para algunos tipos de cultivos donde no hay alternativas económica o tecnológicamente factibles disponibles
 - El Distrito utiliza un moderno Sistema de Manejo de Humo para determinar cuándo, cuánto y dónde puede ocurrir una quema, para proteger las salud pública; y para evitar el deterioro significativo en la calidad del aire o una violación del estándar de la calidad del aire
 - La asignación de la quema se basa en el pronóstico de la calidad del aire y las condiciones meteorológicas
- El personal de campo inspecciona regularmente los sitios de quema, tanto antes como durante la quema, para asegurar que (1) solo se queme el material autorizado y (2) se implementen las mejores prácticas de manejo para mitigar cualquier impacto potencial de humo

Chimeneas y Calentadores de Leña

- El Distrito asigna recursos sustanciales para hacer cumplir la regla de Chimeneas/Calentadores de Quema de Leña
- En cada día de restricción obligatoria, los inspectores del Distrito son asignados para realizar vigilancia proactiva
 - Asegurar que la vigilancia sea conducida regularmente en todas las áreas
 - Enfocarse en áreas donde el incumplimiento de la regla ha sido históricamente alto y/o donde las quejas públicas sobre quemas han sido comunes
- Llevar a cabo la vigilancia y la respuesta a las quejas en días laborables, fines de semana, días festivos y durante la noche
 - El Distrito usa cámaras de imágenes de luz ultra baja para detectar y documentar violaciones durante las horas nocturnas

Polvo Fugitivo

- Las reglas del Distrito limitan las emisiones de polvo fugitivo de la construcción, demolición, movimiento de tierras, almacenamiento de material a granel, áreas abiertas y áreas de tránsito de carreteras y vehículos/equipos sin pavimentar
- Reglas del Distrito limitan la cantidad de lodo/polvo en carreteras públicas pavimentadas
- La Notificación de Construcción o el Plan de Control de Polvo (DCP, por sus siglas en inglés) se requieren para la mayoría de las actividades de construcción
 - El Distrito proporciona entrenamiento obligatorio para aquellos que presentan un DCP
 - El personal del Distrito revisa cada Notificación de Construcción y DCPs antes de que empiece el proyecto para asegurar que los operadores hayan planeado en utilizar las prácticas requeridas para mitigar las emisiones de polvo fugitivo
 - El personal del Distrito inspecciona regularmente los sitios y responde a las quejas relacionadas con el polvo fugitivo

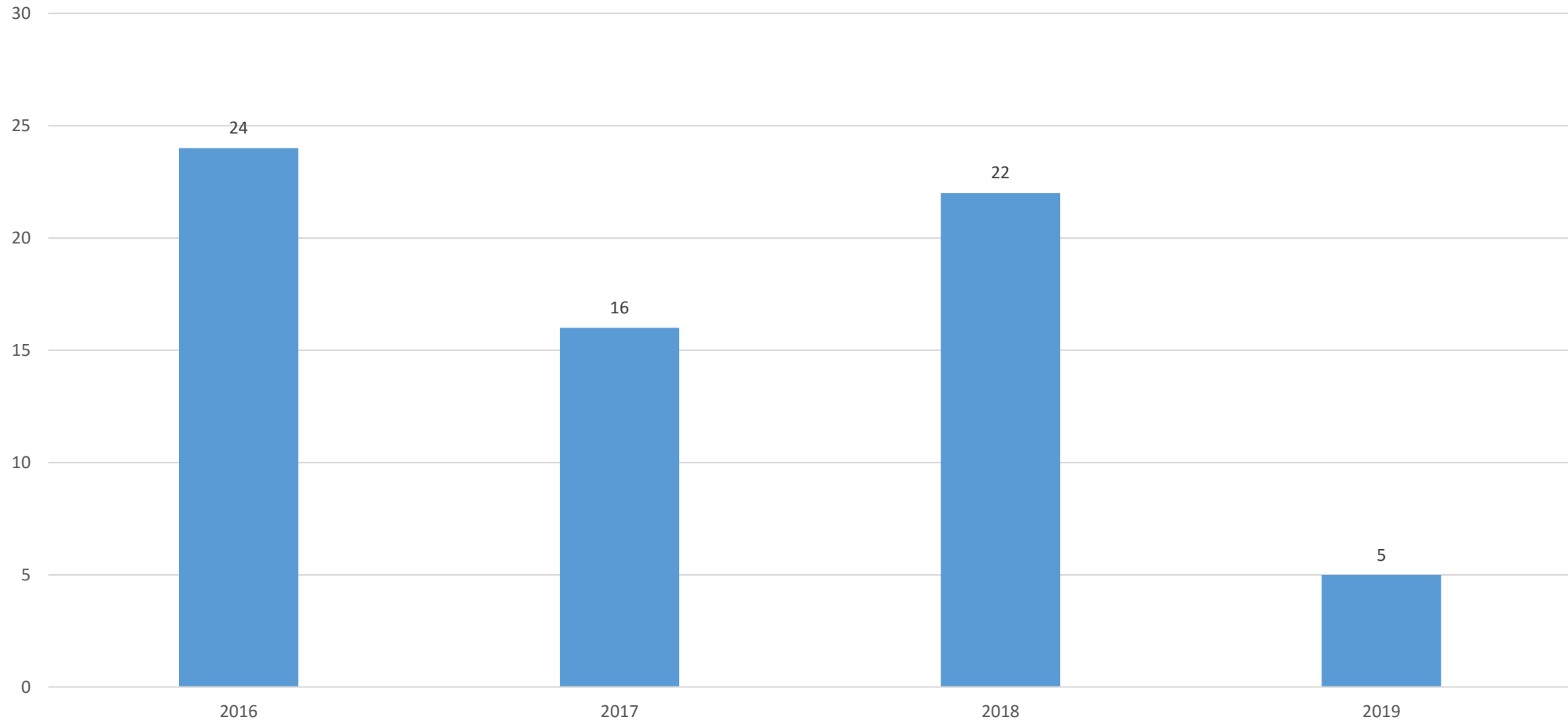
Violaciones y Sanciones

- La acción de cumplimiento se toma cuando una inspección descubre una violación, o cuando una violación es reportada por la instalación
 - Avisos para Cumplir: subconjunto limitado de violaciones menores por primera vez que son de naturaleza administrativa o que resultan en emisiones *de minimis* (insignificante)
 - Avisos de Violación: todas las demás infracciones (en general, resultan en la imposición de sanciones monetarias civiles que se evalúan de acuerdo con la ley estatal)
- De acuerdo con los requisitos estatales, el Distrito opera un programa de solución mutua para resolver violaciones
 - Brinda a la parte que presuntamente viola la oportunidad de discutir el asunto e intentar negociar la resolución del caso
 - La mayoría de los casos conducen a un acuerdo mutuo
 - El Distrito puede iniciar un litigio civil para resolver el asunto cuando no se puede llegar a un acuerdo mutuo

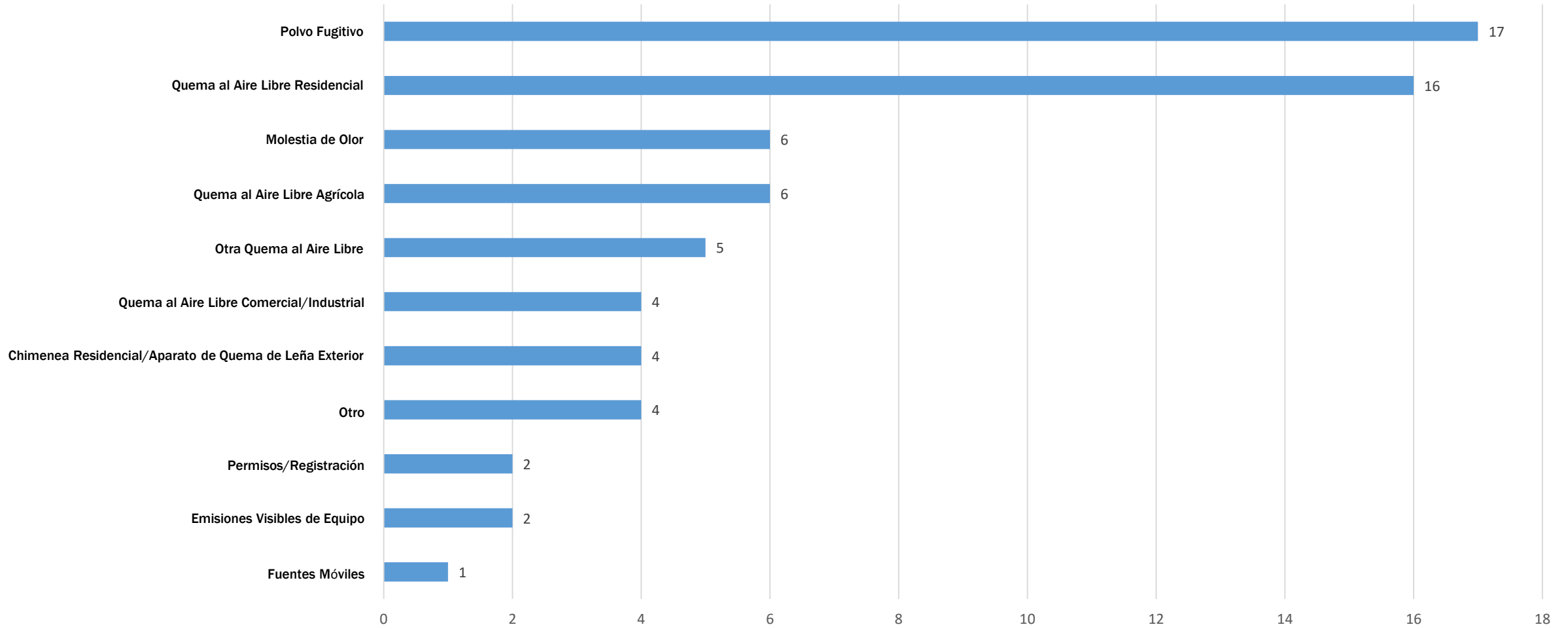
Actividades de Cumplimiento en el Área de Shafter

- Desde 2016, el Distrito:
 - Realizo 1,234 inspecciones de unidades de equipo durante 332 inspecciones de instalaciones permitidas
 - Recibió y respondió a 67 quejas de calidad del aire del público
 - Emitió 111 acciones de cumplimiento relacionadas con violaciones de las reglas y regulaciones de contaminación del aire

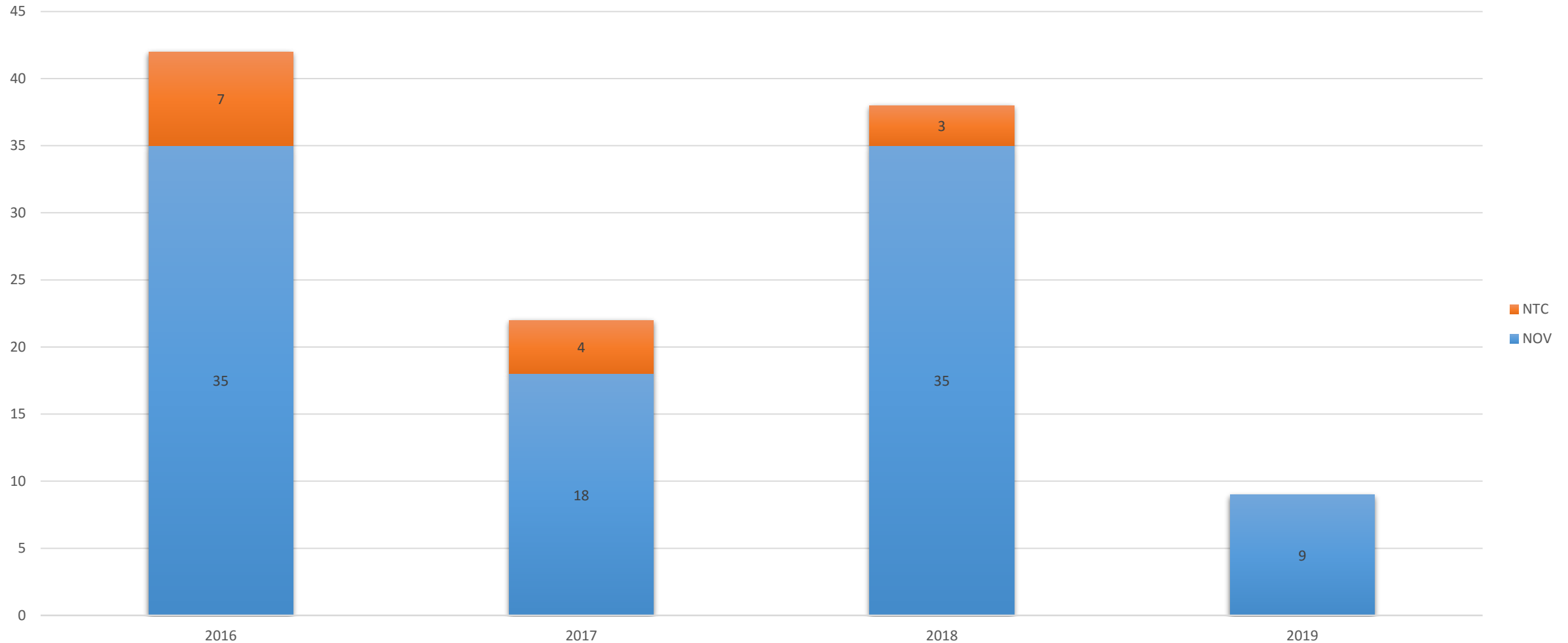
Número de Quejas Recibidas/Investigadas



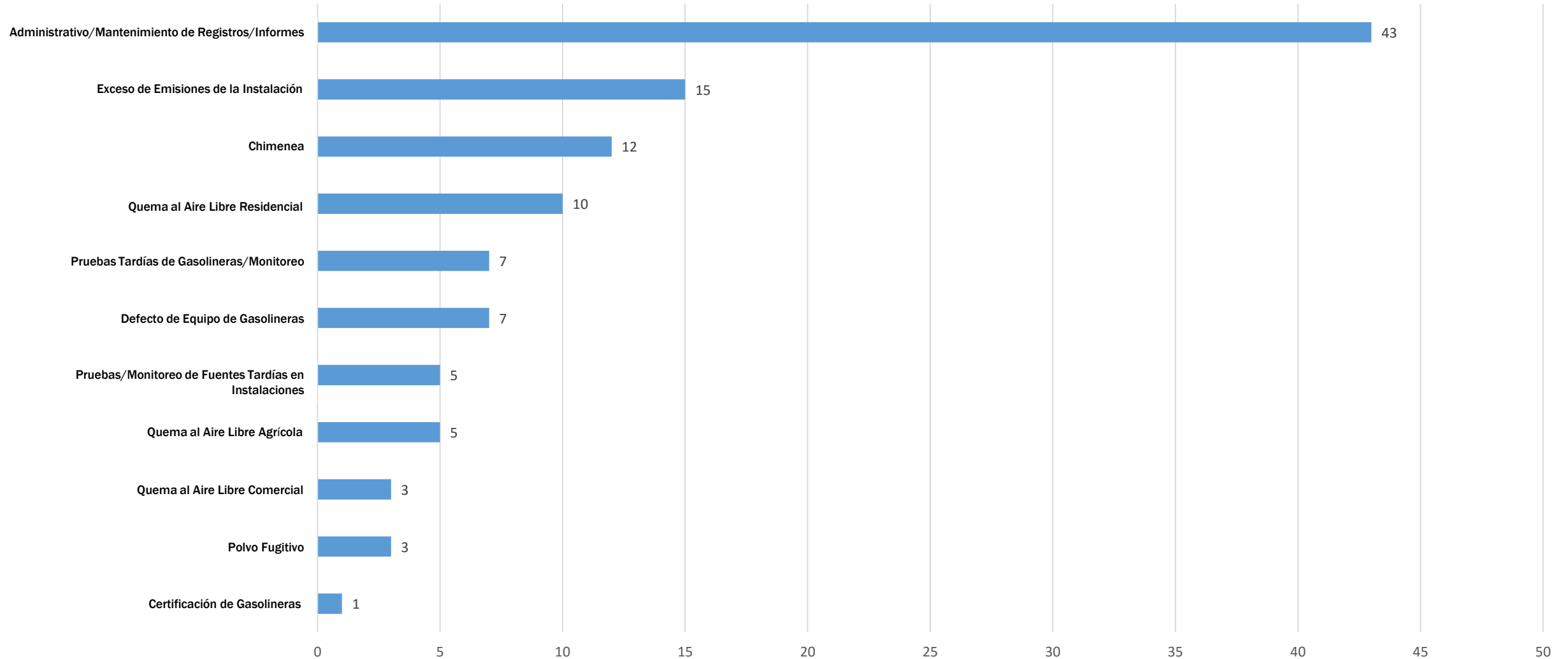
Número de Quejas por Tipo



Número de Acciones de Cumplimiento por Año



Acciones de Cumplimiento por Tipo



Posibles Medidas de Cumplimiento del CERP Mejoradas

- Frecuencia de inspección mejorada para instalaciones con violación relacionada con las emisiones en los últimos 3 años
- Cumplimiento mejorado de chimeneas de leña residenciales y reducciones de calentadores de quema de leña de al aire libre según la Regla 4901
- Aplicación mejorada para reducir la quema al aire libre ilegal de desechos residenciales
- Nuevo programa piloto de entrenamiento para la realización de auto inspecciones en gasolineras
- Asociarse con CARB y la comunidad para enfocarse en el cumplimiento de la regulación estatal de diésel ralentí, especialmente cerca de receptores sensibles como escuelas

Hoja de Resumen: Estrategias propuestas para la reducción de emisiones y reducción de la exposición para la consideración y comentarios del Comité Directivo de la Comunidad de Shafter
22 de Julio 2019

Proyecto de Medida	Reducciones de Emisiones (toneladas)				Tipo de Unidad	Fondos de Incentivo
	PM2.5	NOx	Tóxicos	# de Unidades		
Operaciones Agrícolas						
Proporcionar incentivos para equipos eléctricos de mezcla de alimentos lácteos	18	350	x	5	Equipos de mezcla para alimentos	\$ 6,500,000.00
Proporcionar incentivos para Cosechadoras de Polvo Bajo	90	42.5	x	25	Cosechadoras	\$ 2,500,000.00
Proporcionar Incentivos para Alternativas a la Quema Agrícola (triturar/incorporación de suelo)	103	*	x	950	acres	\$ 500,000.00
Promover la Implementación de Prácticas de Conservación de Cultivo	TBD	TBD	x	TBD	acres	
Proporcionar Incentivos para Reemplazar los Motores Diesel de Bomba Agrícola con Motores Eléctricos	4	90	x	10	Motores	\$ 230,000.00
Trabajar con la PUC y Epresas de Servicios Públicos para Desarrollar una Estructura de Tarifas de Servicios Públicos Preferidos para Motores Eléctricos de Bomba Agrícola	*	*	*			
Proporcionar Incentivos para Reemplazar Equipos Diesel Agrícolas (tractores) con los Equipos Más Limpios Disponibles	60	750	x	100	Tractores	\$ 5,000,000.00
Proporcionar Incentivos para el Reemplazo de Camiones de Lácteos con Camiones de Cero o Casi Cero Emisiones	0.4	128	x	20	Trucks	\$ 2,000,000.00
Apoyar las Operaciones Lecherías Cerca de Shafter en la Instalación de Digestores Lácteos			x	10	Lecherías	
Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas	TBD		x	10	Lecherías	
Pesticidas: Reducir la Exposición a 1,3- Dicloropropeno (1,3-D)			x			
Fuentes Móviles de Servicio Pesado						
Proporcionar Financiación de Incentivos Mejorada para Tecnología de Cero y Casi Cero Emisiones	196.6	0.54	x	60	Camiones	\$ 6,000,000.00
Implementación de Camiones de Yarda y Unidades de Refrigeración de Cero Emisiones (TRU)	5.97	0.09	x	30	Camiones de Yarda o TRUs	\$ 4,000,000.00
Medidas para Reducir el Ralentí: Tapones de Carga para Camiones	0.1	6.26	x	20	Enchufes de carga	\$ 60,000.00
Implementar un Programa Piloto de Incentivos para Proporcionar Reparaciones de Emisiones de Camiones	TBD	TBD	TBD	6	Reparaciones de Camiones	\$ 50,000.00
Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí	*	*	*			
Mejorar el Alcance y el Acceso a los Fondos de Incentivos para los Nuevos Autobuses Escolares	0.52	5.2	x	4	Autobuses Escolares	\$ 1,600,000.00
Programa de Incentivos para el Reemplazo de Autobuses de Tránsito	TBD	TBD	x	TBD	Autobuses de Transito	TBD
Incentivos para Locomotoras	2.8	126	x	2	Locomotoras	\$ 5,200,000.00
Incentivos para Impulsores de Automotores/Conmutadores	1.5	57	x	3	Conmutador de Locomotora	\$ 4,100,000.00
Vehículos Pasajeros Atiguos/Altamente Contaminantes						
Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	*	4.6	x	500	Reparación de Vehículos	\$ 400,000.00
Mejor Acceso/Alcance a Incentivos a Través de Drive Clean	0.03	0.9	x	100	Vehículos de Aire Limpio	\$ 725,000.00
Incentivos para Infraestructura de EV	*	*	*	17	Cargadores de EV	\$ 100,000.00
Aumento de Entrenamiento de Educación para la Mecánica de EV	*	*	*	2	Eventos de Entrenamiento	\$ 30,000.00
Programas de Compartir Viajes para la Comunidad	TBD	TBD	x	TBD	Programa de Compartir Viajes	\$ 250,000.00
Fuentes Industriales						
Llamaradas-Modificar Regla 4311		1.5/year	x			
Evaluar la Viabilidad de Financiar Nuevas Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas	TBD	TBD	TBD	TBD	TBD	TBD
Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	*	*	*			
Frecuencia de Inspección Mejorada	*	*	*			
Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	TBD	TBD	TBD	TBD	TBD	TBD
Quema Residencial						
Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	98	*	x	200	Aparatos	\$ 600,000.00
Educar al Público Sobre los Impactos Dañinos de la Quema de Leña	*	*	*			
Cumplimiento Mejorado para las Restricciones de la Quema de Leña	*	*	*			
Alcance para Reducir la Actividad Ilegal	*	*	*			

Complimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	*	*	*			
Uso de Suelo y Fuentes Urbanas						
Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía solar y Almacenamiento de Energía	*	*	*	TBD	TBD	TBD
Incentivos para Reducir PM de Parillas Comerciales de Lumbre Abajo	1/yr		x	2	Sistemas de Control	\$ 300,000.00
Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT	*	*	x			
Uso de Suelo: Apoyar la Planificación y Desarrollo de Infraestructura de Combustible Limpio - Estaciones de Carga de EV	*	*	x	10	Cargadores de EV	\$ 500,000.00
Uso de Suelo: Apoyar la Planificación y Desarrollo de Infraestructura de Combustible Limpio - Estaciones de Combustible Alternativo	*	*	x	1	Estación de Combustible Alternativo	\$ 1,000,000.00
Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA	*	*	*			
Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles	*					
Polvo de Carretera: Evaluar la Viabilidad de las Mejoras de Pavimentación de Carreteras	*					
Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín	TBD	TBD	x	280	Unidades de Césped y Jardín	\$ 100,000.00
Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín	TBD	TBD	x	30	Unidades de Césped y Jardín	\$ 40,000.00
Mejorar el Alcance y el Acceso al Financiamiento de Incentivos para Vehículos de Flotillas Públicas	TBD	TBD	TBD	TBD	Vehículos	\$ 500,000.00
Medidas de Reducción de la Exposición						
Escuelas HAL: Aumentar la Participación	*	*	*			
Sistemas de Filtración de Aire en Escuelas Comunitarias	*	*	*	TBD	Sistemas de Filtración	\$ 100,000.00
Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética	*	*	*			
Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Educación	*	*	*			
Identificar Oportunidades para un Aumentar el Desarrollo Urbano y Forestal en la Comunidad	*	*	*	TBD	Árboles plantados	
Proporcionar Incentivos para la Instalación de Barreras Vegetales Alrededor/Cerca de Fuentes de Preocupación	*	*	*	TBD	TBD	TBD
Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles	*	*	*			
Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire	*	*	*			
Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	*	*	*			

* = se esperan reducciones de las emisiones y/o la exposición de esta medida, pero no será un objetivo cuantificable

x = medida resultará en la reducción de contaminantes de tóxicos de aire

TBD = Para ser Determinado



Agenda for Shafter Community Steering Committee Meeting #12

August 12, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. Ongoing Community Emission Reduction Plan Development 5:45 p.m.
 - Review first draft of Shafter CERP
Valley Air District Staff
CARB Staff
Steering Committee
4. Wrap-up and Next Steps 7:00 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: August 26, 2019
5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #12

12 de agosto de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Desarrollo Continuo del Plan de Reducción de Emisiones Comunitarias 5:45 p.m.
 - Repaso del primer borrador del CERP de Shafter
Personal del Distrito del Aire del Valle
Personal CARB
Comité Directivo
4. Concluir y Próximos Pasos 7:00 p.m.
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 26 de agosto de 2019
5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

City of Shafter Community Emissions Reduction Program (CERP) Development

Updated emission reduction and exposure reduction strategies for Committee feedback

August 5, 2019

San Joaquin Valley Air Pollution Control District

Steering Committee Feedback

- Committee members have provided extensive feedback through numerous Committee meetings and written recommendations
- District staff working to evaluate emission reduction proposals submitted by Committee members
 - Working closely with other agencies to evaluate wide range of measures
 - Incorporating suggested measures to the extent feasible
- Shafter's draft CERP now includes over 50 measures, over \$44.7 million dedicated to clean air incentives, achieving over 2000 tons of pollutants reduced

Electric Car Incentive Funding

- **Suggestion:** *“100 electric car replacements for private vehicles 15 years or older including SUV’s...An electric vehicle charging outlet will also be provided...This program would need another \$10,000 to \$15,000 per vehicle.”*
- **Proposed Measures:**
 - NEW Program for Shafter residents to replace at least 100 cars
 - Provide increased incentives to cover up to 90% of new EV/PHEV vehicle costs for low-income, qualified applicants (up to \$10,000 extra incentive on top of existing incentives, minimum range of 120-150 miles)
 - \$100,000 for 17 new public EV Chargers in community
 - Residential charging funding through PG&E \$800 rebates
 - Enhanced outreach to promote Drive Clean in the San Joaquin vehicle repair and replacement (Tune In Tune Up, vehicle replacement options for all residents)

Solar Installations for Low Income Homes

- **Suggestion:** *“250 low-income homes to have solar installed. The federal tax credit and the DAC-SASH program would pay nearly 100% of the cost. This funding should be made available with either current sources or AB617 funds. The homes receiving this solar will also have an electric heat pump installed for heating and cooling, electric hot water heater and an electric induction stove.”*
- **Proposed Measure:**
 - District will assist in coordinating with the CA Public Utilities Commission and utilities to increase community awareness of and accessibility to available incentives for homeowners and small businesses to install rooftop/community solar power and energy storage systems with a goal of providing incentives to 250 homes
 - Some potential programs that will be available for Shafter residents to apply for include DAC-Single Family Solar Homes (DAC-SASH) and Solar on Multifamily Affordable Housing (SOMAH)

Community Solar Green Tariff Program

- **Suggestion:** *“The Community Solar Green Tariff program should be put in place in Shafter. Low income residents subscribing should also receive electric heat pump installations for heating and cooling, an electric hot water heater, and an electric induction stove.”*
- **Proposed Measure:**
 - District will assist in coordinating with the CA Public Utilities Commission and utilities to increase community awareness of and accessibility to available incentives for homeowners and small businesses to install rooftop/community solar power and energy storage systems
 - District will work with PG&E to facilitate community member subscriptions to Green Tariff (DAC-SASH) and Community Solar Green Tariff (CSGT)

Community Car Share Program

- **Suggestion:** *“20 EV’s placed around Shafter neighborhoods with charging stations. These vehicles with 150 to 250 mile range are made available for rent at a subsidized cost by low-income residents. A cost of 20 cents per mile should be reasonable. Many Programs like this already exist all over the State of California.”*
- **Proposed Measure:**
 - \$250,000 in funding for local partner(s) to launch car share program in Shafter (e.g. Miocar, Green Commuter, etc.)
 - Funding will leverage available state funding and cover cost of vehicles, infrastructure, and subsidized ridership cost

Community EV “Test Drive” Program

- **Suggestion:** *Increase outreach for and access to electric vehicle incentives for Shafter residents.*
- **Proposed Measure:**
 - \$200,000 in funding for local partner(s) to deploy 10 battery electric vehicles with a range of at least 150 miles and associated charging infrastructure for residents who would like to ‘check out’ battery electric vehicles for up to 4 weeks
 - The purpose of this trial program would be to ensure that an electric vehicle would meet the needs of an individual or family prior to making the switch to an electric vehicle

Community Dial-A-Ride Transportation Service

- **Suggestion:** *“Shafter community transportation services, Dial-a-ride, should receive two EV’s.”*
- **Proposed Measure:**
 - Up to \$400,000 will be invested to support the purchase of two electric vehicles for Dial-a-ride in Shafter, including funding for EV infrastructure
 - District will work with the appropriate transit agency to ensure that the proposed vehicles will meet the duty-cycle and expected range of operations of the Dial-a-ride service

Truck Rerouting

- **Suggestion:** *“Heavy duty trucks using Lerdo Hwy through the two stop signs adjacent to Golden Oak Elementary must be routed somewhere else. Perhaps Tulare and Riverside Avenues may be used for westbound and eastbound routes respectively.”*
- **District Response:**
 - Work with City, County, CalTrans, and all other appropriate land-use and transportation agencies to communicate Steering Committee feedback and receive agency feedback and response for CERP

Electric School Buses

- **Suggestions:** *“Electrification of buses for school system;”*
“Richland Elementary should receive 5 electric school buses.”
- **Proposed Measure:**
 - Provide funding to replace 8 diesel school buses that operate in the Shafter community and surrounding area with zero-emission battery electric school buses (3 already in process of being replaced)
 - Up to \$3,200,000 in funding

Electric Engines for Oil Wells

- **Suggestion:** *“Oil wells and related equipment within the 7 mile radius which use stationary internal combustion engines should convert to electric motors if the electrical grid is available within 1,000 feet.”*
- **Proposed Measure:**
 - Provide incentives to convert internal combustion engines driving pump jacks to electric motors as feasible for oil wells and related equipment within the 7 mile radius
- Additionally, upcoming potential regulatory enhancements to IC Engine Rule under new PM2.5 Plan

Agricultural Pump Engine Electrification

- **Suggestion:** *“Farmers using internal combustion engines to pump water within the 7 miles and located within 500 feet of the electrical grid should be given a 90% subsidized electric motor conversion opportunity for a period of one year... After one year, if they have not converted to electricity, they will lose all opportunity to participate in any incentive program for such conversions...”*
- **Proposed Measure:**
 - For engines where electrification is feasible, the District will provide up to 90% of incentive funding to electrify the engine and install necessary infrastructure (including line extensions, etc.)
 - As committed to in the District’s 2018 PM2.5 Plan, the District will work with CARB to adopt additional regulatory backstops as feasible

Agricultural Burning Alternatives

- **Suggestions:** *“Wood chipping on-site instead of burning;” “No agricultural burning will be allowed within the 7-mile radius. A subsidy will be available for grinding this material including small amounts of material due to attrition.”*
- **Proposed Measure:**
 - Up to \$1,000,000 will be invested to incentivize grinding/chipping and soil incorporation of agricultural biomass on up to 2000 acres where the open burning of biomass would impact air quality for the community of Shafter

JP Oil Flaring Reduction

- **Suggestion:** *“JP Oil must reduce current flaring levels, averaged over the past five years, by 90%.”*
- **Proposed Measure:**
 - District to adopt amended flare regulation to further reduce emissions from flaring activities
 - Shafter Steering Committee feedback to be incorporated into process - members and interested members of the public are encouraged to be involved with the Rule 4311 (Flares) rule amendment process

High Speed Rail Emissions

- **Suggestion:** *“High Speed Rail construction within the 7-mile radius must use Tier 4 engines in all off-road construction equipment.”*
- **District Response:**
 - Work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes for addressing questions
 - Continue seeking local clean air projects through mitigation funding provided by High Speed Rail Authority

Dairy Lagoon Aeration/Manure Management

- **Suggestion:** *“The ten factory dairies to the west of Shafter will agree not to empty or aerate their manure lagoons during the months of December and January to reduce ammonia in the air during the worst months of PM2.5. An incentive may be appropriate initially and if effective a rule should be made.”*
- **Proposed Measure:**
 - Support state efforts to implement manure management alternatives and install dairy digesters to control manure lagoon emissions
 - Reductions in emissions from dairies are also targeted by the following measures: feed mixer electrification; conservation management education and outreach; irrigation pump conversions to electric; and alternative manure management strategies

Residential Wood Burning

- **Suggestion:** *“No more EPA wood stoves or inserts will be subsidized in Shafter for the replacement of old wood stoves and fireplaces...Instead, no burn days will be strictly enforced in the Shafter area and all fines collected. Likewise, no natural gas inserts will be subsidized, instead electric heat pumps will be subsidized at 75% of their total cost for everyone and 100% of their total cost for low-income residents.”*
- **Proposed Measure:**
 - EPA-certified wood stoves and inserts will no longer be funded in the community of Shafter in areas with access to natural gas
 - Implement District’s new residential wood burning rule starting in 2019-20 season
 - Up to \$600,000 will be invested to incentivize the replacement of fireplaces and wood stoves with non-wood-burning units, including 75-100% for electric heat pumps

Facility Inspections

- **Suggestion:** *“Conduct monthly inspections of Plains LPG and maximum fines imposed for each violation over the next five years.”*
- **Proposed Measure:**
 - District staff will conduct increased inspections as follows: inspect **each facility that has had an emission violation over the past 3 years at least twice per calendar year** for the next 5 years, or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first

Oil Well Setbacks

- **Suggestion:** *“No new oil wells will be drilled within 2,500 feet of residents, schools and all environmental sensitive locations.”*
- **District Response:**
 - As the District does not have land-use authority, the District has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency’s input and response in the Shafter Community Emissions Reduction Program

Tree Planting/Urban Greening

- **Suggestion:** *“1,000 appropriate trees will be planted in Shafter residential lots with willing residents paid to care for them for 5 years. Total cost of \$500 per tree.”*
- **District Response:**
 - District is proposing measure to increase urban greening and forestry in the community through partnerships with other entities (Tree Foundation of Kern, CalFire, Kern County Parks and Recreation, Tree Fresno) and seeking state funding, with a goal to plant up to 1000 trees in the community of Shafter

Electric Yard Trucks

- **Suggestion:** *“The almond huller just north of Shafter on Hwy 43 will be given incentives of 80% to purchase two electric yard trucks.”*
- **Proposed Measure:**
 - Up to \$4,000,000 available to help support conversion to electric yard trucks in Shafter area at industrial operations and distribution centers
 - The District will conduct specific outreach to referenced almond huller to offer incentives to support the purchase of electric yard trucks

Pesticides

- **Suggestion:** Several specific measures were suggested by Committee members regarding pesticides
- **Proposed Measure:**
 - Through discussions with District and Committee, DPR and CARB are committed to including in the CERP actions to address pesticides and are working together to draft strategies to be included by the end of August
- District to continue facilitating collaborative efforts with Steering Committee, CARB and DPR to evaluate potential CERP proposals

Increase Access to Car Repair/Replace Incentives

- **Suggestion:** Amend the Drive Clean in the San Joaquin Requirements to remove the emissions requirement
- **Proposed Measure:**
 - District will discuss with CARB the feasibility of amending state-approved guidelines to expand eligible vehicles without the need for a failed emissions test

Other CSC Ideas to Benefit Shafter Air Quality

- Changes to Drive Clean in the San Joaquin Program Requirements (remove emissions requirement, newer years replaced) (C.1)
- Enhanced outreach and education in community (O.1, O.2, RB.2, RB.4)
- Enhanced Enforcement (IS.3, RB.3, RB.5, HD.3)
- Air Filtration Systems in schools (SC.1)
- Vegetative barriers installed near sources of concern (VB.1)
- Targeted anti-idling campaigns (SC.2, IR.1)
- Low Dust Nut Harvester Incentive Program targeted for Shafter (A.2)
- Partnerships with City of Shafter: land use, road paving, & sidewalks (LU.1-3, RD.1, RD.2, HD.8, IS.6)
- Funding for zero/near-zero emissions heavy duty trucks, yard trucks & infrastructure (HD.1, HD.2)
- Clean-engine technology for locally operating locomotives (HD.6, HD.7)
- FREE Electric lawn equipment for Shafter residents (LG.1)
- EV Mechanic Training (C.4)

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000

Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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Complete List of Updated Proposed CERP Measures

Emission reduction and exposure reduction strategies for the
Committee's feedback

Land Use/Urban Sources

Solar Power: Seek incentives for local businesses and homeowners to install solar power and energy storage

- Type of Strategy: Incentive
- Purpose: District will assist in coordinating with the CA Public Utilities Commission and utilities to increase community awareness of and accessibility to available incentives for homeowners and small businesses to install rooftop/community solar power and energy storage systems
 - Potential programs include DAC-SASH, DAC-Green Tariff, Community Solar Green Tariff, etc.
- Goal: Funding available, and number and type of projects will be developed, with input of Steering Committee, when state funding guidelines are available
- Target: To be determined, working with PUC

Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroilers

- Type of Strategy: Incentives (with regulatory backstop)
- Purpose: To provide incentives to further reduce particulate emissions from large restaurants that use underfired charbroilers
- Goal:
 - Partner with willing restaurants and provide \$150,000 in incentive funding per restaurant for the installation of control equipment to reduce particulate emission from underfired charbroilers
 - Provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls
- Target:
 - Invest up to \$300,000 (1-2 restaurants)

New Construction: Provide assistance during the CEQA process

- Type of Strategy: Land use
- Purpose: To provide assistance during the California Environmental Quality Act (CEQA) process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced
- Goal: Work with Lead Agencies and project proponents to enhance project designs in the early stages of the planning process for a better overall project with minimized impact on air quality, by early identification of feasible mitigation measures
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

Land Use/Sustainable Development: Implement Projects that Reduce VMT

- Type of Strategy: Partnership
- Purpose: To reduce vehicle miles traveled (VMT) in the community through measures that promote active transport and increase the walkability of community neighborhoods.
- Goal: Work with City of Shafter to obtain feedback on opportunities for community members to be involved in land use planning processes. City of Shafter has committed to notify community members about upcoming meetings that address the development of the Environmental Justice element of the City's General Plan.
- Target: To be determined by City of Shafter through public planning process.

Land Use: Support Planning and Development of Clean Fueling Infrastructure

- Type of Strategy: Advocacy/Incentives
- Purpose: To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles
- Goal: Provide District support to broaden fueling infrastructure network for zero and near-zero-emission vehicles to facilitate broader deployment and prioritize funding through existing District programs to install one alternative fuel fueling station in/near Shafter
- Incentives to be invested:
 - Alternative Fuel Fueling Station: 1 station @ up to \$1,000,000

Construction Emissions: High Speed Rail Construction (NEW)

- Type of Strategy: Partnership
- Purpose: To reduce emissions from High Speed Rail (HSR) construction equipment operating within 7-mile radius
- Goal: Work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes to address suggestion that HSR construction within the 7-mile radius use Tier 4 engines in all off-road construction equipment
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

Road Dust: Evaluate increasing frequency of street sweeping

- Type of Strategy: Partnership
- Purpose: To evaluate air quality impacts and feasibility of increasing frequency of street sweeping along freeways and streets
- Goal: If found to be effective in reducing particulate emissions, partner with other entities (i.e. City of Shafter, Kern County, and California Department of Transportation) to identify opportunities to increase street sweeping efforts in the community

Road Dust: Road paving improvements

- Type of Strategy: Partnership
- Purpose: To identify opportunities to reduce dust from paved and unpaved roads in the community through road paving improvements
- Goal: Partner with other entities (including City of Shafter, Kern County, and Kern Council of Governments) to identify opportunities, such as Congestion Mitigation and Air Quality funding, to improve road paving efforts in the community where most needed to reduce health impacts

Side Walks (NEW)

- Type of Strategy: Partnership
- Purpose: To identify opportunities to reduce fugitive dust and vehicle miles traveled in the community through the installation of sidewalks near schools and other community centers
- Goal: Establish partnerships (City of Shafter, Kern County, and Kern Council of Governments, and other appropriate agencies) to identify opportunities, such as Congestion Mitigation and Air Quality funding, to implement sidewalks in the community where most needed to reduce health impacts

Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide increased incentives for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines Program
- Goal: Increase outreach and access to incentive funding for 100% of equipment cost, resulting in increased participation in the program to replace 280 gas powered lawn and garden equipment units in the community with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$100,000 to replace 280 units

Lawn and Garden: Provide Enhanced Incentives for Replacement of Commercial Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive program for the replacement of commercial-scale lawn and garden equipment in the community through the District's Clean Green Yard Machines program (available to lawn care providers and public agencies)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 30 commercial grade gas powered lawn equipment units with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$40,000 to replace 30 units

Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting public fleet vehicles with cleanest available vehicles operating within and surrounding Shafter.
- Goal: Work closely with public agencies, including City of Shafter and Kern County, to replace light-duty vehicles through existing District incentive programs, including the Public Benefit Grants Program.
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions dependent on vehicle type and program)
- Incentives to be invested: \$100,000 per-vehicle incentives will be dependent on vehicle type and program

Older/High Polluting Cars

Passenger Cars: Host Local Tune-In Tune-Up Events Within Community

- Type of Strategy: Incentive
- Purpose: To host local Tune In Tune Up events with the community to reduce emission from older, high polluting cars
 - Program provides incentives for emission related repairs of high emitting vehicles through weekend Tune In Tune Up events
- Goal: Funding currently available in District Budget for at least one event in community, increase community participation in the program to repair high emitting vehicles, find funding to hold additional events within community boundaries
- Target: 4.6 tons NO_x, 3.1 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$400,000 for events and 500 vehicle repairs

Passenger Cars: Provide Enhanced Outreach and Access to Incentive Options

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to financial incentives to replace older autos in the community through a NEW pilot incentive funding program for Shafter residents
- Goal: Funding currently available in District Budget, increase community participation in the program to replace at least 100 high emitting vehicles operating in Shafter with lower-emissions or zero-emissions (electric or plug-in hybrid) vehicles by providing increased incentives for low-income, qualified applicants (up to \$10,000 extra incentive on top of existing incentives, minimum range of 120-150 miles)
- Target: 1.08 tons NO_x, 0.03 tons PM_{2.5}, and 0.24 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$1,950,000 to replace 100 vehicles

Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure

- Type of Strategy: Incentive
- Purpose: To provide incentive funding to support the deployment of electric vehicle charging infrastructure in the community
- Goal: Increase participation in the program to **deploy 17 new electric vehicle chargers within the community** in order to support electric vehicle deployment
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$100,000 for 17 electric vehicle chargers

Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics

- Type of Strategy: Incentive
- Purpose: To increase educational training for electric vehicle mechanics and to support the deployment of additional electric vehicle repair facilities in the community as feasible
- Goal: Increase participation in electric vehicle mechanics training that would provide services to vehicles operating within the community
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$30,000 for 2 training sessions

Implement Shafter Car Share Program

- Type of Strategy: Outreach/Incentive
- Purpose: To reduce PM and NOx emissions in the community by implementing a car share program in Shafter
- Goal: Launch a car share program (e.g. Miocar, Green Commuter) in the Shafter community. Funding will support the cost of vehicles, infrastructure, and subsidized ridership cost
- Target: Reduction in PM and NOx (quantity of reductions to be determined)
- Incentives to be invested: \$250,000 to support the launch of a car share program in the Shafter area

Community EV “Test Drive” Program

- Type of Strategy: Outreach/Incentive
- Purpose: The purpose of this trial program would be to ensure that an electric vehicle would meet the needs of an individual or family prior to making the switch to an electric vehicle by providing funding for a local partner to operate an electric vehicle “Test Drive” program for Shafter residents
- Goal: Deploy 10 battery electric vehicles with a range of at least 150 miles and associated charging infrastructure for residents who would like to ‘check out’ battery electric vehicles for up to 4 weeks
- Incentives to be invested: \$200,000

Residential Burning

Residential Wood Burning: Provide Enhanced Incentives to Replace Wood Burning Devices

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies (including electric heat pumps)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 100 wood burning devices in the community with cleaner alternatives
- Target: 98 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$600,000

Residential Wood Burning: Educate Public About Harmful Impacts

- Type of Strategy: Outreach & Education
- Purpose: To educate community residents about the impacts of wood burning and resources available to help transition to natural gas and electric devices
 - Includes information on Check Before You Burn program/Rule 4901
- Goal:
 - Increase in Burn Cleaner applications in Shafter
 - Host 4 public workshops at Shafter branch of Kern County Library/Shafter Learning Center
 - Circulation of infographics in at least 6 community spaces

Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the Shafter community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901

Residential Open Burning: Reduce Illegal Activity

- Type of Strategy: Outreach
- Purpose: To reduce illegal burning of residential waste through outreach and education
- Goal:
 - Host 4 workshops at libraries, community centers, health centers, and schools on the health effects/air quality impacts of burning trash
 - Invest in geo-targeted outdoor ads in areas with frequent violations
 - 2 billboards
 - 2 street furniture (bus shelters, kiosks, benches, phone booths, etc.)
 - 1 bus routed through relevant areas (zero-emissions preferred)
 - 2 postcard mailers to county residents in rural areas

Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 and toxic impacts associated with illegal open burning of residential waste
- Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the Shafter community and surrounding areas at least once per quarter for the next 5 years

Heavy Duty Mobile Sources

Trucks, Buses, and Locomotives

Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive funding for zero and near-zero emissions clean truck technologies that operate within the community (regional, long haul)
- Goal: Replace 60 older, heavy duty diesel trucks operating in Shafter with near-zero emission heavy duty trucks
- Target: 196.6 tons NO_x, 0.54 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$6,000,000

Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks and TRUs

- Type of Strategy: Incentive
- Purpose: Provide incentives to support the deployment of clean yard trucks, transportation refrigeration units (TRUs), and related infrastructure at warehouses and other facilities within the community with priority on zero emission technologies
- Goal: Deploy 30 new zero emission yard trucks or transportation refrigeration units, along with associated infrastructure
- Target: 0.09 tons NO_x, 5.97 tons PM_{2.5} (based on conservative emission reductions expected per project)
- Incentives to be invested: \$4,000,000

Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 and toxic air quality impacts associated failure to comply with the state's anti-idling regulation
- Goal: Partner with CARB and the community to identify heavy duty diesel truck idling hot spots, especially those near sensitive receptors such as schools, to target enforcement efforts of the state's regulation within the community. At least 1 targeted anti-idling enforcement sweep will be conducted each quarter for the next 5 years.

School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding Shafter.
- Goal: Replace 8 school buses, operated by Richland SD, Kern High SD with zero-emission battery-electric school buses that operate within the community
- Target: 2.6 tons NO_x, 0.26 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$3,200,000 (funding up to \$400,000 per bus)

Transit Buses: Incentive Program for Transit Bus Replacement for Dial-A-Ride

- Type of Strategy: Incentive
- Purpose: To reduce emissions in PM2.5 and Toxic Air Contaminants by supporting the use of zero-emission vehicle technology for public transit.
- Goal: Provide incentives to replace 2 electric vehicles for Dial-a-ride in Shafter, including funding for necessary supporting infrastructure.
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
- Incentives to be invested: Up to \$400,000

Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- Goal: Replace 2 Tier 0 locomotives with Tier 4 locomotives
- Target: 126 tons NO_x, 2.8 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$5,200,000 (funding up to \$2,600,000 per locomotive)

Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- Goal: Replace 3 older, high-polluting switchers with new, cleaner, advanced technology/hybrid switcher locomotives at railyards and other facilities within Shafter
- Target: 57 tons NO_x, 1.5 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$4,100,000 (funding up to \$1,340,875 per locomotive)

Industrial Sources

Flares: Amend Rule 4311 to Require Ultra-low NOx controls where Technologically & Economically Feasible

- Type of Strategy: Regulatory
- Purpose: To amend Rule 4311 to require ultra-low NOx flare emission limitations for existing and new flaring activities to the extent that such controls are technologically achievable and economically feasible
 - District has already initiated rule development process, with rule adoption anticipated in 2020
- Goal: Reduce NOx emissions from flares subject to requirements of amended Rule 4311 in Shafter
- Target: Estimated reduction of 1.5 tons NOx per year (flares do not produce significant PM2.5 emissions)

Stationary Sources: Evaluate feasibility of funding further emissions reductions from oil and gas production operations

- Type of Strategy: Incentive
- Purpose: To evaluate the feasibility of an incentive program for oil and gas production operations to fund installation of technologies that further reduce emissions
- Goal: Work with oil and gas production operations in the Shafter area to identify potential emission reduction opportunities, through examining the feasibility of the following strategies, identifying available grant funding to assist implementation:
 - Electrifying pump jacks that are currently operating with internal combustion engines
 - Other emissions sources identified for committee consideration moving forward
- Target: Reductions in PM 2.5 and combustion air toxics

Stationary Sources: Enhanced Inspection Frequency

- Type of Strategy: Enforcement
- Purpose: To limit the potential for air quality impacts associated with the failure to comply with emission standards established by District permit, rule, or regulation
- Goal: District staff will inspect each facility that has had an emission violation over the past 3 years at least twice per calendar year for the next 5 years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first

Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations

- Type of Strategy: Compliance Assistance
- Purpose: To limit the potential for air quality impacts associated with the vapor recovery defects at gasoline dispensing stations
- Goal: Develop a new pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems to aid in the identification and timely repair of vapor recovery system defects. The District will offer to provide the hands on training to each gas station operator in the community.

Stationary Sources: Provide Incentives to Install Advanced Control Technology

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install
 - State currently developing funding guidance for such projects
 - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
- Goal: Funding availability, and number and type of projects, will be developed, with input of steering committee, when state funding guidelines are available for stationary source funding
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions to be determined)

Agricultural Operations

Dairy Feed Mix Electrification: Provide Incentives for Electric Dairy Feed Mixing Equipment

- Type of Strategy: Incentive
- Purpose: To provide a higher level of incentives for electric dairy feed mixing equipment and associated equipment (feed trucks, wheel loaders, feed pushers) for dairy operations near the community of Shafter
- Goal: Fund electric feed mixing equipment for 5 dairies located near Shafter
- Target: 350 tons NO_x, 18 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$6,500,000

Nut Harvesting: Provide Incentives for Low-Dust Technology Nut Harvesters

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment
- Goal: Replace 25 pieces of conventional nut harvesting equipment with new, low-dust harvesting equipment
- Target: 42.5 tons NO_x, 0.34 tons combustion PM_{2.5}, 90 tons fugitive PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$2,500,000

Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

- Type of Strategy: Incentive
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with open agricultural burning by providing enhanced access to funding for the District's Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area
- Goal: Fund up to 2,000 acres of alternative practices
- Target: 210 tons PM_{2.5}
- Incentives to be invested: \$1,000,000

On-Field Agricultural Practices: Promote Implementation of Conservation Tillage Practices

- Type of Strategy: Outreach and Education
- Purpose: To further reduce the potential for localized fugitive particulate matter (PM) emissions associated with on-field agricultural practices
- Goal: Work with local agricultural groups to conduct focused outreach to promote more widespread implementation of conservation tillage practices such as cover cropping, no till, low till, strip till, and precision agriculture

Ag Engines: Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors

- Type of Strategy: Incentive
- Purpose: To provide increased incentive funding, up to 90% of cost, for the replacement of existing diesel or natural gas agricultural pump engines with electric motors within and surrounding Shafter, including capital funding for equipment and electric line extension
- Goal: Fund replacement of 10 existing diesel agricultural pump engines with electric motors near the community of Shafter.
- Target: 90 tons NO_x, 4 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$345,000

Ag Engines: Work with PUC & Utilities to Develop Preferred Utility Rate Structure for Electric Ag Pump Motors

- Type of Strategy: Policy/Advocacy
- Purpose: To work with the Public Utilities Commission (PUC) and utilities to develop preferred utility rates for replacing existing diesel agricultural pump engines with electric motors
- Goal: Advocate for the establishment of a preferred rate structure from the PUC and utilities for electric ag pump motors
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions to be determined)

Ag Equipment: Provide Incentives to Replace Diesel Ag Equipment with the Cleanest Available Equipment

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District's existing Heavy-Duty Engine Incentive Program
- Goal: Replace 100 pieces of diesel ag equipment with new, cleanest available equipment
- Target: 750 tons NO_x, 60 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$5,000,000

Dairy Trucks: Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of diesel dairy trucks operating in and around Shafter with new, zero- or near-zero emission trucks
- Goal: Replace 20 older, diesel dairy trucks with new zero or near-zero-emission trucks
- Target: 128 tons NO_x, 0.4 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$2,000,000 (funding amounts up to \$100,000 per truck)

Dairy Digesters: Support dairy operations near Shafter in installing dairy digesters

- Type of Strategy: Outreach and Incentive
- Purpose: Support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in energy production
- Goal: Work closely with CDFA and industry representatives to ensure that digesters funded through new State programs are designed and implemented to be protective of air quality (i.e., pipeline injection, mobile source fuel projects)
- Target: No reduction in criteria pollutants as a result of this measure, in fact an increase in criteria pollutants can result from digesters that are not designed in a manner that mitigates or eliminates criteria pollutants

Alternative Manure Management Practices: Support Dairy Farms Near Shafter in Implementing Alternative Manure Management Strategies

- Type of Strategy: Outreach and Incentive
- Purpose: Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies
- Goal:
 - Number and type of projects, and funding availability, will be developed with steering committee input when state funding guidelines are available
 - The District will work with local agricultural groups to conduct outreach to promote alternative manure management strategies

Pesticides

- **Update from CARB:** DPR and CARB are committed to including in the CERP actions to address pesticides and are working together to draft strategies to be included by the end of August

Exposure Reduction Strategies

Air Filtration Systems in Community Schools

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To incentivize the purchase and installation of advanced air filtration systems in schools and daycares
- Goal: Pilot program- Meet with administrators/staff to survey current equipment; help fund upgrades to high-efficacy filters when HVACs permit; fund portable air cleaners for schools with older HVACs
- Incentives to be invested: Approximately \$100,000 for WINIX air cleaners, plus replacement HEPA filters and MERV-14 filters

HAL Schools: Increase Participation

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce children's exposure to unhealthy air by increasing enrollment of schools in the Healthy Air Living Schools program
- Goal:
 - Meet with staff from both school districts in Shafter
 - Seek adoption of ROAR guidelines at both school districts in the area
 - Attend 4 school events, parent organization meetings
 - Partner with district-based family services to offer info and materials

Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible
- Goal: Work closely with the community, city, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type of projects will be developed with input of steering committee, and funded as funding sources are identified
- Target: Quantity of reductions to be determined

Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To reduce indoor exposure to air pollution in residences by incentivizing energy efficient weatherization upgrades
- Goal: District to work with partners at California Department of Community Services & Development to assist low-income community members in accessing state's Low Income Weatherization Program (LIWP) and Weatherization Assistance Program (WAP) incentives
- Target: Host 1 community meeting where California Department of Community Services & Development attends and educates community on benefits of weatherization and assists with enrolling community members in LIWP or WAP

Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community

- Type of Strategy: Partnership, Exposure Reduction
- Purpose: To increase urban greening and forestry in the community through partnerships with other entities
- Goal: Partner with other entities (i.e. City of Shafter, Natural Resources Agency, CAL Fire) to identify new or existing resources or programs (Per Capita Program, Urban & Community Forestry Grant Program) that can provide funding to increase urban greening and forestry in the community by planting up to 1000 trees
- Target
 - Quantification of air quality benefits from urban greening small, variable
 - Studies have shown several other community benefits, including some reduction of PM2.5 and VOC's, heat island mitigation, and community beautification

Idling-Reduction Strategy: Protect Sensitive Receptors

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce the exposure of sensitive individuals to vehicle emissions at schools and other areas serving children and seniors
- Goal:
 - Distribute 10 sets of English/Spanish “No Idling” signs to schools, libraries, senior centers, parks, nursing homes, pediatricians, daycares, and medical centers
 - Develop and distribute idle-reduction infographics at each location
 - Develop and deliver 4 presentations about the impacts of vehicle exhaust, HAL Schools and available resources

Community Air Quality Outreach Strategy

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during poor air quality episodes
- Goal:
 - Launch social media campaigns based on myRAAN, air quality education (Facebook, Twitter, Instagram)
 - Partner with local civic organizations and other community organizations to host workshops on a variety of air quality topics at libraries, community centers, health centers, and schools.
- Target: Increased community awareness regarding air quality conditions and available tools through myRAAN registrations, app downloads, social media followers

Sharing Clean Air Efforts and How Communities Can Get Involved

- Type of Strategy: Outreach
- Purpose: To increase awareness of community air quality improvement programs and available incentives by hosting outreach events within the community
- Goal:
 - District will work with community to host workshops and symposiums to share air quality information on air quality improvement topics at libraries, community or senior centers, health centers, and schools. Topics may include CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

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Summary Sheet: Proposed emission reduction and exposure reduction strategies for the Shafter Community Steering Committee feedback

August 5, 2019

Measure #	Implementing Agency	Draft Measure	Estimated Lifetime Emissions Reductions (tons)			# of Units	Type of Unit	Incentive Funding
			PM2.5	NOx	Toxics			
Land Use /Urban Sources								
SD.1	PUC	Seek incentives for local businesses and homeowners to install solar power and energy storage	*	*	*	TBD	TBD	TBD
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	TBD		x	2	Control Systems	\$ 300,000.00
LU.1	SJVAPCD, City	New Construction: Provide assistance during the CEQA process	*	*	*			
LU.2	SJVAPCD, City	Land Use/Sustainable Development: Implement Projects that Reduce VMT	*	*	x			
LU.3	SJVAPCD, City	Land Use: Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	*	*	x	1	Alternative Fueling Station	\$ 1,000,000.00
LU.4	CARB, HSRA	Construction Emissions: High Speed Rail Construction	TBD	TBD	TBD	TBD	TBD	
RD.1	City, CalTrans	Road Dust: Evaluate increasing frequency of street sweeping	*					
RD.2	City, COGs, County	Road Dust: Road paving and sidewalk installations	*					
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents)	TBD	TBD	x	280	Lawn & Garden Units	\$ 100,000.00
LG.2	SJVAPCD	Provide Enhanced Outreach and Access to Incentives for Replacement of Commercial Lawn and Garden Equipment	TBD	TBD	x	30	Lawn & Garden Units	\$ 40,000.00
PF.1	SJVAPCD	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	TBD	TBD	TBD	TBD	Vehicles	\$ 100,000.00
Older/High Polluting Passenger Cars								
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	*	4.6	x	500	Vehicle Repairs	\$ 400,000.00
C.2	SJVAPCD	Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles	0.03	1.08	x	100	Clean-air Vehicles	\$ 1,950,000.00
C.3	SJVAPCD	Incentive Program for Installation of EV Charging Infrastructure	*	*	*	17	EV Chargers	\$ 100,000.00
C.4	SJVAPCD	Increased Educational Training for EV Mechanics	*	*	*	2	Training Events	\$ 30,000.00
C.5	SJVAPCD	Incentive Program for Launch of Car Share Program for Community	TBD	TBD	x	1	Car Share Program	\$ 250,000.00
C.6	SJVAPCD	Community EV "Test Drive" Program	*	*	*	1	EV Test Drive Program	\$ 200,000.00
Residential Burning								
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	98	*	x	200	Devices	\$ 600,000.00
RB.2	SJVAPCD	Educate Public About Harmful Impacts of Wood Burning	*	*	*			
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments	*	*	*			
RB.4	SJVAPCD	Outreach to Reduce Illegal Activity	*	*	*			
RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	*	*	*			
Heavy Duty Mobile Sources								
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology	196.6	0.54	x	60	Trucks	\$ 6,000,000.00
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	5.97	0.09	x	30	Yard Trucks or TRUs	\$ 4,000,000.00
HD.3	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation	*	*	*			
HD.4	SJVAPCD	Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology	0.26	2.6	x	8	School Buses	\$ 3,200,000.00
HD.5	SJVAPCD	Incentive Program for Transit Bus Replacement for Dial-a-Ride	TBD	TBD	x	TBD	Electric Transit Vehicles	\$ 400,000.00

HD.6	SJVAPCD	Incentive Program for Replacing Older Diesel Locomotives with New Clean-Engine Technology	2.8	126	x	2	Locomotives	\$ 5,200,000.00
HD.7	SJVAPCD	Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean-Engine Technology	1.5	57	x	3	Switcher Locomotives	\$ 4,100,000.00
Industrial Sources								
IS.1	SJVAPCD	Flares-Amend Rule 4311		1.5/year	x			
IS.2	SJVAPCD	Evaluate feasibility of funding further emissions reductions from oil and gas production operations	TBD	TBD	TBD	TBD	TBD	TBD
IS.3	SJVAPCD	Enhanced Inspection Frequency	*	*	*			
IS.4	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations	*	*	*			
IS.5	SJVAPCD	Provide Incentives to Install Advanced Control Technology	TBD	TBD	TBD	TBD	TBD	TBD
Agricultural Operations								
A.1	SJVAPCD	Provide Incentives for Electric Dairy Feed Mixing Equipment	18	350	x	5	Feed mix equipment sets	\$ 6,500,000.00
A.2	SJVAPCD	Provide Incentives for Low-Dust Nut Harvesters	90	42.5	x	25	Harvesters	\$ 2,500,000.00
A.3	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	210	*	x	2000	acres	\$ 1,000,000.00
A.4	SJVAPCD	Promote Implementation of Conservation Tillage Practices	TBD	TBD	x	TBD	acres	
A.5	SJVAPCD	Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors	4	90	x	10	Engines	\$ 230,000.00
A.7	SJVAPCD	Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment	60	750	x	100	Tractors	\$ 5,000,000.00
A.8	SJVAPCD	Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks	0.4	128	x	20	Trucks	\$ 2,000,000.00
A.9	SJVAPCD, CDFA, NRCS	Support dairy operations near Shafter in installing dairy digesters			x	10	Dairies	
A.10	SJVAPCD, CDFA, NRCS	Support dairy farms near Shafter in implementing Alternative Manure Management Strategies	TBD		x	10	Dairies	
A.11	CARB/DPR	Pesticide Measures (under development by CARB and DPR)			x			
Exposure Reduction Measures								
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	*	*	*	TBD	Filtration Systems	\$ 100,000.00
SC.2	SJVAPCD	HAL Schools: Increase Participation	*	*	*			
VB.1	SJVAPCD, Partners	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	*	*	*	TBD	TBD	TBD
IAQ.1	CAPK, CSD, SJVAPCD	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	*	*	*			
UG.1	SJVAPCD, Partners	Increased urban greening and forestry in the community	*	*	*	1000	Trees Planted	
IR.1	SJVAPCD	Idling-Reduction Strategy: Protect Sensitive Receptors	*	*	*			
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy	*	*	*			
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	*	*	*			
TOTALS			590	1552				\$ 44,700,000.00

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target

x = measure will result in reduction of toxic air contaminants

TBD = To Be Determined

AB 617 Shafter Community Steering Committee - Meeting #11

August 5, 2019, 5:30 p.m.

1. Doors Open/ Meet and Greet/ Refreshments

2. Welcome and Introductions

Jaime Holt, Chief Communications Officer

Christal Love Lazard, Facilitator from Institute for Local Government

Jaime Holt provided a kick-off to the meeting, and introduced the new neutral facilitator for the Shafter Steering Committee, Christal Love Lazard from the Institute for Local Government. Christal reviewed the structure of the meeting and the topics to be discussed, and provided the introduction for the presentation speakers.

3. CERP Strategies:

Presentation of the CERP provided by District Staff Todd DeYoung, District Program Manager and Jessica Coria, Senior Air Quality Specialist

Jessica Coria provided an introduction to the presentation, discussing that updates had been made to the proposed Community Emission Reduction Program (CERP) measures based off of feedback received from community members. This presentation provided a direct written and verbal response to suggestions received from various Steering Committee members and members of the public. The presentation also highlighted how the initial list of proposed measures had been updated to incorporate the suggestions, as feasible. Todd DeYoung and Jessica reviewed the comments and responses, and then answered questions from the Committee.

Specific Committee comments were as follows:

- For the intent of the CERP charter the Government CSC members should not have a voting right.
- Extend bus replacement to High Schools. Add Grimmway Academy to the school bus replacement.
- We need to do more outreach for no idling in public locations (Schools/Libraries/Restaurants)
- We are investing \$9 million in locomotives. We are not going to see a change in air quality in Shafter from this.
- We are investing \$2 million in Diaries. I want to see monitoring for all of these dairies. Track truck traffic to know where this goes.
- Electric units instead of gas to cool & warm people's homes to keep windows closed to protect them from dust. We need to place solar on homes, add more trees and improve quality of life in Shafter.

- What do you mean by low income? Are they people on welfare? How do you define low income?
- Fines generated in Shafter should be returned to Shafter.
- For this plan, I don't see a cost benefit.
- The Air District has been the first to hold AB 617 meetings. We need to measure the impact. Do we have a way of doing that?
- Have ISR funds stay in Shafter.
- For the installation of solar panels. Will the employees be from Shafter? Will they receive training?
- Low dust harvesters. Are we going to measure PM10 for the whole year? We need an answer tonight. Does it make a difference in Shafer? 12 members of the committee have signed a request for PM 10.
- Most of the incentives are steered for low income. Could you please consider middle class?
- Can we increase the funding for schools infiltration systems?
- We ask that the District analyze the proposed incentive funding before we start writing checks

Public comments included the following:

- Loaning people electric vehicles and adding charging stations. Who pays for the power? Who is responsible? And who covers liability?
- We need more no idling signs (schools/ drive thrus)
- Who pays for water for the new trees?
- Drive thrus in San Luis Obispo have been prohibited, but, what was discovered is that turning off the engine and making everyone park actually increase emissions, due to the certain temperature a vehicle needs to be to reduce emissions. We ask that the District investigate if this is truly beneficial for the Valley

Christal provided the wrap-up to the meeting, reviewing the dates for upcoming meetings and the next steps in the CERP development process.

**Refer to meeting audio to review the full details and comments from the meeting.*

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>

Ciudad de Shafter

Desarrollo del Programa de la Reducción de Emisiones de la Comunidad (CERP)

Estrategias para la reducción a la exposición y la reducción de emisiones actualizadas para la consideración y el comentario del Comité

5 de agosto de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Comentarios del Comité Directivo

- Los miembros del Comité han brindado muchos comentarios a través de numerosas reuniones del comité y recomendaciones escritas
- El personal del Distrito esta trabajando para evaluar las propuestas de reducción de emisiones presentadas por los miembros del Comité
 - Trabajar en colaboración con otras agencias para evaluar una amplia gama de medidas
 - Incorporar las medidas sugeridas como sea posible
- El borrador del CERP de Shafter ahora incluye más de 50 medidas, \$44.7 millones dedicados a incentivos para aire limpio, logrando reducir más de 2000 toneladas de contaminantes

Fondos Incentivos para Vehículos Eléctricos

- **Sugerencia:** *“100 reemplazos de vehículos eléctricos para vehículos privados de 15 años o más antiguos, incluyendo SUV’s... También se proporcionara un enchufe para cargar los vehículos eléctricos... Este programa necesitaría otros \$10,000 a \$15,000 por vehículo.”*
- **Medidas Propuestas:**
 - NUEVO Programa para los residentes de Shafter para reemplazar al menos 100 vehículos
 - Proporcionar mayores incentivos para cubrir hasta el 90% de los costos de vehículos nuevos EV/PHEV para solicitantes calificados de bajos ingresos (hasta \$10,000 de incentivo adicional además de los incentivos existentes, rango mínimo de 120-150 millas)
 - \$100,000 para 17 nuevos Cargadores de EV’s en la comunidad
 - Fondos para cargadores residenciales after a través de reembolsos de PG&E de \$800
 - Alcance mejorado para promover el programa de Drive Clean en San Joaquín reparación de vehículos y reemplazo (Tune In Tune Up, opciones de reemplazo de vehículos para todos los residentes)

Instalaciones Solares para Hogares de Bajos Ingresos

- **Sugerencia:** *“250 hogares de bajos ingresos tendrán energía solar instalado. El crédito de impuestos federales y el programa DAC-SASH pagará cerca de 100% del costo. Estos fondos estarán disponibles con fuentes actuales o fondos AB 617. Los hogares recibiendo este solar también tendrán una pompa de calor eléctrica instalada para calefacción y refrigeración, un calentador de agua eléctrico y una estufa de inducción eléctrica.”*
- **Medida Propuesta:**
 - El Distrito ayudará a coordinar con la Comisión de Servicios Públicos de CA y empresas de servicios públicos para aumentar la conciencia de la comunidad y el acceso a los fondos incentivos disponibles para dueños de casa y negocios pequeños para instalar energía solar en la azotea/la comunidad y sistemas de almacenamiento de energía con una meta de proporcionar incentivos a 250 hogares
 - Algunos posibles programas que estarán disponibles a residentes de Shafter para aplicar incluyen *DAC-Single Family Solar Homes (DAC-SASH)* y *Solar on Multifamily Affordable Housing (SOMAH)*

Programa Comunitario de Tarifas Verdes Solares

- **Sugerencia:** *“El programa Comunitario de Tarifas Verdes Solares debe implementarse en Shafter. Los residentes de bajos ingresos que se inscriban también deben recibir instalaciones de pompa de calor eléctrica para calefacción y refrigeración, un calentador de agua eléctrico y una estufa de inducción eléctrica.”*
- **Medida Propuesta:**
 - El Distrito ayudará a coordinar con la Comisión de Servicios Públicos de CA y empresas de servicios públicos para aumentar la conciencia de la comunidad y el acceso a los fondos incentivos disponibles para dueños de casa y negocios pequeños para instalar energía solar en el techo/la comunidad y sistemas de almacenamiento de energía
 - El Distrito trabajará con PG&E para facilitar las suscripciones de miembros de la comunidad a *Green Tariff* (DAC-SASH) y *Community Solar Green Tariff* (CSGT)

Programa Comunitario de Vehículo Compartido

- **Sugerencia:** *“20 EV’s (vehículos eléctricos) ubicados alrededor de los vecindarios de Shafter con estaciones de carga. Estos vehículos con un rango de 150 a 250 millas están disponibles para alquiler a un costo subsidiado por residentes de bajos ingresos. Un costo de 20 centavos por milla debe ser razonable. Muchos programas como este ya existen en todo el estado de California.”*
- **Medida Propuesta:**
 - El Distrito proporcionará hasta \$250,000 en fondos para apoyar el lanzamiento de un programa de auto compartido en Shafter (por ejemplo, Miocar, Green Commuter, etc.)
 - Los fondos incluirán los costos de vehículos, infraestructura y costos de pasajeros subsidiados

Programa de “Prueba de Manejo” de EV Comunitario

- **Sugerencia:** *Aumentar el alcance y el acceso a incentivos de vehículos eléctricos para los residentes de Shafter.*
- **Medida Propuesta:**
 - \$200,000 en fondos para socios locales para desplegar 10 vehículos eléctricos de batería con un rango de al menos 150 millas e infraestructura de carga asociada para residentes que deseen “poner a prueba” vehículos eléctricos de batería durante hasta 4 semanas
 - El propósito de este programa piloto sería asegurar que un vehículo eléctrico satisfaría las necesidades de una persona o familia antes de cambiar a un vehículo eléctrico

Servicio de Transporte Comunitario Dial-A-Ride

- **Sugerencia:** *“Los servicios de transporte comunitario de Shafter, Dial-a-ride, deberían recibir dos EV’s.”*
- **Medida Propuesta:**
 - Se invertirán hasta \$400,000 para respaldar la compra de dos vehículos eléctricos para Dial-a-ride en Shafter, incluyendo la financiación de la infraestructura de EV’s
 - El Distrito trabajará con la agencia de tránsito apropiada para garantizar que los vehículos propuestos cumplan con el ciclo de trabajo y el rango esperado de operaciones del servicio Dial-a-ride

Cambio de Ruta de Camiones

- **Sugerencia:** *“Los camiones de servicio pesado que usan Laredo Hwy a través de las dos señales de alto adyacentes a Golden Oak Elementary deben ser enrutados a otro lugar. Quizás las avenidas Tulare y Riverside pueden ser usadas para las rutas hacia el oeste y hacia el este, respectivamente.”*
- **Respuesta del Distrito:**
 - Trabajar con la Ciudad, el Condado, CalTrans, y todas las demás agencias apropiadas de uso de la tierra y transporte para comunicar los comentarios del Comité Directivo y recibir comentarios y respuestas de la agencia para el CERP

Autobuses Escolares Eléctricos

- **Sugerencia:** *“La electrificación de autobuses para el sistema escolar;” “Richland Elementary debería recibir 5 autobuses escolares eléctricos.”*
- **Medida Propuesta:**
 - Proporcionar fondos para reemplazar 8 autobuses escolares diésel que operan en la comunidad de Shafter y sus alrededores con autobuses escolares eléctricos con batería de cero emisiones (3 ya están en proceso de reemplazo)
 - Hasta \$3,200,000 en fondos

Motores Eléctricos para Pozos Petroleros

- **Sugerencia:** *“Los pozos de petróleo y equipos relacionados dentro del radio de 7 millas que usan motores de combustión interna estacionarios deberían convertirse en motores eléctricos si el sistema eléctrico está disponible dentro de 1,000 pies.”*
- **Medida Propuesta:**
 - Proporcionar incentivos para convertir motores de combustión interna que conducen gatos de la bombas petróleo a motores eléctricos como sea posible para pozos petroleros y equipos relacionados dentro del radio de 7 millas
- Además, las próximas mejoras regulatorias potenciales a la Regla del Motor de Combustión Interna bajo el nuevo Plan PM2.5

Electrificación de Motores de Bombas Agrícolas

- **Sugerencia:** *“Los agricultores que usan motores de combustión interna para pompear agua dentro de las 7 millas y ubicados a 500 pies del sistema eléctrico deben tener una oportunidad de conversión de motor eléctrico subsidiado al 90% por un período de un año... Después de un año, si no se han convertido a eléctrico, perderán todas las oportunidades de participar en cualquier programa de incentivos para tales conversiones...”*
- **Medida Propuesta:**
 - Para motores donde la electrificación es posible, el Distrito proporcionara hasta el 90% de los fondos incentivos para electrificar el motor e instalar la infraestructura necesaria (incluyendo extensiones de línea, etc)
 - Como se comprometió con el Plan PM2.5 2018 del Distrito, el Distrito trabajará con CARB para adoptar respaldos regulatorios adicionales como sea posible

Alternativas a Quema Agrícola

- **Sugerencias:** *“Trituración de leña en el sitio en lugar de quemar;” “No se permitirá la quema agrícola dentro el radio de 7 millas. Habrá un subsidio disponible para moler este material, incluyendo pequeñas cantidades de material debido al desgaste.”*
- **Medida Propuesta:**
 - Se invertirán hasta \$1,000,000 para incentivar la tritura y la incorporación de la biomasa agrícola en el suelo en hasta 2000 acres donde la quema agrícola de biomasa impactaría la calidad del aire para la comunidad de Shafter

Reducción de Llamaradas de JP Oil

- **Sugerencia:** *“JP Oil debe reducir los niveles actuales de llamaradas, promediados en los últimos cinco años, en un 90%.”*
- **Medida Propuesta:**
 - El Distrito actualmente está en proceso público para adoptar una regulación enmendada para reducir las emisiones por llamaradas
 - Se alienta a los miembros del Comité Directivo de Shafter y al público interesado a participar en el proceso de enmienda de la Regla 4311 (Llamaradas)

Emisiones del Tren de Alta Velocidad

- **Sugerencia:** *“La construcción de Trenes de Alta Velocidad dentro del radio de 7 millas debe usar motores de Nivel 4 en todos los equipos de construcción todoterreno.”*
- **Respuesta del Distrito:**
 - Trabajar con CARB y la Autoridad del Tren de Alta Velocidad de California para comunicar las preocupaciones de la comunidad y recibir comentarios sobre los procesos apropiados para abordar las preguntas
 - Continuar buscando proyectos locales de aire limpio a través de fondos de mitigación proporcionados por la Autoridad del Tren de Alta Velocidad

Aireación de Lagunas Lácteas/Gestión del Estiércol

- **Sugerencia:** *“Las diez lecherías al oeste de Shafter acordaran no vaciar ni airear sus lagunas de estiércol durante los meses de diciembre y enero para reducir el amoníaco en el aire durante los peores meses de PM2.5. Un incentivo puede ser apropiado inicialmente y si es efectivo se debe establecer en una regla.”*
- **Medida Propuesta:**
 - Apoyar los esfuerzos estatales para implementar alternativas de manejo de estiércol e instalar digestores de lácteos para controlar las emisiones de laguna de estiércol
 - Reducciones en las emisiones de las lecherías también están dirigidas por las siguientes medidas: electrificación del mezclador de alimentos; gestión de la educación y alcance de conservación; conversión de bombas de riego a eléctricos; y estrategias alternativas de manejo de estiércol

Quema de Leña Residencial

- **Sugerencia:** *“No se subvencionarán más estufas o aparatos de leña certificados por la EPA en Shafter para el reemplazo de estufas de leña o chimeneas antiguas... En cambio, días declarados de “No quemar” serán ejecutados estrictamente en el área de Shafter y todas las multas serán colectadas. Del mismo modo, no se subvencionarán los insertos de gas natural, sino que se subvencionarán bombas de calor eléctricas al 75% de su costo total para todos y al 100% de su costo total para los residentes de bajos ingresos.”*
- **Medida Propuesta:**
 - Las estufas e insertos de leña certificados por la EPA ya no serán financiados en la comunidad de Shafter en áreas con acceso a gas natural
 - Implementar la nueva regla de quema de leña residencial del Distrito comenzando la temporada 2019-20
 - Se invertirán hasta \$600,000 para incentivar el reemplazo de chimeneas y estufas de leña con unidades que no sean de leña, incluyendo el 75-100% para bombas de calor eléctricas

Inspecciones de Instalaciones

- **Sugerencia:** *“Realizar inspecciones mensuales de Plains LPG y multas máximas impuestas por cada violación durante los próximos cinco años.”*
- **Medida Propuesta:**
 - El personal del Distrito realizará más inspecciones de la siguiente manera: inspeccionar **cada instalación que haya tenido una violación de emisiones durante los últimos 3 años al menos 2 veces por año calendario** durante los próximos 5 años, o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

Contratiempos de Pozos Petroleros

- **Sugerencia:** *“No se perforarán nuevos pozos de petróleo dentro de los 2,500 pies de los residentes, las escuelas, y todas las ubicaciones sensibles al medio ambiente.”*
- **Respuesta del Distrito:**
 - Como el Distrito no tiene autoridad para el uso de la tierra, el Distrito ha puesto a disposición de las agencias responsables las diversas estrategias de uso de la tierra que el Comité ha presentado para su posible inclusión en el CERP para la contribución y respuesta de la agencia responsable en el Programa de Reducción de Emisiones Comunitarias de Shafter

Plantación de Árboles/Ecologización Urbana

- **Sugerencia:** *“Se plantarán 1,000 arboles apropiados en lotes residenciales de Shafter con residentes dispuestos a ser pagados por cuidarlos durante 5 años. Costo total de \$500 por árbol.”*
- **Respuesta del Distrito:**
 - El Distrito está proponiendo medidas para aumentar el ecologización urbana y la silvicultura en la comunidad a través de alianzas con otras entidades (Tree Foundation of Kern, CalFire, Kern County Parks and Recreation, Tree Fresno) y buscar financiación estatal, con el objetivo de plantar hasta 1,000 árboles en la comunidad de Shafter

Camiones de Patio Eléctricos

- **Sugerencia:** *“El descascarillador de almendras justo norte de Shafter en la Autopista 43 recibirá incentivos del 80% para comprar dos camiones de patio eléctricos.”*
- **Medida Propuesta:**
 - Hasta \$4,000,000 disponibles para ayudar a la conversión a camiones de patio eléctricos en el área de Shafter en operaciones industriales y centros de distribución
 - El Distrito llevara a cabo actividades de alcance específicas para el descascarillador de almendras mencionados para ofrecer incentivos para apoyar la compra de camiones de patio eléctricos

Pesticidas

- **Sugerencia:** Los miembros del Comité sugirieron varias medidas específicas con respecto a pesticidas
- **Medida Propuesta:**
 - A través de discusiones con el Distrito y el Comité, DPR y CARB se comprometen a incluir en las acciones del CERP para abordar los pesticidas y están trabajando juntos para elaborar estrategias que se incluirán a fines de agosto
- El Distrito continuará facilitando esfuerzos de colaboración con el Comité Directivo, CARB y DPR para evaluar posibles propuestas del CERP

Aumentar el Acceso a los Incentivos de Reparación/Reemplazo de Vehículos

- **Sugerencia:** Modificar los requisitos de Drive Clean en San Joaquín para eliminar el requisito de emisiones
- **Medida Propuesta:**
 - El Distrito discutirá con CARB la viabilidad de enmendar la pautas aprobadas por el estado para expandir los vehículos elegibles sin la necesidad de una prueba de emisiones fallido

Otras Ideas del Comité para el Bien de la Calidad del Aire de Shafter

- Cambios en los requisitos del programa de Drive Clean en San Joaquín (eliminar el requisito de emisiones, años más nuevos reemplazados) (C.1)
- Alcance y educación mejorados en la comunidad (O.1, O.2, RB.2, RB.4)
- Cumplimiento Mejorado (IS.3, RB.3, RB.5, HD.3)
- Sistemas de Filtración del Aire en las escuelas (SC.1)
- Barreras vegetativas instaladas cerca de fuentes de preocupación (VB.1)
- Campañas dirigidas contra el ralenti (SC.2, IR.1)
- Programa de Incentivos para Cosechadoras de Nueces de Bajo Polvo dirigido a Shafter (A.2)
- Asociaciones con la Ciudad de Shafter: medidas de uso del suelo, pavimentación de caminos y banquetas (LU.1-3, RD.1, RD.2, HD.8, IS.6)
- Financiación para camiones de servicio pesado, camiones de patio e infraestructura de cero/casi cero emisiones (HD.1, HD.2)
- Tecnología de motor limpio para locomotoras que funcionan localmente (HD.6, HD.7)
- Equipo de césped eléctrico GRATIS para los residentes de Shafter (LG.1)
- Entrenamiento para Mecánico para EV (vehículos eléctricos) (C.4)

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

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Lista Completa de Medidas Propuestas Actualizadas del CERP

Estrategias para la reducción de emisiones y reducción a la exposición para la consideración y comentario del Comité

Uso de Suelo/Fuentes Urbanas

Engenergía Solar: Buscar Incentivos para que las Empresas Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía

- Tipo de Estrategia: Incentivo
- Propósito: El Distrito ayudará a coordinar con la Comisión de Servicios Públicos de California y las empresas de servicios públicos para aumentar el conocimiento de la comunidad y la accesibilidad a los incentivos disponibles para que los propietarios de viviendas y las pequeñas empresas instalen sistemas de almacenamiento de energía y energía solar en la azotea
 - Los programas potenciales incluyen DAC-SASH, DAC-Green Tariff, Community Solar Green Tariff, etc.
- Meta: Se desarrollará los fondos disponibles, y el número y tipo de proyectos, con la participación del Comité Directivo, cuando el guía de financiamiento estatal están disponibles
- Objetivo: Por ser determinado, trabajando con PUC

Cocina Comercial: Reducir aún más las emisiones de partículas de las parrillas comerciales de fuego abajo

- Tipo de Estrategia: Incentivos (con respaldo regulatorio)
- Propósito: Para proporcionar incentivos para reducir aún más las emisiones de partículas de restaurantes que utilizan parrillas comerciales de fuego abajo.
- Meta:
 - Asociarse con restaurantes dispuestos y proporcionar \$150,000 en fondos de incentivo por restaurante para la instalación de equipos de control para reducir las emisiones de partículas de las parrillas comerciales de fuego abajo
 - Proporcionar mejor alcance y educación a los restaurantes locales con respecto a impactos en la salud y la disponibilidad de fondos para la instalación de los controles
- Objetivo:
 - Invertir hasta \$300,000 (en 1-2 restaurantes)

Construcción Nueva: Brindar asistencia durante el proceso CEQA

- Tipo de Estrategia: Uso del Suelo
- Propósito: Proporcionar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar a la calidad del aire en el Valle, e información sobre cómo los impactos de contaminación del aire pueden reducirse
- Meta: Trabajar con las Agencias Líderes y los proponentes de proyectos para que mejoren los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire
- Objetivo: Reducciones en contaminantes de criterio y/o tóxicos de aire

Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Asociación
- Propósito: Para reducir las millas recorridas (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios.
- Meta: Trabajar con la Ciudad de Shafter para obtener información sobre las oportunidades para que los miembros de la comunidad participen en los procesos de planificación de uso del suelo. La Ciudad de Shafter se ha comprometido a notificar a los miembros de la comunidad sobre las próximas reuniones que abordan el desarrollo de Justicia Ambiental del Plan General de la Ciudad.
- Objetivo: Por ser determinado por la Ciudad de Shafter a través del proceso de planificación público.

Uso del suelo: Apoyo a la Planificación y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Apoyo/Incentivos
- Propósito: Proporcionar apoyo para la planificación y el desarrollo de infraestructura para vehículos con cero y casi cero emisiones para apoyar el despliegue más amplio de vehículos limpios
- Meta: Proporcionar apoyo del Distrito para ampliar la red de infraestructura de combustible para vehículos con cero y casi cero emisiones para facilitar el despliegue más amplio y dar prioridad a los fondos a través de programas existentes del Distrito para la instalación de una estación de servicio de combustible alternativo en/o cerca de Shafter
- Incentivos para ser Invertidos:
 - Estación de Combustible Alternativo: 1 estación, hasta \$1,000,000

Emisiones de Construcción: Construcción de Trenes de Alta Velocidad (NUEVO)

- Tipo de Estrategia: Partnership
- Propósito: Para reducir las emisiones del equipo de construcción del Sistema de Trenes de Alta Velocidad (HSR, por sus siglas en inglés) operando dentro del radio de 7 millas
- Meta: Trabajar con CARB y la Autoridad del Tren de Alta Velocidad de California para comunicar las preocupaciones de la comunidad y recibir comentarios sobre los procesos apropiados para abordar la sugerencia de que la construcción del HSR dentro del radio de 7 millas usen motores Nivel 4 en todos los equipos de construcción
- Objetivo: Reducciones de contaminantes de criterio y/o Contaminantes Tóxicos del Aire

Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles

- Tipo de Estrategia: Asociación
- Propósito: Evaluar los impactos en la calidad del aire y viabilidad de aumentar la frecuencia de barrido de calles a lo largo de las autopistas y las calles
- Meta: Si se encuentra que es efectivo para reducir las emisiones de partículas, asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, el Condado de Kern y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad

Polvo de Carretera: Evaluar la viabilidad de las mejoras de pavimentación de carreteras

- Tipo de Estrategia: Asociación
- Propósito: Identificar oportunidades para reducir y eliminar carreteras sin pavimento en la comunidad a través de mejoras en la pavimentación de carreteras
- Meta: Asociarse con otras entidades (incluida la Ciudad de Shafter, el Condado de Kern y el Consejo de Gobiernos Central) para identificar oportunidades, como los fondos de Mitigación de la Congestión y Calidad del Aire, para mejorar los esfuerzos de pavimentación de carreteras en la comunidad donde más se necesita para reducir los impactos en la salud

Banquetas (Nuevo)

- Tipo de Estrategia: Asociación
- Propósito: Identificar oportunidades para reducir el polvo fugitivo y las millas recorridas en vehículos en la comunidad mediante la instalación de banquetas cerca de escuelas y otros centros comunitarios
- Meta: Establecer asociación (Ciudad de Shafter, Condado de Kern y Consejo de Gobiernos de Kern, y otras agencias apropiadas) para identificar oportunidades, como la mitigación de la congestión y financiación de la calidad del aire, para implementar banquetas en la comunidad donde más se necesita para reducir los impactos en la salud

Césped y Jardín: Proporcionar Incentivos Mejorados para los Equipos de Jardín Residenciales

- Tipo de estrategia: Incentivo
- Propósito: Proporcionar aumento de incentivos para el reemplazo de equipos residenciales de césped y jardinería en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos para que se cubra el 100% del costo del equipo, resultando en más participación en el programa para reemplazar 280 unidades de equipo de jardinería de gas en la comunidad con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: \$100,000 para reemplazar 280 unidades

Césped y Jardín: Proporcionan Incentivos Mejorados para los Equipos de Jardín Comerciales

- Tipo de estrategia: Incentivo
- Propósito: Aumentar alcance y acceso a programas de incentivos para el reemplazo de equipos de jardinería a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
- Meta: Aumentar el alcance y el acceso a los fondos de incentivo resultando en más participación en el programa para reemplazar 30 equipos de jardinería de gas de grado comercial con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: \$40,000 para reemplazar 30 unidades

Flotillas públicas: mejorar el alcance y el acceso a los fondos de incentivos para los vehículos de la flotillas públicas

- Tipo de estrategia: Incentivo
- Propósito: Aumentar alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguos y altamente contaminantes con vehículos disponibles más limpios que operen dentro y alrededor de Shafter.
- Meta: Trabajar cerca con las agencias públicas, incluida la Ciudad de Shafter y el Condado de Kern, para reemplazar los vehículos ligeros con los programas de incentivos existentes del Distrito, incluido el Programa de Subvenciones de Beneficio Público.
- Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones dependiendo del tipo de vehículo y programa)
- Incentivos para ser invertidos: \$100,000. Los incentivos por vehículo se basarán en el tipo de vehículo y el programa

Vehículos Antiguos/Altamente Contaminantes

Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes
 - El programa proporciona incentivos para las reparaciones relacionadas con las emisiones de vehículos antiguos y altamente contaminantes durante los eventos de fin de semana de Tune In Tune Up
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito para al menos un evento en la comunidad, aumentar la participación de la comunidad en el programa para reparar vehículos de altas emisiones, encontrar fondos para organizar eventos adicionales dentro de los límites de la comunidad
- Objetivo: 4.6 toneladas de NOx y 3.1 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$400,000 para eventos y para 500 reparaciones de vehículos

Vehículos de Pasajeros: Proporcionar Mejor Alcance y Acceso a Opciones de Incentivos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar vehículos antiguos en la comunidad a través de un NUEVO programa piloto de financiación de incentivos para residentes de Shafter
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito, aumentar la participación de la comunidad en el programa para reemplazar los vehículos de alta emisión que operan en Shafter con vehículos de emisiones más bajas o cero emisiones (eléctricos o híbridos enchufables) al proporcionar un mayor incentivo para solicitantes calificados de bajos ingresos (hasta \$10,000 extra en incentivos encima de incentivos existentes, rango mínimo de 120-150 millas)
- Objetivo: 1.08 toneladas de NO_x, 0.03 toneladas de PM_{2.5}, y 0.24 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$1,950,000 para reemplazar 100 vehículos

Vehículos de Pasajeros: Proporcionar Fondos Incentivos para Infraestructura de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar fondos incentivos para apoyar la implementación de infraestructura de carga de vehículos eléctricos en la comunidad
- Meta: Aumentar la participación en el programa para **la implementación de 17 cargadores de vehículos eléctricos dentro de la comunidad** para apoyar la implementación de vehículos eléctricos
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertido: \$100,000 para 17 cargadores de vehículos eléctricos

Vehículos de Pasajeros: Aumentar el Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar el entrenamiento educativo para mecánicos de vehículos eléctricos y para apoyar la implementación de instalaciones adicionales de reparación a vehículos eléctricos en la comunidad según sea posible
- Meta: Aumentar la participación en entrenamientos para mecánicos de vehículos eléctricos que proporcionan servicios a vehículos que operan dentro de la comunidad
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: \$30,000 para 2 sesiones de entrenamiento

Implementar un Programa de Vehículo Compartido para Shafter

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: Para reducir las emisiones de PM y NOx en la comunidad a través de la implementación de un programa de vehículo compartido en Shafter
- Meta: Lanzar un programa de vehículo compartido (por ejemplo Miocar, Green Commuter) en la comunidad de Shafter. Los fondos respaldarán el costo de los vehículos, infraestructura y costos de los pasajeros subsidiados
- Objetivo: Reducción en PM y NOx (cantidad de reducciones serán determinadas)
- Incentivos para ser invertidos: \$250,000 para apoyar el lanzamiento de un programa de vehículo compartido en el área de Shafter

Programa de “Prueba de Manejo” de EV Comunitario

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: El propósito de este programa piloto sería asegurar que un vehículo eléctrico satisfaría las necesidades de una persona o familia antes de cambiar a un vehículo eléctrico al proporcionar incentivos para que un socio local opere un programa de “Prueba de Manejo” de vehículos eléctricos para residentes de Shafter
- Meta: Desplegar 10 vehículos eléctricos de batería con un rango de al menos 150 millas e infraestructura de carga asociada para residentes que deseen “poner a prueba” vehículos eléctricos de batería durante hasta 4 semanas
- Incentivos para ser invertidos: \$200,000

Quema Residencial

Quema de Leña Residencial: Proporcionar Incentivos Mejorados para Reemplazar Aparatos de Quema de Leña

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar incentivos financieros mejorados para reemplazar los aparatos de quema de leña existentes y las estufas de combustible granulado con gas natural o tecnologías eléctricas (incluyendo bombas de calor eléctricas)
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos resultando en más participación en el programa para reemplazar 100 aparatos de quema de leña en la comunidad con alternativas menos contaminantes
- Objetivo: 98 toneladas de PM2.5 (basado en el promedio de reducciones de emisiones esperadas por cada proyecto)
- Incentivos para ser invertidos : \$600,000

Quema de Leña Residencial: Educar al Público Sobre los Impactos Dañinos

- Tipo de Estrategia: Educación y Alcance
- Propósito: Para educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a cambiarse a un aparato eléctrico o de gas natural
 - Incluyendo información sobre el programa de Confirma Antes de Quemar/Regla 4901
- Meta:
 - Aumento en solicitudes de Burn Cleaner en Shafter
 - Organizar 4 talleres públicos en la sucursal de Shafter de la Biblioteca del Condado de Kern/Centro de Aprendizaje de Shafter
 - Circulación de infografías de al menos 6 espacios comunitarios

Chimeneas/Calentadores que Queman Leña: Mejorar Cumplimiento para las Restricciones de Quema de Leña

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado asociado con el incumplimiento de las restricciones obligatorias de quema de leña episódica según la Regla del Distrito 4901
- Meta: El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad de Shafter en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901

Quema Al Aire Libre Residencial: Reducir La Actividad Ilegal

- Tipo de Estrategia: Alcance
- Propósito: Reducir la quema de residuos mediante el alcance y la educación
- Meta:
 - Organizar 4 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos a la calidad del aire por la quema de basura
 - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
 - 2 carteles
 - 2 mobiliario urbano (casetas de autobús, quioscos, bancos, cabinas telefónicas, etc)
 - 1 autobús enrutado a través de áreas relevantes (se prefiere de cero emisiones)
 - 2 envíos de tarjetas postales a residentes del condado en áreas rurales

Quema al Aire Libre Residencial: Mejorar Cumplimiento para Reducir la Quema Ilegal de Residuos Residenciales

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar la potencial de PM2.5 localizadas y los efectos tóxicos asociados con la quema al aire libre ilegal de residuos residenciales
- Meta: Además de los esfuerzos existentes del Distrito de respuesta de vigilancia y quejas, el personal del Distrito busca realizar un esfuerzo de vigilancia específico dentro de la comunidad de Shafter y las áreas alrededor al menos una vez por trimestre durante los próximos 5 años

Fuentes Móviles de Servicio Pesado

Camiones, Autobuses y Locomotoras

Camiones de Servicio Pesado: Proporcionar Financiamiento de Incentivo Mejorado para Tecnología de Cero y Casi Cero Emisiones

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mejor alcance y acceso a financiamiento de incentivos para tecnologías de camiones limpios de cero y casi cero emisiones que operan dentro de la comunidad (regional, de larga distancia)
- Meta: Reemplazar 60 camiones de diésel antiguos de servicio pesado que operan en Shafter con camiones de casi cero emisiones
- Objetivo: 196.6 toneladas de NO_x, 0.54 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$6,000,000

Camiones de Servicio Pesado: Apoyar la Implementación de Camiones de Patio de Cero Emisiones y TRU's

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos para apoyar la implementación de camiones de patio menos contaminantes, unidades de refrigeración de transporte (TRU's, por sus siglas en inglés), e infraestructura relacionada en almacenes y otras instalaciones dentro de la comunidad con prioridad en tecnologías de cero emisiones
- Meta: Implementar 30 nuevos camiones de patio o unidades de refrigeración de transporte de cero emisiones, junto con la infraestructura asociada
- Objetivo: 0.09 toneladas de NOx y 5.97 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$4,000,000

Camiones Diésel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos en la calidad del aire el asociados con el incumplimiento de la regulación estatal contra el ralentí
- Meta: Asociarse con CARB y la comunidad para identificar las zonas de ralentí conflictivas de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles tales como las escuelas, para orientar los esfuerzos de cumplimiento de las regulaciones del estado dentro de la comunidad. Por lo menos 1 esfuerzo de cumplimiento dirigido contra el ralentí se llevara a cabo cada trimestre durante los próximos 5 años.

Autobuses Escolares: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevos Autobuses Escolares

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mejor alcance y acceso a fondos incentivos para reemplazar autobuses escolares antiguos y altamente contaminantes con nuevos autobuses escolares de cerco o casi cero emisiones que operan dentro y alrededor de Shafter.
- Meta: Reemplazar hasta 8 autobuses escolares, que operan por los distritos escolares de Richland y Kern High con autobuses escolares eléctricos con batería de cero emisiones que operan dentro de la comunidad
- Objetivo: 2.6 toneladas de NO_x, 0.26 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$3,200,000 (hasta \$400,000 por autobús)

Autobuses de Tránsito: Programa de Incentivos para el Reemplazo de Autobuses de Tránsito para Dial-A-Ride

- Tipo de Estrategia: Incentivo
- Propósito: Para reducir las emisiones en PM2.5 y contaminantes tóxicos del aire al apoyar el uso de tecnología de vehículos de cero emisiones para el transporte público.
- Meta: Ofrecer incentivos para reemplazar 2 vehículos eléctricos para Dial-a-ride en Shafter, incluyendo la financiación para la infraestructura de apoyo necesaria
- Objetivo: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones será determinado)
- Incentivos para ser invertidos: Hasta \$400,000

Locomotoras: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevas Locomotoras

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mejor alcance y acceso a fondos incentivos para el reemplazo de locomotoras más antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 2 locomotoras de Nivel 0 con locomotoras de Nivel 4
- Objetivo: 126 toneladas de NO_x, 2.8 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$5,200,000 (financiando hasta \$2,600,000 por locomotora)

Locomotoras: Proporcionar Incentivos para el Motor de Conmutadores Eléctricos para Instalaciones Ferroviarias

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar más alcance y acceso a fondos incentivos para el reemplazo de locomotoras antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 3 conmutadores antiguos y altamente contaminantes con nuevas locomotoras de conmutador híbrido de tecnología avanzada/menos contaminante en terminales ferroviarias y otras instalaciones dentro de Shafter
- Objetivo: 57 toneladas de NO_x, 1.5 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$4,100,000 (hasta \$1,340,875 por locomotora)

Fuentes Industriales

Llamaradas: Modificar la Regla 4311 para Requerir Controles de NOx Ultra Bajos Cuando Sea Factible Tecnológicamente y Económicamente

- Tipo de Estrategia: Regulatorio
- Propósito: Para modificar la Regla 4311 a fin de exigir límites de emisiones ultra-bajos de llamaradas de NOx para las actividades de llamaradas existentes y nuevas en la medida en que dichos controles sean tecnológicamente factibles y económicamente factibles
 - El Distrito ya ha iniciado el proceso de desarrollo de reglas, con la adopción de reglas anticipada en 2020
- Meta: Reducir las emisiones de NOx de las llamaradas sujetas a los requisitos de la Regla 4311 modificada en Shafter
- Objetivo: Reducción estimada de 1.5 toneladas/NOx-año (las llamaradas no producen emisiones significativas de PM2.5)

Fuentes Estacionarias: Evaluar la viabilidad de financiar más reducciones de emisiones de las operaciones de producción de petróleo y gas

- Tipo de Estrategia: Incentivo
- Propósito: Para evaluar la viabilidad de un programa de incentivos para las operaciones de producción de petróleo y gas para financiar la instalación de tecnologías que reduzcan aun mas las emisiones
- Meta: Trabajar con las operaciones de producción de petróleo y gas en el área de Shafter para identificar posibles oportunidades de reducción de emisiones, a través del examen de la factibilidad de las siguientes estrategias, identificando los fondos disponibles para ayudar a la implementación:
 - La electrificación de gatos de la bombas petróleo que actualmente funcionan con motores de combustión interna
 - Otras fuentes de emisiones identificadas para la consideración del comité en el futuro
- Objetivo: Reducciones en PM 2.5 y tóxicos del aire de combustión

Fuentes Estacionarias: Frecuencia de Inspección Mejorada

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos de calidad del aire asociado con el incumplimiento de los estándares de emisión establecido por un permiso, regla o reglamento del Distrito
- Meta: El personal del Distrito inspeccionara cada instalación que ha tenido una violación de emisiones en los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

Fuentes Estacionarias: Programa Piloto de Capacitación para la Realización de Auto Inspecciones en Gasolineras

- Tipo de Estrategia: Asistencia de Cumplimiento
- Propósito: Para limitar el potencial de los impactos en la calidad del aire asociados con los defectos de la recuperación de vapor en las gasolineras
- Meta: Desarrollar un nuevo programa piloto de capacitación para instruir a los operadores de gasolineras en conducir auto inspecciones exhaustivas de sistemas de recuperación de vapor para ayudar en la identificación y la reparación los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación a cada operador de cada gasolinera en la comunidad.

Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos para fuentes estacionarias dentro de la comunidad para instalar tecnología de control avanzado, más allá de los controles existentes, que de otro modo no sería económicamente factible instalar
 - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos
 - Identificará los tipos de instalaciones no identificadas en el CERP, trabajara con socios dispuestos a implementar controles
- Meta: La disponibilidad de fondos, y la cantidad y el tipo de proyectos, se desarrollarán, con el aporte del comité directivo, cuando el guía de financiamiento estatal esté disponibles para fondos de fuentes estacionarias
- Objetivo: Reducciones de PM2.5 y/o Contaminantes de Tóxicos de Aire (cantidad de reducciones por ser determinado)

Operaciones Agrícolas

Electrificación de Mezcla de Alimentación Láctea: Proporcionar Incentivos para Equipos Eléctricos de Mezcla de Alimentación Láctea

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar un mayor nivel de incentivos para los equipos eléctricos de mezcla de alimentos lácteos y equipos asociados (camiones de alimentación, cargadores de ruedas, empujadores de alimentación) para las operaciones de productos lácteos cerca de la comunidad de Shafter
- Meta: Financiar equipos eléctricos de mezcla de alimentación para 5 lecherías cerca de Shafter
- Objetivo: 350 toneladas de NO_x, 18 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$6,500,000

Recolección de Nueces: Proporcionar Incentivos para Recolectores de Nueces de Tecnología de Bajo Polvo

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos convencionales de recolección de nueces que operan en tierras agrícolas que rodean a Shafter con equipo de recolección de nueces nuevos y de bajo polvo
- Meta: Reemplazar 25 piezas de equipo convencional de recolección de nueces con equipo de recolección de nueces nuevos y de bajo polvo
- Objetivo: 42.5 toneladas de NO_x, 0.34 toneladas de PM_{2.5} de combustión, 90 toneladas de PM_{2.5} fugitivas (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$2,500,000

Quema Agrícola al Aire Libre: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de los impactos localizados de PM2.5 asociados con la quema agrícola al aire libre, al proporcionar un mejor acceso a los fondos para el Programa de Incentivos de Alternativas a la Quema Agrícola al Aire Libre del Distrito para agricultores en Shafter y el área circundante
- Meta: Financiar hasta 2,000 acres de prácticas alternativas
- Objetivo: 210 toneladas de PM2.5
- Incentivos para ser invertidos: \$1,000,000

Prácticas Agrícolas en el Campo: Promover la Implementación de Prácticas de Cultivo de Conservación

- Tipo de Estrategia: Alcance y Educación
- Propósito: Para reducir aún más el potencial de emisiones de partículas fugitivas (PM) localizadas asociadas con las prácticas agrícolas en el campo
- Meta: Trabajar con grupos agrícolas locales para llevar a cabo actividades de alcance enfocadas para promover una implementación más generalizada de las prácticas de cultivo de conservación, como el cultivo de cobertura, sin cultivo, cultivo baja, cultivo y agricultura de precisión

Motores Agrícolas: Proporcionar Incentivos para Reemplazar Motores de Bombas Agrícolas de Diésel con Motores Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar aumentos en los fondos de incentivos, hasta el 90% del costo, para el reemplazo de motores de bombas agrícolas diesel o de gas natural existentes con motores eléctricos dentro y alrededor de Shafter, incluyendo fondos de capital para equipos y extensión de líneas eléctricas.
- Meta: Financiar el reemplazo de 10 motores de bombas agrícolas existentes con motores eléctricos cerca de la comunidad de Shafter.
- Objetivo: 90 toneladas de NO_x, 4 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$345,000

Motores Agrícolas: Trabajar con PUC y Servicios Públicos para Desarrollar la Estructura de Tarifas de Servicios Públicos Preferidas para Motores de Bombas Agrícolas Eléctricas

- Tipo de Estrategia: Política/Abogacia
- Propósito: Trabajar con la Comisión de Servicios Públicos (PUC) y las empresas de servicios públicos para desarrollar tarifas de servicios públicos preferidas para reemplazar los motores de bomba agrícola de diésel existentes con motores eléctricos
- Meta: Abogar por el establecimiento de una estructura de tarifas preferida de la PUC y los servicios públicos para motores eléctricos de bombas agrícolas
- Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones a determinar)

Equipo Agrícola: Proporcionar Incentivos para Reemplazar Equipo Agrícola de Diésel con Equipo Disponible Más Limpio

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de equipos agrícolas más antiguos y de alta contaminación (por ejemplo, tractores) que operan dentro y alrededor de Shafter con equipos nuevos y más limpios a través del Programa de Incentivos para motores de Servicio Pesado del Distrito
- Meta: Reemplazar 100 piezas de equipo agrícola de diésel con equipo disponible nuevo y equipo disponible más limpio
- Objetivo: 750 toneladas de NO_x, 60 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$5,000,000

Camiones para Lácteos: Proporcionar Incentivos para el Reemplazo de Camiones para Lácteos con Camiones de Cero o Casi Cero Emisiones

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de camiones para lácteos de diésel que operan en Shafter y sus alrededores con camiones nuevos de cero emisiones o casi cero emisiones
- Meta: Reemplazar 20 camiones para lácteos de diésel más antiguos con camiones nuevos de cero o casi cero emisiones
- Objetivo: 128 toneladas de NO_x, 0.4 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$2,000,000 (cantidad de financiamiento hasta \$100,000 por camión)

Digestores de Lácteos: Apoyar las operaciones lecheras cerca de Shafter en la instalación de digestores lácteos

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar las operaciones lecheras cerca de la Ciudad de Shafter en la instalación de digestores lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía
- Meta: Trabajar en colaboración con CDFA y representantes de la industria para garantizar que los digestores financiados a través de nuevos programas Estatales se diseñen e implementen para proteger la calidad del aire (es decir, inyección de tuberías, proyectos de combustible de fuente móvil)
- Objetivo: No se reducen los contaminantes de criterio como resultado de esta medida, de hecho un aumento en los contaminantes de criterio puede resultar de los digestores que no están diseñados de manera que mitiguen o eliminen los contaminantes de criterio

Prácticas Alternativas de Manejo de Estiércol: Apoyar a las Granjas Lecheras cerca de Shafter en la Implementación de Estrategias Alternativas de Manejo de Estiércol

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de VOCs, amoníaco, y metano, a través de fondos y programas educativos sobre programas disponibles a través de agencias estatales
- Meta:
 - La cantidad y tipo de proyectos, y la disponibilidad de fondos, se desarrollarán con el aporte del comité directivo cuando estén disponibles las pautas de financiamiento estatales
 - El Distrito trabajará con grupos agrícolas locales para llevar a cabo actividades de alcance para promover estrategias alternativas de manejo de estiércol

Pesticidas

- **Noticias de CARB:** DPR y CARB se comprometen a incluir en las acciones del CERP para abordar los pesticidas y están trabajando juntos para elaborar estrategias que se incluirán a fines de agosto

Estrategias de Reducción de la Exposición

Sistemas de Filtración de Aire en Escuelas Comunitarias

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Incentivar la compra e instalación de sistemas avanzados de filtración en escuelas y guarderías
- Meta: Programa piloto- Reunirse con los administradores/personal para inspeccionar el equipo actual; ayudar a financiar mejoras a filtros de alta eficiencia cuando los HVAC lo permiten; financiar limpiadores de aire portátiles para escuelas con sistemas HVAC más antiguos
- Incentivos para ser invertidos: Aproximadamente \$100,000 para filtros de aire WINIX, además de los filtros HEPA y filtros MERV-14 de reemplazo

Escuelas HAL: Aumentar la Participación

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición de los niños al aire contaminado mediante el aumento de la inscripción en el programa de Escuelas de Aire Limpio, Vida Sana
- Meta:
 - Reunirse con el personal de ambos distritos escolares en Shafter
 - Buscar la adopción de el guía ROAR en ambos distritos escolares en el área
 - Asistir a 4 eventos escolares, reuniones de organización de padres
 - Asociarse con servicios familiares en el distrito para ofrecer información y materiales

Barreras Vegetativas: Proveer Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Meta: Trabajar de cerca con la comunidad, la ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo de proyectos se desarrollará con el aporte del comité directivo y se financiará a medida que se identifiquen las fuentes de financiamiento
- Objetivo: Cantidad de reducciones por determinar

Reducción de la Exposición: Mitigar la exposición interior a la contaminación del aire a través de la climatización y una mayor eficiencia energética

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Reducir la exposición en interiores a la contaminación del aire en las residencias incentivando las mejoras a la climatización que ahorran energía
- Meta: El Distrito trabajará con socios en el Departamento de Desarrollo y Servicios Comunitarios de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder al Programa Estatal de Bajos Ingresos (LIWP) y los incentivos del Programa de Asistencia de Climatización (WAP)
- Objetivo: Organizar una reunión de la comunidad donde el Departamento de Desarrollo y Servicios Comunitarios de California asiste y educa a la comunidad sobre el programa LIWP o WAP

Ecologización Urbana/Silvicultura: Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad

- Tipo de Estrategia: Asociación, Reducción a la Exposición
- Propósito: Incrementar la ecologización urbana y la silvicultura en la comunidad a través de asociaciones con otras entidades
- Meta: Asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, la Agencia de Recursos Naturales, CAL Fire) para identificar recursos o programas nuevos o existentes (Programa Per Capita, Programa de Subvenciones Forestales Urbanas y Comunitarias) que pueden proporcionar fondos para aumentar la ecologización urbana y la silvicultura en la comunidad plantando hasta 1000 árboles
- Objetivo
 - Cuantificación de los beneficios de la calidad del aire de la ecologización urbana pequeña, variable
 - Los estudios han demostrado varios otros beneficios para la comunidad, incluida una reducción de PM2.5 y VOC, mitigación de islas de calor y embellecimiento de la comunidad

Estrategia de reducción de ralentí: Proteger los receptores sensibles

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición de individuos sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y adultos de tercera edad
- Meta:
 - Distribuir 10 equipos de carteles en inglés/español de "Apague el Motor" a escuelas, bibliotecas, centros para adultos de tercera edad, parques, hogares de ancianos, pediatras, guarderías y centros médicos
 - Desarrollar y distribuir infografías de reducción del relantí en cada ubicación
 - Desarrollar y entregar 4 presentaciones sobre los impactos del escape de los vehículos, las escuelas HAL y los recursos disponibles

Estrategia de Alcance de Calidad del Aire a la Comunidad

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire actuales y las medidas que el público puede tomar para protegerse durante episodios de mala calidad del aire.
- Meta:
 - Lanzar campañas en redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
 - Asociarse con organizaciones civiles locales y otras organizaciones de la comunidad para organizar talleres sobre una variedad de temas de calidad del aire en las bibliotecas, centros comunitarios, centros de salud y escuelas.
- Objetivo: Aumento en el conocimiento de la comunidad con respecto a las condiciones de calidad del aire y las herramientas disponibles a través de registraciones de myRAAN, descargas de aplicaciones, seguidores de redes sociales

Compartiendo Esfuerzos de Aire Limpio y Cómo las Comunidades También Pueden Participar

- Tipo de Estrategia: Alcance
- Propósito: Aumentar el conocimiento de los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles organizando eventos de alcance dentro de la comunidad.
- Meta:
 - El Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire en temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o para personas de tercera edad, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno(559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Utilice la aplicación Valley
Air para obtener la
información más reciente
sobre la calidad del aire.



Hoja resumen: Propuesta de reducción de emisiones y estrategias de reducción de exposición para los comentarios del Comité Directivo de la Comunidad Shafter

5 de agosto de 2019

Medida #	Agencia Ejecutora	Proyecto de Medida	Reducciones Estimadas de Emisiones por Vida (toneladas)			# de Unidades	Tipo de Unidad	Fondos de Incentivo
			PM2.5	NOx	Tóxicos			
Uso de Suelo y Fuentes Urbanas								
SD.1	PUC	Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía solar y Almacenamiento de Energía	*	*	*	TBD	TBD	TBD
CC.1	SJVAPCD	Incentivos para Reducir PM de Parillas Comerciales de Lumbre Abajo	TBD		x	2	Sistemas de Control	\$ 300,000.00
LU.1	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA	*	*	*			
LU.2	SJVAPCD, Ciudad	Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT	*	*	x			
LU.3	SJVAPCD, Ciudad	Uso de Suelo: Apoyar la Planificación y Desarrollo de Infraestructura de Combustible Limpio - Estaciones de Combustible Alternativo	*	*	x	1	Estación de Combustible Alternativo	\$ 1,000,000.00
LU.4	CARB, HSRA	Emisiones de Construcción: Construcción del tren de alta velocidad	TBD	TBD	TBD	TBD	TBD	
RD.1	Ciudad, CalTrans	Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles	*					
RD.2	Ciudad, COGs, Condado	Polvo de Carreteras: Pavimentación de carreteras e instalaciones en aceras	*					
LG.1	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín (Gratis para Residentes de Shafter)	TBD	TBD	x	280	Unidades de Césped y Jardín	\$ 100,000.00
LG.2	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín	TBD	TBD	x	30	Unidades de Césped y Jardín	\$ 40,000.00
PF.1	SJVAPCD	Mejorar el Alcance y el Acceso al Fondos Incentivos para Vehículos de Flotillas Públicas	TBD	TBD	TBD	TBD	Vehículos	\$ 100,000.00
Vehículos Pasajeros Atiguos/Altamente Contaminantes								
C.1	SJVAPCD	Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	*	4.6	x	500	Reparaciones de Vehículos	\$ 400,000.00
C.2	SJVAPCD	Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros de Batería Eléctricos o Vehículos Híbridos Enchufables	0.03	1.08	x	100	Vehículos de Aire Limpio	\$ 1,950,000.00
C.3	SJVAPCD	Programa de Incentivos para la Instalación de Infraestructura de Carga EV	*	*	*	17	Cargadores EV	\$ 100,000.00
C.4	SJVAPCD	Aumento de la Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos	*	*	*	2	Eventos de Entrenamiento	\$ 30,000.00
C.5	SJVAPCD	Programa de Incentivos para el Lanzamiento del Programa de Compartido de Vehículo para la Comunidad	TBD	TBD	x	1	Programa de Compartido de Vehículo	\$ 250,000.00
C.6	SJVAPCD	Programa de "Prueba de Manejo" de EV Comunitario	*	*	*	1	Programa de Prueba de Manejo EV	\$ 200,000.00
Quema Residencial								
RB.1	SJVAPCD	Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	98	*	x	100	Aparatos	\$ 600,000.00
RB.2	SJVAPCD	Educación al Público Sobre los Impactos Dañinos de la Quema de Leña	*	*	*			
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña	*	*	*			
RB.4	SJVAPCD	Alcance para Reducir la Actividad Ilegal	*	*	*			
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	*	*	*			
Fuentes Móviles de Servicio Pesado								
HD.1	SJVAPCD	Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones	196.6	0.54	x	60	Camiones	\$ 6,000,000.00
HD.2	SJVAPCD	Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRU)	5.97	0.09	x	30	Camiones de Patio o TRUs	\$ 4,000,000.00
HD.3	CARB, SJVAPCD	Aplicación Mejorada de la Regulación Estatal Contra el Ralentí	*	*	*			
HD.4	SJVAPCD	Programa de Incentivos para Reemplazar los Autobuses Escolares de Diesel Antiguos con Tecnología de Cero o Casi Cero Emisiones	0.26	2.6	x	8	Autobuses Escolares	\$ 3,200,000.00
HD.5	SJVAPCD	Programa de Incentivos para el Reemplazo del Autobus de Tránsito para Dial-a-Ride	TBD	TBD	x	TBD	Vehículos de Tránsito Eléctrico	\$ 400,000.00
HD.6	SJVAPCD	Programa de Incentivos para Reemplazar Locomotoras de Diésel Antiguas con Nueva Tecnología de Motor Menos Contaminante	2.8	126	x	2	Locomotoras	\$ 5,200,000.00

HD.7	SJVAPCD	Incentivos para Reemplazar Impulsores de Automotores/Conmutadores Antiguos con Nueva Tecnología de Motor Menos Contaminantes	1.5	57	x	3	Conmutador de Locomotora	\$ 4,100,000.00
Fuentes Industriales								
IS.1	SJVAPCD	Llamaradas-Modificar Regla 4311		1.5/year	x			
IS.2	SJVAPCD	Evaluar la Viabilidad de Financiar Más Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas	TBD	TBD	TBD	TBD	TBD	TBD
IS.3	SJVAPCD	Frecuencia de Inspección Mejorada	*	*	*			
IS.4	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	*	*	*			
IS.5	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	TBD	TBD	TBD	TBD	TBD	TBD
Operaciones Agrícolas								
A.1	SJVAPCD	Proporcionar incentivos para equipos eléctricos de mezcla de alimentos lácteos	18	350	x	5	Equipos de Mezcla para Alimentos	\$ 6,500,000.00
A.2	SJVAPCD	Proporcionar incentivos para Cosechadoras de Nueces de Polvo Bajo	90	42.5	x	25	Cosechadoras	\$ 2,500,000.00
A.3	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (triturar/incorporación de suelo)	210	*	x	2000	acres	\$ 1,000,000.00
A.4	SJVAPCD	Promover la Implementación de Prácticas de Conservación de Cultivo	TBD	TBD	x	TBD	acres	
A.5	SJVAPCD	Proporcionar Incentivos para Reemplazar los Motores Diesel de Bomba Agrícola con Motores Eléctricos	4	90	x	10	Motores	\$ 230,000.00
A.7	SJVAPCD	Proporcionar Incentivos para Reemplazar Equipos Diesel Agrícolas (tractores) con los Equipos Más Limpios Disponibles	60	750	x	100	Tractores	\$ 5,000,000.00
A.8	SJVAPCD	Proporcionar Incentivos para el Reemplazo de Camiones de Lácteos con Camiones de Cero o Casi Cero Emisiones	0.4	128	x	20	Camiones	\$ 2,000,000.00
A.9	SJVAPCD, CDFA, NRCS	Apoyar las Operaciones Lecheras Cerca de Shafter en la Instalación de Digestores Lácteos			x	10	Lecherías	
A.10	SJVAPCD, CDFA, NRCS	Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas	TBD		x	10	Lecherías	
A.11	CARB/DPR	Medidas de Pesticidas (Bajo Desarrollo Por CARB y DPR)			x			
Medidas de Reducción de la Exposición								
SC.1	SJVAPCD	Sistemas de Filtración de Aire en Escuelas Comunitarias	*	*	*	TBD	Sistemas de Filtración	\$ 100,000.00
SC.2	SJVAPCD	Escuelas HAL: Aumentar la Participación	*	*	*			
VB.1	SJVAPCD, Socios	Proporcionar Incentivos para la Instalación de Barreras Vegetales Alrededor/Cerca de Fuentes de Preocupación	*	*	*	TBD	TBD	TBD
IAQ.1	CAPK, CSD, SJVAPCD	Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética	*	*	*			
UG.1	SJVAPCD, Socios	Aumentar el Desarrollo Ecológico Urbano y Forestal en la Comunidad	*	*	*	1000	Árboles Plantados	
IR.1	SJVAPCD	Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles	*	*	*			
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire	*	*	*			
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	*	*	*			
TOTALS			590	1552				\$ 44,700,000.00

* = se esperan reducciones de emisiones y/o exposición a partir de esta medida, pero no serán un objetivo cuantificable

x = medida dará como resultado la reducción de contaminantes tóxicos del aire

TBD = Por Ser Determinado



Agenda for Shafter Community Steering Committee Meeting #12

August 12, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. Ongoing Community Emission Reduction Plan Development 5:45 p.m.
 - Review first draft of Shafter CERP
Valley Air District Staff
CARB Staff
Steering Committee
4. Wrap-up and Next Steps 7:00 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: August 26, 2019
5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org

Shafter Community Emissions Reduction Program (CERP) Development

August 12, 2019

Jessica Coria, Senior Air Quality Specialist
San Joaquin Valley Air Pollution Control District

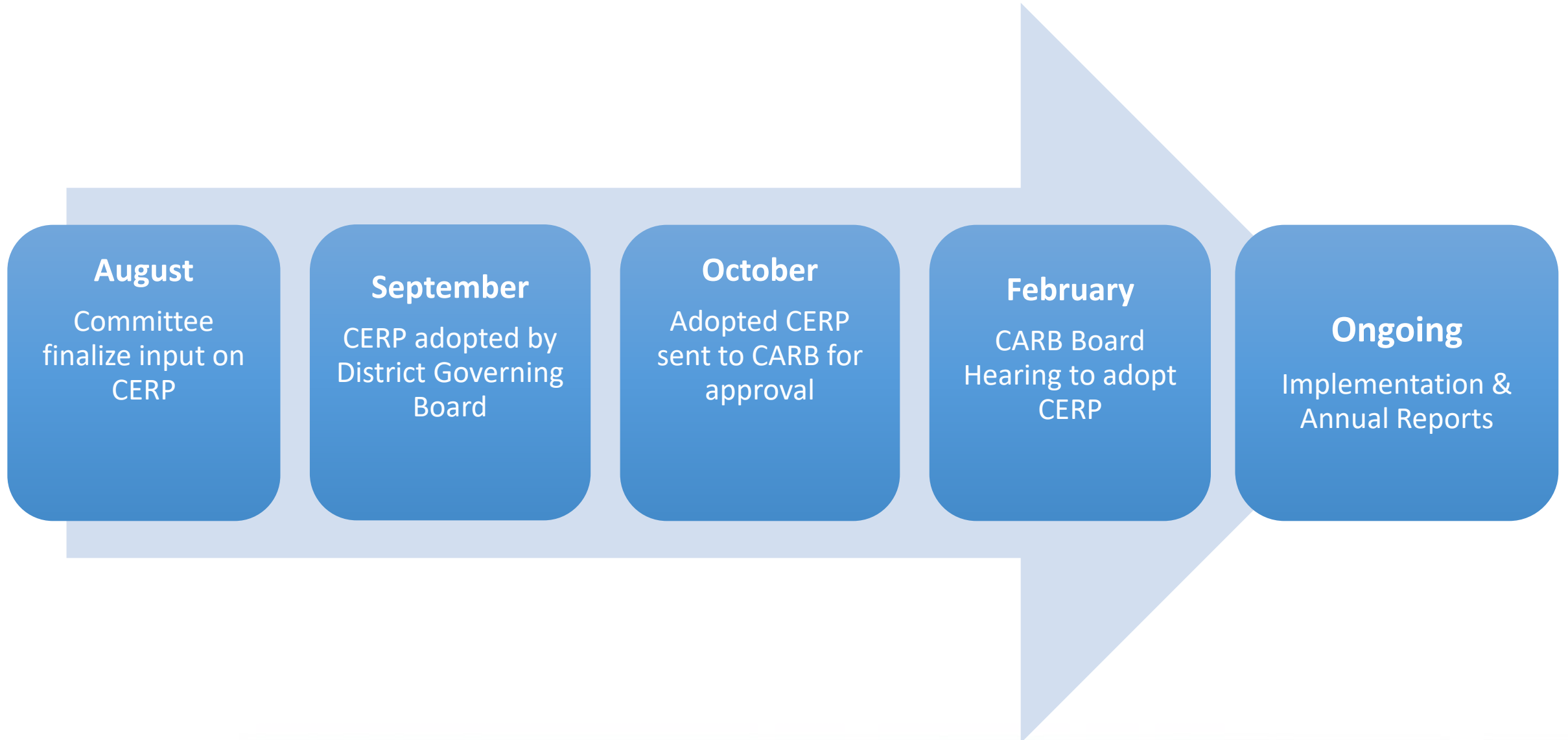
Community Emissions Reduction Program

- Draft CERP published today-huge thanks to Steering Committee
- Elements of a CERP include:
 - Understanding the community
 - Community partnerships & public engagement
 - What are the community air quality challenges and concerns?
 - How can we collectively address these challenges and concerns?
 - Implementation schedule
 - Enforcement plan
 - Metrics to track progress over time
- Guidance on CERPs included in CARB's Community Air Protection Blueprint: Appendix C

Next Steps for CERP Development

- Comments and suggestions received on and after August 5, 2019 Steering Committee Meeting
 - District, working with other agencies, continues to review those comments and incorporate them into updated set of measures
 - These comments are NOT yet reflected in the Draft CERP
- District will release an updated Draft CERP in late August
 - Possible changes to measures based on community feedback
 - Will incorporate responses from other responsible agencies
 - Comment period after publication
- Upcoming CSC Meetings: August 26 & September 5, 2019
- Public workshop on CERP planned for August 28, 2019

Upcoming CERP Development Timeline



Contact Information

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Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

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Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

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AB 617 Community Steering Committee - Meeting #12
Aug 12, 2019, 5:30 p.m. – 7:30 p.m.

1. Doors Open/Meet and Greet/Refreshments

2. Welcome

Christal Love Lazard, Facilitator

Christal welcomed the Committee members and reviewed the structure of the meeting and the topics to be discussed.

Christal introduced the presentation speaker, Jessica Coria, Valley Air District Senior Air Quality Specialist.

3. Ongoing Community Emission Reduction Plan Development

Jessica Coria explained that the draft Community Emissions Reduction Program (CERP) had been published earlier that day, and thanked the Steering Committee for all of their work and involvement in the CERP development process to date.

Jessica Coria reviewed the structure and format of the CERP, and next steps in the CERP development process. After briefly going over the CERP the Steering Committee and public were invited to visit tables for conversations and question/answer sessions with District, California Air Resources Board, Department of Pesticide Regulation, and City of Shafter staff to discuss different topics of interest. Table topics included:

- Incentives
- Regulations and Permitting
- Enforcement
- Agricultural Sources

4. Wrap-up and Next Steps

Christal Lazard, provided the wrap-up to the meeting, reviewing the dates for upcoming meetings and the next steps in the CERP development process.

Summary of Feedback from Poster:

- Are pesticides still going to be discussed during the August 26th meeting
It was communicated that CARB and DPR will be the ones to respond at that meeting
- Were there any significant changes to the CERP's 52 recommendations
- On the final document please do not summarize our comment, leave them verbatim
- What is to come after the August 26th meeting
- How does air quality in Shafter compare to other cities of similar size

**Refer to meeting audio to review the full details and comments from the meeting.*

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>



Agenda para el Comité Directivo Comunitario de Shafter Reunión #12

12 de agosto de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Desarrollo Continuo del Plan de Reducción de Emisiones Comunitarias 5:45 p.m.
 - Repaso del primer borrador del CERP de Shafter
Personal del Distrito del Aire del Valle
Personal CARB
Comité Directivo
4. Concluir y Próximos Pasos 7:00 p.m.
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 26 de agosto de 2019
5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

Shafter

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

12 de agosto de 2019

Jessica Coria, Especialista en la Calidad del Aire
Distrito para el Control de la Contaminación del Aire
del Valle de San Joaquín

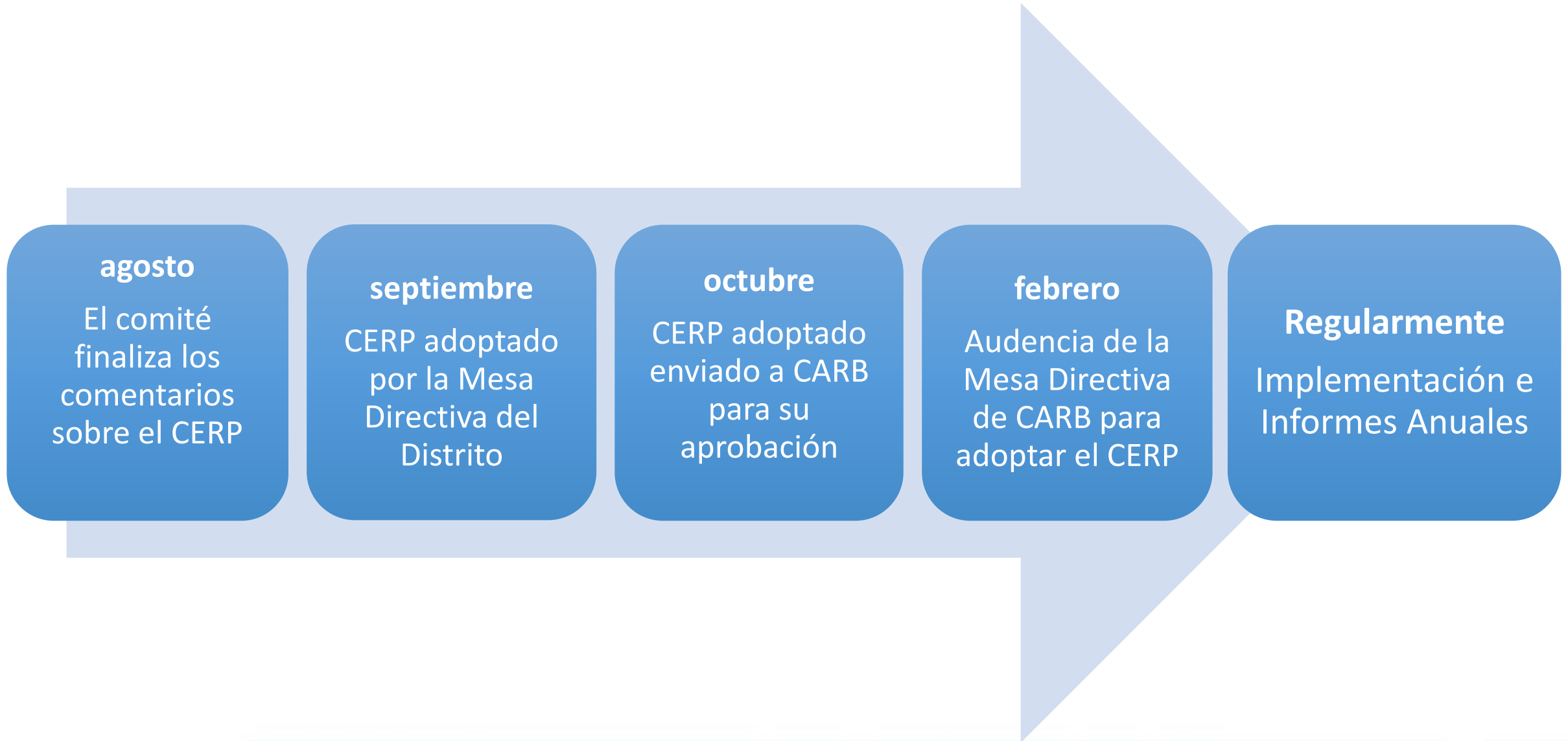
Programa de Reducción de Emisiones de la Comunidad

- El Borrador del CERP se publicó hoy – muchas gracias al Comité Directivo
- Los elementos de un CERP incluyen:
 - Conocimiento de la comunidad
 - Colaboraciones comunitarias y compromiso público
 - ¿Cuáles son los desafíos y preocupaciones de la calidad del aire de la Comunidad?
 - ¿Cómo podemos abordar colectivamente estos desafíos y preocupaciones?
 - Calendario de Implementación
 - Plan de cumplimiento
 - Métricas para seguir el progreso a través del tiempo
- Guía sobre los CERP incluidos en el Plan de Protección del Aire de la Comunidad de CARB: Apéndice C

Próximos Pasos para el Desarrollo del CERP

- Comentarios y sugerencias recibidos a partir de la reunión del Comité Directivo del 5 de agosto de 2019
 - El Distrito, trabajando con otras agencias, continúa repasando esos comentarios y los incorporará en las medidas actualizadas
 - Estos comentarios aún NO se reflejan en el Borrado del CERP
- El Distrito lanzará un Borrador actualizado del CERP a fines de agosto
 - Posibles cambios en las medidas basadas en los comentarios de la comunidad
 - Incorporará respuestas de otras agencias responsables
 - Periodo de comentarios después de la publicación
- Próximas reuniones del Comité: 26 de agosto y 5 de septiembre de 2019
- Taller público sobre el CERP previsto para el 28 de agosto de 2019

Próximos Plazos del Desarrollo del CERP



Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

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Oficina de Fresno (559) 230-6000

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Oficina de Bakersfield (661) 392-5500

www.valleyair.org

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Air para obtener la
información más reciente
sobre la calidad del aire.





Agenda for Shafter Community Steering Committee Meeting #13

August 26, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
 - Review of meeting goals
3. Community Air Monitoring Plan 5:40 p.m.
 - a. Introduction: Jessica Olsen, Program Manager
 - b. Group Exercise: Monitoring Plan Feedback
4. Ongoing Community Emission Reduction Plan Development 6:45 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
5. Wrap-up and Next Steps 7:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
 - Meeting takeaways and next steps
 - Public Workshop at District Offices: August 28, 2019
 - Comments on Draft CERP due by August 28, 2019
 - Next Steering Committee meeting: September 9, 2019
6. Public Comment 7:45 p.m.

Learn more: community.valleyair.org

City of Shafter Community Emissions Reduction Program (CERP) Development

Updated emission reduction and exposure reduction strategies for Committee feedback

August 26, 2019

San Joaquin Valley Air Pollution Control District

CERP Development Continues

- Draft CERP continues to evolve in response to public input
 - Numerous comment letters received in recent weeks (Steering Committee members, City, County, DPR, public participants)
- CERP measures to reduce emissions/exposure to pollution:
 - Cost-effective use of incentives to fund zero and near-zero emission cars, trucks, other mobile sources; low-dust harvesters, stationary sources; school filtration devices; fireplace replacements; etc.
 - District regulatory efforts (residential wood burning, flares)
 - State actions to reduce emissions (heavy duty trucks, pesticides)
 - Local actions to reduce emissions (cities/counties)
 - Increased outreach to educate community residents about the availability of funding, HAL Schools, RAAN, regulatory requirements
 - Enhanced enforcement – increased inspection frequency for facilities with emissions violations; enhanced residential wood burning surveillance; enforce CARB truck idling rule; etc.

Measure Updates As Reviewed August 5th Based on Committee Feedback

- Increased funding amounts for EV's based on comments about lack of accessibility to funding for low-income residents
- Commitment to work with CA Public Utilities Commission and utilities to bring available state funding to Shafter for solar
- Commitment to support car share program (e.g. Miocar, Green Commuter, etc.)
- “Test Drive Program” with \$200,000 of funding
- Two EV's for Dial-A-Ride Transportation Service
- Commitment to work with City/County to address truck Rerouting
- Increased commitment for electric school buses (8 total in community)
- Replacement of oil wells and related equipment with funding support, plus regulatory review through IC Engine Rule amendment process
- Increased incentive funding for diesel ag pump electrification

Measure Updates As Reviewed August 5th Based on Committee Feedback (cont.)

- Increased funding for Ag Burning Alternatives from \$500,000 to \$1,000,000
- Commitment to amend Rule 4311 (Flares) through public process, incorporating Steering Committee comments
- Addition of measure for CARB and High Speed Rail Authority to address community suggestions regarding use of Tier 4 engines in off-road construction equipment
- Expanding existing program guidelines for Burn Cleaner to provide funding for electric heat pumps
- Urban Greening goal of planting 1000 trees through state funding to Shafter
- Specific outreach committed for yard truck replacements
- CARB and DPR committed to develop specific pesticide measures
- More flexible vehicle eligibility under Drive Clean in the San Joaquin
- FREE Electric lawn equipment for Shafter residents (LG.1)

Flexibility in Funding Amounts

- Steering Committee meetings will be ongoing after CERP is adopted
- The District will continue to work with the Steering Committee to receive community input as program guidelines are developed and projects are implemented within the community
- Adjustments may be made to measure goals and/or funding amounts based on Steering Committee input, funding availability, and cost-effectiveness of projects to achieve overall emission reduction targets of the CERP

Solar Deployment in Shafter (SD.1)

- **Suggestions:** Some Committee members have expressed strong interest in directly funding residential solar installations in Shafter
- **Proposed Measure Update:**
 - State and District funding under this proposal would total \$15 million for residential solar in Shafter, contingent on successful advocacy for state funding
 - District will consider providing \$1.5 million in District funding as 10% match towards new State program (\$15 million total) to incentivize installation of residential solar and home electrification in the City of Shafter
 - Funding proposal contingent upon approval by CARB, and commitment by CARB/PUC to adopt new program that provides all emissions reduction benefits to local funding investment
 - District will work with Steering Committee and other partners to advocate for new state funding to support proposed measure

“Test Drive” Program

- **Suggestions:** Committee members expressed that funding for this measure (originally \$200,000) was too high
- **Proposed Measure Update:**
 - In published draft CERP, this measure was integrated as a part of the incentive program for the replacement of passenger vehicles with battery electric or plug in hybrid vehicles (Measure C.2)
 - Initially proposed funding was allocated to Measure C.2 total to provide flexibility based on interest in and usefulness of program

Incentives for Electric Vehicles (C.2)

- **Suggestions:** Some Committee members commented that the ‘Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles’ measure (pays up to full cost of vehicle) should be increased to accommodate low-income residents that do not benefit from federal tax credit.
- **Proposed Measure Updates:**
 - District to consider increased incentive amounts for low income-qualified applicants (up to \$2,500 extra funding)
 - For new purchases, tracking individual’s qualifications for, and receipt of, federal tax credit difficult or impossible
 - For leases, federal tax credit always available (dealer takes credit, lowers price)
 - Contingent upon establishing necessary precautionary measures to ensure that funding beyond cost of vehicle is not provided

Residential EV Charging

- **Suggestions:** Some Committee members commented that funding, in addition to the available \$800 PG&E rebate, should be made available to support Level 2 charging at residences
- **Proposed Measure Update:**
 - An additional funding amount of up to \$20,000 will be added to Measure C.2 for a pilot project to allow Shafter residents to install charging infrastructure at residences (total funding for Measure C.2 of \$2,020,000)
 - Up to \$200 of additional funding provided per residence, as necessary, to accommodate Level 2 charging (on top of PG&E rebate)

Car Share Program (C.5)

- **Suggestions:** Some Committee members commented to recommend increased funding to further subsidize the cost of EV car share rental.
- **Proposed Measure Update:**
 - District staff proposing to increase funding for this measure from \$250,000 to \$300,000
 - Based on District experience supporting the launch of other car share programs, this additional funding will adequately subsidize cost of ridership

Heavy Duty Truck Replacement (HD.1)

- **Suggestions:** Some Committee members suggested that funding for this measure be reduced from the initially proposed \$6,000,000.
- **Proposed Measure Update:**
 - Funding for heavy duty trucking will be reduced to \$4,000,000, with a goal of replacing 40 heavy duty trucks that operate in and around the community of Shafter

Zero Emission Yard Trucks/TRUs (HD.2)

- **Suggestions:** Some Committee members suggested reducing from an initially proposed \$4,000,000 to replace 30 units to only incentivize the electrification of two units.
- **Proposed Measure Update:**
 - Funding for this measure will be reduced to \$1,500,000; goal of replacing 10 units that operate in or around Shafter
 - Specific outreach to local operations as suggested by Steering Committee

Electric School Buses (HD.4)

- **Suggestions:** Many Committee members supported this measure, and suggested increasing \$3,200,000 initially proposed funding to increase availability of electric school buses to additional local schools
- **Proposed Measure Update:**
 - Increased goal to replacing 10 buses in and around Shafter, with targeted outreach to Maple School and Rio Bravo School
 - Increased funding for measure to \$4,000,000

Dairy Feed Mix Equipment Electrification (A.1)

- **Suggestions:** Some Committee members suggested eliminating funding for the electrification of dairy feed mixing equipment (Measure A.1)
- **Proposed Measure Update:**
 - Significant, cost-effective emission reductions associated with this measure
 - Funding allocation reduced from \$6.5 million to \$3.9 million to fund up to 5 projects

Ag Pump Electrification (A.5)

- **Suggestions:** Committee members have requested that natural gas-powered agricultural pump engines be eligible for incentive funding for electrification, in addition to diesel-powered engines
- **Proposed Measure Updates:**
 - District staff will expand Measure A.5 (Incentive Program for Replacing Older Diesel Agricultural Irrigation Pump Engines with Electric Motors) to include the electrification of natural gas-powered ag pump engines

Dairy Truck Replacement (A.7)

- **Suggestions:** Some Committee members commented that they did not recommend inclusion of the measure to provide incentives for the replacement of dairy trucks with zero or near-zero emission trucks (allocated funding of \$2,000,000)
- **Proposed Measure Updates:**
 - District staff are proposing to remove the dairy truck replacement measure (Measure A.7) from inclusion in the CERP

Removal of Dairy Digester Measure (A.8)

- **Suggestions:** Some Steering Committee members have expressed lack of support for this measure to work with CDFA in supporting the installation of dairy digesters to reduce air pollutants and methane emissions, and generate renewable natural gas fuel.
- **Proposed Measure Update:**
 - District staff are proposing to remove this measure from the CERP

Urban Greening (UG.1)

- **Suggestions:** Some Committee members recommended inclusion of funding to support urban greening, in addition to the proposed measure to work to direct existing State funding to Shafter to support urban greening
- **Proposed Measure Update:**
 - The District will work directly with Shafter residents, community groups, and other partners to support advocacy and application efforts to seek state funding for urban greening included in state budget (Natural Resources Agency, Caltrans, etc.)
 - Some available funding programs listed by California ReLeaf: <https://californiareleaf.org/resources/public-grants/>

Commercial Charbroiling (CC.1)

- **Suggestions:** Some Steering Committee members suggested reducing the funding provided for this measure (Initial proposed funding was \$300,000 with goal of 1-2 restaurant control devices installed)
- **Proposed Measure Update:**
 - Update Measure CC.1 (Commercial Charbroiling) based on comments received
 - Goal of 1 restaurant; \$150,000 funding allocation

School Filtration Systems (SC.1)

- **Suggestions:** Many Committee members have commented that they would recommend increased funding for this measure.
- **Proposed Measure Update:**
 - Increased funding to support pilot program for local schools to install HVAC filtration systems with a MERV rating of 14 or greater
 - Based on programs in other regions, ~\$25,000 per school
 - Funding proposed to be increased from \$100,000 up to \$250,000 to fund upgrades at up to all schools in community

Next Steps: CERP Development

Date	Details
Monday, August 26	Community Steering Committee (CSC) Meeting
Wednesday, August 28	<ul style="list-style-type: none"> Public Workshop to discuss both Valley CERPs at District Offices in Bakersfield, Fresno, and Modesto (CSC members and public welcome and encouraged to attend!) Comments on initial Draft CERP due for consideration in revised Draft
Monday, September 9	CSC Meeting (review updated CERP, prep for Governing Board meeting)
Thursday, September 12	Proposed CERP Published (1-week prior to Governing Board meeting)
Thursday, September 19	District Governing Board meeting to adopt proposed CERPs
October/November	CARB Staff to co-host CSC meeting
February	CARB Governing Board meeting in Shafter to adopt Shafter and SC Fresno CERPs
Ongoing	CSC meetings to review and discuss CERP implementation

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

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Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

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Shafter

Community Air Monitoring Plan Group Exercise and Discussion

August 26, 2019

San Joaquin Valley Air Pollution Control District

Goals of Meeting

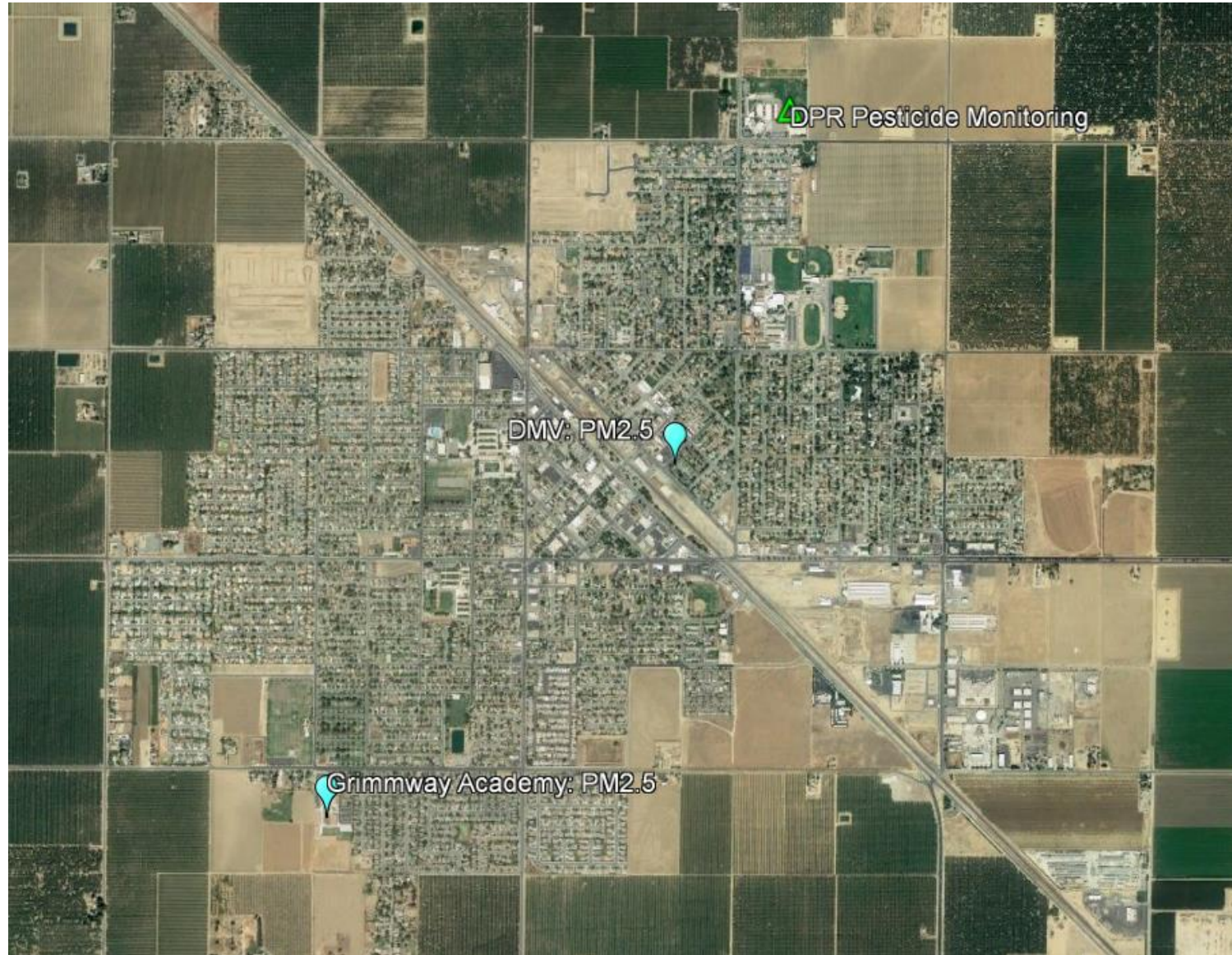
- Shafter community steering committee meetings from Spring 2019 included discussions of air monitoring
 - Members of steering committee recently requested that additional discussion on community air monitoring be held
- Today's committee exercise and discussion will help focus and design initial community air monitoring network
- Provide foundation for community air monitoring plan for Shafter

Current Air Monitoring in Shafter

Air Monitoring Site	Pollutants Measured
Shafter-DMV	Ozone, NOx, VOC, PM2.5, PM10 (coming soon)
Shafter-Grimmway	PM2.5
Sequoia Elementary School	Pesticides (DPR)

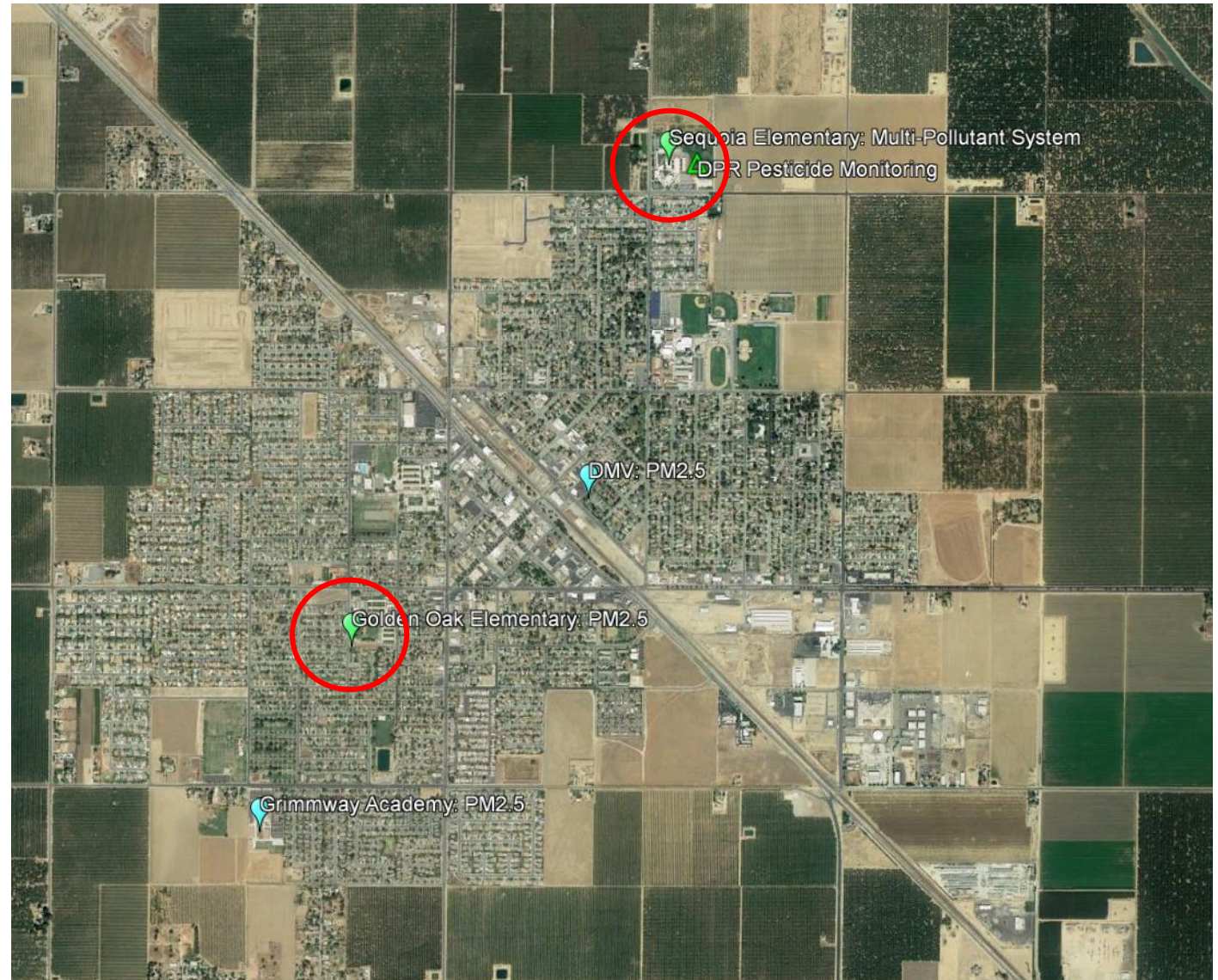
- Ongoing air monitoring operations at these existing sites will provide valuable data alongside rest of community air monitoring network
- Fixed sites like Shafter-DMV are part of already existing regulatory air monitoring network
 - Immobile structures permanently installed and not able to be deployed to areas of concern

Current Air Monitoring in Shafter



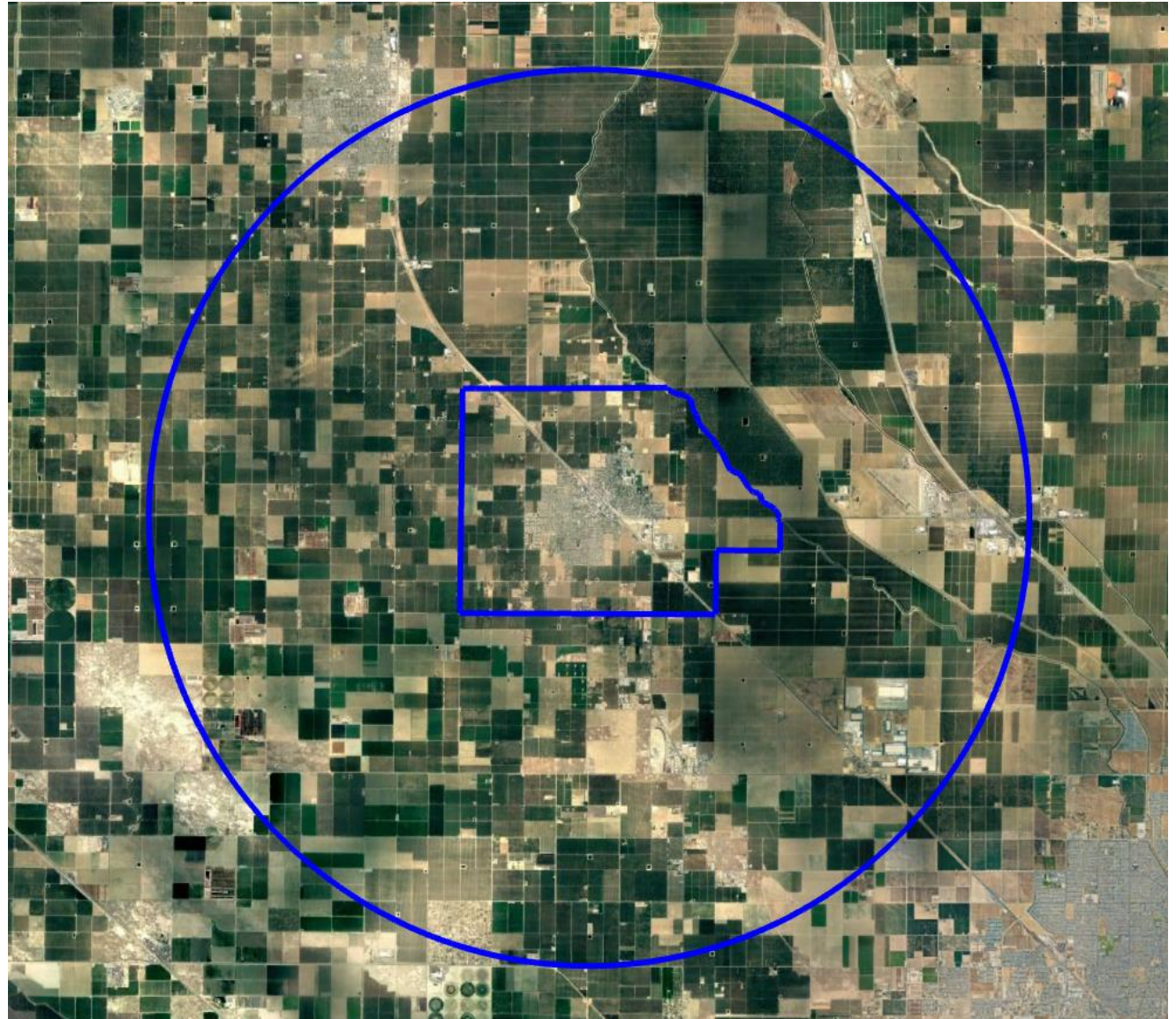
Current Plans for Expanded Air Monitoring in Shafter

- Sequoia Elementary School: Multi-pollutant air monitoring system (planned)
- Golden Oak Elementary School: PM2.5 monitor (planned)



Air Monitoring Study Area for Shafter Community

- Exercise will consider where to place remaining monitoring equipment within Shafter boundary and within 7-mile radius
- Resources are limited to cover expansive area within 7-mile radius, so need to be thoughtful with recommendations



Expanded Air Monitoring Capabilities

Air Monitoring Trailer	PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOC, SO2/H2S, Toxics, Speciated VOCs, Meteorology
Compact Multi-Pollutant Air Monitoring Systems	PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, SO2/H2S, VOC, Meteorology
Stand-Alone PM2.5 Monitors	PM2.5
Mobile Air Monitoring Van	PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOCs, SO2/H2S, Toxics, Meteorology

Abilities of New Air Monitoring Resources

- Planned air monitoring resources for Shafter will have same abilities as current stationary regulatory network
 - High-precision and regulatory-grade
 - Many instruments will be the same models used at regulatory stations
 - Will monitor more types of pollutants than regulatory stations
- Benefit of community air monitoring resources will be greater mobility and quicker deployment
- Community air monitoring network capabilities will be similar to capabilities of fixed air monitoring stations
 - Beyond routine measurements of gas and PM pollutants, community air monitoring network will have ability to measure PM and VOC speciation, black carbon, H₂S
- Air monitoring trailer will have most expansive air monitoring capabilities
 - Equivalent to a fixed air monitoring station but with greater mobility

Platform Capabilities for Initial Community Air Monitoring Network

Pollutants	Example Sources	Platform			
		Trailer	Van	Compact System	Stand Alone PM2.5
PM2.5	Mobile, industry, residential	x	x	x	x
Black Carbon	Mobile, industry, residential	x	x	x	
NO, NO2, NOx	Mobile, industry	x	x	x	
CO	Mobile	x	x	x	
Ozone	Regional, formed from VOC and NOx	x	x	x	
SO2, H2S	Industry	x	x	x	
VOC (BTEX)	Gasoline distribution and marketing	x	x	x	
Hourly VOC Speciation	Industry, mobile	x	x		
Toxics	Industry, mobile	x	x		
Meteorology		x	x	x	

Exercise and Discussion

Maps

1. Current Monitors and Wind Direction
2. Sources of Emissions: NO_x
3. Sources of Emissions: PM_{2.5}
4. Sources of Emissions: VOC
5. Diesel Particulate Exposure
6. Asthma Percentile (CalEnviroScreen)
7. Cardiovascular (CalEnviroScreen)
8. Sensitive Receptors

Tools

1. Monitoring Objectives
2. Pollutant Glossary
3. Monitor Capabilities
4. Worksheet

Exercise and Discussion

- Subcommittee members provided materials to review for group and individual exercises
 1. Group exercise to discuss pollutants and priority areas for community air monitoring
 2. Individual exercise to prioritize pollutants to measure and community air monitoring locations
 3. Individual exercise to place stickers on community map to represent their network design preferences
 4. Review results and group discussion

Contact Information

Contact the Valley Air District at:

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Shafter: Summary of CERP Measures

Measure #	Implementing Agency	Draft Measure	Estimated Lifetime Emissions Reductions (tons)			# of Units	Type of Unit	Project Lifetime	Incentive Funding	Cost Effectiveness (\$/ton)
			PM2.5	NOx	Toxics					
Heavy Duty Mobile Sources										
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology	131.1	0.36	x	60 40	Trucks		\$ 4,000,000	\$30,000 - \$60,000
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	1.99	0.03	x	30 10	Yard Trucks or TRUs		\$ 1,500,000	\$65,000 - \$200,000
HD.3	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation	*	*	*					
HD.4	SJVAPCD	Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology	0.33	3.25	x	8 10	School Buses		\$ 4,000,000	\$ 218,000
HD.5	SJVAPCD	Incentive Program for Transit Bus Replacement for Dial-a-Ride	0.629	0.62	x	2	Electric Transit Vehicles		\$ 400,000	\$ 340,000
HD.6	SJVAPCD	Incentive Program for Replacing Older Diesel Locomotives with New Clean-Engine Technology	2.8	126	x	2	Locomotives		\$ 5,200,000	\$ 12,000
HD.7	SJVAPCD	Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean-Engine Technology	1.5	57	x	3	Switcher Locomotives		\$ 4,100,000	\$ 10,000
HD.8	SJVAPCD, City, County, PUC	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	*	*	x	1	Alternative Fueling Station		\$ 1,000,000	N/A
HD.9	City, County, Caltrans	Heavy Duty Truck Rerouting								
Older/High Polluting Passenger Cars										
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	*	4.6	x	500	Vehicle Repairs		\$ 400,000	\$ 45,000
C.2	SJVAPCD	Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles	0.03	1.08	x	100	Clean-air Vehicles		\$ 2,020,000	\$ 240,000
C.3	SJVAPCD	Incentive Program for Installation of EV Charging Infrastructure	*	*	*	17	EV Chargers		\$ 100,000	N/A
C.4	SJVAPCD	Increased Educational Training for EV Mechanics	*	*	*	2	Training Events		\$ 30,000	N/A
C.5	SJVAPCD	Incentive Program for Launch of Car Share Program	*	*	x	1	Car Share Program		\$ 300,000	N/A
Agricultural Operations										
A.1	SJVAPCD	Provide Incentives for Electric Dairy Feed Mixing Equipment	18	350	x	5	Feed mix equipment sets		\$ 3,900,000	\$ 21,000
A.2	SJVAPCD	Provide Incentives for Low-Dust Nut Harvesters	90	42.5	x	25	Harvesters		\$ 2,500,000	\$ 2,100
A.3	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	*	*	x	2000	acres		\$ 1,000,000	\$ 2,500
A.4	SJVAPCD	Promote Implementation of Conservation Tillage Practices				TBD	acres			
A.5	SJVAPCD, PUC/IOU	Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors	4	90	x	10	Engines		\$ 230,000	\$ 6,700
A.6	SJVAPCD	Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment	60	750	x	100	Tractors		\$ 5,000,000	\$ 7,100
A.7	SJVAPCD	Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks	0	0	x	20 0	Trucks		\$ -	\$ 45,000
A.8	SJVAPCD, CDFA, NRCS	Support dairy operations near Shafter in installing dairy digesters-			x					
A.9	SJVAPCD, CDFA, NRCS	Support dairy farms near Shafter in implementing Alternative Manure Management Strategies			x					
A.10	CARB/DPR, Ag Commissioner	Pesticide Measures (under development by CARB and DPR)			x					
Industrial Sources										
IS.1	SJVAPCD	Flares-Amend Rule 4311	-	15	x					

IS.2	SJVAPCD	Evaluate feasibility of funding further emissions reductions from oil and gas production operations	*	*	x	TBD	TBD			
IS.3	SJVAPCD	Enhanced Inspection Frequency	*	*	*					
IS.4	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations	*	*	*					
IS.5	SJVAPCD	Provide Incentives to Install Advanced Control Technology	*	*	x	TBD	TBD			
Residential Burning										
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	98	*	x	200	Devices		\$ 600,000	\$ 7,000
RB.2	SJVAPCD	Educate Public About Harmful Impacts of Wood Burning	*	*	*					
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments	*	*	*					
RB.4	SJVAPCD, City, County	Outreach to Reduce Illegal Activity	*	*	*					
RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	*	*	*					
Land Use /Urban Sources										
SD.1	PUC, SJVAPCD	Seek incentives for local businesses and homeowners to install solar power and energy storage	*	*	*				\$ 1,500,000	\$ 1,000,000
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	TBD		x	1	Control Systems		\$ 150,000	\$ 135,000
LU.1	SJVAPCD, City	New Construction: Provide assistance during the CEQA process	*	*	*					
LU.2	SJVAPCD, City, County, COG, local developers, other local partners	Land Use/Sustainable Development: Implement Projects that Reduce VMT	*	*	x					
LU.3	City, County, and the California Division of Oil, Gas, and Geothermal Resources (DOGGR)	Setbacks for New Oil Drilling								
LU.4	CARB, HSRA	Construction Emissions: High Speed Rail Construction	TBD	TBD	x	TBD	TBD			
RD.1	City, County, CDOT	Road Dust: Evaluate increasing frequency of street sweeping	*							
RD.2	City, COGs, County	Road Dust: Road paving and sidewalk installations	*							
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents)	13	20	x	280	Lawn & Garden Units		\$ 100,000	\$ 3,000
LG.2	SJVAPCD	Provide Enhanced Outreach and Access to Incentives for Replacement of Commercial Lawn and Garden Equipment	TBD	TBD	x	30	Lawn & Garden Units		\$ 40,000	N/A
PF.1	SJVAPCD, City, County	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	TBD	TBD	x	TBD	Vehicles		\$ 100,000	\$ 240,000
Exposure Reduction Measures										
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	*	*	*	TBD	Filtration Systems		\$ 250,000	N/A
SC.2	SJVAPCD and local school districts	HAL Schools: Increase Participation	*	*	*					
VB.1	SJVAPCD, Caltrans, City, County	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	*	*	*					
IAQ.1	CAPK, CSD, SJVAPCD, City, County, CEC	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	*	*	*					
UG.1	SJVAPCD, City, County	Increased urban greening and forestry in the community	*	*	*	1000	Trees Planted			N/A
IR.1	SJVAPCD, CARB, City, County	Idling-Reduction Strategy: Protect Sensitive Receptors	*	*	*					
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy	*	*	*					
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	*	*	*					
O.3	SJVAPCD, Local Partners	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures								
Subtotal: District Measures			421	1460						
Statewide Strategies										
	CARB	Reducing Emissions from Dairy and Other Livestock	*	*	*					664

	CARB	Reducing Emissions from Organic Waste in Landfills	*	*	*				
	CARB	Cross-Agency Engagement and Integration of Pesticide Application Information	*	*	*				
	CARB	Reducing Emissions from Oil and Gas Systems	*	*	*				
	CARB	Advanced Clean Trucks Regulation	0.5	18.5	x				
	CARB	Heavy Duty Vehicle Inspection and Maintenance	9.1	589	x				
	CARB	Drayage Truck Regulation Amendments	*	*	*				
	CARB	Transport Refrigeration Unit Regulations	*	*	*				
	CARB	Real Emissions Assessment Logging System	*	*	*				
	CARB	Freight Handbook	*	*	*				
	CARB	Truck and Bus Local Idling Pilot Study	*	*	*				
	CARB	Cargo Handling Equipment Regulation Amendment	*	*	*				
	CARB	Advanced Clean Cars 2	0.07	3.7	x				
	CARB	Evaluation and Potential Development of Regulation to Reduce Idling for All Rail Yard Sources	*	*	*				
	CARB	Evaluation and Potential Development of Regulation to Reduce Emissions for Locomotives Not Preempted Under the Clean Air Act	*	*	*				
	CARB	New Standards for Small Off-Road Engines (SORE)	0	7.5	x				
	CARB	Commercial Cooking Suggested Control Measure	*	*	*				
	CARB	Conduct Periodic Supplemental Environmental Projects Outreach	*	*	*				
Subtotal: CARB Statewide Measures			9.67	618.7					
TOTALS			431	2079				\$ 38,420,000	

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target

x = measure will result in reduction of toxic air contaminants

TBD = To Be Determined

AB 617 Shafter Community Steering Committee- Meeting #13
August 26, 2019, 5:30 pm

1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introductions

Christal Love Lazard, Institute for Local Government, Facilitator

Christal welcomed the Steering Committee, and reviewed the agenda for the meeting. After some brief announcements, Christal introduced Jessica Olsen.

3. Community Air Monitoring Plan

Jessica Olsen, Program Manager

Jessica Olsen provided an update on the deployment of air monitoring resources in Shafter, and provided the introduction to the group exercise to receive additional feedback from Steering Committee members and the public regarding locations for community air monitoring to occur.

Group Exercise: Monitoring Plan Feedback

Meeting participants evaluated a variety of different resources, including maps of gridded emissions, prevailing wind direction, current monitoring locations, and sensitive receptor locations relative to pollution sources within the community. Participants were then asked to determine which platforms (air monitoring trailers, vans, or stand-alone analyzers) they recommend be placed within “community zones” within the boundary. All participants then placed stickers on a large map to indicate the exact zones and location of their monitor recommendations, which visually represents the committee’s consensus built through this exercise.

4. Ongoing Community Emission Reduction Plan Development

Christal Love Lazard, Institute for Local Government, Facilitator

Jessica Coria and Brian Dodds from the District discussed proposed changes to the draft Community Emission Reduction Program as a result of Steering Committee and public comments received to date.

Comments and questions that Committee members had included the following:

- Is there a monitor in Grimmway Academy? I don’t think that is the best choice. I recommend placing it upwind.
- How many multi-systems are available?
- Do monitors have to be in a public location or can they be in a private location?
- Do monitoring stations need to be away from trees?
- Glad to see the removal of incentives for Dairy Digesters.
- Glad to see the District working with DPR and their monitors
- We asked to use funds from AB 617 to be used for pesticides

- How did the District calculate cost effectiveness? I want to see the calculations. How did you get \$1 million.
- We want to move forward with 100% electrification for homes and vehicles.
- After the final CERP is released, will the District be taking comments?
- Continue or create a sub-committee to obtain reductions within the 7 mile radius in accordance with AB617
- Electric Dairy Mixers \$3.9 million is allocated for this: we are suggesting to allocate \$250,000 in notifications and \$1.5 million in monitoring equipment.
- We support urban greenery. We will need volunteers
- Allocate funding to Land use
- Who is going to administer the \$40 million spent?

Jessica, Brian, and other District staff responded to these questions and comments.

5. **Wrap-up and Next Steps**

Christal Love Lazard, Institute for Local Government, Facilitator

Christal reviewed the meeting takeaways and next steps. Upcoming dates for CERP development include:

- Public Workshop at District Offices: August 28, 2019
- Comments on Draft CERP due by August 28, 2019
- Next Steering Committee meeting: September 9, 2019

6. **Public Comment**

Public comments included:

- There are funds included for infrastructure projects (roads/PM 10). Grant applications are open to partner with the public.
- Spoke about the cost-effectiveness to reduce dust emissions
- We appreciate the Districts work and efforts
- How are we communicating with the City of Shafter as a whole?

**Refer to meeting audio to review the full details and comments from the meeting.*

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>



Agenda para el Comité Directivo Comunitario de Shafter Reunión #13

26 de agosto de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
 - Repaso de objetivos de la reunión
3. Plan de Monitoreo del Aire de la Comunidad 5:40 p.m.
 - a. Introducción: Jessica Olsen, Gerente de Programas
 - b. Ejercicio en Grupo: Comentarios sobre el Plan de Monitoreo
4. Desarrollo Continuo del Plan de Reducción de Emisiones 6:45 p.m.
de la Comunidad
Christal Love Lazard, Institute for Local Government, Facilitadora
5. Conclusión y Próximos Pasos 7:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
 - Puntos importantes de la reunión y próximos pasos
 - Taller Público en las oficinas del Distrito: 28 de agosto de 2019
 - Fecha límite para los comentarios sobre el borrador del CERP: 28 de agosto de 2019
 - Próxima reunión del Comité Directivo: 9 de septiembre de 2019
6. Comentario Público 7:45 p.m.

Aprende más: community.valleyair.org

Ciudad de Shafter

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

Estrategias de reducción de emisiones y la exposición actualizadas para comentario del Comité

26 de agosto de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Desarrollo del CERP Continúa

- El borrador del CERP continúa evolucionando en respuesta a los comentarios del público
 - Numerosas cartas de comentarios han sido recibidas en las últimas semanas (Miembros del Comité Directivo, Ciudad, Condado, DPR, participantes públicos)
- Medidas del CERP para reducir emisiones/exposición a la contaminación:
 - Uso rentable de incentivos para financiar vehículos, camiones y otras fuentes móviles con cero y casi cero emisiones: cosechadores de poco polvo, fuentes estacionarias; aparatos de filtración en las escuelas, reemplazos de chimeneas; etc.
 - Esfuerzos regulatorios del Distrito (quema de leña residencial, llamaradas)
 - Acciones del Estado para reducir emisiones (camiones de servicio pesado, pesticidas)
 - Acciones locales para reducir emisiones (ciudades/condados)
 - Mayor alcance para educar a los residentes de la comunidad sobre la disponibilidad de fondos, Escuelas HAL, RAAN, requisitos regulatorios
 - Cumplimiento mejorado – mayor frecuencia de inspecciones para las instalaciones con infracciones de emisiones; vigilancia mejorada de quema de leña residencial; hacer cumplir la regla de CARB de ralentí de camiones; etc.

Actualizaciones de Medidas Como Revisado el 5 de agosto Basado en Comentarios del Comité

- Mayores cantidades de fondos para vehículos eléctricos basado en comentarios sobre la falta de accesibilidad a fondos para residentes de bajos ingresos
- Compromiso de trabajar con la Comisión de Servicios Públicos de California y las empresas de servicios públicos para traer fondos estatales disponibles a Shafter para energía solar
- Compromiso de apoyar el programa de vehículo compartido (por ejemplo, Miocar, Green Commuter, etc.)
- “Test Drive Program”/“Programa de Prueba de Manejo” con \$200,000 de financiamiento
- Dos vehículos eléctricos para el Servicio de Transporte de Dial-A-Ride
- Compromiso de trabajar con la Ciudad/Condado para abordar el cambio de ruta de camiones
- Mayor compromiso para los autobuses escolares eléctricos (8 en total en la comunidad)
- Reemplazo de pozos petroleros y equipos relacionados con apoyo financiero, más revisión regulatoria a través del proceso de modificación de la Regla de Motor de Combustión Interna
- Aumento en fondos incentivos para la electrificación de la bomba agrícola de diésel

Actualizaciones de Medidas Como Revisado el 5 de agosto Basado en Comentarios del Comité (cont.)

- Aumento en fondos para Alternativas de Quema Agrícola de \$500,000 a \$1,000,000
- Compromiso de enmendar la Regla 4311 (Llamaradas) a través del proceso público, incorporando los comentarios del Comité Directivo
- Agregar una medida para CARB y la Autoridad Ferroviaria de Alta Velocidad para abordar las sugerencias de la comunidad sobre el uso de motores Nivel 4 en equipos de construcción todoterreno
- Expandir las pautas del programa existente para Burn Cleaner para proporcionar fondos para bombas de calor eléctricas
- Meta de Ecologización Urbana de plantar 1000 árboles a través de fondos estatales para Shafter
- Alcance específico comprometido para el reemplazo de camiones de patio
- CARB y DPR se comprometieron a desarrollar medidas específicas de pesticidas
- Elegibilidad de vehículos más flexible bajo Drive Clean en San Joaquín
- Equipo de césped eléctrico GRATIS para residentes de Shafter (LG.1)

Flexibilidad en las Cantidades de Financiamiento

- Las reuniones del Comité Directivo continuarán después de que se adopte el CERP
- El Distrito continuará trabajando con el Comité Directivo para recibir aportes de la comunidad a medida que se desarrollen las pautas del programa y se implementen proyectos dentro de la comunidad
- Se pueden hacer ajustes para medir las metas y/o las cantidades de financiamiento basado en el aporte del Comité Directivo, la disponibilidad de fondos y la rentabilidad de los proyectos para lograr los objetivos generales de reducción de emisiones del CERP

Desplegué de Energía Solar en Shafter (SD.1)

- **Sugerencias:** Algunos miembros del Comité han expresado un gran interés en financiar directamente las instalaciones de energía solar residenciales en Shafter
- **Actualización Propuesta de la Medida:**
 - Los fondos Estatales y del Distrito bajo esta propuesta totalizarían \$15 millones para energía solar residencial en Shafter, dependiendo de la abogacía exitosa de fondos estatales
 - El Distrito considerará hasta \$1.5 millones en fondos del Distrito como un 10% para el nuevo programa del Estado (\$15 millones en total) para incentivar la instalación de energía solar residencial y electrificación del hogar en la Ciudad de Shafter
 - La propuesta de financiamiento depende de la aprobación de CARB y del compromiso de CARB/PUC de adoptar un nuevo programa que brinde todos los beneficios de reducción de emisiones a la inversión de financiamiento local
 - El Distrito trabajará con el Comité Directivo y otros socios para abogar por nuevos fondos estatales para apoyar la medida propuesta

Programa “Test Drive”/“Prueba de Manejo”

- **Sugerencias:** Los miembros del Comité expresaron que el financiamiento para esta medida (originalmente \$200,000) era demasiado alto
- **Actualización Propuesta de la Medida:**
 - En el borrador del CERP publicado, esta medida se integró como parte del programa de incentivos para el reemplazo de vehículos de pasajeros con baterías eléctricas o vehículos híbridos enchufables (Medida C.2)
 - Inicialmente, los fondos propuestos se asignaron a la Medida C.2 total para proporcionar flexibilidad basada en el interés y la utilidad del programa

Incentivos para Vehículos Eléctricos (C.2)

- **Sugerencias:** Algunos miembros del Comité comentaron que la medida del ‘Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros con Baterías Eléctricas o Vehículos Híbridos Enchufables’ (paga hasta el costo total del vehículo) debe aumentarse para tener en cuenta a los residentes de bajos ingresos que pueden no beneficiarse de los créditos fiscales federales.
- **Actualización Propuesta de la Medida:**
 - El Distrito considerará mayores montos de incentivos para solicitantes calificados de bajos ingresos (hasta \$2,500 de financiamiento adicional)
 - Para nuevas compras, el seguimiento de las calificaciones individuales y el recibo de crédito fiscal federal es difícil o imposible
 - Para los arrendamientos, el crédito fiscal federal siempre está disponible (el concesionario toma crédito, baja el precio)
 - Depende del establecimiento de las medidas de precaución necesarias para garantizar que no se proporcionen fondos más allá del costo del vehículo

Carga Residencial de Vehículos Eléctricos

- **Sugerencias:** Algunos miembros del Comité comentaron que los fondos, además del reembolso de \$800 de PG&E disponible, deberían estar disponibles para apoyar el cobro de Nivel 2 en las residencias
- **Actualización Propuesta de la Medida:**
 - Se agregará un monto de financiamiento adicional de hasta \$20,000 a la Medida C.2 para un proyecto piloto que permita a los residentes de Shafter instalar infraestructura de carga en las residencias (financiamiento total para la Medida C.2 de \$2,020,000)
 - Hasta \$200 de fondos adicionales proporcionados por residencia, según sea necesario, para tener en cuenta el cargo de Nivel 2 (además del reembolso de PG&E)

Programa de Vehículo Compartido (C.5)

- **Sugerencias:** Algunos miembros del Comité comentaron recomendar una mayor financiación para subsidiar aún más el costo del alquiler de vehículos compartidos EV.
- **Actualización Propuesta de la Medida:**
 - El personal del Distrito propone aumentar los fondos para esta medida de \$250,000 a \$300,000
 - Basado en la experiencia del Distrito que respalda el lanzamiento de otros programas de vehículo compartido, esta financiación adicional subsidiará adecuadamente el costo del pasajero

Reemplazo de Camiones de Servicio Pesado (HD.1)

- **Sugerencias:** Algunos miembros del Comité sugirieron que los fondos para esta medida se reduzcan de los \$6,000,000 propuestos inicialmente.
- **Actualización Propuesta de la Medida:**
 - El financiamiento para camiones de servicio pesado se reducirá a \$4,000,000, con el objetivo de reemplazar 40 camiones de servicio pesado que operan dentro y alrededor de la comunidad de Shafter

Camiones de Patio de Cero Emisiones/TRUs (HD.2)

- **Sugerencias:** Algunos miembros del comité sugirieron reducir la propuesta inicial de \$4,000,000 para reemplazar 30 unidades para incentivar solo la electrificación de dos unidades.
- **Actualización Propuesta de la Medida:**
 - El financiamiento para esta medida se reducirá a \$1,500,000; el objetivo de reemplazar 10 unidades que operan en o alrededor de Shafter
 - Alcance específico a las operaciones locales como lo sugiere el Comité Directivo

Autobuses Escolares Eléctricos (HD.4)

- **Sugerencias:** Muchos miembros del Comité apoyaron esta medida, y sugirieron aumentar los fondos propuestos inicialmente por \$3,200,000 para aumentar la disponibilidad de autobuses escolares eléctricos para escuelas adicionales locales
- **Actualización Propuesta de la Medida:**
 - Se incrementaron metas para reemplazar 10 autobuses en Shafter y sus alrededores, con alcance específico para la Escuela Maple y la Escuela Rio Bravo
 - Se aumentó el financiamiento para la medida a \$4,000,000

Electrificación de Equipos de Mezcla de Alimentos Lácteos (A.1)

- **Sugerencias:** Algunos miembros del Comité sugirieron eliminar los fondos para la electrificación de los equipos de mezcla de alimentos lácteos (Medida A.1)
- **Actualización Propuesta de la Medida:**
 - Reducciones significativas de emisiones asociadas con esta medida
 - La asignación de fondos se redujo de \$6.5 millones a \$3.9 millones para financiar hasta 5 proyectos

Electrificación de Bombas Agrícolas (A.5)

- **Sugerencias:** Miembros del comité han solicitado que los motores de bombas agrícolas que funcionan con gas natural sean elegibles para la financiación de incentivos para la electrificación, además de los motores diesel
- **Actualización Propuesta de la Medida:**
 - El personal del Distrito ampliará la Medida A.5 (Programa de Incentivos para Reemplazar Motores de Bombas de Riego Agrícolas Diesel Antiguos con Motores Eléctricos) para incluir la electrificación de motores de bombas agrícolas de gas natural

Reemplazo de Camiones Lácteos (A.7)

- **Sugerencias:** Algunos miembros del Comité comentaron que no recomendaron la inclusión de la medida para proporcionar incentivos para el reemplazo de camiones de productos lácteos por camiones con cero o casi cero emisiones (fondos asignados de \$2,000,000)
- **Actualización Propuesta de la Medida:**
 - El personal del Distrito propone eliminar la medida de reemplazo del camión de productos lácteos (Medida A.7) de la inclusión en el CERP

Eliminación de la Medida del Digestor de Productos Lácteos (A.8)

- **Sugerencias:** Algunos miembros del Comité Directivo han expresado la falta de apoyo para que esta medida trabaje con CDFA para apoyar la instalación de digestores lácteos para reducir los contaminantes del aire y las emisiones de metano, y generar combustible renovable de gas natural.
- **Actualización Propuesta de la Medida:**
 - El personal del Distrito propone eliminar esta medida del CERP

Ecologización Urbana (UG.1)

- **Sugerencias:** Algunos miembros del Comité recomendaron la inclusión de fondos para apoyar la ecologización urbana, además de la medida propuesta para trabajar y para dirigir los fondos estatales a Shafter para apoyar la ecologización urbana
- **Actualización Propuesta de la Medida:**
 - El Distrito trabajará directamente con los residentes de Shafter, los grupos comunitarios y otros socios para apoyar los esfuerzos de promoción y solicitud para buscar fondos estatales para la ecologización urbana incluido en el presupuesto estatal (Agencia de Recursos Naturales, Caltrans, etc.)
 - Algunos programas de financiación están disponibles enumerados por California ReLeaf: <https://californiareleaf.org/resources/public-grants/>

Parrillas Comerciales (CC.1)

- **Sugerencias:** Algunos miembros del Comité Directivo sugirieron reducir el financiamiento proporcionado para esta medida (el financiamiento inicial propuesto fue de \$300,000 con el objetivo de 1-2 dispositivos de control de restaurantes instalados)
- **Actualización Propuesta de la Medida:**
 - Actualizar la Medida CC.1 (Parrillas Comerciales) basado en los comentarios recibidos
 - Objetivo de 1 restaurante; Asignación de fondos de \$150,000

Sistema de Filtración Escolar (SC.1)

- **Sugerencias:** Muchos miembros del Comité han comentado que recomendarían aumentar los fondos para esta medida.
- **Actualización Propuesta de la Medida:**
 - Incrementar financiamiento para apoyar el programa piloto para que las escuelas locales instalen sistemas de filtración (HVAC, por sus siglas en inglés) con una calificación (MERV, por sus siglas en inglés) de 14 o más
 - Basado en programas en otras regiones, ~\$25,000 por escuela
 - Se propone aumentar los fondos de \$100,000 hasta \$250,000 para financiar actualizaciones en hasta todas las escuelas de la comunidad

Próximos Pasos: Desarrollo del CERP

Fecha	Detalles
lunes 26 de agosto	Reunión del Comité Directivo de la Comunidad (CSC, por sus siglas en inglés)
miércoles 28 de agosto	<ul style="list-style-type: none"> Taller público para discutir los dos CERPs del Valle en las oficinas del Distrito en Bakersfield, Fresno y Modesto (¡los miembros del CSC y el público son bienvenidos y se les anima a asistir!) Fecha límite para comentarios sobre el borrador inicial del CERP para ser considerados en el Borrador revisado
lunes 9 de septiembre	Reunión del CSC (revisión del CERP actualizado, preparación para la reunión de la Mesa Directiva)
jueves 12 de septiembre	CERP Propuesto publicado (1 semana antes de la reunión de la Mesa Directiva)
jueves 19 de septiembre	Reunión de la Mesa Directiva del Distrito para adoptar los CERPs Propuestos
octubre/noviembre	El personal de CARB será coanfitrión de la reunión de CSC
febrero	Reunión de la Mesa Directiva de CARB en Shafter para adoptar los CERPs de Shafter y Centro-Sur Fresno
Continuo	Reuniones de CSC para revisar y discutir la implementación del CERP

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire

Oficina de Fresno (559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

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Ejercicio y Discusión en Grupo sobre el Plan de Monitoreo del Aire Comunitario de Shafter

26 de Agosto de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Metas de la Reunión

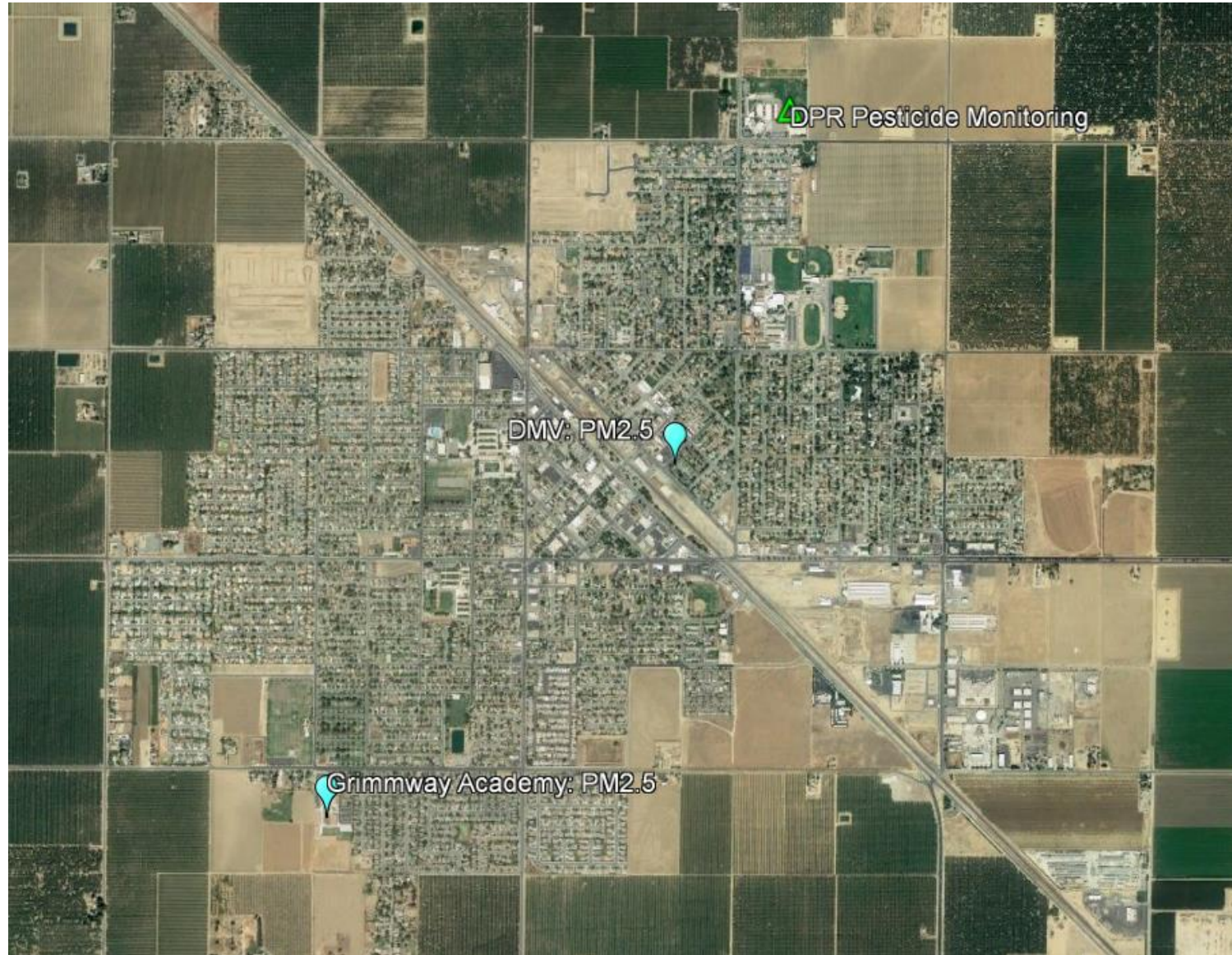
- Las reuniones del comité directivo de Shafter de la primavera 2019 incluyeron discusiones sobre el monitoreo del aire
 - Los miembros del comité directivo solicitaron recientemente que se lleve a cabo una discusión adicional sobre el monitoreo del aire comunitario
- El ejercicio y la discusión de hoy del subcomité ayudarán a enfocar y diseñar el sistema inicial de monitoreo del aire de la comunidad
- Proporciona la base para el plan de monitoreo del aire de la comunidad para Shafter

Monitoreo del Aire Actual en el Área de Shafter

Sitio de Monitoreo del Aire	Contaminantes Medidos
Shafter-DMV	Ozono, NOx, VOC, PM2.5, PM10 (próximamente)
Shafter-Grimmway	PM2.5
Sequoia Elementary School	Pesticidas (DPR)

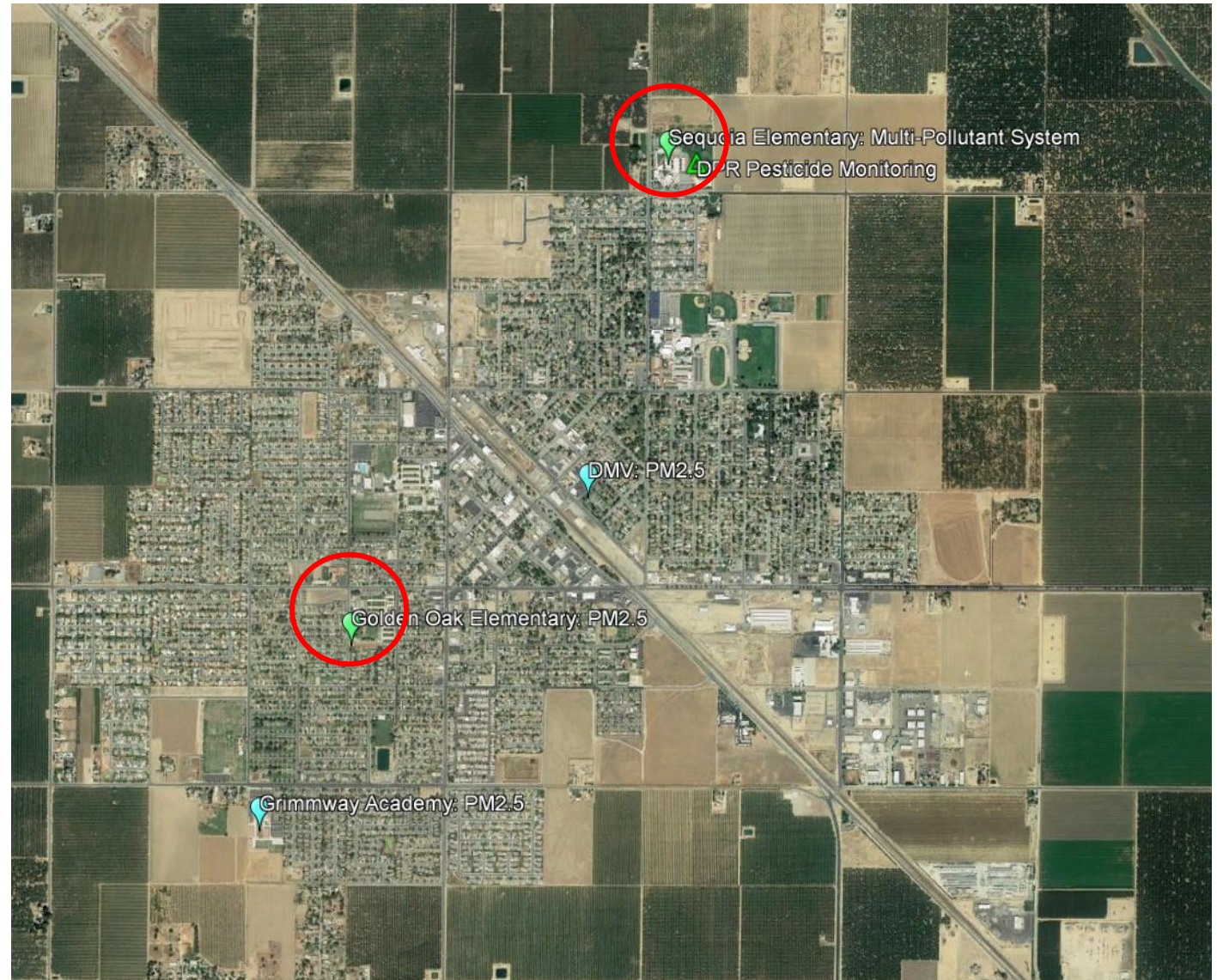
- Las continuas operaciones de monitoreo de aire en estos sitios existentes proporcionarán datos valiosos junto con el sistema de monitoreo del aire de la comunidad
- Sitios fijos como Shafter-DMV son parte del Sistema regulatorio de monitoreo del aire ya existente
 - Estructuras inmóviles instaladas permanentemente y no se pueden desplegar en áreas de preocupación

Monitoreo del Aire Actual en Shafter



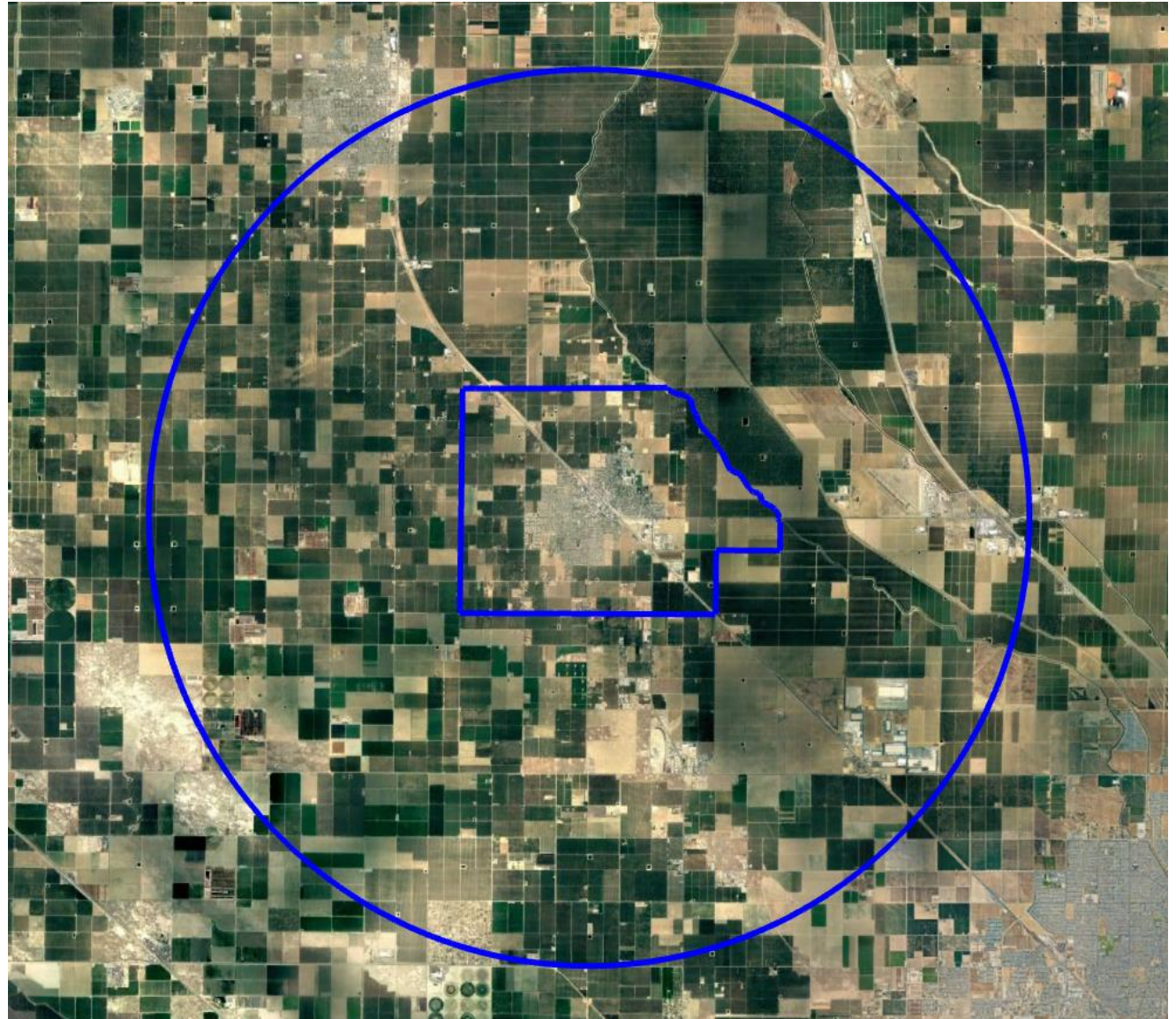
Planes Actuales para Monitoreo del Aire Expandido en Shafter

- Escuela Primaria Sequoia: Sistema de Monitoreo de Múltiples Contaminantes (planeado)
- Escuela Primaria Golden Oak: Monitor de PM2.5 (planeado)



Área de Estudio de Monitoreo del Aire para la Comunidad de Shafter

- El ejercicio considerará dónde monitorear dentro del límite de Shafter y dentro de un radio de 7 millas
- Los recursos están limitados para cubrir un área expansiva dentro de un radio de 7 millas, por lo que debe ser considerado con las recomendaciones



Capacidades de Monitoreo del Aire Ampliadas

Remolque de
Monitoreo el Aire

PM2.5, Ozono, Negro de Carbón, CO, NO/NO2/NOx, VOC, SO2, H2S, Tóxicos, VOCs Especiado, Meteorología

Sistemas Compactos
de Monitoreo del Aire
Multi-Contaminantes

PM2.5, Ozono, Negro de Carbón, CO, NO/NO2/NOx, VOC, Meteorología

Monitores PM2.5
Independiente

PM2.5

Furgoneta de
Monitoreo del Aire
Móvil

PM2.5, Ozono, Negro de Carbón, CO, NO/NO2/NOx, VOCs, SO2, Tóxicos, Meteorología

Habilidades de los Nuevos Recursos de Monitoreo del Aire

- Los recursos de monitoreo de aire planificados para Shafter tendrán las mismas capacidades que el sistema regulatorio estacionario actual
 - Alta precisión y grado regulatorio
 - Muchos instrumentos serán los mismos modelos utilizados en las estaciones regulatorias
 - Monitoreará más tipos de contaminantes que las estaciones regulatorias
- El beneficio de los recursos comunitarios de monitoreo del aire será una mayor movilidad y un despliegue más rápido
- Las capacidades del sistema de monitoreo del aire comunitario serán similares a las capacidades de las estaciones fijas de monitoreo de aire
 - Más allá de las mediciones de rutina de gases y contaminantes de PM, el sistema comunitario de monitoreo del aire tendrá la capacidad de medir la especiación de PM y VOC, negro de carbón, H₂S
- El remolque de monitoreo del aire tendrá la capacidad de monitoreo del aire más expansiva
 - Equivalente a una estación de monitoreo de aire fija pero con mayor movilidad

Capacidades de la Plataforma para el Sistema de Monitoreo del Aire de la Comunidad Inicial

Contaminantes	Fuentes de Ejemplo	Plataforma			
		Remolque	Furgoneta	Sistema Compacto	PM2.5 Independiente
PM2.5	Móvil, industria, residencial	x	x	x	x
Negro de Carbón	Móvil, industria, residencial	x	x	x	
NO, NO2, NOx	Móvil, industria	x	x	x	
CO	Móvil	x	x	x	
Ozono	Regional, formado por VOC y NOx	x	x	x	
SO2, H2S	Industria	x	x	x	
VOC (BTEX)	Distribución y Comercialización de Gasolina	x	x	x	
Especiación de VOC por hora	Industria, móvil	x			
Tóxicos	Industria, móvil	x	x		
Meteorología		x	x	x	

Ejercicio y Discusión

Mapas

1. Monitores Actuales y Dirección del Viento
2. Fuentes de Emisiones: NO_x
3. Fuentes de Emisiones : PM_{2.5}
4. Fuentes de Emisiones : VOC
5. Exposición a Partículas Diesel
6. Percentil de Asma (CalEnviroScreen)
7. Cardiovascular (CalEnviroScreen)
8. Receptores Sensibles

Herramientas

1. Objetivos de Monitoreo
2. Glosario de Contaminantes
3. Capacidades del Monitor
4. Hoja de Ejercicios

Ejercicio y Discusión

- Los miembros del subcomité fueron proporcionados materials para revisar los ejercicios en grupo e individual
 1. Ejercicio en grupo para discutir contaminantes y áreas de prioridad para el monitoreo del aire
 2. Ejercicio individual para priorizar contaminantes para medir y ubicaciones de monitoreo del aire comunitario
 3. Ejercicio individual para colocar calcomanías en el mapa de la comunidad para representar sus preferencias del diseño del sistema
 4. Repasar resultados y discusión en grupo

Información del Contacto

Comuníquese con el Distrito del Aire del Valle en:

AB617@valleyair.org

Oficina en Fresno (559) 230-6000

Oficina en Modesto (209) 557-6400

Oficina en Bakersfield (661) 392-5500

Jaime Holt Cell: (559) 309-3336

Para información visite:

www.valleyair.org/community

www.valleyair.org

Síguenos en las
redes sociales



Use la aplicación
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información más
reciente sobre la
calidad del aire



Shafter: Resumen de las Medidas del CERP

Medida #	Agencia Ejecutora	Borrador de la Medida	Reducciones Estimadas de Emisiones de por Vida (toneladas)			# de Unidades	Tipo de Unidad	Vida del Proyecto	Fondos de Incentivo	Rentabilidad (\$/tonelada)
			PM2.5	NOx	Tóxicos					
Fuentes Móviles de Servicio Pesado										
HD.1	SJVAPCD	Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones	131.1	0.36	x	60 40	Camiones		\$ 4,000,000	\$30,000 - \$60,000
HD.2	SJVAPCD	Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRUs)	1.99	0.03	x	30 10	Camiones de Patio o TRUs		\$ 1,500,000	\$65,000 - \$200,000
HD.3	CARB, SJVAPCD	Aplicación Mejorada de la Regulación Estatal Contra el Ralentí	*	*	*					
HD.4	SJVAPCD	Programa de Incentivos para Reemplazar los Autobuses Escolares de Diesel Antiguos con Tecnología de Cero o Casi Cero Emisiones	0.33	3.25	x	8 10	Autobuses Escolares		\$ 4,000,000	\$ 218,000
HD.5	SJVAPCD	Programa de Incentivos para el Reemplazo de Autobuses de Tránsito para Dial-a-Ride	0.629	0.62	x	2	Vehículos de Tránsito Eléctrico		\$ 400,000	\$ 340,000
HD.6	SJVAPCD	Programa de Incentivos para Reemplazar Locomotoras de Diésel Antiguas con Nueva Tecnología de Motor Menos Contaminante	2.8	126	x	2	Locomotores		\$ 5,200,000	\$ 12,000
HD.7	SJVAPCD	Incentivos para Reemplazar Impulsores de Automotores/Conmutadores Antiguos con Nueva Tecnología de Motor Menos Contaminantes	1.5	57	x	3	Conmutador de Locomotora		\$ 4,100,000	\$ 10,000
HD. 8	SJVAPCD, Ciudad, Condado, PUC	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo	*	*	x	1	Estación de Combustible Alternativo		\$ 1,000,000	N/A
HD.9	Ciudad, Condado, Caltrans	Cambio de Ruta de Camiones de Servicio Pesado								
Vehículos de Pasajeros Antiguos/Altamente Contaminantes										
C.1	SJVAPCD	Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	*	4.6	x	500	Reparaciones de Vehículos		\$ 400,000	\$ 45,000
C.2	SJVAPCD	Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros de Batería Eléctricos o Vehículos Híbridos Enchufables	0.03	1.08	x	100	Vehículos de Aire Limpio		\$ 2,020,000	\$ 240,000
C.3	SJVAPCD	Programa de Incentivos para la Instalación de Infraestructura de Carga EV	*	*	*	17	Cargadores EV		\$ 100,000	N/A
C.4	SJVAPCD	Aumento del Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos	*	*	*	2	Eventos de Entrenamiento		\$ 30,000	N/A
C.5	SJVAPCD	Programa de Incentivos para el Lanzamiento del Programa de Vehículo Compartido para la Comunidad	*	*	x	1	Programa de Vehículo Compartido		\$ 300,000	N/A
Operaciones Agrícolas										
A.1	SJVAPCD	Proporcionar Incentivos para Equipos Eléctricos de Mezcla de Alimentos Lácteos	18	350	x	5	Equipos de Mezcla para Alimentos		\$ 3,900,000	\$ 21,000
A.2	SJVAPCD	Proporcionar Incentivos para Cosechadoras de Nueces de Polvo Bajo	90	42.5	x	25	Cosechadoras		\$ 2,500,000	\$ 2,100
A.3	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (triturar/incorporación de suelo)	*	*	x	2000	acres		\$ 1,000,000	\$ 2,500
A.4	SJVAPCD	Promover la Implementación de Prácticas de Conservación de Cultivo				TBD	acres			
A.5	SJVAPCD, PUC/IOU	Proporcionar Incentivos para Reemplazar los Motores Diesel de Bomba Agrícola con Motores Eléctricos	4	90	x	10	Motores		\$ 230,000	\$ 6,700

A.6	SJVAPCD	Proporcionar Incentivos para Reemplazar Equipos Diesel Agrícolas (tractores) con los Equipos Más Limpios Disponibles	60	750	x	100	Tractores		\$ 5,000,000	\$ 7,100
A.7	SJVAPCD	Proporcionar Incentivos para el Reemplazo de Camiones de Lácteos con Camiones de Cero o Casi Cero Emisiones	0	0	x	200	Camiones		\$ -	\$ 45,000
A.8	SJVAPCD, CDFA, NRCS	Apoyar las Operaciones Lecheras Cerca de Shafter en la Instalación de Digestores Lácteos			x					
A.9	SJVAPCD, CDFA, NRCS	Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas			x					
A.10	CARB/DPR, Comisionado de Agricultura	Medidas de Pesticidas (Bajo Desarrollo por CARB y DPR)			x					
Fuentes Industriales										
IS.1	SJVAPCD	Llamaradas-Modificar Regla 4311	-	15	x					
IS.2	SJVAPCD	Evaluar la Viabilidad de Financiar Más Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas	*	*	x	TBD	TBD			
IS.3	SJVAPCD	Frecuencia de Inspección Mejorada	*	*	*					
IS.4	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	*	*	*					
IS.5	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	*	*	x	TBD	TBD			
Quema Residencial										
RB.1	SJVAPCD	Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	98	*	x	200	Aparatos		\$ 600,000	\$ 7,000
RB.2	SJVAPCD	Educar al Público Sobre los Impactos Dañinos de la Quema de Leña	*	*	*					
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña	*	*	*					
RB.4	SJVAPCD, Ciudad, Condado	Alcance para Reducir la Actividad Ilegal	*	*	*					
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	*	*	*					
Uso del Suelo/Fuentes Urbanas										
SD.1	PUC, SJVAPCD	Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía	*	*	*				\$ 1,500,000	\$ 1,000,000
CC.1	SJVAPCD	Incentivos para Reducir PM de Parillas Comerciales de Lumbre Abajo	TBD		x	1	Sistemas de Control		\$ 150,000	\$ 135,000
LU.1	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA	*	*	*					
LU.2	SJVAPCD, Ciudad, Condado, COG, desarrolladores locales, otros socios locales	Uso del Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT	*	*	x					
LU.3	Ciudad, Condado, y California Division of Oil, Gas, and Geothermal Resources (DOGGR)	Contratiempos para la Nueva Perforación Petrolera								
LU.4	CARB, HSRA	Emisiones de Construcción: Construcción del Tren de Alta Velocidad	TBD	TBD	x	TBD	TBD			
RD.1	Ciudad, Condado, CDOT	Polvo de Carretera: Evaluar el Aumento en la Frecuencia de Barrido de Calles	*							
RD.2	Ciudad, COGs, Condado	Polvo de Carreteras: Pavimentación de Carreteras e Instalaciones en Aceras	*							
LG.1	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín (Gratis para Residentes de Shafter)	13	20	x	280	Unidades de Césped y Jardín		\$ 100,000	\$ 3,000
LG.2	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín	TBD	TBD	x	30	Unidades de Césped y Jardín		\$ 40,000	N/A

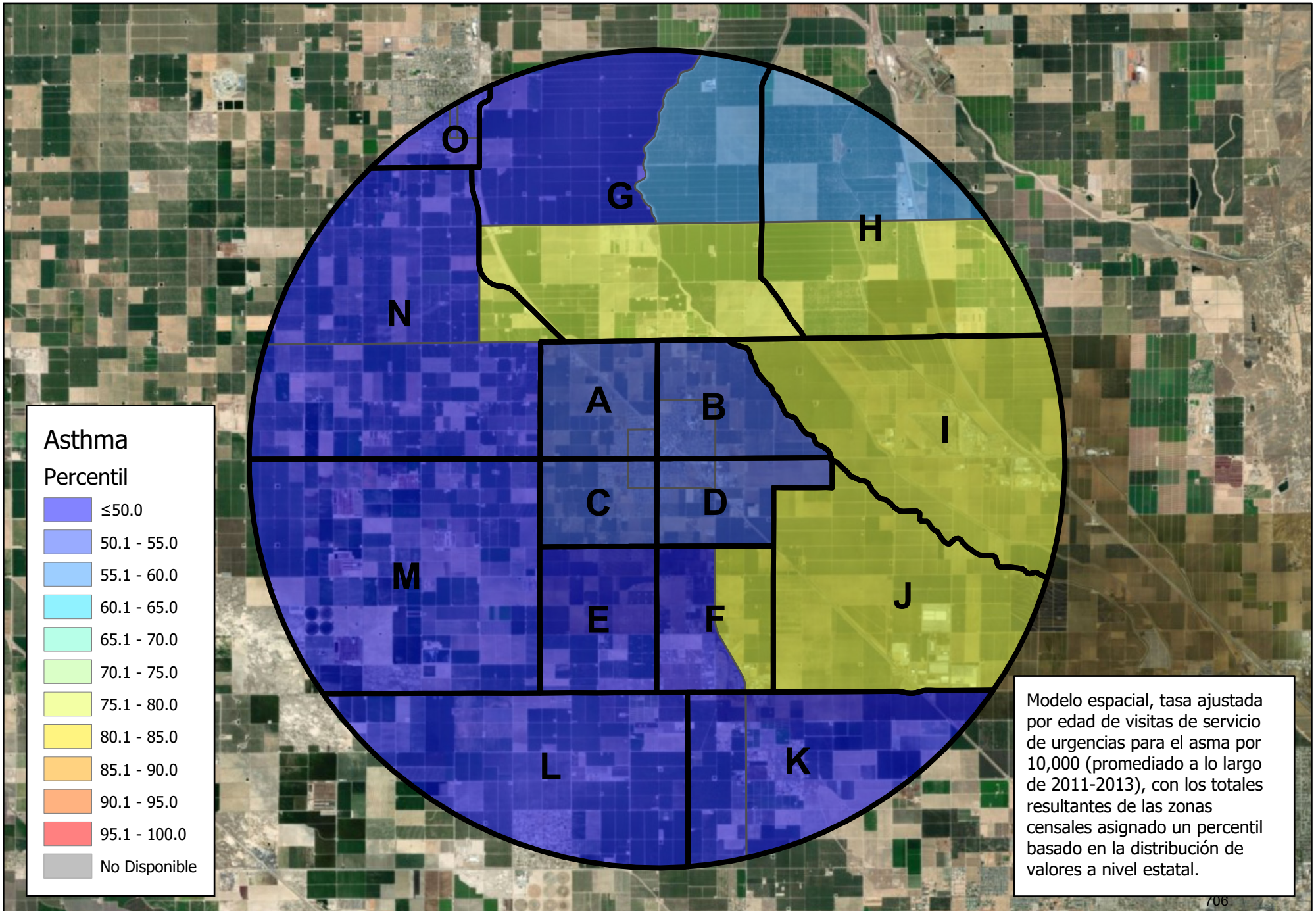
PF.1	SJVAPCD, Ciudad, Condado	Mejorar el Alcance y el Acceso a Fondos Incentivos para Vehículos de Flotillas Públicas	TBD	TBD	x	TBD	Vehículos		\$ 100,000	\$ 240,000
Medidas de Reducción a la Exposición										
SC.1	SJVAPCD	Sistemas de Filtración de Aire en Escuelas Comunitarias	*	*	*	TBD	Sistemas de Filtración		\$ 250,000	N/A
SC.2	SJVAPCD y distritos escolares locales	Escuelas HAL: Aumentar la Participación	*	*	*					
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación	*	*	*					
IAQ.1	CAPK, CSD, SJVAPCD, Ciudad, Condado, CEC	Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética	*	*	*					
UG.1	SJVAPCD, Ciudad, Condado	Aumentar el Desarrollo Ecológico Urbano y Forestal en la Comunidad	*	*	*	1000	Árboles Plantados			N/A
IR.1	SJVAPCD, CARB, Ciudad, Condado	Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles	*	*	*					
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire	*	*	*					
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	*	*	*					
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire								
Subtotal: Medidas del Distrito			421	1460						
Estrategias Estatales										
	CARB	Reducir Emisiones de Ganado Lechero y Otro Ganado	*	*	*					
	CARB	Reducir Emisiones de Desechos Orgánicos en Vertederos	*	*	*					
	CARB	Compromiso entre Agencias e Integración de Información sobre la Aplicación de Pesticidas	*	*	*					
	CARB	Reducción de Emisiones de los Sistemas de Petróleo y Gas	*	*	*					
	CARB	Regulación de Camiones Limpios Avanzados	0.5	18.5	x					
	CARB	Inspección y Mantenimiento de Vehículos de Servicio Pesado	9.1	589	x					
	CARB	Modificaciones del Reglamento de Camiones de Descarga	*	*	*					
	CARB	Regulaciones de la Unidad de Refrigeración del Transporte	*	*	*					
	CARB	Sistema de Registro de Evaluación de Emisiones Reales	*	*	*					
	CARB	Manual de Carga	*	*	*					
	CARB	Estudio Piloto de Ralentí Local de Camiones y Autobuses	*	*	*					
	CARB	Modificación del Reglamento de Equipos de Manejo de Carga	*	*	*					
	CARB	Clean Cars 2 Avanzado	0.07	3.7	x					
	CARB	Evaluación y Desarrollo Potencial de la Regulación para Reducir el Ralentí para todas las Fuentes de Patio Ferroviario	*	*	*					
	CARB	Evaluación y Desarrollo Potencial de la Regulación para Reducir las Emisiones de las Locomotoras No Autorizadas en virtud de la Ley de Aire Limpio	*	*	*					
	CARB	Nuevos Estándares para Pequeños Motores Todoterreno (SORE, por sus siglas en inglés)	0	7.5	x					
	CARB	Medida de Control Sugerida para Cocinar Comercial	*	*	*					
	CARB	Realizar Alcance de Proyectos Ambientales Suplementarios Periódicos	*	*	*					
Subtotal: Medidas Estatales de CARB			9.67	618.7						
TOTALES			431	2079					\$ 38,420,000	

* = se esperan reducciones de emisiones y/o exposición a partir de esta medida, pero no serán un objetivo cuantificable

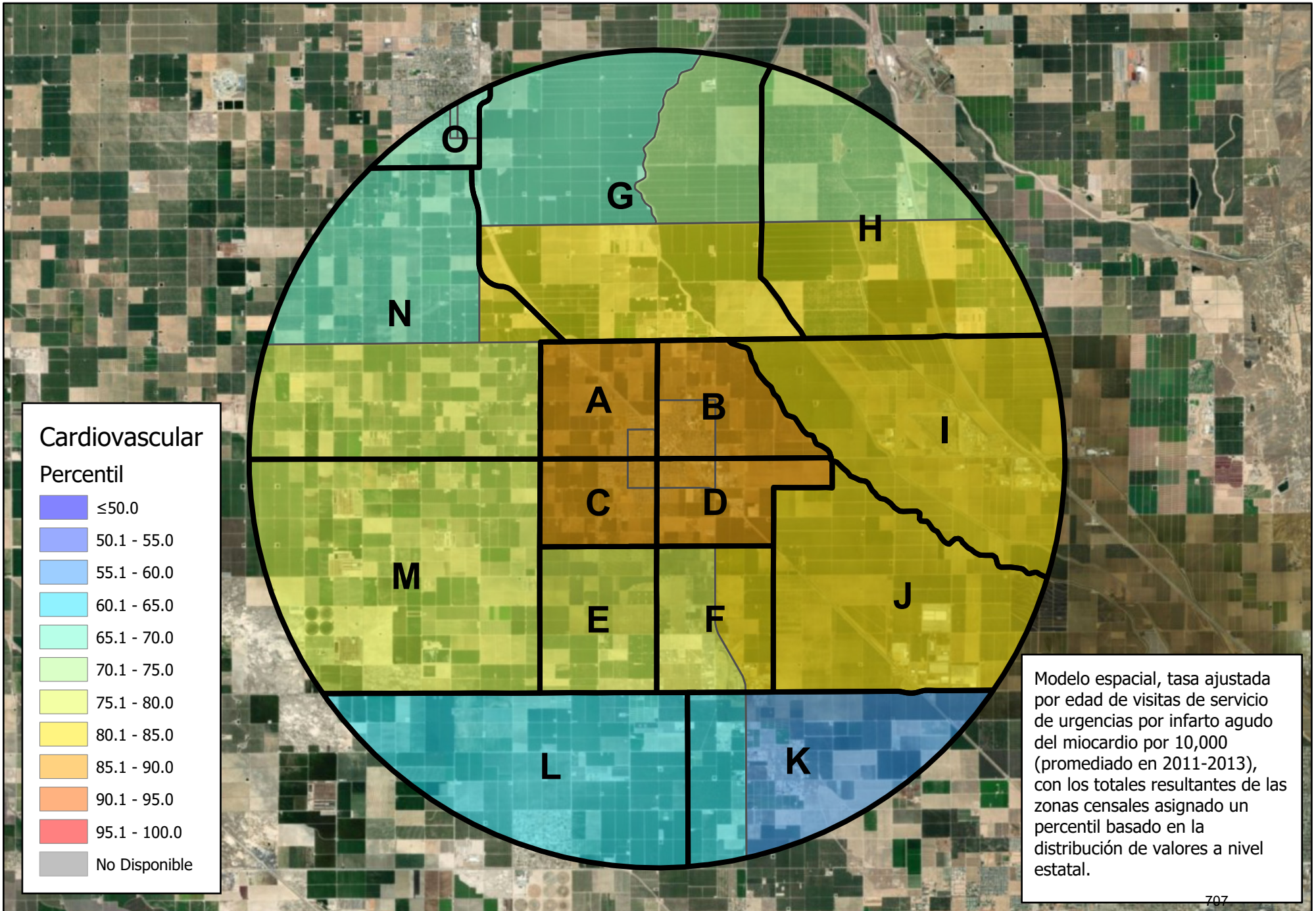
x = medida dará como resultado la reducción de contaminantes tóxicos del aire

TBD = Por Ser Determinado

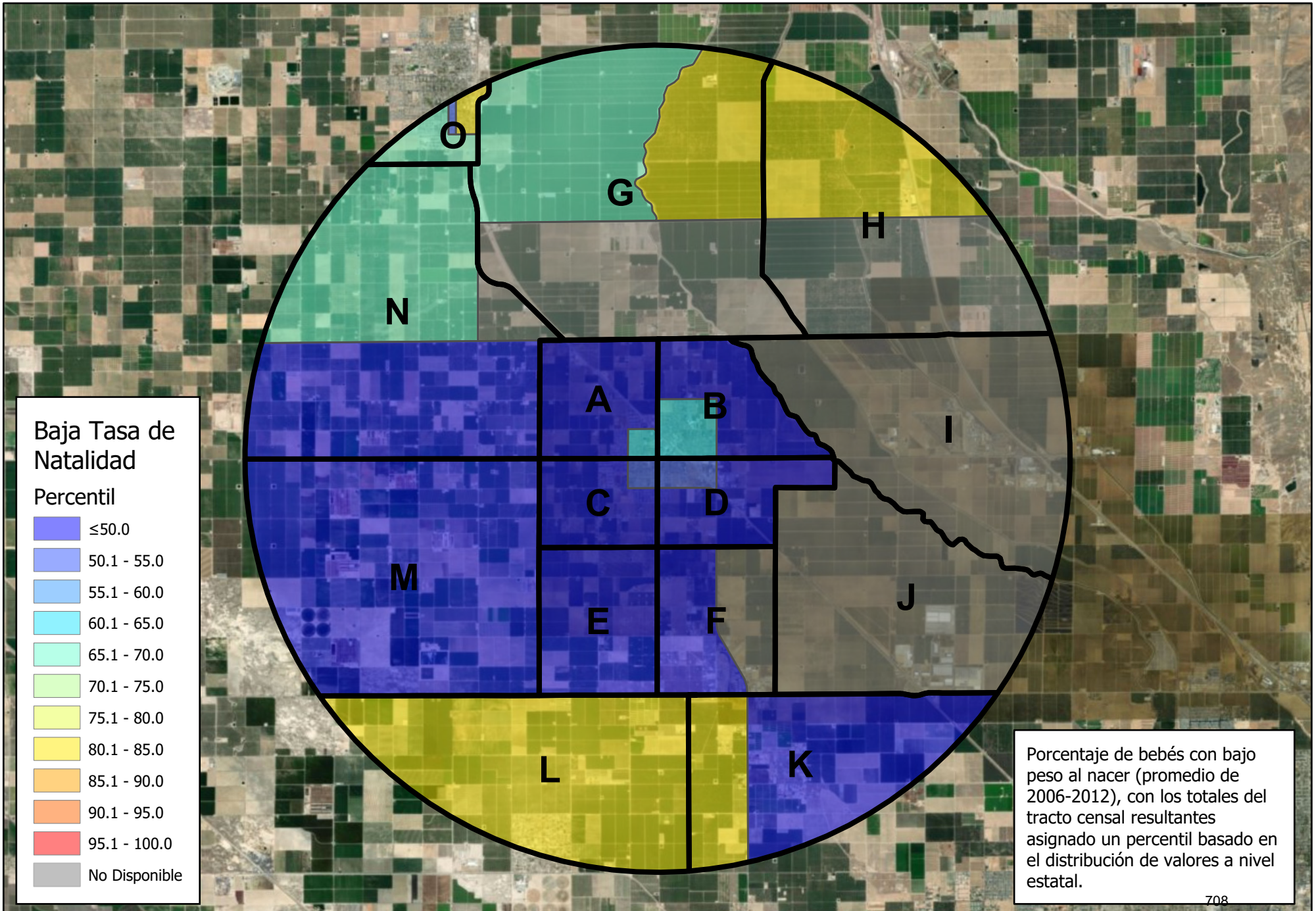
CalEnviroScreen 3.0 - Percentil de Asma



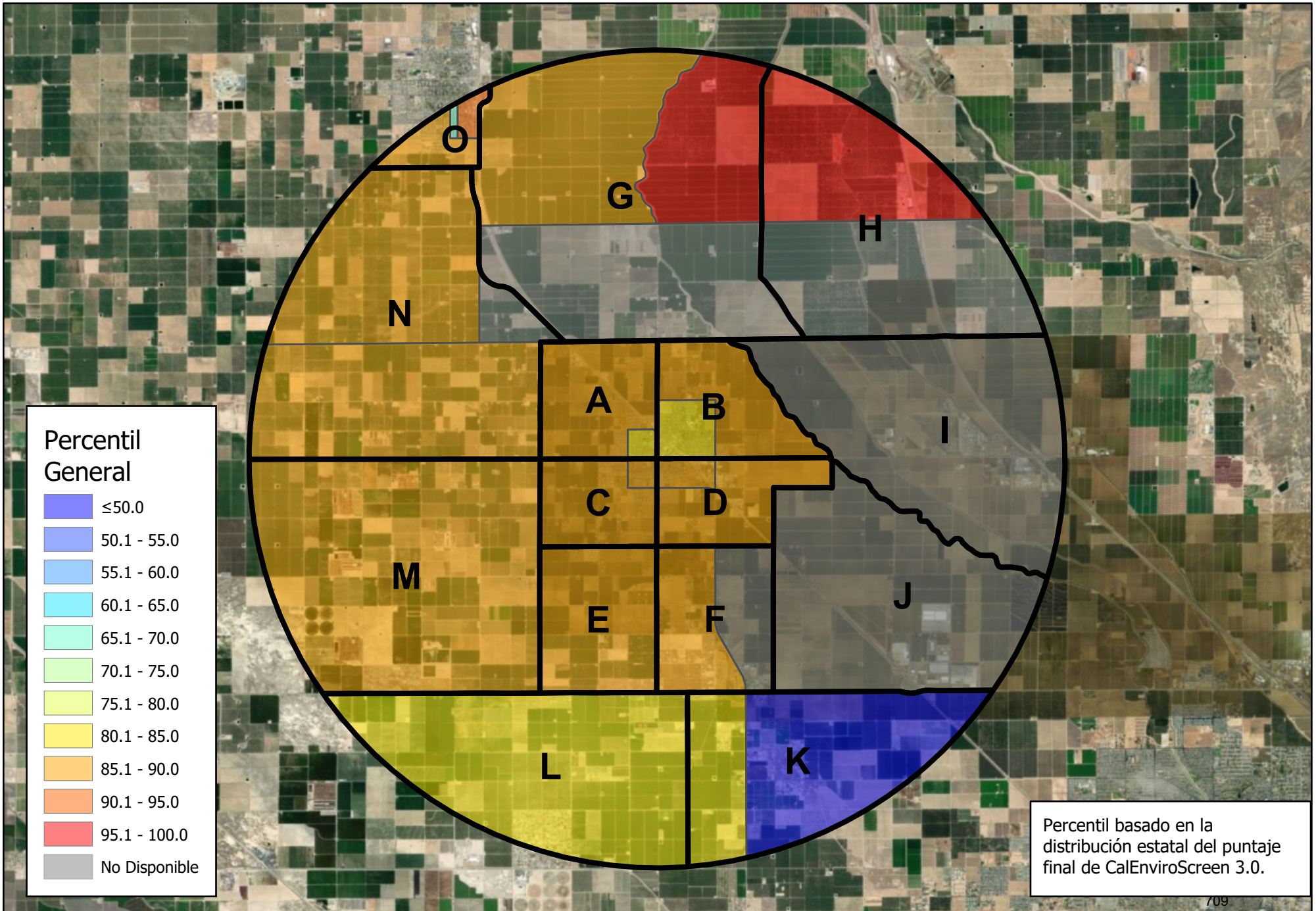
CalEnviroScreen 3.0 - Percentil Cardiovascular



CalEnviroScreen 3.0 - Percentil de Baja Tasa de Natalidad



CalEnviroScreen 3.0 - Percentil General





Agenda for Shafter Community Steering Committee Meeting #14

September 9, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
 - Review of meeting goals
3. Ongoing Community Emission Reduction Plan Development: 5:40 p.m.
Steering Committee Final Recommendations
Christal Love Lazard, Facilitator
4. Wrap-up and Next Steps 7:00 p.m.
Christal Love Lazard, Facilitator
 - Meeting takeaways and next steps
 - District Governing Board Meeting: September 19, 2019
 - Next Steering Committee meeting: October 21, 2019
5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org

City of Shafter Community Emissions Reduction Program (CERP) Development

September 9, 2019

San Joaquin Valley Air Pollution Control District

Steering Committee Effort in Developing Community Emission Reduction Program

- Huge thanks to Steering Committee and other community members for hard work and involvement to date
- Community Emission Reduction Program (CERP) comprised of wide-ranging measures developed through cooperative community-driven process
- Significant community investment through regulatory, incentive-based, enforcement, workforce development, education, and other measures
- Reduces over 265 tons of PM_{2.5}, 1,700 tons of NO_x, and associated air toxics over project lifetimes

Presenting Proposed CERP for Committee Input and Support

- Last meeting before Governing Board consideration of CERP
- Tonight's Goal: Present final draft CERP and seek Steering Committee input and support on clean air measures for Shafter Community
- Steering Committee perspective important for Governing Board's upcoming consideration of CERP

Submitted CERP Comments from Steering Committee Members

Tom Frantz
tom.frantz49@gmail.com

Gustavo Aguirre
gustavo.aguirre@gmail.com

March 20, 2019

San Joaquin Valley Air Pollution Control District
AB617@valleyair.org
[CommunityAction](http://www.valleyair.org/CommunityAction)

Re: AB 617

As AB 617 CERP is a better investment discussion. The information response from Resources B

The Air District boundary and emissions program should be prepared before a detailed specific questions

Proposed CERP for Shafter

Introduction: Combustion is the enemy of clean air in the Shafter area. The biggest sources of combustion are mobile sources, both on and off road, heating of buildings, and stationary engines. Conversion of these combustion sources to electricity solves two problems at once. It reduces local air pollution burdens and it transitions the City of Shafter to the future where greenhouse gas should be 100% come from conventional sources. Shafter will not be able to implement programs are in place. Strategies include: Shafter and the 7 needed to monitor

1. 100 electric cars are at least 2,000 income residents similar to the basic vehicle charging the vehicle may be for charging, insurance current trade-in program would not
2. 250 low-income program would provide current sources of pump installed for
3. The Community residents subscription cooling, an electric

AB 617

Signed: CSC Members= Dora Hernandez (Mexican Colony), Maria Marquez, Felipa Trujillo, Socorro Guzman, Angelica Lopez, Antonio Lopez, Fermin Vargas, Esperanza Castelan, Christopher Marquez, (Shafter Residents), Byanka Santoyo, Tom Frantz, Gustavo Aguirre Jr.

Strategy #	
1.	
2.	
3.	

Shafter, CA : Proposed CERP Strategies

Shafter AB 617 CERP Comments by Committee Members not aligned with Environmental Justice Groups August 2, 2019

Air quality is extremely important to the health, wellbeing and economy of the residents of Shafter. The Shafter AB 617 Committee has been meeting since December 2018. Over the past 7 months we have had 12 meetings and covered a vast array of topics. This legislation has very aggressive time schedules which do not provide the committee enough meaningful data to make responsible recommendations. From the time we started until October 2019 (10 months) the committee is to have established an air monitoring program as well as a responsible Community Emissions Reductions Program (CERP). Actually, the time allowed is shorter as our committee must have our CERP recommendation completed sometime in August in order to meet the scheduling deadlines of the San Joaquin Valley Air Pollution Control District's (district) board noticing requirements. It is difficult to imagine that a responsible CERP can be recommended without any real data available from the monitoring program.

The legislation provides substantial funding to incentivize changes in operations that are otherwise operating within existing laws and regulations and does not enable the AB 617 Committees, Air Districts or CARB to enact new laws or regulations without complying with appropriate public notifications and other processes currently required by law. Although we believe establishing an emissions reduction program without meaningful data is somewhat irresponsible and potentially wasteful of public funds we understand that any changes in operations or behaviors to accomplish the CERP is to be based on the requirements of existing regulations and financial incentives provided through the legislature.

Ab 617 should give the community of Shafter a unique opportunity to improve our quality of life and must be a tool to help build the community we want by improving opportunities and the future for our

Submitted to Air District 8/9/19 by committee members listed below.

Comments from AB617 Steering Committee Community Members on the Air District proposed CERP of 8/5/19.

Document sign-on's:

Dora Hernandez (Mexican Colony),
 Maria Marquez
 Felipa Trujillo
 Socorro Guzman
 Angelica Lopez
 Antonio Lopez
 Fermin Vargas
 Esperanza Castelan
 Christopher Marquez
 Byanka Santoyo
 Tom Frantz,
 Gustavo Aguirre Jr.

Summary of Shafter Steering Committee Derived CERP

We are told AB617 emphasizes a community-driven program to reduce local criteria and toxic air emissions. We are also told that reducing emissions with zero-emission technology, meaning zero criteria air pollutants and zero greenhouse gases, is a priority.

With those two goals in mind, I attended meetings regarding the district on 08/05/2019 and that most of the Committee on 06/04/2019, a full two

A summary of our basic In the City of Shafter, the Maple School, the Myrick's Corner, the personal SUV's are a sidewalk, and other the beginning and need

One group of major especially where older payment on a new electric residents. Also, without Finally, although simple vehicle are greatly ent

Comments on revised CERP of 8/26/19

We are pleased to see a small movement in the most recent air district proposed CERP towards the CERP proposed in past weeks and months by a majority of the steering committee. Seeing free electric lawnmowers for residents, a couple more electric school buses, \$70,000 extra for electric vehicles and \$1.5 million for solar panels are all positive improvements. But these changes are not near enough to get Shafter residents moving to the future with a just transition to electric homes and vehicles based on locally produced renewable energy which will all provide clear and evident air quality improvements.

First, please explain why the draft CERP has been decreased from 44.7 million to 38.4 million. Second, assuming \$38.4 million is the maximum available we need to see the following changes in the proposed CERP of 8/26/19.

A1 No dairy feed mixers! The dairies are among the biggest polluters in the area but they are installing their own solar panels because they know it will save them money. They can electrify their feed mixers and make money as well. We are also waiting for dairy monitoring to be part of the CAMP. Here we additionally request that \$250,000 dollars be allocated from the 3.9 proposed million to support the development and implementation of the Pesticides Notification System.

\$3.9 million removed from the proposed CERP.

A6 Replacing Ag tractors is already an ongoing program valley-wide for many years. It is impossible to spend \$5 million extra in the 7-mile radius. This amount should be reduced to \$2 million.

\$3 million removed from the proposed CERP.

A.10 For the Pesticides Measure we request that a notification process be built and deployed in Shafter.

Submitted CERP Comments from Local Government and Businesses

Lorelei H. Oviatt, AICP, Director
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323
Phone: (661) 862-8600
Fax: (661) 862-8601 TTY Relay 1-800-735-2929
Email: planning@co.kern.ca.us
Web Address: <http://pcd.kernds.ca.us/>



PLANNING AND NATURAL RESOURCES DEPARTMENT
Planning
Community Development
Administrative Operations

August 19, 2019
File: AB 617 Shafter

CRAIG M. POPE, P.E., DIRECTOR
ADMINISTRATION & ENGINEERING
BUILDING & DEVELOPMENT
OPERATIONS



2700 "M" STREET, Suite 400
BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8900
FAX: (661) 862-5103
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929

August 23, 2019

San Joaquin Valley APCD
Attn.: Jessica Olsen
1990 E. Gettysburg Avenue
Fresno, CA 93726


RE: Comments – Draft Community Emissions Reduction Plan for Shafter – AB 617

Dear Ms. Olsen,

Kern County Planning and Natural Resources Department is reviewing the Draft Community Emissions Reduction Plan (CERP) for Shafter. While the Steering Committee was limited to members they requested, we are pleased to see the center of Shafter, which now includes Supervisors for land use. As submitted by the community and Steering Committee.

LU 3: SETBACKS FOR NEW DEVELOPMENT

The report includes materials and setbacks for residential schools and



336 Pacific Avenue, Shafter, California 93263

August 23, 2019

Ms. Jaime Holt
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93726

Subject: Comments on the Draft Community Emissions Reduction Plan for Shafter

Dear Ms. Holt

City of Shafter staff members have reviewed the draft Community Emissions Reduction Plan (CERP) for Shafter and offer the following comments for consideration.

- It would be helpful for the CERP to include a discussion of the regional nature of air quality issues facing the community. As you related at the August 12 Steering Committee meeting when asked how Shafter's air quality compares to air quality in similar small communities, air quality within the San Joaquin Valley generally worsens moving from west to east and from north to south. This response implies there are important geographic components that contribute to Shafter's local air quality and that as a result, local air quality control measures may not result in substantial improvements in local air quality within Shafter. The CERP should acknowledge that a substantial portion of the local air pollutant emissions impacting Shafter come from agricultural and oil production sources, which are largely located outside

Jessica Olsen, Program Manager
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93716


RE: AB617 Shafter Draft CERP Comments

Dear Ms. Olsen,

Thank you for the opportunity to comment on the Draft CERP for Shafter. Kern County Public Works (KCPW) Steering Committee to collaborate on clean air strategy leadership in addressing environmental justice concerns that affect disadvantaged communities in Kern County.

The Kern region of the San Joaquin Valley has one of the highest rates of exposure to criteria pollutants and toxic air contaminants in the region, which poses a significant public health and safety by constructing infrastructure helping the region meet clean air mandates. KCPW identifies opportunities to reduce fugitive dust and roadways, constructing new sidewalks, increasing street lighting, and encouraging electric vehicles. Specific strategy comments and recommendations are included in the attached document.

RD 2 – ROAD DUST: ROAD PAVING AND SIDEWALKS



Christine Luther Zimmerman
Technical & Regulatory Affairs

August 28, 2019

Mr. Dave Warner
Deputy Air Pollution Control Officer
San Joaquin Valley Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726

Re: AB 617 Shafter Draft Community Emission Reduction Plan (CERP)

Dear Mr. Warner:

Western States Petroleum Association (WSPA) appreciates the collaborative effort between the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the Shafter Community Steering Committee in preparing the Draft Community Emission Reduction Plan (CERP). WSPA is a trade organization whose members are stakeholders and interested parties in the San Joaquin Valley air basin. Considering those interests, WSPA and its members have monitored closely the AB 617 process in the City of Shafter and have reviewed the Draft CERP published on the SJVAPCD website. With members and staff living and working in Shafter and throughout the San Joaquin Valley, WSPA is committed to supporting clean air and quality of life in the valley.

WSPA supports the emission reduction measures presented in the CERP and commends the Steering Committee for its serious consideration and contribution in developing the document. WSPA further supports utilization of incentive-based measures to reduce emissions in Shafter while allowing for its residents to remain gainfully employed in a healthy thriving community.

In instances where the Steering Committee-recommended measures that fall outside the scope and intent of AB 617 and its blueprint, WSPA supports the existing land use and other applicable regulations in place.

Changes to Measures: Community Comments

- Comment letters from Steering Committee and community recommending increased or decreased funding amounts for some measures, or indicated less support for other measures
- Progressive changes to measures and additional new measures presented & discussed at Aug 5, Aug 26 meetings
- Draft “CERP Update” posted on Sept 6
 - Included updates discussed on August 26, as well as the updates we will be reviewing in this presentation
- Final proposed measures presented for review and comment tonight

Increased Funding for Electric Vehicle Incentives (Measure C.2)

- **Suggestions:** Some Committee members commented that incentives for the ‘Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles’ measure should be increased.
- **Proposed Measure Updates:**
 - Increased funding amount for Measure C.2 (Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles) from originally proposed \$725,000 to \$6 million

Increased Funding for EV Charging Infrastructure (Measure C.3)

- **Suggestions:** Some Committee members commented that additional funding should be made available for the installation of Level 2 and Level 3 EV Chargers in and around Shafter.
- **Proposed Measure Update:**
 - Increased funding for Measure C.3 (Incentive Program for Installation of EV Charging Infrastructure) from the originally proposed \$100,000 with a goal of installing 17 chargers, to \$850,000 to fund approximately 78 Level 2 and Level 3 chargers

Electric School Buses (HD.4)

- **Suggestions:** Many Committee members supported this measure, and suggested increasing \$3,200,000 initially proposed funding to increase availability of electric school buses to additional local schools.
- **Proposed Measure Update:**
 - Increased goal to replacing 10 buses in and around Shafter, with targeted outreach to Maple School and Rio Bravo School
 - Increased funding for measure to \$4,000,000

School Filtration Systems (SC.1)

- **Suggestions:** Many Committee members have commented that they would recommend increased funding for this measure.
- **Proposed Measure Update:**
 - Increased funding to support pilot program for local schools to install HVAC filtration systems with a MERV rating of 14 or greater
 - Based on programs in other regions, ~\$25,000 per school
 - Funding proposed to be increased from \$100,000 up to \$250,000 to fund upgrades at all interested schools in community

Solar Deployment in Shafter (SD.1)

- **Suggestions:** Some Committee members have expressed strong interest in directly funding residential solar and electric appliance installations in Shafter.
- **Proposed Measure Update:**
 - State and District funding under this proposal would total \$15 million for residential solar in Shafter, contingent on successful advocacy for state funding
 - District will consider providing \$1.5 million in District funding as 10% match towards new State program (\$15 million total) for community solar deployment
 - Funding proposal would leverage new CARB/PUC/CEC programs to provide incentives for residential solar (DAC-SASH, DAC-GT) and zero/near-zero emission appliances (new BUILD, TECH, and other programs)
 - District will work with Steering Committee and other partners to advocate for new state funding to support proposed measure
 - District to convene community meeting with PG&E and community partners to discuss available resources and potential strategies

Summary of State Solar Programs Available to Shafter Community

- **DAC-Single Family Solar Homes (DAC-SASH)** - Up-front financial incentives for installation of rooftop solar generating systems for income-qualified owners of single family homes in disadvantaged communities
 - Administered by GRID Alternatives with annual budget of \$10 million from 2019 through 2030.
- **Solar on Multifamily Affordable Housing (SOMAH)** - Financial incentives for installing solar energy systems on multifamily housing in dis-advantaged communities
 - \$100 million annually and goal of installing 300 megawatts of generating capacity by 2030
 - Administered by the SOMAH Nonprofit Administrative Partnership (SNAP)
- **DAC-Green Tariff (DAC-GT)** - Program procures 100% renewable energy on behalf of customers while providing a 20 percent discount on their otherwise applicable utility rate. The 20% discount can be applied as a discount to CARE rates
 - Program will begin in 2020 and will be run through the utility company (Pacific Gas and Electric)
- **Community Solar Green Tariff (CSGT)** - Procures 100 percent renewable energy on behalf of customers while providing a 20% rate reductions
 - Must be sited within a top 25 percent DAC and live within 5 miles of the solar project
 - Program is approved to serve up to 41 megawatts of power and serve 6,800 customers

Ag Pump Electrification (A.5)

- **Suggestions:** Committee members have requested that natural gas-powered agricultural pump engines be eligible for incentive funding for electrification, in addition to diesel-powered engines.
- **Proposed Measure Updates:**
 - District staff will expand Measure A.5 (Incentive Program for Replacing Older Diesel Agricultural Irrigation Pump Engines with Electric Motors) to include the electrification of natural gas-powered ag pump engines

Funding for Clean Engine Locomotive Technology (Measures HD.6 and HD.7)

- **Suggestions:** Community members commented that they did not support funding for clean engine technology locomotives, as these sources may operate outside of the Shafter community.
- **Proposed CERP Update:**
 - Removed Funding for Clean Engine Locomotives (HD.6)- Measure deleted from Proposed CERP
 - Kept proposed funding amount of \$4,100,000 for clean-engine technology rail car movers and switchers (HD.7) due to cost-effective localized emission reductions

Heavy Duty Truck Replacement (HD.1)

- **Suggestions:** Some Committee members commented that funding for this measure be reduced from the initially proposed \$6,000,000.
- **Proposed Measure Update:**
 - Funding for heavy duty trucking reduced to \$4,000,000, with a goal of replacing 40 heavy duty trucks that operate in and around the community of Shafter

Zero Emission Yard Trucks/TRUs (HD.2)

- **Suggestions:** Some Committee members suggested reducing from an initially proposed \$4,000,000 to replace 30 units to only incentivize the electrification of two units.
- **Proposed Measure Update:**
 - Funding for this measure will be reduced to \$1,500,000; goal of replacing 10 units that operate in or around Shafter
 - Specific outreach to local operations as suggested by Steering Committee

Dairy Truck Replacement (A.7)

- **Suggestions:** Some Committee members commented that they did not recommend inclusion of the measure to provide incentives for the replacement of dairy trucks with zero or near-zero emission trucks (allocated funding of \$2,000,000).
- **Proposed Measure Updates:**
 - Removed funding for Measure A.7 - Measure deleted from Proposed CERP

Removal of Dairy Digester Measure (A.8)

- **Suggestions:** Some Steering Committee members have expressed lack of support for this measure to work with CDFA in supporting the installation of dairy digesters to reduce air pollutants and methane emissions, and generate renewable natural gas fuel.
- **Proposed Measure Update:**
 - Measure A.8 deleted from Proposed CERP

Commercial Charbroiling (CC.1)

- **Suggestions:** Some Steering Committee members suggested reducing the funding provided for this measure (Initial proposed funding was \$300,000 with goal of 1-2 restaurant control devices installed).
- **Proposed Measure Update:**
 - Measure CC.1 (Commercial Charbroiling) updated based on comments received
 - Goal of 1 restaurant; \$150,000 funding allocation

Removal of Funding for Electric Dairy Feed Mixing Equipment (A.1)

- **Suggestions:** Some Committee members expressed lack of support for the inclusion of funding for the electrification of dairy feed mixing equipment. On August 26, District staff proposed reducing funding for this measure from the initially proposed \$6.5 million to \$3.9 million. Further comments were received recommending that this measure not be included in the CERP.
- **Proposed Measure Update:**
 - Measure A.1 deleted from Proposed CERP and funding reallocated to other community-identified priorities

Increased Funding for Car Share Program (Measure C.5)

- **Suggestions:** On August 26, District staff proposed to increase funding for this measure from \$250,000 to \$300,000. Some Committee members commented to recommend increased funding to further subsidize the cost of EV car share rental.
- **Proposed Measure Update:**
 - Increased funding allocation for Car Share Program from originally proposed \$250,000 to \$500,000 to support the launch of a car share program, and to support reduced ridership costs

Funding Match to Support Urban Greening (Measure UG.1)

- **Suggestions:** Some Committee members recommended inclusion of funding to support urban greening projects, in addition to the proposed measure to work to direct existing State funding to Shafter to support urban greening.
- **Proposed Measure Update:**
 - \$250,000 for urban greening projects, including planting and maintenance (District 20% funding match, up to \$50,000)
 - \$5,000 for study by San Joaquin Green (formerly Tree Fresno) and Tree Foundation of Kern to identify planting locations/irrigation plans
 - District will work directly with Shafter residents, community groups, and other partners to support efforts to obtain currently available state funding (Natural Resources Agency, Caltrans, etc.)

Funding for Bicycle Lanes (New Measure LU.5)

- **Suggestion:** Some Committee members advocated for funding for increased bicycle lanes in Shafter.
- **Proposed CERP Update:**
 - New measure added to CERP (LU.5)
 - Allocation of \$1 million to support City of Shafter efforts to implement bicycle lanes
 - Coordination with City of Shafter and community members to identify locations for bicycle lane installation projects, consistent with City of Shafter General Plan and Bicycle Plan, and inform public about project implementation status

Funding for Road Paving, Sidewalk Installations, Reducing VMTs (RD.2)

- **Suggestions:** Many Committee members commented that increased sidewalk installations, road paving efforts, and other street infrastructure is needed in neighborhoods in and around Shafter.
- **Proposed Measure Update:**
 - Collaboration with Kern County Public Works Department, City of Shafter, and Kern County Planning Department
 - New allocation of \$2,775,000 to leverage additional local, state, and federal funds for the installation of sidewalks, road paving efforts, and other projects that reduce vehicle miles traveled in and around the community

New State Pesticide Commitments (Measure A.10)

- **Suggestions:** Many Committee members expressed support for the implementation of additional pesticide measures.
- **Proposed Measure Update:**
 - DPR released measures to reduce community exposure to pesticides
 - DPR/CARB committed to ongoing/expanded monitoring
 - Notification System Funding: \$250,000 added to CERP
 - District will allocate \$125,000
 - CARB/DPR to commit \$125,000
 - Updates to Steering Committee and community members will be ongoing by CARB and DPR

Additional CERP Measures

LU.1 New Development: Provide assistance during the CEQA process

- Type of Strategy: Land use
- Purpose: To provide assistance during the California Environmental Quality Act (CEQA) process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced
- Goal: Work with Lead Agencies and project proponents to enhance project designs in the early stages of the planning process for a better overall project with minimized impact on air quality, by early identification of feasible mitigation measures
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

LU. 2 Land Use/Sustainable Development: Implement Projects that Reduce VMT

- Type of Strategy: Partnership
- Purpose: To reduce vehicle miles traveled (VMT) in the community through measures that promote active transport and increase the walkability of community neighborhoods.
- Goal: Work with City of Shafter to obtain feedback on opportunities for community members to be involved in land use planning processes. City of Shafter has committed to notify community members about upcoming meetings that address the development of the Environmental Justice element of the City's General Plan.
- Target: To be determined by City of Shafter through public planning process.

LU.3 Setbacks for Oil and Gas Drilling

- Type of Strategy: Land Use, Partnership
- Implementing Agency: City, County
- Purpose: Address suggestion by some Committee members that no new oil wells be drilled within 2,500 feet of residents, schools, and sensitive use locations.
- Goal: Work with the City, County, and DOGGR to communicate this Steering Committee suggestion.
 - City of Shafter responded that Kern County has adopted an ordinance establishing setback requirements based on health risks evaluated in the Environmental Impact Report (EIR) prepared for the County. Mitigation measures are required to avoid potential significant impacts from oil production facilities on sensitive uses. The City of Shafter Zoning Ordinance also establishes setback requirements.
 - City of Shafter has committed to review the EIR and health studies prepared by the County and to consider standards for preparation of health risk assessments to avoid creation of significant impacts from oil production facilities on sensitive uses.
 - Kern County Department of Planning and Natural Resources also responded and referenced technical, peer-reviewed data in EIR for further information about impacts of oil and gas permitting in Kern County: <https://kernplanning.com/planning/kern-county-oil-gas-permitting-3>

LU. 4 Construction Emissions: High Speed Rail Construction

- Type of Strategy: Partnership
- Purpose: To reduce emissions from High Speed Rail (HSR) construction equipment operating within 7-mile radius
- Goal: Work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes to address suggestion that HSR construction within the 7-mile radius use Tier 4 engines in all off-road construction equipment
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

RD. 1 Road Dust: Evaluate increasing frequency of street sweeping

- Type of Strategy: Partnership
- Purpose: To evaluate air quality impacts and feasibility of increasing frequency of street sweeping along freeways and streets
- Goal: If found to be effective in reducing particulate emissions, partner with other entities (i.e. City of Shafter, Kern County, and California Department of Transportation) to identify opportunities to increase street sweeping efforts in the community

LG.1 Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide increased incentives for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines Program
- Goal: Increase outreach and access to incentive funding for 100% of equipment cost, resulting in increased participation in the program to replace 280 gas powered lawn and garden equipment units in the community with zero emission alternatives
- Target: 0.07 tons PM_{2.5}, 0.1 tons NO_x (based on average emission reductions per project)
- Incentives to be invested: \$100,000 to replace 280 units

LG.2 Lawn and Garden: Provide Enhanced Incentives for Replacement of Commercial Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive program for the replacement of commercial-scale lawn and garden equipment in the community through the District's Clean Green Yard Machines program (available to lawn care providers and public agencies)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 30 commercial grade gas powered lawn equipment units with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$40,000 to replace 30 units

PF.1 Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting public fleet vehicles with cleanest available vehicles operating within and surrounding Shafter.
- Goal: Work closely with public agencies, including City of Shafter and Kern County, to replace light-duty vehicles through existing District incentive programs, including the Public Benefit Grants Program.
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions dependent on vehicle type and program)
- Incentives to be invested: \$100,000 to replace approximately 5 vehicles (per-vehicle incentives will be dependent on vehicle type and program)

C. 1 Passenger Cars: Host Local Tune-In Tune-Up Events Within Community

- Type of Strategy: Incentive
- Purpose: To host local Tune In Tune Up events with the community to reduce emission from older, high polluting cars
 - Program provides incentives for emission related repairs of high emitting vehicles through weekend Tune In Tune Up events
- Goal: Funding currently available in District Budget for at least one event in community, increase community participation in the program to repair high emitting vehicles, find funding to hold additional events within community boundaries
- Target: 4.6 tons NO_x, 3.1 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$400,000 for events and 500 vehicle repairs

C.4 Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics

- Type of Strategy: Incentive
- Purpose: To increase educational training for electric vehicle mechanics and to support the deployment of additional electric vehicle repair facilities in the community as feasible
- Goal: Increase participation in electric vehicle mechanics training that would provide services to vehicles operating within the community
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$30,000 for 2 training sessions

RB.1 Residential Wood Burning: Provide Enhanced Incentives to Replace Wood Burning Devices

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies (including electric heat pumps)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace up to 200 wood burning devices in the community with either electric or natural gas units (no wood burning device installations will be funded through this program)
- Target: 98 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$600,000

RB.2 Residential Wood Burning: Educate Public About Harmful Impacts

- Type of Strategy: Outreach & Education
- Purpose: To educate community residents about the impacts of wood burning and resources available to help transition to natural gas and electric devices
 - Includes information on Check Before You Burn program/Rule 4901
- Goal:
 - Increase in Burn Cleaner applications in Shafter
 - Host 4 public workshops at Shafter branch of Kern County Library/Shafter Learning Center
 - Circulation of infographics in at least 6 community spaces

RB. 3 Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the Shafter community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901

RB. 4 Residential Open Burning: Reduce Illegal Activity

- Type of Strategy: Outreach
- Purpose: To reduce illegal burning of residential waste through outreach and education
- Goal:
 - Host 4 workshops at libraries, community centers, health centers, and schools on the health effects/air quality impacts of burning trash
 - Invest in geo-targeted outdoor ads in areas with frequent violations
 - 2 billboards
 - 2 street furniture (bus shelters, kiosks, benches, phone booths, etc.)
 - 1 bus routed through relevant areas (zero-emissions preferred)
 - 2 postcard mailers to county residents in rural areas

RB.5 Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} and toxic impacts associated with illegal open burning of residential waste
- Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the Shafter community and surrounding areas at least once per quarter for the next 5 years

HD.3 Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} and toxic air quality impacts associated failure to comply with the state's anti-idling regulation
- Goal: Partner with CARB and the community to identify heavy duty diesel truck idling hot spots, especially those near sensitive receptors such as schools, to target enforcement efforts of the state's regulation within the community. At least 1 targeted anti-idling enforcement sweep will be conducted each quarter for the next 5 years.

HD. 5 Incentive Program for Transit Bus Replacement for Dial-A-Ride

- Type of Strategy: Incentive
- Purpose: To reduce emissions in PM2.5 and Toxic Air Contaminants by supporting the use of zero-emission vehicle technology for public transit.
- Goal: Provide incentives to replace 2 electric vehicles for Dial-a-ride in Shafter, including funding for necessary supporting infrastructure.
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
- Incentives to be invested: Up to \$400,000

HD. 8 Support Planning and Development of Clean Fueling Infrastructure

- Type of Strategy: Advocacy/Incentives
- Purpose: To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles
- Goal: Provide District support to broaden fueling infrastructure network for zero and near-zero-emission vehicles to facilitate broader deployment and prioritize funding through existing District programs to install one alternative fuel fueling station in/near Shafter
- Incentives to be invested:
 - Alternative Fuel Fueling Station: 1 station @ up to \$1,000,000

HD.9 Heavy Duty Truck Rerouting

- Type of Measure: Partnership
- Implementing Agency: City of Shafter, SJVAPCD
- Purpose: Evaluate heavy duty truck trips through AB 617 community in response to Committee suggestions that trucks be rerouted off of Lerdo Highway to other streets to reduce exposure at Golden Oaks Elementary
- Goal: City of Shafter committed to evaluate truck routing as a part of the development of the Environmental Justice Element of the General Plan.

IS.1 Amend District Rule 4311 (Flares)

- Type of Strategy: Regulatory
- Purpose: To amend Rule 4311 to require ultra-low NO_x flare emission limitations for existing and new flaring activities to the extent that such controls are technologically achievable and economically feasible
 - District has already initiated rule development process, with rule adoption anticipated in 2020
- Goal: Reduce NO_x emissions from flares subject to requirements of amended Rule 4311 in Shafter
- Target: Estimated reduction of 1.5 tons NO_x per year (flares do not produce significant PM_{2.5} emissions)

IS.2 Evaluate feasibility of funding further emissions reductions from oil and gas production operations

- Type of Strategy: Incentive
- Purpose: To evaluate the feasibility of an incentive program for oil and gas production operations to fund installation of technologies that further reduce emissions
- Goal: Work with oil and gas production operations in the Shafter area to identify potential emission reduction opportunities, through examining the feasibility of the following strategies, identifying available grant funding to assist implementation:
 - Electrifying pump jacks that are currently operating with internal combustion engines
 - Other emissions sources identified for committee consideration moving forward
- Target: Reductions in PM 2.5 and combustion air toxics

IS.3 Enhanced Inspection Frequency for Stationary Sources

- Type of Strategy: Enforcement
- Purpose: To limit the potential for air quality impacts associated with the failure to comply with emission standards established by District permit, rule, or regulation
- Goal: District staff will inspect each facility that has had an emission violation over the past 3 years at least twice per calendar year for the next 5 years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first

IS.4 Pilot Training Program for Conducting Self-Inspections at Gas Stations

- Type of Strategy: Compliance Assistance
- Purpose: To limit the potential for air quality impacts associated with the vapor recovery defects at gasoline dispensing stations
- Goal: Develop a new pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems to aid in the identification and timely repair of vapor recovery system defects. The District will offer to provide the hands on training to each gas station operator in the community.

IS.5 Stationary Sources: Provide Incentives to Install Advanced Control Technology

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls and BACT and BARCT requirements, that would not otherwise be economically feasible to install
 - State currently developing funding guidance for such projects
 - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
- Goal: Funding availability, and number and type of projects, will be developed, with input of Steering Committee, when state funding guidelines are available for stationary source funding

A.2 Nut Harvesting: Provide Incentives for Low-Dust Technology Nut Harvesters

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment
- Goal: Replace 25 pieces of conventional nut harvesting equipment with new, low-dust harvesting equipment
- Target: 42.5 tons NO_x, 0.34 tons combustion PM_{2.5}, 90 tons fugitive PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$2,500,000

A.3 Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

- Type of Strategy: Incentive
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with open agricultural burning by providing enhanced access to funding for the District's Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area
- Goal: Fund up to 2,000 acres of alternative practices
- Target: 210 tons PM_{2.5}
- Incentives to be invested: \$1,000,000

A.4 On-Field Agricultural Practices: Promote Implementation of Conservation Tillage Practices

- Type of Strategy: Outreach and Education
- Purpose: To further reduce the potential for localized fugitive particulate matter (PM) emissions associated with on-field agricultural practices
- Goal: Work with local agricultural groups to conduct focused outreach to promote more widespread implementation of conservation tillage practices such as cover cropping, no till, low till, strip till, and precision agriculture

A.6 Provide Incentives to Replace Diesel Ag Equipment (Tractors) with the Cleanest Available Equipment

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District's existing Heavy-Duty Engine Incentive Program
- Goal: Replace 100 pieces of diesel ag equipment with new, cleanest available equipment
- Target: 750 tons NO_x, 60 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$5,000,000

A.9 Alternative Manure Management Practices: Support Dairy Farms Near Shafter in Implementing Alternative Manure Management Strategies

- Type of Strategy: Outreach and Incentive
- Purpose: Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies
- Goal:
 - Number and type of projects, and funding availability, will be developed with steering committee input when state funding guidelines are available
 - The District will work with local agricultural groups to conduct outreach to promote alternative manure management strategies

SC.2 HAL Schools: Increase Participation

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce children's exposure to unhealthy air by increasing enrollment of schools in the Healthy Air Living Schools program
- Goal:
 - Meet with staff from both school districts in Shafter
 - Seek adoption of ROAR guidelines at both school districts in the area
 - Attend 4 school events, parent organization meetings
 - Partner with district-based family services to offer info and materials

VB.1 Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible
- Goal: Work closely with the community, City, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type and location of projects will be developed with the input of Steering Committee, and funded as funding sources are identified.

IAQ.1 Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To reduce indoor exposure to air pollution in residences by incentivizing energy efficient weatherization upgrades
- Goal: District to work with partners at California Department of Community Services & Development to assist low-income community members in accessing state's Low Income Weatherization Program (LIWP) and Weatherization Assistance Program (WAP) incentives
- Target: Host 1 community meeting where California Department of Community Services & Development attends and educates community on benefits of weatherization and assists with enrolling community members in LIWP or WAP

IR.1 Idling-Reduction Strategy: Protect Sensitive Receptors

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce the exposure of sensitive individuals to vehicle emissions at schools and other areas serving children and seniors
- Goal:
 - Distribute 10 sets of English/Spanish “No Idling” signs to schools, libraries, senior centers, parks, nursing homes, pediatricians, daycares, and medical centers
 - Develop and distribute idle-reduction infographics at each location
 - Develop and deliver 4 presentations about the impacts of vehicle exhaust, HAL Schools and available resources

0.1 Community Air Quality Outreach Strategy

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during poor air quality episodes
- Goal:
 - Launch social media campaigns based on myRAAN, air quality education (Facebook, Twitter, Instagram)
 - Partner with local civic organizations and other community organizations to host workshops on a variety of air quality topics at libraries, community centers, health centers, and schools.
- Target: Increased community awareness regarding air quality conditions and available tools through myRAAN registrations, app downloads, social media followers

0.2 Sharing Clean Air Efforts and How Communities Can Get Involved

- Type of Strategy: Outreach
- Purpose: To increase awareness of community air quality improvement programs and available incentives by hosting outreach events within the community
- Goal:
 - District will work with community to host workshops and symposiums to share air quality information on air quality improvement topics at libraries, community or senior centers, health centers, and schools. Topics may include CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

0.3 Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures

- Type of Strategy: Outreach and Advocacy
- Purpose: Ensure that AB 617 goals are met by securing continued state funding for community-driven air quality improvement programs
- Goal: CARB, the District, and local communities and other interested parties, to work together to advocate for continued/additional state funding to support the implementation of health protective local measures that reduce community exposure to criteria pollutants and toxic air contaminants

CERP Provides Framework for Ongoing Community-Driven Implementation

- CERP developed as a roadmap for emissions reductions and exposure reduction in the Shafter community
- Implementation of CERP measures will be adjusted as necessary in response to community needs
- Steering Committee input will be essential in guiding ongoing implementation efforts by District, CARB, other agencies, and community partners
 - Steering Committee meetings will be ongoing after CERP is adopted

Next Steps: CERP Development

Date	Details
Monday, September 9	CSC Meeting (review updated CERP, prep for Governing Board meeting)
September 13	Final Proposed CERP Published (1-week prior to Governing Board meeting)
Thursday, September 19	District Governing Board meeting to adopt proposed CERPs
October/November	CARB Staff to co-host CSC meeting
February	CARB Governing Board meeting in Shafter to adopt Shafter & SC Fresno CERPs
Ongoing	CSC meetings to review and discuss CERP implementation

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000

Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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Methodology for Solar Cost Effectiveness Calculations

The District has calculated the expected emission reductions from using solar to eliminate natural gas use in a home and has concluded that the maximum emissions reductions that could be expected are about 0.3 pounds of PM_{2.5} per year, 0.2 pounds of VOCs per year and 3.3 pounds of NO_x per year, for a total of 3.6 pounds of emissions per year (using the California Air Pollution Control Officer Association's CalEEMod calculation model). To double check these calculations, we used data from the California Energy Commission, which resulted in a calculated 3.0 pounds of NO_x, PM, plus VOC emitted per year. These are very conservative calculations that maximize potential emission reductions by assuming that a residential solar installation allows the full conversion to electric, and a complete elimination of all natural gas consumed in a 2500 square foot house.

Assuming a very low \$15,000 cost for a residential solar installation and a 10-year life for the emissions reductions (a longer than normal lifetime for incentive cost-effectiveness calculations) and not including the cost of the electric appliances that are also needed to achieve the emissions reductions, the cost effectiveness is approximately \$1 million per ton of reductions. This same \$1 million, if invested in more typical emission reduction projects at \$10,000 to \$50,000 per ton of emission reductions, would achieve 20 to 100 times more reductions.

Metodología para los Cálculos de Costo-Efectividad Solar

El Distrito ha calculado las reducciones de emisiones esperadas por el uso de energía solar para eliminar el uso de gas natural en una casa y ha concluido que las reducciones máximas de emisiones que podrían esperarse son de aproximadamente 0.3 libras de PM2.5 por año, 0.2 libras de VOC por año y 3.3 libras de NOx por año, para un total de 3.6 libras de emisiones por año (usando el modelo de cálculo CalEEMod de la Asociación de Oficiales de Control de Contaminación del Aire de California). Para verificar estos cálculos, usamos datos del California Energy Comisión, que resultó en un cálculo de 3.0 libras de NOx, PM, y VOC emitido por año. Estos son cálculos muy conservadores que maximizan las reducciones de emisiones potenciales al suponer que una instalación solar residencial permite la conversión total a electricidad, y una eliminación completa de todo el gas natural consumido en una casa de 2500 pies cuadrados.

Asumiendo un costo muy bajo de \$15,000 para una instalación solar residencial y una vida útil de 10 años para las reducciones de emisiones (una vida útil más larga de lo normal para cálculos de rentabilidad de incentivos) y sin incluir el costo de los electrodomésticos que también son necesarios para lograr la reducciones de emisiones, la rentabilidad es de aproximadamente \$1 millón por tonelada de reducciones. Este mismo \$1 millón, si se invierte en proyectos más típicos de reducción de emisiones a un costo de \$10,000 a \$50,000 por tonelada de reducción de emisiones, lograría entre 20 y 100 veces más reducciones.

AB 617 Shafter Community Steering Committee-Meeting # 14

September 9, 2019, 5:30 pm

1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introductions

Christal Love Lazard, Facilitator

Christal Love Lazard, Institute for Local Government, Facilitator provided a welcome and reviewed that the goal for the meeting would be to present the finalized version of the Shafter Community Emission Reduction Program (CERP) for Committee support. Christal introduced Jessica Coria, Senior Air Quality Specialist, and Jessica Olsen, Program Manager, from the Air District to present Agenda Item #3.

3. Ongoing Community Emission Reduction Plan Development

Jessica Olsen, District Program Manager

Steering Committee Final Recommendations Jessica Olsen provided the introduction to this item, and reviewed the process for updating the draft CERP based on Steering Committee and public comments received. Jessica Coria reviewed the updates to District measures, which included funding adjustments, the elimination of measures that lacked full Committee support, and the addition of funding for strategies including road improvement and sidewalk installations, and funding for electric vehicles. Edgar Vidrio from the Department for Pesticide Regulations (DPRs) provided a review of DPR's commitments for the CERP. Jessica Olsen provided a summary of the additional measures included in the CERP, and the next steps for CERP development. Karen Magliano from CARB discussed the next steps for Steering Committee meetings involving CARB, and discussed the planned CARB Governing Board meeting in Shafter, to be held in February, 2020. Committee members asked questions and provided comments about the proposed CERP, with Christal Lazard facilitated the discussion.

Specific Committee comments were as follows:

- Are school buses going to be available at other centers like after school programs or senior centers?
- This is going to take a lot of work, are we going to be the facilitator?
- Just to clarify: \$1.5 million in District funding, that's out of the \$35 Million?
- Again saying this is a lot of work, it's critical the District takes a lead.
- How long do we have to implement the program?
- So this amount of money has to be spent in the next five years?
- What are we replacing trucks with? CNG?

- We are a very big export area with all the farming. I understand the Electric Tech isn't there yet but I suggest we support funding for CNG trucks.
- Where do we get the biggest bang for our buck?
- How do we ensure that Shafter gets more money than the valley wide \$4million?
- The money that was removed from these programs and allocated to others, will reduce the same amount of emissions? What was the biggest emissions reductions from these programs?
- Concerned that the dairy Digesters are going away
- Clarify, DPR didn't get any AB617 funding
- Committed to working with the Committee with the \$250,000 for the Notification System
- Proposed update measure about the expanded monitoring system. Is this going to be a notification system for spraying incidents or spraying that is going to happen?
- DPR has adopted new rules for drift to nearby schools. Growers are required to provide schools with a list of pesticides. How does DPR know this rule is being compliant?
- It would be good to know what the report cards are on these sites, if they could provide that info to the committee/public
- Comment on how the lists provided by the growers annually sucks, it doesn't provide anything. Mentioned daycares start as early as 5am. Mentioned if DPR doesn't enforce this notification, the AG commissioner is not going to implement it.
- Thanks for the bike lane funding
- If it's possible for District/Committee can begin some of these measures before it goes in front of CARB
- Road paving/sidewalks, we need to be committed with this and thanked the District
- All funding/measures need to include the air pollution reductions
- Most recent proposals, you responded but it's not adequate. Taking money from solar to new measure, they're not okay with that. Tree planting, we suggested \$250, you're committing \$50 and that's not satisfactory.
- Road improvements like roundabouts. The COG is already working on Los Angeles w/43.

4. **Wrap-up and Next Steps**

Christal Love Lazard, Facilitator

- Meeting takeaways and next steps
- District Governing Board Meeting: September 19, 2019
- Next Steering Committee meeting: October 21, 2019

Christal wrapped up the meeting by reviewing the next steps for CERP development, emphasizing that Steering Committee meetings will be ongoing after the District Governing Board meeting on September 19, 2019, and encouraging community members to continue their involvement through the AB 617 implementation process.

5. Public Comment

- Will these be through an RFP? Or some other method?
- Will those \$500,000 include installing chargers in low income communities?
- Suggest we keep the funding together. Car share and infrastructure to support it.
- Strongly want to continue to help support this community.
- Thought, almost end of the year, and no school districts have attended. There's no way to know if the school districts have been notified weather or not they have been sprayed. The state of CA has great information to implement if we turn in the schools that are affected. It's a partnership between the school and the applicator/farmer. It would be great if you can share this info with schools.
- Thank you for the Urban Greening measure, suggest they go to schools or veterans places.
- Funding for roads, get a roundabout or two lanes on Los Angeles to Toledo hwy? Homes on Tulare?
- Oleander shrubs next to ag fields to help with dust control

**Refer to meeting audio to review the full details and comments from the meeting.*

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>



Agenda para el Comité Directivo Comunitario de Shafter Reunión #14

9 de septiembre de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
 - Repaso de objetivos de la reunión
3. Desarrollo Continuo del Plan de Reducción de Emisiones
de la Comunidad: Recomendaciones Finales del Comité Directivo 5:40 p.m.
Christal Love Lazard, Facilitadora
4. Conclusión y Próximos Pasos 7:00 p.m.
Christal Love Lazard, Facilitadora
 - Puntos importantes de la reunión y próximos pasos
 - Reunión de la Mesa Directiva del Distrito: 19 de septiembre de 2019
 - Próxima reunión del Comité Directivo: 21 de octubre de 2019
5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

Ciudad de Shafter

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

9 de septiembre de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Esfuerzo del Comité Directivo en el Desarrollo del Programa de Reducción de Emisiones de la Comunidad

- Muchas gracias al Comité Directivo y a otros miembros de la comunidad por su arduo trabajo y participación hasta la fecha
- El Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés) constituye de medidas de amplio alcance desarrolladas a través de un proceso cooperativo impulsado por la comunidad
- Inversión comunitaria significativa a través de medidas regulatorias, basadas en incentivos, cumplimiento, desarrollo de la fuerza laboral, educación y otras medidas
- Reduce más de 265 toneladas de PM2.5, 1,700 toneladas de NOx, y tóxicos de aire asociados durante la vida útil del proyecto

Presentando el CERP Propuesto para el Aporte y Apoyo del Comité

- Última reunión antes de la consideración de la Mesa Directiva del CERP
- Objetivo de esta noche: Presentar el borrador final del CERP y buscar el aporte y el apoyo del Comité Directivo sobre medidas de aire limpio para la Comunidad de Shafter
- La perspectiva del Comité Directivo es importante para la próxima consideración del CERP por parte de la Mesa Directiva

Comentarios Enviados sobre el CERP de los Miembros del Comité Directivo

Tom Frantz
tom.frantz49@gmail.com

Gustavo Aguirre
gustavo.aguirre@sanjoaquinvalley.org

March 20, 2019

San Joaquin Valley Air Pollution Control District
AB617@sanjoaquinvalley.org
[CommunityAction](http://sanjoaquinvalley.org/CommunityAction)

Re: AB 617

As AB 617 CERP is a better investment discussion. The information response from Resources B

The Air District boundary and emissions program should be prepared before a detailed specific ques

Proposed CERP for Shafter

Introduction: Combustion is the enemy of clean air in the Shafter area. The biggest sources of combustion are mobile sources, both on and off road, heating of buildings, and stationary engines. Conversion of these combustion sources to electricity solves two problems at once. It reduces local air pollution burdens and it transitions the City of Shafter to the future where greenhouse gas should be 100% come from conventional sources. Shafter will not be able to implement programs are in place. Strategies include: Shafter and the 7 needed to monitor

1. 100 electric vehicles are at least 2,000 income residents similar to the basic vehicle charging the vehicle may be for charging, insurance current trade-in program would not
2. 250 low-income program would provide current sources of pump installed for
3. The Community residents subscription cooling, an electric

AB 617

Signed: CSC Members= Dora Hernandez (Mexican Colony), Maria Marquez, Felipa Trujillo, Socorro Guzman, Angelica Lopez, Antonio Lopez, Fermin Vargas, Esperanza Castelan, Christopher Marquez, (Shafter Residents), Byanka Santoyo, Tom Frantz, Gustavo Aguirre Jr.

Strategy #	
1.	
2.	
3.	

Shafter, CA : Proposed CERP Strategies

Shafter AB 617 CERP Comments by Committee Members not aligned with Environmental Justice Groups August 2, 2019

Air quality is extremely important to the health, wellbeing and economy of the residents of Shafter. The Shafter AB 617 Committee has been meeting since December 2018. Over the past 7 months we have had 12 meetings and covered a vast array of topics. This legislation has very aggressive time schedules which do not provide the committee enough meaningful data to make responsible recommendations. From the time we started until October 2019 (10 months) the committee is to have established an air monitoring program as well as a responsible Community Emissions Reductions Program (CERP). Actually, the time allowed is shorter as our committee must have our CERP recommendation completed sometime in August in order to meet the scheduling deadlines of the San Joaquin Valley Air Pollution Control District's (district) board noticing requirements. It is difficult to imagine that a responsible CERP can be recommended without any real data available from the monitoring program.

The legislation provides substantial funding to incentivize changes in operations that are otherwise operating within existing laws and regulations and does not enable the AB 617 Committees, Air Districts or CARB to enact new laws or regulations without complying with appropriate public notifications and other processes currently required by law. Although we believe establishing an emissions reduction program without meaningful data is somewhat irresponsible and potentially wasteful of public funds we understand that any changes in operations or behaviors to accomplish the CERP is to be based on the requirements of existing regulations and financial incentives provided through the legislature.

Ab 617 should give the community of Shafter a unique opportunity to improve our quality of life and must be a tool to help build the community we want by improving opportunities and the future for our

Submitted to Air District 8/9/19 by committee members listed below.

Comments from AB617 Steering Committee Community Members on the Air District proposed CERP of 8/5/19.

Document sign-on's:

Dora Hernandez (Mexican Colony),
 Maria Marquez
 Felipa Trujillo
 Socorro Guzman
 Angelica Lopez
 Antonio Lopez
 Fermin Vargas
 Esperanza Castelan
 Christopher Marquez
 Byanka Santoyo
 Tom Frantz,
 Gustavo Aguirre Jr.

Summary of Shafter Steering Committee Derived CERP

We are told AB617 emphasizes a community-driven program to reduce local criteria and toxic air emissions. We are also told that reducing emissions with zero-emission technology, meaning zero criteria air pollutants and zero greenhouse gases, is a priority.

With those two goals in mind, we attended meetings regarding the proposed district on 08/05/2019 and 06/04/2019, a full two hours.

Most of the comments below. An assistant of the Committee on 8/12/19.

SD.1 Incentive \$0 proposed

There should be necessary an storage project

We recommend funds would be

Comments on revised CERP of 8/26/19

We are pleased to see a small movement in the most recent air district proposed CERP towards the CERP proposed in past weeks and months by a majority of the steering committee. Seeing free electric lawnmowers for residents, a couple more electric school buses, \$70,000 extra for electric vehicles and \$1.5 million for solar panels are all positive improvements. But these changes are not near enough to get Shafter residents moving to the future with a just transition to electric homes and vehicles based on locally produced renewable energy which will all provide clear and evident air quality improvements.

First, please explain why the draft CERP has been decreased from 44.7 million to 38.4 million. Second, assuming \$38.4 million is the maximum available we need to see the following changes in the proposed CERP of 8/26/19.

A1 No dairy feed mixers! The dairies are among the biggest polluters in the area but they are installing their own solar panels because they know it will save them money. They can electrify their feed mixers and make money as well. We are also waiting for dairy monitoring to be part of the CAMP. Here we additionally request that \$250,000 dollars be allocated from the 3.9 proposed million to support the development and implementation of the Pesticides Notification System.

\$3.9 million removed from the proposed CERP.

A6 Replacing Ag tractors is already an ongoing program valley-wide for many years. It is impossible to spend \$5 million extra in the 7-mile radius. This amount should be reduced to \$2 million.

\$3 million removed from the proposed CERP.

A.10 For the Pesticides Measure we request that a notification process be built and deployed in Shafter.

Comentarios Enviados sobre el CERP de Gobiernos Locales y Negocios

Lorelei H. Oviatt, AICP, Director
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323
Phone: (661) 862-8600
Fax: (661) 862-8601 TTY Relay 1-800-735-2929
Email: planning@co.kern.ca.us
Web Address: <http://pcd.kerndsca.com/>



PLANNING AND NATURAL
RESOURCES DEPARTMENT
Planning
Community Development
Administrative Operations

August 19, 2019

File: AB 617 Shafter

San Joaquin Valley APCD
Attn.: Jessica Olsen
1990 E. Gettysburg Avenue
Fresno, CA 93726


RE: Comments – Draft CERP
Shafter – AB 617

Dear Ms. Olsen,

Kern County Planning and Natural Resources Department has reviewed the Draft Community Emission Reduction Plan (CERP) for Shafter. While the Steering Committee was limited to Kern County members they requested that the community center of Shafter, which now includes the Supervisors for land use. As such, the community and Steering Committee members have reviewed the draft Community Emissions Reduction Plan (CERP) for Shafter and offer the following comments for consideration.

LU 3: SETBACKS FOR NEW DEVELOPMENT

The report includes materials and setbacks for 2,500 feet of residents, schools and businesses.



336 Pacific Avenue, Shafter, California 93263

August 23, 2019

Ms. Jaime Holt
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93726

Subject: Comments on the Draft Community Emissions Reduction Plan for Shafter

Dear Ms. Holt

City of Shafter staff members have reviewed the draft Community Emissions Reduction Plan (CERP) for Shafter and offer the following comments for consideration.

1. It would be helpful for the CERP to include a discussion of the regional nature of air quality issues facing the community. As you related at the August 12 Steering Committee meeting when asked how Shafter's air quality compares to air quality in similar small communities, air quality within the San Joaquin Valley generally worsens moving from west to east and from north to south. This response implies there are important geographic components that contribute to Shafter's local air quality and that as a result, local air quality control measures may not result in substantial improvements in local air quality within Shafter. The CERP should acknowledge that a substantial portion of the local air pollutant emissions impacting Shafter come from agricultural and oil production sources, which are largely located outside the city limits.

CRAIG M. POPE, P.E., DIRECTOR
ADMINISTRATION & ENGINEERING
BUILDING & DEVELOPMENT
OPERATIONS



2700 "M" STREET, Suite 400
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TTY Relay: (800) 735-2929

August 23, 2019

Jessica Olsen, Program Manager
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93716


RE: AB617 Shafter Draft CERP Comments

Dear Ms. Olsen,

Thank you for the opportunity to comment on the Draft CERP for Shafter. Kern County Public Works (KCPW) Steering Committee to collaborate on clean air strategies leadership in addressing environmental justice concerns that affect disadvantaged communities in Kern County.

The Kern region of the San Joaquin Valley has one of the highest concentrations of particulate matter for criteria pollutants and toxic air contaminants in the region. This is a concern for public health and safety by constructing infrastructure that helps the region meet clean air mandates. KCPW identifies opportunities to reduce fugitive dust and roadways, constructing new sidewalks, increasing street lighting, and increasing bicycle lanes for vehicles. Specific strategy comments and recommendations are provided below.

RD. 2 – ROAD DUST: ROAD PAVING AND SIDEWALKS



Christine Luther Zimmerman
Technical & Regulatory Affairs

August 28, 2019

Mr. Dave Warner
Deputy Air Pollution Control Officer
San Joaquin Valley Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726

Re: AB 617 Shafter Draft Community Emission Reduction Plan (CERP)

Dear Mr. Warner:

Western States Petroleum Association (WSPA) appreciates the collaborative effort between the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the Shafter Community Steering Committee in preparing the Draft Community Emission Reduction Plan (CERP). WSPA is a trade organization whose members are stakeholders and interested parties in the San Joaquin Valley air basin. Considering those interests, WSPA and its members have monitored closely the AB 617 process in the City of Shafter and have reviewed the Draft CERP published on the SJVAPCD website. With members and staff living and working in Shafter and throughout the San Joaquin Valley, WSPA is committed to supporting clean air and quality of life in the valley.

WSPA supports the emission reduction measures presented in the CERP and commends the Steering Committee for its serious consideration and contribution in developing the document. WSPA further supports utilization of incentive-based measures to reduce emissions in Shafter while allowing for its residents to remain gainfully employed in a healthy thriving community.

In instances where the Steering Committee-recommended measures that fall outside the scope and intent of AB 617 and its blueprint, WSPA supports the existing land use and other applicable regulations in place.

Cambios a las Medidas: Comentarios de la Comunidad

- Cartas con comentarios del Comité Directivo y la comunidad recomendando mayores o menores montos de financiamiento para algunas medidas, o indicaron menos apoyo para otras medidas
- Cambios progresivos a las medidas y nuevas medidas adicionales presentadas y discutidas en las reuniones del 5 y 26 de agosto
- Borrador del “CERP Actualizado” publicado el 6 de septiembre
 - Las actualizaciones incluidas se discutieron el 26 de agosto, así como las actualizaciones que revisaremos en esta presentación
- Medidas propuestas finales presentadas para revisión y comentarios esta noche

Mayor Financiamiento para Incentivos de Vehículos Eléctricos(Medida C.2)

- **Sugerencias:** Algunos miembros del Comité comentaron que deberían aumentarse los incentivos para el ‘Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros con Baterías Eléctricas o Vehículos Híbridos Enchufables’.
- **Actualizaciones de Medidas Propuestas:**
 - Aumento de la cantidad de fondos para la Medida C.2 (Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros con Baterías Eléctricas o Vehículos Híbridos Enchufables) de \$725,000 propuestos originalmente a \$6 millones

Mayor Financiamiento para Infraestructura de Cargadores EV (Medida C.3)

- **Sugerencias:** Algunos miembros del Comité comentaron que debería haber fondos adicionales disponibles para la instalación de cargadores EV de Nivel 2 y Nivel 3 en Shafter y sus alrededores.
- **Actualización de Medida Propuesta:**
 - Mayor financiamiento para la Medida C.3 (Programa de Incentivos para la Instalación de Infraestructura de Cargadores EV) de los \$100,000 propuestos originalmente con el objetivo de instalar 17 cargadores, a \$850,000 para financiar aproximadamente 78 cargadores de Nivel 2 y Nivel 3

Autobuses Escolares Eléctricos (HD.4)

- **Sugerencias:** Muchos miembros del Comité apoyaron esta medida, y sugirieron aumentar los fondos propuestos inicialmente por \$3,200,000 para aumentar la disponibilidad de autobuses escolares eléctricos para escuelas locales adicionales
- **Actualización de Medida Propuesta:**
 - Mayor objetivo para reemplazar 10 autobuses en Shafter y sus alrededores, con alcance dirigido a la Escuela Maple y la Escuela Rio Bravo
 - Se aumentó el financiamiento para la medida a \$4,000,000

Sistemas de Filtración Escolar (SC.1)

- **Sugerencias:** Muchos miembros del Comité han comentado que recomendarían aumentar los fondos para esta medida.
- **Actualización de Medida Propuesta:**
 - Mayor financiamiento para apoyar el programa piloto para que las escuelas locales instalen sistemas de filtración HVAC con una calificación MERV de 14 o más
 - Basado en programas en otras regiones, ~ \$25,000 por escuela
 - Se propone aumentar los fondos de \$100,000 hasta \$250,000 para financiar actualizaciones en todas las escuelas interesadas en la comunidad

Despliegue Solar en Shafter (SD.1)

- **Sugerencias:** Algunos miembros del Comité han expresado un gran interés en financiar directamente las instalaciones solares residenciales y aparatos eléctricos en Shafter
- **Actualización de Medida Propuesta:**
 - Fondos Estatales y del Distrito bajo esta propuesta totalizarían \$15 millones para energía solar residencial en Shafter, dependiendo de la abogacía exitosa de fondos estatales
 - Distrito considerará proporcionar \$1.5 millones en fondos del Distrito como un 10% de igualación para el nuevo programa del Estado (\$15 millones en total) para el despliegue solar comunitario
 - La propuesta de financiamiento aprovecharía los nuevos programas de CARB/PUC/CEC para proporcionar incentivos para la energía solar residencial (DAC-SASH, DAC-GT) y los aparatos de cero/casi cero emisión (BUILD, TECH y otros nuevos programas)
 - Distrito trabajará con el Comité Directivo y otros socios para abogar por nuevos fondos estatales para apoyar la medida propuesta
 - Distrito convocará una reunión comunitaria con PG&E y socios de la comunidad para discutir los recursos disponibles y las estrategias potenciales

Resumen de Programas Solares Estatales Disponibles para la Comunidad de Shafter

- **DAC-Single Family Solar Homes (DAC-SASH)** - Incentivos financieros iniciales para la instalación de sistemas de generación solar en el techo para propietarios calificados de ingresos de viviendas unifamiliares en comunidades desfavorecidas
 - Administrado por GRID Alternatives con un presupuesto anual de \$10 millones desde 2019 hasta 2030.
- **Solar on Multifamily Affordable Housing (SOMAH)** - Incentivos financieros para instalar sistemas de energía solar en viviendas multifamiliares en comunidades desfavorecidas
 - \$100 millones anuales y el objetivo de instalar 300 megavatios de capacidad de generación para 2030
 - Administrado por la Asociación Administrativa sin fines de lucro (SNAP) de SOMAH
- **DAC-Green Tariff (DAC-GT)** - El programa adquiere energía 100% renovable en nombre de los clientes al tiempo que ofrece un descuento del 20 por ciento en su tarifa de servicios públicos que de otro modo sería aplicable. El 20% de descuento se puede aplicar como un descuento a las tarifas de CARE
 - Programa comenzará en 2020 y se ejecutará a través de la compañía de servicios públicos (Pacific Gas and Electric)
- **Community Solar Green Tariff (CSGT)** - Adquiere energía 100 por ciento renovable en nombre de los clientes al tiempo que proporciona una reducción de la tarifa del 20%
 - Debe ubicarse dentro de un DAC del 25 por ciento superior y vivir a 5 millas del proyecto solar
 - El programa está aprobado para servir hasta 41 megavatios de potencia y atender a 6,800 clientes

Electrificación de Bomba Agrícola (A.5)

- **Sugerencias:** Los miembros del comité han solicitado que los motores de bombas agrícolas que funcionan con gas natural sean elegibles para la financiación de incentivos para la electrificación, además de los motores diésel
- **Actualizaciones de Medidas Propuestas:**
 - El personal del Distrito ampliará la Medida A.5 (Programa de Incentivos para Reemplazar Motores de Bombas de Riego Agrícolas Diésel Antiguos con Motores Eléctricos) para incluir la electrificación de motores de bombas agrícolas de gas natural

Financiamiento para Tecnología de Locomotoras de Motores Limpios (Medidas HD.6 y HD.7)

- **Sugerencias:** Miembros de la comunidad comentaron que no apoyaban la financiación de locomotoras con tecnología de motores limpios, ya que estas fuentes pueden operar fuera de la comunidad de Shafter
- **Actualización Propuesta del CERP:**
 - Financiación Eliminada para Locomotoras de Motor Limpio (HD.6)- Medida eliminada del CERP propuesto
 - Se mantuvo un monto de financiamiento propuesto de \$4,100,000 para motores y conmutadores de vagones de ferrocarril de tecnología limpia (HD.7) debido a reducciones de emisiones localizadas rentables

Reemplazo de Camiones de Servicio Pesado (HD.1)

- **Sugerencias:** Algunos miembros del Comité comentaron que los fondos para esta medida se reducirán de los \$6,000,000 propuestos inicialmente.
- **Actualización de Medida Propuesta:**
 - La financiación para camiones de servicio pesado se redujo a \$4,000,000, con el objetivo de reemplazar 40 camiones de servicio pesado que operan en y alrededor de la comunidad de Shafter

Camiones de Patio de Cero Emisiones/TRUs (HD.2)

- **Sugerencias:** Algunos miembros del Comité sugirieron reducir de una propuesta inicial de \$4,000,000 para reemplazar 30 unidades para incentivar solo la electrificación de dos unidades.
- **Actualización de Medida Propuesta:**
 - Financiamiento para esta medida se reducirá a \$1,500,000; objetivo de reemplazar 10 unidades que operan en o alrededor de Shafter
 - Alcance específico a las operaciones locales como lo sugiere el Comité Directivo

Reemplazo de Camiones Lácteos (A.7)

- **Sugerencias:** Algunos miembros del Comité comentaron que no recomendaron la inclusión de la medida para proporcionar incentivos para el reemplazo de camiones de productos lácteos por camiones con cero o casi cero emisiones (fondos asignados de \$2,000,000)
- **Actualizaciones de Medidas Propuestas:**
 - Se eliminó el financiamiento para la Medida A.7 - Medida eliminada del CERP propuesto

Eliminación de la Medida del Digestor de Productos Lácteos (A.8)

- **Sugerencias:** Algunos miembros del Comité Directivo han expresado la falta de apoyo para que esta medida trabaje con CDFA para apoyar la instalación de digestores lácteos para reducir los contaminantes del aire y las emisiones de metano, y generar combustible renovable de gas natural.
- **Actualización de Medida Propuesta:**
 - Medida A.8 eliminada del CERP Propuesto

Parillas Comerciales (CC.1)

- **Sugerencias:** Algunos miembros del Comité Directivo sugirieron reducir el financiamiento proporcionado para esta medida (el financiamiento inicial propuesto fue de \$300,000 con la meta de 1-2 aparatos de control de restaurantes instalados)
- **Actualización de Medida Propuesta:**
 - Medida CC.1 (Parillas Comerciales) actualizada en base a los comentarios recibidos
 - Objetivo de un (1) restaurante; Asignación de fondos de \$150,000

Eliminación de Fondos para Equipos Eléctricos de Mezcla de Alimentos Lácteos (A.1)

- **Sugerencias:** Algunos miembros del Comité expresaron falta de apoyo para la inclusión de fondos para la electrificación de equipos de mezcla de alimentos lácteos. El 26 de agosto, el personal del Distrito propuso reducir los fondos para esta medida de los \$6.5 millones propuestos inicialmente a \$3.9 millones. Se recibieron comentarios adicionales que recomendaban que esta medida no se incluyera en el CERP.
- **Actualización de Medida Propuesta:**
 - Medida A.1 eliminada del CERP Propuesto y financiamiento reasignado a otras prioridades identificadas por la comunidad

Mayor financiamiento para el programa Car Share/Vehículo Compartido (Medida C.5)

- **Sugerencias:** El 26 de agosto, el personal del Distrito propuso aumentar los fondos para esta medida de \$250,000 a \$300,000. Algunos miembros del Comité comentaron recomendar una mayor financiación para subsidiar aún más el costo del alquiler de vehículos EV compartidos.
- **Actualización de Medida Propuesta:**
 - Aumento de la asignación de fondos para el Programa Car Share/Vehículo Compartido de \$250,000 propuestos originalmente a \$500,000 para apoyar el lanzamiento de un programa de vehículo compartido y para reducir los costos de pasajeros

Igualación de Fondos para apoyar Ecologización Urbana (Medida UG.1)

- **Sugerencias:** Algunos miembros del Comité recomendaron la inclusión de fondos para apoyar proyectos de ecologización urbana, además de la medida propuesta para trabajar para dirigir los fondos estatales existentes a Shafter para apoyar la ecologización urbana.
- **Actualización de Medida Propuesta:**
 - \$250,000 para proyectos de ecologización urbana, incluyendo la plantación y mantenimiento (Distrito 20% de igualación de fondos, hasta \$50,000)
 - \$5,000 para estudio de San Joaquin Green (anteriormente Tree Fresno) y Tree Foundation of Kern para identificar ubicaciones de plantación/planes de riego
 - El Distrito trabajará directamente con los residentes de Shafter, grupos comunitarios y otros socios para apoyar los esfuerzos para obtener los fondos estatales disponibles actualmente (Agencia de Recursos Naturales, Caltrans, etc.)

Financiamiento para Carriles para Bicicletas (Nueva Medida LU.5)

- **Sugerencia:** Algunos miembros del Comité abogaron por fondos para aumentar los carriles para bicicletas en Shafter.
- **Actualización Propuesta del CERP:**
 - Nueva medida agregada al CERP (LU.5)
 - Asignación de \$1 millón para apoyar los esfuerzos de la Ciudad de Shafter para implementar carriles para bicicletas
 - Coordinación con la Ciudad de Shafter y miembros de la comunidad para identificar ubicaciones para proyectos de instalación de carriles para bicicletas, de acuerdo con el Plan General y el Plan de Bicicletas de la Ciudad de Shafter, e informar al público sobre el estado de implementación del proyecto

Financiamiento para Pavimentación de Carreteras, Instalaciones de Banquetas, Reducción de VMTs (RD.2)

- **Sugerencias:** Muchos miembros del Comité comentaron que se necesitan mayores instalaciones de banquetas, esfuerzos de pavimentación de carreteras y otra infraestructura de calles en los vecindarios de Shafter y sus alrededores.
- **Actualización de Medida Propuesta:**
 - Colaboración con el Departamento de Obras Públicas del Condado de Kern, la Ciudad de Shafter y el Departamento de Planificación del Condado de Kern
 - Nueva asignación de \$2,775,000 para aprovechar fondos locales, estatales y federales adicionales para la instalación de banquetas, esfuerzos de pavimentación de carreteras y otros proyectos que reducen las millas recorridas en vehículos dentro y alrededor de la comunidad

Nuevos Compromisos Estatales de Pesticidas (Medida A.10)

- **Sugerencias:** Muchos miembros del Comité expresaron su apoyo a la implementación de medidas de pesticidas adicionales.
- **Actualización de Medida Propuesta:**
 - DPR lanzó medidas para reducir la exposición de la comunidad a los pesticidas
 - DPR/CARB están comprometidos al monitoreo expandido/ampliado
 - Financiamiento del Sistema de Notificación: \$250,000 agregados al CERP
 - Distrito asignará \$125,000
 - CARB/DPR para comprometer \$125,000
 - CARB y DPR realizarán actualizaciones al Comité Directivo y a los miembros de la comunidad

Medidas del CERP Adicionales

LU.1 Nuevo Desarrollo: Proporcionar asistencia durante el proceso de CEQA

- Tipo de Estrategia: Uso del suelo
- Propósito: Brindar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire
- Objetivo: Trabajar con Agencias Líderes y proponentes de proyectos para mejorar los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire, mediante la identificación temprana de medidas de mitigación factibles
- Meta: Reducciones de contaminantes de criterio y/o Contaminantes Tóxicos del Aire

LU.2 Uso del Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Colaboración
- Propósito: Para reducir las millas recorridas de vehículos (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la capacidad de caminar de los vecindarios de la comunidad.
- Objetivo: Trabajar con la Ciudad de Shafter para obtener comentarios sobre las oportunidades para que los miembros de la comunidad se involucren en los procesos de planificación del uso del suelo. La Ciudad de Shafter se ha comprometido a notificar a los miembros de la comunidad sobre las próximas reuniones que abordan el desarrollo del elemento de Justicia Ambiental del Plan General de la Ciudad.
- Meta: A determinar por la Ciudad de Shafter a través del proceso de planificación pública.

LU.3 Contratiempos para la Perforación de Petr6leo y Gas

- Tipo de Estrategia: Uso del Suelo, Colaboraci6n
- Agencia que implementa: Ciudad, Condado
- Prop6sito: Abordar la sugerencia de algunos miembros del Comit6 de que no se perforar6n nuevos pozos de petr6leo dentro de los 2,500 pies de los residentes, las escuelas y otros lugares de uso sensible.
- Objetivo: Trabajar con la Ciudad, el Condado y el DOGGR para comunicar esta sugerencia del Comit6 Directivo.
 - La Ciudad de Shafter respondi6 que el Condado de Kern ha adoptado una ordenanza que establece requisitos de retroceso basados en los riesgos para la salud evaluados en el Informe de Impacto Ambiental (EIR) preparado para el Condado. Se requieren medidas de mitigaci6n para evitar posibles impactos significativos de las instalaciones de producci6n de petr6leo en usos sensibles. La Ordenanza de Zonificaci6n de la Ciudad de Shafter tambi6n establece requisitos de contratiempos.
 - La Ciudad de Shafter se ha comprometido a revisar los estudios EIR y de salud preparados por el Condado y a considerar los est6ndares para la preparaci6n de evaluaciones de riesgos de salud para evitar la creaci6n de impactos significativos de las instalaciones de producci6n de petr6leo en usos sensibles.
 - El Departamento de Planificaci6n y Recursos Naturales del Condado de Kern tambi6n respondi6 y hizo referencia a datos t6cnicos revisados por pares en EIR para obtener m6s informaci6n sobre los impactos de los permisos de petr6leo y gas en el Condado de Kern: <https://kernplanning.com/planning/kern-county-oil-gas-permitting-3>

LU.4 Emisiones de Construcción: Construcción de Tren de Alta Velocidad

- Tipo de Estrategia: Colaboración
- Propósito: Para reducir las emisiones de los equipos de construcción de trenes de alta velocidad (HSR, por sus siglas en inglés) que operan dentro de un radio de 7 millas
- Objetivo: Trabajar con CARB y la Autoridad de Ferrocarriles de Alta Velocidad de California para comunicar las preocupaciones de la comunidad y recibir comentarios sobre los procesos apropiados para abordar la sugerencia de que la construcción HSR dentro del radio de 7 millas use motores Nivel 4 en todos los equipos de construcción todoterreno
- Meta: Reducciones de contaminantes de criterio y/o Contaminantes Tóxicos del Aire

RD.1 Polvo de Carretera: Evaluar la Frecuencia Creciente de Barrido de Calles

- Tipo de Estrategia: Colaboración
- Propósito: Evaluar los impactos en la calidad del aire y la factibilidad de aumentar la frecuencia del barrido de calles a lo largo de autopistas y calles
- Objetivo: Si se determina que es eficaz para reducir las emisiones de partículas, colaborar con otras entidades (es decir, la Ciudad de Shafter, el Condado de Kern y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad

LG.1 Césped y Jardín: Brindar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar mayores incentivos para el reemplazo de equipos residenciales de césped y jardín en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Objetivo: Aumentar el alcance y el acceso a fondos de incentivos para el 100% del costo del equipo, lo que resulta en una mayor participación en el programa para reemplazar 280 unidades de equipos de césped y jardín a gas en la comunidad con alternativas de cero emisiones
- Meta: 0.07 toneladas de PM2.5, 0.1 toneladas de NOx (basado en reducciones de emisiones promedio por proyecto)
- Incentivos para ser invertidos: \$100,000 para reemplazar 280 unidades

LG.2 Césped y Jardín: Brindar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín

- Tipo de Estrategia: Incentivo
- Propósito: Brindar un mayor alcance y acceso al programa de incentivos para el reemplazo de equipos de césped y jardín a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
- Objetivo: Aumentar el alcance y el acceso a fondos de incentivos, lo que resulta en una mayor participación en el programa para reemplazar 30 unidades de equipos de césped a gas de grado comercial con alternativas de cero emisiones
- Meta: Reducciones en PM y NOx (cantidad de reducciones de emisiones por determinar)
- Incentivos para ser invertidos: \$40,000 para reemplazar 30 unidades

PF.1 Flotillas Públicas: Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Vehículos de Flotillas Públicas

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguas y altamente contaminantes con vehículos disponibles más limpios que operan dentro y alrededor de Shafter.
- Objetivo: Trabajar en colaboración con las agencias públicas, incluyendo la Ciudad de Shafter y el Condado de Kern, para reemplazar los vehículos de servicio ligero a través de los programas de incentivos existentes del Distrito, incluyendo el Programa de Subvenciones de Beneficios Públicos.
- Meta: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (la cantidad de reducciones depende del tipo y programa del vehículo)
- Incentivos para ser invertidos: \$100,000 para reemplazar aproximadamente 5 vehículos (los incentivos por vehículo dependerán del tipo y programa del vehículo)

C.1 Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de los vehículos más antiguos y altamente contaminantes
 - Programa ofrece incentivos para reparaciones relacionadas con emisiones de vehículos de alta emisión a través de eventos Tune In Tune Up de fin de semana
- Objetivo: Fondos disponibles actualmente en el Presupuesto del Distrito para al menos un evento en la comunidad, aumentar la participación comunitaria en el programa para reparar vehículos de alta emisión, encontrar fondos para celebrar eventos adicionales dentro de los límites de la comunidad
- Meta: 4.6 toneladas de NO_x, 3.1 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$400,000 para eventos y para 500 reparaciones de vehículos

C.4 Vehículos de Pasajeros: Aumentar la Capacitación Educativa para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar la capacitación educativa para mecánicos de vehículos eléctricos y para apoyar el despliegue de instalaciones adicionales de reparación de vehículos eléctricos en la comunidad como sea posible
- Objetivo: Aumentar la participación en la capacitación de mecánicos de vehículos eléctricos que proporcionaría servicios a vehículos que operan dentro de la comunidad
- Meta: Apoyar las reducciones de emisiones asociadas con el despliegue de vehículos eléctricos
- Incentivos para ser invertidos: \$30,000 para 2 sesiones de entrenamiento

RB.1 Quema de Leña Residencial: Brindar Incentivos Mejorados para Reemplazar los Aparatos de Leña

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos financieros mejorados para reemplazar los aparatos de leña y las estufas de combustible granulado existentes con tecnologías de gas natural o eléctricas (incluyendo las bombas de calor eléctricas)
- Objetivo: Aumentar el alcance y el acceso a fondos de incentivos, lo que resulta en una mayor participación en el programa para reemplazar hasta 200 aparatos de leña en la comunidad con unidades eléctricas o de gas natural (este programa no financiará instalaciones de aparatos de leña)
- Meta: 98 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$600,000

RB.2 Quema de Leña Residencial: Educar al Público sobre los Impactos Dañinos

- Tipo de Estrategia: Alcance y Educación
- Propósito: Educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a la transición al gas natural y los aparatos eléctricos
 - Incluir información a cerca del programa de Confirmar Antes de Quemar/Regla 4901
- Objetivo:
 - Aumentar las solicitudes de Burn Cleaner en Shafter
 - Organizar 4 talleres públicos en la sucursal de Shafter de la Biblioteca del Condado de Kern/Centro de Aprendizaje de Shafter
 - Circulación de infografías en al menos 6 espacios comunitarios

RB.3 Chimeneas/Calentadores de Leña: Cumplimiento Mejorado de las Restricciones de Quema de Leña

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos localizados de PM2.5 asociados con el incumplimiento de las restricciones obligatorias episódicas para la quema de leña según la Regla 4901 del Distrito
- Objetivo: El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad Shafter en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901

RB.4 Quema Abierta Residencial: Reducir la Actividad Ilegal

- Tipo de Estrategia: Alcance
- Propósito: Reducir la quema ilegal de residuos residenciales a través del alcance y la educación
- Objetivo:
 - Organizar 4 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos en la calidad del aire de la quema de basura
 - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
 - 2 vallas publicitarias
 - 2 mobiliario urbano (paradas de autobuses, quioscos, bancos, cabinas telefónicas, etc.)
 - 1 autobús enrutado a través de áreas relevantes (se prefieren emisiones cero)
 - 2 tarjetas postales para residentes del condado en áreas rurales

RB.5 Quemadas Abiertas Residenciales: Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos asociados con la quema ilegal abierta de residuos residenciales
- Objetivo:
Además de los esfuerzos de vigilancia y respuesta a quejas existentes del Distrito, el personal del Distrito llevará a cabo esfuerzos de vigilancia específicos dentro de la comunidad Shafter y las áreas circundantes al menos una vez por trimestre durante los próximos 5 años

HD.3 Camiones Diésel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos de la calidad del aire asociados al incumplimiento de la regulación estatal contra el ralentí
- Objetivo: Colaborar con CARB y la comunidad para identificar zonas conflictivas de inactividad de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles como las escuelas, para enfocarse en los esfuerzos de cumplimiento de la regulación estatal dentro de la comunidad. Al menos un barrido de cumplimiento anti-ralentí se llevará a cabo cada trimestre durante los próximos 5 años.

HD.5 Programa de Incentivos para el Reemplazo del Autobús de Tránsito para Dial-A-Ride

- Tipo de Estrategia: Incentivo
- Propósito: Para reducir las emisiones en PM2.5 y contaminantes tóxicos del aire apoyando el uso de tecnología de vehículos de cero emisiones para el transporte público.
- Objetivo: Ofrecer incentivos para reemplazar 2 vehículos eléctricos para Dial-a-ride en Shafter, incluyendo la financiación para la infraestructura de apoyo necesaria.
- Meta: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones por determinar)
- Incentivos para ser invertidos: Hasta \$400,000

HD. 8 Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Abogacía/Incentivos
- Propósito: Brindar apoyo para la planificación y el desarrollo de la infraestructura de abastecimiento de combustible para vehículos con emisiones cero y casi cero para apoyar un despliegue más amplio de vehículos limpios
- Objetivo: Brindar apoyo del Distrito para ampliar la red de infraestructura de abastecimiento de combustible para vehículos con cero y casi cero emisiones para facilitar un despliegue más amplio y priorizar la financiación a través de los programas existentes del Distrito para instalar una estación de abastecimiento de combustible alternativo en/cerca de Shafter
- Incentivos para ser invertidos:
 - Estación de combustible alternativo: 1 estación @ hasta \$ 1,000,000

HD.9 Cambio de Ruta de Camiones de Servicio Pesado

- Tipo de Medida: Colaboración
- Agencia que Implementa: Ciudad de Shafter, SJVAPCD
- Propósito: Evaluar los viajes de camiones de servicio pesados a través de la comunidad AB 617 en respuesta a las sugerencias del Comité de que los camiones se desvíen de la carretera de Lerdo a otras calles para reducir la exposición a Golden Oaks Elementary
- Objetivo: La Ciudad de Shafter se comprometió a evaluar la ruta de los camiones como parte del desarrollo del Elemento de Justicia Ambiental del Plan General.

IS.1 Enmendar la Regla 4311 del Distrito (Llamaradas)

- Tipo de Estrategia: Regulatoria
- Propósito: Enmendar la Regla 4311 para exigir limitaciones de emisión de llamaradas de NO_x ultra bajas para las actividades de quema de llamaradas existentes y nuevas en la medida en que dichos controles sean tecnológicamente alcanzables y económicamente viables
 - El Distrito ya ha iniciado el proceso de desarrollo de reglas, y se anticipa la adopción de reglas en 2020
- Objetivo: Reducir las emisiones de NO_x de las llamaradas sujetas a los requisitos de la Regla 4311 modificada en Shafter
- Meta: Reducción estimada de 1.5 toneladas de NO_x por año (las llamaradas no producen emisiones significativas de PM_{2.5})

IS.2 Evaluar la viabilidad de financiar más reducciones de emisiones de las operaciones de producción de petróleo y gas

- Tipo de Estrategia: Incentivo
- Propósito: Evaluar la viabilidad de un programa de incentivos para las operaciones de producción de petróleo y gas para financiar la instalación de tecnologías que reducen aún más las emisiones
- Objetivo: Trabajar con las operaciones de producción de petróleo y gas en el área de Shafter para identificar posibles oportunidades de reducción de emisiones, mediante el examen de la viabilidad de las siguientes estrategias, identificando los fondos de subvención disponibles para ayudar a la implementación:
 - Conectores de bomba electrizantes que actualmente funcionan con motores de combustión interna
 - Otras fuentes de emisiones identificadas para consideración del comité avanzan
- Meta: Reducciones en PM 2.5 y tóxicos del aire de combustión

IS.3 Frecuencia de Inspección Mejorada para Fuentes Estacionarias

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos en la calidad del aire asociados con el incumplimiento de los estándares de emisión establecidos por el permiso, regla o regulación del Distrito
- Objetivo: El personal del distrito inspeccionará cada instalación que haya tenido una violación de emisiones durante los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

IS.4 Programa Piloto de Capacitación para Realizar Auto-inspecciones en Gasolineras

- Tipo de Estrategia: Asistencia de Cumplimiento
- Propósito: Para limitar el potencial de impactos en la calidad del aire asociados con los defectos de recuperación de vapor en las estaciones dispensadoras de gasolina
- Objetivo: Desarrollar un nuevo programa de capacitación de pilotos para instruir a los operadores de estaciones de servicio en la realización de auto-inspecciones exhaustivas de los sistemas de recuperación de vapor para ayudar en la identificación y reparación oportuna de los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación práctica a cada operador de estación de servicio en la comunidad.

IS.5 Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos a las fuentes estacionarias dentro de la comunidad para instalar tecnología de control avanzada, más allá de los controles existentes y los requisitos de BACT y BARCT, que de otro modo no sería económicamente factible instalar
 - El Estado actualmente está desarrollando una guía de financiamiento para tales proyectos
 - Identificará tipos de instalaciones no identificadas de otra manera en el CERP, trabajará con socios dispuestos a implementar controles
- Objetivo: La disponibilidad de fondos, y el número y tipo de proyectos, se desarrollarán, con el aporte del Comité Directivo, cuando las pautas estatales de financiamiento estén disponibles para el financiamiento de fuentes estacionarias

A.2 Cosecha de Nueces: Proporcionar Incentivos para las Cosechadoras de Nueces con Tecnología de Bajo Polvo

- Tipo de Estrategia: Incentivos
- Propósito: Proporcionar un mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos convencionales de cosecha de nueces que operan en tierras agrícolas que rodean a Shafter con nuevos equipos de cosecha de nueces de bajo polvo
- Objetivo: Reemplazar 25 piezas de equipos de cosecha de nueces convencionales con equipos nuevos de cosecha de bajo polvo
- Meta: 42.5 toneladas de NOx, 0.34 toneladas de PM2.5 de combustión, 90 toneladas de PM2.5 fugitivas (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$2,500,000

A.3 Quema Agrícola Abierta: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de impactos localizados de PM2.5 asociados con la quema agrícola abierta al proporcionar un mejor acceso a fondos para el Programa de Incentivos Alternativos a la Quema Abierta Agrícola del Distrito para los productores dentro de Shafter y el área circundante
- Objetivo: Financiar hasta 2,000 acres de prácticas alternativas
- Meta: 210 toneladas de PM2.5
- Incentivos para ser invertidos: \$1,000,000

A.4 Prácticas Agrícolas en el Campo: Promover la Implementación de Prácticas de Cultivo de Conservación

- Tipo de Estrategia: Alcance y Educación
- Propósito: Para reducir aún más el potencial de emisiones localizadas de partículas fugitivas (PM) asociadas con prácticas agrícolas en el campo
- Objetivo: Trabajar con grupos agrícolas locales para llevar a cabo actividades de alcance enfocadas para promover una implementación más generalizada de prácticas de cultivo de conservación, tales como cultivos de cobertura, cultivo cero, cultivo baja, cultivo en franjas y agricultura de precisión

A.6 Proporcionar Incentivos para Reemplazar el Equipo Agrícola de Diésel (Tractores) con el Equipo más Limpio Disponible

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos agrícolas antiguos y altamente contaminantes (por ejemplo, tractores) que operan dentro y alrededor de Shafter con equipos nuevos y más limpios a través del Programa de Incentivos para Motores de Servicio Pesado existente en el Distrito
- Objetivo: Reemplazar 100 piezas de equipos diésel con equipos nuevos y más limpios disponibles
- Meta: 750 toneladas de NO_x, 60 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$5,000,000

A.9 Prácticas Alternativas para el Manejo del Estiércol: Apoye a las Granjas Lecheras Cercanas a Shafter en la Implementación de Estrategias Alternativas para el Manejo del Estiércol

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo del estiércol que ayudan a reducir aún más las emisiones de VOC, amoníaco y metano, a través de financiamiento y alcance educativa sobre programas disponibles a través de agencias estatales
- Objetivo:
 - El número y tipo de proyectos, y la disponibilidad de fondos, se desarrollarán con el aporte del comité directivo cuando las pautas de financiamiento estatales estén disponibles
 - El Distrito trabajará con grupos agrícolas locales para llevar a cabo actividades de alcance para promover estrategias alternativas de manejo del estiércol

SC.2 HAL Schools: Aumentar la Participación

- Tipo de Estrategia: Alcance, Reducción a la Exposición
- Propósito: Para reducir la exposición de los niños al aire no saludable aumentando la inscripción de las escuelas en el programa Healthy Air Living Schools
- Objetivo:
 - Reunirse con el personal de ambos distritos escolares en Shafter
 - Buscar la adopción de Pautas ROAR en ambos distritos escolares en el área
 - Asistir a 4 eventos escolares, reuniones de organizaciones de padres
 - Colaborar con los servicios familiares del distrito para ofrecer información y materiales

VB.1 Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de las Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción a la Exposición
- Propósito: Brindar incentivos para la instalación de barreras vegetativas alrededor/cerca de fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Objetivo: Trabajar en colaboración con la comunidad, la Ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo y la ubicación de los proyectos se desarrollarán con el aporte del Comité Directivo y se financiarán a medida que se identifiquen las fuentes de financiamiento.

IAQ.1 Mitigar la Exposición Interior a la Contaminación del Aire a través de la Climatización y la Eficiencia Energética Mejorada

- Tipo de Estrategia: Incentivo, Reducción a la Exposición
- Propósito: Para reducir la exposición interior a la contaminación del aire en las residencias al incentivar las actualizaciones de climatización energéticamente eficientes
- Objetivo: Distrito trabajará con socios del Departamento de Servicios y Desarrollo de la Comunidad de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder a los incentivos del Programa de Climatización de Bajos Ingresos (LIWP) y del Programa de Asistencia de Climatización (WAP) del estado
- Meta: Organizar 1 reunión comunitaria donde el Departamento de Servicios y Desarrollo de la Comunidad de California asiste y educa a la comunidad sobre los beneficios de la climatización y ayuda a inscribir a los miembros de la comunidad en LIWP o WAP

IR.1 Estrategia de Reducción del Ralentí: Proteger los Receptores Sensibles

- Tipo de Estrategia: Alcance, Reducción a la Exposición
- Propósito: Para reducir la exposición de las personas sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y ancianos
- Objetivo:
 - Distribuir 10 juegos de letreros en inglés/español "No Ralentí" a escuelas, bibliotecas, centros para ancianos, parques, hogares de ancianos, pediatras, guarderías y centros médicos
 - Desarrollar y distribuir infografías de reducción del ralentí en cada ubicación
 - Desarrollar y presentar 4 presentaciones sobre los impactos del escape de vehículos, las escuelas HAL y los recursos disponibles

0.1 Estrategia Comunitaria de Alcance de la Calidad del Aire

- Tipo de Estrategia: Alcance, Reducción a la Exposición
- Propósito: Para proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas que el público puede tomar para protegerse durante los episodios de mala calidad del aire
- Objetivo:
 - Lanzar campañas de redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
 - Colaborar con organizaciones cívicas locales y otras organizaciones comunitarias para organizar talleres sobre una variedad de temas de calidad del aire en bibliotecas, centros comunitarios, centros de salud y escuelas.
- Meta: Mayor conciencia de la comunidad sobre las condiciones de calidad del aire y las herramientas disponibles a través de registros de myRAAN, descargas de aplicaciones, seguidores de redes sociales

0.2 Compartir Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Involucrarse

- Tipo de Estrategia: Alcance
- Propósito: Para aumentar la conciencia sobre los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles al organizar eventos de alcance dentro de la comunidad
- Objetivo:
 - Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire sobre temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o de ancianos, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

0.3 Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire

- Tipo de Estrategia: Alcance y Abogacía
- Propósito: Asegurar que se cumplan las metas de AB 617 asegurando fondos estatales continuos para programas de mejora de la calidad del aire impulsados por la comunidad
- Objetivo: CARB, el Distrito, y las comunidades locales y otras partes interesadas, trabajar juntas para abogar por la financiación estatal continua/adicional para apoyar la implementación de medidas locales de protección de la salud que reduzcan la exposición de la comunidad a contaminantes de criterio y contaminantes tóxicos del aire

CERP Proporciona un Marco para la Implementación Continua Dirigida por la Comunidad

- CERP desarrollado como una hoja de ruta para la reducción de emisiones y la reducción de la exposición en la comunidad de Shafter
- Implementación de las medidas CERP se ajustará según sea necesario en respuesta a las necesidades de la comunidad
- Aporte del Comité Directivo será esencial para guiar los esfuerzos de implementación en curso por parte del Distrito, CARB, otras agencias y socios de la comunidad
 - Reuniones del Comité Directivo continuarán después de que se adopte el CERP

Próximos Pasos: Desarrollo del CERP

Fecha	Detalles
lunes 9 de septiembre	Reunión del Comité (revisión del CERP Actualizado, preparación para la reunión de la Mesa Directiva)
13 de septiembre	Publicación del CERP Final Propuesto (1 semana antes de la reunión de la Mesa Directiva)
jueves 19 de septiembre	Reunión de la Mesa Directiva para adoptar los CERP Propuestos
octubre/noviembre	Personal de CARB será coanfitrión de la reunión del Comité
febrero	Reunión de la Mesa Directiva de CARB en Shafter para adoptar los CERP de Shafter y Centro-Sur Fresno
Continuo	Reuniones del Comité para revisar y discutir la implementación del CERP

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina en Fresno (559) 230-6000

Oficina en Modesto (209) 557-6400

Oficina en Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Use la aplicación
Valley Air para
obtener la
información más
reciente sobre la
calidad del aire





Agenda for Shafter Community Steering Committee Meeting #15

October 21, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
 - View the monitoring van and other equipment
Brad Dawson, Valley Air District, Supervising Air Quality Instrument Specialist
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
Christal Love Lazard, Institute for Local Government, Facilitator
3. Community Air Monitoring Program 5:40 p.m.
 - Air monitoring network deployment update
Jessica Olsen, Valley Air District, Program Manager
 - Summary of collected community air quality data
Jon Klassen, Valley Air District, Director of Air Quality Science and Planning
4. Update on Statewide Pesticides Measures 6:10 p.m.
DPR Staff
5. Community Emission Reduction Program 6:30 p.m.
 - Adoption update and next steps
Jessica Coria, Valley Air District, Program Manager
 - Strategy prioritization exercise
Christal Love Lazard, Institute for Local Government, Facilitator
6. Wrap-up and Next Steps 7:15 p.m.
 - Upcoming Meetings: continue every other month (Nov, Jan, Mar, May)
 - Next meeting: Monday, Nov 4, 2019, joint meeting with CARB
Christal Love Lazard, Facilitator
7. Public Comment 7:20 p.m.

Learn more: community.valleyair.org

City of Shafter Community Emissions Reduction Program (CERP) Implementation

October 21, 2019

San Joaquin Valley Air Pollution Control District

Shafter Community Emission Reduction Program

- Community Emission Reduction Program (CERP) adopted by Valley Air District Governing Board on September 19, 2019
- Comprised of wide-ranging measures developed through cooperative community-driven process
- Significant community investment through regulatory, incentive-based, enforcement, workforce development, education, and other measures
- Reduces over 265 tons of PM_{2.5}, 1,700 tons of NO_x, and associated air toxics over project lifetimes
- CARB Governing Board to review CERP in February, 2020

Community-driven CERP Implementation

- CERP developed as a roadmap for emissions reductions and exposure reduction in the Shafter community
- Steering Committee input essential in guiding implementation efforts by District, CARB, other agencies, and community partners
 - Initial implementation of early action efforts, in advance of CARB adoption, to be guided by community prioritization of emission reduction strategies
 - Additional feedback from Committee and further prioritization will be needed after CARB considers CERP

Upcoming Shafter Community Steering Committee Dates

Shafter Veteran's Hall | 309 California Ave.

See community.valleyair.org for latest information



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

November 2019

- Monday, November 4 at 5:30pm
(Joint meeting with CARB)

December 2019

- No meeting due to holidays

January 2020

- Monday, January 13 at 5:30pm

February 2020

- CARB Governing Board Hearing February 13
Morning tour in community, evening hearing in Shafter
- No Steering Committee meeting due to CARB Governing Board Hearing

March 2020

- Monday, March 9 at 5:30pm

Today's Exercise

- CERP Strategies have been categorized into three stages of implementation
 - Stage 1: Program is already getting going
 - Stage 2: Program has guidelines & funding is available - we need your help prioritizing the strategies that you're more eager to get going first (even ahead of CARB's adoption)
 - Stage 3: Program will need guideline development or further Governing Board direction. Need to wait until CARB adopts CERP.
- Facilitator will guide Committee and public through exercise to get your feedback on the relative priority of implementing Stage 2 measures in the community

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000

Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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App for the latest
air quality info.



Shafter Steering Committee - Community Emission Reduction Program Implementation

Measure #	Implementing Agency	Draft Measure	Adjusted Funding Amount
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology	\$ 4,000,000
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	\$ 1,500,000
HD.3	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation	
HD.4	SJVAPCD	Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology	\$ 4,000,000
HD.5	SJVAPCD	Incentive Program for Transit Bus Replacement (for Dial-a-Ride)	\$ 400,000
HD.7	SJVAPCD	Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean-Engine Technology	\$ 4,100,000
HD. 8	SJVAPCD, City, County, PUC	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	\$ 1,000,000
HD.9	City, County, Caltrans	Heavy Duty Truck Rerouting	
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	\$ 400,000
C.2	SJVAPCD	Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles	\$ 6,000,000
C.3	SJVAPCD	Incentive Program for Installation of EV Charging Infrastructure	\$ 850,000
C.4	SJVAPCD	Increased Educational Training for EV Mechanics	\$ 30,000
C.5	SJVAPCD	Incentive Program for Launch of Car Share Program	\$ 500,000
A.2	SJVAPCD	Provide Incentives for Low-Dust Nut Harvesters	\$ 2,500,000
A.3	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	\$ 1,000,000
A.4	SJVAPCD	Promote Implementation of Conservation Tillage Practices	
A.5	SJVAPCD, PUC/IOU	Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors	\$ 230,000
A.6	SJVAPCD	Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment	\$ 5,000,000
A.9	SJVAPCD, CDFA, NRCS	Support dairy farms near Shafter in implementing Alternative Manure Management Strategies	
A.10	CARB/DPR, Ag Commissioner	Pesticide Measures (under development by CARB and DPR) (Funding for notification system)	\$ 125,000
IS.1	SJVAPCD	Flares-Amend Rule 4311	-
IS.2	SJVAPCD	Evaluate feasibility of funding further emissions reductions from oil and gas production operations	
IS.3	SJVAPCD	Enhanced Inspection Frequency	
IS.4	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations	
IS.5	SJVAPCD	Provide Incentives to Install Advanced Control Technology	
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	\$ 600,000
RB.2	SJVAPCD	Educate Public About Harmful Impacts of Wood Burning	
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments	
RB.4	SJVAPCD, City, County	Outreach to Reduce Illegal Activity	854

RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	
SD.1	PUC, SJVAPCD	Seek incentives for local businesses and homeowners to install solar power and energy storage	\$ 1,500,000
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	\$ 150,000
LU.1	SJVAPCD, City	New Construction: Provide assistance during the CEQA process	
LU.2	SJVAPCD, City, County, COG, local developers, other local partners	Land Use/Sustainable Development: Implement Projects that Reduce VMT	
LU.3	City, County, and the CA Division of Oil, Gas, and Geothermal Resources (DOGGR)	Setbacks for New Oil Drilling	
LU.4	CARB, HSRA	Construction Emissions: High Speed Rail Construction	
LU.5	SJVAPCD, City	Funding for Bike Lanes (NEW MEASURE)	\$ 1,000,000
RD.1	City, County, CDOT	Road Dust: Evaluate increasing frequency of street sweeping	
RD.2	City, COGs, County	Road Dust: Road paving and sidewalk installations	\$ 2,775,000
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents)	\$ 100,000
LG.2	SJVAPCD	Provide Enhanced Outreach and Access to Incentives for Replacement of Commercial Lawn and Garden Equipment	\$ 40,000
PF.1	SJVAPCD, City, County	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	\$ 100,000
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	\$ 250,000
SC.2	SJVAPCD and local school districts	HAL Schools: Increase Participation	
VB.1	SJVAPCD, Caltrans, City, County	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	
IAQ.1	CAPK, CSD, SJVAPCD, City, County, CEC	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	
UG.1	SJVAPCD, City, County	Increased urban greening and forestry in the community	\$ 55,000
IR.1	SJVAPCD, CARB, City, County	Idling-Reduction Strategy: Protect Sensitive Receptors	
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy	
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	
O.3	SJVAPCD, Local Partners	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures	

Green = Program is already getting going!

Black = Program has guidelines & funding, but we need your help prioritizing the strategies that you're more eager to get going first (even ahead of CARB's adoption)

Red = Program might need guideline development, further Board direction. Need to wait until CARB adopts CERP.

Options to Mitigate Acute Exposures to 1,3-Dichloropropene

Public Workshop

October 21, 2019



Workshop Goal

Explore additional measures to protect bystanders and residents from short-term inhalation exposure to 1,3-dichloropropene (1,3-D).

These measures include buffer zone requirements, application rate limits, and tarping.

Options for Addressing Acute Bystander Exposures

*DPR is identifying options for consideration;
the specific combination of mitigation measures is intended for discussion at this workshop.*

- Continue to prohibit all 1,3-D applications during December
- Require tarps
- Require a Field Management Plan (FMP) for every application
- Incorporate current fumigant Phase II label requirements including: Emergency Preparedness, Response, and Difficult to Evacuate Site
- Cap Application Blocks to a **maximum of 40 acres**
- Require a permanent distance to an Occupied Structure of **200 ft**
- For two or more applications, if the application times are within **96 hours** or their application blocks are **within 800 ft.**, their combined acreage **shall not exceed 40 acres**
- ***Additional Field Fumigation Method (FFM) specific mitigation options:***
 - *Buffer zone distances and durations, maximum application rates, longer TIF tarp cut times, increased soil moisture requirement or other new reduced-emission application methods*

Selected Estimated Buffer Zone Distances and Duration

FFM	Description	Buffer Zone Distance (Rate = 332 lbs/acre) Target = 55 ppb		Buffer Zone Distance (Rate = 332 lbs/acre) Target = 110 ppb	
		Buffer distance (ft)	Buffer duration (day)	Buffer distance (ft)	Buffer duration (day)
		1201	Shallow/Broadcast or Bed/Non-Tarp	3,540	5.2
1206	Deep/Broadcast or Bed/Non-Tarp	1,919	6.4	1,001	4.4
1242	Shallow/Broadcast/TIF	62	1.7	23	0.7

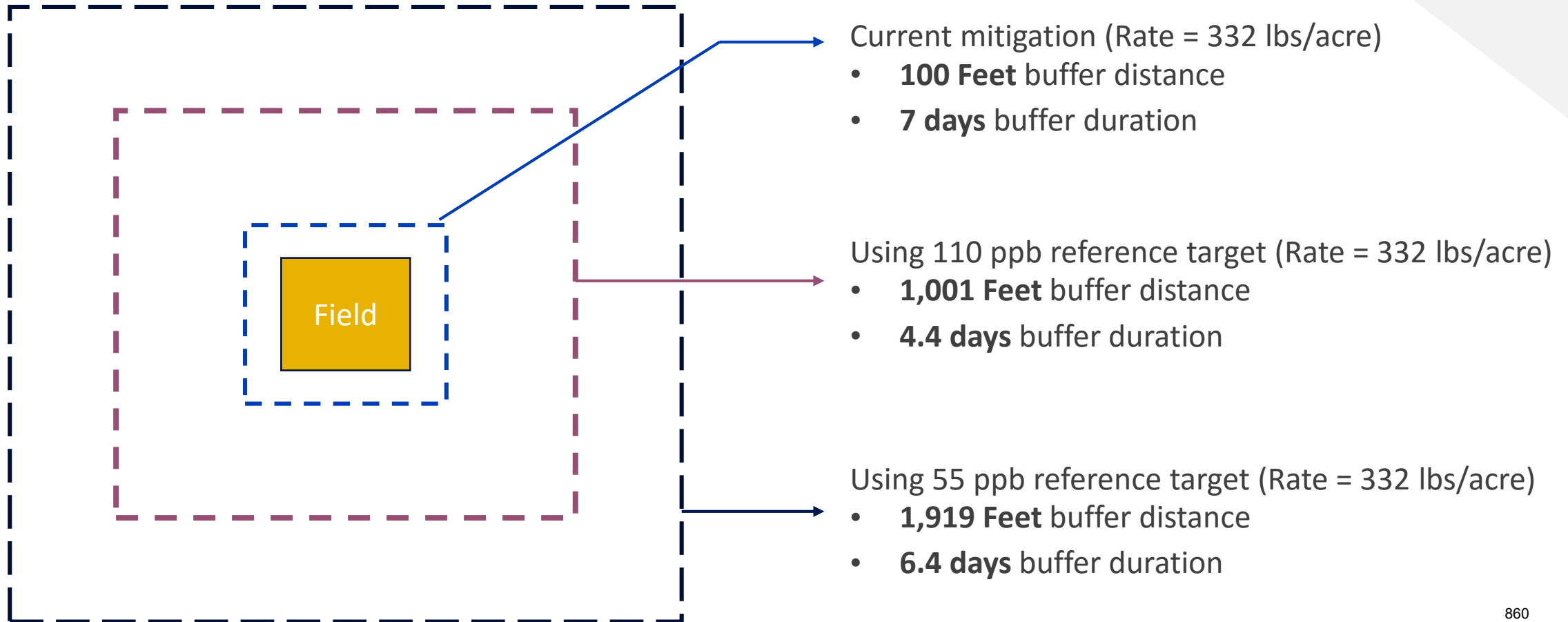
FFM 1201: FFM with the highest estimated 1,3-D emissions

FFM 1206: Most popular 1,3-D application method overall

FFM 1242: Most popular 1,3-D application method using a Totally Impermeable Film (TIF)

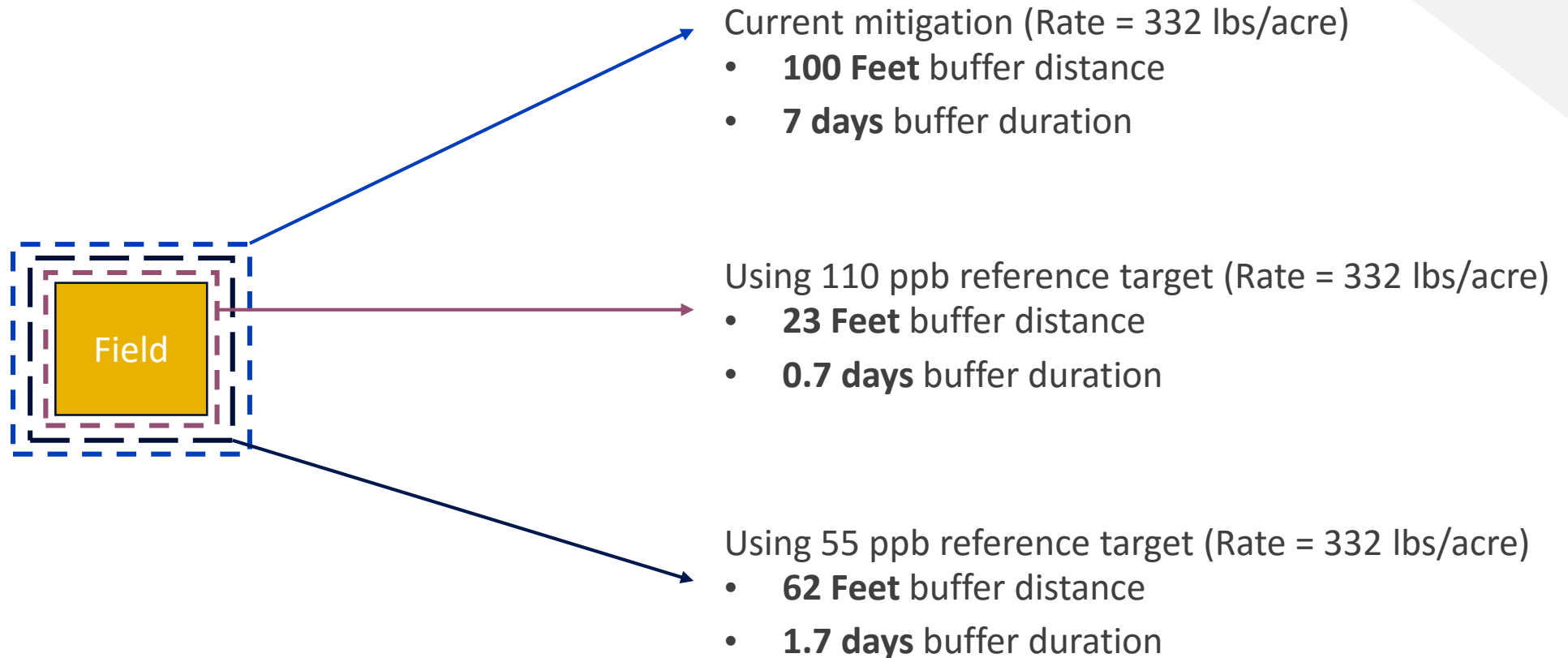
Selected Estimated Buffer Zone Distances and Duration

FFM 1206 (Deep/Broadcast or Bed/Non-Tarp): Most popular 1,3-D application method overall



Selected Estimated Buffer Zone Distances and Duration

FFM 1242 (Shallow/Broadcast/TIF): Most popular 1,3-D application method using a Totally Impermeable Film (TIF)



Selected Estimated Maximum Application Rates

FFM	Description	Maximum application rate (lb/ac), BZ=200 or 500 ft for 7 d and a target concentration of 55 ppb		Maximum application rate (lb/ac), BZ=200 or 500 ft for 7 d and a target concentration of 110 ppb	
		200ft	500ft	200ft	500ft
		1201	Shallow/Broadcast or Bed/Non-Tarp	41.7	62.7
1206	Deep/Broadcast or Bed/Non-Tarp	98.2	141.4	196.5	288.4
1242	Shallow/Broadcast/TIF	332	332	332	332

FFM 1201: FFM with the highest estimated 1,3-D emissions

FFM 1206: Most popular 1,3-D application method overall

FFM 1242: Most popular 1,3-D application method using a Totally Impermeable Film (TIF)

Selected Estimated Maximum Application Rates

FFM 1206 (Deep/Broadcast or Bed/Non-Tarp): Most popular 1,3-D application method overall

Current mitigation

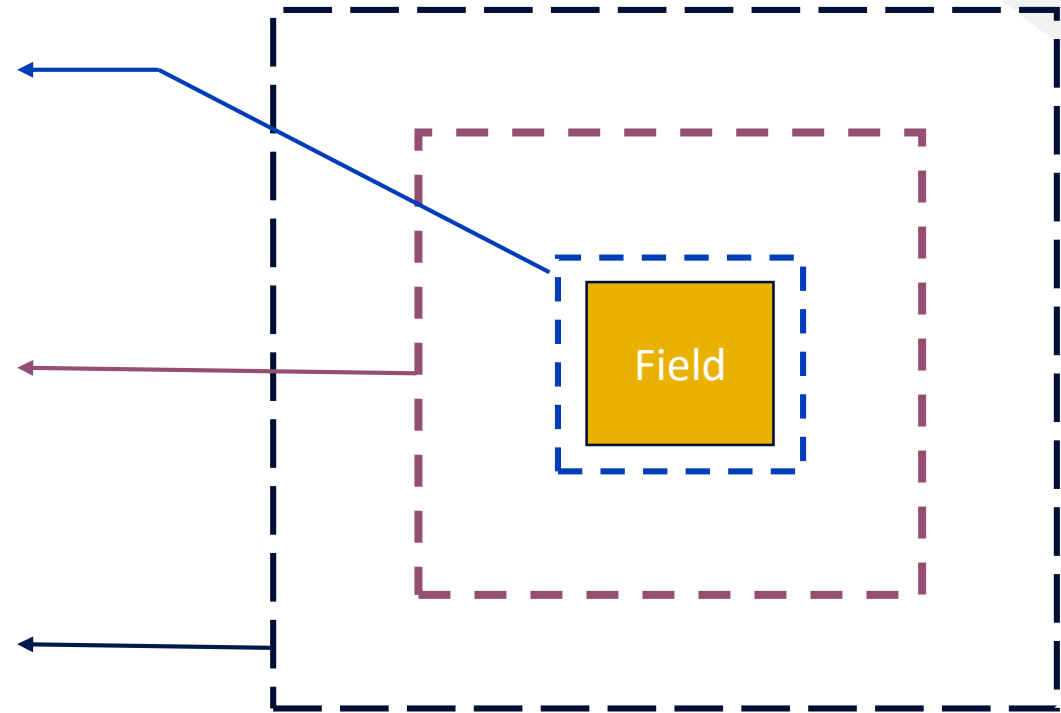
- **332 lbs/ac** can be applied with **100 ft** buffer zone.

At **200 ft** buffer zone, the maximum application rate

- **196.5 lbs/ac** using 110 ppb reference target
- **98.2 lbs/ac** using 55 ppb reference target

At **500 ft** buffer zone, the maximum application rate

- **288.4 lbs/ac** using 110 ppb reference target
- **141.4 lbs/ac** using 55 ppb reference target



Selected Estimated Maximum Application Rates

FFM 1242 (Shallow/Broadcast/TIF): Most popular 1,3-D application method using a Totally Impermeable Film (TIF)

Current mitigation

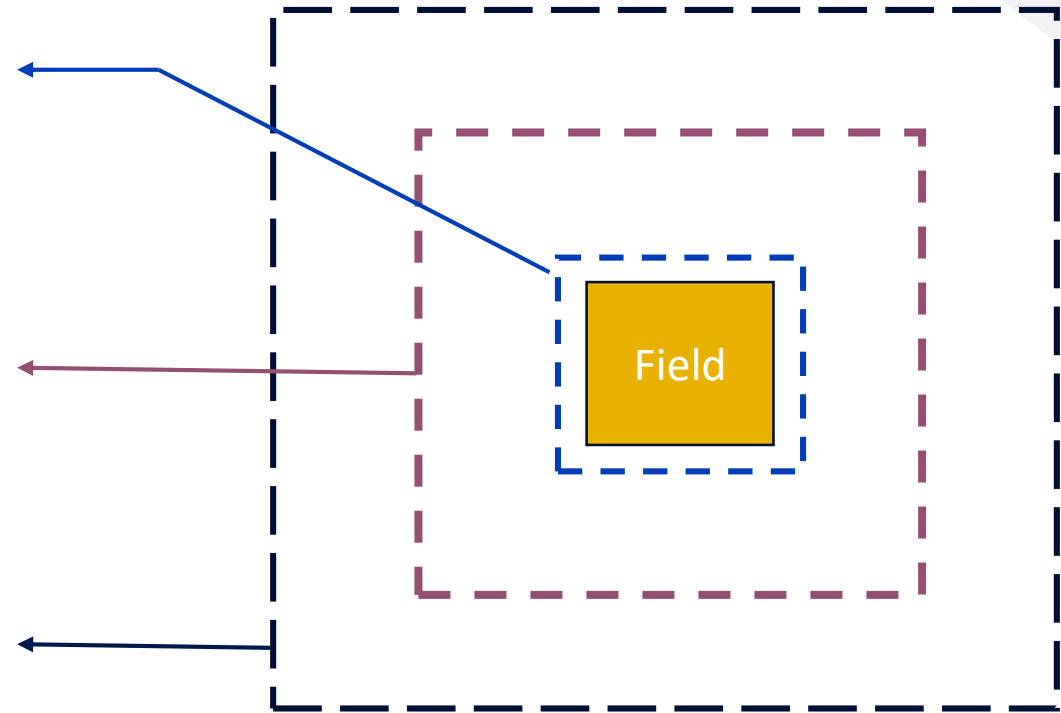
- **332 lbs/ac** can be applied with **100 ft** buffer zone.

At **200 ft** buffer zone, the maximum application rate

- **332 lbs/ac** using 110 ppb reference target
- **332 lbs/ac** using 55 ppb reference target

At **500 ft** buffer zone, the maximum application rate

- **332 lbs/ac** using 110 ppb reference target
- **332 lbs/ac** using 55 ppb reference target



Considerations

- 1,3-D is extensively used:
 - Annual average of 12.6 million pounds applied (2011-2015).
- Growers transitioned to using more 1,3-D as methyl bromide was phased out;
 - There are currently no viable commercial-scale alternatives to 1,3-D.
- Proposed mitigation measures could be costly:
 - DPR is working with CDFA to determine costs associated with mitigation options.
- Goal to address acute health risks.

Implementation Timelines

- DPR is aiming to notice a permanent rulemaking addressing acute and cancer exposures from 1,3-D next summer.
- DPR is evaluating interim mitigation measures for acute effects of 1,3-D.
 - These mitigation measures may include similar requirements to those we anticipate for permanent regulations.
 - These may be in place by early next year.

Public Comments

- DPR is proposing to mitigate acute exposures of 1,3-D to bystanders.
- DPR is seeking feedback on the following:
 1. Proposed mitigation
 - Feasibility and efficacy of buffer zones and application rates
 - Feasibility and efficacy of new methods
 - Feasibility of requiring TIF tarps
 - Other measures to consider
 2. Timing and scope of implementation and factors DPR should consider.
 3. Economic impact and environmental tradeoffs of proposed mitigation.

Supporting Slides

Estimated Buffer Zone Distances and Duration

FFM	Description	Buffer Zone Distance (Rate = 332 lbs/acre)		Buffer Zone Distance (Rate = 332 lbs/acre)	
		Target = 55 ppb		Target = 110 ppb	
		Buffer distance (ft)	Buffer duration (day)	Buffer distance (ft)	Buffer duration (day)
1201	Shallow/Broadcast or Bed/Non-Tarp	3,540	5.2	1,907	3.5
1202	Shallow/Broadcast/Non-TIF Tarp	2,409	5.0	1,239	3.2
1203	Shallow/Bed/Non-TIF Tarp	3,000	4.6	1,560	3.2
1204	Shallow/Broadcast or Bed w/ 3x Irrigation/Non-Tarp	2,347	5.3	1,186	3.7
1205	Shallow/Bed w/ 3x Irrigation/Non-TIF Tarp	2,747	4.6	1,419	3.0
1206	Deep/Broadcast or Bed/Non-Tarp	1,919	6.4	1,001	4.4
1207	Deep/Broadcast/Non-TIF Tarp	1,260	5.7	642	4.2
1209	Chemigation/Bed/Non-TIF Tarp	1,973	3.6	980	2.2
1210	Deep/Strip/Non-Tarp	1,825	6.9	941	4.7
1211	Deep/GPS targeted/Non-tarp	1,919	6.4	1,001	4.4
1242	Shallow/Broadcast/TIF	62	1.7	23	0.7
1243	Shallow/Bed/TIF	726	3.9	346	2.6
1245	Shallow/Bed w/ 3x Irrigation/TIF	319	3.4	118	2.1
1247	Deep/Broadcast/TIF	121	4.0	92	2.8
1249	Deep/Strip/TIF	93	3.8	44	1.8
1259	Chemigation/Bed/TIF	480	3.0	205	1.9 ⁸⁶⁹
1290	Other label method	3,540	5.2	1,907	3.5

Estimated Maximum Application Rates

FFM	Description	Maximum application rate (lb/ac), BZ=200 or 500 ft for 7 d and a target concentration of 55 ppb		Maximum application rate (lb/ac), BZ=200 or 500 ft for 7 d and a target concentration of 110 ppb	
		200ft	500ft	200ft	500ft
		1201	Shallow/Broadcast or Bed/Non-Tarp	41.7	62.7
1202	Shallow/Broadcast/Non-TIF Tarp	70.5	106.1	140.9	212.5
1203	Shallow/Bed/Non-TIF Tarp	51.9	78.5	103.8	157.2
1204	Shallow/Broadcast or Bed w/ 3x Irrigation/Non-Tarp	69.7	105.3	139.3	211.1
1205	Shallow/Bed w/ 3x Irrigation/Non-TIF Tarp	56.6	85.6	113.2	171.5
1206	Deep/Broadcast or Bed/Non-Tarp	98.2	141.4	196.5	288.4
1207	Deep/Broadcast/Non-TIF Tarp	165	223.8	332	332
1209	Chemigation/Bed/Non-TIF Tarp	75.9	116.3	151.9	232.9
1210	Deep/Strip/Non-Tarp	106	146.7	213.2	303.5
1211	Deep/GPS targeted/Non-tarp	98.2	141.4	196.5	288.4
1242	Shallow/Broadcast/TIF	332	332	332	332
1243	Shallow/Bed/TIF	233.8	331.5	332	332
1245	Shallow/Bed w/ 3x Irrigation/TIF	325.8	332	332	332
1247	Deep/Broadcast/TIF	332	332	332	332
1249	Deep/Strip/TIF	332	332	332	332
1259	Chemigation/Bed/TIF	254.5	332	332	332 ₈₇₀
1290	Other label method	41.7	62.7	83.5	125.5

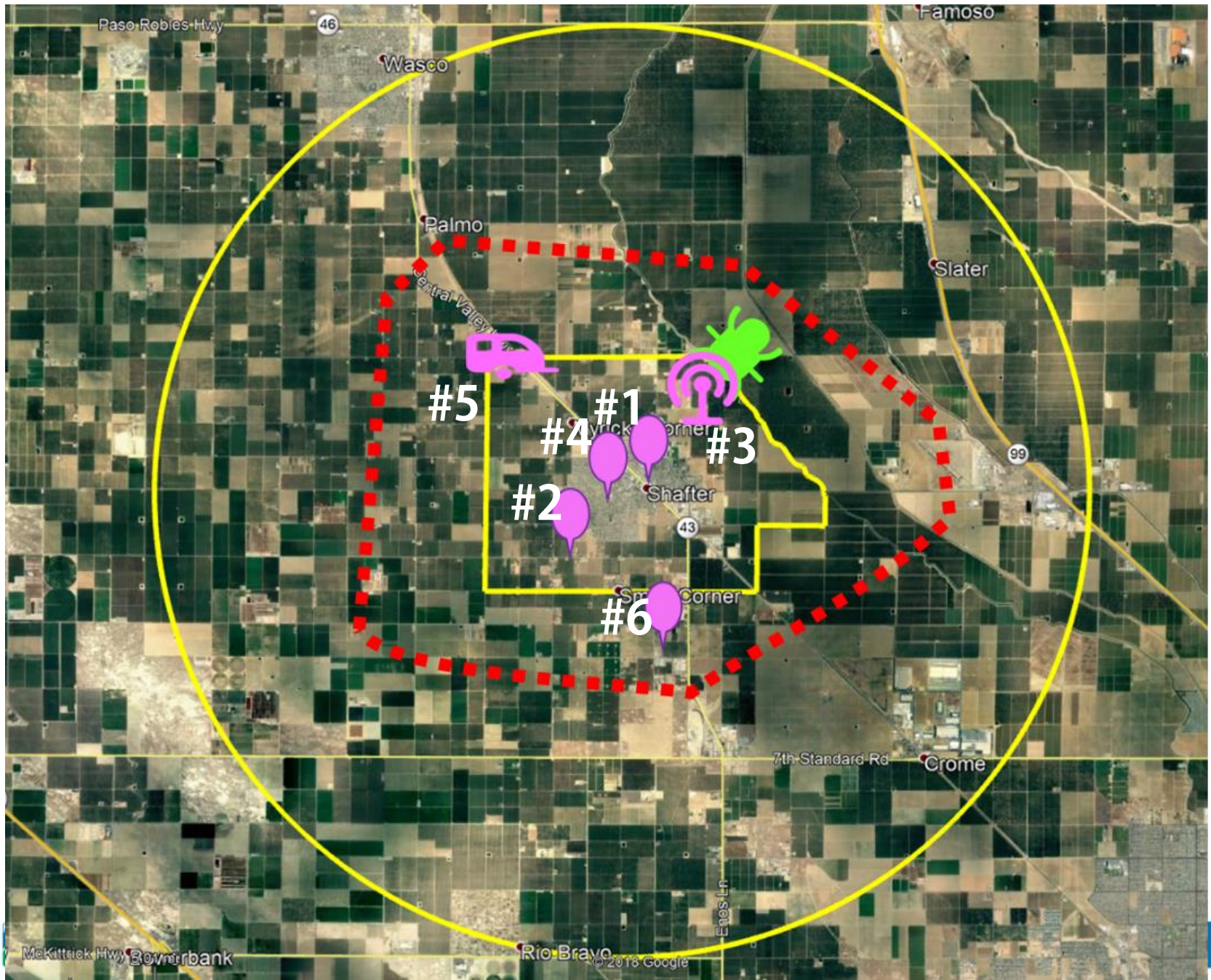
Update on Shafter Community Air Monitoring Plan

San Joaquin Valley Air Pollution Control District
October 21, 2019


Community Air Monitoring Underway

- Sites determined during Community Steering Committee meeting in August
- Two PM2.5 monitors operating for past several months
- District in various stages of discussion with property and school district officials for remaining sites
- Need assistance with at least one site location
- Most air monitoring expected to be underway end of 2019





-  DPR Pesticide Monitoring
-  Stand-Alone PM2.5
-  Compact Air Monitoring System
-  Trailer
-  Mobile Monitoring Van

- Drive on a regular schedule throughout entire boundary all year
- Respond to community concerns
- 
- Recommended focus route

Site #1: Shafter DMV

- Real-time PM_{2.5}
 - Began February 6
- Real-time PM₁₀
 - Based on community request
 - Temporary EBAM – began Aug 22



Site #2: Grimmway Academy

- Real-time PM2.5
– Began June 26



Site #3: Sequoia Elementary

- Compact Monitoring System
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, and Meteorology
 - Trailer or platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Richland Unified
- DPR pesticide monitoring to continue



Site #4: Golden Oak Elementary

- Real-time PM2.5
 - Platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Richland Unified



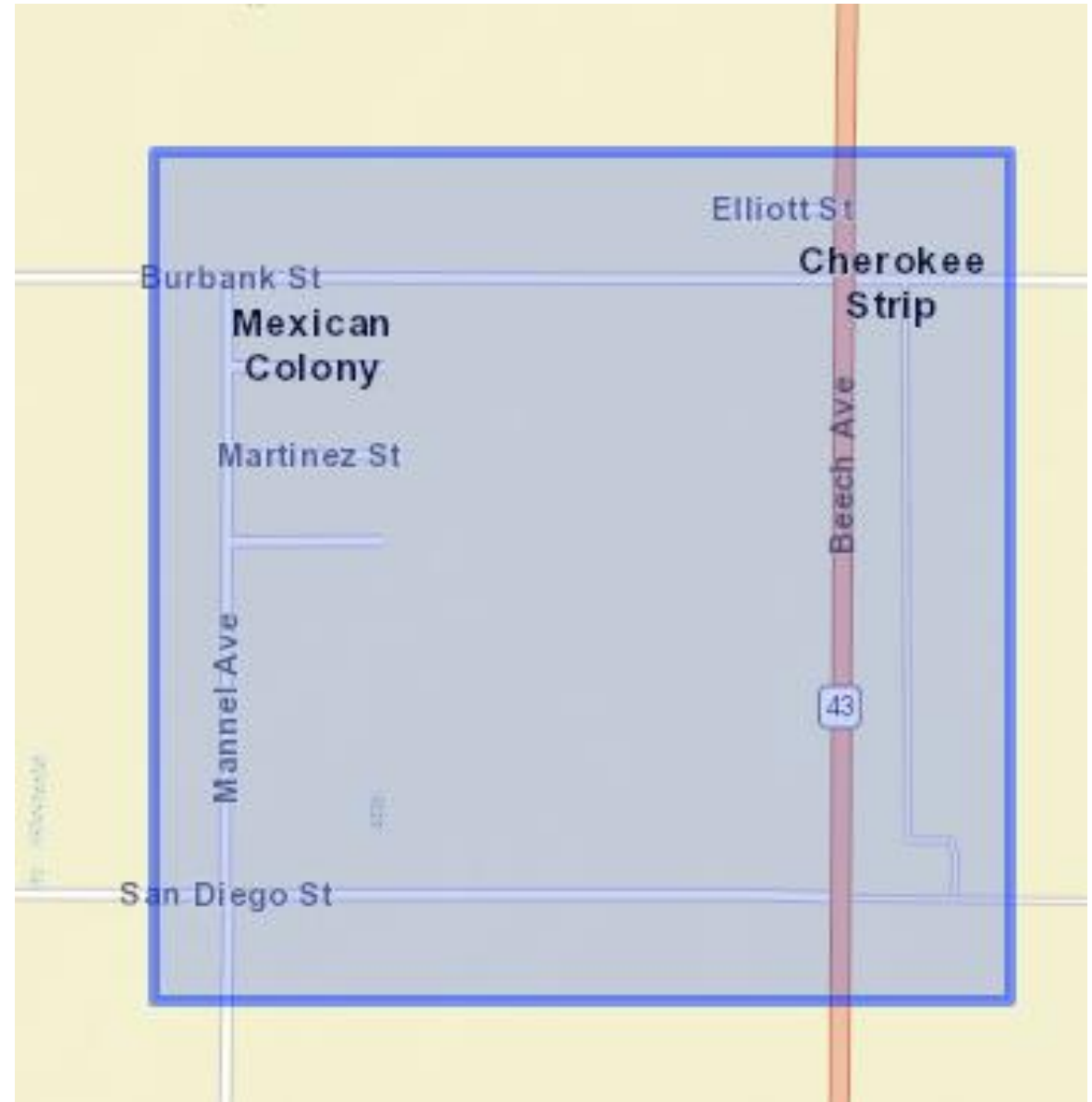
Site #5: Farm Labor Camp

- Trailer
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, toxics, CO and Meteorology
 - Requires security, upgraded power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Housing Authority of Kern County



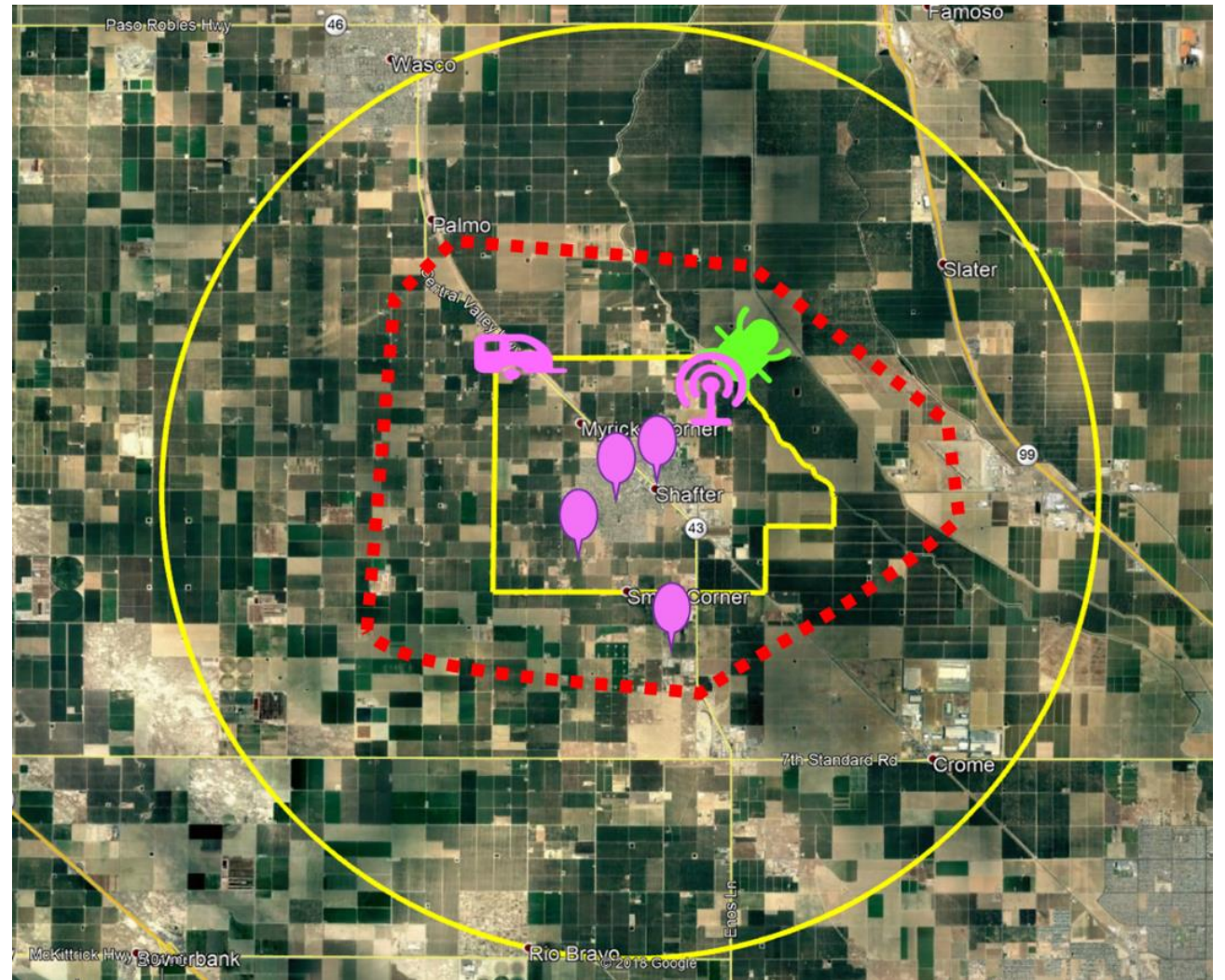
Site #6: Mexican Colony

- Real-time PM2.5
 - Roof or platform mounted
 - Requires security, power, and access
- District challenged in finding suitable site that meets specifications
 - Need help and feedback from Community Steering Committee on alternative site



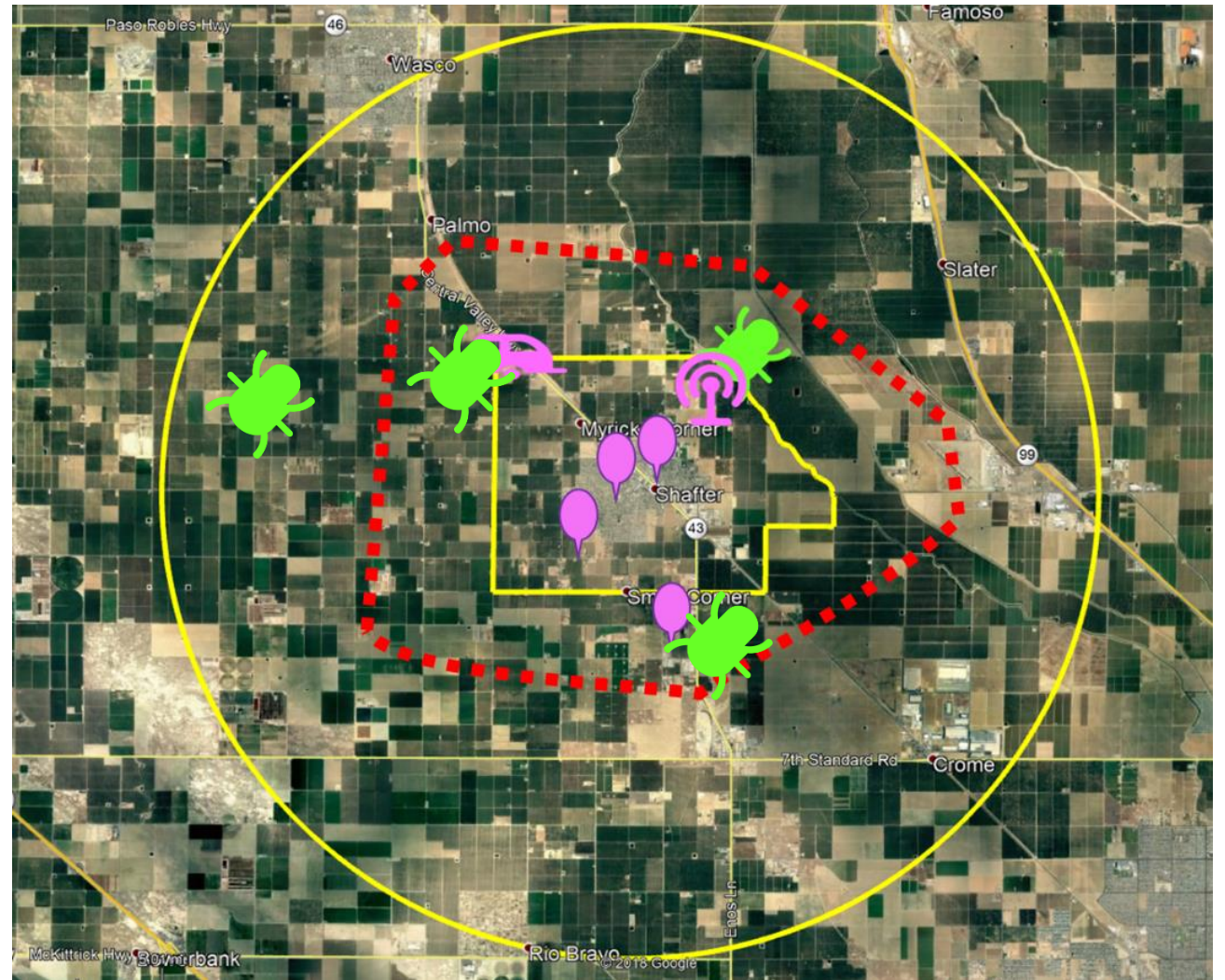
Air Monitoring Van

- Mobile Van
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, toxics, CO and Meteorology
- Focus on Mexican Colony and Cherokee Strip on regular basis
 - Should site power and security allow, park for extended period for longer-term understanding of the sources of pollution
- Use regularly throughout 7 mile radius
- To begin November 2019



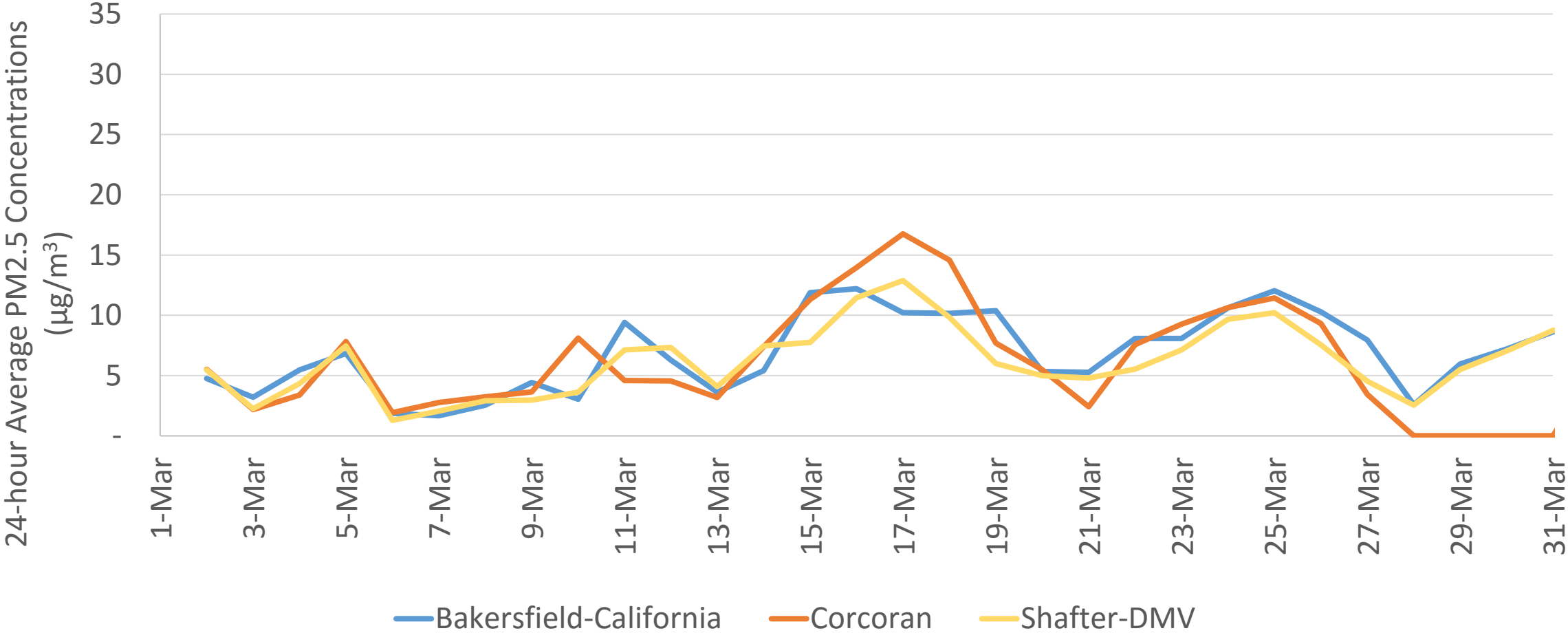
DPR Pesticide Monitoring

- Community Steering Committee recommended additional pesticide air monitoring sites during Aug 26 exercise
- DPR to continue to use recommendations to develop local and statewide efforts



Daily Average PM2.5 Data Comparison

March 2019



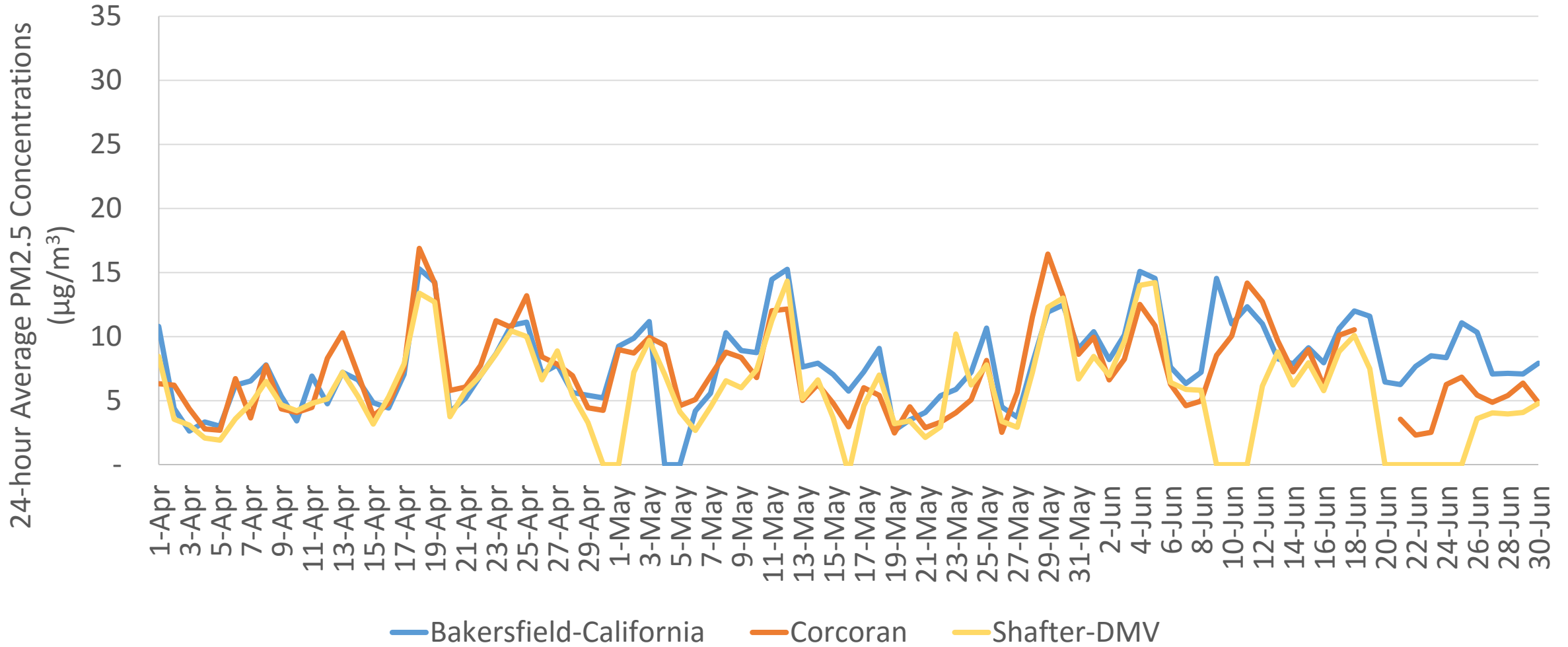
Comparison of Average PM2.5

March 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	6.95
Corcoran	6.92
Shafter-DMV	6.24

Daily Average PM2.5 Data Comparison

April 1–June 30, 2019



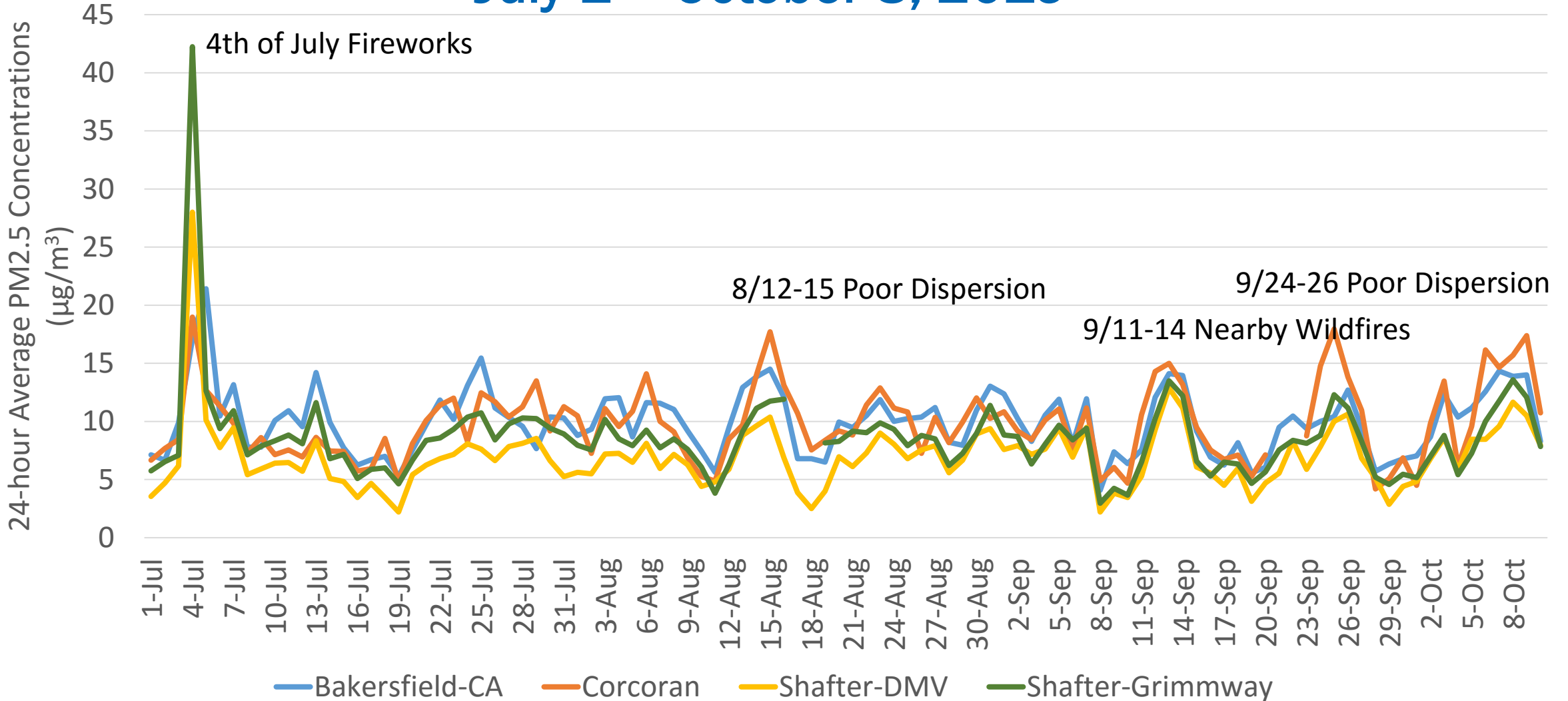
Comparison of Average PM2.5

April 1–June 30, 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	8.07
Corcoran	7.24
Shafter-DMV	6.49

Daily Average PM2.5 Data Comparison

July 1 – October 8, 2019

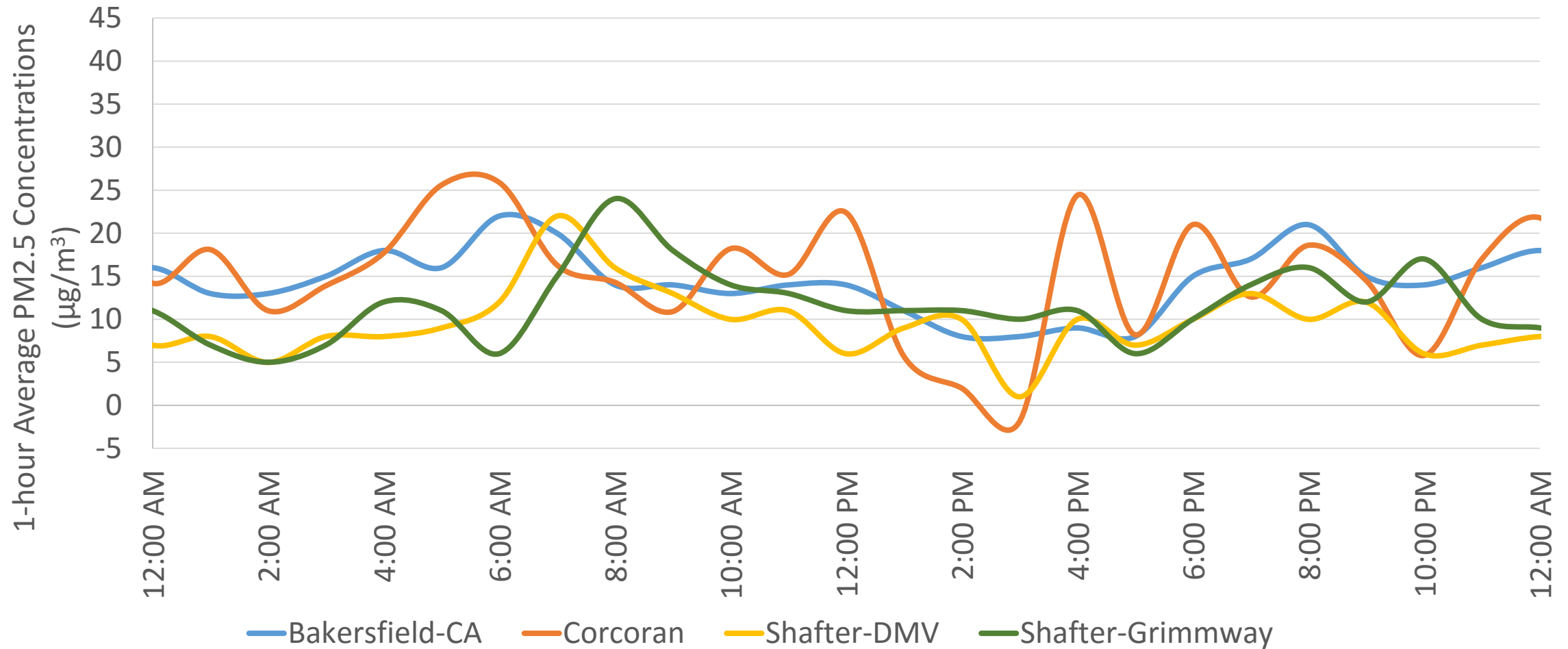


Comparison of Average PM2.5

July 1 – October 8, 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	9.95
Corcoran	9.84
Shafter-DMV	6.97
Shafter-Grimmway	8.58

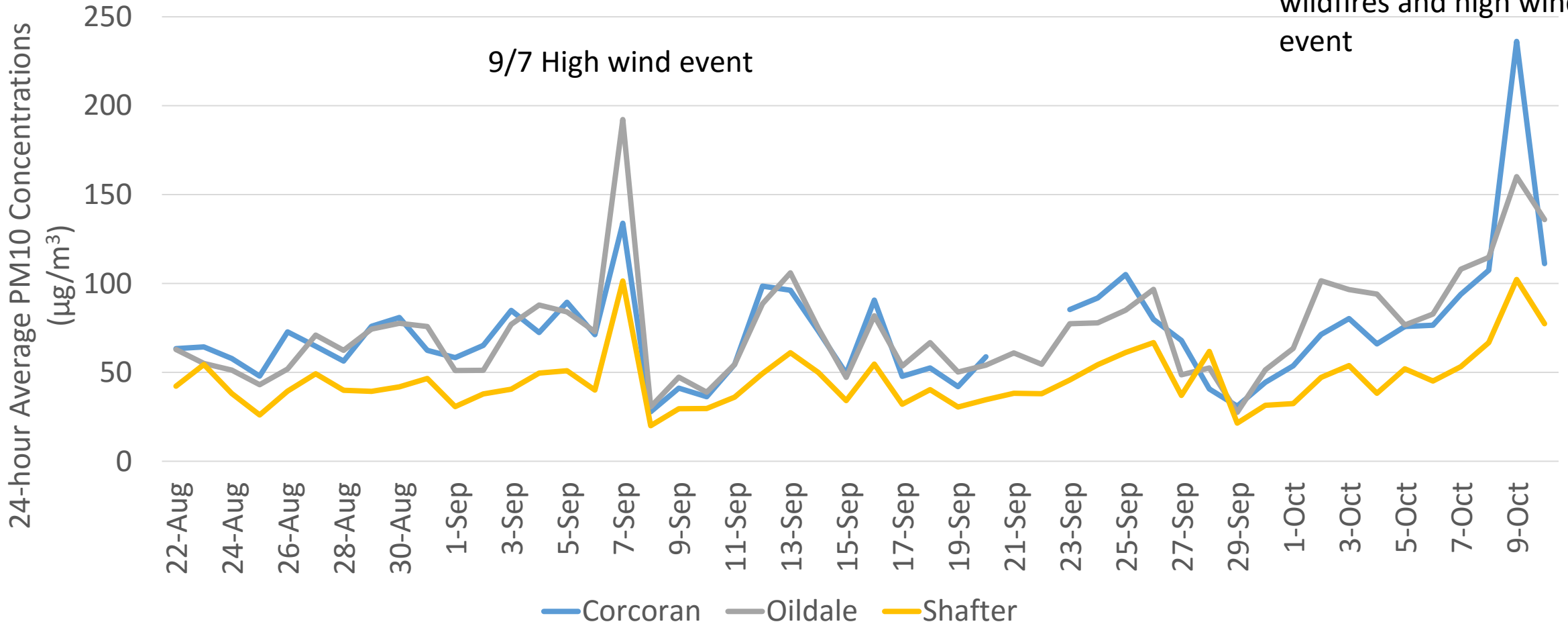
Hourly Average PM2.5 Data Comparison Oct 7, 2019



Daily Average PM10 Data Comparison

August 22 - October 10, 2019

10/7-10/9 Nearby wildfires and high wind event



Comparison of Average PM10

August 22 – October 10, 2019

Site	Average PM10 Concentration ($\mu\text{g}/\text{m}^3$)
Oildale	73
Corcoran	74
Shafter-DMV	46

AB 617 Shafter Community Steering Committee- Meeting # 15

October 21, 2019, 5:30 pm

Shafter Veterans Hall

1. Doors Open/ Meet and Greet/Refreshments

Members of the committee and the public viewed the air monitoring van and other equipment.

2. Welcome and Introduction

Christal Love Lazard, Institute for Local Government, Facilitator

Christal welcomed the Steering Committee, and invited all attendees to view the monitoring van. After a brief review of the meeting exercise, Christal introduced Jessica Olsen.

3. Community Air Monitoring Program

Jessica Olsen, Program Manager and John Klassen, Director of Air Quality Science and Planning

Jessica Olsen provided an update on the community air monitoring program in Shafter. She discussed the air monitoring site locations and the toxics they will measure. Members of the committee and the public were asked for additional feedback for one more air monitoring site.

John Klassen provided an update on the air monitoring data. John discussed PM2.5 data collected from the air monitors located at Grimmway Academy and DMV in Shafter for the last 3 quarters. He also compared PM2.5 data collected from Bakersfield, Corcoran, Oildale and Shafter. John stated the District will have data information for PM10 after the almond harvesting season ends. Jessica and John provided answers to questions from Committee members and the public.

Questions & Comments

- How soon will we be able to see PM2.5 data?
- Does CARB have an update for PM10 data?
- I saw the monitoring stations, but I don't see one for freeway 99. There is a bad odor every morning. The smell reaches all the way to Shafter, we can't even have our windows open. Can we add a stationary monitor at this time?
- Is the data for Corcoran and Oildale on the District's website?
- The Mexican Colony has a community Committee. Have you reach out to them?
- What is the average data for PM2.5?
- We asked for trees on freeway 99 to I-5. There is a lot of dust from the almond harvesters. We need to correct this issue.
- What are the PM2.5 standards from CARB?

- Why haven't we talked about Valley Fever?
- Will the monitoring van be available at night during wood burning season?
- 99 gets extremely foggy at night from dust, are you going to monitor that?

4. Update on Statewide Pesticides Measures

Jesse Cuevas, Chief Deputy Director for DPR and Edgar Vidrio, DPR Staff

Jesse Cuevas Chief Deputy Director for the Department of Pesticides discussed the possibility of providing pesticide monitors and pesticide notifications for the public to access. DPR will be holding public workshops in the coming months throughout the state to discuss the pesticide notification system and mitigation strategies for 1,3-D short term exposures.

Edgar Vidrio from the Department of Pesticides provided a brief presentation of a previous workshop discussing state wide mitigation strategies for 1,3-Dichloroprone. The measures may also include buffer zone requirements, application limits and possible tarping. Edgar also mentioned a discussion to address options to reduce the use of fumigants and other pesticides. DPR continues to prohibit the use of 1,3-D through the month of December as the air concentration levels are high during this time. DPR is considering requiring the use of traps during all or some applications. DPR is also proposing to require an (FMP) Field Management Plan from all applicators. Edgar provided answers to questions from the Committee members and the public.

Questions & Comments for DPR

- We would like to see the current charts? The charts we were shown are outdated.
- Is this to encourage more tarping?
- Are you looking at health standards for exposure to pesticides?
- Why does OEHHA have higher health standards than DPR?
- I was able to attend DPR'S workshop. Do you have information regarding the animal study performed on lab rats?
- What is DPR recommending for tarping?

5. Community Emission Reduction Program

Jessica Olsen, Valley Air District, Program Manager

Jessica provided an update on the three stages of the Community Emission Reduction Program. Items in Stage 1 are those that have been implemented or are already happening. Items in Stage 3 are items the District needs feedback from CARB or the Districts Board as these are unique suggestions or require match funding. Items in Stage 2 are items that the District has guidelines to move forward with, but the District needs the Committees guidance to set priorities on these items.

Prioritization exercise:

The committee was asked to prioritize the items under Stage 2 by placing a note under the categories “Love it”, “Like it” or “want”. Items under “Love it” would take top priority, “Like it” would be items under second priority and “want” are new items to consider.

6. Wrap-up and Next Steps

Christal Love Lazard, facilitator

Christal thanked the Steering Committee and the public for their participation and informed them the next steering committee meeting will be a joint meeting with CARB and would be Monday, November 4, 2019.

**Refer to meeting audio to review the full details and comments from the meeting.*

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>



Agenda para el Comité Directivo Comunitario de Shafter Reunión #15

21 de octubre de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
 - Ver la camioneta de monitoreo y otro equipo
Brad Dawson, Distrito del Aire, Especialista en Instrumentos de Calidad del Aire
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
Christal Love Lazard, Institute for Local Government, Facilitadora
3. Programa Comunitario de Monitoreo del Aire 5:40 p.m.
 - Actualización de implementación del sistema de monitoreo del aire
Jessica Olsen, Distrito del Aire, Gerente de Programas
 - Resumen de los datos recopilados sobre la calidad del aire comunitario
Jon Klassen, Distrito del Aire, Director de Ciencia y Planificación de la Calidad del Aire
4. Actualización sobre las Medidas Estatales de Pesticidas 6:10 p.m.
Personal de DPR
5. Programa de Reducción de Emisiones de la Comunidad 6:30 p.m.
 - Actualización de adopción y próximos pasos
Jessica Coria, Distrito del Aire, Gerente de Programas
 - Ejercicio de priorización de estrategias
Christal Love Lazard, Institute for Local Government, Facilitadora
6. Conclusión y Próximos Pasos 7:15 p.m.
 - Próximas Reuniones: continuar cada dos meses (noviembre, enero, marzo, mayo)
 - Próxima reunión: lunes, 4 de noviembre, 2019, reunión conjunta con CARB
Christal Love Lazard, Facilitadora
7. Comentario Público 7:20 p.m.

Aprende más: community.valleyair.org

Ciudad de Shafter

Implementación del Programa de Reducción de Emisiones de la Comunidad (CERP)

21 de octubre de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Programa de Reducción de Emisiones de la Comunidad de Shafter

- Programa de Reducción de Emisiones de la Comunidad (CERP) adoptado por la Mesa Directiva del Distrito del Aire del Valle el 19 de septiembre de 2019
- Compuesto por amplias medidas desarrolladas a través de un proceso cooperativo impulsado por la comunidad
- Inversión comunitaria significativa a través de medidas regulatorias, basadas en incentivos, cumplimiento, desarrollo de la fuerza laboral, educación y otras medidas
- Reduce más de 265 toneladas de PM2.5, 1,700 toneladas de NOx, y tóxicos del aire asociados durante la vida útil del proyecto
- Mesa Directiva de CARB revisará el CERP en febrero de 2020

Implementación del CERP Impulsado por la Comunidad

- CERP desarrollado como una hoja de ruta para la reducción de emisiones y la reducción a la exposición en la comunidad de Shafter
- Aporte del Comité Directivo es esencial para guiar los esfuerzos de implementación por parte del Distrito, CARB, otras agencias, y socios comunitarios
 - Implementación inicial de los esfuerzos de acción temprana, antes de la adopción de CARB, se guiará por la priorización comunitaria de las estrategias de reducción de emisiones
 - Se necesitarán comentarios adicionales del Comité y una mayor priorización después de que CARB considere el CERP

Próximas Fechas del Comité Directivo de la Comunidad Shafter

Sálón de Veteranos de Shafter | 309 California Ave.

Visite community.valleyair.org para obtener la información más reciente.



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

Noviembre 2019

- Lunes, 4 de noviembre a las 5:30pm (Reunión conjunta con CARB)

Diciembre 2019

- No reunión debido a las vacaciones

Enero 2020

- Lunes, 13 de enero a las 5:30pm

Febrero 2020

- Audiencia de la Mesa Directiva de CARB el 13 de febrero
Recorrido de la comunidad por la mañana, audiencia por la noche en Shafter
- No hay reunión del Comité Directivo debido a la audiencia de la Mesa Directiva de CARB

Marzo 2020

- Lunes, 9 de marzo a las 5:30pm

Ejercicio de Hoy

- Estrategias del CERP se han categorizado en tres etapas de implementación
 - Etapa 1: Programa ya está en marcha
 - Etapa 2: Programa tiene pautas y hay fondos disponibles; necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)
 - Etapa 3: Programa necesitará el desarrollo de pautas o más instrucciones de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.
- El facilitador guiará al Comité y al público a través del ejercicio para obtener sus comentarios sobre la prioridad relativa de implementar medidas de la Etapa 2 en la comunidad

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina en Fresno (559) 230-6000

Oficina en Modesto (209) 557-6400

Oficina en Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Use la aplicación
Valley Air para
obtener la
información más
reciente sobre la
calidad del aire



Comité Directivo de Shafter - Implementación del Programa de Reducción de Emisiones de la Comunidad

Medida #	Agencia Ejecutora	Borrador de la Medida	Suma Total de Financiamiento Ajustado
HD.1	SJVAPCD	Proporcionar una mayor financiación de incentivos para la sustitución de camiones pesados con tecnología de emisiones cero y casi cero.	\$ 4,000,000
HD.2	SJVAPCD	Despliegue de camiones de patio con cero emisiones y unidades de refrigeración de camiones (TRUs)	\$ 1,500,000
HD.3	CARB, SJVAPCD	Aplicación Mejorada de la Regulación Estatal Contra el Ralentí	
HD.4	SJVAPCD	Programa de Incentivos para Reemplazar los Autobuses Escolares Diésel Antiguos por Tecnología de Emisión Cero o Casi Cero	\$ 4,000,000
HD.5	SJVAPCD	Programa de Incentivos para el Reemplazo del Autobús de Tránsito para Dial-a-Ride	\$ 400,000
HD.7	SJVAPCD	Incentivos para reemplazar los antiguos motores diésel de vagones de ferrocarril y conmutadores por una nueva tecnología de motores limpios	\$ 4,100,000
HD. 8	SJVAPCD, Ciudad, Condado, PUC	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo	\$ 1,000,000
HD.9	Ciudad, Condado, Caltrans	Cambio de Ruta de Camiones de Servicio Pesado	
C.1	SJVAPCD	Anfitrión de eventos de afinación dentro de la comunidad	\$ 400,000
C.2	SJVAPCD	Programa de Incentivos para la Sustitución de Vehículos de Pasajeros por Vehículos Eléctricos a Batería o Híbridos Plug-in	\$ 6,000,000
C.3	SJVAPCD	Programa de Incentivos para la Instalación de Infraestructura de Carga EV	\$ 850,000
C.4	SJVAPCD	Aumento del Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos	\$ 30,000
C.5	SJVAPCD	Programa de Incentivos para el Lanzamiento del Programa de Vehículo Compartido para la Comunidad	\$ 500,000
A.2	SJVAPCD	Proporcionar incentivos para cosechadoras de nueces de bajo polvo	\$ 2,500,000
A.3	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (triturar/incorporación de suelo)	\$ 1,000,000
A.4	SJVAPCD	Promover la Implementación de Prácticas de Conservación de Cultivo	
A.5	SJVAPCD, PUC/IOU	Proporcionar incentivos para reemplazar los motores de las bombas agrícolas diésel por motores eléctricos	\$ 230,000
A.6	SJVAPCD	Proporcionar incentivos para reemplazar los equipos diésel de agricultura (tractores) por los equipos disponibles más limpios	\$ 5,000,000
A.9	SJVAPCD, CDFA, NRCS	Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas	
A.10	CARB/DPR, Comisionado de Agricultura	Medidas de Pesticidas (Bajo Desarrollo por CARB y DPR)	\$ 125,000
IS.1	SJVAPCD	Llamaradas-Modificar Regla 4311	-
IS.2	SJVAPCD	Evaluar la Viabilidad de Financiar Más Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas	
IS.3	SJVAPCD	Frecuencia de Inspección Mejorada	
IS.4	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	
IS.5	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	
RB.1	SJVAPCD	Proporcionar incentivos mejorados para reemplazar los aparatos de quema de leña	\$ 600,000
RB.2	SJVAPCD	Educar al Público Sobre los Impactos Dañinos de la Quema de Leña	
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña	
RB.4	SJVAPCD, Ciudad, Condado	Alcance para Reducir la Actividad Ilegal	
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	

SD.1	PUC, SJVAPCD	Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía	\$ 1,500,000
CC.1	SJVAPCD	Incentivos para Reducir PM de Parillas Comerciales de Lumbre Abajo	\$ 150,000
LU.1	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA	
LU.2	SJVAPCD, Ciudad, Condado, COG, desarrolladores locales, otros socios locales	Uso del Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT	
LU.3	Ciudad, Condado, y California Division of Oil, Gas, and Geothermal Resources (DOGGR)	Contratiempos para la Nueva Perforación Petrolera	
LU.4	CARB, HSRA	Emisiones de Construcción: Construcción del Tren de Alta Velocidad	
LU.5	SJVAPCD, Ciudad	Financiamiento para Carriles de Bicicleta (NUEVA MEDIDA)	\$ 1,000,000
RD.1	Ciudad, Condado, CDOT	Polvo de Carretera: Evaluar el Aumento en la Frecuencia de Barrido de Calles	
RD.2	Ciudad, COGs, Condado	Polvo de Carreteras: Pavimentación de Carreteras e Instalaciones en Aceras	\$ 2,775,000
LG.1	SJVAPCD	Proporcionar incentivos mejorados para el reemplazo de equipos residenciales de césped y jardín (gratis para los residentes de Shafter)	\$ 100,000
LG.2	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín	\$ 40,000
PF.1	SJVAPCD, Ciudad, Condado	Mejorar el Alcance y el Acceso a Fondos Incentivos para Vehículos de Flotillas Públicas	\$ 100,000
SC.1	SJVAPCD	Sistemas de Filtración de Aire en Escuelas Comunitarias	\$ 250,000
SC.2	SJVAPCD y distritos escolares locales	Escuelas HAL: Aumentar la Participación	
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación	
IAQ.1	CAPK, CSD, SJVAPCD, Ciudad, Condado, CEC	Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética	
UG.1	SJVAPCD, Ciudad, Condado	Aumentar el Desarrollo Ecológico Urbano y Forestal en la Comunidad	\$ 55,000
IR.1	SJVAPCD, CARB, Ciudad, Condado	Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles	
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire	
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire	

Verde= ¡El programa ya está en marcha!

Negro= El programa tiene pautas y financiación, pero necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)

Rojo = El programa puede necesitar desarrollo de pautas, más dirección de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.

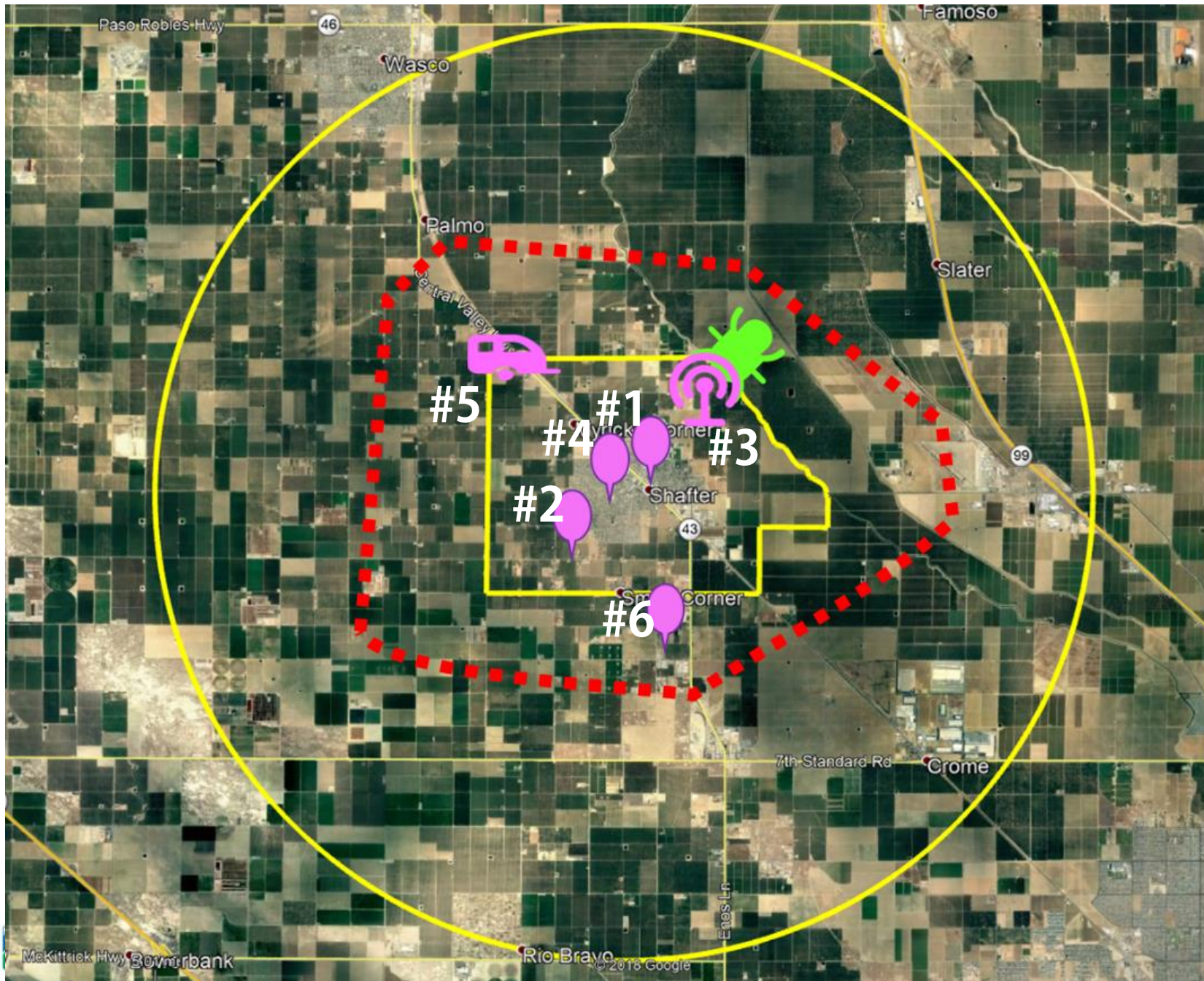
Actualización sobre el Plan de Monitoreo del Aire de la Comunidad de Shafter

Distrito para el Control de la Contaminación del Aire
del Valle de San Joaquín
21 de octubre de 2019


Monitoreo del Aire Comunitario en Progreso

- Sitios determinados durante la Reunión del Comité Directivo de la Comunidad en agosto
- Dos monitores PM2.5 funcionando durante los últimos meses
- Distrito en varias etapas de discusión con la propiedad y los funcionarios del distrito escolar para los sitios restantes
- Necesitamos ayuda con al menos la ubicación de un sitio
- Se espera que la mayoría del monitoreo del aire esté en progreso a fines de 2019






 **Monitoreo de Pesticidas de DPR**

 **PM2.5 Independiente**

 **Sistema de Monitoreo del Aire Compacto**

 **Remolque**

 **Camioneta de Monitoreo Móvil**

- Conducir en un horario regular durante todo el límite durante todo el año
- Responder a las preocupaciones de la comunidad
- 
- Ruta de enfoque recomendada

Sitio #1: Shafter DMV

- PM2.5 en Tiempo Real
 - Comenzó el 6 de febrero
- PM10 en Tiempo Real
 - Debido a la solicitud de la comunidad
 - EBAM temporal - Comenzó el 22 de agosto



Sitio #2: Grimmway Academy

- PM2.5 en Tiempo Real
 - Comenzó el 26 de junio



Sitio #3: Sequoia Elementary

- Sistema de Monitoreo Compacto
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, y Meteorología
 - Remolque o plataforma montada
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Richland Unified
- El monitoreo de pesticidas de DPR continuará



Sitio #4: Golden Oak Elementary

- PM2.5 en Tiempo Real
 - Plataforma montada
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Richland Unified



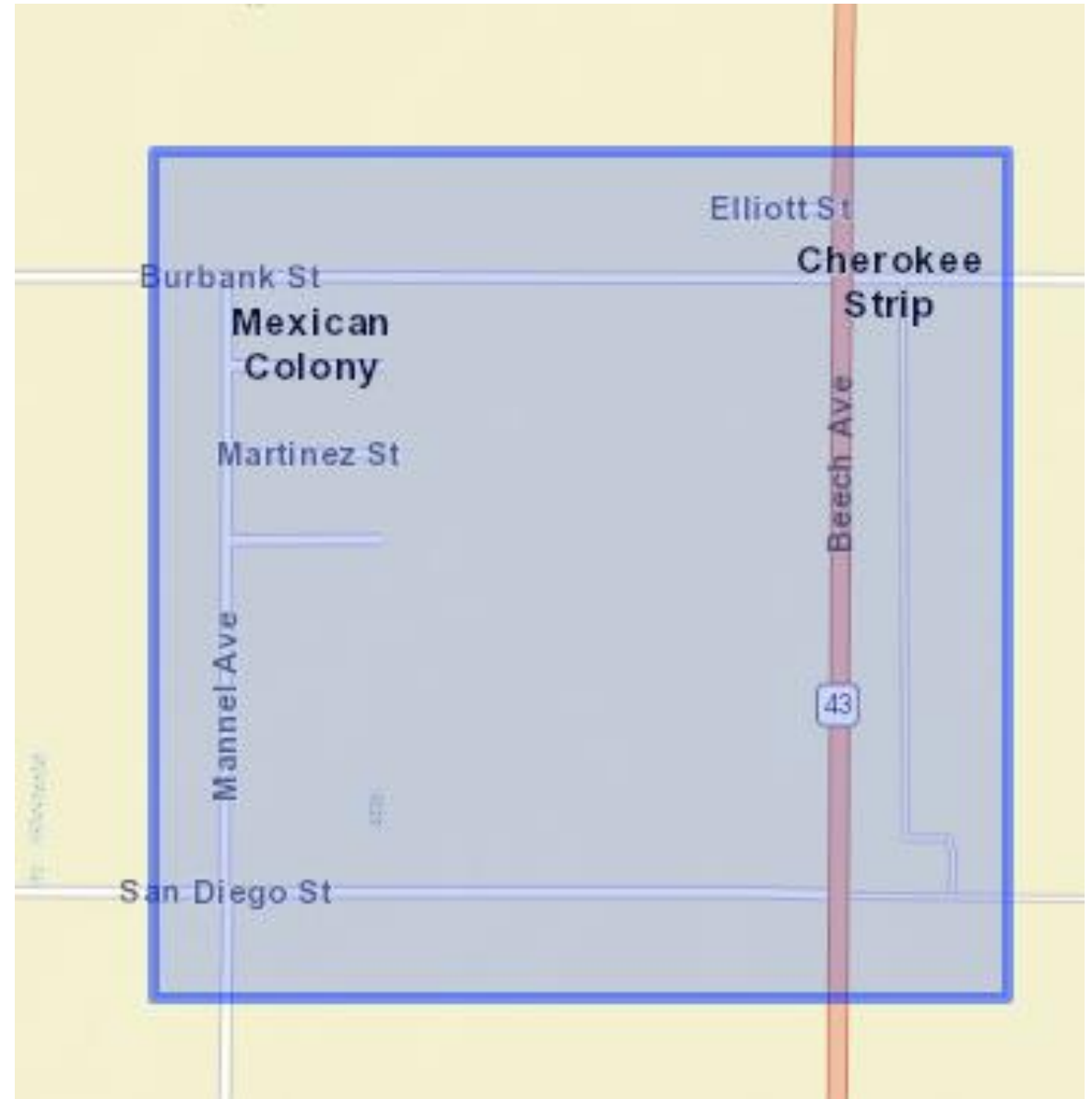
Sitio #5: Campo de Trabajo Agrícola

- Remolque
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, tóxicos, CO y Meteorología
 - Requiere seguridad, electricidad mejorada y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con la Autoridad de Vivienda del Condado de Kern



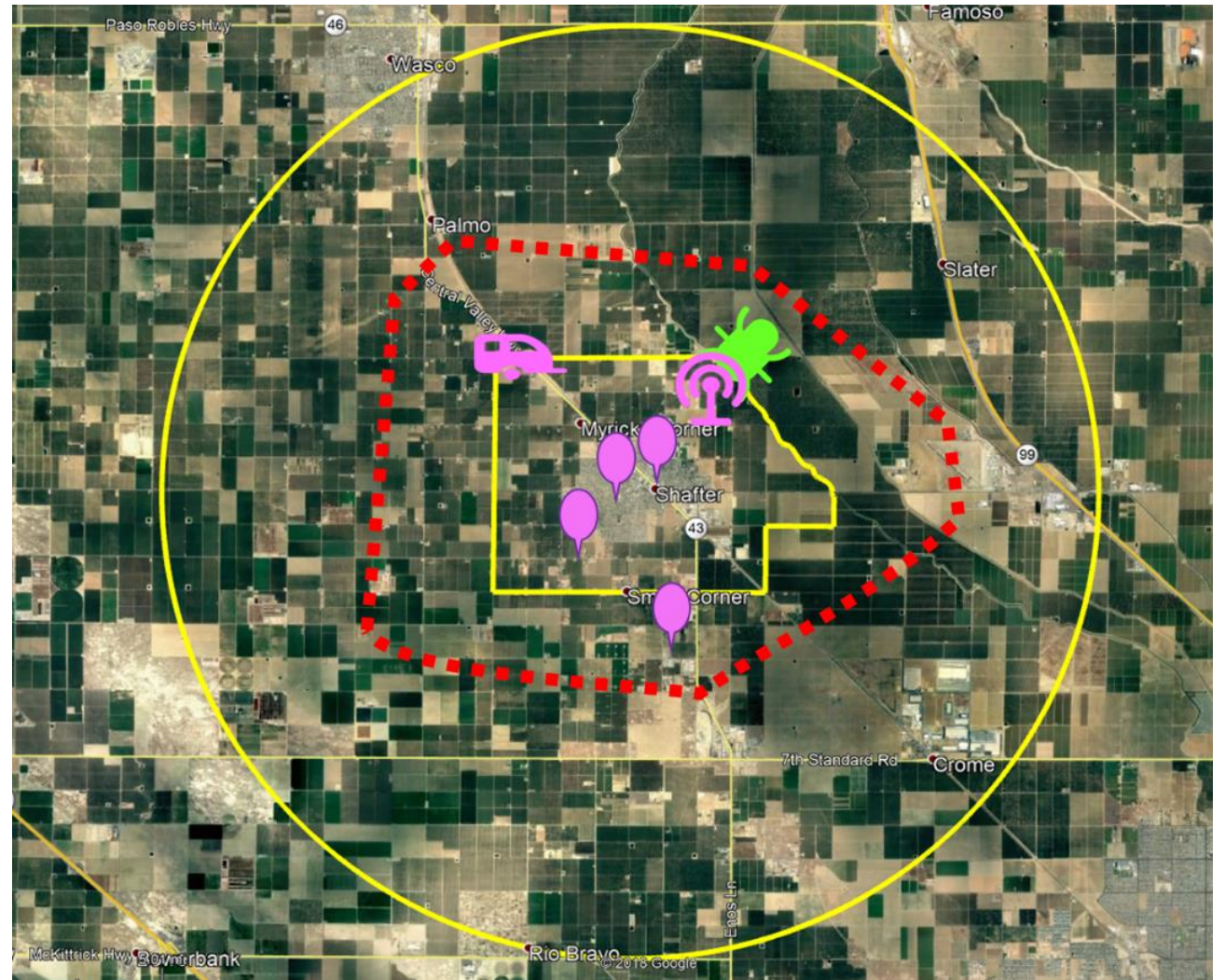
Sitio #6: Mexican Colony

- PM2.5 en Tiempo Real
 - Remolque o plataforma montada
 - Requiere seguridad, electricidad y acceso
- El Distrito enfrenta un desafío de encontrar un sitio adecuado que cumpla con las especificaciones
 - Necesitamos ayuda y comentarios del Comité Directivo de la Comunidad en un sitio alternativo



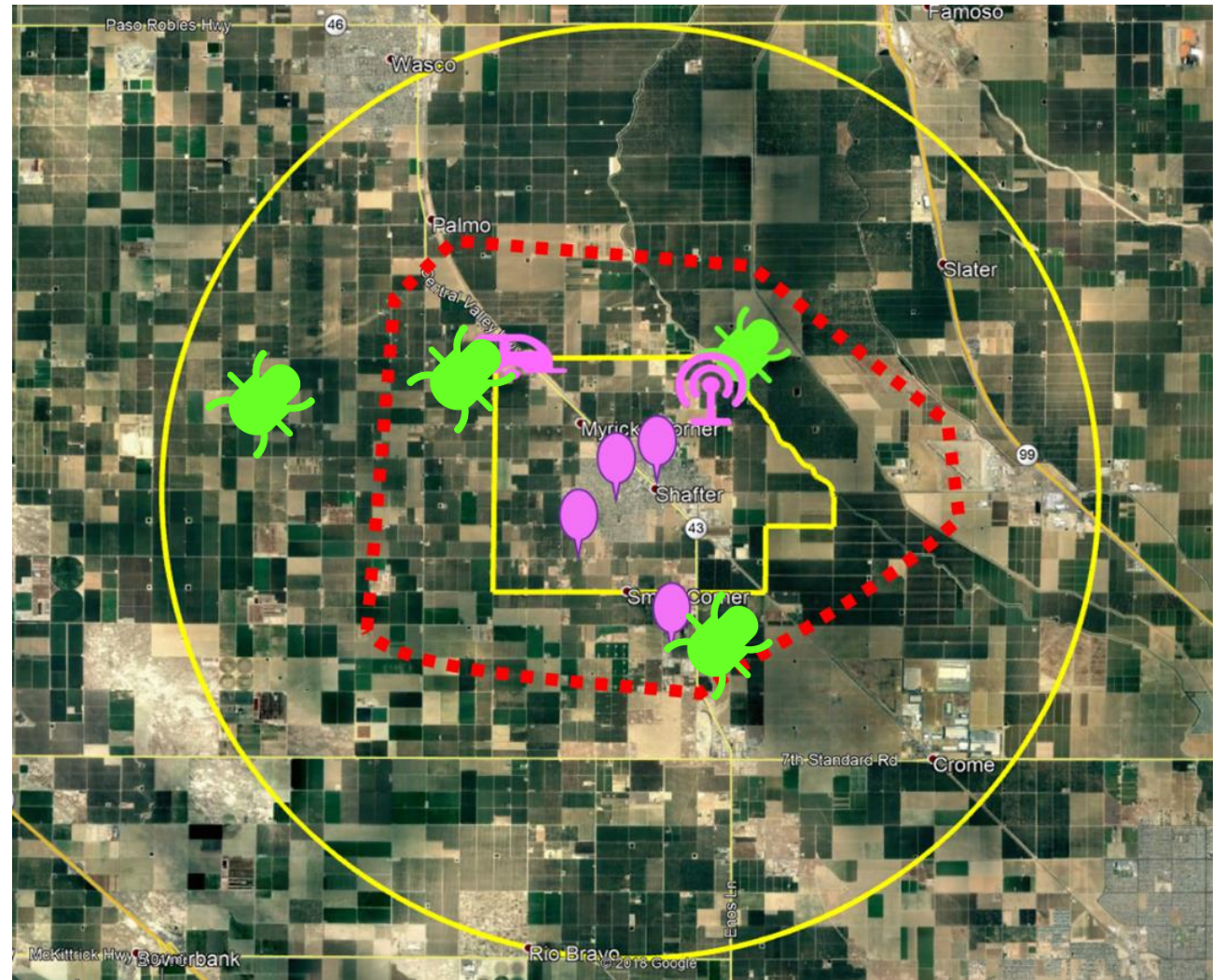
Camioneta de Monitoreo del Aire

- Camioneta Móvil
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, tóxicos, CO y Meteorología
- Centrarse en Mexican Colony y Cherokee Strip de forma regular
 - Si la electricidad y la seguridad del sitio lo permiten, estacionar por un período prolongado para comprender a largo plazo las fuentes de contaminación
- Usar regularmente en un radio de 7 millas
- Para comenzar en noviembre de 2019

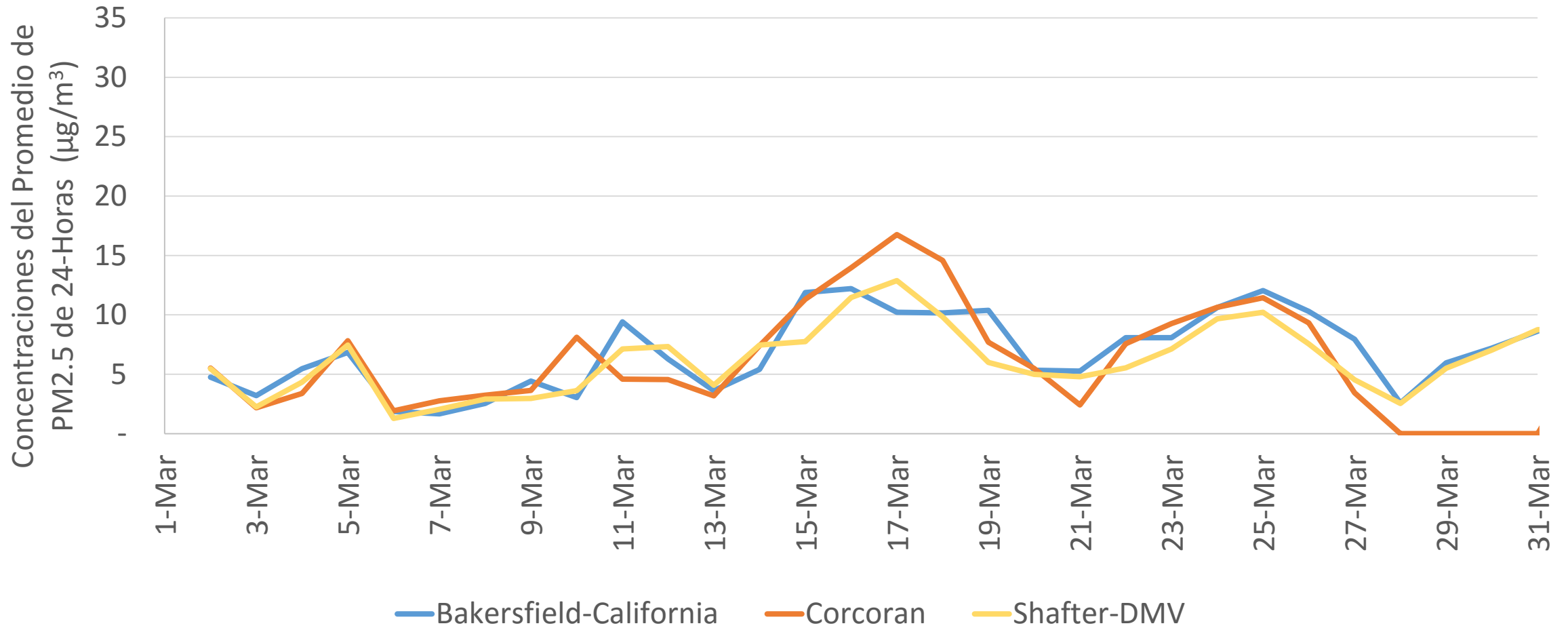


Monitoreo de Pesticidas de DPR

- El Comité Directivo de la Comunidad recomendó sitios adicionales de monitoreo de pesticidas en el aire durante el ejercicio del 26 de agosto
- DPR continuará usando recomendaciones para desarrollar esfuerzos locales y estatales



Comparación de Datos del Promedio Diario de PM2.5 marzo de 2019



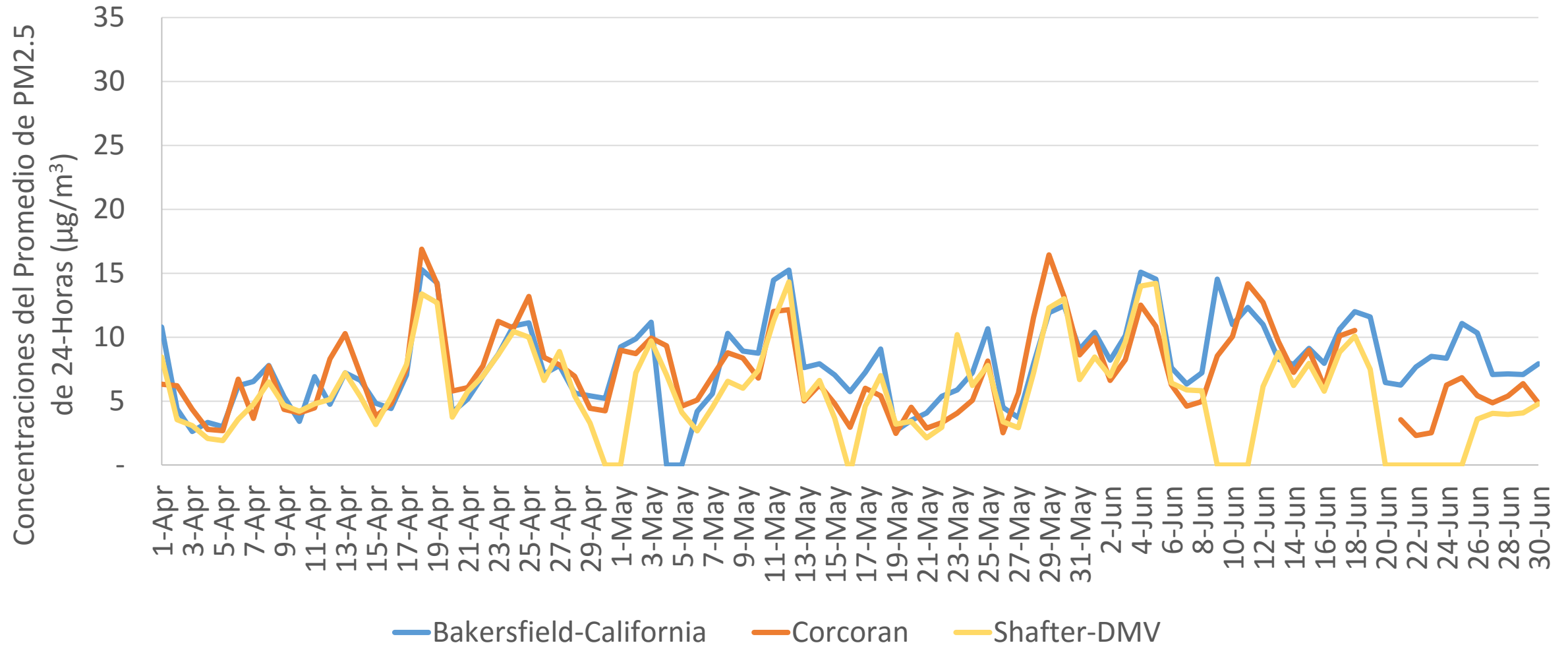
Comparación del Promedio de PM2.5

marzo de 2019

Sitio	Concentración del Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	6.95
Corcoran	6.92
Shafter-DMV	6.24

Comparación de Datos del Promedio Diario de PM2.5

1 de abril–30 de junio de 2019



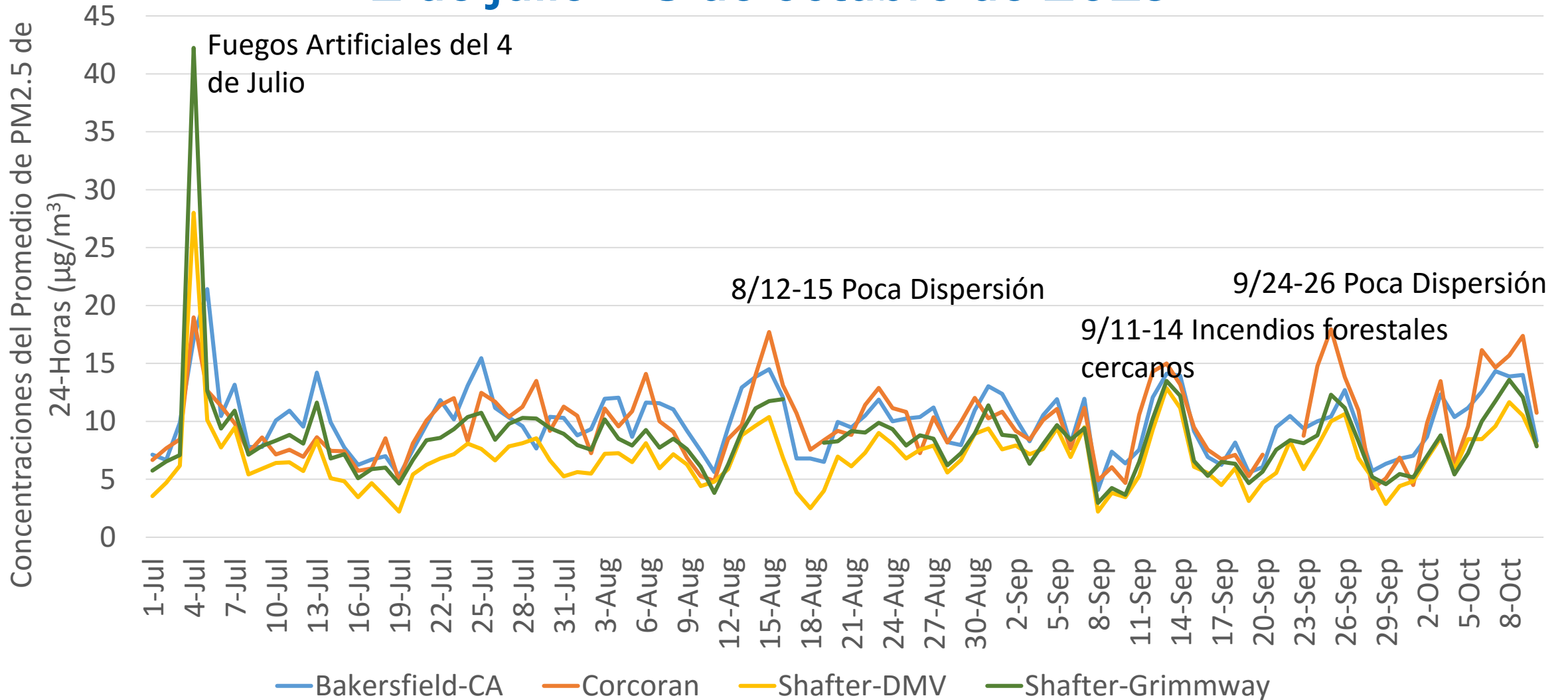
Comparación del Promedio de PM2.5

1 de abril–30 de junio de 2019

Sitio	Concentración del Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	8.07
Corcoran	7.24
Shafter-DMV	6.49

Comparación de Datos del Promedio Diario de PM2.5

1 de julio – 8 de octubre de 2019

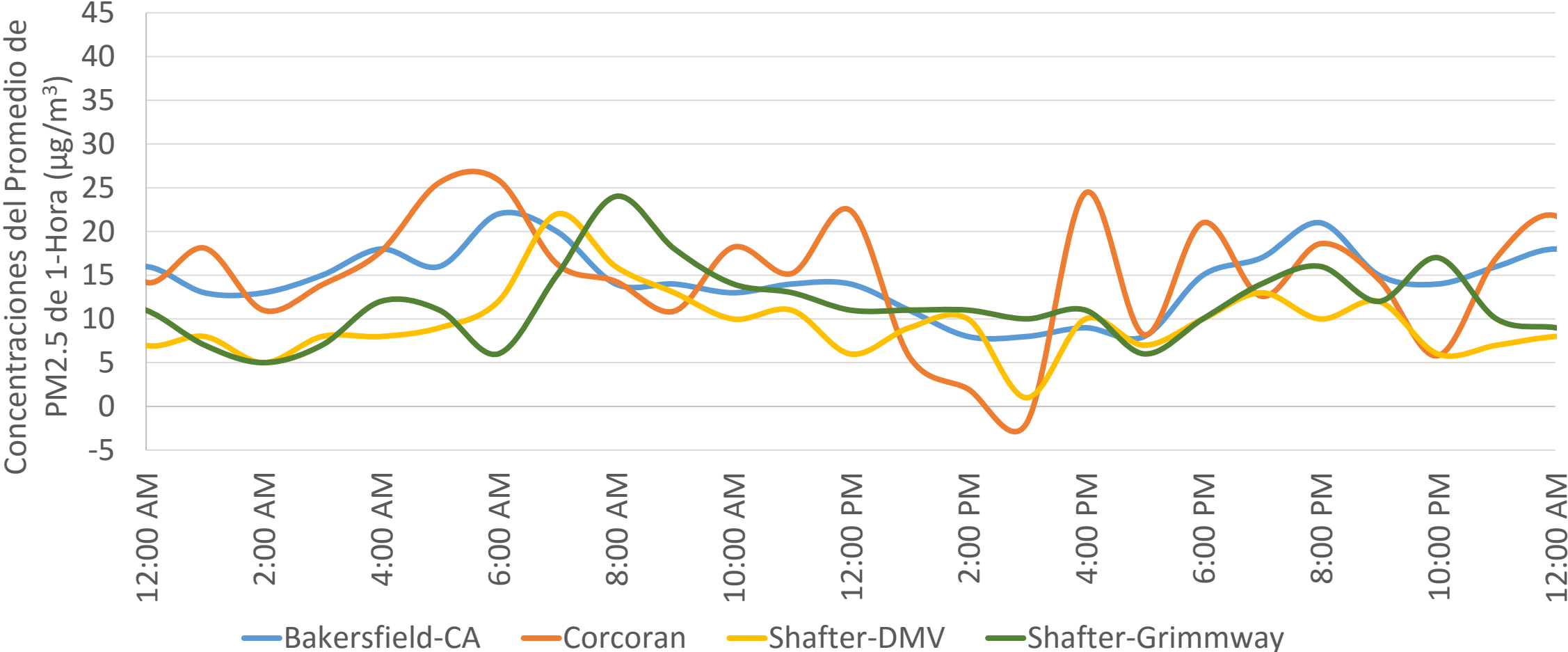


Comparación del Promedio de PM2.5

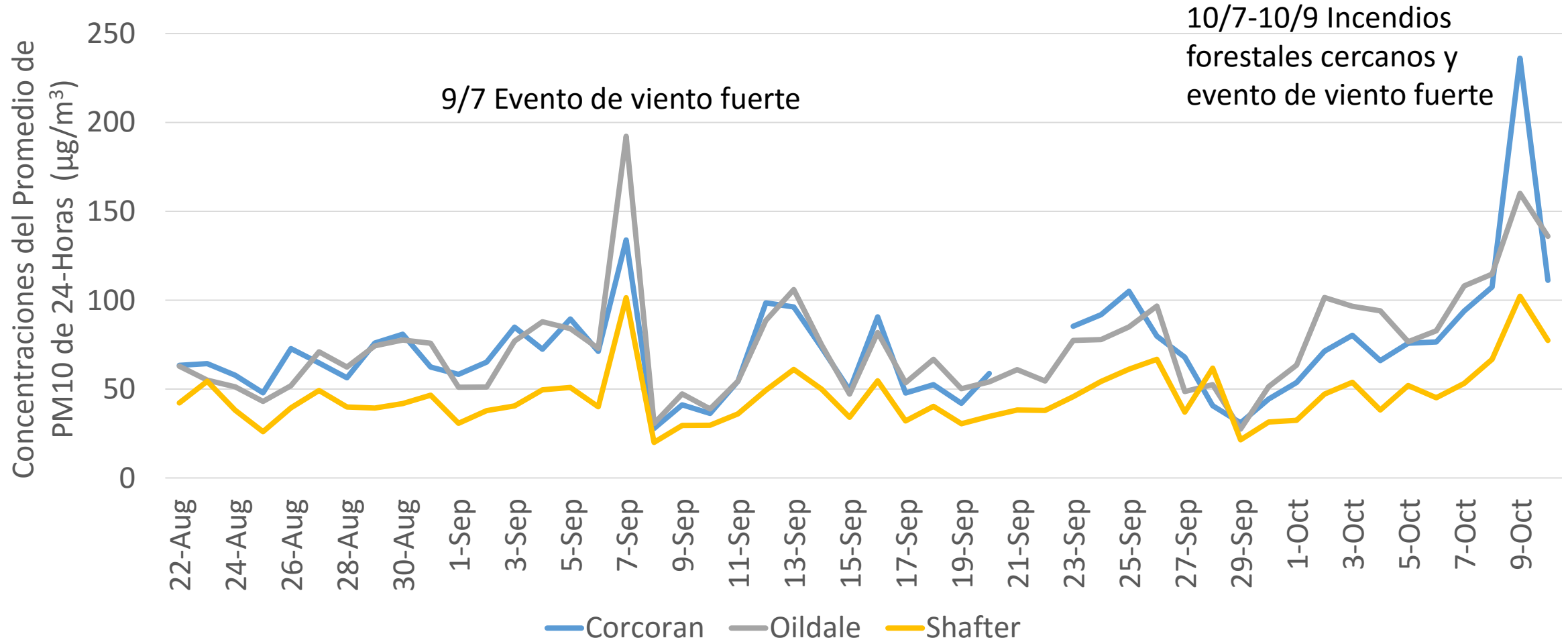
1 de julio – 8 de octubre de 2019

Sitio	Concentración del Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	9.95
Corcoran	9.84
Shafter-DMV	6.97
Shafter-Grimmway	8.58

Comparación de Datos del Promedio por Hora de PM2.5 7 de octubre de 2019



Comparación de Datos del Promedio Diario de PM10 22 de agosto - 10 de octubre de 2019



Comparación del Promedio de PM10

22 de agosto – 10 de octubre de 2019

Sitio	Concentración del Promedio de PM10 ($\mu\text{g}/\text{m}^3$)
Oildale	73
Corcoran	74
Shafter-DMV	46

Opciones para Mitigar la Exposición Aguda al 1,3-Dicloropropeno

Taller Público

21 de Octubre de 2019



Objetivo del Taller

Explorar medidas adicionales para proteger a transeúntes y residentes de la exposición a corto plazo por inhalación de 1,3-dicloropropeno (1,3-D).

Estas medidas incluyen los requisitos de la zona de contención, límites de niveles de aplicación y colocación de lonas de cobertura.

Opciones para Abordar la Exposición Aguda en Transeúntes

*El DPR esta identificando opciones para su consideración;
la combinación específica de las medidas de mitigación tiene fines de debate durante este taller.*

- Continuar prohibiendo toda aplicación del 1,3-D durante diciembre.
- Exigir lonas.
- Exigir un Plan de Gestión de Campo (FMP, por sus siglas en inglés) para cada aplicación.
- Incorporar los requisitos de la etiqueta actual Fase II para fumigantes que incluyen: Preparación ante Emergencias, Respuesta y Sitio Difícil de Evacuar.
- Límite de Secciones de Aplicación a un **máximo de 40 acres**.
- Exigir una distancia permanente de una Estructura Ocupada de **200 pies**.
- Para dos o más aplicaciones, si el horario de aplicación se encuentra dentro de **96 horas** o su sección de aplicación se encuentra **dentro de los 800 pies**, su área combinada **no debe exceder los 40 acres** .
- ***Opciones de mitigación adicionales dependiendo del Método de Fumigación de Campo (FFM, por sus siglas en inglés) :***
 - *Distancia y duración de las zonas de contención, tasas máximos de aplicación, mayor tiempo para corte de lonas TIF, requisito de incremento de humedad del suelo u otros nuevos métodos de aplicación de emisiones reducidas.*

Distancia y Duración Estimadas para la Zona de Contención

FFM	Descripción	Distancia de la Zona de Contención (Tasa = 332 lb/acre) Meta = 55 ppb		Distancia de la Zona de Contención (Tasa = 332 lb/acre) Meta = 110 ppb	
		Distancia de Contención	Duración de Contención	Distancia de Contención	Duración de Contención
		(pies)	(días)	(pies)	(días)
1201	Superficial/Al voleo o en camas/Sin lona	3,540	5.2	1,907	3.5
1206	Profunda/Al voleo o en camas/Sin lona	1,919	6.4	1,001	4.4
1242	Superficial/Al voleo/TIF	62	1.7	23	0.7

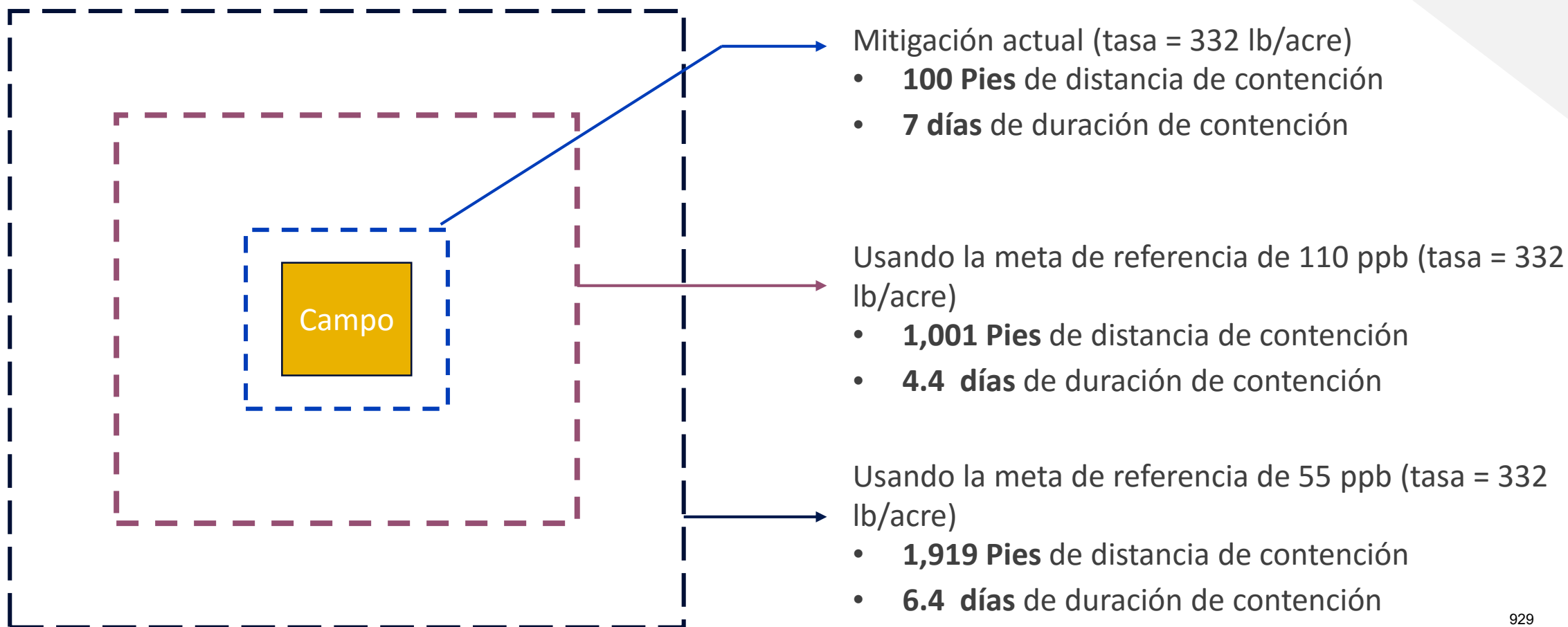
FFM 1201: FFM con el estimado más alto de emisiones de 1,3-D

FFM 1206: Método de aplicación general más popular de 1,3-D

FFM 1242: Método de aplicación más popular de 1,3-D usando un Revestimiento Totalmente Impermeable (TIF, por sus siglas en inglés)

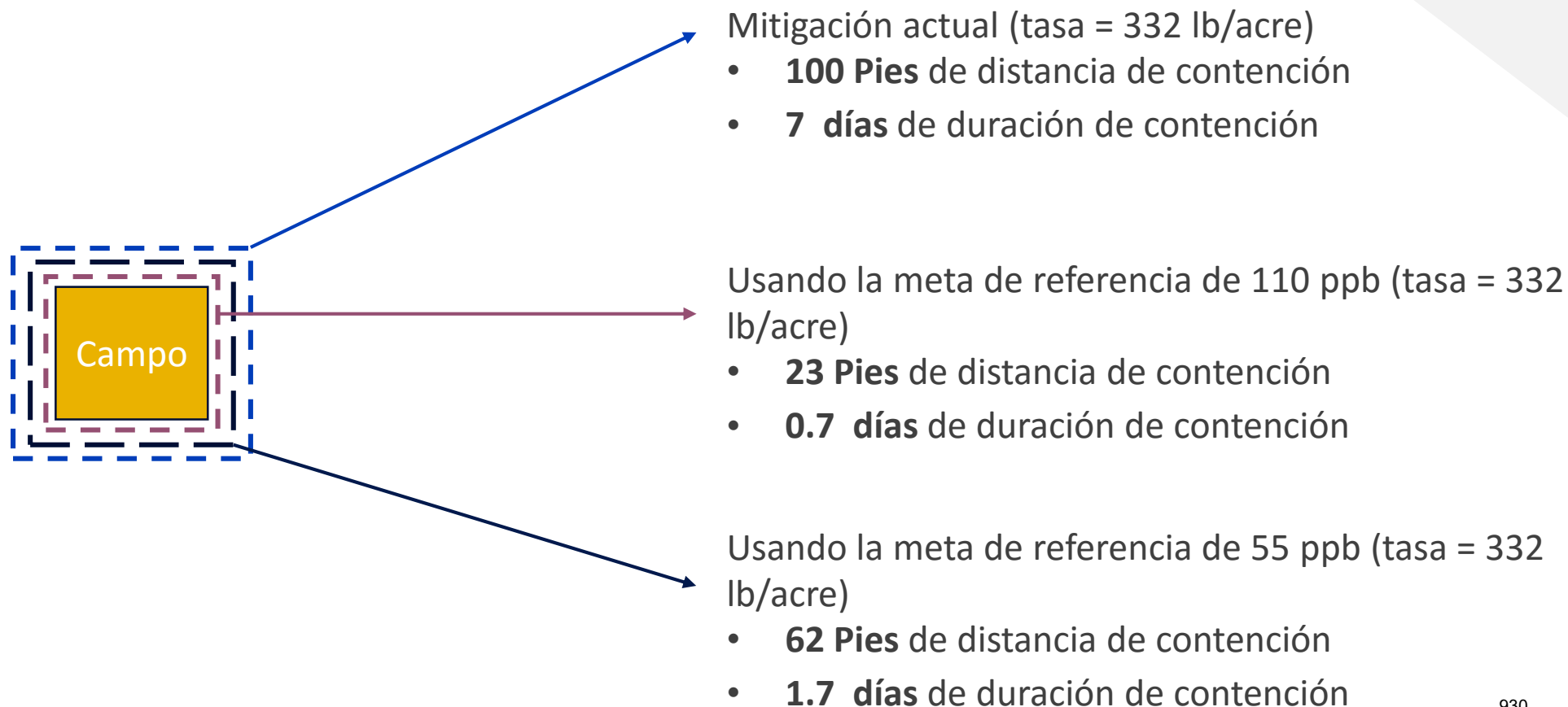
Distancia y Duración Estimadas para la Zona de Contención

FFM 1206 (Profunda/AI voleo o en camas/Sin lona): Método de aplicación general más popular de 1,3-D



Distancia y Duración Estimadas para la Zona de Contención

FFM 1242 (Superficial/AI voleo/TIF): Método de aplicación más popular de 1,3-D usando un Revestimiento Totalmente Impermeable (TIF)



Tasas Máximas de Aplicación Estimadas

FFM	Descripción	Tasa máxima de aplicación (lb/ac), ZC=200 o 500 pies para 7 d y una meta de 55 ppb		Tasa máxima de aplicación (lb/ac), ZC=200 o 500 pies para 7 d y una meta de 110 ppb	
		200pies	500pies	200pies	500pies
1201	Superficial/Al voleo o en camas/Sin lona	41.7	62.7	83.5	125.5
1206	Profunda/Al voleo o en camas/Sin lona	98.2	141.4	196.5	288.4
1242	Superficial/Al voleo/TIF	332	332	332	332

FFM 1201: FFM con el estimado más alto de emisiones de 1,3-D

FFM 1206: Método de aplicación general más popular de 1,3-D

FFM 1242: Método de aplicación más popular de 1,3-D usando un Revestimiento Totalmente Impermeable (TIF)

Tasas Máximas de Aplicación Estimadas

FFM 1206 (Superficial/AI voleo o en camas/Sin lona): Método de aplicación general más popular de 1,3-D

Mitigación actual

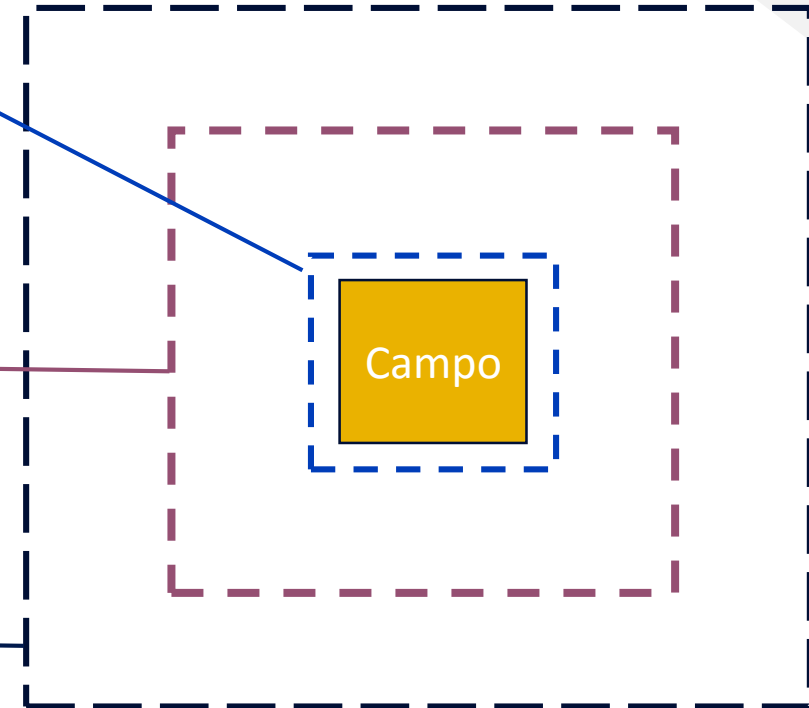
- **332 lbs/ac** pueden aplicarse con **100 pies** de zona de contención.

En una zona de contención de **200 pies**, la tasa máxima de aplicación es de:

- **196.5 lbs/ac** usando 110 ppb como meta de referencia
- **98.2 lbs/ac** usando 55 ppb como meta de referencia

En una zona de contención de **500 pies**, la tasa máxima de aplicación es de:

- **288.4 lbs/ac** usando 110 ppb como meta de referencia
- **141.4 lbs/ac** usando 55 ppb como meta de referencia



Tasas Máximas de Aplicación Estimadas

FFM 1242 (Superficial/AI voleo/TIF): Método de aplicación más popular de 1,3-D usando un revestimiento Totalmente Impermeable (TIF)

Mitigación actual

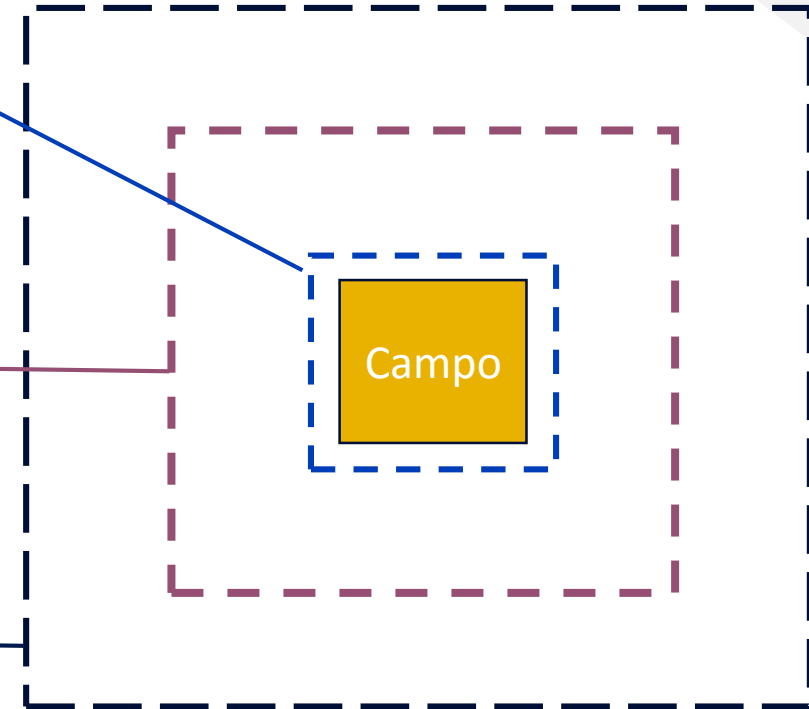
- **332 lbs/ac** pueden aplicarse con **100 pies** de zona de contención.

En una zona de contención de **200 pies**, la tasa máxima de aplicación es de:

- **332 lbs/ac** usando 110 ppb como meta de referencia
- **332 lbs/ac** usando 55 ppb como meta de referencia

En una zona de contención de **500 pies**, la tasa máxima de aplicación es de:

- **332 lbs/ac** usando 110 ppb como meta de referencia
- **332 lbs/ac** usando 55 ppb como meta de referencia



Consideraciones

- El 1,3-D es ampliamente usado:
 - Promedio anual de 12.6 millones de libras aplicadas (2011-2015).
- Los agricultores hicieron una transición a utilizar más 1,3-D cuando el bromuro de metilo fue retirado gradualmente;
 - Actualmente no existen alternativas viables a escala comercial para el 1,3-D.
- Las medidas de mitigación propuestas podrían ser costosas:
 - El DPR se encuentra trabajando con el CDFA para determinar los costos asociados con las opciones de mitigación.
- La meta es abordar los riesgos agudos para la salud.

Periodos de Implementación

- El DPR pretende dar aviso de una formulación de reglas permanente para abordar las exposiciones agudas y a cáncer del 1,3-D el próximo verano.
- El DPR se encuentra evaluando medidas de mitigación provisionales para efectos agudos del 1,3-D.
 - Estas medidas de mitigación podrían incluir requisitos similares a aquellas que prevemos serán regulaciones permanentes.
 - Esto podría estar en marcha para principios del siguiente año.

Comentarios Públicos

- El DPR está proponiendo mitigar exposiciones agudas al 1,3-D en los transeúntes.
- El DPR está solicitando comentarios para lo siguiente:
 1. Mitigación propuesta
 - Factibilidad y eficacia de las zonas de contención y de las tasas de aplicación.
 - Factibilidad y eficacia de métodos nuevos.
 - Factibilidad de exigir lonas TIF.
 - Otras medidas a considerar.
 2. Periodo y alcance de implementación y factores que el DPR debe considerar.
 3. Impacto económico y compensaciones ambientales de la mitigación propuesta.

Diapositivas de Apoyo

Distancia y Duración Estimadas para la Zona de Contención

FFM	Descripción	Distancia de la Zona de Contención (Tasa = 332 lb/acre) Meta = 55 ppb		Distancia de la Zona de Contención (Tasa = 332 lb/acre) Meta = 110 ppb	
		Distancia de Contención (pies)	Duración de Contención (días)	Distancia de Contención (pies)	Duración de Contención (días)
1201	Superficial/Al voleo o En camas/Sin lona	3,540	5.2	1,907	3.5
1202	Superficial/Al voleo/Sin lona TIF	2,409	5.0	1,239	3.2
1203	Superficial/En camas/Sin lona TIF	3,000	4.6	1,560	3.2
1204	Superficial/Al voleo o En camas c/ 3x Irrigación/Sin lona	2,347	5.3	1,186	3.7
1205	Superficial/En camas c/ 3x Irrigación/Sin lona TIF	2,747	4.6	1,419	3.0
1206	Profunda/Al voleo o En camas/Sin lona	1,919	6.4	1,001	4.4
1207	Profunda/Al voleo/Sin lona TIF	1,260	5.7	642	4.2
1209	Irrigación química/En camas/Sin lona TIF	1,973	3.6	980	2.2
1210	Profunda/En franjas/Sin lona	1,825	6.9	941	4.7
1211	Profunda/Orientada por GPS/Sin lona	1,919	6.4	1,001	4.4
1242	Superficial/Al voleo/TIF	62	1.7	23	0.7
1243	Superficial/En camas/TIF	726	3.9	346	2.6
1245	Superficial/En camas c/ 3x Irrigación/TIF	319	3.4	118	2.1
1247	Profunda/Al voleo/TIF	121	4.0	92	2.8
1249	Profunda/En franjas/TIF	93	3.8	44	1.8 ⁹³⁸
1259	Irrigación química/En camas/TIF	480	3.0	205	1.9

Tasas Máximas de Aplicación Estimadas

FFM	Descripción	Tasa máxima de aplicación (lb/ac), ZC=200 o 500 pies para 7 d y una meta de 55 ppb		Tasa máxima de aplicación (lb/ac), ZC=200 o 500 pies para 7 d y una meta de 110 ppb	
		200pies	500pies	200pies	500pies
		1201	Superficial/Al voleo o En camas/Sin lona	41.7	62.7
1202	Superficial/Al voleo/Sin lona TIF	70.5	106.1	140.9	212.5
1203	Superficial/En camas/Sin lona TIF	51.9	78.5	103.8	157.2
1204	Superficial/Al voleo o En camas c/ 3x Irrigación/Sin lona	69.7	105.3	139.3	211.1
1205	Superficial/En camas c/ 3x Irrigación/Sin lona TIF	56.6	85.6	113.2	171.5
1206	Profunda/Al voleo o En camas/Sin lona	98.2	141.4	196.5	288.4
1207	Profunda/Al voleo/Sin lona TIF	165	223.8	332	332
1209	Irrigación química/En camas/Sin lona TIF	75.9	116.3	151.9	232.9
1210	Profunda/En franjas/Sin lona	106	146.7	213.2	303.5
1211	Profunda/Orientado por GPS/Sin lona	98.2	141.4	196.5	288.4
1242	Superficial/Al voleo/TIF	332	332	332	332
1243	Superficial/En camas/TIF	233.8	331.5	332	332
1245	Superficial/En camas c/ 3x Irrigación/TIF	325.8	332	332	332
1247	Profunda/Al voleo/TIF	332	332	332	332
1249	Profunda/En franjas/TIF	332	332	332	332
1259	Irrigación química/En camas/TIF	254.5	332	332	332
1290	Otro método de la etiqueta	41.7	62.7	83.5	125.5



Agenda for Shafter Community Steering Committee Meeting #16

November 4, 2019 – Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
Karen Magliano, Chief of Office of Community Air Protection, CARB
Jon Klassen, Director of Air Quality Science and Planning, Valley Air District
3. CARB: Community Air Protection Program (CAPP) Overview 5:40 p.m.
 - What is CAPP? Why are we here? What are the next steps?
Skott Wall, Community Liaison, CARB
Jessica Coria, Program Manager, Valley Air District
4. CARB: Community Emission Reduction Program Discussion 5:55 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
5. District: Strategy Prioritization Results and Initial Progress 6:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
Valley Air District Staff
6. Wrap-up and Next Steps 7:00 p.m.
 - Next Steering Committee meeting: Monday, Jan 13, 2020
 - February 13, 2020 CARB Board Hearing in Shafter
Christal Love Lazard, Institute for Local Government, Facilitator
7. Public Comment 7:05 p.m.

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #16

4 de noviembre de 2019 – Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
Karen Magliano, Directora de la Oficina de Protección del Aire de la Comunidad, CARB
Jon Klassen, Director de Ciencia y Planificación de la Calidad del Aire, Distrito del Aire del Valle
3. CARB: Resumen del Programa Comunitario de Protección del Aire (CAPP) 5:40 p.m.
 - ¿Qué es CAPP? ¿Por qué estamos aquí? ¿Cuáles son los próximos pasos?
Skott Wall, Asistente de Enlace con la Comunidad, CARB
Jessica Coria, Gerente de Programas, Distrito del Aire del Valle
4. CARB: Discusión del Programa de Reducción de Emisiones de la Comunidad 5:55 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
5. Distrito: Resultados de Priorización de Estrategias y Progreso Inicial 6:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
Personal del Distrito del Aire del Valle
6. Conclusión y Próximos Pasos 7:00 p.m.
 - Próxima Reunión del Comité Directivo: lunes, 13 de enero de 2020
 - 13 de febrero de 2020 Audencia Pública de CARB en Shafter
Christal Love Lazard, Institute for Local Government, Facilitadora
7. Comentario Público 7:05 p.m.

Aprende más: community.valleyair.org

Shafter Steering Committee - Community Emission Reduction Program Implementation

Measure #	Implementing Agency	Draft Measure	Adjusted Funding Amount	Love (Tally)	Like (Tally)
A.2	SJVAPCD	Provide Incentives for Low-Dust Nut Harvesters	\$ 2,500,000	14	1
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology	\$ 4,000,000	13	1
A.3	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	\$ 1,000,000	12	
HD.4	SJVAPCD	Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology	\$ 4,000,000	11	1
A.6	SJVAPCD	Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment	\$ 5,000,000	10	1
RD.1	City, County, CDOT	Road Dust: Evaluate increasing frequency of street sweeping		10	2
VB.1	SJVAPCD, Caltrans, City, County	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern		10	2
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments		8	
IAQ.1	CAPK, CSD, SJVAPCD, City, County, CEC	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency		8	1
IR.1	SJVAPCD, CARB, City, County	Idling-Reduction Strategy: Protect Sensitive Receptors		8	2
A.5	SJVAPCD, PUC/IOU	Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors	\$ 230,000	7	3
SC.2	SJVAPCD and local school districts	HAL Schools: Increase Participation		7	1
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	\$ 1,500,000	6	3
HD.5	SJVAPCD	Incentive Program for Transit Bus Replacement (for Dial-a-Ride)	\$ 400,000	6	3
HD.7	SJVAPCD	Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean-Engine Technology	\$ 4,100,000	4	4
HD. 8	SJVAPCD, City, County, PUC	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	\$ 1,000,000	4	3
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	\$ 600,000	4	5
C.3	SJVAPCD	Incentive Program for Installation of EV Charging Infrastructure	\$ 850,000	3	2
PF.1	SJVAPCD, City, County	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	\$ 100,000	3	2
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	\$ 400,000	2	7
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	\$ 150,000	2	2
C.4	SJVAPCD	Increased Educational Training for EV Mechanics	\$ 30,000	1	3
RB.2	SJVAPCD	Educate Public About Harmful Impacts of Wood Burning		1	2
LG.2	SJVAPCD	Provide Enhanced Outreach and Access to Incentives for Replacement of Commercial Lawn and Garden Equipment	\$ 40,000		5
HD.3	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation			
HD.9	City, County, Caltrans	Heavy Duty Truck Rerouting			
A.4	SJVAPCD	Promote Implementation of Conservation Tillage Practices			
A.9	SJVAPCD, CDFR, NRCS	Support dairy farms near Shafter in implementing Alternative Manure Management Strategies			
A.10	CARB/DPR, Ag Commissioner	Pesticide Measures (under development by CARB and DPR) (Funding for notification system)	\$ 125,000		
IS.1	SJVAPCD	Flares-Amend Rule 4311			
IS.3	SJVAPCD	Enhanced Inspection Frequency			
IS.4	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations			
RB.4	SJVAPCD, City, County	Outreach to Reduce Illegal Activity			
RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste			
LU.1	SJVAPCD, City	New Construction: Provide assistance during the CEQA process			
LU.2	SJVAPCD, City, County, COG, local developers, other local partners	Land Use/Sustainable Development: Implement Projects that Reduce VMT			
LU. 3	City, County, and the CA Division of Oil, Gas, and Geothermal Resources (DOGGR)	Setbacks for New Oil Drilling			
LU.4	CARB, HSRA	Construction Emissions: High Speed Rail Construction			
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy			
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved			
O.3	SJVAPCD, Local Partners	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures			
C.2	SJVAPCD	Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles	\$ 6,000,000		
C.5	SJVAPCD	Incentive Program for Launch of Car Share Program	\$ 500,000		
IS.2	SJVAPCD	Evaluate feasibility of funding further emissions reductions from oil and gas production operations			
IS.5	SJVAPCD	Provide Incentives to Install Advanced Control Technology			
SD.1	PUC, SJVAPCD	Seek incentives for local businesses and homeowners to install solar power and energy storage	\$ 1,500,000		
LU.5	SJVAPCD, City	Funding for Bike Lanes (NEW MEASURE)	\$ 1,000,000		
RD.2	City, COGs, County	Road Dust: Road paving and sidewalk installations	\$ 2,775,000		
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents)	\$ 100,000		
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	\$ 250,000		
UG.1	SJVAPCD, City, County	Increased urban greening and forestry in the community	\$ 55,000		

Green = Program is already getting going!

Black = Program has guidelines & funding, but we need your help prioritizing the strategies that you're more eager to get going first (even ahead of CARB's adoption)

Red = Program might need guideline development, further Board direction. Need to wait until CARB adopts CERP.

Comité Directivo de Shafter - Implementación del Programa de Reducción de Emisiones de la Comunidad

Medida #	Agencia Ejecutora	Borrador de la Medida	Suma Total de Financiamiento Ajustado	Me Encanta (Cuenta)	Me Gusta (Cuenta)
A.2	SJVAPCD	Proporcionar incentivos para cosechadoras de nueces de bajo polvo	\$ 2,500,000	14	1
HD.1	SJVAPCD	Proporcionar una mayor financiación de incentivos para la sustitución de camiones pesados con tecnología de emisiones cero y casi cero.	\$ 4,000,000	13	1
A.3	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (triturar/incorporación de suelo)	\$ 1,000,000	12	
HD.4	SJVAPCD	Programa de Incentivos para Reemplazar los Autobuses Escolares Diésel Antiguos por Tecnología de Emisión Cero o Casi Cero	\$ 4,000,000	11	1
A.6	SJVAPCD	Proporcionar incentivos para reemplazar los equipos diésel de agricultura (tractores) por los equipos disponibles más limpios	\$ 5,000,000	10	1
RD.1	Ciudad, Condado, CDOT	Polvo de Carretera: Evaluar el Aumento en la Frecuencia de Barrido de Calles		10	2
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación		10	2
RB.3	SJVAPCD	Cumplimiento Mejorador para las Restricciones de la Quema de Leña		8	
IAQ.1	CAPK, CSD, SJVAPCD, Ciudad, Condado, CEC	Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética		8	1
IR.1	SJVAPCD, CARB, Ciudad, Condado	Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles		8	2
A.5	SJVAPCD, PUC/IOU	Proporcionar incentivos para reemplazar los motores de las bombas agrícolas diésel por motores eléctricos	\$ 230,000	7	3
SC.2	SJVAPCD y distritos escolares locales	Escuelas HAL: Aumentar la Participación		7	1
HD.2	SJVAPCD	Despliegue de camiones de patio con cero emisiones y unidades de refrigeración de camiones (TRUs)	\$ 1,500,000	6	3
HD.5	SJVAPCD	Programa de Incentivos para el Reemplazo del Autobús de Tránsito para Dial-a-Ride	\$ 400,000	6	3
HD.7	SJVAPCD	Incentivos para reemplazar los antiguos motores diésel de vagones de ferrocarril y conmutadores por una nueva tecnología de motores limpios	\$ 4,100,000	4	4
HD.8	SJVAPCD, Ciudad, Condado, PUC	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo	\$ 1,000,000	4	3
RB.1	SJVAPCD	Proporcionar incentivos mejorados para reemplazar los aparatos de quema de leña	\$ 600,000	4	5
C.3	SJVAPCD	Programa de Incentivos para la Instalación de Infraestructura de Carga EV	\$ 850,000	3	2
PF.1	SJVAPCD, Ciudad, Condado	Mejorar el Alcance y el Acceso a Fondos Incentivos para Vehículos de Flotillas Públicas	\$ 100,000	3	2
C.1	SJVAPCD	Anfitrión de eventos de afinación dentro de la comunidad	\$ 400,000	2	7
CC.1	SJVAPCD	Incentivos para Reducir PM de Parillas Comerciales de Lumbre Abajo	\$ 150,000	2	2
C.4	SJVAPCD	Aumento del Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos	\$ 30,000	1	3
RB.2	SJVAPCD	Educación al Público Sobre los Impactos Dañinos de la Quema de Leña		1	2
LG.2	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín	\$ 40,000		5
HD.3	CARB, SJVAPCD	Aplicación Mejorada de la Regulación Estatal Contra el Ralentí			
HD.9	Ciudad, Condado, Caltrans	Cambio de Ruta de Camiones de Servicio Pesado			
A.4	SJVAPCD	Promover la Implementación de Prácticas de Conservación de Cultivo			
A.9	SJVAPCD, CDFA, NRCS	Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas			
A.10	CARB/DPR, Comisionado de Agricultura	Medidas de Pesticidas (Bajo Desarrollo por CARB y DPR)	\$ 125,000		
IS.1	SJVAPCD	Llamaradas-Modificar Regla 4311			
IS.3	SJVAPCD	Frecuencia de Inspección Mejorada			
IS.4	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras			
RB.4	SJVAPCD, Ciudad, Condado	Alcance para Reducir la Actividad Ilegal			
RB.5	SJVAPCD	Cumplimiento Mejorador para Reducir la Quema Ilegal de Residuos Residenciales			
LU.1	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA			
LU.2	SJVAPCD, Ciudad, Condado, COG, desarrolladores locales, otros socios locales	Uso del Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT			
LU.3	Ciudad, Condado, y California Division of Oil, Gas, and Geothermal Resources (DOGGR)	Contratiempos para la Nueva Perforación Petrolera			
LU.4	CARB, HSRA	Emisiones de Construcción: Construcción del Tren de Alta Velocidad			
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire			
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar			
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire			
C.2	SJVAPCD	Programa de Incentivos para la Sustitución de Vehículos de Pasajeros por Vehículos Eléctricos a Batería o Híbridos Plug-in	\$ 6,000,000		
C.5	SJVAPCD	Programa de Incentivos para el Lanzamiento del Programa de Vehículo Compartido para la Comunidad	\$ 500,000		
IS.2	SJVAPCD	Evaluar la Viabilidad de Financiar Más Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas			
IS.5	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado			
SD.1	PUC, SJVAPCD	Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía	\$ 1,500,000		
LU.5	SJVAPCD, Ciudad	Financiamiento para Carriles de Bicicleta (NUEVA MEDIDA)	\$ 1,000,000		
RD.2	Ciudad, COGs, Condado	Polvo de Carreteras: Pavimentación de Carreteras e Instalaciones en Aceras	\$ 2,775,000		
LG.1	SJVAPCD	Proporcionar incentivos mejorados para el reemplazo de equipos residenciales de césped y jardín (gratis para los residentes de Shafter)	\$ 100,000		
SC.1	SJVAPCD	Sistemas de Filtración de Aire en Escuelas Comunitarias	\$ 250,000		
UG.1	SJVAPCD, Ciudad, Condado	Aumentar el Desarrollo Ecológico Urbano y Forestal en la Comunidad	\$ 55,000		

Verde= ¡El programa ya está en marcha!

Negro= El programa tiene pautas y financiación, pero necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)

Rojo = El programa puede necesitar desarrollo de pautas, más dirección de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.



Community Meeting

Shafter

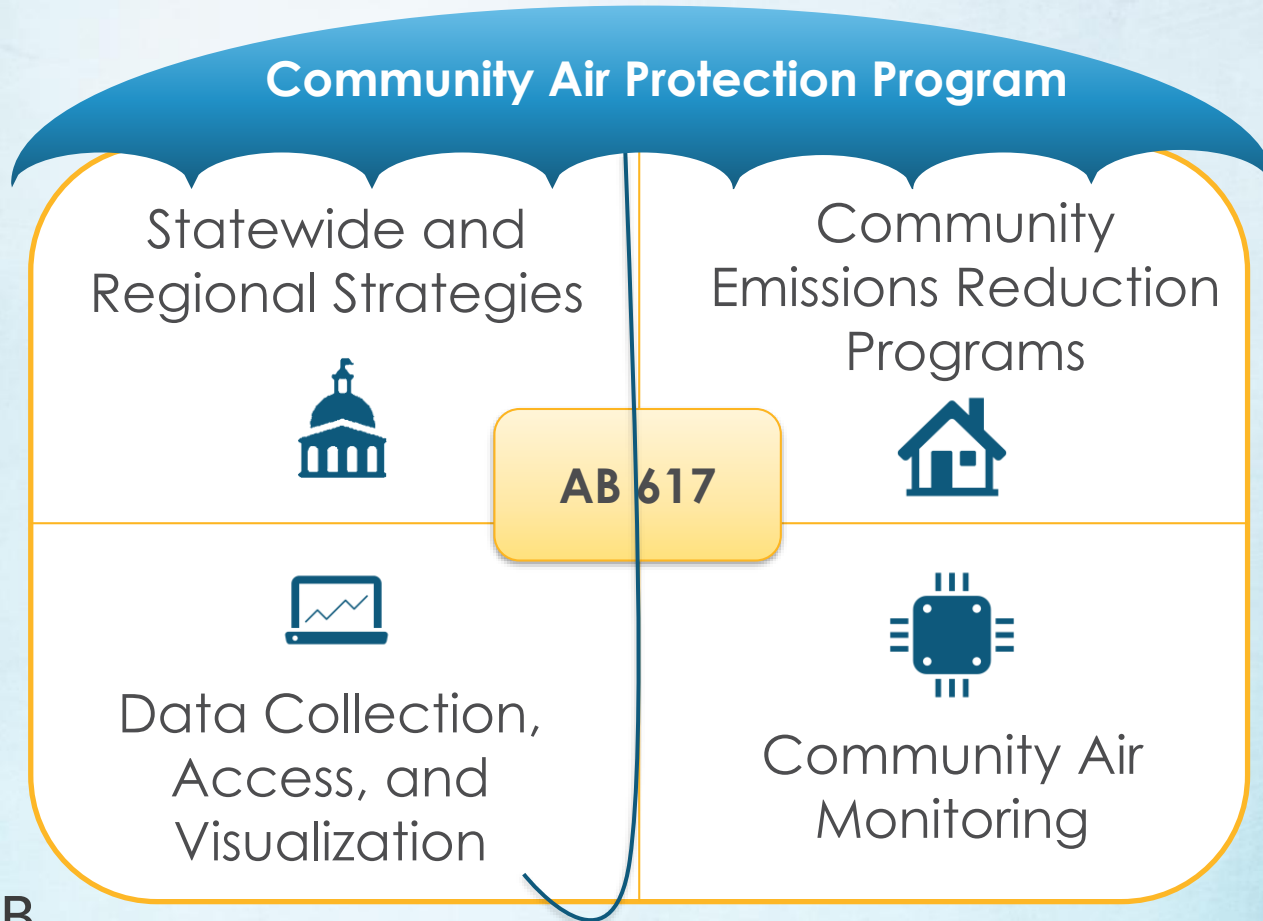
Community Emissions Reduction Program

November 4, 2019

Plan for Tonight's Co-Hosted Meeting

- Brief presentation
- Q&A and discussion
- Transition to community steering committee meeting

What is the Statewide Community Air Protection Program?

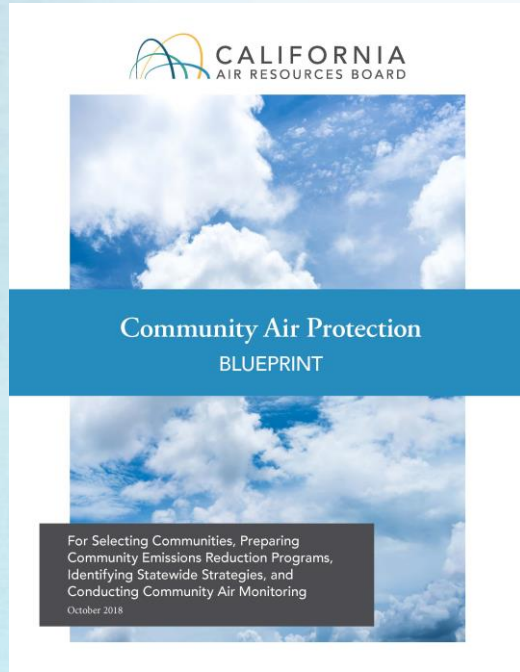


Community Focus: Cumulative Exposure to Air Pollution



2018: CARB Milestones

Program Requirements



Initial 10 Communities



Why Are We Here?

Community Engagement



Community Emissions Reduction Program

Shafter

September 19, 2019



 San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



Adopted by
SJVAPCD
Governing
Board

September 19,
2019

Community Emissions Reduction Program

- District, working with the Community Steering Committee and the public, developed Community Emissions Reduction Program (CERP), including measures to:
 - Reduce emissions from heavy duty mobile sources, automobiles, agricultural sources, industrial sources, and residential sources
 - Reduce exposure through indoor air filtration, vegetative barriers, anti-idling messaging, outreach and education about air pollution sources and impacts, etc.
 - Work with other agencies to address concerns not within District's jurisdiction (solar deployment, pesticides, urban greening, bike lanes, road paving, etc.)
 - CERP expected to reduce PM_{2.5} by 265 tons, NO_x by 1,718 tons, and associated toxic emissions over project lifetimes

Community Emissions Reduction Program

Programa de Reducción de Emisiones de la Comunidad

Shafter

19 de septiembre de 2019



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



Total Reductions in 2024 Total Reductions in 2029

Measure #	Measure Description	# of Units	Unit Life	Funding Amount	Timeframe	2024		2029				
						PM2.5	NOx	PM2.5	NOx	2019	2020	2021
Heavy Duty Mobile Sources												
HD.1	Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology	40	5	\$4,000,000	2019-2024	0.07	26.2	Reductions occur before 2029				
HD.2	Deployment of Zero Emission Yard Trucks and Tru Refrigeration Units (TR)											
HD.4	Incentive Program for Re Older Diesel School Bus Zero or Near-Zero Emission Technology											
HD.5	Incentive Program for Tru Replacement (for Dial-a-Tru)											
HD.7	Incentives for Replacing Diesel Railcar Movers Switchers with New Clean Technology											
Older/High Polluting												
C.1	Host Tune-In Tune-Up Events within Community											
C.2	Incentive Program for Replacement of Passenger Vehicles with Battery Electric Plug-in Hybrid Vehicles											
Agriculture												
A.2	Provide Incentives for Local Nut Harvesters											
A.5	Provide Incentives to Replace Diesel and Natural Gas Agricultural Pump Engine Electric Motors											
A.6	Provide Incentives to Replace Diesel Ag Equipment with Cleanest Available Equipment											
Residential												
RB.1	Provide Enhanced Incentive to Replace Wood Burning Stoves											
RD.2	Road Dust: Road paving and sidewalk installations			\$2,775,000				\$2,775,000				
SC.2	HAL Schools: Increase Participation							2	X			
VB.1	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern							952		X	X	X
IAQ.1	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency							1		X		

Next Steps

Early January

February 13

CARB Staff
Report
release

Public Comment Period

CARB Board
meeting
in Shafter,
which will
include
both Shafter
and Fresno
CERPs
hearings

Discussion Questions

1. What are the key strengths of the *CERP*?
2. What do you want CARB's Governing Board to know about the *CERP*?
3. What things have you learned through this process that you would like us to share with other communities or CARB's Governing Board?

Contact Us

Skott Wall, Office of Community Air
Protection

Phone: (916) 323-0787

Email: skott.wall@arb.ca.gov

**CARB Community Air Protection Program
Website**

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

AB 617 Shafter Community Steering Committee-Meeting #16
November 4, 2019, 5:30 pm
Shafter Veterans Hall

1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introduction

Christal Love Lazard, Institute for Local Government, Facilitator
Skott Wall, Community Liasion, CARB

3. CARB: Community Air Protection Program (CAPP) Overview

What is CAPP? Why are we here? What are the next steps?

Skott Wall, Community Liasion, CARB; Jessica Coria, Program Manager, Valley Air District

Skott provided an overview of the Statewide Community Protection Program. There are many different components of the program including new statewide and regional emission reduction strategies, actions like regulations to limit emissions and funding for cleaner technologies, new databases and enhanced emissions reporting requirements to support these emissions reduction efforts, community focused plans to reduce local air pollution issues and finally new local efforts to measure exposure to air pollution known as Community Air Monitoring. All of these elements combined are designed to bring cleaner air to communities most affected by air pollution in California.

Jessica Coria thanked the committee and members of the public for their ongoing participation in the development of the CERP. Jessica discussed the measures in the CERP such as reducing the emissions from: heavy duty sources; targeting heavy duty trucks; automobiles; agriculture; industry (oil & gas); residential sources; indoor air filtration in 10 schools; urban greenery as well as vegetative barriers in the community. Jessica also discussed the implementation phase and the 5 year milestone report.

4. CARB: Community Emissions Reduction Program Discussion

Christal Love Lazard, Institute for Local Government, Facilitator

Christal provided instruction for the prioritization exercise. The committee and members of the public were given a few minutes to answer 3 questions. 1. What are the key strengths of the CERP? 2. What do you want CARB's Governing Board to know about the CERP? 3. What things have you learned through this process that you would like us to share with other communities or CARB's Governing Board? After the group exercise CARB summarized the answers for each of the questions and provided answers to question from members of the Committee and the public.

Committee and Members of the Public Comments

- These questions do not answer the local air pollution inventory.
- We never received JP data or how many farmers are using internal combustion engines. We need adequate information to make decisions.
- I would like to see more consideration given to the community not industry.

- I am not in agreement with providing any incentives to industry and farmers. The community is receiving the least of the funds. Companies gain money, what does the community gain?
- Community burnout suggesting more strategic meetings.

5. **District: Strategy Prioritization Results and Initial Progress**

Christal Love Lazard, Institute for Local Government, Facilitator; Jessica Olson, Program Manager, Valley Air District; Cristina Padilla, Outreach and Communications Representative; Todd DeYoung, Director of Strategies and Incentives

Cristina Padilla from the Valley Air District provided a brief overview of the Burn Cleaner program and discussed the new amendments to Rule 4901 Check Before You Burn Program. She also provided information on a press event that occurred in Wasco for Míocar an electric rideshare program.

Todd DeYoung discussed the results of the prioritization exercise the committee completed at the October meeting. Todd mentioned the District will begin immediate implementation for items the District already has existing guidelines and funding, especially with the high priority items such as the low dust harvesters, heavy duty trucks, agricultural heavy duty equipment, and the big emission reduction programs. Some items will need to wait until the CERP is approved by CARB in February. Other items will need approval by the Air District's Governing Board or CARB.

Comments and Questions

- Why is the District regulating residents more than industry? Many residents do not have access to natural gas? They should be allowed to burn.
- Why is the District providing funds to switch to natural gas? Natural gas is also a pollutant. We should be moving to all electric not natural gas.
- I am glad to hear the curtailment level for fireplace burning has been lowered. Does this apply to Ag Burn?
- What are you going to do special in Shafter with the extra money for the replacement of old diesel tractors?
- Do the replacements include the 7 mile radius?
- Can we get clarification on LU3?

6. **Wrap-up and Next Steps**

Christal Love Lazard, Institute for Local Government, Facilitator

- Next Steering Committee meeting: Monday, January 13, 2020
- February 13, 2020 CARB Board Hearing in Shafter

***Refer to meeting audio to review the full details and comments from the meeting.**

<http://community.valleyair.org/selected-communities/shafter/steering-committee-meetings/>



Agenda for Shafter Community Steering Committee Meeting #17

January 13, 2020 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

- 5:00 p.m. Doors Open/Meet and Greet/Refreshments**
- 5:30 p.m. Welcome and Introductions**
Christal Love Lazard, Facilitator, Institute for Local Government
- 5:40 p.m. Community Steering Committee Member Attendance and Meetings**
Provide update and solicit feedback on CSC attendance and meeting frequency
Christal Love Lazard, Facilitator, Institute for Local Government
- 5:50 p.m. Outreach Strategy Implementation**
Provide update and solicit feedback on implementation of CERP outreach strategies
Christal Love Lazard, Facilitator, Institute for Local Government
Jamie Holt, Chief Communications Officer, Valley Air District
- 6:35 p.m. Community Air Monitoring Update**
Provide update on recent community air monitoring data and monitor deployment
Chay Thao, Program Manager, Valley Air District
- 6:55 p.m. Wrap up/Upcoming California Air Resources Board Meeting Update**
Update on upcoming CARB hearing and community tour
California Air Resources Board Staff
Christal Love Lazard, Facilitator, Institute for Local Government
- 7:10 p.m. Public Comment**

UPCOMING MEETINGS:

- **February 13, 2020, 4pm:** CARB Hearing to consider CERP approval
Shafter Veteran's Hall, 309 California Ave, Shafter, CA 93263
- **March 9, 2020, 5:30pm:** CSC Meeting
Shafter Veteran's Hall, 309 California Ave, Shafter, CA 93263

Learn more: community.valleyair.org

CERP Outreach Strategies

Shafter Community Steering Committee
January 13, 2020

SC.2: REDUCE CHILDREN’S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM

Overview: The goal of this strategy is to reduce children’s exposure to unhealthy air by increasing the enrollment of schools in the Healthy Air Living (HAL) Schools program. Children are considered sensitive receptors with respect to air pollution because their lungs are developing, they breathe disproportionately more air than adults, and they tend to spend more time exercising outdoors. The Healthy Air Living Schools program asks participating schools to actively monitor local air quality using the Real-time Air Advisory Network (RAAN) and to modify outdoor activities accordingly. This strategy enrolls more schools in the program, effectively reducing the short- and long-term exposure of an increased number of children to harmful air.

Description of Proposed Actions: This strategy would seek to enroll both Shafter school districts in the Healthy Air Living Schools program. Participating schools and districts would assign one or more designees to receive automated RAAN notifications when local air conditions become harmful, and would modify, relocate, or cancel outdoor activities such as recess, physical education, practices, and sporting events in accordance with the health-protective Real-time Outdoor Activity Risk (ROAR) guidelines. SJVAPCD representatives would meet with teams of key staff (such as administrators, coaches, nurses, science teachers) from both school districts within the boundary to ensure understanding of and adherence to the program. SJVAPCD representatives would also attend four (4) school community events such as health fairs or parent nights to educate the community about air quality and the HAL Schools program. Related air quality educational materials would be distributed to each district’s Family Services department, community liaison office, or similar for circulation to the public.

IR.1: AUTOMOBILE IDLE-REDUCTION OUTREACH TO REDUCE THE EXPOSURE OF SENSITIVE RECEPTORS TO VEHICLE EMISSIONS

Overview: The goal of this strategy is to reduce the exposure of sensitive individuals to vehicle emissions at locations serving children, seniors, and those with medical conditions. Engines left idling may emit air toxics like benzene, formaldehyde, and acetaldehyde, which can be especially harmful to the health of sensitive populations. Elevated levels of air toxics and other pollutants can be prevented by encouraging drivers to turn off their engines when parked. It is important to target anti-idling messaging to areas commonly serving sensitive individuals to reduce health impacts on the most vulnerable populations.

Description of Proposed Actions: This strategy would provide and distribute ten (10) sets of bilingual English and Spanish idle-reduction street signs to be installed in locations that commonly serve sensitive groups throughout the community boundary. Sites may include the parking lots of schools, child-care facilities, libraries, senior centers, parks, nursing homes, medical centers, and pediatric offices. When possible, educational materials or infographics would be provided to each location to explain the importance of reducing idling and its impacts on health and air quality. SJVAPCD representatives would also develop and deliver four (4) presentations about the impacts of vehicle exhaust and related District resources such as incentive funding for cleaner vehicles and school programs that deliver free idle-reduction signs to schools throughout the Valley. Note that idling of heavy duty trucks is proposed to be reduced by Strategy HD.3.

0.1: OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during episodes of poor air quality. An understanding of what conditions constitute poor air quality, the relative seriousness of a given episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure. It is critical for the public to have widespread knowledge of tools available to inform them of real-time conditions, assist with the interpretation of such conditions, and to describe what actions may be taken to protect themselves.

Description of Proposed Actions: This strategy would increase community awareness of available tools to keep informed of real-time changes in air quality through social media campaigns and a series of partner workshops. Social media campaigns would be launched on three platforms: Facebook, Twitter, and Instagram. A partnership with local civic and community organizations would be established to host workshops at locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Both the social media outreach and live workshops would promote real-time tools such as myRAAN, the Valley Air App, the Real-time Outdoor Activity Risk (ROAR) Guidelines, the wildfire page of the District's website, as well as information about general air quality education, wildfire smoke impacts, health effects, and similar topics. This strategy would aim to increase myRAAN registrations, Valley Air App downloads, and social media followers among members of the community.

0.2: OUTREACH TO SHARE CLEAN AIR EFFORTS AND HOW COMMUNITIES CAN GET INVOLVED

Overview: The goal of this strategy is to increase public awareness of air quality improvement programs currently available through the SJVAPCD. Increased education may lead to more widespread understanding of the air quality challenges faced by both the community and the San Joaquin Valley at large, and greater adoption of the District's resources, incentive funding, and community engagement. Education is important to empower the public to protect themselves from exposure when possible, to make greater use of District resources and programs, and to encourage community members to adopt practices in their daily lives that help further reduce emissions.

Description of Proposed Actions: This strategy would increase awareness of available programs by establishing a series of outreach events within Shafter. These workshops would be hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Topics may rotate to include a wide range of District programs such as Clean Green Yard Machines, Burn Cleaner, Drive Clean in the San Joaquin, Healthy Air Living Schools, and similar topics. This strategy would also create an annual youth symposium to educate and encourage high school students to share air quality information with their peers, helping to sustain community awareness through future generations.

RB.2: EDUCATE PUBLIC ABOUT HARMFUL IMPACTS OF RESIDENTIAL WOOD BURNING

Overview: The goal of this strategy is to conduct outreach in the community to educate residents about the health impacts of wood burning and the importance of reducing it. Wood burning education is important because airborne particles produced by wood smoke (such as PM2.5) negatively impact human health, especially sensitive populations such as children or seniors who may live in homes that burn wood for heating, cooking, or recreation. This strategy's focus includes providing information about programs available to support the transition to natural gas and electric devices as well as the Check Before You Burn program and Rule 4901.

Description of Proposed Actions: This strategy would create a series of four (4) public workshops to educate Shafter residents about wood burning topics and to address questions and concerns interactively and accessibly within a forum setting. Workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout Shafter and the surrounding community with the goal of continuing to spread awareness and increasing applications for incentive funds supporting the transition to natural gas and electric devices.

RB.4: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste through outreach and education. It is important for residents to understand both the unlawfulness of burning garbage and its negative health impacts on all. Smoke from burning trash, yard waste, or burn barrels may contain toxic air contaminants and other pollutants that are especially harmful to human health. Education is critical to effectively reducing this dangerous practice.

Description of Proposed Actions: This strategy would establish a series of four (4) public workshops to educate Shafter residents about the illegality and health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting. Workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. This strategy would also invest funds into geo-targeted outdoor ads in areas with frequent violations, including two (2) billboards, two (2) pieces of street furniture (such as bus shelters or kiosks), and one (1) buses routed through relevant locations. Additionally, two (2) postcard mailers would be sent to county residents in rural areas.

Shafter AB 617 Community Air Monitoring Update

Community Steering Committee Meeting
January 13, 2020

Online Sites in Shafter

Real-Time PM2.5

- Shafter DMV
- Grimmway Academy

VOC and PM2.5 Speciation

- Shafter DMV
- Measurements to begin here until North Shafter Migrant Center trailer is in place

Mobile Monitoring Van

- Monitoring began last week, including around airport and Mexican Colony

Pending Sites in Shafter

Real-Time PM2.5

- **Additional Monitor near Mexican Colony or Cherokee Strip**
- **Golden Oak Elementary:**
Entering final siting and electrical agreements with Richland School District

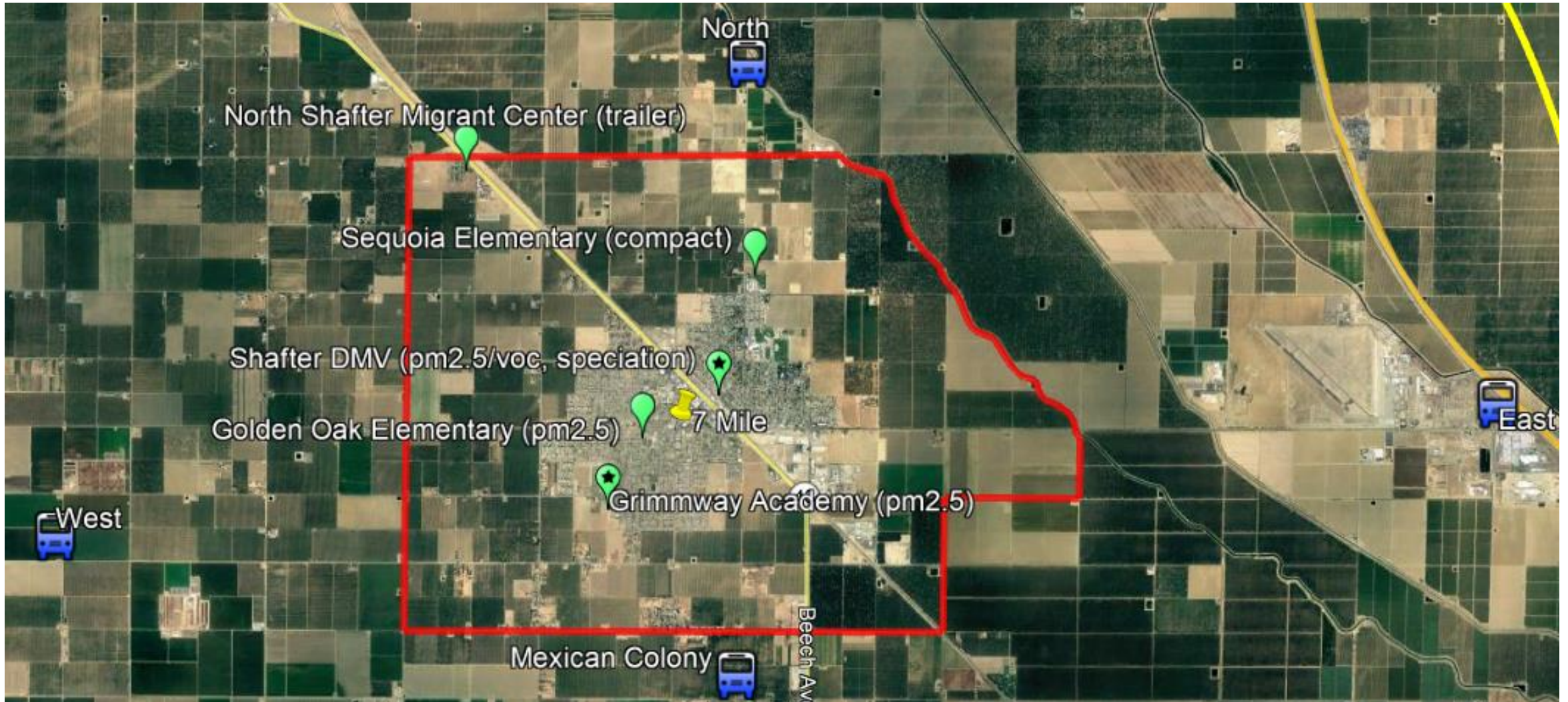
Compact Monitoring System

- **Sequoia Elementary:**
Entering final siting and electrical agreements with Richland School District

Trailer

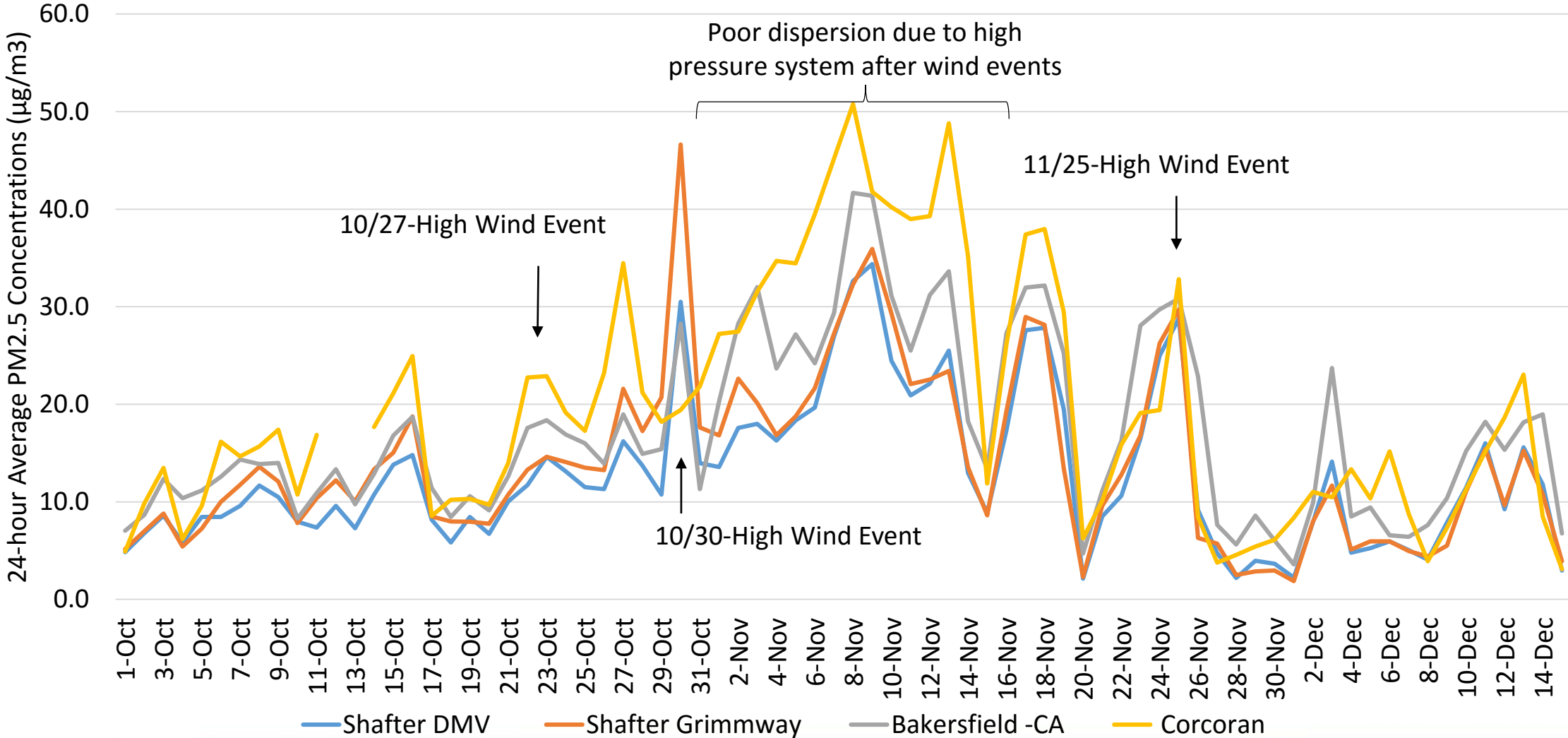
- **North Shafter Migrant Center:**
Entering final siting and electrical agreements with Kern County

Air Monitoring Sites



Daily Average PM2.5 Data Comparison

October 1 - December 10, 2019



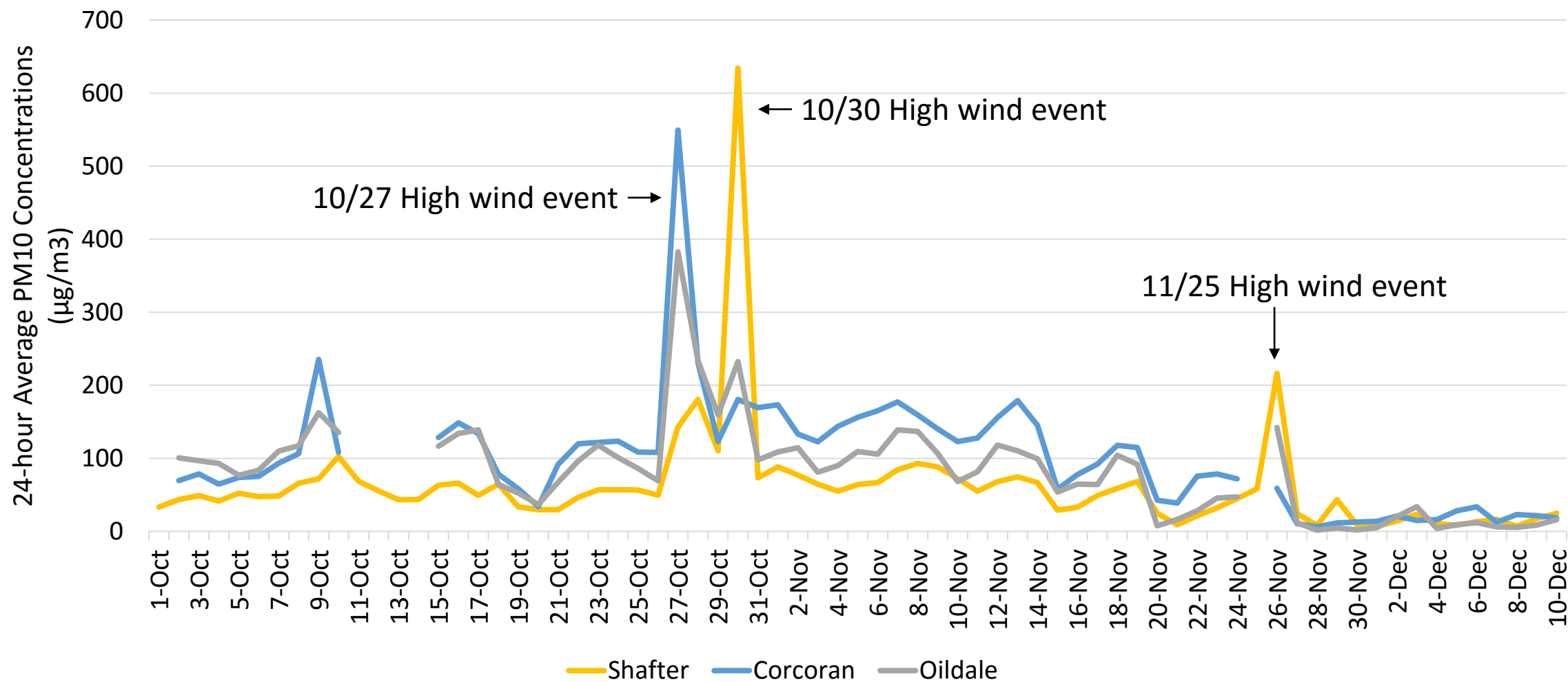
Comparison of Average PM2.5

October 1- December 15, 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	17.19
Corcoran	19.88
Shafter-DMV	12.85
Shafter-Grimmway	13.99

Daily Average PM10 Data Comparison

October 1 - December 10, 2019



Comparison of Average PM10

October 1- December 15, 2019

Site	Average PM10 Concentration ($\mu\text{g}/\text{m}^3$)
Oildale	73
Corcoran	74
Shafter-DMV	46

Availability of Collected Community Air Quality Data

- CARB developing statewide air quality data portal (AQview) to display and provide community air monitoring data from selected AB 617 communities
 - AQview website located at: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Air quality data from Valley AB 617 communities now available at this website
 - Monthly data will continue to be made available as air monitoring campaign continues
- Real-time community air monitoring data available on District AB 617 webpage at: <http://community.valleyair.org/community-air-monitoring>

Comments/Questions?



Agenda para el Comité Directivo Comunitario de Shafter Reunión #17

13 de enero de 2020 – Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

- 5:00 p.m. Puertas abren/Dar la Bienvenida/Refrescos**
- 5:30 p.m. Bienvenida e Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
- 5:40 p.m. Asistencia y Reuniones de los Miembros del Comité Directivo Comunitario**
Proporcionar actualizaciones y solicitar comentarios sobre la asistencia del Comité y la frecuencia de las reuniones
Christal Love Lazard, Facilitadora, Institute for Local Government
- 5:50 p.m. Implementación de la Estrategia de Alcance**
Proporcionar actualizaciones y solicitar comentarios sobre la implementación de las estrategias de alcance del CERP
Christal Love Lazard, Facilitadora, Institute for Local Government
Jamie Holt, Directora de Comunicaciones, Distrito del Aire del Valle
- 6:35 p.m. Actualización de Monitoreo del Aire Comunitario**
Proporcionar actualizaciones sobre los datos recientes de monitoreo del aire de la comunidad y la implementación del monitoreo
Chay Thao, Gerente del Programa, Distrito del Aire del Valle
- 6:55 p.m. Concluir/Actualización de la Próxima Reunión de CARB**
Actualización sobre la próxima audiencia de CARB y tour comunitario
Personal de la Junta de Recursos del Aire de California
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:10 p.m. Comentario Público**

PRÓXIMAS REUNIONES:

- **13 de febrero de 2020, 4pm:** Audiencia de CARB para considerar la aprobación del CERP
Sala de Veteranos de Shafter, 309 California Ave, Shafter, CA 93263
- **9 de marzo de 2020, 5:30pm:** Reunión del Comité Directivo
Sala de Veteranos de Shafter, 309 California Ave, Shafter, CA 93263

Aprende más: community.valleyair.org

Actualización del Monitoreo del Aire Comunitario de Shafter AB 617

Reunión del Comité Directivo Comunitario
13 de enero de 2020

Sitios en Línea en Shafter

PM2.5 en Tiempo Real

- Shafter DMV
- Grimmway Academy

Especiación de VOC y PM2.5

- Shafter DMV
- Medidas comenzarán aquí hasta que el remolque de *North Shafter Migrant Center* esté en su lugar

Furgoneta de Monitoreo Móvil

- Monitoreo comenzó la semana pasada, incluyendo alrededor del aeropuerto y la Colonia Mexicana

Sitios Pendientes en Shafter

PM2.5 en Tiempo Real

- **Monitor adicional cerca de Colonia Mexicana o Cherokee Strip**
- **Golden Oak Elementary:** Entrando en acuerdos finales de ubicación y electricidad con Richland School District

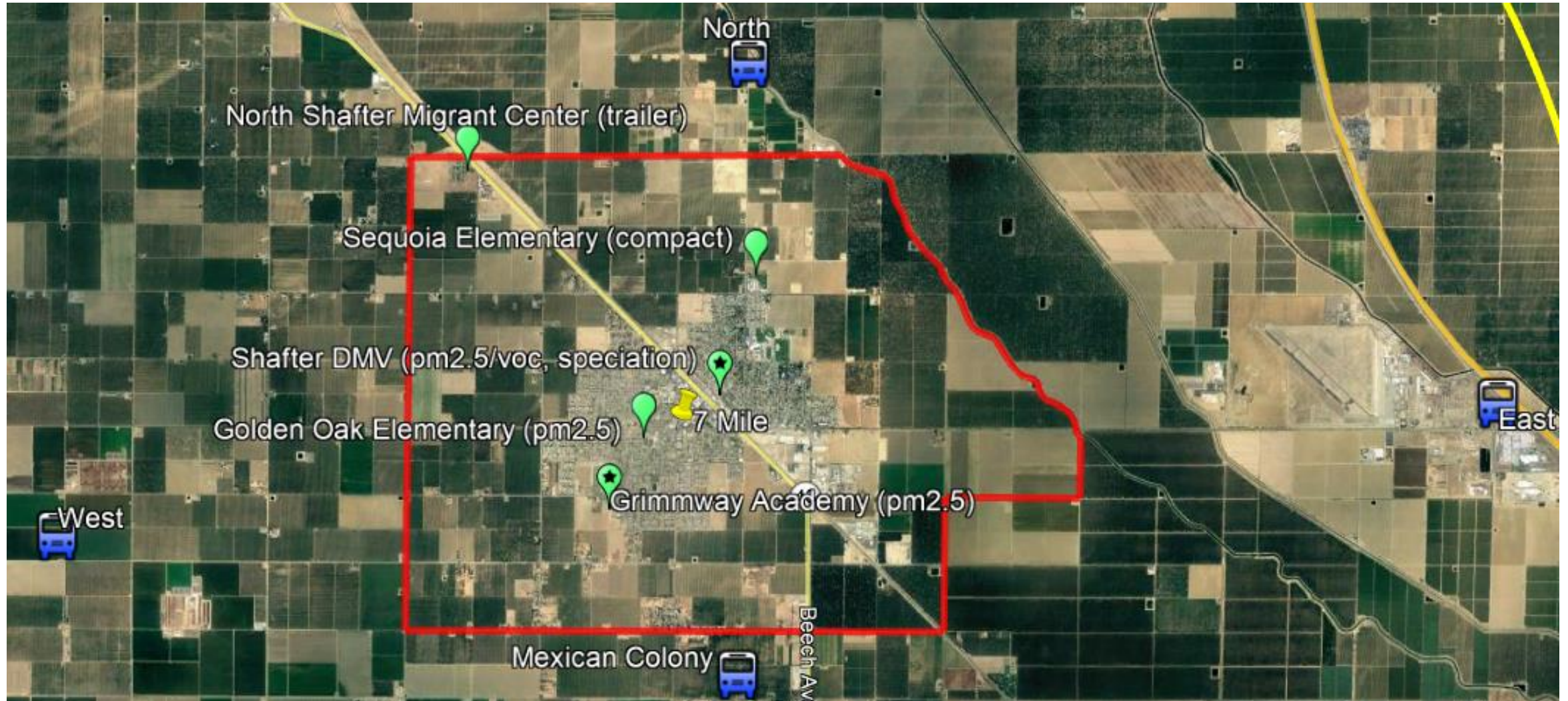
Sistema de Monitoreo Compacto

- **Sequoia Elementary:** Entrando en acuerdos finales de ubicación y electricidad con Richland School District

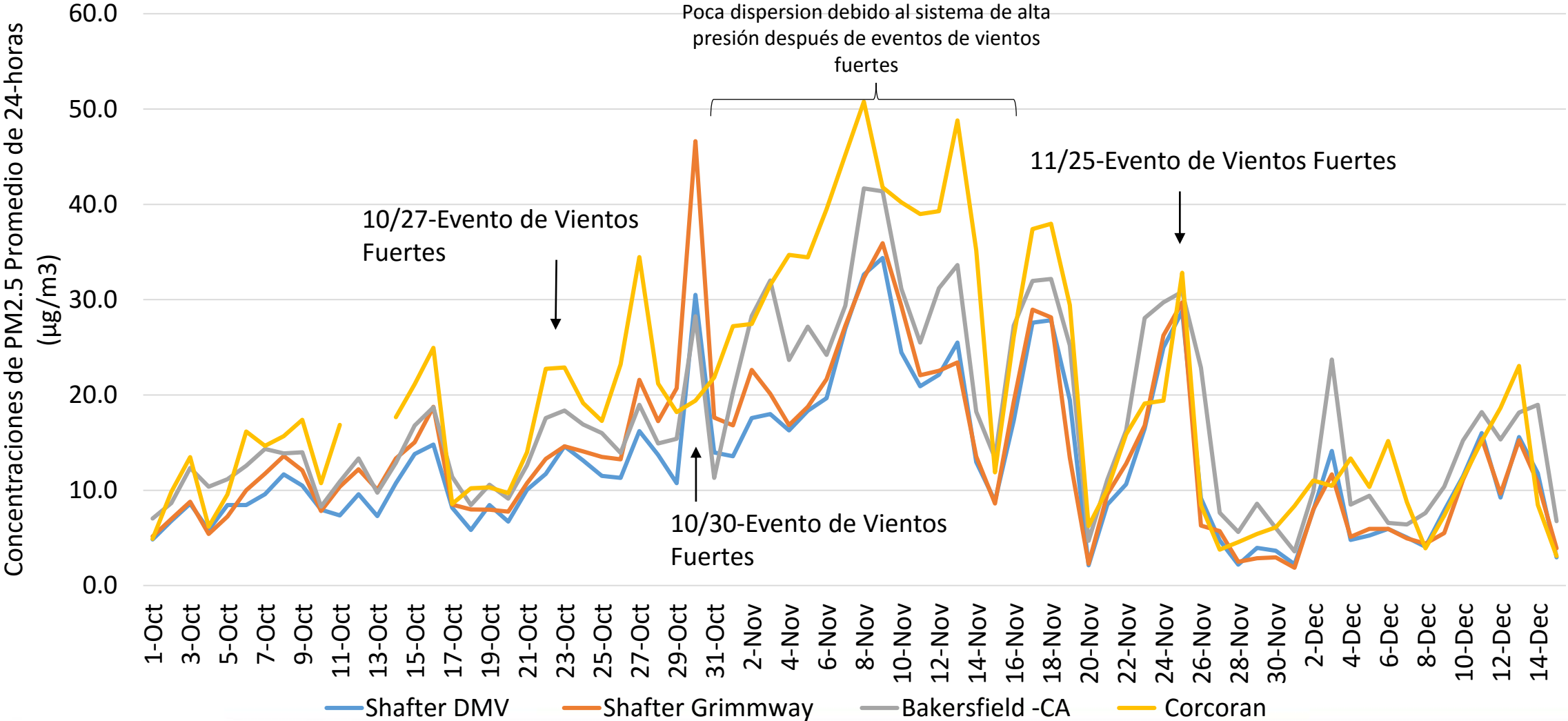
Remolque

- **North Shafter Migrant Center:** Entrando en acuerdos finales de ubicación y electricidad con el Condado de Kern

Sitios de Monitoreo del Aire



Comparación de Datos de Promedio Diario de PM2.5 1 de octubre – 10 de diciembre de 2019

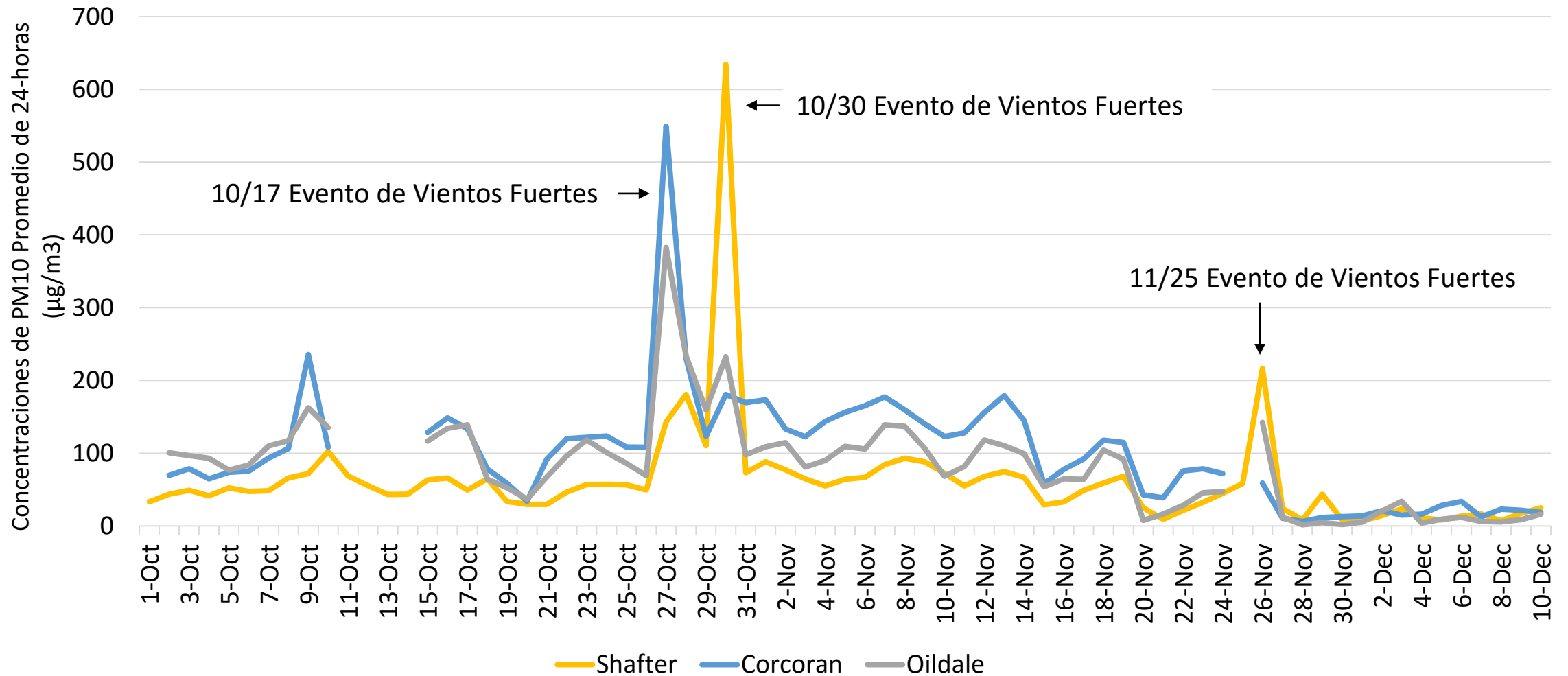


Comparación de Promedio de PM2.5

1 de octubre – 15 de diciembre de 2019

Sitio	Concentración de Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Bakersfield-California	17.19
Corcoran	19.88
Shafter-DMV	12.85
Shafter-Grimmway	13.99

Comparación de Datos de Promedio Diario de PM10 1 de octubre - 10 de diciembre de 2019



Comparación de Promedio de PM10

1 de octubre – 15 de diciembre de 2019

Sitio	Concentración de Promedio de PM10 ($\mu\text{g}/\text{m}^3$)
Oildale	73
Corcoran	74
Shafter-DMV	46

Disponibilidad de Datos Recopilados de la Calidad del Aire Comunitario

- CARB desarrolla un portal de datos de calidad del aire en todo el estado (AQview) para mostrar y proporcionar datos de monitoreo del aire de la comunidad de las comunidades seleccionadas bajo AB 617
 - AQview sitio web ubicado en: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Los datos de la calidad del aire de las comunidades del Valle bajo AB 617 ahora están disponibles en este sitio web
 - Los datos mensuales continuarán disponibles a medida que continúe la campaña de monitoreo del aire
- Datos de monitoreo del aire comunitario en tiempo real disponibles en la página web de AB 617 del Distrito en: <http://community.valleyair.org/community-air-monitoring>

Comentarios/¿Preguntas?

Estrategias de Alcance del CERP

Comité Directivo Comunitario de Shafter
13 de enero de 2020

SC.2: REDUCIR LA EXPOSICIÓN DE LOS NIÑOS A TRAVÉS DE UNA MAYOR MATRICULACIÓN EN EL PROGRAMA ESCOLAR DE HEALTHY AIR LIVING SCHOOLS

Descripción General: El objetivo de esta estrategia es reducir la exposición de los niños al aire insalubre aumentando la matriculación de las escuelas en el programa Healthy Air Living (HAL) Schools. Los niños son considerados receptores sensibles con respecto a la contaminación del aire porque sus pulmones se están desarrollando, respiran desproporcionadamente más aire que los adultos y tienden a pasar más tiempo haciendo ejercicio al aire libre. El programa Healthy Air Living Schools pide a las escuelas participantes que monitoreen activamente la calidad del aire local utilizando el Sistema de Notificación de la Calidad del Aire Actual (RAAN) y que modifiquen las actividades al aire libre en consecuencia. Esta estrategia inscribe a más escuelas en el programa, reduciendo efectivamente la exposición a corto y largo plazo de un mayor número de niños al aire dañino.

Descripción de las Acciones Propuestas: Esta estrategia buscaría inscribir a ambos distritos escolares en Shafter en el programa *Healthy Air Living Schools*. Las escuelas y distritos participantes asignarán a una o más personas designadas para recibir notificaciones automatizadas de RAAN cuando las condiciones del aire local se vuelvan dañinas, y modificarán, reubicarán o cancelarán actividades al aire libre tales como recreos, educación física, prácticas y eventos deportivos de acuerdo con las pautas de riesgo de actividades al aire libre en tiempo real (ROAR) para la protección de la salud. Los representantes de SJVAPCD se reunirían con equipos de personal clave (tales como administradores, entrenadores, enfermeras, maestros de ciencias) de ambos distritos escolares dentro de los límites para asegurar la comprensión y la adhesión al programa. Los representantes de SJVAPCD también asistirán a por lo menos cuatro (4) eventos escolares comunitarios tales como ferias de salud o noches de padres para educar a la comunidad sobre la calidad del aire y el programa *HAL Schools*. Los materiales educativos relacionados con la calidad del aire se distribuirán al departamento de Servicios a la Familia de cada distrito, a la oficina de enlace comunitario o similar para su circulación al público.

IR.1: ALCANCE DE LA REDUCCIÓN DEL RALENTÍ EN LOS AUTOMÓVILES PARA REDUCIR LA EXPOSICIÓN DE LOS RECEPTORES SENSIBLES A LAS EMISIONES DE LOS VEHÍCULOS

Descripción General: El objetivo de esta estrategia es reducir la exposición de las personas sensibles a las emisiones de los automóviles en lugares que atienden a niños, personas de la tercera edad y personas con condiciones médicas. Los motores que se dejan al ralentí pueden emitir toxinas de aire como benceno, formaldehído y acetaldehído, que pueden ser especialmente perjudiciales para la salud de las poblaciones sensibles. Los niveles elevados de toxinas de aire y otros contaminantes pueden prevenirse alentando a los conductores a apagar sus motores cuando están estacionados. Es importante dirigir la difusión anti ralentí a las áreas que comúnmente son frecuentadas por las personas sensibles para reducir el impacto en la salud de las poblaciones más vulnerables.

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría y distribuiría diez (10) juegos de letreros de calles bilingües en inglés y español para ser instalados en lugares que comúnmente sirven a grupos sensibles a lo largo de los límites de la comunidad. Los sitios pueden incluir los estacionamientos de escuelas, centros de cuidado infantil, bibliotecas, centros para personas de la tercera edad, parques, hogares de ancianos, centros médicos y consultorios pediátricos. Cuando sea posible, se proporcionarán materiales educativos o infografías en cada lugar para explicar la importancia de reducir el ralentí y sus impactos en la salud y la calidad del aire. Los representantes de SJVAPCD también desarrollarán e impartirán cuatro (4) presentaciones sobre los impactos de los escapes de vehículos y recursos relacionados del Distrito, tales como fondos de incentivo para vehículos más limpios y programas escolares que entreguen letreros gratuitos de reducción de ralentí a las escuelas de todo el Valle. Tenga en cuenta que se propone reducir el ralentí de los camiones pesados mediante la Estrategia HD.3.

O.1: ACTIVIDADES DE ALCANCE PARA AUMENTAR LA CONCIENCIA Y EL CONOCIMIENTO DE LA CALIDAD DEL AIRE EN LA COMUNIDAD

Descripción General: El objetivo de esta estrategia es proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas que el público puede tomar para protegerse durante episodios de mala calidad del aire. Es necesario comprender qué condiciones constituyen una mala calidad del aire, la gravedad relativa de un episodio determinado y cualquier impacto potencial en la salud para que el público pueda tomar decisiones informadas sobre cómo y cuándo limitar su exposición. Es fundamental que el público tenga un amplio conocimiento de las herramientas disponibles para informarles de las condiciones en tiempo real, ayudarles a interpretar dichas condiciones y describir las medidas que se pueden tomar para protegerse.

Descripción de las Acciones Propuestas: Esta estrategia aumentaría la conciencia de la comunidad sobre las herramientas disponibles para mantenerse informada de los cambios en tiempo real en la calidad del aire a través de campañas en los medios sociales y una serie de talleres para socios. Las campañas de medios sociales se lanzarán en tres plataformas: Facebook, Twitter e Instagram. Se establecería una asociación con organizaciones cívicas y comunitarias locales para organizar talleres en lugares comúnmente disponibles para el público, como bibliotecas, escuelas y centros comunitarios, de salud o recreativos. Tanto el alcance de los medios sociales como los talleres en vivo promoverían herramientas en tiempo real como myRAAN, la aplicación Valley Air App, las pautas de riesgo de actividades al aire libre en tiempo real (ROAR, por sus siglas en inglés), la página de incendios forestales del sitio web del Distrito, así como información sobre la educación general sobre la calidad del aire, los impactos del humo de los incendios forestales, los efectos en la salud y otros temas similares. Esta estrategia tendría como objetivo aumentar los registros de myRAAN, las descargas de la aplicación Valley Air y los seguidores de los medios sociales entre los miembros de la comunidad.

0.2: ALCANCE PARA COMPARTIR LOS ESFUERZOS DE AIRE LIMPIO Y CÓMO PUEDEN PARTICIPAR LAS COMUNIDADES

Descripción General: La meta de esta estrategia es aumentar la conciencia pública de los programas de mejoramiento de la calidad del aire que actualmente están disponibles a través de SJVAPCD. El aumento de la educación puede llevar a una comprensión más amplia de los desafíos de la calidad del aire que enfrentan tanto la comunidad como el Valle de San Joaquín en general, y a una mayor adopción de los recursos del Distrito, los incentivos financieros y la participación de la comunidad. La educación es importante para empoderar al público para que se proteja de la exposición cuando sea posible, para que haga un mayor uso de los recursos y programas del Distrito, y para alentar a los miembros de la comunidad a adoptar prácticas en sus vidas diarias que ayuden a reducir aún más las emisiones.

Descripción de las Acciones Propuestas: Esta estrategia aumentaría el conocimiento de los programas disponibles al establecer una serie de eventos de alcance dentro de Shafter. Estos talleres se llevarían a cabo en lugares comúnmente disponibles para el público, tales como bibliotecas, escuelas y centros comunitarios, de salud o de recreación. Los temas pueden rotar para incluir una amplia gama de programas del Distrito tales como *Clean Green Yard Machines*, *Burn Cleaner*, *Drive Clean in the San Joaquin*, *Healthy Air Living Schools*, y temas similares. Esta estrategia también crearía un simposio juvenil anual para educar y animar a los estudiantes de secundaria a compartir información sobre la calidad del aire con sus compañeros, ayudando a mantener la conciencia de la comunidad a través de las generaciones futuras.

RB.2: EDUCAR AL PÚBLICO SOBRE LOS IMPACTOS DAÑINOS DE LA QUEMA DE LEÑA RESIDENCIAL

Descripción General: El objetivo de esta estrategia es llevar a cabo actividades de alcance en la comunidad para educar a los residentes sobre los impactos de la quema de leña en la salud y la importancia de reducirla. La educación sobre la quema de leña es importante porque las partículas en el aire producidas por el humo de leña (como la PM 2.5) tienen un impacto negativo en la salud humana, especialmente en poblaciones sensibles como los niños o las personas de la tercera edad que pueden vivir en hogares que queman leña para calentar, cocinar o para recreación. El enfoque de esta estrategia incluye proporcionar información sobre los programas disponibles para apoyar la transición a los aparatos de gas natural y eléctricos, así como el programa Confirma Antes de Quemar y la Regla 4901.

Descripción de las Acciones Propuestas: Esta estrategia crearía una serie de cuatro (4) talleres públicos para educar a los residentes de Shafter sobre temas relacionados con la quema de leña y para abordar preguntas y preocupaciones de manera interactiva y accesible dentro de un foro. Los talleres se llevarían a cabo en lugares comúnmente disponibles para el público, tales como bibliotecas, escuelas y centros comunitarios, de salud o recreativos. La infografía de la quema de leña y los materiales educativos también se distribuirían a por lo menos seis (6) espacios comunitarios en Shafter y la comunidad circundante con el objetivo de continuar difundiendo la conciencia y aumentando las solicitudes de fondos de incentivo para apoyar la transición al gas natural y a los aparatos eléctricos.

RB.4: REDUCIR LAS QUEMAS ILEGALES AL AIRE LIBRE EN LAS RESIDENCIAS A TRAVÉS DE LA EDUCACIÓN

Descripción General: El objetivo de esta estrategia es reducir la quema ilegal de residuos residenciales a través del alcance y la educación. Es importante que los residentes comprendan tanto la ilegalidad de la quema de basura como sus impactos negativos en la salud de todos. El humo de la quema de basura, desechos de jardín o barriles de quema pueden contener toxinas en el aire entre otros contaminantes que son especialmente dañinos para la salud humana. La educación es fundamental para reducir eficazmente esta peligrosa práctica.

Descripción de las Acciones Propuestas: Esta estrategia establecería una serie de cuatro (4) talleres públicos para educar a los residentes de Shafter sobre la ilegalidad y los impactos de la quema de desechos en la salud, y para abordar las preguntas y preocupaciones de manera interactiva y accesible dentro del marco de un foro. Los talleres se llevarían a cabo en lugares comúnmente disponibles para el público, tales como bibliotecas, escuelas y centros comunitarios, de salud o recreativos. Esta estrategia también invertiría fondos en anuncios exteriores geo específicos en áreas con violaciones frecuentes, incluyendo dos (2) vallas publicitarias, dos (2) piezas de mobiliario urbano (tales como paradas de autobús o quioscos), y un (1) autobús en ruta a través de lugares relevantes. Además, se enviarán dos (2) tarjetas postales a los residentes del condado en las áreas rurales.



Agenda for Shafter Community Steering Committee Meeting #18

March 9, 2020 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

- 5:00 p.m. Doors Open/Meet and Greet/Refreshments**
- 5:30 p.m. Welcome and Introductions**
CARB approved CERP on Feb 13: BIG ACCOMPLISHMENT!
Christal Love-Lazard, Facilitator, Institute for Local Government
Valley Air District staff
California Air Resources Board (CARB) staff
Gustavo Aguirre, CSC Member
John Guinn, CSC Member
- 5:50 p.m. Incentives Strategy Implementation Update**
Provide update on implementation of CERP incentives strategies
Todd DeYoung, Director of Grants and Incentives, District
- 6:25 p.m. 2020 Meeting Topics Discussion**
Solicit feedback in proposed meeting topics, speakers, and format
Christal Love-Lazard, Facilitator, Institute for Local Government
District Staff
- 6:40 p.m. Community Steering Committee Member Participation**
Provide update on CSC attendance
Christal Love Lazard, Facilitator, Institute for Local Government
- 6:50 p.m. Wrap up**
Next Meeting: May 11, 2020, 5:30 p.m.
Christal Love Lazard, Facilitator, Institute for Local Government
- 7:00 p.m. Public Comment**

Learn more: community.valleyair.org



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Next Meeting: May 11, 2020, 5:30 p.m.
Christal Love Lazard, Facilitator, Institute for Local Government
- 7:00 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #18

9 de marzo de 2020 – Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

- 5:00 p.m. Puertas abren/Dar la Bienvenida/Refrescos**
- 5:30 p.m. Bienvenida e Introducciones**
CARB aprobó el CERP el 13 de febrero: ¡Gran logro!
*Christal Love-Lazard, Facilitadora, Institute for Local Government
Personal del Distrito del Aire del Valle
Personal de la Junta de Recursos de Aire (CARB)
Gustavo Aguirre, Miembro del Comité Directivo
John Guinn, Miembro del Comité Directivo*
- 5:50 p.m. Actualización de la Implementación de la Estrategia de Incentivos**
Proporcionar actualizaciones sobre la implementación de las estrategias de incentivos del CERP
Todd DeYoung, Director de Subvenciones e Incentivos, Distrito del Aire del Valle
- 6:25 p.m. Discusión de los Temas de las Reuniones de 2020**
Solicitar comentarios sobre los temas propuestos para las reuniones, los oradores y el formato
*Christal Love Lazard, Facilitadora, Institute for Local Government
Personal del Distrito*
- 6:40 p.m. Asistencia de los Miembros del Comité Directivo Comunitario**
Proporcionar actualizaciones sobre la asistencia del Comité
Christal Love Lazard, Facilitadora, Institute for Local Government
- 6:50 p.m. Concluir**
Próxima Reunión: 11 de mayo de 2020, 5:30 p.m.
Siguiendo Selección de Coanfitrión de la Comunidad
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:00 p.m. Comentario Público**

Aprende más: community.valleyair.org

Update on Implementation of CERP Incentive Strategies

Shafter Steering Committee
March 9, 2020

Committee's Top Incentive Measure Priorities

- A.2 Low-Dust Nut Harvesters
- HD.1 Heavy Duty Truck Replacement
- A.3 Alternatives to Agricultural Burning
- HD.4 School Bus Replacement
- A.6 Ag Tractor Replacement
- VB.1 Vegetative Barriers
- A.5 Agricultural Pump Engines Replacement
- HD.2 Zero Emission Yard Trucks and TRU's
- HD.5 Transit Bus Replacement (for Dial-a-Ride)
- HD.7 Replacing Diesel Railcar Movers and Switchers
- HD.8 Clean Fueling Infrastructure
- RB.1 Enhanced **Incentives** for Wood Burning Replacements
- C.3 EV Charging Infrastructure
- PF.1 Public Fleet Vehicles
- C.1 Host Tune-In Tune-Up Events
- CC.1 Reduce PM from commercial underfired charbroilers
- C.4 Increased Educational Training for EV Mechanics
- LG.2 Incentives for Replacement of Commercial Lawn and Garden Equipment

Community Air Protection Guidelines

- CARB approved Community Air Protection (CAP) guidelines for the implementation of AB 617 funding
- Includes the following existing approved incentive program categories:
 - Carl Moyer Program
 - Prop 1b Heavy Duty Trucks
 - Chrome Plating Operations
 - Schools (including filters, transportation, and composite wood products)
- Will provide framework to develop and implement community driven incentive based CERP measures

CERP Measures Approved in CAP Guidelines

- A.2 Low-Dust Nut Harvesters
- *HD.1 Heavy Duty Truck Replacement*
- A.3 Alternatives to Agricultural Burning
- *HD.4 School Bus Replacement*
- *A.6 Ag Tractor Replacement*
- VB.1 Vegetative Barriers
- *A.5 Agricultural Pump Engines Replacement*
- HD.2 Zero Emission Yard Trucks and TRU's
- HD.5 Transit Bus Replacement (for Dial-a-Ride)
- *HD.7 Replacing Diesel Railcar Movers and Switchers*
- *HD. 8 Clean Fueling Infrastructure*
- RB.1 Enhanced Incentives for Wood Burning Replacements
- C.3 EV Charging Infrastructure
- PF.1 Public Fleet Vehicles
- C.1 Host Tune-In Tune-Up Events
- CC.1 Reduce PM from commercial underfired charbroilers
- C.4 Increased Educational Training for EV Mechanics
- LG.2 Incentives for Replacement of Commercial Lawn and Garden Equipment

CARB Approval Process for CERP Incentive Guidelines

- CARB developing guidance for approval of CERP measures not currently in CAP guidelines
 - Low Dust Harvesters, Tune In Tune Up, Alternatives to Ag Burning, etc.
- Districts working collaboratively with CARB to finalize guidance for incorporation into CAP guidelines
- Expect guidelines to be incorporated into CAP guidelines in the next several months
- Following approval District must submit guidelines for each community identified CERP measure to ARB for approval
- Liquidation deadline for current funding is June 2022
 - Time is of the essence!

CERP Incentive Measures In Process

- Electric school bus replacements (Richland School District)
 - Includes charging infrastructure
- Agricultural tractor replacements
- Near zero-emission heavy duty truck replacement
- Clean fuel infrastructure to support deployment of zero and near-zero emission heavy duty vehicles



Agenda para el Comité Directivo Comunitario de Shafter Reunión #18

9 de marzo de 2020 – Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

- 5:00 p.m. Puertas abren/Dar la Bienvenida/Refrescos**
- 5:30 p.m. Bienvenida e Introducciones**

CARB aprobó el CERP el 13 de febrero: ¡Gran logro!
*Christal Love-Lazard, Facilitadora, Institute for Local Government
Personal del Distrito del Aire del Valle
Personal de la Junta de Recursos de Aire (CARB)
Gustavo Aguirre, Miembro del Comité Directivo
John Guinn, Miembro del Comité Directivo*
- 5:50 p.m. Actualización de la Implementación de la Estrategia de Incentivos**
Proporcionar actualizaciones sobre la implementación de las estrategias de incentivos del CERP
Todd DeYoung, Director de Subvenciones e Incentivos, Distrito del Aire del Valle
- 6:25 p.m. Discusión de los Temas de las Reuniones de 2020**
Solicitar comentarios sobre los temas propuestos para las reuniones, los oradores y el formato
*Christal Love Lazard, Facilitadora, Institute for Local Government
Personal del Distrito*
- 6:40 p.m. Asistencia de los Miembros del Comité Directivo Comunitario**
Proporcionar actualizaciones sobre la asistencia del Comité
Christal Love Lazard, Facilitadora, Institute for Local Government
- 6:50 p.m. Concluir**
Próxima Reunión: 11 de mayo de 2020, 5:30 p.m.
Siguiendo Selección de Coanfitrión de la Comunidad
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:00 p.m. Comentario Público**

Aprende más: community.valleyair.org

Actualización sobre la Implementación de las Estrategias de Incentivos del CERP

Comité Directivo de Shafter
9 de marzo de 2020

Las Principales Prioridades de las Medidas de Incentivos del Comité

- A.2 Cosechadoras de Nueces de Bajo-Polvo
- HD.1 Reemplazo de Camiones de Servicio Pesado
- A.3 Alternativas a Quema Agrícola
- HD.4 Reemplazo de Autobuses Escolares
- A.6 Reemplazo de Tractores Agrícolas
- VB.1 Barreras Vegetativas
- A.5 Reemplazo de Motores de Pompoas Agrícolas
- HD.2 Camiones de Patio de Cero Emisiones y TRU's
- HD.5 Reemplazo de Autobuses de Tránsito (para Dial-a-Ride)
- HD.7 Reemplazo de Vagones de Ferrocarril y Conmutadores
- HD.8 Infraestructura de Combustible Limpio
- RB.1 Incentivos Mejorados para Reemplazos de Aparatos que Queman Leña
- C.3 Infraestructura de Carga de Vehículos Eléctricos
- PF.1 Vehículos de Flotilla Pública
- C.1 Presentar Eventos de Tune-In Tune-Up
- CC.1 Reducir PM de Parrillas Comerciales
- C.4 Mayor Capacitación Educativa para Mecánicos de Vehículos Eléctricos
- LG.2 Incentivos para el Reemplazo de Equipos Comerciales de Césped y Jardín

Directrices de Protección del Aire Comunitario

- CARB aprobó las directrices de Protección del Aire Comunitario (CAP, por sus siglas en inglés) para la implementación de la financiación de AB 617
- Incluye las siguientes categorías de programas de incentivos aprobados existentes:
 - Programa Carl Moyer
 - Prop 1b Camiones de Servicio Pesado
 - Operaciones de Cromado
 - Escuelas (incluyendo filtros, transporte, y productos de madera compuesta)
- Proporcionará un marco para desarrollar e implementar medidas del CERP basadas en incentivos basados en la comunidad

Medidas del CERP Aprobadas en las Directrices en el CAP

A.2 Cosechadoras de Nueces de Bajo-Polvo

HD.1 Reemplazo de Camiones de Servicio Pesado

A.3 Alternativas a Quema Agrícola

HD.4 Reemplazo de Autobuses Escolares

A.6 Reemplazo de Tractores Agrícolas

VB.1 Barreras Vegetativas

A.5 Reemplazo de Motores de Pompoas Agrícolas

HD.2 Camiones de Patio de Cero Emisiones y TRU's

HD.5 Reemplazo de Autobuses de Tránsito (para Dial-a-Ride)

HD.7 Reemplazo de Vagones de Ferrocarril y Conmutadores

- *HD.8 Infraestructura de Combustible Limpio*
- RB.1 Incentivos Mejorados para Reemplazos de Aparatos que Queman Leña
- C.3 Infraestructura de Carga de Vehículos Eléctricos
- PF.1 Vehículos de Flotilla Pública
- C.1 Presentar Eventos de Tune-In Tune-Up
- CC.1 Reducir PM de Parrillas Comerciales
- C.4 Mayor Capacitación Educativa para Mecánicos de Vehículos Eléctricos
- LG.2 Incentivos para el Reemplazo de Equipos Comerciales de Césped y Jardín

Proceso de Aprobación de CARB para Directrices de Incentivos del CERP

- CARB está desarrollando una guía para la aprobación de medidas del CERP que no están actualmente en las directrices del CAP
 - Cosechadores de bajo polvo, Tune In Tune Up, Alternativas a la Quema Agrícola, etc.
- Distritos están trabajando en colaboración con CARB para finalizar la orientación para su incorporación a las directrices del CAP
- Espere que las directrices se incorporen a las directrices del CAP en los próximos meses
- Después de la aprobación, el Distrito debe presentar las directrices para cada medida del CERP identificada por la comunidad a ARB para su aprobación
- La fecha límite de liquidación para la financiación actual es junio de 2022
 - ¡El tiempo es la esencia!

Medidas de Incentivos del CERP en Proceso

- Reemplazos de autobuses escolares eléctricos (Distrito Escolar de Richland)
 - Incluye infraestructura de carga
- Reemplazos de tractores agrícolas
- Reemplazo de camiones de servicio pesado con emisiones casi cero
- Infraestructura de combustible limpio para apoyar el despliegue de vehículos pesados de servicio pesado de emisiones cero y casi cero

**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G17-CAPP-26
Grant # G18-CAPP-26
Report #2**

Appendix B

**South Central Fresno Community Steering Committee
Agendas and Support Materials from AB 617 Steering Committee Meetings**



Agenda for South Central Fresno Community Steering Committee – Meeting #9

June 26, 2019 – Vang Pao Elementary School Cafeteria

4100 E. Heaton Ave., Fresno, CA 93702

Agenda:




1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Brief Review of Meeting Goals 5:30 p.m.
Jessica Luternauer, Facilitator
3. Continuing Technical Assessment Update 5:40 p.m.
Brian Clements, Program Manager of Technical Services
4. CERP Emission Reduction Strategy Development 5:50 p.m.
Jessica Coria, Senior Air Quality Specialist
Jessica Olsen, Program Manager
Steering Committee Members
5. Wrap-up and Next Steps 7:15 p.m.
Jessica Luternauer, Facilitator
 - Meeting takeaways and next steps
 - Next Regular Steering Committee meeting: July 10
6. Public Comment 7:20 p.m.
7. Adjourn 7:30 p.m.

Learn more: community.valleyair.org

SOUTH CENTRAL FRESNO COMMUNITY EMISSIONS REDUCTION PROGRAM

STRATEGY CRITERIA PRIORITIZATION EXERCISE

Emission reduction and exposure reduction strategies have several criteria that need to be evaluated, including the amount of emissions reduced or the effectiveness of an exposure reduction measure; considering these criteria can help to prioritize potential strategies that may be feasible for implementation in AB 617-selected communities.

Strategy Criteria	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community
Description	PM2.5 emissions reduction in community, or reduction of exposure to PM2.5 for sensitive receptors in close proximity to a source	Toxic emissions reduction in community, or reduction of exposure to toxics for sensitive receptors in close proximity to a source	\$\$ spent to implement per emissions reductions or mitigation (limiting exposure)	Measure of potential legal, jurisdictional, operational, or feasibility barriers that may prevent or limit a strategy, or impact strategy timing	How broadly could the strategy be implemented? Localized strategy/benefits or community-wide strategy?
	Most reductions and/or very effective in reducing exposure for sensitive receptor group	Most reductions and/or very effective in reducing exposure for sensitive receptor group	Best	Fewest barriers; Fastest implementation; Ready to go	Most widespread implementation/benefit to community and/or major benefit to sensitive receptors near target source
	Moderate reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Moderate reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Okay	Some barriers; ≥ 1 year to strategy implementation	Affects some members of community; project not scalable to provide benefits to entire community
	Minimal reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Minimal reductions and/or somewhat effective in reducing exposure for sensitive receptor group	Least effective (very expensive and/or very few emissions/mitigation benefits)	Many barriers; ≥ 2 years to strategy implementation <i>if</i> able to implemented	Affects very few in community, and not near sensitive receptors

OLDER/HIGH POLLUTING AUTOS

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
1	Incentive	Valley Air District	Enhance outreach and access to financial incentives to remove older autos from the community through the District's Drive Clean in the San Joaquin program						
1	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
2	Incentive	Valley Air District	Host a local Tune-In Tune-Up event within the community to reduce emissions from older, high polluting cars						
2	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
3	Incentive	Valley Air District	Provide incentive funding to support the purchase of electric vehicles, charging infrastructure in the community						
3	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

OLDER/HIGH POLLUTING AUTOS

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
4	Incentive	Valley Air District	Evaluate the feasibility of additional ride share programs and/or incentives for ride sharing in the community						
4	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
5	Incentive/ Workforce Development	Valley Air District	Increase educational training for EV mechanics, and support the deployment of additional EV repair facilities in the community, as feasible	Indirect Benefit	Indirect Benefit				
5	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
11	Incentive	Valley Air District	Enhance outreach and access to incentives for the purchase of zero or near-zero emissions school buses to operate within the community						
11	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

OLDER/HIGH POLLUTING AUTOS

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
12	Incentive	Valley Air District and local transit operators	Develop incentive programs for zero or near-zero emissions transit buses within the community						
13	Incentive	Valley Air District	Provide incentives to local public agencies for the deployment of the cleanest available vehicles and equipment in public fleets (light duty vehicles, refuse fleet, off-road fleet, emergency vehicles, etc.)						
13	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
43	Outreach	Valley Air District, CARB, City and County	Install additional anti-idling signs near schools and other land uses that serve children and seniors						
43	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

HEAVY DUTY TRUCKS & LOCOMOTIVES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
6	Incentive	Valley Air District	Provide enhanced incentive funding for zero and near-zero emissions clean truck technologies that operate within the community						
6	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
7	Incentive	Valley Air District	Develop community-specific enhancements to incentive programs to support the deployment <ul style="list-style-type: none"> • clean yard trucks • transportation refrigeration units • related fueling infrastructure at warehouses and other facilities within the community, priority on zero emissions technologies						
7	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

HEAVY DUTY TRUCKS & LOCOMOTIVES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
8	Regulatory	Valley Air District and CARB	Develop and/or work to implement measures that reduce idling of heavy duty trucks within the community						
8	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
9	Enforcement	CARB	Develop an enhanced enforcement program to identify and repair trucks and buses with faulty emission control systems						
9	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
10	Regulatory	CARB	Amend warranty requirements and inspection program for trucks to add a lower in-use emissions performance level						
10	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

HEAVY DUTY TRUCKS & LOCOMOTIVES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
14	Incentive	Valley Air District	Provide enhanced incentive funding to replace high-polluting locomotives with clean engine technologies for trains that operate in or near the community						
14	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
15	Incentive	Valley Air District	Provide incentives for electric railyard switchers for train depots within the community						
15	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								



INDUSTRIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
33	Land Use	Valley Air District	Support projects that reduce vehicle miles traveled in the community, including measures that promote active transport and increase the walkability of community neighborhoods						
33	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
34	Land Use	City and County	Build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks	Indirect Benefit	Indirect Benefit				
34	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								


INDUSTRIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
35	Land Use	Valley Air District	Provide assistance during the CEQA process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced	Indirect Benefit	Indirect Benefit				
35	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
36	Incentive	Valley Air District	Provide incentives for stationary source facilities within the community to install advanced control technology beyond existing controls that would not otherwise be economically feasible to install, as feasible	NYQ	NYQ	NYQ		NYQ	
36	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

INDUSTRIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
37	Incentive	Valley Air District	Evaluate the feasibility of an incentive program for glass manufacturing facilities to fund the installation of technologies that further reduce emissions, including those from mobile sources	NYQ	NYQ	NYQ		NYQ	
37	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
38	Incentive	Valley Air District	Evaluate the feasibility of an incentive program for biomass facilities to fund the installation of technologies that further reduce emissions, including those from mobile sources	NYQ	NYQ	NYQ		NYQ	
38	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

INDUSTRIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reduction	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
39	Incentive	Valley Air District	Provide incentives to Chrome Plating operations to further reduce emissions of chromium, as feasible	NYQ	NYQ	NYQ		NYQ	
39	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

**NYQ = Not Yet Quantified, for measures that would need further evaluation of cost effectiveness, feasibility, and impact on the community*

URBAN/RESIDENTIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
16	Regulatory	Valley Air District	Implement enhanced District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) requirements (as included in District's 2018 PM2.5 Plan)	●	●	●	●	●	
17	Incentive	Valley Air District	Provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies	●	●	●	●	●	
17	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
18	Outreach	Valley Air District	Conduct outreach in the community to educate residents about the importance of reducing wood burning and associated health impacts, and programs available to support the transition to natural gas and electric devices.	●	●	●	●	●	

URBAN/RESIDENTIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
18	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
19	Incentive	Air District and PUC	Provide incentives for local businesses and homeowners to install solar power and energy storage systems						
19	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
20	Incentive	Valley Air District	Enhance outreach and access to incentive program for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines program						

URBAN/RESIDENTIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
21	Incentive	Valley Air District/CARB	Enhance outreach and access to incentive program for the replacement of commercial lawn and garden equipment in the community through the District's Clean Green Yard Machines program	●	●	●	●	●	
20 & 21	How would you suggest these measures be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
22	Incentive	Valley Air District	Provide incentives to further reduce smoke and other pollution from restaurants that use underfired charbroilers	●	●	◐	◐	●	
22	How would you suggest these measures be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								











URBAN/RESIDENTIAL SOURCES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminants Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
25	Partnership	Valley Air District and other local partners	Identify opportunities for increased urban greening and forestry in the community						
25	How would you suggest these measures be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
26	Outreach	Valley Air District and City/County	Conduct expanded outreach and education to reduce illegal burning of residential waste						
26	How would you suggest these measures be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

EXPOSURE REDUCTION STRATEGIES

Measure #	Type of Measure	Implementing Agency	Strategy Description	PM2.5 Emissions or Exposure Reduction	Toxic Air Contaminant s Emissions or Exposure Reduction	Cost Effective Emissions or Exposure Reductions	Feasibility of Implementation	Scale of Impact on Community	Choose top priorities
39	Exposure Reduction	Valley Air District and local school district	Increase the number of schools enrolled in the District's Healthy Air Living School program to help reduce children's exposure to unhealthy air conditions						
39	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
40	Exposure Reduction	Valley Air District	Provide financial incentives for the purchase and installation of enhanced Air Filtration systems at schools in the community						
40	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
41	Exposure Reduction	Valley Air District, City, County, CDOT, and other local partners	Provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible						
41	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

EXPOSURE REDUCTION STRATEGIES

42	Exposure Reduction	CARB, CEC, PUC, IOUs, City, County, Valley Air District	Work with agency and local partners to investigate measures to reduce indoor emissions and exposure, including weatherization, energy efficiency, enhanced filtration, and other services						
42	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								
45	Exposure Reduction	Valley Air District	Provide additional information to the community about real-time air quality conditions and appropriate measures the public should take to protect themselves during poor air quality episodes						
45	How would you suggest this measure be implemented in South Central Fresno? What are your specific ideas for this type of strategy?								

Existing Control of Air Pollution Sources of Concern to AB 617 Communities

AB 617 COMMUNITY EMISSION REDUCTION PROGRAM DEVELOPMENT



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Air Pollution Control: Who Does What?

Agency Jurisdictions

Federal and state laws require emission control measures in areas where air pollution exceeds standards. The San Joaquin Valley is one of these areas. With a variety of state and federal agencies implementing air pollution reduction programs, it can be difficult to understand the mission and jurisdiction of each organization.

The federal government, primarily through the Environmental Protection Agency, sets air quality standards, oversees state and local actions, and implements programs for toxic air pollutants, heavy-duty trucks, locomotives, ships, aircraft, off-road diesel equipment, and some types of industrial equipment.

State government, through the California Air Resources Board (CARB) and Bureau of Automotive Repair, sets more stringent state standards, oversees local actions, and implements programs for motor vehicle emissions, fuels, and smog checks.

Local air pollution control districts, such as the San Joaquin Valley Air Pollution Control District (District), develop plans and implement control measures in their areas. These controls primarily affect stationary sources such as factories and plants. Local air districts also conduct public education and outreach efforts such as the District's *Healthy Air Living*, *Check Before You Burn*, and *Drive Clean in the San Joaquin* voluntary programs.

Local cities and counties are responsible for implementing air friendly community planning that promotes pedestrian traffic, commute alternatives and cleaner transit fleets. City and County governments develop land use plans and make decisions about how cities should grow and expand.

While their jurisdiction and specific programs may vary, all of these organizations share a common goal: to work cooperatively in establishing comprehensive air quality control programs to benefit all California residents.

Assembly Bill (AB) 617 allows the District an exciting opportunity to continue to improve air quality, by partnering with community members in CARB selected communities to reduce local pollution and to help further protect the health of disadvantaged communities. Local air quality monitoring and community member engagement will be critical components to further understanding pollution impacts on local neighborhoods and developing effective strategies to reduce the cumulative exposure burden in highly impacted communities.

About the San Joaquin Valley Air Pollution Control District

The District regulates stationary sources of air pollution, implements control measures, and develops and implements plans to improve air quality in the San Joaquin Valley.

Nearly 650 rules and regulations have been adopted by the District over a period of nearly three decades, each reducing the amount of emissions that a facility may emit. A strict permitting process ensures that facilities operating in the Valley have the best available control technologies feasible to install for all permitted facility types, and ensures that new equipment and facilities in the Valley do not increase the risk of health impacts due to exposure to harmful air pollutants for local residents. These stringent requirements protect Valley communities from both regional and local air pollution and associated health impacts. See Appendix A for more information about health-protective permitting measures that apply to sources regulated by the District.

The District also works with CARB to make plans for attainment of health-protective air quality standards for the eight counties in the San Joaquin Valley. The District and CARB recently adopted the *2018 PM_{2.5} Plan*, which committed to make existing rules and regulations potentially even more stringent for stationary sources like boilers, glass plants, internal combustion engines, and commercial charbroilers. Emissions information gathered annually by the Air District and CARB, and scientific modeling, have shown that the majority of pollution in the Valley, and the majority of the pollution-related health impacts, come from mobile sources, and so CARB has also committed to major emission reductions from mobile sources through increased enforcement and incentive funding in the Valley. To further target sources outside of the District's regulatory jurisdiction, the *2018 PM_{2.5} Plan* also included a commitment to implement several different incentive programs for sources such as yard equipment, buses, and passenger cars. Emission reductions from this regional plan for attainment will benefit AB 617-selected communities by improving ambient air quality.

Additional regulatory controls and incentive programs that directly impact air pollution sources that have been discussed as being of concern to the AB 617 selected communities of Shafter and South Central Fresno are further discussed in this Community Steering Committee source categories of concern Informational packet. Visit Valleyair.org for more information about District rules, policies, and available incentive programs that address these sources and many others!

Contents

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Control of Mobile Sources of Air Pollution

Passenger Car Pollution

State and Federal requirements control emissions from passenger vehicles. The Valley Air District does not have jurisdiction over these sources. However, due to the large amount of air pollution that originates from passenger vehicles in the Valley, the District has implemented a suite of programs to reduce pollution from these mobile sources.

- Employer Based Trip Reduction (District Rule 9410) requires large employers to implement measures to encourage employees to take alternative transportation to work through the establishment of an Employer Trip Reduction Implementation Plan (eTRIP).
 - An eTRIP is a set of measures that encourages employees to use alternative transportation and ridesharing for their morning and evening commutes
 - Each measure contributes to a workplace where it is easier for employees to choose to use ridesharing or alternative transportation
 - Through this rule, single-occupancy vehicle trips are reduced, thus reducing emissions of oxides of nitrogen (NO_x), volatile organic compounds (VOC) and particulate matter (PM).
- District Healthy Air Living school program promotes no idling while picking up children at school
 - “No idling” signs are provided to schools to encourage drivers to turn off their engines
- Indirect Source Rule (District Rule 9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated through on site activities or through payment of mitigation fees
- District offers a variety of incentive programs to reduce emissions from passenger vehicles. These include the following options:
 - Tune In Tune Up vehicle repair program
<http://valleyair.org/drivecleaninthesanjoaquin/repair/> provides up to \$850 in funding to repair high emitting vehicles identified at weekend Tune In Tune Up events
 - The Districts vehicle replacement program
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/> provides up to \$9,500 for Valley residents to replace their 1999 or older high emitting vehicles with newer, cleaner options including battery electric, plug in hybrid, or hybrid vehicles
 - The District offers rebates up to \$3,000 for the purchase or lease of new clean air vehicles including battery electric, fuel cell, plug in hybrid, zero emissions motorcycles, and advanced technology natural gas vehicles
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>



- The District provides incentives up to \$50,000 per project for electric vehicle charging infrastructure through the Charge Up Program <http://valleyair.org/grants/chargeup.htm>



- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric vehicles and fuel cell vehicles in order to attain federal ozone standards, reduce greenhouse gas emissions, minimize health risks, reduce petroleum usage and increase energy efficiency.

School and Transit Buses

- Controlled by the California Air Resources Board Statewide Truck and Bus Regulation that requires transition to cleaner technology over time. Generally phased in by model year. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- District has a variety of incentive programs available for school bus fleets interested in transitioning their fleets to cleaner technology, including:
 - The District operates a local school bus replacement program. The Electric School Bus Incentive Program provides monetary incentives for the replacement of existing diesel yellow school buses that transport public school children to and from school with all electric school buses. Eligible applicants are public school districts, Joint Power Authorities (JPA), and privately owned yellow school buses that are contracted with a public school to transport public school children.
 - <http://valleyair.org/grants/electric-school-bus.htm>
- School bus replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Upcoming Volkswagen Mitigation Trust Program funding: The District is administering \$130 million in funding on behalf of the State of California to replace diesel school and transit buses throughout California with all-electric zero-emission buses. This program will be launching in the fall, 2019.
 - <http://vwbusmoney.valleyair.org/>

Emissions from Heavy Duty Trucks

- Diesel powered heavy-duty trucks are subject to statewide ARB Truck and Bus Regulation which requires all equipment to meet 2010 emission standards by 2023. All 2009 and older heavy-duty diesel trucks will be off the road by January 1, 2023.
(<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>)
- District offers incentives to reduce emissions from heavy-duty diesel trucks. This includes the following options:
 - Heavy Duty Truck Replacement Program (<http://valleyair.org/grants/truck-replacement.htm>) provides up to \$200,000 in funding to replace 2009 or older heavy-duty diesel trucks with the cleanest technology available
 - The District will implement a Heavy-Duty Truck Repair Pilot Program to provide financial assistance to small fleet truck owners and operators to provide durable repairs for broken emissions components or systems in summer 2019
 - The District is developing new program for Heavy-Duty Alternative Fuel Infrastructure which will provide local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles

Locomotives

- Currently, there exist no CARB and EPA requirements controlling emissions relating to the transportation of goods via locomotive freight.
- The District offers two incentive programs for Locomotive fleets interested in transitioning to newer, clean technology, including:
 - Proposition 1B (Locomotives) (<http://valleyair.org/grants/locomotives-prop1b.htm>) incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.
 - Locomotive replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to Proposition 1B guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - State Legislature Proposition 1B provides funding for the replacement of old locomotive engines under this program
 - All locomotive engines funded under Prop 1B must be EPA Tier 4 Certified and pass California Air Resources Board Verification
 - Locomotive Program (<http://valleyair.org/grants/locomotive.htm>) incentivizes the replacement of old, high-polluting locomotives to new, low-polluting Tier 4 engines.
 - Locomotive replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - Carl Moyer Grant Program provides funding for the replacement of old locomotive engines under this program

- All locomotive engines funded with Carl Moyer monies must be EPA Tier 4 Certified and pass California Air Resources Board Verification
- To date, The District has administered nearly \$66 million dollars to fund the replacement of old, high-polluting locomotive engines with new, tier 4 and CARB verified locomotive engines.
- South Coast APCD is administering Volkswagen Environmental Mitigation Trust for California Funding on behalf of the State of California to replace high-polluting locomotive engines throughout California with newer, low-polluting Tier 4, CARB verified locomotive engines. This program will be launching in the fall, 2019.
 - <http://www.aqmd.gov/vw/>
 - <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california/about>

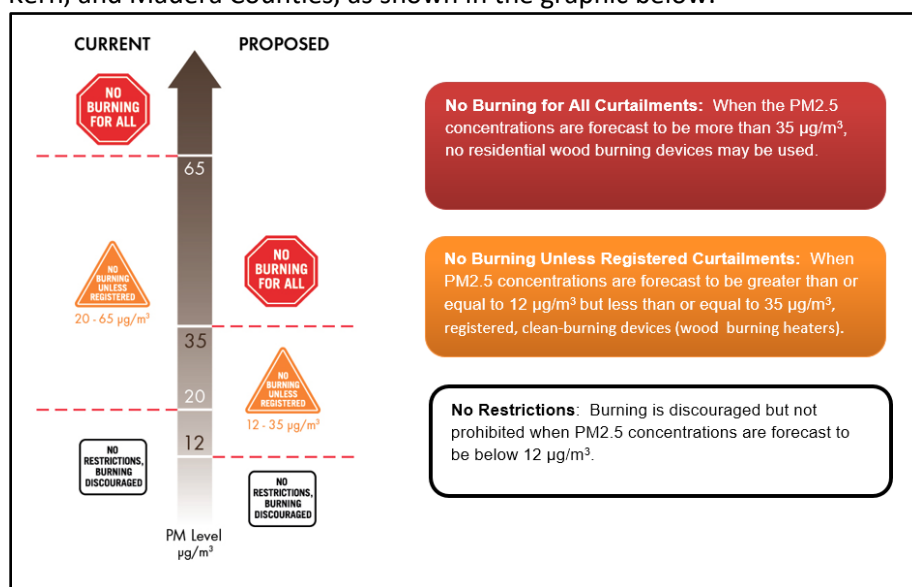
Control of Residential and Urban Sources

Residential Wood Burning

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. During winter, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete wood combustion and are emitted into Valley neighborhoods where residents live and play. Hazardous air pollutants released from residential wood burning include: PM_{2.5}, PM₁₀, NO_x, benzene, aldehydes, dioxin, and polycyclic aromatic hydrocarbons (PAHs).

Residential wood burning is subject to the following regulatory measures:

- SJVAPCD (District) Rule 4901 (<https://www.valleyair.org/rules/currnrules/r4901.pdf>)
- Check Before you Burn program (<https://www.valleyair.org/aqinfo/cbyb.htm>)
 - Through the District's Check Before You Burn program, which is based on Rule 4901, the District has declared and enforced episodic wood burning curtailments, also called "No burn" days, since 2003.
 - Check Before You Burn and District Rule 4901 reduce harmful species of PM_{2.5} when and where those reductions are most needed, in impacted urbanized areas when the local weather is forecast to hamper particulate matter dispersion.
 - The District is currently proposing to amend the existing curtailment levels for Fresno, Kern, and Madera Counties, as shown in the graphic below.



Additionally, the District utilizes the following non-regulatory measures to reduce pollution from wood smoke in the Valley:

- Burn Cleaner Incentive Program (<http://valleyair.org/grants/apps/burncleaner/Home>): Incentive funding for the replacement of older more polluting wood burning heaters to cleaner wood burning heaters. This program has replaced over 16,600 uncertified wood stoves with EPA-certified and clean burning natural gas devices in the Valley since 2009.

NEW DEVICE TO BE PURCHASED	INCENTIVE AMOUNT
Certified wood insert/freestanding stove	Up to \$1,000
Certified pellet insert/freestanding stove	Up to \$1,000
Natural gas insert/freestanding stove	Up to \$1,000
Any eligible device if applicant is eligible for low-income	Up to \$2,500
Additional incentive towards gas device (for both Standard and Low-income)	Up to \$500*

**Applies only to eligible installation costs beyond the funding amount*

- **Public Outreach and Education:** The District takes part in media interviews and responds to public calls phone calls and emails related to residential wood burning. The District also utilizes tools such as the Real-Time Air Advisory Network and the “Valley Air” app, and social media, and multimedia advertising campaigns (billboards, radio, tv, etc.) to spread awareness

Development Projects - Construction and Operations

Development projects are controlled through a suite of rules, including the District’s Indirect Source Review Rule and Regulation VIII requirements, further discussed below. Additionally, the District provides city and county agencies with guidance on sustainability measures that best reduce air pollution, as well as analyzing the potential impacts of new projects and ways developers can reduce air quality impacts through the CEQA process.

Indirect Source Review (ISR) Rule

District [Rule 9510 \(Indirect Source Review \(ISR\)\)](#) reduces NOx and PM10 emissions from mobile and area sources associated with construction and operation of new development projects in the Valley. The ISR rule applies to developers of new residential, commercial and industrial projects and to transportation and transit projects whose emissions will exceed certain thresholds contained in the rule.

- This rule was adopted in December 15, 2005, and amended in December, 2017.
- This is the only rule of its kind in the State of California and throughout the nation. The District’s rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, and other air districts
- The ISR rule encourages clean air designs to be incorporated into the development project, or, if insufficient emissions reductions can be designed into the project, by paying a mitigation fee that will be used to fund off-site emissions reduction projects.

Voluntary Emission Reduction Agreement (VERA) Program

A VERA is a mitigation measure under the California Environmental Quality Act (CEQA) by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects administered through the District’s incentive grant programs. A VERA can be implemented to address air quality impacts under CEQA, from both construction and operational phases of a project.

Regulation VIII (Fugitive PM10 Prohibition) / Dust Control Plan (DCP)

The District’s Regulation VIII series (Fugitive PM10 Prohibitions) was adopted in November 2001, and subsequently amended in 2004. This rule series contains a comprehensive suite of rules designed to

reduce fugitive PM10 emissions from a range of sources. The Regulation VIII rules are implemented via the District's Dust Control Plan (DCP) program:

https://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

Rule 8011: General Requirements

The provisions of Rule 8011 are applicable to specified outdoor fugitive dust sources. In 2004, the District adopted amendments to Regulation VIII to upgrade existing RACM level rules to meet the more stringent BACM level required in serious PM10 nonattainment areas.

Rule 8021: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities

Rule 8021 applies to construction or demolition related disturbances of soil, including land clearing, grubbing, scraping, excavation, extraction, land leveling, grading, cut and fill operations, travel on the site, travel access roads to and from the site, and demolition activities. The rule also applies to construction of new landfill disposal sites or modifications to existing landfill disposal sites prior to commencement of landfilling activities.

Rule 8031: Bulk Materials

Rule 8031 applies to the outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.

Rule 8041: Carryout and Trackout

Rule 8041 applies to the prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads from activities subject to the requirements of Rules 8021, 8031, 8061, and 8071.

Rule 8051: Open Areas

Rule 8051 applies to any open area 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contains at least 1,000 square feet of disturbed surface area.

Rule 8061: Paved and Unpaved Roads

Rule 8061 establishes standards for the construction of new and modified paved roads in accordance with published guidelines by the American Association of State Highway and Transportation Officials for road construction and applies to any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.

Rule 8071: Unpaved Vehicle/Equipment Traffic Areas

Rule 8071 is applicable to unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.

Rule 8081: Agricultural Sources

Rule 8081 applies to "off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

Commercial Charbroiling

The charbroiling source category consists of two types of commercial charbroilers: chain-driven and underfired. A chain-driven charbroiler is a semi-enclosed broiler that moves food mechanically through the device on a grated grill to cook the food for a specific amount of time. An underfired charbroiler has a metal "grid," a heavy-duty grill similar to that of a home barbecue, with gas burners, electric heating elements, or solid fuel (wood or charcoal) located under the grill to provide heat to cook the food. The

smoke and vapors generated by cooking on either type of charbroiler contain water, VOCs, and PM. Larger particles and grease are typically captured by the grease filter of the ventilation hood over the charbroiler. The remaining VOCs and particulate pollution are exhausted outside the restaurant, unless a secondary control is installed.

- District Rule 4692 reduces emissions by requiring catalytic oxidizers for chain-driven commercial charbroilers, such as those located at fast-food restaurants, that meet rule applicability thresholds
- Rule 4692 requires emission controls for chain-driven charbroilers that cook 400 pounds of meat or more per week
- The original rule, adopted in March 2002, reduced PM2.5 emissions from chain-driven charbroilers by 84%. The September 2009 rule amendment expanded rule applicability to more chain-driven charbroilers, reducing 25% of the remaining PM2.5 chain-driven charbroiler emissions

In 2018, the District amended Rule 4692 to implement a registration and reporting requirement for underfired charbroiler operations in order to gather better inventory and emissions information for this source category. Using new survey and registration information, the District will pursue reductions in commercial underfired charbroiler emissions through an incentive-based approach to fund the installation of controls for commercial underfired charbroilers within urban boundaries in hot-spot areas of Fresno, Kern, and Madera counties, with a future year regulatory requirement to encourage participation by Valley businesses.

Lawn and Garden Equipment

- CARB has a small off-road engine (SORE) program, which includes lawn and garden equipment. In 2020, CARB will consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent in 2031 (<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>).
- District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) Program includes the following:
 - Residential CGYM provides rebates for the replacement of an old gas-powered mower with a new electric mower and for the purchase of eligible new electric lawn and garden electric equipment without replacements (<http://www.valleyair.org/grants/cgym.htm>). To date, this program has replaced over 6,700 mowers with over \$1.5 million in funding.
 - Commercial CGYM launched in May 2019 and provides funding for the replacement of eligible old gas-powered lawn and garden equipment with battery-powered options for public agencies, private entities, and businesses <http://valleyair.org/grants/cgym-commercial.htm>

Mitigation Measures for Schools

- Managed by Outreach and Communications team
- The Healthy Air Living Schools program provides free tools, resources, and education to Valley schools and their communities (<http://healthyairliving.com/schools>)
- Encourages schools to adopt Real-time Air Advisory Network (RAAN), modify outdoor activities, communicate air quality challenges and progress, request educational speakers, adopt anti-idling initiatives, and stay engaged through ongoing personalized support

- Deployed Real-time Electronic Air-Quality Display (READ) technology for more than 25 schools, which provides real-time air quality data and is a highly visible alternative to the retired Air Quality Flag Program. Additional schools are now participating using their own monitor to display a customized URL provided by the District
- Currently 959 schools in the Valley utilize the District's air quality notifications to adjust outdoor activities and notify staff, students and parents

General Outreach

- Managed by the Outreach and Communications team
- Improves public health through education, partnership, outreach, and cooperation with the media, public, businesses, government, and others
- Coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots innovative outreach campaigns like the HAL Schools and Check Before You Burn programs, and connects with the public in multiple languages across any medium
- Executes annual comprehensive multi-lingual advertising campaigns for Healthy Air Living/Summer Ozone season, Check Before You Burn and a variety of grant programs utilizing various media resources including television, radio, billboards, social media, digital networks and more.
- Provides air quality data from the Real Time Air Advisory network (RAAN) of monitors across the Valley, to more than 8,000 registered users who receive alerts via text or email for locations they choose to follow
- Provides a free mobile app for android and iOS that allows users to save up to 10 Valley locations to view current air quality data from RAAN, report air quality issues and check wood burning status during Check Before You Burn season.

Control of Agricultural Sources of Concern

Open Burning

State laws require Districts to have provisions for the disposal of agricultural waste through open burning. The San Joaquin Valley has the toughest restrictions on burning of agricultural materials in the state. State legislation is phasing out such activity, but it is still allowed for a few crop types where there are no economically or technologically feasible alternatives to burning available. In accordance with state law, on a daily basis District staff determines when, how much, and where burning can occur.

The limited open burning still allowed is managed under the District's comprehensive Smoke Management System (SMS) to minimize ambient air quality impacts. Burn permits issued by the District and daily authorization is required for all open burning of agricultural waste. Each day, District staff analyze potential impacts, local meteorology, air quality conditions, atmospheric holding capacity, and other factors when making determinations on how much material may be burned in each of the over 100 burn zones that the Valley is broken into in the SMS. Open burning is only allowed if atmospheric conditions are such that no adverse air quality impacts are expected. The goal of the SMS is to protect public health and prevent significant deterioration in air quality as the result of open burning.

- Controlled by District Rule 4103 (Open Burning)
(<https://www.valleyair.org/rules/curnrules/r4103.pdf>)
- Alternative to Open Ag Burning Incentive Pilot Program
 - Provides incentives for chipping or shredding agricultural material, with the materials being required to be used for soil incorporation or land application on agricultural land
 - A total of \$1,644,320 has been offered to fund these projects to date
 - This program has resulted in approximately 200 tons of NOx, 241 tons of VOC, and 337 tons of PM emission reductions to date

Agricultural Tractors

- Agricultural tractors are not controlled by a regulation.
- To be eligible the facility must be engaged in agricultural operations as defined by the California Air Resources Board. <http://valleyair.org/grants/documents/tractor/Guidelines.pdf>
- Agricultural tractor replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Projects are funded on a first come first serve
<http://valleyair.org/grants/documents/tractor/Ag-Off-Road-Repalcement-App.pdf>

Agricultural Trucks

- Controlled by the California Air Resources Board Statewide Truck and Bus Regulation that requires transition to cleaner technology over time. Generally phased in by model year.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

- The FARMER Ag Truck Replacement Program provides incentive funds for the replacement of heavy-duty diesel agricultural trucks.
<http://valleyair.org/grants/documents/FARMER/guidelines.pdf>
- Eligible agricultural trucks must be in current compliance with the State of California’s On-Road Truck and Bus Regulation under the following compliance options
 - Agricultural Vehicle Extension
 - Low-Use Exemption
 - Specialty Agricultural Vehicle Extension
 - Model Year Schedule and the truck must operate as an “agricultural vehicle” as defined in the truck and bus regulation.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- Agricultural truck replacements can be funded as an eligible project category utilizing funding from the FARMER program. These projects are administered according to the FARMER Program guidelines.
<http://valleyair.org/grants/documents/FARMER/application.pdf>

Agricultural Pump Replacement Program

- Controlled by the San Joaquin Valley Air Pollution Control District that required a transition to cleaner technology over time. Generally phased in by tier level.
 - https://www.valleyair.org/rules/currnrules/R4702_Clean.pdf
- District has a variety of incentive programs available for agricultural operations interested in transitioning their engines to cleaner technology, including:
 - The District operates a local agricultural replacement program. The Agricultural Pump Incentive Program provides monetary incentives for the replacement of Tier 3 engines to Tier 4f engines and Tier 3 or Tier 4f engines to electric motors
 - <http://valleyair.org/grants/agpump.htm>
- Agricultural Pump Replacements can be funded as an eligible project category utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>

Dust from Orchards, Vineyards, and Row Crops

The District requires that growers implement conservation management practices to reduce air pollution from agricultural operations

- Growers must submit a conservation management plan to the District for approval, as required by District Rule 4550 (Conservation Management Practices)
 - Within this plan, farmers detail specific measures they will be implementing to reduce dust emissions from their facility
 - District staff regularly inspect Valley farms to ensure compliance with rule requirements
 - Emission reductions achieved by the implementation of these practices by Valley farmers has helped the Valley be in attainment of the federal air quality standards for PM10
- The District has worked closely with representatives from the agricultural community to evaluate new harvesting equipment and practices that can effectively reduce dust from harvest activities

- Based on the significant dust emission reductions that low-dust harvesting equipment can provide, the District is offering funding for the replacement of older, conventional nut harvesters or sweepers with new, low-dust technology equipment for use in nut harvesting operations
 - This incentive funding can also be packaged with our Tractor Replacement funding to upgrade the tractor used to pull harvesting equipment
 - Eligible Equipment must be low-dust harvesting equipment achieving at least 40% reduction in particulate matter emissions as demonstrated by available peer-reviewed information and/or District-approved methodology
 - More information is available here: <http://valleyair.org/grants/low-dust-nut-harvester.htm>

Pesticide application control and monitoring

The Valley Air District is prohibited by state law from regulating pesticides. The Department of Pesticide Regulation (DPR) regulates pesticides under a comprehensive program that encompasses enforcement of pesticide use in agricultural and urban environments. DPR oversees a multi-tiered enforcement infrastructure and is vested by the [U.S. Environmental Protection Agency](#) with primary responsibility to enforce federal pesticide laws in California. DPR directs and oversees County Agricultural Commissioner enforcement of pesticide and environmental laws and regulations locally, including enforcement for the Department of Consumer Affairs' Structural Pest Control Board.

- More information about DPR's Air Program is available here: <https://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>
- DPR requires farmers to notify the department before they apply any form of pesticide
- Additionally, agricultural operators are subject to strict rules that limit overspray and drift from the approved site of application, and may be subject to fines for violations
- Schools near a pesticide application must be notified by DPR to allow the school to take precautions to prevent exposure. Please visit the DPR website for more information about DPR's regulation of pesticide spraying near schools: https://www.cdpr.ca.gov/docs/enforce/pesticide_applications_near_schoolsites.htm

Dairy Operations

Dairy Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4570 \(Confined Animal Facilities\)](#) and [Rule 4550 \(Conservation Management Practices\)](#)

The purpose of Rule 4570 is to limit VOC emissions from Confined Animal Facilities (CAFs). This rule applies to facilities where animals are corralled, penned, or otherwise caused to remain in restricted areas and primarily fed by a means other than grazing for at least 45 days in any twelve-month period. In addition to limiting VOC emissions, Rule 4570 also includes measures that limit ammonia (NH₃) emissions from these operations. The purpose of Rule 4550 is to limit fugitive dust emissions from agricultural operations. Dairy operations are subject to stringent enforcement provisions, including ongoing mitigation measures and annual inspections.

Dairy operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)

Dairy operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Dairy Digesters

- California Department of Food Agriculture (CDFA) Dairy Digester Research and Development Program (DDRDP) provides financial assistance for the installation of dairy digesters in California.
 - <https://www.cdfa.ca.gov/oefi/ddrdp/>
- CDFA receives funding from California Climate Investments for methane emissions reductions from dairy and livestock operations.
- Current DDRDP projects are expected to reduce greenhouse gas emissions by an estimated 12.9 million metric tons of CO₂e.
- CDFA has a list of the projects they have funded on their website
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Alternative Manure Management Program (AMMP)

- California Department of Food and Agriculture (CDFA) Alternative Manure Management Program (AMMP) provides financial assistance for the implementation of non-digester manure management practices
 - Currently, eligible practices for funding through AMMP include: pasture-based based management; solid separation or conversion from flush to scrape in conjunction with some form of drying or composting of collected manure.
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Control of Stationary Sources of Concern

Glass Manufacturing Plants

Glass melting furnaces in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4354 \(Glass Melting Furnaces\)](#)

Rule 4354 is among the most stringent rules in the nation for glass melting furnaces. The purpose of this rule is to limit NO_x, SO_x, volatile organic compounds (VOC), carbon monoxide (CO), and PM emissions from glass melting furnaces. The NO_x emission limits contained within Rule 4354 require the installation of the best available NO_x technology (i.e. oxy-fuel firing or SCR systems). Facilities with glass melting furnaces are subject to stringent enforcement provisions, including the installation of continuous emissions monitoring equipment and annual inspections.

In addition to Rule 4354 requirements, glass manufacturing plants are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - [40 CFR 60 Subpart CC – Standards of Performance for Glass Manufacturing Plants](#)
 - 40 CFR 60 Subpart PPP (Standards of Performance for Wool Fiberglass Insulation Manufacturing Plants)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - [40 CFR 61 Subpart N – National Emission Standard for Inorganic Arsenic Emissions from Glass Manufacturing Plants](#)
 - 40 CFR 63 Subpart NNN (National Emission Standards for Hazardous Air Pollutants for Wool Fiberglass Manufacturing Plants)
 - [40 CFR 61 Subpart SSSSS – Glass Manufacturing Area Sources](#)
- EPA – Alternative Control Technology (ACT)
 - 435/R-94-037 (Alternative Control Techniques Document—NO_x Emissions from Glass Manufacturing)

Glass manufacturing plants are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4202 \(Particulate Matter – Emission Rate\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)
- [40 CFR 64 – Compliance Assurance Monitoring](#)

Glass manufacturing plants in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Biomass Plants

Biomass facilities in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4352 \(Solid Fuel Fired Boilers, Steam Generators, and Process Heaters\)](#)

The purpose of Rule 4352 is to limit NOx and CO emissions from any boiler, steam generator or process heater fired on solid fuel. The most recent amendments, in December 2011, strengthened the rule by lowering NOx emissions limits for biomass facilities and for municipal solid waste facilities and for all other solid fuel fired units. Facilities with solid fuel fired boilers, such as biomass plants are subject to stringent enforcement provisions, including annual source testing requirements and annual inspections.

In addition to Rule 4352 requirements, biomass plants are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart Cb – Emission Guidelines and Compliance Times for Municipal Waste Combustors that are Constructed on or before December 19, 1995
 - 40 CFR 60 Subpart D – Standards of Performance for Fossil-Fuel-Fired Steam Generators for which Construction is Commenced after August 17, 1971
 - 40 CFR 60 Subpart Db – Standards of Performance for Industrial-Commercial-Institutional Steam Generating Units
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - [40 CFR 63 Subpart DDDDD – National Emission Standards for Hazardous Air Pollutants for Major Sources: Industrial, Commercial, and Institutional Boilers and Process Heaters](#)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-022 (Alternative Control Techniques Document– NOx Emissions from Industrial/Commercial/ Institutional Boilers)
 - 453/R-94-023 (Alternative Control Techniques Document– NOx Emissions from Utility Boilers)

Biomass plants are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)
- [40 CFR 64 – Compliance Assurance Monitoring](#)

Biomass plants in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Autobody Coating Operations

Autobody Coating Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4612 \(Motor Vehicle and Mobile Equipment Coating Operations\)](#)

The purpose of Rule 4612 is to limit VOC emissions from coatings of motor vehicles, mobile equipment, and associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufactures, or distributes any automotive coating for use within the District, as well as any person who uses, applies, or solicits the use or application of any automotive coating within the District. Facilities that perform autobody coating operations are subject to stringent enforcement provisions, including annual inspections.

In addition to Rule 4612 requirements, autobody coating operations may also be subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart MM (Standards of Performance for Automobile and Light-Duty Truck Surface Coating Operations)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - [40 CFR 63 Subpart HHHHHH – National Emission Standards for Hazardous Air Pollutants: Paint Stripping and Miscellaneous Surface Coating Operations at Area Sources](#)
 - 40 CFR 63 Subpart IIII (National Emission Standards for HAPs: Surface Coating of Automobiles and Light-Duty Trucks)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-76-028 (Control of Volatile Organic Emissions from Existing Stationary Sources – Volume I: Control Methods for Surface Coating Operations)
 - 450/2-77-008 (Control of Volatile Organic Emissions from Existing Stationary Sources – Volume II: Surface Coating of Cans, Coils, Paper, Fabrics, Automobiles, and Light-Duty Trucks)
 - 453/R-08-006 (Control Techniques Guidelines for Automobile and Light-Duty Truck Assembly Coatings)
- EPA – Alternative Control Technology (ACT)
 - EPA-453/R-94-017 (Alternative Control Techniques Document – Surface Coating of Automotive/Transportation and Business Machine Plastic Parts)

Autobody coating operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#) – if using booth heater
- [District Rule 4801 \(Sulfur Compounds\)](#) – if using booth heater

Autobody coating operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Gasoline Pipeline Terminals

Gasoline Pipeline Terminals in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4623 \(Storage of Organic Liquids\)](#) and [Rule 4624 \(Organic Liquid Loading\)](#)

The purpose of Rule 4623 is to limit VOC emissions from the storage of organic liquids. This rule applies to any tank with a capacity of 1,100 gallons or greater in which any organic liquid is placed, held, or stored. The purpose of Rule 4624 is to limit VOC emissions from the transfer of organic liquids. This rule applies to organic liquid transfer facilities. Facilities that store or transfer organic liquids, such as gasoline pipeline terminals are subject to stringent enforcement provisions, including quarterly leak inspection requirements and annual inspections.

In addition to Rule 4623 and Rule 4624 requirements, gasoline pipeline terminals may also be subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - [40 CFR 60 Subpart Kb – Standards of Performance for Volatile Organic Liquid Storage Vessels \(Including Petroleum Liquid Storage Vessels\)](#)
 - [40 CFR 60 Subpart XX - Standards of Performance for Bulk Gasoline Terminals](#)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - Subpart BBBB – Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities
 - 40 CFR 63 Subpart EEE – Organic Liquids Distribution (Non-Gasoline)
 - [40 CFR 63 Subpart R - National Emissions Standards for Gasoline Distribution Facilities](#)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-77-035 (Control of Volatile Organic Emissions from Bulk Plants)
 - 450/2-77-036 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Storage of Petroleum Liquids in Fixed Roof Tanks)
 - 450/2-78-047 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Petroleum Liquid Storage in External Floating Roof Tanks)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-001 (Alternative Control Techniques Document for Volatile Organic Liquid Storage in Floating and Fixed Roof Tanks)

Gasoline pipeline terminals typically have auxiliary equipment that are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Gasoline pipeline terminals in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Rendering Operations

Rendering Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4104 \(Reduction of Animal Matter\)](#)

The purpose of Rule 4104 is to limit air contaminants from source operations used for the reduction of animal matter by requiring gases, vapors, and gas-entrained effluent from the process to be incinerated at temperatures not less than 1200 degrees Fahrenheit or processed in an equally effective manner. Facilities that perform rendering operations are subject to stringent enforcement provisions, including annual source testing requirements and annual inspections.

Rendering operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)

These facilities generally use steam from a boiler (indirect-fired) or a rotary dryer (direct-fired) for their operations, which generates NOx emissions from these combustion units; these combustion units are regulated by other District rules. Rendering operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Fiberglass Boat Manufacturing Operations

Fiberglass Boat Manufacturing Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4684 \(Polyester Resin Operations\)](#)

The purpose of Rule 4684 is to limit VOC emissions from commercial and industrial polyester resin operations, fiberglass boat manufacturing operations, organic solvent cleaning, and the storage and disposal of all solvents and waste solvent materials associated with such operations. Facilities that perform fiberglass boat manufacturing operations are subject to stringent enforcement provisions, including annual inspections.

In addition to Rule 4684 requirements, fiberglass boat manufacturing operations are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR Part 61 Subpart VVVV (National Emission Standards for Hazardous Air Pollutants for Boat Manufacturing)
- EPA – Control Technique Guidelines (CTG)
 - 450/3-83-006 (Control of Volatile Organic Compound Emissions from Manufacture of High-Density Polyethylene, Polypropylene, and Polystyrene Resins)
 - 453/R-08-004 (Control Technique for Fiberglass Boat Manufacturing Materials)

Fiberglass boat manufacturing operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Fiberglass boat manufacturing operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Pump Manufacturing Operations

Pump Manufacturing Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4603 \(Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts\)](#)

The purpose of Rule 4603 is to limit VOC emissions from the surface coating of metal parts or products, large appliances' parts or products, metal furniture, plastic parts and products, and pleasure crafts, and to the organic solvent cleaning and storage and disposal of all solvents and waste solvent materials associated with such coatings. Facilities that perform pump manufacturing operations are subject to stringent enforcement provisions, including annual inspections.

In addition to Rule 4603 requirements, pump manufacturing operations are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR Part 63 Subpart M (NESHAP for Surface Coating of Miscellaneous Metal Parts and Products)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-78-015 (Control of Volatile Organic Emissions from Existing Stationary Sources – Volume VI: Surface Coating of Miscellaneous Metal Parts and Products)
 - 453/R-08-003 (Control Techniques Guidelines for Miscellaneous Metal and Plastic Parts Coatings)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-015 (Alternative Control Techniques Document – Industrial Cleaning Solvents)

Pump manufacturing operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4202 \(Particulate Matter – Emission Rate\)](#)

Pump manufacturing operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Oil and Gas Operations

Oil and Gas Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) Rules:
 - [Rule 2260 \(Registration Requirements for Equipment Subject to California's Oil and Gas Regulation\)](#)
 - [Rule 4311 \(Flares\)](#),
 - [Rule 4401 \(Steam-Enhanced Crude Oil Production Wells\)](#)
 - [Rule 4402 \(Crude Oil Production Sumps\)](#)
 - [Rule 4404 \(Heavy Oil Test Station - Kern County\)](#)
 - [Rule 4407 \(In-Situ Combustion Well Vents\)](#)
 - [Rule 4408 \(Glycol Dehydration Systems\)](#)
 - [Rule 4409 \(Components at Light Crude Oil Production Facilities, Natural Gas Processing Facilities, and Natural Gas Processing Facilities\)](#),
 - [Rule 4453 \(Refinery Vacuum Producing Devices or Systems\)](#)
 - [Rule 4454 \(Refinery Process Unit Turnaround\)](#)
 - [Rule 4455 \(Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants\)](#),
 - [Rule 4623 \(Storage of Organic Liquids\), and](#)
 - [Rule 4624 \(Transfer of Organic Liquid\)](#)

The purpose of Rule 2260 is to provide a registration process that satisfies the requirements of California's Oil and Gas Regulation, which limits methane emissions and leaks from equipment used in the oil and gas industry.

The purpose of Rule 4311 is to establish flaring requirements and reduce VOC, NO_x, and SO_x emissions from operations involving the use of flares.

The purpose of Rule 4401 is to limit VOC emissions from steam-enhanced crude oil production wells and related piping. These operations are subject to stringent emission control and leak detection and repair requirements.

The purpose of Rule 4402 is to limit VOC emissions from sumps used to store crude oil and produced water in crude oil production operations.

The purpose of Rule 4404 is to limit VOC emissions from the operation of heavy oil test stations, i.e. a tank setting used to measure and collect crude oil from individual wells.

The purpose of Rule 4407 is to limit VOC emissions from in-situ combustion wells and related piping. This process is largely no longer in use by oil production companies in the District. These operations are subject to stringent emission control and leak detection and repair requirements.

The purpose of Rule 4408 is to limit VOC emissions from glycol dehydration system; a process in water vapor is removed from produced gas.

The purpose of Rule 4409 is to limit VOC emissions from leaking components at light crude oil production facilities, natural gas production facilities, and natural gas processing facilities.

The purpose of Rule 4453 is to limit VOC emissions from refinery vacuum producing devices or systems by requiring that gasses from these systems be collected and controlled.

The purpose of Rule 4454 is to limit VOC emissions resulting from the purging, repair, cleaning, or otherwise opening or releasing pressure from a refinery vessel during a process unit turnaround, i.e. taking equipment out of service for maintenance.

The purpose of Rule 4455 is to limit VOC emissions from leaking components at petroleum refineries, gas liquids process facilities, and chemical plants.

The purpose of Rule 4623 is to limit VOC emissions the storage of organic liquids, including crude oil.

The purpose of Rule 4624 is to limit VOC emissions the transfer of organic liquids.

In addition to the above District requirements, oil and gas operations are also subject to Federal regulations, which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - [40 CFR 60 Subpart Kb – Standards of Performance for Volatile Organic Liquid Storage Vessels \(Including Petroleum Liquid Storage Vessels\)](#)
 - [40 CFR 60 Subparts OOOO and OOOOa Crude Oil and Natural Gas Production, Transmission, and Distribution](#)
- EPA – Control Technique Guidelines (CTG)
 - 450/2-77-036 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Storage of Petroleum Liquids in Fixed Roof Tanks)
 - 450/2-78-047 (Control Techniques Guideline Document for Control of Volatile Organic Emissions from Petroleum Liquid Storage in External Floating Roof Tanks)
- EPA – Alternative Control Technology (ACT)
 - 453/R-94-001 (Alternative Control Techniques Document for Volatile Organic Liquid Storage in Floating and Fixed Roof Tanks)

Oil and gas operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Oil and gas operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Landfill Operations

Landfill Operations in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4642 \(Solid Waste Disposal Sites\)](#) and [Rule 4311 \(Flares\)](#)

The purpose of Rule 4642 is to limit VOC emissions from solid waste disposal sites. The provisions of this rule apply to any solid waste disposal sites with a gas collection system and/or control device in operation, or undergoing maintenance or repair. The purpose of Rule 4311 is to establish flaring requirements and reduce VOC, NO_x, and SO_x emissions from operations involving the use of flares. Flaring is a high temperature oxidation process used to burn combustible components, primarily hydrocarbons, of waste gases from industrial operations, primarily for the purpose of controlling emissions and as a safety device. Landfill operations are subject to stringent enforcement provisions, including surface testing, and annual inspections.

In addition to Rule 4642 and Rule 4311 requirements, landfill operations are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart CC (Emission Guidelines and Compliance Times for Municipal Solid Waste Landfills)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR 63 Subpart AAAA (National Emission Standards for Hazardous Air Pollutants from Municipal Solid Waste Landfills)

Landfill operations are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 2520 \(Federally Mandated Operating Permits\)](#)

Landfill operations in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

General Industrial Equipment (Boilers greater than 5 MMBtu/hr)

Boilers greater than 5 MMBtu/hr in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4306](#) and [Rule 4320 \(Boilers, Process Heaters, and Steam Generators Greater than 5 MMBtu/hr\)](#)

Boilers are used to produce hot water or generate steam and are used in many different industries throughout the District. The purpose of these rules is to limit NO_x, carbon monoxide (CO), and particulate matter (PM) emissions from boilers, steam generators, and process heaters of this size range. Boilers are subject to stringent enforcement provisions, including source testing, and annual inspections.

In addition to Rule 4306 and Rule 4320 requirements, boilers are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart D (Standards of Performance for Fossil-Fuel Fired Steam Generators for Which Construction Is Commenced After August 17, 1971)
 - 40 CFR 60 Subpart Db (Standards of Performance for Industrial- Commercial- Institutional Steam Generating Units)
 - 40 CFR 60 Subpart Dc (Standards of Performance for Small Industrial- Commercial- Institutional Steam Generating Units)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR 63 Subpart DDDDD (NESHAP for Major Sources: Industrial, Commercial, and Institutional Boilers and Process Heaters)
- EPA – Alternative Control Technology (ACT)
 - 453/R-93-022 (Alternative Control Techniques Document – NO_x Emissions from Industrial/Commercial/Institutional Boilers)
 - 453/R-93-023 (Alternative Control Techniques Document – NO_x Emissions from Utility Boilers)
 - 453/R-93-034 (Alternative Control Techniques Document – NO_x emissions from Process Heaters)

Boilers are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)

Boilers in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

General Industrial Equipment (Internal Combustion (IC) Engines)

IC engines in the San Joaquin Valley are subject to the following regulatory measures:

- SJVAPCD (District) [Rule 4702 \(Internal Combustion Engines\)](#)

IC engines are used to produce mechanical power or generate electricity by powering a generator and are used in many different industries throughout the District. The purpose of this rule is to limit NO_x, CO, VOC, and SO_x emissions from any internal combustion (IC) engine rated at 25 brake horsepower (bhp) or greater. IC Engines are subject to stringent enforcement provisions, including source testing, and annual inspections.

In addition to Rule 4702 requirements, IC engines are also subject to Federal regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than Federal regulations.

- [District Rule 4001 \(New Source Performance Standards\)](#)
 - 40 CFR 60 Subpart IIII (Standards of Performance for Stationary Compression Ignition Internal Combustion Engines)
 - 40 CFR 60 Subpart JJJJ (Standards of Performance for Stationary Spark Ignition Internal Combustion Engines)
- [District Rule 4002 \(National Emission Standards for Hazardous Air Pollutants\)](#)
 - 40 CFR 63 Subpart ZZZZ (NESHAP for Stationary Reciprocating Internal Combustion Engines)
- EPA – Alternative Control Technology (ACT)
 - 453/R-93-032 (Alternative Control Techniques Document – NO_x Emissions from Stationary Reciprocating Internal Combustion Engines)

IC engines are also subject to state regulations which requires specific types of new, modified, and reconstructed facilities to directly reduce emissions of criteria and/or toxic air pollutants. However, District prohibitory rules are typically more stringent than state regulations.

- Air Toxic Control Measures (ATCM)
 - 17 CCR 93114 (ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines— Standards for Nonvehicular Diesel Fuel)
 - 17 CCR 93115 (ATCM for Stationary Compression Ignition Engines)

IC engines are also subject to other applicable rules and regulations and must demonstrate continued compliance with these additional requirements.

- [District Rule 4101 \(Visible Emissions\)](#)
- [District Rule 4201 \(Particulate Matter – Concentration\)](#)
- [District Rule 4301 \(Fuel Burning Equipment\)](#)
- [District Rule 4801 \(Sulfur Compounds\)](#)
- [District Rule 1080 \(Stack Monitoring\)](#)
- [District Rule 1081 \(Source Sampling\)](#)

IC engines in the Valley are also subject to other generally applicable regulations, ensuring that these operations have installed the most stringent control technologies feasible and are meeting the other stringent requirements of these rules. (See Appendix A)

Enforcement Programs

Enforcement Programs

The District's Compliance Department performs a full suite of enforcement and compliance assistance related activities to ensure compliance with District, state and federal rules and regulations. The program objectives for the Compliance Department are set forth in federal and state law and the District's air quality attainment plans. In order to meet these program objectives, District staff perform inspections at approximately 9,200 permitted facilities, responds to approximately 3,000 public complaints each year, investigates equipment breakdowns at facilities, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented. When violations are discovered, Notices to Comply are issued for first-time minor violations. Notices of Violation, which generally carry a monetary penalty, are issued for more serious, typically emissions-based violations as well as repeat minor violations.

The major functions of the District's Compliance Department are as follows:

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with District requirements. Inspections are a vital to ensuring that emission reductions called for in rules, regulations and permits are achieved in practice. With very few exceptions, all inspections are conducted unannounced because it is important to observe facilities as they normally operate to most effectively determine compliance.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are given top priority. Inspectors are on-call 24 hours per day and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate potential public nuisances and other in progress violations. Along these same lines, the District has developed online tools to enable easy submittal of complaints, including video and photographs, online and through mobile smartphone applications. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize translation services to ensure that all communities and groups within the Valley are properly served.

Open Burning

Open burning is strictly regulated under District rules 4103 (Open Burning) and 4106 (Prescribed Burning and Hazard Reduction Burning). The District conducts thousands of inspections each year to ensure compliance with permits and plans for agricultural operations, land management agencies, and residences. Furthermore, District inspection staff conduct routine surveillance throughout the Valley to enforce illegal burning rules, including, but not limited to, illegal residential trash burning.

Wood Burning Heater and Fireplaces

The District has a robust enforcement program to ensure compliance with District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters). The District assigns inspectors to conduct proactive surveillance of neighborhoods in counties with declared wood burning curtailments and responds to complaints from the public regarding potential illegal fireplace burning. The District also routinely conducts surveillance on weekends, holidays, and evenings throughout the winter season when the mandatory curtailments are in effect.

Fugitive Dust Regulations

Inspections are routinely conducted on potential sources of outdoor fugitive dust such as construction and earthmoving operations, unpaved roads and traffic areas, bulk material storage piles, open areas, and agricultural operations. During these inspections the District ensures compliance with dust mitigation plan measures, visible dust emission standards, and surface stabilization requirements.

Emissions Testing and Monitoring

District inspectors oversee thousands of third-party source tests conducted at facilities for the purpose of measuring air pollutants and demonstrating compliance with permitted emission limits. The District also utilizes its own source testing van and portable exhaust gas analyzers to assess the emissions from engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all requirements.

Emission Reduction Incentive Program Inspections

To ensure that the emission reduction projects funded by the District's incentive programs are real and permanent, the District monitors the pre-project and post-project contract performance of grant recipients. Thousands of inspections are conducted to verify that equipment is appropriately controlled or replaced and that it is adequately maintained. Furthermore, the District also conducts inspections to verify that older equipment has been destroyed when required as part of the grant contract.

Compliance Assistance

The District's Compliance Assistance program emphasizes an educational approach to help Valley businesses and residents comply with a variety of air pollution regulations. Businesses and residents throughout the Valley are provided with individualized assistance, compliance assistance bulletins, education training courses, and certification programs to aid in their understanding and compliance with District, state and federal rules and regulations.

California Air Resources Board Enforcement

CARB inspects a variety of sources for compliance with State air quality regulations. More information about CARB's enforcement policy and programs is available at the CARB Enforcement Programs website: <https://www.arb.ca.gov/enf/enf.htm>

Appendix A

District Rule 2201, New and Modified Stationary Sources Review

[District Rule 2201, New and Modified Stationary Source Review](#), applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. Under Rule 2201, new facilities or facilities modifying equipment must obtain an Authority to Construct (ATC) permit prior to construction, and are subject to stringent requirements, including:

- **Best Available Control Technology (BACT)**
- **Risk Management Review (RMR)**
- **Toxic Best Available Control Technology (T-BACT)**
- **Ambient Air Quality Analysis (AAQA)**

Best Available Control Technology (BACT): For each emissions unit (specific piece of equipment) that has the potential to emit over the 2 lb/day BACT threshold, the District requires the use of the best available air pollution control technology commonly used to control emissions from similar type of equipment. The District is also conducting an analysis to determine if, based on specific criteria, cleaner technologies that are not commonly used for these type of equipment could be used to further reduce emissions from the proposed equipment. This very stringent requirement ensures that the most effective air pollution control technique is utilized resulting in reduced public exposure to air pollutants and toxic air contaminants.

Risk Management Reviews (RMR): As required under [California Health and Safety Code 41700](#) and [Rule 4102 \(Nuisance\)](#), the District conducts RMRs to ensure that the public exposure to toxic air contaminants from projects required to obtain an ATC, is less than significant. Very complex computer models and the most conservative assumptions are used to assess the project's maximum impact on resident's health. Projects resulting in estimated significant health risk for the public are not approved.

Toxic Best Available Control Technology (T-BACT): When T-BACT is triggered under a Risk Management Review (RMR) analysis, the District conducts a T-BACT analysis to ensure the most stringent control technique is utilized resulting in reduced public exposure to toxic air contaminants. T-BACT is required for units emitting air toxic emissions that result in a cancer risk of greater than one-in-a-million, and projects that would pose significant impacts to nearby residences or businesses. Projects resulting in estimated significant health risk for the public are not approved.

Ambient Air Quality Analysis (AAQA): The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively, for numerous pollutants. Under Rule 2201, the District conducts AAQAs to ensure that project related emissions would cause or make worse a violation of the State or National ambient air quality standard. This analysis ensures that the public exposure to certain criteria air pollutants is less than the maximum allowed concentration in outdoor air without harm to public.

AB 2588 (Air Toxics Hot Spots Information and Assessment Act)

The District's implementation of [AB 2588](#), California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in dramatic reductions in emissions of air toxics from existing sources in the San Joaquin Valley. Under this right-to-know law, the District has worked with 5,700 Valley facilities to quantify emissions of air toxics, determine the health risk caused by those emissions, report

emissions and any significant risks through written public reports and neighborhood public meetings, and take steps to reduce such risks. As a result of these efforts, and the subsequent reductions in air toxics, since 2007 there have been no Valley facilities posing a significant risk to any Valley resident under the “Hot Spots” program.

California Environmental Quality Act (CEQA)

CEQA is the state law that requires environmental impacts to be assessed on projects and disclosed to the public, and also requires significant impacts be mitigated to a less than significant level when feasible. Through the implementation of CEQA, the District carefully reviews land developers’ project proposals, new stationary source permits, and attainment plans and rules for compliance with CEQA requirements.



Agenda para Comité Directivo Comunitario de Centro-Sur Fresno – Reunión #9

26 de junio de 2019 – Cafetería de la Escuela Primaria Vang Pao
4100 E Heaton Ave., Fresno, CA 93702




Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida y Breve Repaso de los Objetivos de la Reunión 5:30 p.m.
Jessica Luternauer, Facilitadora
3. Actualización de la Evaluación Técnica Continua 5:40 p.m.
Brian Clements, Gerente de Servicios Técnicos
4. Desarrollo de la Estrategia de Reducción de Emisiones del CERP 5:50 p.m.
Jessica Coria, Especialista en Calidad del Aire
Jessica Olsen, Gerente de Programas
Miembros del Comité Directivo
5. Concluir y Próximos Pasos 7:15 p.m.
Jessica Luternauer, Facilitadora
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 10 de julio de 2019
6. Comentario Público 7:20 p.m.
7. Conclusión 7:30 p.m.

Aprende más: community.valleyair.org

EJERCICIO DE PRIORIZACIÓN DE LOS CRITERIOS DE LA ESTRATEGIA

Las estrategias de reducción de emisiones y reducción de la exposición tienen varios criterios que deben evaluarse, incluyendo la cantidad de emisiones reducidas o la efectividad de una medida de reducción de la exposición; considerando estos criterios puede ayudar a priorizar estrategias potenciales que pueden ser viables para la implementación en comunidades seleccionadas bajo AB 617.

Criterio de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad
Descripción	Reducción de las emisiones de PM2.5 en la comunidad, o reducción de la exposición a PM2.5 para receptores sensibles cerca de una fuente	Reducción de emisiones tóxicas en la comunidad o reducción de la exposición a sustancias tóxicas para receptores sensibles cerca de una fuente	\$\$ gastado en la implementación por reducción de emisiones o mitigación (limitación a la exposición)	Medida de las posibles barreras legales, jurisdiccionales, operativas o de viabilidad que pueden prevenir o limitar una estrategia, o impactar el tiempo de la estrategia	¿En qué medida se podría implementar la estrategia? ¿Estrategia/Beneficios localizados o estrategia comunitaria?
	La mayoría de las reducciones y/o son muy eficaces para reducir la exposición para el grupo de receptores sensibles	La mayoría de las reducciones y/o son muy eficaces para reducir la exposición para el grupo de receptores sensibles	Mejor	Pocas barreras; La implementación más rápida; Listo para proceder	La implementación/beneficio más generalizado para la comunidad y/o mayor beneficio para los receptores sensibles cerca de la fuente objetivo
	Reducciones moderadas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Reducciones moderadas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Bueno	Algunas barreras; ≥ 1 año para la implementación de la estrategia	Afecta a algunos miembros de la comunidad; Proyecto no escalable para proporcionar beneficios a toda la comunidad
	Reducciones mínimas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Reducciones mínimas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles	Menos efectivo (Beneficios de emisiones/mitigación muy caros y/o muy pocos)	Muchas barreras; ≥ 2 años para la implementación de la estrategia si se puede implementar	Afecta a muy pocos en la comunidad y no cerca a receptores sensibles

AUTOS ANTIGUOS/ALTAMENTE CONTAMINANTES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
1	Incentivo	Distrito del Aire del Valle	Mejorar alcance y acceso a incentivos financieros mejorados para eliminar vehículos antiguos de la comunidad a través del programa del Distrito Drive Clean en San Joaquín	●	●	●	●	●	
1	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
2	Incentivo	Distrito del Aire del Valle	Organizar un evento local de Tune-In Tune-Up dentro de la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes	●	●	●	●	●	
2	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
3	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos financieros para apoyar la compra de vehículos eléctricos, infraestructura para cargar dentro de la comunidad	◐	◐	◐	●	●	
3	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

AUTOS ANTIGUOS/ALTAMENTE CONTAMINANTES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
4	Incentivo	Distrito del Aire del Valle	Evaluar la viabilidad de programas adicionales para viajes compartidos y/o incentivos para compartir viajes en la comunidad						
4	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
5	Incentivo/Desarrollo de Fuerza Laboral	Distrito del Aire del Valle	Aumentar entrenamiento educacional para mecánicos de vehículos eléctricos (EV, por sus siglas en inglés), y apoyar el despliegue de instalaciones de reparación de EV's en la comunidad, según sea posible	Beneficio Indirecto	Beneficio Indirecto				
5	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
11	Incentivo	Distrito del Aire del Valle	Mejorar alcance y acceso a incentivos para la compra de autobuses escolares de cero o casi cero emisiones para que operen dentro la comunidad						

AUTOS ANTIGUOS/ALTAMENTE CONTAMINANTES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
11	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
12	Incentivo	Distrito del Aire del Valle y operadores de tránsito locales	Desarrollar programas de incentivos para autobuses de tránsito de cero o casi cero emisiones dentro la comunidad	●	●	●	◐	●	
12	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
13	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos a las agencias públicas locales para el despliegue de los vehículos y equipos más limpios disponibles en las flotillas públicas (vehículos de servicio liviano, flotillas de basura, flotillas para uso fuera de la carretera, vehículos de emergencia, etc.)	●	●	●	●	●	
13	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

AUTOS ANTIGUOS/ALTAMENTE CONTAMINANTES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
43	Alcance	Distrito del Aire del Valle, CARB, Ciudad y Condado	Instalar letreros adicionales contra el ralenti instalados cerca de las escuelas y otros usos de la tierra que sirven a niños y a personas de tercera edad	●	●	●	●	◐	
43	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
6	Incentivo	Distrito del Aire del Valle	Propocionar incentivos financieros mejorados para tecnologías de camiones limpios con cero o casi cero emisiones que operan dentro de la comunidad	●	●	●	●	●	
6	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
7	Incentivo	Distrito del Aire del Valle	Desarrollar mejoras específicas de la comunidad para los programas de incentivos para apoyar el despliegue de <ul style="list-style-type: none"> • camiones de yarda limpios • unidades de transporte refrigerado • infraestructura de combustible relacionada en centros de almacenamiento y otras instalaciones dentro de la comunidad, con prioridad en tecnologías de cero emisiones	●	●	●	●	◐	
7	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
8	Regulatorio	Distrito del Aire del Valle y CARB	Desarrollar y/o trabajar para implementar medidas cuales reducen el ralentí de camiones de servicio pesado dentro de la comunidad	●	●	●	◐	●	






CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
8	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
9	Cumplimiento	CARB	Desarrollar un programa de cumplimiento mejorado para identificar y reparar camiones y autobuses con sistemas de control de emisiones defectuosos						
9	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
10	Regulatorio	CARB	Modificar los requisitos de garantía y su programa de inspección para camiones para agregar un nivel de rendimiento de emisiones a uno más bajo						
10	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
14	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos financieros mejorados para reemplazar locomotoras altamente contaminantes con tecnologías de motores menos contaminantes para trenes que operan en o cerca de la comunidad						

CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
14	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
15	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para las terminales locomotoras de maniobra eléctricas para las terminales de trenes dentro de la comunidad						
15	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								











ESTRATEGIAS DE REDUCCIÓN A LA EXPOSICIÓN

junio de 2019

Medida #	Tipo de Medida	Agencia Ejecutora	Descripción de la Estrategia	Emissiones de PM2.5 o Reducción de Exposición	Emissiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emissiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
39	Reducción a la Exposición	Distrito del Aire del Valle y distrito escolar local	Aumentar la cantidad de escuelas inscritas en el programa de Healthy Air Living Schools del Distrito para ayudar a reducir la exposición de los niños a condiciones de aire insalubres	●	●	●	●	●	
39	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
40	Reducción a la Exposición	Distrito del Aire del Valle	Proporcionar incentivos financieros para la compra e instalación de sistemas mejorados de filtración de aire en las escuelas de la comunidad	●	●	●	◐	●	
40	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
41	Reducción a la Exposición	Distrito del Aire del Valle, Ciudad, Condado, CDOT, y otros socios locales	Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir la materia particulada, el olor y otras emisiones, según sea posible	◐	◐	◐	◐	◐	

ESTRATEGIAS DE REDUCCIÓN A LA EXPOSICIÓN

junio de 2019

41	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
42	Reducción a la Exposición	CARB, CEC, PUC, IOUs, Ciudad, Condado, Distrito del Aire del Valle	Trabajar con agencias y socios locales para investigar medidas para reducir las emisiones y la exposición dentro casa, incluyendo climatización, eficiencia energética, filtración mejorada y otros servicios						
42	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
45	Reducción a la Exposición	Distrito del Aire del Valle	Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas apropiadas que el público debe tomar para protegerse durante los episodios de mala calidad del aire						
45	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								



FUENTES INDUSTRIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
33	Uso del Suelo	Distrito del Aire del Valle, organizaciones de planificación, desarrolladores locales, otros socios locales	Apoyar los proyectos que reduzcan las millas de vehículo corridas en la comunidad, incluyendo las medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios						
33	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
34	Uso del Suelo	Ciudad y Condado	Crear capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura ecológica, estaciones de carga de camiones y mejor respaldo de uso de suelo para camiones eléctricos	Beneficio Indirecto	Beneficio Indirecto				
34	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
35	Uso del Suelo	Distrito del Aire del Valle	Proporcionar asistencia durante el proceso de CEQA con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire	Beneficio Indirecto	Beneficio Indirecto				



FUENTES INDUSTRIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
35	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
36	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para que las instalaciones de fuentes estacionarias dentro de la comunidad instalen tecnología de control avanzada más allá de los controles existentes que de otra manera no serían económicamente factibles de instalar, según sea posible	NYQ	NYQ	NYQ		NYQ	
36	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
37	Incentivo	Distrito del Aire del Valle	Evaluar la viabilidad de un programa de incentivos para las instalaciones de fabricación de vidrio para financiar la instalación de tecnologías que reduzcan aún más las emisiones, incluyendo las de fuentes móviles	NYQ	NYQ	NYQ		NYQ	
37	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

FUENTES INDUSTRIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
38	Incentivo	Distrito del Aire del Valle	Evaluar la viabilidad de un programa de incentivos para las instalaciones de biomasa para financiar la instalación de tecnologías que reduzcan aún más las emisiones, incluyendo las de fuentes móviles	NYQ	NYQ	NYQ		NYQ	
38	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
39	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos a las operaciones de Chapado de Cromo para reducir aún más las emisiones de cromo, según sea posible	NYQ	NYQ	NYQ		NYQ	
39	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

*NYQ = Aún no se ha cuantificado, para medidas que necesitarían una evaluación adicional del costo, la viabilidad y el impacto en la comunidad

FUENTES URBANAS/RESIDENCIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
16	Regulatorio	Distrito del Aire del Valle	Implementar los requisitos mejorados de la regla 4901 del Distrito (chimeneas de leña y calentadores de leña) (como se incluye en el Plan 2018 PM2.5 del Distrito)	●	●	●	●	●	
17	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos financieros mejorados para reemplazar los aparatos de quema de leña existentes y las estufas de leña con tecnologías de gas natural o electricidad.	●	●	●	●	●	
17	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
18	Alcance	Distrito del Aire del Valle	Proporcionar actividades en la comunidad para educar a los residentes sobre la importancia de reducir la quema de leña y los impactos a la salud asociados, y los programas disponibles para respaldar la transición al gas natural y los aparatos eléctricos.	●	●	●	●	●	
18	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

FUENTES URBANAS/RESIDENCIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
19	Incentivo	Distrito del Aire del Valle y PUC	Proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen sistemas de almacenamiento de energía solar y energía						
19	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
20	Incentivo	Distrito del Aire del Valle	Mejorar alcance y acceso al programa de incentivos mejorado para la sustitución de equipos residenciales de césped y jardinería en la comunidad a través del programa Clean Green Yard Machines del Distrito						
21	Incentivo	Distrito del Aire del Valle /CARB	Mejorar alcance y acceso al programa de incentivos mejorado para la sustitución de equipos comerciales de césped y jardinería en la comunidad a través del programa Clean Green Yard Machines del Distrito						
20 & 21	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

FUENTES URBANAS/RESIDENCIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
22	Incentivo	Distrito del Aire del Valle	Proporcionar incentivos para reducir aún más el humo y la contaminación de otros restaurantes que utilizan parillas comerciales	●	●	◐	◐	●	
22	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
25	Asociación	Distrito del Aire del Valle y otros asociación	Identificar oportunidades para un mayor desarrollo urbano y forestal en la comunidad	◐	◐	◐	◐	◐	
25	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								
26	Alcance	Distrito del Aire del Valle y Ciudad/Condado	Llevar a cabo actividades de alcance y educación expandida para reducir la quema ilegal de residuos residenciales	●	●	●	●	◐	

FUENTES URBANAS/RESIDENCIALES

junio de 2019

Medida #	Tipo de Medida	Agencia de Implementación	Descripción de la Estrategia	Emisiones de PM2.5 o Reducción de Exposición	Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición	Emisiones Menos Costosas o Reducción de Exposición	Viabilidad de Implementación	Escala de Impacto en la Comunidad	Elija las Principales Prioridades
26	¿Cómo sugeriría que se implementara esta medida en Centro-Sur Fresno? ¿Cuáles son sus ideas específicas para este tipo de estrategia?								

Controles Existentes de las Fuentes de Contaminación del Aire que Preocupan a las Comunidades AB 617

DESARROLLO DEL PROGRAMA DE REDUCCIÓN DE EMISIONES AB 617



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Control de la Contaminación del Aire: ¿Quién Hace Qué?

Jurisdicciones de las Agencias

Las leyes federales y estatales requieren medidas de control de emisiones en áreas donde la contaminación del aire excede los estándares. El Valle de San Joaquín es una de estas áreas. Con una variedad de agencias estatales y federales que implementan programas de reducción de la contaminación del aire, puede ser difícil entender la misión y la jurisdicción de cada organización.

El gobierno federal, principalmente a través de la Agencia de Protección Ambiental, establece estándares de calidad del aire, supervisa las acciones estatales y locales, e implementa programas para contaminantes tóxicos del aire, camiones de servicio pesado, locomotoras, barcos, aeronaves, equipo de diésel para vehículos todo terreno, y algunos tipos de equipos industriales.

El gobierno estatal, a través de la Junta de Recursos del Aire de California (CARB, por sus siglas en inglés) y la Oficina de Reparación Automotriz (BAR, por sus siglas en inglés), establecen estándares estatales más estrictos, supervisan las acciones locales, e implementan programas para emisiones de vehículos, combustibles, y puebas de emisiones.

Los distritos locales de control de la contaminación del aire, como el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito), desarrollan planes e implementan medidas de control en sus áreas. Estos controles afectan principalmente a fuentes estacionarias como fábricas e instalaciones industriales. Los distritos locales de aire también realizan actividades de educación pública y esfuerzos de alcance, tales como los programas voluntarios *Aire Limpio*, *Vida Sana*; *Confirma Antes de Quemar*; y *Drive Clean en San Joaquín* del Distrito.

Las ciudades y los condados locales son responsables de implementar una planificación comunitaria de aire limpio que promueve el tráfico pedestre, las alternativas de viajes y las flotillas de tránsito menos contaminantes. Los gobiernos de la ciudad y del condado desarrollan planes de uso de la tierra y toman decisiones sobre cómo las ciudades deben crecer y expandirse.

Mientras su jurisdicción y sus programas específicos pueden variar, todas estas organizaciones comparten un objetivo común: trabajar en cooperación para establecer programas de control de la calidad del aire para beneficiar a todos los residentes de California.

La Ley de la Asamblea (AB) 617 le brinda al Distrito una oportunidad emocionante para continuar mejorando la calidad del aire, al asociarse con miembros de la comunidad en las comunidades seleccionadas por CARB para reducir la contaminación local y ayudar a proteger aún más la salud de las comunidades desfavorecidas. El monitoreo de la calidad del aire local y el compromiso de los miembros de la comunidad serán componentes críticos para comprender mejor los impactos de la contaminación en los vecindarios locales y desarrollar estrategias efectivas para reducir la carga de exposición acumulada en comunidades altamente afectadas.

Acerca del Distrito de Control de la Contaminación del Aire del Valle de San Joaquín

El Distrito regula las fuentes estacionarias de contaminación del aire, implementa medidas de control y desarrolla e implementa planes para mejorar la calidad del aire en el Valle de San Joaquín.

Cerca de 650 reglas y regulaciones han sido adoptadas por el Distrito durante un período de casi tres décadas, cada una reduciendo la cantidad de emisiones que puede emitir una instalación. Un estricto proceso de permisos garantiza que las instalaciones que operan en el Valle tengan las mejores tecnologías de control disponibles que se puedan instalar para todos los tipos de instalaciones permitidas, y garantiza que los nuevos equipos e instalaciones en el Valle no aumenten el riesgo de impactos en la salud debido a la exposición a contaminantes del aire dañinos para residentes locales. Estos estrictos requisitos protegen a las comunidades del Valle tanto de la contaminación del aire regional como local y los impactos asociados a la salud. Consulte el Apéndice A para obtener más información sobre las medidas de permisos de protección de la salud que se aplican a las fuentes reguladas por el Distrito.

El Distrito también trabaja con CARB para hacer planes para alcanzar los estándares de calidad del aire que protegen la salud de los ocho condados en el Valle de San Joaquín. El Distrito y CARB adoptaron recientemente el *Plan PM2.5 de 2018*, que se comprometió a hacer que las reglas y regulaciones existentes sean potencialmente más estrictas para fuentes estacionarias como calderas, fábricas de vidrio, motores de combustión interna y parillas comerciales. La información sobre emisiones recopilada anualmente por el Distrito del Aire, y los modelos científicos, han demostrado que la mayor parte de la contaminación en el Valle, y la mayoría de los impactos en la salud relacionados con la contaminación provienen de fuentes móviles, por lo que CARB también se ha comprometido a reducir considerablemente las emisiones de las fuentes móviles a través de reforzar el cumplimiento y financiamiento de incentivos en el Valle. Para centrarse aún más en las fuentes fuera de la jurisdicción del Distrito, el *Plan PM2.5 de 2018* también incluye el compromiso de implementar varios programas de incentivos diferentes para fuentes tales como equipos de jardinería, autobuses y automóviles de pasajeros. Las reducciones de emisiones para el logro de este plan regional beneficiarán a las comunidades seleccionadas por AB 617 al mejorar la calidad del aire ambiente.

Los controles regulatorios adicionales y los programas de incentivos que afectan directamente las fuentes de contaminación del aire que se han discutido como preocupantes para las comunidades seleccionadas de AB 617 de Shafter y Centro-Sur Fresno se analizan con mayor detalle en las categorías de fuentes de interés de este Comité Directivo Comunitario. ¡Visite valleyair.org para obtener más información sobre las reglas, políticas y programas de incentivos disponibles del Distrito que abordan estas fuentes y muchas otras!

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Control de Fuentes Móviles de Contaminación del Aire

Contaminación de Vehículos de Pasajeros

Requisitos Estatales y Federales controlan las emisiones de vehículos de pasajeros. El Distrito no tiene jurisdicción sobre estas fuentes. Sin embargo, debido a la gran cantidad de contaminación del aire que producen los vehículos de pasajeros en el Valle, el Distrito ha implementado varios programas para reducir la contaminación de estas fuentes móviles.

- Employer Based Trip Reduction (*Reducción de Viajes Basados en el Empleador*) (Regla del Distrito 9410) requiere que los grandes empleadores implementen medidas para motivar a los empleados a tomar medidas de transporte alternativo al trabajo a través del establecimiento de un Plan de Implementación para la Reducción de Viajes de los Empleadores (eTRIP, por sus siglas en inglés).
 - Un eTRIP es una colección de medidas que motivan a los empleados a utilizar transporte alternativo y el viaje compartido para sus viajes en las mañanas y por las tardes
 - Cada medida contribuye a un lugar de trabajo donde es más fácil para los empleados elegir usar viajes compartidos o transporte alternativo
 - A través de esta regla, se reducen los viajes en vehículos con una persona, así reduciendo las emisiones de óxidos de nitrógeno (NOx), compuestos orgánicos volátiles (VOC), y material particulado (PM).
- El programa escolar del Distrito *Healthy Air Living Schools* promueve una campaña de “No idling” para combatir los vehículos en ralentí cuando van por sus hijos a la escuela
 - Se proporcionan letreros de “No idling” a las escuelas para alentar a los conductores a apagar los motores de sus vehículos
- Regla de Fuentes Indirectas (Regla del Distrito 9510) toma en cuenta las emisiones de fuentes móviles de los proyectos de construcción y de nuevos desarrollos y asegura que las emisiones de estas actividades son mitigadas a través de las actividades en el sitio o a través de pago de tarifas de mitigación
- El Distrito ofrece una variedad de programas de incentivos para reducir las emisiones de los vehículos de pasajeros. Estos incluyen las siguientes opciones:
 - Tune In Tune Up programa de reparación de vehículos
<http://valleyair.org/drivecleaninthesanjoaquin/repair/> proporciona hasta \$850 en incentivos para reparar vehículos altamente contaminantes identificados en eventos de fin de semana de Tune In Tune Up
 - El programa de reemplazo del vehículo del Distrito
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/> proporciona hasta \$9,500 para que los residentes del Valle reemplacen sus vehículos altamente contaminantes de 1999 o más antiguos con opciones más nuevas, menos contaminantes incluyendo un eléctrico de batería, híbridos de enchufe, o vehículos híbridos
 - El Distrito ofrece reembolsos de hasta \$3,000 para la compra o arrendamiento de vehículos nuevos de aire limpio, incluyendo eléctricos de batería, celdas de combustible, híbridos enchufables, motocicletas de cero emisiones, y vehículos de tecnología avanzada de gas natural
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>



- El Distrito proporciona incentivos de hasta \$50,000 por proyecto para la infraestructura de carga para vehículos eléctricos a través del Programa Charge Up <http://valleyair.org/grants/chargeup.htm>



- La estrategia de fuentes móviles de CARB exige aumentar el despliegue de vehículos híbridos enchufables, vehículos de eléctricos de batería y celdas de combustible para lograr los estándares federales de ozono, reducir las emisiones de gases de efecto invernadero, minimizar los riesgos a la salud, reducir el uso de petróleo y aumentar la eficiencia energética.

Autobuses Escolares y de Tránsito

- Controlado por la Regulación estatal de Autobuses y Camiones de CARB cual requiere la transición a una tecnología más limpia con el tiempo. Generalmente en fases por año del modelo.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- El Distrito tiene una variedad de programas de incentivos disponibles para flotillas de autobuses escolares interesados en cambiar sus flotillas a una tecnología más limpia, incluyendo:
 - El Distrito opera un programa local del reemplazo de autobuses escolares. El Programa de Incentivos para Autobuses Escolares Eléctricos proporciona incentivos monetarios para el reemplazo de los autobuses escolares amarillos de diésel existentes cual transportan a los estudiantes de las escuelas públicas hacia y desde la escuela con autobuses escolares completamente eléctricos. Los solicitantes elegibles son distritos de escuelas públicas, Joint Power Authorities (JPA, por sus siglas en inglés) y autobuses escolares amarillos de propiedad privada que se contratan con una escuela pública para transportar niños de escuelas públicas.
 - <http://valleyair.org/grants/electric-school-bus.htm>
- Los reemplazos de autobuses escolares pueden ser financiados como una categoría de proyecto elegible utilizando fondos proporcionados para apoyar AB 617. Estos proyectos son administrados de acuerdo con las pautas del programa Carl Moyer y están sujetos a requisitos adicionales contenidos en las Pautas de Protección del Aire de la Comunidad de AB 617 aprobadas. Este programa esta operado por el Distrito.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Próximamente fondos del Programa del Fideicomiso de Mitigación de Volkswagen: El Distrito está administrando \$130 millones en fondos en nombre del Estado de California para reemplazar autobuses escolares y de tránsito de diésel en todo California por autobuses completamente eléctricos con cero emisiones. Este programa se lanzará en el otoño de 2019.
 - <http://vwbusmoney.valleyair.org/>

Emisiones de Camiones de Servicio Pesado

- Los camiones de servicio pesado de diésel están sujetos a la Regulación estatal de Autobuses y Camiones de ARB que exige que todos los equipos cumplan con los estándares de emisiones de 2010 para el año 2023. Todos los camiones de servicio pesado de diésel del 2009 y anteriores estarán fuera de la carretera antes del 1 de enero de 2023.
(<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>)
- El Distrito ofrece incentivos para reducir las emisiones de los camiones diesel de servicio pesado. Esto incluye las siguientes opciones:
 - Programa de Reemplazo de Camiones de Servicio Pesado (<http://valleyair.org/grants/truck-replacement.htm>) proporciona hasta \$200,000 en fondos para reemplazar camiones diesel de servicio pesado de 2009 o más antiguos con la tecnología más limpia disponible
 - El Distrito implementará un Programa Piloto de Reparación de Camiones de Servicio Pesado para brindar asistencia financiera a los propietarios y operadores de camiones de flotillas pequeñas para proporcionar reparaciones durables para componentes o sistemas de emisiones descompuestos en el verano de 2019
 - El Distrito está desarrollando un nuevo programa para Infraestructura de Combustible Alternativo para Camiones de Servicio Pesado que proporcionará fondos de incentivo a los negocios y agencias locales para instalar infraestructura de combustible alternativa (eléctrico, hidrógeno, etc.) para respaldar el mayor despliegue de vehículos de servicio pesado de tecnología limpia avanzada

Locomotoras

- Actualmente, no existen requisitos de CARB y EPA que controlen las emisiones relacionadas con el transporte de mercancías mediante fletes de locomotoras.
- El Distrito ofrece dos programas de incentivos para las flotas de locomotoras interesadas en hacer la transición a una tecnología nueva y menos contaminante, que incluye:
 - Proposición 1B (Locomotoras) (<http://valleyair.org/grants/locomotives-prop1b.htm>) incentiva la reducción de las emisiones y los riesgos para la salud asociados con el movimiento de carga a lo largo de los corredores comerciales de California mediante la actualización a tecnologías menos contaminantes o la instalación de sistemas de control y captura de emisiones.
 - Los reemplazos de locomotoras pueden ser financiados como una categoría de proyecto elegible utilizando el financiamiento proporcionado para respaldar AB 617. Estos proyectos se administran de acuerdo con el guía de la Propuesta 1B y están sujetos a requisitos adicionales contenidos en el Guía de Protección del Aire de la Comunidad AB 617 aprobadas. Este programa es operado por el Distrito.
 - La Propuesta 1B de la Legislatura del Estado proporciona fondos para el reemplazo de los motores de locomotoras antiguas bajo este programa
 - Todos los motores de locomotoras financiados bajo la Proposición 1B deben ser certificados Nivel 4 por la EPA y pasar la verificación de la Junta de Recursos del Aire de California
 - Programa de locomotoras (<http://valleyair.org/grants/locomotive.htm>) incentiva la sustitución de locomotoras atiguas y altamente contaminantes por motores nuevos Nivel 4 y menos contaminantes.
 - Los reemplazos de locomotoras pueden ser financiados como una categoría de proyecto elegible utilizando los fondos proporcionados para respaldar AB 617. Estos proyectos se administran de acuerdo con el guía del Programa Carl Moyer y están sujetos a requisitos adicionales incluidos en el Guía de Protección de la Comunidad de AB 617 aprobadas. Este programa es operado por el Distrito.

- El Programa de Incentivos Carl Moyer proporciona fondos para el reemplazo de motores de locomotoras antiguos en este programa
- Todos los motores de locomotoras financiados con dinero de Carl Moyer deben contar con la certificación Nivel 4 de la EPA y pasar la verificación CARB
- Hasta la fecha, el Distrito ha administrado casi \$66 millones de dólares para financiar el reemplazo de motores de locomotoras antiguos y altamente contaminantes con motores de locomotoras nuevos de Nivel 4 y verificados por CARB.
- South Coast APCD está administrando el Fideicomiso de Mitigación Ambiental de Volkswagen para los Fondos de California en nombre del Estado de California para reemplazar los motores de locomotoras altamente contaminantes en todo California con motores de locomotoras más nuevos, menos contaminantes de Nivel 4, y verificados por CARB. Este programa se lanzará en el otoño de 2019.
 - <http://www.aqmd.gov/vw/>
 - <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california/about>

Control de Fuentes Residenciales y Urbanas

Quema de Leña Residencial

La categoría de fuente de las chimeneas y los calentadores de leña incluyen las emisiones de las chimeneas de leña, los calentadores de leña y los aparatos para quemar leña al aire libre. Durante el invierno, una de las mayores fuentes de contaminación por partículas viene de la quema de leña residencial. Las emisiones son el resultado de una combustión incompleta de la leña y se emiten en los vecindarios de Valle donde los residentes viven y juegan. Los contaminantes del aire peligrosos que se desprenden de la quema de madera residencial incluyen: PM2.5, PM10, NOx, benceno, aldehídos, dioxinas e hidrocarburos aromáticos policíclicos (PAHs, por sus siglas en inglés).

La quema de leña residencial está sujeta a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) Regla 4901 (<https://www.valleyair.org/rules/currnrules/r4901.pdf>)
- Programa de Confirma Antes de Quemar (<https://www.valleyair.org/aqinfo/cbyb.htm>)
 - A través del programa de Confirma Antes de Quemar del Distrito, que se basa en la Regla 4901, el Distrito ha declarado e implementado reducciones de quema de leña episódicas, también llamadas días de "No quemar", desde 2003.
 - Confirmar Antes de Quemar y la Regla del Distrito 4901 reducen las especies dañinas de PM2.5 cuando y donde esas reducciones son más necesarias, en las áreas urbanizadas afectadas cuando se pronóstica que el clima local dificultará la dispersión de materia particulada.
 - El Distrito propone actualmente enmendar los niveles de reducción existentes para los condados de Madera, Fresno y Kern, como se muestra en el gráfico a continuación.



Además, el Distrito utiliza las siguientes medidas no regulatorias para reducir la contaminación del humo de leña en el Valle:

- Programa de Incentivo de Burn Cleaner (<http://valleyair.org/grants/apps/burncleaner/Home>): Fondos de incentivos para el reemplazo de calentadores de leña más antiguos y más contaminantes por calentadores de leña menos contaminantes. Este programa ha reemplazado más de 16,600 estufas de leña no certificadas con aparatos de gas natural certificados y aprobados por la EPA en el Valle desde 2009.

NUEVO APARATO PARA COMPRAR	CANTIDAD DE INCENTIVO
Inserto/estufa de leña certificada	Hasta \$1,000
Inserto de combustible granulado/estufa certificada	Hasta \$1,000
Inserto/estufa de gas natural	Hasta \$1,000
Cualquier aparato elegible si el solicitante es elegible para bajos ingresos	Hasta \$2,500
Incentivo adicional para aparatos de gas (tanto para aplicaciones Estándares y de Bajos Ingresos)	Hasta \$500*
<i>*Se aplica solo a los costos de instalación elegibles más allá del cantidad de financiación</i>	

- Difusión Pública y Educación: El Distrito participa en entrevistas con los medios de comunicación y responde a llamadas públicas, llamadas telefónicas y correos electrónicos relacionados con la quema de leña residencial. El Distrito también utiliza herramientas como Sistema de Notificación de la Calidad del Aire Actual y la aplicación “Valley Air”, redes sociales y campañas publicitarias de multimedia (carteles, radio, televisión, etc.) para difundir información

Proyectos de Desarrollo - Construcción y Operaciones

Los proyectos de desarrollo se controlan a través de un conjunto de reglas, que incluyen los requisitos de la Regla de Revisión de Fuente Indirecta del Distrito y la Regulación VIII, como se explica a continuación. Además, el Distrito proporciona a las agencias de la ciudad y el condado orientación sobre las medidas de sostenibilidad que mejor reducen la contaminación del aire, así como el análisis de los posibles impactos de los nuevos proyectos y las formas en que los desarrolladores pueden reducir los impactos en la calidad del aire a través del proceso CEQA.

Regla de Revisión de Fuente Indirecta (ISR)

La [Regla del Distrito 9510 \(Revisión de Fuente Indirecta \(ISR\)\)](#) reduce las emisiones de NOx y PM10 de las fuentes móviles y de área asociadas con la construcción y operación de nuevos proyectos de desarrollo en el Valle. La regla ISR se aplica a los desarrolladores de nuevos proyectos residenciales, comerciales e industriales y a los proyectos de transporte y tránsito cuyas emisiones excedan ciertos umbrales contenidos en la regla.

- Esta regla fue adoptada el 15 de diciembre de 2005 y modificada en diciembre de 2017.
- Esta es la única regla de su tipo en el estado de California y en todo el país. La regla del Distrito es reconocida como el punto de referencia, o el mejor control disponible, para regular estas fuentes indirectas de emisiones, y otros distritos del aire.
- La regla ISR alienta que los diseños de aire limpio se incorporen al proyecto de desarrollo o, si se pueden diseñar reducciones de emisiones insuficientes en el proyecto, pagando una tarifa de mitigación que se usará para financiar proyectos de reducción de emisiones fuera del sitio.

Programa de Acuerdo de Reducción de Emisiones Voluntarias (VERA, por sus siglas en inglés)

Una VERA es una medida de mitigación según la Ley de Calidad Ambiental de California (CEQA) por la cual el proponente del proyecto proporciona mitigación de libra-por-libra de los aumentos de emisiones a través de un proceso que financia e implementa proyectos de reducción de emisiones administrados a través de los programas de subvenciones de incentivos del Distrito. Se puede implementar una VERA para abordar los impactos en la calidad del aire bajo CEQA, desde las fases de construcción y operativas de un proyecto.

Regulación VIII (Prohibición de PM10 Fugitivas) / Plan de Control de Polvo (DCP, por sus siglas en inglés)

La serie de Regulación VIII del Distrito (Prohibiciones de PM10 Fugitivas) se adoptó en noviembre de 2001 y se modificó posteriormente en 2004. Esta serie de reglas contiene un conjunto completo de reglas diseñadas para reducir las emisiones fugitivas de PM10 de una variedad de fuentes. Las reglas del Reglamento VIII se implementan a través del programa del Plan de Control de Polvo (DCP) del Distrito:

https://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

Regla 8011: Requerimientos Generales

Las disposiciones de la Regla 8011 son aplicables a fuentes de polvo fugitivo al aire libre especificadas. En 2004, el Distrito adoptó enmiendas a la Regla VIII para actualizar las reglas existentes del nivel RACM para cumplir con el nivel más estricto de BACM requerido en áreas serias de no cumplimiento de PM10.

Regla 8021: Construcción, Demolición, Excavación, Extracción y Otras Actividades de Movimiento de Tierras

La Regla 8021 se aplica a las perturbaciones del suelo relacionadas con la construcción o la demolición, incluidas las operaciones de desmonte, desbroce, raspado, excavación, extracción, nivelación del terreno, clasificación, corte y relleno, viajes en el sitio, caminos de acceso a los viajes hacia y desde el sitio y actividades de demolición. La regla también se aplica a la construcción de nuevos vertederos o modificaciones a vertederos existentes antes del comienzo de las actividades de relleno.

Regla 8031: Materiales a Granel

La Regla 8031 se aplica al almacenamiento y manejo externos de cualquier material no empaquetado, que emite o tiene el potencial de emitir polvo cuando se almacena o maneja.

Rule 8041: Arrastre y Rastrea

La Regla 8041 se aplica a la prevención y limpieza de lodo y tierra cuando se deposita (arrastre y rastrea) en carreteras pavimentadas públicas de actividades sujetas a los requisitos de las Reglas 8021, 8031, 8061 y 8071.

Regla 8051: Áreas Abierta

La Regla 8051 se aplica a cualquier área abierta de 0.5 acres o más dentro de áreas urbanas, o 3.0 acres o más dentro de áreas rurales que contengan al menos 1,000 pies cuadrados de área de superficie perturbada.

Regla 8061: Carreteras Pavimentadas y No Pavimentadas

La Regla 8061 establecen estándares para la construcción de carreteras pavimentadas nuevas y modificadas de acuerdo con el guía publicado por la Asociación Americana de Funcionarios de Carreteras Estatales y de Transporte para la construcción de carreteras y se aplica a cualquier carretera pública o privada pavimentada, no pavimentada o modificada, carretera de calle, autopista, callejón, unidad de acceso, servidumbre de acceso o camino de entrada.

Regla 8071: Áreas de Tráfico de Vehículos/Equipos No Pavimentados

La Regla 8071 se aplica a áreas de vehículos/equipos sin pavimentar, que incluyen áreas de estacionamiento, abastecimiento de combustible, servicio, envío, recepción y transferencia.

Regla 8081: Fuentes Agrícolas

La Regla 8081 se aplica a las fuentes agrícolas "fuera de campo", que incluyen, entre otras, carreteras sin pavimentar, áreas de tráfico de vehículos/equipos sin pavimentar y materiales a granel.

Parrillas Comerciales

La categoría de fuente de las parrillas comerciales consiste de dos tipos de parrillas: parrillas impulsadas por cadena y parrilla bajo fuego. La parrilla impulsada por cadena es un asador semicerrado que mueve los alimentos mecánicamente a través del dispositivo en una parrilla rallada para concinar los alimentos durante un tiempo específico. La parrilla bajo fuego tiene una “rejilla” de metal, una parrilla de servicio pesado similar a la de una barbacoa casera, con quemadores de gas, elementos de calefacción eléctrica o combustible sólido (leña o carbón) ubicado debajo de la parrilla para proporcionar calor para cocinar los alimentos. El humo y los vapores generados al cocinar en cualquiera de los dos tipos de parrillas contienen agua, VOCs y PM. Las partículas más grandes y la grasa generalmente son capturadas por el filtro de grasa de la campana de ventilación sobre la parrilla. Los VOCs restantes y la contaminación por partículas se agotan fuera del restaurante, a menos que se instale un control secundario.

- La Regla del Distrito 4692 reduce las emisiones al exigir oxidantes catalíticos para las parrillas comerciales de cadenas, como los que se encuentran en restaurantes de comida rápida, que cumplen con los requisitos de aplicación de la regla
- La Regla 4692 requiere controles de emisión para parrillas de cadena que concinan 400 libras de carne o más por semana
- La regla original, adoptada en marzo de 2002, redujo las emisiones de PM_{2.5} de las parrillas impulsadas por cadena por 84%. La modificación de la regla de septiembre de 2009 amplió la relevancia de la regla a más parrillas implusados por cadena, reduciendo el 25% de PM_{2.5} de las restantes emisiones de parrillas impulsadas por cadena

En 2018, el Distrito modificó la Regla 4692 para implementar un requisito de registro e informe para las operaciones de parrillas bajo fuego con el fin de recopilar mejor información de inventario y emisiones para esta categoría de fuente. Mediante el uso de nueva información de encuestas y registros, el Distrito buscará reducciones en las emisiones de parrillas comerciales de bajo fuego a través de un enfoque basado en incentivos para finaciar la instalación de controles para parrillas comerciales de bajo fuego dentro de los límites urbanos en las zonas conflictivas de los condados de Fresno, Kern y Madera, con un requisito reglamentario para el año futuro para alentar la participación de las empresas del Valle.

Equipo de de Césped y Jardinería

- CARB tiene un pequeño programa de motor para uso fuera de la carretera (SORE, por sus siglas en inglés), que incluye equipo de césped y jardinería. En 2020, CARB considerará nuevos estándares para motores pequeños para ayudar a California a cumplir su objetivo de reducir las emisiones de contaminantes generadores de smog de fuentes móviles en un 80 por ciento en 2031 (<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>).
- El Distrito ofrece incentivos para ayudar a reducir las emisiones de los equipos de césped y jardín apoderados por gasolina. El programa Clean Green Yard Machines (CGYM) incluye lo siguiente:
 - El Programa de CGYM Residencial ofrece reembolsos para el reemplazo de un cortacésped de gasolina antigua por un nuevo cortacésped eléctrico y para la compra de nuevos equipos de jardinería eléctricos elegibles sin tener un reemplazo (<http://www.valleyair.org/grants/cgym.htm>). Hasta la fecha, este programa ha reemplazado más de 6,700 cortacéspedes con más de \$ 1.5 millones en fondos.
 - El Programa de CGYM Comercial se lanzó en mayo de 2019 y proporciona fondos para el reemplazo de equipos de jardinería antiguos elegibles por equipo de batería para agencias públicas, entidades privadas y empresas <http://valleyair.org/grants/cgym-commercial.htm>

Medidas de Mitigación para las Escuelas

- Dirigido por el Equipo de Alcance y Comunicación
- El programa de Healthy Living Living Schools proporciona herramientas, recursos y educación gratuitos a las escuelas de Valle y sus comunidades (<http://healthyairliving.com/schools>)
- Alienta a las escuelas a adoptar el Sistema de Notificación de Calidad del Aire Actual (RAAN, por sus siglas en inglés), a modificar las actividades al aire libre, a comunicar los desafíos y el progreso de la calidad del aire, a solicitar información educativa, a adoptar iniciativas contra el ralenti y a mantenerse comprometidas a través del apoyo personalizado continuo
- Se implementó la tecnología del Monitor Electrónico de la Calidad del Aire Actual (READ, por sus siglas en inglés) a más de 25 escuelas, que proporciona datos de la calidad del aire actual y es una alternativa altamente visible al Programa de Banderas de la Calidad del Aire retirado. Las escuelas adicionales ahora participan utilizando su propio monitor para mostrar un URL personalizada proporcionada por el Distrito
- Actualmente 959 escuelas en el Valle utilizan las notificaciones de calidad del aire del Distrito para modificar las actividades al aire libre y notificar al personal, a los estudiantes y a los padres

Alcance General

- Dirigido por el Equipo de Alcance y Comunicación
- Mejora la salud pública a través de la educación, la asociación, la divulgación y la cooperación con los medios de comunicación, el público, las empresas, el gobierno y otros
- Coordina eventos, ofrece presentaciones, responde a los medios de comunicación las 24 horas del día, los 7 días de la semana, administra redes sociales, realiza campañas innovadoras de difusión como las Escuelas HAL y los programas Confirma Antes de Quemar, y se conecta con el público en varios idiomas en cualquier medio
- Ejecuta campañas anuales extensas de publicidad en varios idiomas para Aire Limpio, Vida Sana/temporada de Ozono de Verano, Confirma Antes de Quemar y una variedad de programas de incentivos utilizando diversos recursos de medios como televisión, radio, carteles, redes sociales, redes digitales y más.
- Proporciona datos de calidad del aire del Sistema de Notificación de Calidad del Aire Actual (RAAN) de monitores en todo el Valle a más de 8,000 usuarios registrados que reciben alertas por mensaje de texto o correo electrónico para las ubicaciones que eligen seguir.
- Proporciona una aplicación gratuita para Android y iOS que permite a los usuarios guardar hasta 10 ubicaciones del Valle para ver los datos actuales de calidad del aire de RAAN, informar problemas de calidad del aire y verificar el estado de quema de leña durante la temporada de "Confirma Antes de Quemar".

Control de Fuentes Agrícolas de Preocupación

Quema al Aire Libre

Las leyes estatales requieren que los Distritos tengan disposiciones para la eliminación de desechos agrícolas a través de quemas al aire libre. El Valle de San Joaquín tiene las restricciones más estrictas para quemar materiales agrícolas en el estado. La legislación estatal está eliminando estas actividades, pero aún se permite la quema a aire libre para algunos tipos de cultivos donde no hay alternativas económicas o tecnológicamente factibles disponibles para la quema. De acuerdo con la ley estatal, diariamente el personal del Distrito determina cuándo, cuánto y dónde puede ocurrir la quema.

La quema al aire libre limitada todavía permitida se administra bajo el Sistema de Gestión de Humo (SMS, por sus siglas en inglés) del Distrito para minimizar los impactos en la calidad del aire ambiental. Los permisos de quema emitidos por el Distrito y la autorización diaria se requieren para toda quema al aire libre de desechos agrícolas. Cada día, el personal del Distrito analiza los impactos potenciales, la meteorología local, las condiciones de la calidad del aire, la capacidad de retención atmosférica y otros factores al determinar cuánto material puede quemarse en cada una de las casi 100 zonas de quema en las que el Valle está separado dentro de SMS. La quema al aire libre solo se permite si las condiciones atmosféricas son tales que no se esperan impactos adversos en la calidad del aire. El objetivo del SMS es proteger la salud pública y prevenir un deterioro significativo en la calidad del aire como resultado de la quema al aire libre.

- Controlado por la Regla del Distrito 4103 (Quema al Aire Libre) (<https://www.valleyair.org/rules/currnrules/r4103.pdf>)
- Programa Piloto de Incentivos para Alternativas a la Quema de Agricultura al Aire Libre
 - Brinda incentivos para gravillar o triturar material agrícola, y se requiere que los materiales se utilicen para la incorporación de suelo o la aplicación de tierras en tierras agrícolas
 - Se ha ofrecido un total de \$1,644,320 para financiar estos proyectos hasta la fecha
 - Este programa ha dado como resultado aproximadamente 200 toneladas de NOx, 241 toneladas de VOC y 337 toneladas de reducción de emisiones de PM hasta la fecha

Tractores Agrícolas

- Los tractores agrícolas no están controlados por una regulación.
- Para ser elegible, la instalación debe participar en operaciones agrícolas según como lo defina CARB. <http://valleyair.org/grants/documents/tractor/Guidelines.pdf>
- Los reemplazos de tractores agrícolas pueden ser financiados como una categoría de proyecto elegible utilizando el financiamiento proporcionado para respaldar AB 617. Estos proyectos se administran de acuerdo con el Guía del Programa Carl Moyer y están sujetos a requisitos adicionales contenidos en el Guía de Protección del Aire de la Comunidad AB 617 aprobadas. Este programa es operado por el Distrito.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>
- Los proyectos se financian por orden de llegada <http://valleyair.org/grants/documents/tractor/Ag-Off-Road-Repalcement-App.pdf>

Camiones Agrícolas

- Controlado por la Regulación Estatal de Camiones y Autobuses de CARB que requiere la transición a una tecnología menos contaminante a través del tiempo. Generalmente en fases por año del modelo. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- El Programa de Reemplazo de Camiones Agrícolas de FARMER proporciona fondos de incentivo para el reemplazo de camiones agrícolas de diésel de servicio pesado. <http://valleyair.org/grants/documents/FARMER/guidelines.pdf>
- Los camiones agrícolas elegibles deben de estar en cumplimiento de las reglas vigentes de Camiones y Autobuses de Carretera del Estado de California bajo las siguientes opciones de cumplimiento
 - Extensión de Vehículos Agrícolas

- Exención de Bajo Uso
- Extensión Especializada de Vehículos Agrícolas
- El Horario del Año de Modelo y el camión deben operar como un “vehículo agrícola” como se define en la regulación de camiones y autobuses.
<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- Los reemplazos de camiones agrícolas pueden ser financiados como una categoría de proyecto elegible utilizando fondos del programa FARMER. Estos proyectos son administrados de acuerdo al guía del programa FARMER.
<http://valleyair.org/grants/documents/FARMER/application.pdf>

Programa de Reemplazo de Bombas Agrícolas

- Controlado por el Distrito que requirió una transición a una tecnología menos contaminante con el tiempo. Generalmente en fases por nivel.
 - https://www.valleyair.org/rules/currnrules/R4702_Clean.pdf
- El Distrito tiene una variedad de programas de incentivos disponibles para las operaciones agrícolas interesadas en hacer la transición de sus motores a una tecnología menos contaminante, incluyendo:
 - El Distrito opera un programa local de reemplazo agrícola. El Programa de Incentivos para Bombas Agrícolas proporciona incentivos monetarios para el reemplazo de motores Nivel 3 a motores Nivel 4f y motores Tier 3 o Nivel 4f a motores eléctricos
 - <http://valleyair.org/grants/agpump.htm>
- Los reemplazos de bombas agrícolas pueden financiarse como una categoría de proyecto elegible utilizando el financiamiento proporcionado para respaldar AB 617. Estos proyectos se administran de acuerdo con el guía del Programa Carl Moyer y están sujetos a requisitos adicionales incluidos en el Guía de Protección de la Comunidad de AB 617 aprobada. Este programa es operado por el Distrito.
 - <https://www.arb.ca.gov/msprog/cap/capfunds.htm>

Polvo de Huertas, Viñedos, y Cultivos en Hileras

El Distrito requiere que los cultivadores implementen prácticas de manejo de conservación para reducir la contaminación del aire de las operaciones agrícolas

- Los cultivadores deben presentar un plan de manejo de conservación al Distrito para su aprobación, como lo requiere la [Regla del Distrito 4550 \(Prácticas de Manejo de Conservación\)](#)
 - Dentro de este plan, los agricultores detallan las medidas específicas que implementarán para reducir las emisiones de polvo de sus instalaciones
 - El personal del Distrito inspecciona regularmente las granjas del Valle para garantizar el cumplimiento de los requisitos de la regla
 - Las reducciones de emisiones logradas por la implementación de estas prácticas por parte de los agricultores del Valle han ayudado al Valle a cumplir con los estándares federales de calidad del aire para PM 10
- El Distrito ha trabajado en estrecha colaboración con representantes de la comunidad agrícola para evaluar nuevos equipos y prácticas de cosecha que pueden reducir efectivamente el polvo de las actividades de cosecha
- Basado en las reducciones de emisiones significativas de polvo que pueden proporcionar los equipos de recolección que producen menos polvo, el Distrito está ofreciendo fondos para el reemplazo de cosechadoras o barredoras de nueces convencionales más antiguas con equipos de tecnología de bajo polvo para uso en operaciones de recolección de nueces
 - Este incentivo puede ser combinado con el Reemplazo de Tractor para mejorar el uso del tractor de cosecha

- Equipos elegibles deberán ser equipos de recolección que producen menos polvo para lograr al menos el 40% de reducción de partículas como lo demuestra la información evaluada por colegas y/o la metodología aprobada por el Distrito
- Más información está disponible aquí: <http://valleyair.org/grants/low-dust-nut-harvester.htm>

Control y Monitoreo de Aplicación de Pesticidas

El Distrito del Aire del Valle está prohibido por ley estatal de regular pesticidas. El Departamento de Regulación de Pesticidas (DPR, por sus siglas en inglés) regula los pesticidas bajo un programa integral que abarca el cumplimiento con la aplicación del uso de pesticidas en entornos agrícolas y urbanos. El DPR supervisa una infraestructura de cumplimiento de múltiples niveles y es otorgado por la [Agencia de Protección Ambiental de los Estados Unidos](#) con la responsabilidad principal de hacer cumplir las leyes federales de pesticidas en California. El DPR dirige y supervisa a los Comisionados Agrícolas del Condado hacer cumplir las leyes y reglamentos sobre pesticidas y ambientales a nivel local, incluyendo el cumplimiento de la Junta de Control de Plagas Estructurales del Departamento de Asuntos del Consumidor.

- Más información sobre el Programa del Aire de DPR está disponible aquí: <https://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>
- El DPR requiere que los agricultores notifiquen al departamento antes de aplicar cualquier forma de pesticida
- Adicionalmente, los operadores agrícolas están sujetos a reglas estrictas que limitan el exceso de pulverización y la deriva del sitio de aplicación aprobado, y pueden estar sujetos a multas por infracciones
- Las escuelas cercanas a la aplicación de pesticidas deben ser notificadas por el DPR para permitir que la escuela tome precauciones para evitar la exposición. Por favor visite el sitio web del DPR para obtener más información sobre la regulación del DPR sobre la fumigación de pesticidas cerca de las escuelas: https://www.cdpr.ca.gov/docs/enforce/pesticide_applications_near_schoolsites.htm

Lecherías

Las operaciones de lecherías en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4570 \(Instalaciones para Animales Confinados\)](#) y [Regla 4550 \(Prácticas de Manejo de Conservación\)](#)

El propósito de la Regla 4570 es limitar las emisiones de VOC de las Instalaciones para Animales Confinados (CAF, por sus siglas en inglés). Esta regla se aplica a las instalaciones donde los animales están acorralados, encerrados o de otra manera hacen que permanezcan en áreas restringidas y se alimentan principalmente por un medio distinto al pastoreo durante al menos 45 días en cualquier período de doce meses. Además de limitar las emisiones de VOC, la Regla 4570 también incluye medidas que limitan las emisiones de amoníaco (NH₃) de estas operaciones. El propósito de la Regla 4550 es limitar las emisiones de polvo fugitivo de las operaciones agrícolas. Las operaciones de lecherías están sujetas a estrictas disposiciones de cumplimiento, incluidas las medidas de mitigación en curso y las inspecciones anuales. Las operaciones de lecherías también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)

Las operaciones de lecherías en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Digestores Lácteos

- El Programa de Investigación y Desarrollo de Digestores Lácteos (DDRDP, por sus siglas en inglés) del Departamento de Agricultura de Alimentos de California (CDFA, por sus siglas en inglés) proporciona asistencia financiera para la instalación de digestores de productos lácteos en California.

- <https://www.cdfa.ca.gov/oefi/ddrdp/>
- CDFA recibe fondos de Inversiones Climáticas de California para la reducción de emisiones de metano de las operaciones lecheras y ganaderas.
- Se espera que los proyectos actuales del DDRDP reduzcan las emisiones de gases de efecto invernadero por aproximadamente 12.9 millones de toneladas métricas de CO₂e.
- CDFA tiene una lista de los proyectos que han financiado en su sitio web
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Programa de Gestión de Estiércol Alternativo (AMMP, por sus siglas en inglés)

- El Programa de Gestión de Estiércol Alternativo (AMMP) del Departamento de Alimentos y Agricultura de California brinda asistencia financiera para la implementación de prácticas de manejo de estiércol no digestores
 - Actualmente, las prácticas elegibles para financiamiento a través de AMMP incluyen: manejo basado en pasturas; separación sólida o conversión de descarga a raspadura junto con alguna forma de secado o compostaje del estiércol recolectado.
 - https://www.cdfa.ca.gov/oefi/ddrdp/docs/2019-DDRDP_ApplicationsReceived.pdf

Control de Emisiones de Fuentes Estacionarias de Preocupación

Instalaciones de Fabricación de Vidrio

Los hornos de fusión de vidrio en el Valle de San Joaquín están sujetos a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4354 \(Hornos de Fusión de Vidrio\)](#)

La Regla 4354 es una de las reglas más estrictas en la nación para hornos de fusión de vidrio. El propósito de esta regla es limitar las emisiones de NO_x, SO_x, compuestos orgánicos volátiles (VOC, por sus siglas en inglés), monóxido de carbono (CO) y emisiones de PM de los hornos de fusión de vidrio. Los límites de emisión de NO_x contenidos en la Regla 4354 requieren la instalación de la mejor tecnología de NO_x disponible (es decir, sistemas de oxidación o SCR). Las instalaciones con hornos de fusión de vidrio están sujetas a estrictas disposiciones de cumplimiento, incluyendo la instalación de equipos de monitoreo continuo de emisiones e inspecciones anuales.

Además de los requisitos de la Regla 4354, las instalaciones de fabricación de vidrio también están sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - [40 CFR \(Código de Regulaciones Federales\) 60 Subparte CC – Estándares de Rendimiento para Instalaciones de Fabricación de Vidrio](#)
 - 40 CFR 60 Subparte PPP (Estándares de Rendimiento para Instalaciones de Fabricación de Aislamiento de Lana de Fibra de Vidrio)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - [40 CFR 61 Subparte N – Estándar Nacional de Emisión para Emisiones de Arsénico Inorgánico de Instalaciones de Fabricación de Vidrio](#)
 - 40 CFR 63 Subparte NNN (Estándares Nacionales de Emisiones de Contaminantes Peligrosos del Aire para Instalaciones de Fabricación de Lana de Fibra de Vidrio)
 - [40 CFR 61 Subparte SSSSSS – Fuentes de Área de Fabricación de Vidrio](#)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 435/R-94-037 (Documento de Técnicas de Control Alternativo — Emisiones de NO_x en la Fabricación de Vidrio)

Las instalaciones de fabricación de vidrio también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4202 \(Materia Particulada - Tasa de Emisión\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)
- [40 CFR 64 – Monitoreo de Aseguramiento de Cumplimiento](#)

Las instalaciones de fabricación de vidrio en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Instalaciones de Biomasa

Las instalaciones de biomasa en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4352 \(Calderas de Combustible Sólido, Generadores de Vapor, y Calentadores de Proceso\)](#)

El propósito de la Regla 4352 es limitar las emisiones de NOx y CO de cualquier caldera, generador de vapor o calentador de proceso apoderado por combustible sólido. Las enmiendas más recientes, en diciembre de 2011, fortalecieron la regla al reducir los límites de emisiones de NOx para las instalaciones de biomasa y para las instalaciones de residuos sólidos municipales y para todas las demás unidades apoderadas por combustible sólido. Las instalaciones con calderas de combustible sólido, como las instalaciones de biomasa, están sujetas a estrictas disposiciones de cumplimiento, que incluyen los requisitos anuales de pruebas en las fuentes y las inspecciones anuales.

Además de los requisitos de la Regla 4352, las instalaciones de biomasa también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte Cb – Guía de Emisiones y Tiempos de Cumplimiento para los Combustores de Residuos Municipales que se Construyeron en o antes del 19 de diciembre de 1995
 - 40 CFR 60 Subparte D – Estándares de Rendimiento para Generadores de Vapor Apoderados por Combustibles Fósiles para los cuales se Inició la Construcción después del 17 de agosto de 1971
 - 40 CFR 60 Subparte Db – Estándares de Rendimiento para Unidades de Generación de Vapor Industrial-Comercial-Institucional
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - [40 CFR 63 Subparte DDDDD — Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos para fuentes mayores: Calderas Industriales, Comerciales e Institucionales y Calentadores de Procesos](#)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-022 (Documento de Técnicas de Control Alternativo – Emisiones de NOx de Calderas Industriales/Comerciales/Institucionales)
 - 453/R-94-023 (Documento de Técnicas de Control Alternativo – Emisiones de NOx de Calderas de Utilidad)

Las instalaciones de biomasa también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada – Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)
- [40 CFR 64 – Monitoreo de Aseguramiento de Cumplimiento](#)

Las instalaciones de biomasa en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Recubrimiento de Carrocerías

Las operaciones de recubrimiento de carrocerías en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4612 \(Operaciones de Recubrimiento de Vehículos Motorizados y Equipos Móviles\)](#)

El propósito de la Regla 4612 es limitar las emisiones de VOC de los recubrimientos de vehículos motorizados, equipos móviles y partes y componentes asociados, y la limpieza, almacenamiento y desecho de disolventes orgánicos asociados. Esta regla se aplica a cualquier persona que suministre, venda, ofrezca para la venta, fabrique o distribuya cualquier recubrimiento automotriz para su uso dentro del Distrito, así como cualquier persona que use, aplique o solicite el uso o aplicación de cualquier recubrimiento automotriz dentro del Distrito. Las instalaciones que realizan operaciones de recubrimiento de carrocerías están sujetas a estrictas disposiciones de cumplimiento, incluyendo inspecciones anuales.

Además de los requisitos de la Regla 4612, las operaciones de recubrimiento de carrocerías también pueden estar sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte MM (Estándares de Rendimiento para Operaciones de Recubrimiento de Superficie de Automóviles y Camiones de Servicio Ligero)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - [40 CFR 63 Subparte HHHHHH – Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos: Decapado de Pintura y Operaciones de Recubrimiento de Superficies Diversas en las Fuentes de Área](#)
 - 40 CFR 63 Subparte IIII (Estándares Nacionales de Emisión para HAPs: Recubrimiento de Superficie de Automóviles y Camiones de Servicio Ligero)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-76-028 (Control de Emisiones de Orgánicos Volátiles de Fuentes Estacionarias Existentes – Volumen I: Métodos de Control para Operaciones de Recubrimiento de Superficie)
 - 450/2-77-008 (Control de Emisiones de Orgánicos Volátiles de Fuentes Estacionarias Existentes – Volumen II: Recubrimiento de la Superficie de Latas, Bobinas, Papel, Telas, Automóviles y Camiones de Servicio Ligero)
 - 453/R-08-006 (Guías de Técnicas de Control para Recubrimiento de Automóviles y Camiones de Servicio Ligero)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - EPA-453/R-94-017 (Documento de Técnicas de Control Alternativo – Recubrimiento de Superficies de Piezas de Plástico para Máquinas de Automotriz/Transporte y Negocios)

Las operaciones de recubrimiento de carrocería también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#) – si usa calentador de cabina
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#) – si usa calentador de cabina

Las operaciones de recubrimiento de carrocería en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y que cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Terminales Gasoductos

Las terminales gasoductos en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4623 \(Almacenamiento de Líquidos Orgánicos\)](#) y [Regla 4624 \(Carga de Líquido Orgánico\)](#)

El propósito de la Regla 4623 es limitar las emisiones de VOC del almacenamiento de líquidos orgánicos. Esta regla se aplica a cualquier tanque con una capacidad de 1,100 galones o más en el que se coloca, retiene o almacena cualquier líquido orgánico. El propósito de la Regla 4624 es limitar las emisiones de VOC provenientes de la transferencia de líquidos orgánicos. Esta regla se aplica a las instalaciones de transferencia de líquidos orgánicos. Las instalaciones que almacenan o transfieren líquidos orgánicos, como los terminales gasoductos, están sujetas a estrictas disposiciones de cumplimiento, que incluyen requisitos trimestrales de inspección de fugas e inspecciones anuales.

Además de los requisitos de la Regla 4623 y la Regla 4624, las terminales gasoductos también pueden estar sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - [40 CFR 60 Subparte Kb – Estándares de Rendimiento para Recipientes de Almacenamiento de Líquidos Orgánicos Volátiles \(Incluyendo Recipientes de Almacenamiento de Líquidos de Petróleo\)](#)
 - [40 CFR 60 Subparte XX - Estándares de Rendimiento para Terminales de Gasolina a Granel](#)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - Subparte BBBB – Terminales de Distribución de Gasolina a Granel, Instalaciones a Granel, y Instalaciones de Tubería
 - 40 CFR 63 Subparte EEE – Distribución de Líquidos Orgánicos (Sin Gasolina)
 - [40 CFR 63 Subparte R - Estándares Nacionales de Emisiones para Instalaciones de Distribución de Gasolina](#)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-77-035 (Control de las Emisiones de Orgánicos Volátiles de las Instalaciones a Granel)
 - 450/2-77-036 (Documento de la Guía de Técnicas de Control para el Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Fijo)
 - 450/2-78-047 (Documento de Guía de Técnicas de Control for Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Flotante Externos)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-001 (Documento de Técnicas de Control Alternativo para Almacenamiento de Líquidos Orgánicos Volátiles en Tanques de Techo Fijo y Flotante)

Las terminales gasoductos generalmente tienen equipos auxiliares que también están sujetos a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las terminales gasoductos en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Planta de Procesamiento de Animales

Las plantas de procesamiento de animales en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4104 \(Reducción de la Materia Animal\)](#)

El propósito de la Regla 4104 es limitar los contaminantes del aire de las operaciones de la fuente utilizadas para la reducción de la materia animal al requerir que los gases, vapores y residuos de gas atrapado del proceso se incineren a temperaturas no inferiores a 1200 grados Fahrenheit o procesado de manera igualmente efectiva. Las instalaciones que realizan operaciones de procesamiento de animales están sujetas a estrictas disposiciones de cumplimiento, incluidos los requisitos de pruebas de fuente anuales y las inspecciones anuales.

Las operaciones procesamiento de animales también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)

Estas instalaciones generalmente utilizan vapor de una caldera (de combustión indirecta) o un secador rotatorio (de combustión directa) para sus operaciones, lo que genera emisiones de NO_x de estas unidades de combustión; estas unidades de combustión están reguladas por otras reglas del Distrito. Las operaciones de procesamiento de animales en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Fabricación de Barcos de Fibra de Vidrio

Las operaciones de fabricación de barcos de fibra de vidrio en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4684 \(Operaciones de Resina de Poliéster\)](#)

El objetivo de la Regla 4684 es limitar las emisiones de VOC de las operaciones de resina de poliéster comercial e industrial, las operaciones de fabricación de barcos de fibra de vidrio, la limpieza con solventes orgánicos y el almacenamiento y eliminación de todos los solventes y materiales solventes de desecho asociados con dichas operaciones. Las instalaciones que realizan operaciones de fabricación de barcos de fibra de vidrio están sujetas a estrictas disposiciones de cumplimiento, incluyendo inspecciones anuales.

Además de los requisitos de la Regla 4684, las operaciones de fabricación de barcos de fibra de vidrio también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR Parte 61 Subparte VVVV (Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos para la Fabricación de Barcos)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/3-83-006 (Control de las Emisiones de Compuestos Orgánicos Volátiles de la Fabricación de Resinas de Polietileno, Polipropileno y Poliestireno de Alta Densidad)
 - 453/R-08-004 (Técnica de Control para Materiales de Fabricación de Barcos de Fibra de Vidrio)

Las operaciones de fabricación de barcos de fibra de vidrio también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las operaciones de fabricación de barcos de fibra de vidrio en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Fabricación de Bombas Agrícolas

Las operaciones de fabricación de bombas agrícolas en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4603 \(Recubrimiento de Superficies de Piezas y Productos de Metal, Piezas y Productos de Plástico y Barcos de Recreo\)](#)

El propósito de la Regla 4603 es limitar las emisiones de VOC del recubrimiento de la superficie de partes o productos metálicos, partes o productos electrodomésticos grandes, muebles metálicos, piezas y productos de plástico y barcos de recreo, y a la limpieza con disolventes orgánicos y al almacenamiento y desecho de todos los disolventes y residuos de materiales solventes asociados con dichos recubrimientos. Las instalaciones que realizan operaciones de fabricación de bombas agrícolas están sujetas a estrictas disposiciones de cumplimiento, incluidas inspecciones anuales.

Además de los requisitos de la Regla 4603, las operaciones de fabricación de bombas agrícolas también están sujetas a regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR Parte 63 Subparte Mmmm (NESHAP para Recubrimiento de Superficies de Piezas y Productos Metálicos Diversos)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-78-015 (Control de Emisiones Orgánicas Volátiles de Fuentes Estacionarias Existentes – Volumen VI: Recubrimiento Superficial de Piezas y Productos Metálicos Diversos)
 - 453/R-08-003 (Guía de Técnicas de Control para Recubrimientos Diversos de Piezas de metal y Plástico)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-015 (Documento de Técnicas de Control Alternativo - Solventes de Limpieza Industrial)

Las operaciones de fabricación de bombas agrícolas también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4202 \(Materia Particulada - Tasa de Emisión\)](#)

Las operaciones de fabricación de bombas agrícolas en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Petróleo y Gas

Las Operaciones de Petróleo y Gas en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) Reglas:
 - [Regla 2260 \(Requisitos de Registro para Equipos Sujetos a la Regulación de Petróleo y Gas de California\)](#)
 - [Regla 4311 \(Llamaradas\)](#)
 - [Regla 4401 \(Pozos de Producción de Petróleo Crudo Mejorados con Vapor\)](#)
 - [Regla 4402 \(Sumideros de Producción de Petróleo Crudo\)](#)
 - [Regla 4404 \(Estación de Prueba de Petróleo Pesado - Condado de Kern\)](#)
 - [Regla 4407 \(Ventilaciones de Pozos de Combustión In Situ\)](#)
 - [Regla 4408 \(Sistemas de Deshidratación de Glicol\)](#)
 - [Regla 4409 \(Componentes en Instalaciones de Producción de Petróleo Crudo Ligero, Instalaciones de Procesamiento de Gas Natural e Instalaciones de Procesamiento de Gas Natural\)](#)
 - [Regla 4453 \(Dispositivos o Sistemas de Producción de Vacío de Refinería\)](#)
 - [Regla 4454 \(Proceso de Refinamiento de la Unidad de Refinería\)](#)
 - [Regla 4455 \(Componentes en Refinerías de Petróleo, Instalaciones de Procesamiento de Líquidos de Gas y Plantas Químicas\)](#)
 - [Regla 4623 \(Almacenamiento de Líquidos Orgánicos\)](#)
 - [Regla 4624 \(Carga de Líquido Orgánico\)](#)

El propósito de la Regla 2260 es proporcionar un proceso de registro que cumpla con los requisitos de la Regulación de Petróleo y Gas de California, que limita las emisiones de metano y las fugas de los equipos utilizados en la industria del petróleo y el gas.

El propósito de la Regla 4311 es establecer requisitos de quema y reducir las emisiones de VOC, NOx y SOx de operaciones que involucren el uso de llamaradas.

El propósito de la Regla 4401 es limitar las emisiones de VOC de los pozos de producción de petróleo crudo enriquecido con vapor y las tuberías relacionadas. Estas operaciones están sujetas a estrictos controles de emisión y detección de fugas y requisitos de reparación.

El propósito de la Regla 4402 es limitar las emisiones de VOC de los sumideros utilizados para almacenar petróleo crudo y el agua producida en las operaciones de producción de petróleo crudo.

El propósito de la Regla 4404 es limitar las emisiones de VOC de la operación de las estaciones de prueba de petróleo pesado, es decir, una configuración del tanque utilizada para medir y recolectar petróleo crudo de pozos individuales.

El propósito de la Regla 4407 es limitar las emisiones de VOC de los pozos de combustión in situ y las tuberías relacionadas. Este proceso ya no es utilizado en gran medida por las compañías de producción de petróleo en el Distrito. Estas operaciones están sujetas a estrictos controles de emisión y detección de fugas y requisitos de reparación.

El propósito de la Regla 4408 es limitar las emisiones de VOC del sistema de deshidratación de glicol; un proceso en que se elimina vapor de agua del gas producido.

El propósito de la Regla 4409 es limitar las emisiones de VOC de los componentes con fugas en las instalaciones de producción de petróleo crudo ligero, las instalaciones de producción de gas natural y las instalaciones de procesamiento de gas natural.

El propósito de la Regla 4453 es limitar las emisiones de VOC de los dispositivos o sistemas que producen vacío en las refinerías al exigir que los gases de estos sistemas sean recolectados y controlados.

El propósito de la Regla 4454 es limitar las emisiones de VOC resultantes de la purga, reparación, limpieza o de otra manera abrir o liberar la presión de un buque de la refinería durante un giro de la unidad de proceso, es decir, dejar el equipo fuera de servicio para su mantenimiento.

El propósito de la Regla 4455 es limitar las emisiones de VOC de los componentes con fugas en las refinerías de petróleo, las instalaciones de procesamiento de líquidos de gas y las plantas químicas.

El propósito de la Regla 4623 es limitar las emisiones de VOC del almacenamiento de líquidos orgánicos, incluyendo petróleo crudo.

El propósito de la Regla 4624 es limitar las emisiones de VOC a la transferencia de líquidos orgánicos.

Además de los requisitos anteriores del Distrito, las operaciones de petróleo y gas también están sujetas a las regulaciones Federales, que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Sin embargo, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - [40 CFR 60 Subparte Kb – Estándares de Rendimiento para Recipientes de Almacenamiento de Líquidos Orgánicos Volátiles \(Incluyendo Recipientes de Almacenamiento de Líquidos de Petróleo\)](#)
 - [40 CFR 60 Subparte OOOO y OOOOa – Producción, Transmisión y Distribución de Petróleo Crudo y Gas Natural](#)
- EPA – Guía de Técnicas de Control (CTG, por sus siglas en inglés)
 - 450/2-77-036 (Documento de la Guía de Técnicas de Control para el Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Fijo)
 - 450/2-78-047 (Documento de la Guía de Técnicas de Control para el Control de Emisiones Orgánicas Volátiles del Almacenamiento de Líquidos de Petróleo en Tanques de Techo Flotante Externos)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-94-001 (Documento de Técnicas de Control Alternativo para Almacenamiento de Líquidos Orgánicos Volátiles en Tanques de Techo Fijo y Flotante)

Las operaciones de petróleo y gas también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las operaciones de petróleo y gas en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Operaciones de Vertederos

Las Operaciones de Vertederos en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4642 \(Vertederos de Residuos Sólidos\)](#) y [Regla 4311 \(Llamaradas\)](#)

El propósito de la Regla 4642 es limitar las emisiones de VOC de los vertederos de residuos sólidos. Las disposiciones de esta regla se aplican a cualquier sitio de eliminación de residuos sólidos con un sistema de recolección de gas y/o dispositivo de control en funcionamiento, o en mantenimiento o reparación. El propósito de la Regla 4311 es establecer requisitos de quema y reducir las emisiones de VOC, NOx y SOx de operaciones que involucren el uso de llamaradas. La quema es un proceso de oxidación a alta temperatura que se utiliza para quemar componentes combustibles, principalmente hidrocarburos, de gases residuales de operaciones industriales, con el fin de controlar las emisiones y como dispositivo de seguridad. Las operaciones de vertederos están sujetas a estrictas disposiciones de cumplimiento, incluyendo las pruebas de superficie e inspecciones anuales.

Además de los requisitos de la Regla 4642 y la Regla 4311, las operaciones de vertederos también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Sin embargo, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte CC (Guía de Emisión y Tiempos de Cumplimiento para Vertederos de Residuos Sólidos Municipales)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR 63 Subparte AAAA (Estándares Nacionales de Emisiones para Contaminantes del Aire Peligrosos de Vertederos de Residuos Sólidos Municipales)

Las operaciones de vertederos también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 2520 \(Permisos Operativos Federales Obligatorios\)](#)

Las operaciones de vertederos en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Equipos Industriales Generales (Calderas de más de 5 MMBtu/hr)

Las calderas de más de 5 MMBtu/hr en el Valle de San Joaquín están sujetas a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4306](#) y [Regla 4320 \(Calderas, Calentadores de Proceso y Generadores de Vapor de más de 5 MMBtu/hr\)](#)

Las calderas se usan para producir agua caliente o generar vapor y se usan en muchas industrias diferentes en todo el Distrito. El propósito de estas reglas es limitar las emisiones de NO_x, monóxido de carbono (CO) y partículas (PM) de las calderas, los generadores de vapor y los calentadores de proceso de este rango. Las calderas están sujetas a estrictas disposiciones de cumplimiento, incluyendo las pruebas de fuente e inspecciones anuales.

Además de los requisitos de la Regla 4306 y la Regla 4320, las calderas también están sujetas a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte D (Estándares de Rendimiento para Generadores de Vapor Apoderados con Combustibles Fósiles para los Cuales se Inició la Construcción después del 17 de agosto de 1971)
 - 40 CFR 60 Subparte Db (Estándares de Rendimiento para Unidades de Generación de Vapor Industriales-Comerciales-Institucionales)
 - 40 CFR 60 Subparte Dc (Estándares de Rendimiento para Unidades de Generación de Vapor Industriales-Comerciales-Institucionales Pequeñas)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR 63 Subparte DDDDD (NESHAP para Fuentes Principales: Calderas Industriales, Comerciales e Institucionales y Calentadores de Procesos)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-93-022 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de Calderas Industriales/Comerciales/Institucionales)
 - 453/R-93-023 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de Calderas de Utilidad)
 - 453/R-93-034 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de los Calentadores de Proceso)

Las calderas también están sujetas a otras normas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)

Las calderas en el Valle también están sujetas a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Vea Apéndice A)

Equipos Industriales Generales (Motores de Combustión Interna (IC))

Los Motores de Combustión Interna en el Valle de San Joaquín están sujetos a las siguientes medidas reglamentarias:

- SJVAPCD (Distrito) [Regla 4702 \(Motores de Combustión Interna\)](#)

Los motores IC se utilizan para producir energía mecánica o generar electricidad al apoderar un generador y se usan en muchas industrias diferentes en todo el Distrito. El propósito de esta regla es limitar las emisiones de NO_x, CO, VOC y SO_x de cualquier motor de combustión interna (IC) con una potencia de 25 caballos de fuerza (bhp) o más. Los motores IC están sujetos a estrictas disposiciones de cumplimiento, incluyendo las pruebas de origen y las inspecciones anuales.

Además de los requisitos de la Regla 4702, los motores IC también están sujetos a las regulaciones Federales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones Federales.

- [Regla del Distrito 4001 \(Estándares de Rendimiento de Fuentes Nuevas\)](#)
 - 40 CFR 60 Subparte IIII (Estándares de Rendimiento para Motores de Combustión Interna Estacionarios de Encendido por Compresión)
 - 40 CFR 60 Subparte JJJJ (Estándares de Rendimiento para Motores de Combustión Interna con Encendido por Chispa)
- [Regla del Distrito 4002 \(Estándares Nacionales de Emisiones de Contaminantes del Aire Peligrosos\)](#)
 - 40 CFR 63 Subparte ZZZZ (NESHAP para Motores Estacionarios de Combustión Interna Recíproca)
- EPA – Tecnología de Control Alternativo (ACT, por sus siglas en inglés)
 - 453/R-93-032 (Documento de Técnicas de Control Alternativo - Emisiones de NO_x de Motores de Combustión Interna Recíprocos Estacionarios)

Los motores de IC también están sujetos a las regulaciones estatales que requieren tipos específicos de instalaciones nuevas, modificadas y reconstruidas para reducir directamente las emisiones de criterios y/o contaminantes tóxicos del aire. Aun así, las reglas prohibitorias del Distrito son típicamente más estrictas que las regulaciones estatales.

- Medidas de Control de Tóxicos en el Aire (ATCM, por sus siglas en inglés)
 - 17 CCR 93114 (ATCM para Reducir las Emisiones de Partículas de los Motores Apoderados con Combustible Diésel – Reglas para Combustible Diésel No Vehicular)
 - 17 CCR 93115 (ATCM para Motores de Ignición de Compresión Estacionarios)

Los motores IC también están sujetos a otras reglas y regulaciones aplicables y deben demostrar el cumplimiento continuo de estos requisitos adicionales.

- [Regla del Distrito 4101 \(Emisiones Visibles\)](#)
- [Regla del Distrito 4201 \(Materia Particulada - Concentración\)](#)
- [Regla del Distrito 4301 \(Equipo de Quema de Combustible\)](#)
- [Regla del Distrito 4801 \(Compuestos de Azufre\)](#)
- [Regla del Distrito 1080 \(Monitoreo de la Pila\)](#)
- [Regla del Distrito 1081 \(Muestreo de Fuentes\)](#)

Los motores IC en el Valle también están sujetos a otras regulaciones de aplicación general, asegurando que estas operaciones hayan instalado las tecnologías de control más estrictas posibles y cumplan con los otros requisitos estrictos de estas reglas. (Ver Apéndice A)

Programas de Cumplimiento

Programas de Cumplimiento

El Departamento de Cumplimiento del Distrito realiza una serie completa de actividades relacionadas con la aplicación y la asistencia de cumplimiento para garantizar el cumplimiento de las reglas y reglamentos del Distrito, estatales y federales. Los objetivos del programa para el Departamento de Cumplimiento se establecen en las leyes federales y estatales y en los planes de logro de la calidad del aire del Distrito. Para cumplir con estos objetivos del programa, el personal del Distrito realiza inspecciones en aproximadamente 9,200 instalaciones permitidas, responde a aproximadamente 3,000 quejas públicas cada año, investiga descompostura de equipos en las instalaciones y verifica reducciones de emisiones en miles de lugares donde se han implementado proyectos de incentivos para la reducción de emisiones. Cuando se descubren violaciones, se emiten Avisos para Cumplir por infracciones menores por primera vez. Los Avisos de Violación, que generalmente conllevan una multa monetaria, se emiten por infracciones más graves, generalmente basadas en las emisiones, así como repetidas infracciones menores.

Las funciones principales del Departamento de Cumplimiento del Distrito son las siguientes:

Inspecciones de Fuentes Estacionarias

El Distrito realiza miles de inspecciones exhaustivas en los sitios cada año para garantizar el cumplimiento de los requisitos del Distrito. Las inspecciones son vitales para asegurar que las reducciones de emisiones requeridas en las reglas, regulaciones y permisos se logren en la práctica. Con muy pocas excepciones, todas las inspecciones se realizan sin previo aviso porque es importante observar como las instalaciones normalmente funcionan para determinar con mayor eficacia el cumplimiento.

Investigaciones de Quejas

El Distrito recibe miles de quejas cada año por las cuales se da prioridad a las respuestas e investigaciones oportunas de las supuestas fuentes de incumplimiento. Los inspectores están de guardia las 24 horas del día y utilizan el correo de voz y los sistemas automatizados para facilitar la respuesta oportuna a las quejas con el fin de abatir las posibles molestias públicas y otras infracciones en progreso. Con esta misma idea, el Distrito ha desarrollado herramientas en línea para permitir la emisión fácil de quejas, incluyendo videos y fotografías, en línea y a través de aplicaciones para smartphone. El Distrito proporciona una línea telefónica bilingüe (español-inglés) de quejas y también tiene la capacidad de utilizar los servicios de traducción para garantizar que todas las comunidades y grupos dentro del Valle reciban el servicio adecuado.

Quema al Aire Libre

La quema al aire libre está estrictamente regulada por las reglas del Distrito 4103 (Quema al Aire Libre) y 4106 (Quema Prescrita y Quema para Reducción de Riesgo). El Distrito lleva a cabo miles de inspecciones cada año para garantizar el cumplimiento de los permisos y planes para las operaciones agrícolas, las agencias de administración de tierras y las residencias. Además, el personal de inspección del Distrito realiza la vigilancia de rutina en todo el Valle para hacer cumplir las reglas de quema ilegal, que incluyen, entre otras, la quema de basura residencial ilegal.

Chimeneas y Calefactores de Leña

El Distrito tiene un programa de cumplimiento robusto para garantizar el cumplimiento de la Regla del Distrito 4901 (Chimeneas de Leña y Calefactores de Leña). El Distrito asigna inspectores para llevar a cabo la vigilancia proactiva de los vecindarios en los condados con reducciones de quema de leña declaradas y responde a las quejas del público con respecto a la posible quema ilegal en chimeneas. El Distrito también realiza

rutinariamente la vigilancia los fines de semana, días festivos y noches durante la temporada de invierno, cuando las restricciones obligatorias están vigentes.

Regulaciones del Polvo Fugitivo

Las inspecciones se llevan a cabo de forma rutinaria en fuentes potenciales de polvo fugitivo al aire libre, como las operaciones de construcción y movimiento de tierras, carreteras sin pavimentar y áreas de tráfico, pilas de almacenamiento de material a granel, áreas abiertas y operaciones agrícolas. Durante estas inspecciones, el Distrito garantiza el cumplimiento de las medidas del plan de mitigación de polvo, los estándares de emisión de polvo visibles y los requisitos de estabilización de la superficie.

Pruebas de Emisiones y Monitoreo

Los inspectores de Distrito supervisan miles de pruebas de fuentes de tercera parte realizadas en las instalaciones con el fin de medir los contaminantes del aire y demostrar el cumplimiento de los límites de emisión permitidos. El Distrito también utiliza su propia fuente de pruebas y analizadores de gases de escape portátiles para evaluar las emisiones de los motores, calderas y otros dispositivos de combustión para garantizar que estén funcionando de acuerdo con las especificaciones y cumplan con todos los requisitos.

Inspecciones del Programa de Incentivos para la Reducción de Emisiones

Para asegurarse de que los proyectos de reducción de emisiones financiados por los programas de incentivos del Distrito sean reales y permanentes, el Distrito supervisa la ejecución del contrato o de los beneficiarios de incentivos antes y después del proyecto. Se llevan a cabo miles de inspecciones para verificar que el equipo sea apropiadamente controlado o reemplazado y que sea mantenido adecuadamente. Además, el Distrito también realiza inspecciones para verificar que los equipos más antiguos hayan sido destruidos cuando sea necesario como parte del contrato del incentivo.

Asistencia de Cumplimiento

El programa de Asistencia de Cumplimiento del Distrito enfatiza un enfoque educativo para ayudar a las empresas y residentes de Valle a cumplir con una variedad de regulaciones de contaminación del aire. Los negocios y los residentes de todo el Valle reciben asistencia individualizada, boletines de asistencia de cumplimiento, cursos de capacitación educativa y programas de certificación para ayudarles a comprender y cumplir con las normas y regulaciones del Distrito, estatales y federales.

Cumplimiento de la Junta de Recursos del Aire de California (CARB, por sus siglas en inglés)

CARB inspecciona una variedad de fuentes para verificar que cumplan con las regulaciones estatales de la calidad del aire. Para obtener más información sobre la política y los programas de cumplimiento de CARB, visite el sitio web de Programas de Cumplimiento de CARB: <https://www.arb.ca.gov/enf/enf.htm>

APÉNDICE A

Regla del Distrito 2201, Revisión de Fuentes Estacionarias Nuevas y Modificadas

[Regla del Distrito 2201, Revisión de Fuentes Estacionarias Nuevas y Modificadas](#), se aplica a todas las fuentes estacionarias nuevas y todas las modificaciones a las fuentes estacionarias existentes que están sujetas a los requisitos de permisos del Distrito. Bajo la Regla 2201, las instalaciones nuevas o las instalaciones que modifican el equipo deben obtener un permiso de Autoridad para Construir (ATC, por sus siglas en inglés) antes de la construcción, y están sujetas a requisitos estrictos, incluyendo:

- **Mejor Tecnología de Control Disponible (BACT, por sus siglas en inglés)**
- **Revisión de Gestión de Riesgos (RMR, por sus siglas en inglés)**
- **Mejor Tecnología de Control Disponible Tóxica (T-BACT, por sus siglas en inglés)**
- **Análisis de Calidad del Aire Ambiental (AAQA, por sus siglas en inglés)**

Mejor Tecnología de Control Disponible (BACT): Para cada unidad de emisiones (equipo específico) que tiene el potencial de emitir más del umbral de 2 lb/día de BACT, el Distrito requiere el uso de la mejor tecnología disponible de control de contaminación del aire que se usa comúnmente para controlar las emisiones de equipos de tipo similar. El Distrito también está realizando un análisis para determinar si, basados en los criterios específicos, las tecnologías más limpias que no se utilizan comúnmente para este tipo de equipo podrían utilizarse para reducir aún más las emisiones del equipo propuesto. Este requisito muy estricto garantiza que se utilice la técnica de control de la contaminación del aire más efectiva, lo que reduce la exposición del público a los contaminantes del aire y a los contaminantes tóxicos del aire.

Revisión de Gestión de Riesgos (RMR): Como lo exigen los [Códigos de Salud y Seguridad de California 41700](#) y la [Regla 4102 \(Molestias\)](#), el Distrito realiza RMRs para garantizar que la exposición pública a contaminantes tóxicos del aire de los proyectos requeridos de obtener un ATC sea menos que significativa. Se utilizan modelos de computadora muy complejos y los supuestos más conservadores para evaluar el impacto máximo del proyecto en la salud de los residentes. Los proyectos que resultan en un riesgo de salud significativo estimado para el público no son aprobados.

Mejor Tecnología de Control Disponible Tóxica (T-BACT): Cuando T-BACT se activa bajo un análisis de Revisión de Gestión de Riesgos (RMR), el Distrito realiza un análisis T-BACT para garantizar que se utilice la técnica de control más estricta que reduzca la exposición pública a contaminantes tóxicos del aire. Se requiere T-BACT para las unidades que emiten emisiones tóxicas al aire que dan un resultado de riesgo de cáncer de más de uno en un millón, y proyectos que podrían tener un impacto significativo en las residencias o negocios cercanos. Los proyectos que resultan en un riesgo de salud significativo estimado para el público no son aprobados.

Análisis de Calidad del Aire Ambiental (AAQA): La Agencia de Protección Ambiental de los Estados Unidos (EPA) y la Junta de Recursos del Aire de California (CARB) han establecido Estándares Nacionales de Calidad del Aire Ambiental (NAAQS) y Estándares de Calidad del Aire Ambiental de California (CAAQS), respectivamente, para numerosos contaminantes. Bajo la Regla 2201, el Distrito realiza AAQAs para garantizar que las emisiones relacionadas con el proyecto causen o empeoren una violación de la regla estatal o nacional de calidad del aire ambiental. Este análisis asegura que la exposición pública a ciertos criterios contaminantes del aire es menor que la concentración máxima permitida en el aire exterior sin daños al público.

AB 2588 (Ley de Información y Evaluación de Zonas Conflictivas de Toxicidad en el Aire)

La implementación del Distrito de [AB 2588](#), Ley de Información y Evaluación de "Zonas Conflictivas" de los Tóxicos del Aire de California, ha resultado en reducciones dramáticas en las emisiones de tóxicos del aire de fuentes existentes en el Valle de San Joaquín. Bajo esta ley de derecho a saber, el Distrito ha trabajado con 5,700 instalaciones del Valle para cuantificar las emisiones de tóxicos del aire, determinar el riesgo para la salud causado por esas emisiones, informar

sobre las emisiones y cualquier riesgo significativo a través de informes públicos escritos y reuniones públicas en los vecindarios, y pasos para reducir tales riesgos. Como resultado de estos esfuerzos, y las reducciones posteriores en los tóxicos del aire, desde 2007 no ha habido instalaciones en el Valle que representen un riesgo significativo para ningún residente del Valle bajo el programa de "Zonas Conflictas".

Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés)

CEQA es la ley estatal que requiere que los impactos ambientales se evalúen en los proyectos y se divulguen al público, y también requiere que los impactos significativos se mitiguen a un nivel menos que significativo cuando sea posible. A través de la implementación de CEQA, el Distrito revisa cuidadosamente las propuestas de proyectos de los desarrolladores de terrenos, los permisos de fuentes estacionarias nuevas y los planes y reglas de cumplimiento para cumplir con los requisitos de CEQA.

AB 617 Community Steering Committee - Meeting #9
June 26, 2019, 5:30 p.m. – 7:30 p.m.
Vang Pao Elementary School Cafeteria

1. Doors Open/Meet and Greet/Refreshments

2. Welcome

Jessica Luternauer, Facilitator

Jessica welcomed the Committee, reviewed the agenda, and introduced Brian Clements, Program Manager of Technical Services for the first presentation.

3. Continuing Technical Assessment Update

Brian Clements, Program Manager of Technical Services

Brian Clements provided a demonstration of the newly updated mapping features available on the District's website. This includes updated visualization tools that show relative emissions of criteria pollutants for stationary sources, area source information, mobile source inventory, and toxics emissions inventory information. This inventory information and associated spatial analysis tools are available at <http://community.valleyair.org/selected-communities/south-central-fresno/>.

Summary of Feedback from Posters:

- Residential wood burning
 - Plotting and parcel data
 - What number was tons per year in the new boundary area?
- Is there a counter on the map, tracking viewers/users?
- What marketing tactics were used to get map out to the public?

4. CERP Emission Reduction Strategy Development

Jessica Coria, Air District Senior Air Quality Specialist

Jessica Olsen, Program Manager

Steering Committee Members

Jessica Coria went over the results of the "Source Categories of Concern" Prioritization exercise with the Committee. Jessica introduced a new informational packet to the Committee, *Existing Control of Air Pollution Sources*, which provides an overview of existing control programs currently in place to reduce pollution from sources of air pollution of concern to the community. She then discussed the next steps for development of the Community Emissions Reduction Program, with the focus of tonight's meeting being obtaining detailed feedback from the Steering Committee about the initial proposed strategy concepts, and the community's prioritization of these measures.

Jessica Olsen introduced the "Strategy Prioritization Exercise" to the Committee. The packet provided to the Committee provided a "consumer reports" style ranking of different Strategy Criteria for each draft measure to provide more information about the effectiveness of the measure's emissions reduction, cost effectiveness, and feasibility. Committee members reviewed this packet, and were asked to

prioritize and provide feedback about the individual measures, as grouped within major sources of concern to the community.

Summary of Feedback from Posters:

- Is the document incomplete – industrial sources?
- What are the nuts and bolts?

5. Wrap-up and Next Steps

Jessica Luternauer, Facilitator

Jessica Luternauer stated that the results of the exercise and Committee feedback would be taken into account in the development of more defined strategies for discussion with the Steering Committee in July. The next Steering Committee meeting date is set for July 10, 2019.

6. Public Comment

- District doesn't seem willing to do more to reduce residential wood burning

**Refer to meeting audio and video to review the full details and comments from the meeting.*



Agenda for South Central Fresno Community Steering Committee Meeting #10

July 10, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

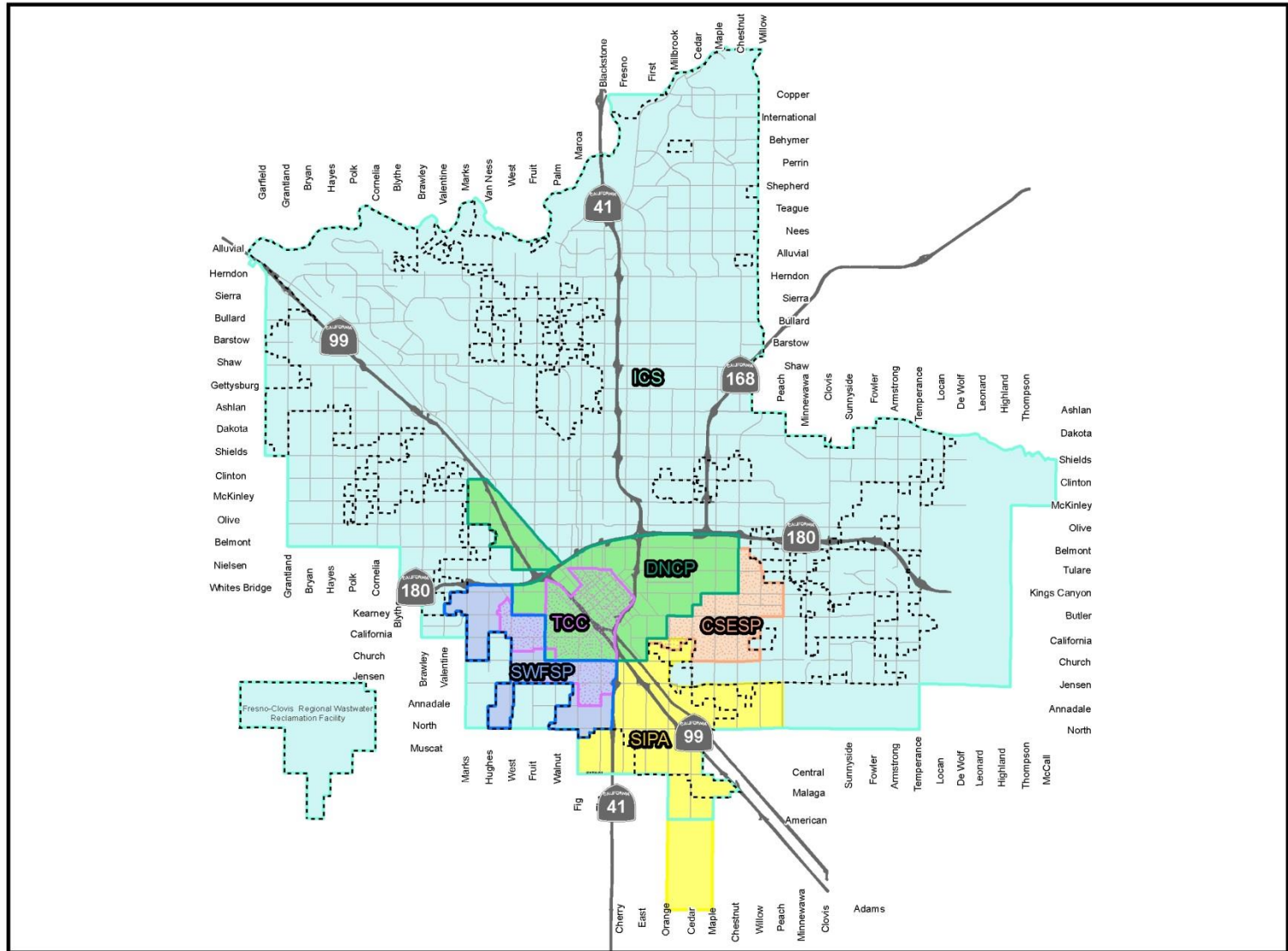
Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. California Air Resources Board: Update on State and Community-Specific Strategies and Discussion 5:45 p.m.
CARB Staff
Steering Committee
4. California Department of Transportation: Discussion of Transportation Projects impacting the Community 6:15 p.m.
CalTrans Staff
Steering Committee
5. City of Fresno: Discussion of Development and Transportation Opportunities (including TCC) 6:45 p.m.
City of Fresno Staff
Steering Committee
6. Wrap-up and Next Steps 7:15 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: July 24, 2019
7. Public Comment 7:20 p.m.

Learn more: community.valleyair.org

City of Fresno Plans near the AB 617 Community Boundary

Planes de la Ciudad de Fresno cerca de los límites de la Comunidad AB 617

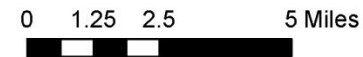


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City Limits

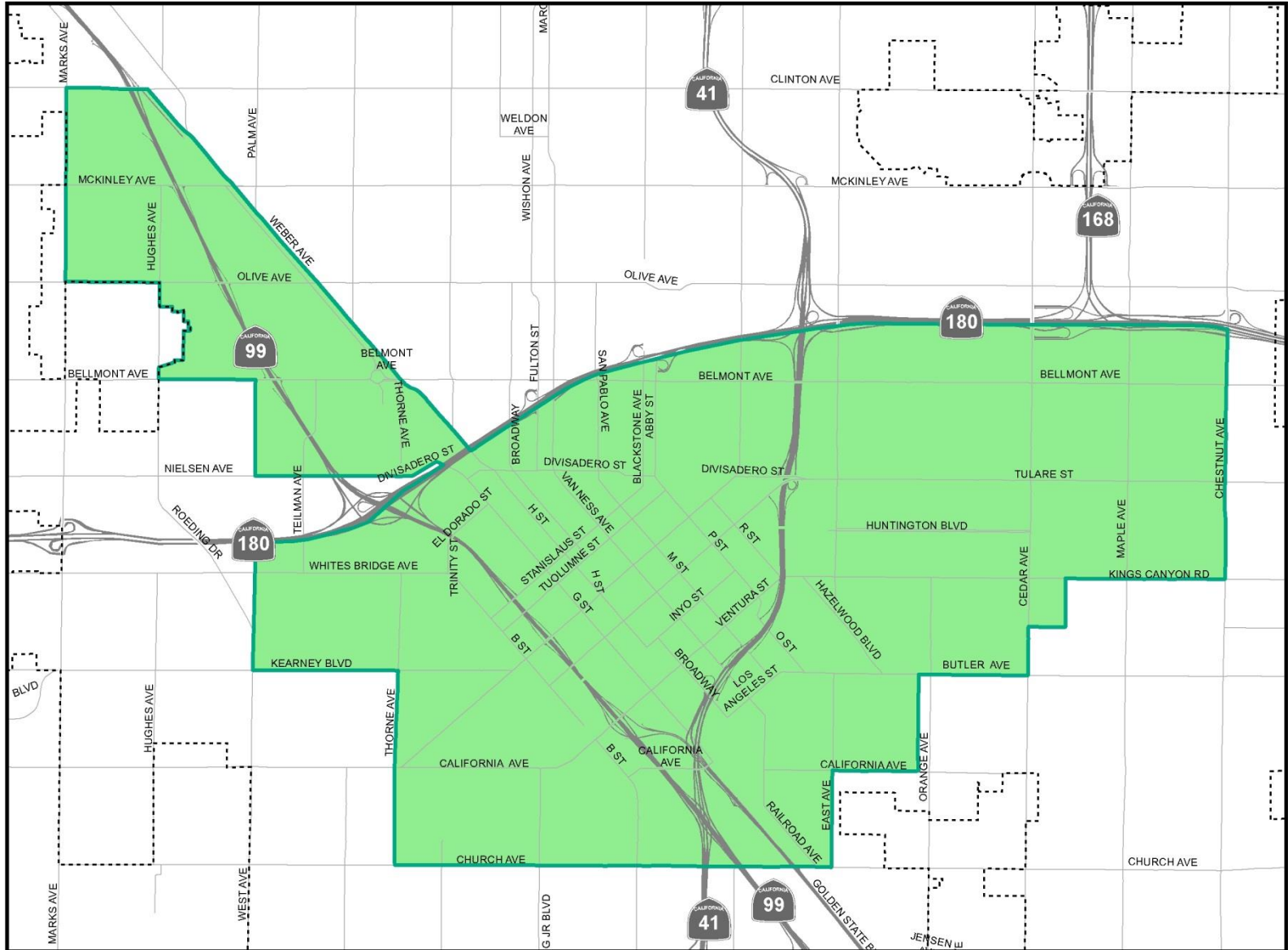
Legenda

Límites de la Ciudad



Downtown Neighborhoods Community Plan

Plan Comunitario de Barrios del Centro



Legend

City Limits

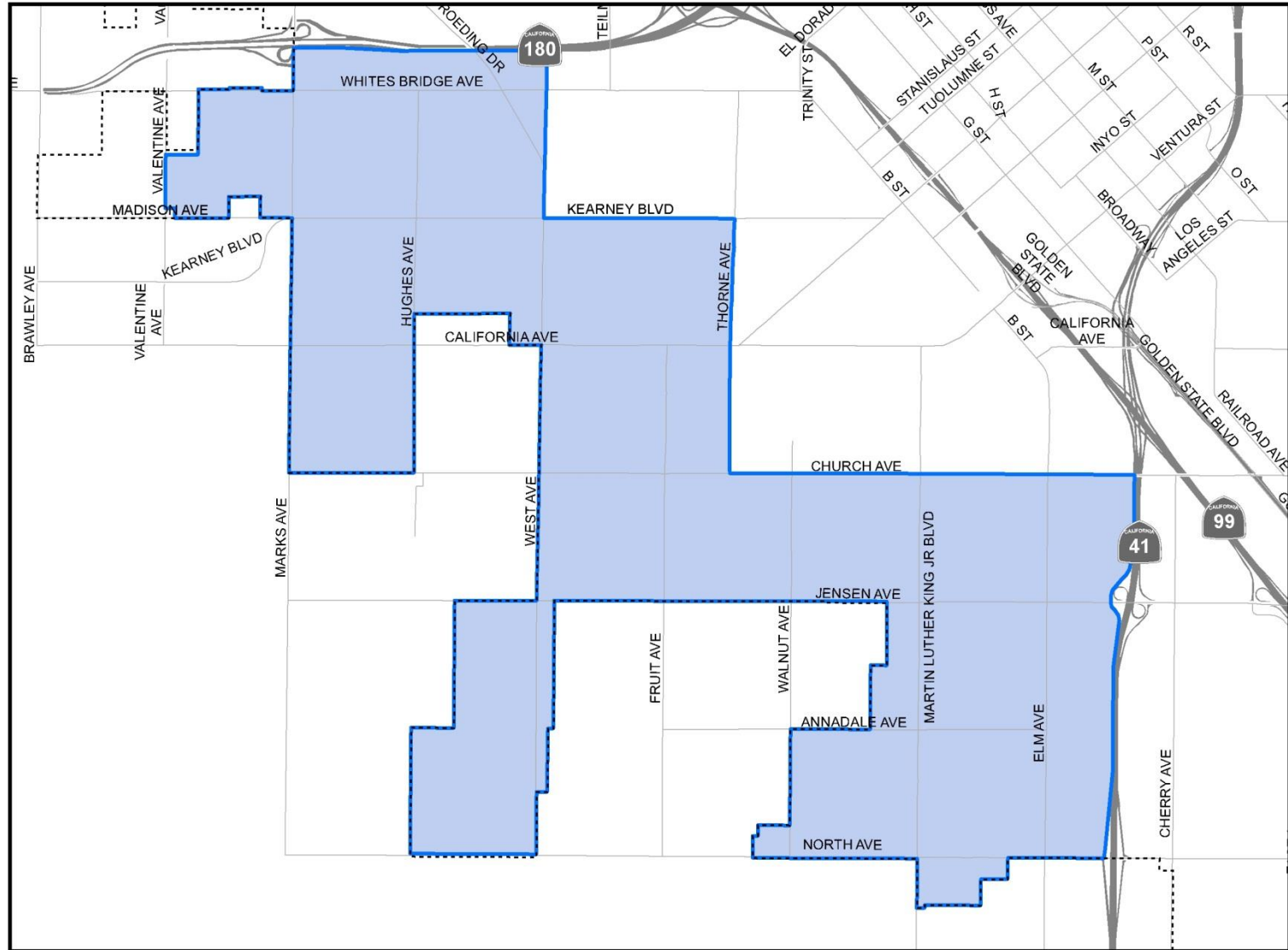
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Límites de la Ciudad

0 0.25 0.5 1 Miles



South West Fresno Specific Plan Plan Específico del Suroeste de Fresno



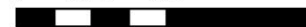
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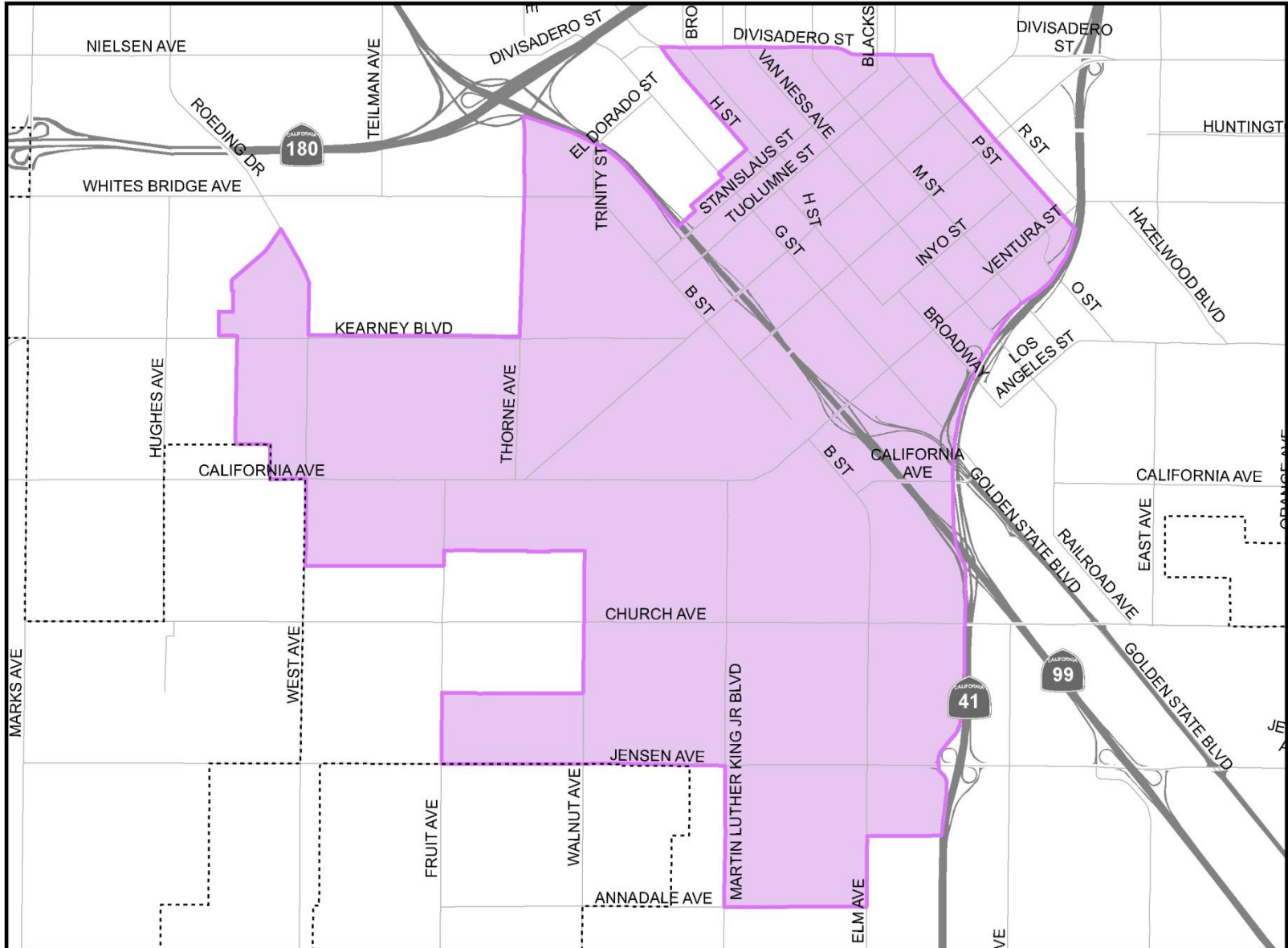
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Límites de la Ciudad

0 0.25 0.5 1 Miles



Transform Fresno Plan Plan de Transformar Fresno

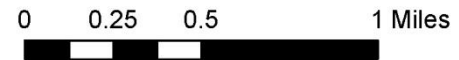


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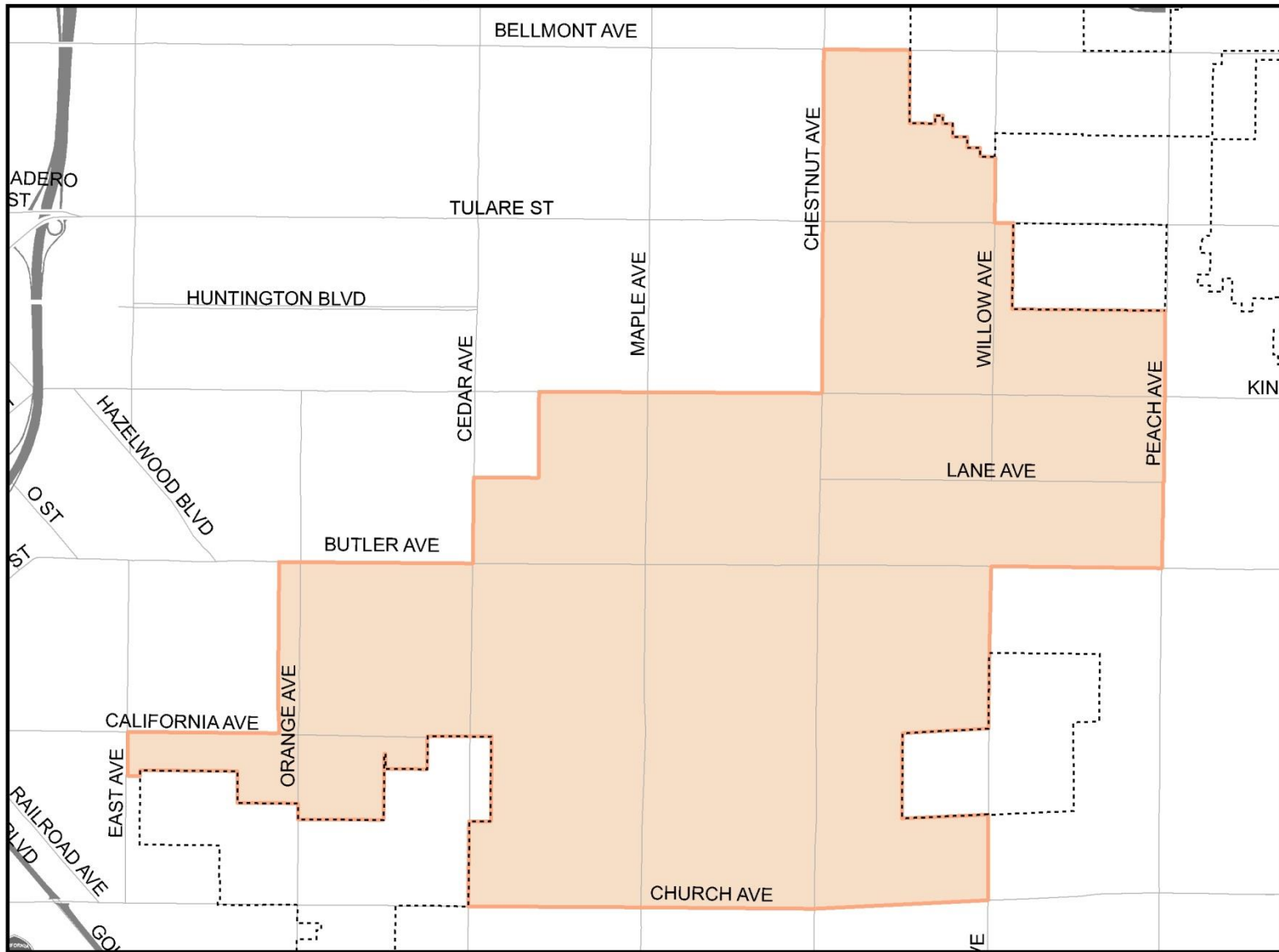
Legenda

Límites de la Ciudad



Central Southeast Specific Plan

Plan Específico del Área Sureste Central



Legend

 City Limits

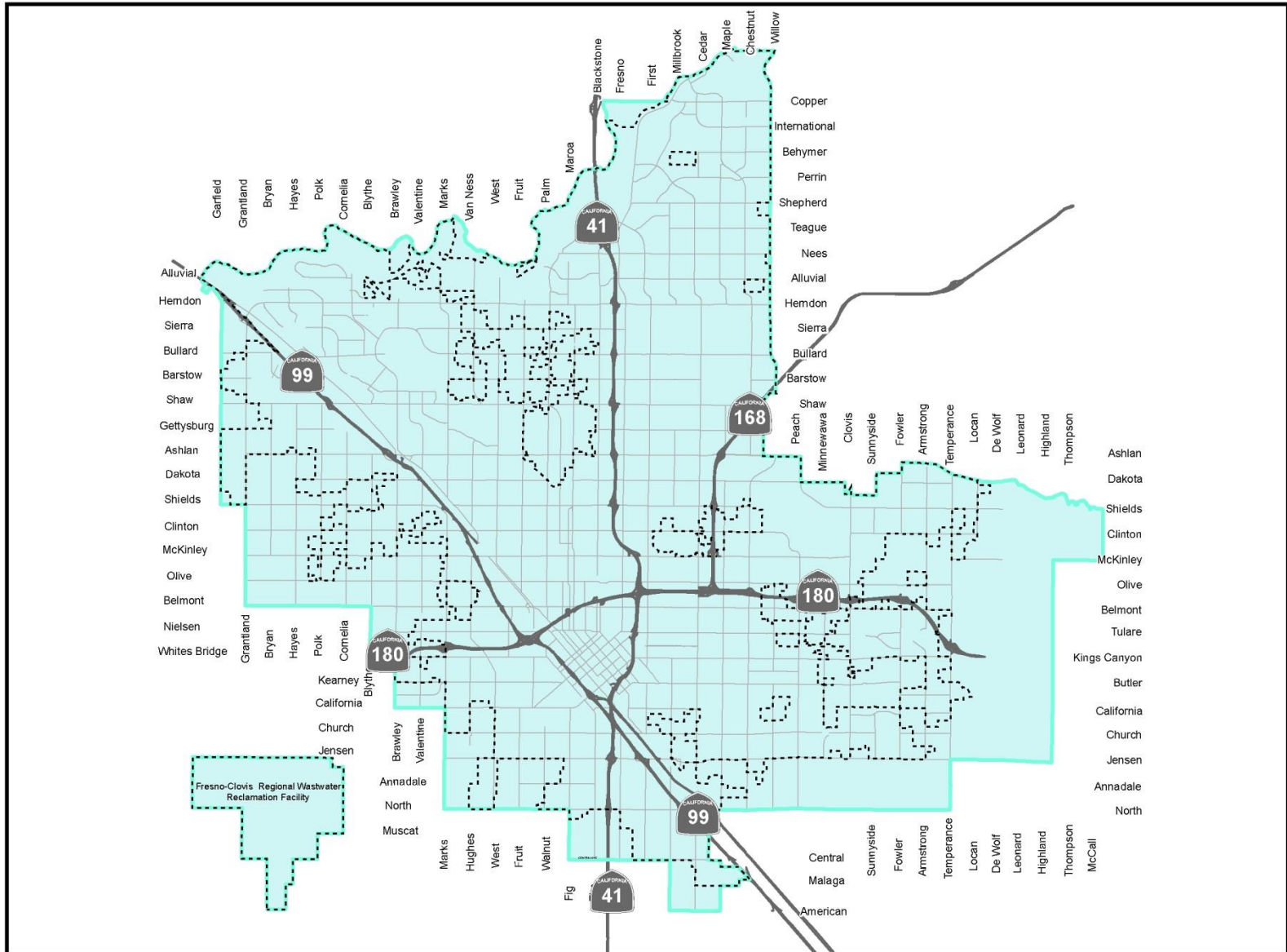
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 Límites de la Ciudad



Industrial Compatibility Study

Estudio de Compatibilidad Industrial

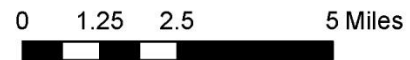


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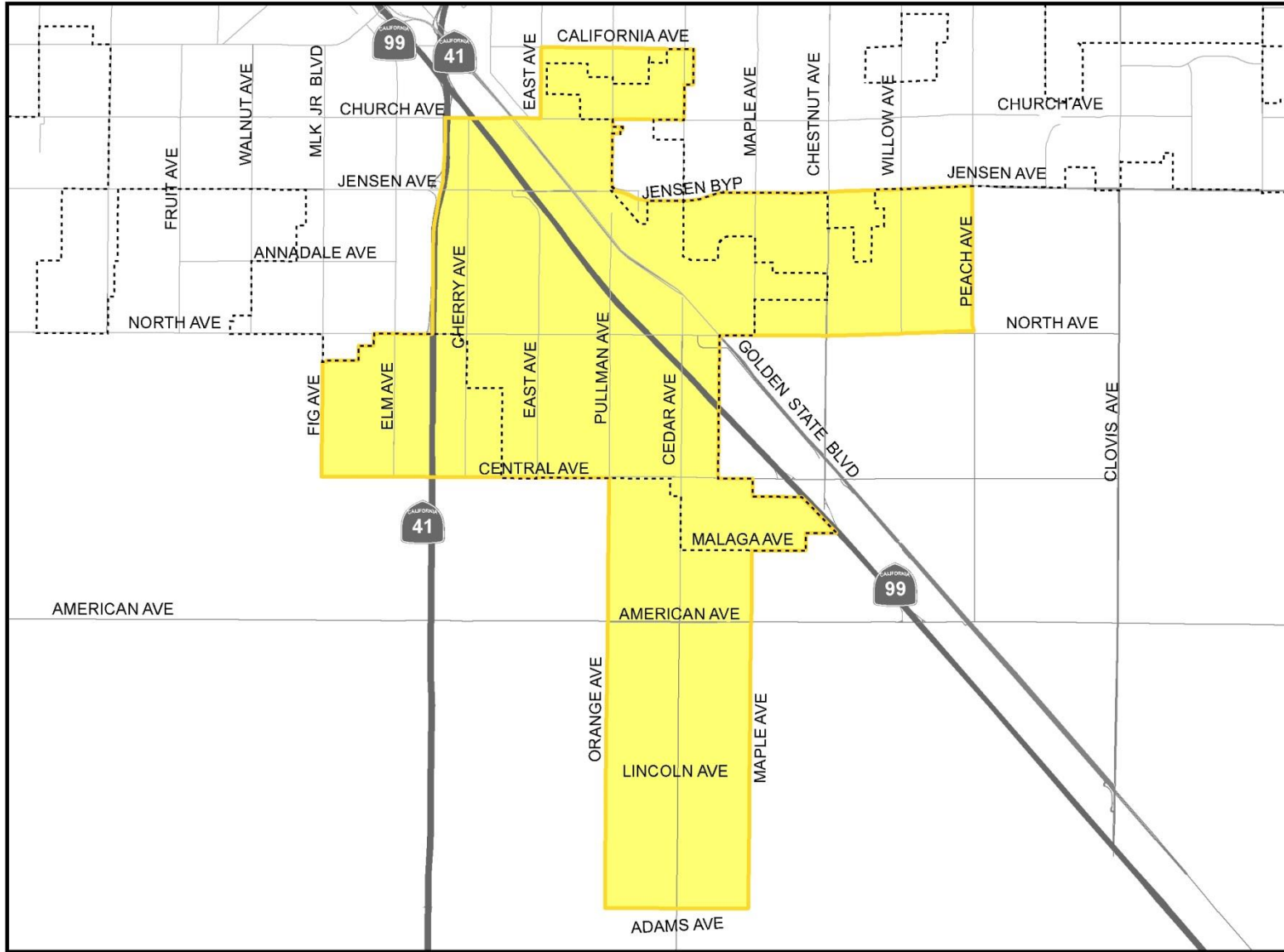
Leyenda

Límites de la Ciudad



South Industrial Priority Area Specific Plan

Plan Específico del Área de Prioridad del Sur Industrial

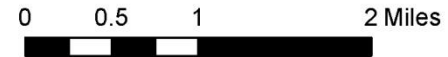


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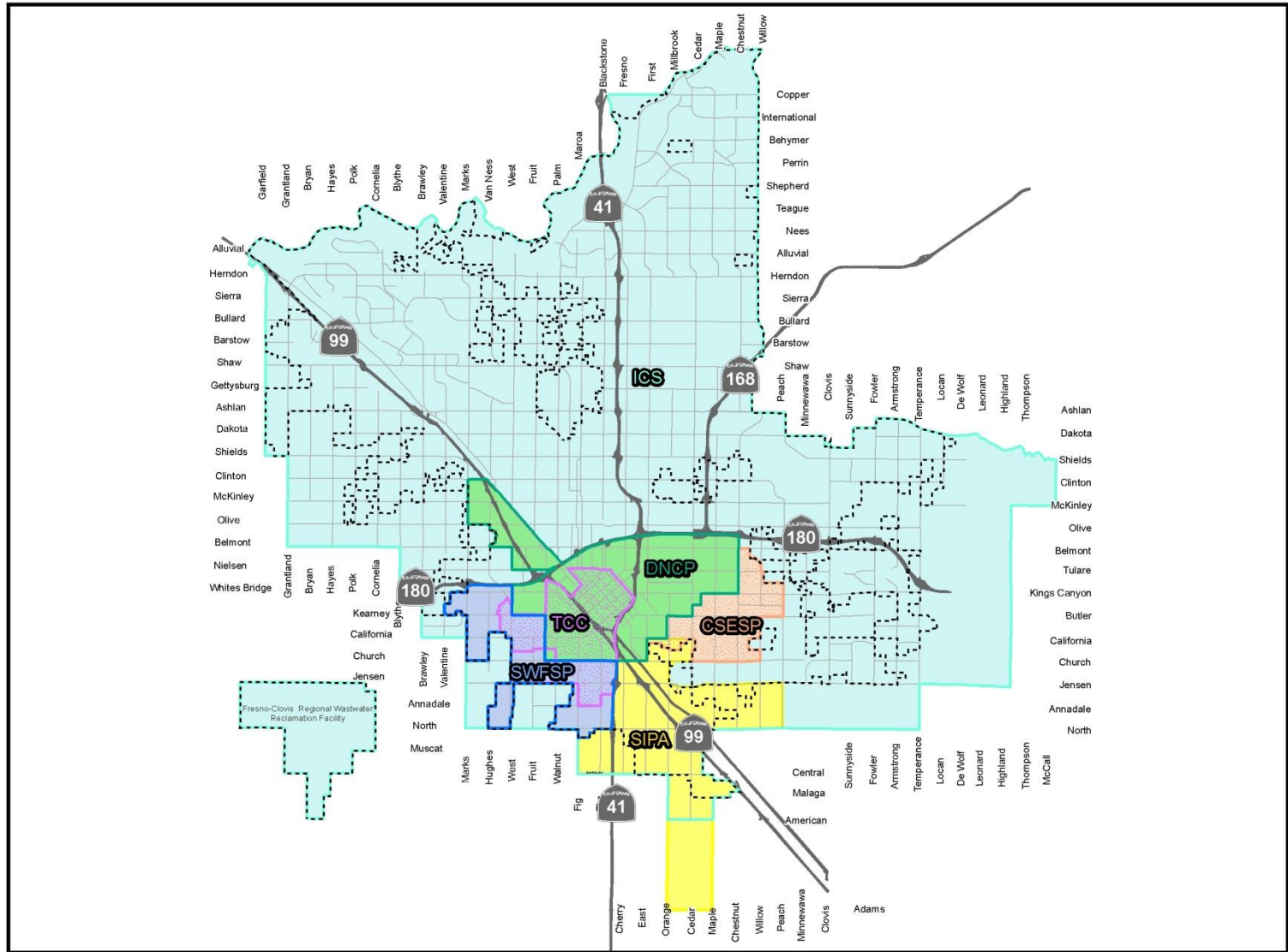
Leyenda

 Límites de la Ciudad



City of Fresno Plans near the AB 617 Community Boundary

Planes de la Ciudad de Fresno cerca de los límites de la Comunidad AB 617

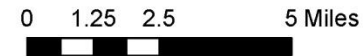


Legend

City Limits

Legenda

Límites de la Ciudad



1. Actions currently underway
2. New community-focused actions mapped to South Central Fresno
3. Additional statewide strategies for South Central Fresno steering committee consideration
4. New ideas?

Existing State Strategies

Ports

Commercial Harbor Craft

Shore Power

Ocean-Going Vessels Fuel Rule

Cargo Handling Equipment

Drayage Trucks

Rail

Cargo Handling Equipment

Drayage Trucks

Mobile On-Road

Truck and Bus Regulation

Heavy-Duty Vehicle Inspection Program

Truck Idling Control Measure

Mobile Off-Road

Transport Refrigeration Unit

Off-Road Diesel Vehicle Regulation

Small Off-Road Engines

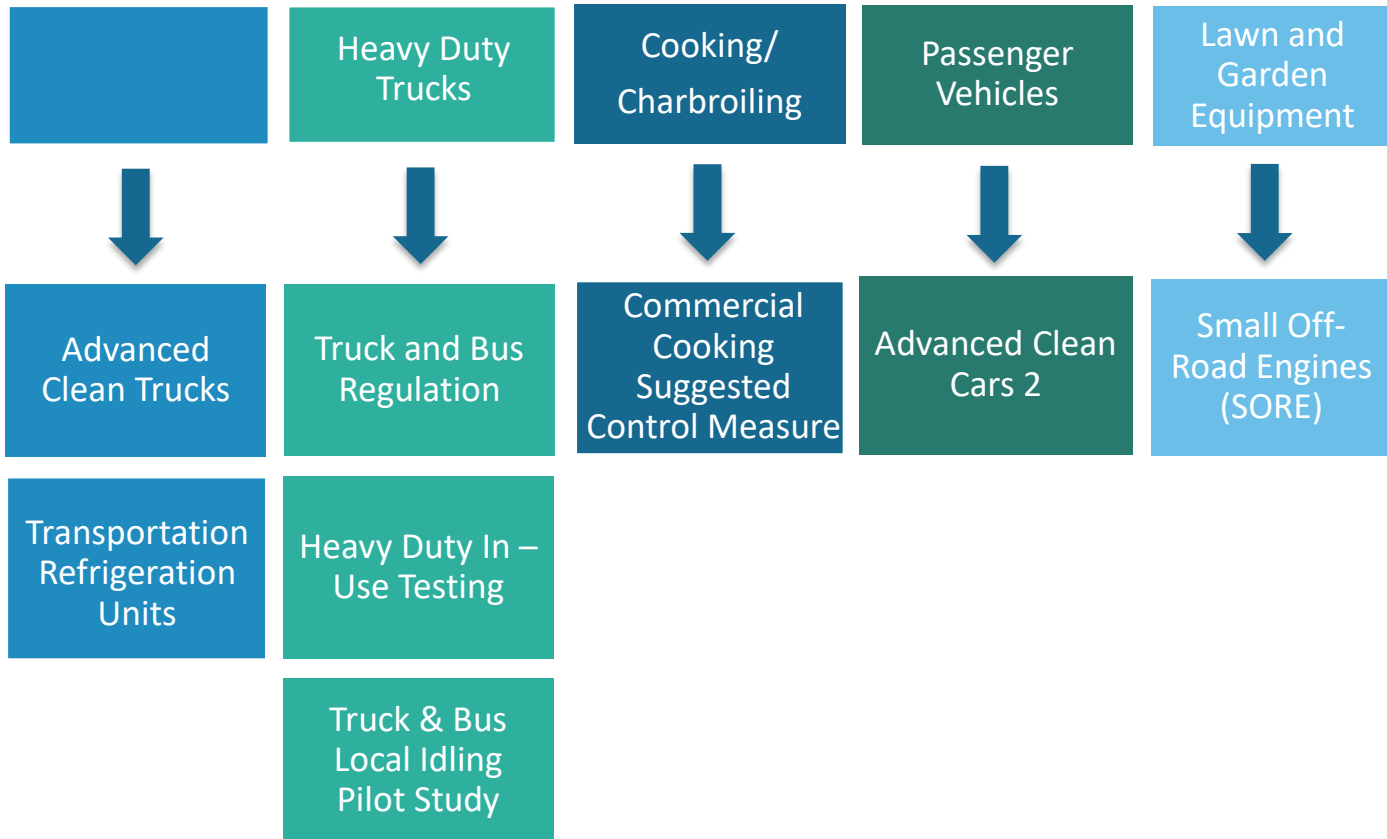
Large Spark Ignition Fleet Regulation

Other Toxics

Chrome Plating Control Measure

Composite Wood Control Measure

Mapping Concerns to Strategies



New State Strategies to Consider

Innovative Clean
Transit

Smoke
Inspection
Programs

Heavy-Duty OBD
Regulations

Zero Emission
Drayage Trucks

Reduced Idling
at Rail Yards

Zero Emission
Cargo Handling
Equipment

Emissions
Reductions from
Locomotives

Chrome Plating
Control Measure

Composite Wood
Control Measure

Input for New Ideas?



Participate in Rulemaking



Participate in Rulemaking



Small Off-Road Engines (SORE)

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Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno – Reunión #10

10 de julio de 2019, Cafetería de la Escuela Van Pao Elementary
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Junta de Recursos del Aire de California: 5:45 p.m.
Actualización y Discusión sobre las Estrategias
Estatales y Específicas a la Comunidad
Personal de CARB
Comité Directivo
4. Departamento de Transporte de California: Discusión de 6:15 p.m.
Proyectos de Transporte que impactan a la Comunidad
Personal de CalTrans
Comité Directivo
5. Ciudad de Fresno: Discusión del Desarrollo y 6:45 p.m.
Oportunidades de Transporte (incluyendo TCC)
Personal de la Ciudad de Fresno
Comité Directivo
6. Conclusión y Próximos Pasos 7:15 p.m.
 - Moraleja de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 24 de julio de 2019
7. Comentario Público 7:20 p.m.

Aprende más: community.valleyair.org

Actualización de Estrategias Estatales y Especificas a la Comunidad

10 de julio de 2019

Visión General de la Plática



Puertos

Embarcaciones de Puertos Comerciales

Regulación Mientras en Atraque

Embarcaciones Oceánicas

Equipos de Manejo de Carga

Camiones de Carretaje

Ferroviario

Equipos de Manejo de Carga

Camiones de Carretaje

Móvil en Carretera

Regulación de Camiones y Autobuses

Inspección de Vehículos de Uso Pesado

Control de la Marcha en Vacío de Camiones

Móvil Todo Terreno

Unidad de Refrigeración de Transporte

Regulación de Vehículos de Diésel de Todo Terreno

Motores Pequeños para Uso en Todo Terreno

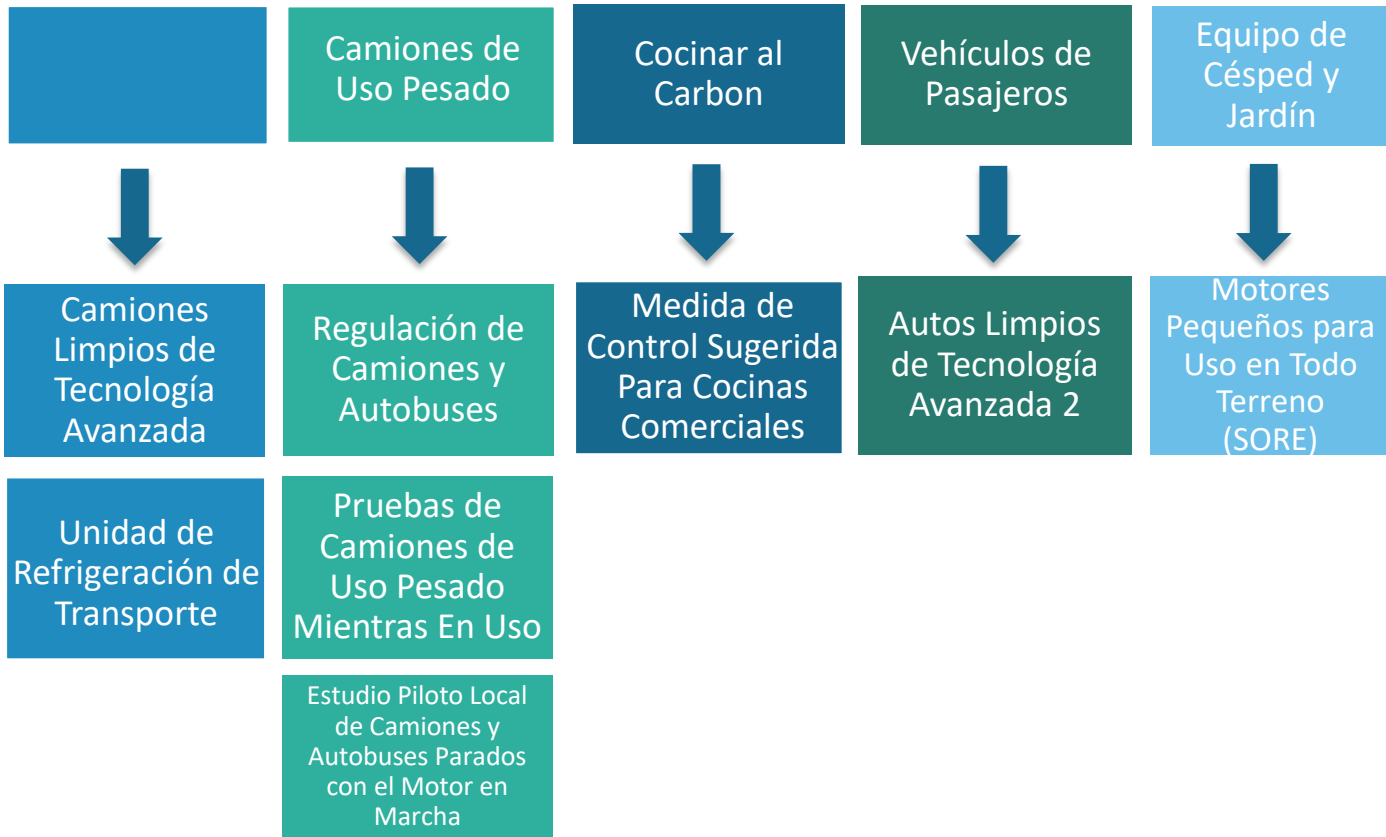
Regulación de Flotas Encendidas por Chispa Grande

Otros Tóxicos

Medida del Control del Cromado

Medida de Control de la Madera Compuesta

El Mapeo de Preocupaciones a Estrategias



Nuevas Estrategias Estatales a Considerar

Transito Limpio
Innovador

Programas de
Inspección de
Humo

Regulaciones de
Diagnóstico a Bordo
en Vehículos Uso
Pesado

Camiones de
Carretaje de Cero
Emisión

Reducción de
Marcha en Vacío en
Patios Ferroviarios

Equipo de Manejo
de Cargas Cero
Emisión

Reducción de
Emisiones de
Locomotoras

Medida de Control
del Cromado

Medida de Control de
los Productos de
Madera Compuesta

Aportaciones para Nuevas Ideas?



Participe en la Reglamentación





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Oficina de Protección del Aire en la Comunidad

Oficina de Protección del Aire en la Comunidad

AB 617 Community Steering Committee - Meeting #8
July 10, 2019, 5:30 p.m. – 7:30 p.m.
Vang Pao Elementary School Cafeteria

1. Doors Open/Meet and Greet/Refreshments

2. Welcome

Jessica Luternauer, Facilitator

Jessica welcomed the Committee members and invited the first speaker, Jaime Holt, Valley Air District Director of Communications

Jaime Holt, Director of Communications

Jaime Holt provided an introduction to the meeting goals for the evening. As a part of the Community Emission Reduction Program development, this meeting will focus on updating the Committee about strategies under development in partnership with other agencies. The Valley Air District does not have jurisdiction over air pollution sources such as mobile sources or land use. Therefore, this meeting will give the public and the Steering Committee the opportunity to hear about local strategies and plans that can be developed through partnerships with agencies such as the California Air Resources Board, California Department of Transportation, and the City of Fresno. Jaime also noted that she would be acting as the facilitator for the evening, due to a transition in facilitation service providers.

Jessica Olsen, Program Manager of Analysis, Modeling, and Monitoring

Jessica Olsen provided an update from the June 26, 2019 meeting. At this meeting, the Committee was given an opportunity to do a “deep dive” analysis of the initially proposed strategy concepts. The results of the Committee’s prioritization of these measures and comments that the Committee made about the potential strategies will be used to develop more defined strategies to be discussed at the July 24 Steering Committee meeting. After a committee member question, Jessica stated that these prioritization exercise forms will still be accepted and incorporated into the development of the draft strategies through July 17th, and all comments or feedback from the Committee and the public are welcomed on an ongoing basis.

After Jessica’s update, Jaime introduced Brian Moore from the California Air Resources Board (CARB).

3. California Air Resources Board Update on State and Community-Specific Strategies and Discussion

Brian Moore, CARB Staff

Brian Moore gave a presentation outlining the CARB State-wide strategies that may be applicable for implementation through the South Central Fresno Community Emission Reduction Program. Brian reviewed state-wide strategies that addressed the top community concerns. He also reviewed other state-wide strategies approved by the CARB Governing Board for development as a part of the AB 617 program that can be included in the South Central Fresno CERP upon Committee request. Brian provided answers to Committee questions about land use measures, stating that CARB will be more active about writing comment letters for land use and transportation projects as a part of AB 617. Karen Magliano provided further information about CARB commenting on projects that may impact air pollution. Brian also provided information about risk factors for newer diesel trucks, fuel mixture testing, and heavy-duty truck regulations and inspections in response to Committee member questions. To

conclude, Brian provided further information about how Committee members and the public can be involved in the development of regulations that may be included in the CERP.

Summary of Feedback from Posters:

- Impact of upcoming projects to South West Fresno
- Collaboration with TCC
- Form a partnership to study rerouting for Heavy Duty Trucks – (South West Plans)
- What’s going on with the smog checks for Heavy Duty trucks (SB 1 Provisions 2020)
- How are they going to collectively capture risk assessments in the community (want the data to move the needle)
- How much is being done by regulation and incentives (wants percentages)

4. California Department of Transportation: Discussion of Transportation Projects Impacting the Community

Scott Friesen and Neil Bretz, Project Managers from the California Department of Transportation

Detailed information about two projects under development in the community was provided. The first project will improve a 3.2 mile segment along State-Route 99 from Clinton south to El Dorado Ave, with funding provided through SB-1. This project will replace the pavement along the 99 with a long-lasting pavement, as well as expanding the footprint of the freeway in preparation for possible future capacity expansion. This project is entering the public comment phase and the development of the environmental process, and Scott explained how Committee members and the public could be involved in the public process for the project. Scott also provided further information about the design of the project, including impacted structures and plans for vegetation incorporation in the project, in response to Committee member questions. The project will be under construction in 2025, with public comment on the environmental study for the project accepted for the next two years.

Neil discussed the South Fresno Interchange Project, which will make improvements to interchanges along Hwy 99 from American Ave to North Ave. This project proposes to convert the half interchanges at American, Central, and North Ave to full interchanges, with new bridges that are wider with bike lanes and sidewalks as well as signalized ramp interchanges. This will assist in increasing efficiency of the interchanges and the highway to support future industrial development and reduce traffic congestion in the area. This project is also in the initial stages of the environmental process, with air quality, noise assessments, and other environmental analysis underway. The draft environmental document should be available in early 2021, with public comment about the project accepted at that time, and final design of the project for North and American Ave and construction occurring in 2024, and the Central Ave interchange occurring 2-3 years later.

Summary of Feedback from Posters:

- Want more work done to increase the vegetative barrier
- Impacts to the park? Are they closing the Belmont exit
- Impacts to the cemetery
- Tree Fresno and CAL Trans need to partner
- How does this project relate to Air Quality
- Have CAL Trans environmental staff follow and attend AB 617
- Truck route plans

- Share the environmental assessment
- How far does SB 1 expand
- Open house on the 7th (At the District)
- Social economic study for the project
- Community wants to be involved

5. City of Fresno: Discussion of Development and Transportation Opportunities

Jennifer Clark, Director of Development and Resources Management for the City of Fresno, and Sophia Pagoulatos, Manager of Long Range Planning for the City of Fresno

A summary was provided in regards to six development plans currently in process for the City of Fresno. These plans fall under the City's General Plan, and support economic development as well as promoting environmental benefits and air quality improvements through an emphasis on active transportation. There is a public scoping meeting on Monday, July 15th to discuss the South Industrial Priority Area Specific Plan, and Jennifer provided an informational flyer and encouraged community members to attend. Jennifer provided answers to Committee questions to how AB 617 and the City Planning process can intersect to address land use issues and improvements in community air quality.

Summary of Feedback from Posters:

- Where is the intersection going to be with AB 617
- What are the city's commitments moving forward
- Concerns with road widening in front of Edison High School (PM2.5 a problem)
- How to monitor health outcomes

6. Wrap up and Next Steps

Reviewed the goals and takeaways from the meeting and discussed next steps.

**Refer to meeting audio and video to review the full details and comments from the meeting.*



Agenda for South Central Fresno Community Steering Committee Meeting #11

July 24, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. Enforcement of Air Pollution Control Regulations 5:45 p.m.
 - Valley Air District Enforcement Staff*
 - CARB Enforcement Staff*
 - Steering Committee*
4. Development of CERP Strategies for Implementation in South Central Fresno 6:30 p.m.
 - Valley Air District Staff*
 - CARB Staff*
 - Steering Committee*
5. Wrap-up and Next Steps 8:00 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: August 14, 2019
6. Public Comment 8:15 p.m.

Learn more: community.valleyair.org

Summary Sheet: Proposed emission reduction and exposure reduction strategies for the South Central Community Steering Committee Committee's consideration and comment
July 24, 2019

Draft Measure	Emissions Reductions (tons)			# of Units	Type of Unit	Incentive Funding
	PM2.5	NOx	Toxics			
Heavy Duty Mobile Sources						
Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology	1.35	491.5	x	150	Trucks	\$ 15,000,000.00
Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	9.95	0.15	x	50	Yard Trucks or TRUs	\$ 7,000,000.00
Measures to Reduce Idling: Charging Plugs for Trucks	0.17	10.33	x	33	Charging plugs	\$ 100,000.00
Implement Pilot Incentive Program to Provide Truck Emissions Repairs	TBD	TBD	TBD	9	Truck Repairs	\$ 75,000.00
Enhanced Enforcement of Statewide Anti-Idling Regulation	*	*	*			
Enhance Outreach and Access to Incentive Funding for New School Buses	8.32	20.8	x	16	School Buses	\$ 6,400,000.00
Incentive Program for Transit Bus Replacement	TBD	TBD	x	TBD	Transit Buses	TBD
Incentives for Locomotives	5.6	252	x	4	Locomotives	\$ 10,400,000.00
Incentives for Railcar Movers/Switchers	3.5	133	x	7	Switcher Locomotives	\$ 9,400,000.00
Older/High Polluting Passenger Cars						
Host Tune-In Tune-Up Events within Community	*	11.6	x	1250	Vehicle Repairs	\$ 1,000,000.00
Enhanced Access/Outreach to Incentives through Drive Clean	0.07	1.98	x	220	Clean-air Vehicles	\$ 1,600,000.00
Incentives for EV Infrastructure				42	EV Chargers	\$ 250,000.00
Increased Educational Training for EV Mechanics				5	Training Events	\$ 75,000.00
Ride Share Programs for Community	TBD	TBD	x	TBD	Ride Share Programs	\$ 250,000.00
Residential Burning						
Provide Enhanced Incentives to Replace Wood Burning Devices	500	*	x	500	Devices	\$ 1,500,000.00
Educate Public About Harmful Impacts of Wood Burning	*	*	*			
Enhanced Enforcement of Wood Burning Curtailments	*	*	*			
Outreach to Reduce Illegal Activity	*	*	*			
Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	*	*	*			
Agricultural Open Burning						
Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	75	*	x	700	acres	\$ 375,000.00
Industrial Sources						
Provide incentives to plating operations to further reduce chrome emissions	TBD		x	TBD	TBD	TBD
Evaluate feasibility of funding further emissions reductions from biomass power facility (include mobile sources)	TBD		x	TBD	TBD	TBD
Evaluate feasibility of funding further emissions reductions from glass manufacturing plants (include mobile sources)	TBD		x	TBD	TBD	TBD
Pilot Training Program for Conducting Self-Inspections at Gas Stations	*	*	*			
Enhanced Inspection Frequency	*	*	*			
Provide Incentives to Install Advanced Control Technology	TBD	TBD	TBD	TBD	TBD	TBD
Land Use and Urban Sources						
Seek incentives for local businesses and homeowners to install solar power and energy storage	*	*	*	TBD	TBD	TBD
Incentives to reduce PM from commercial underfired charbroilers	4/yr		x	8	Control Systems	\$ 1,200,000.00
Land Use/Sustainable Development: Implement Projects that Reduce VMT	*	*	x			
Land Use: Support Planning and Development of Clean Fueling Infrastructure: EV Charging Stations				20	EV Chargers	\$ 1,000,000.00
Land Use: Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station				2	Alternative Fueling Stations	\$ 2,000,000.00

New Construction: Provide assistance during the CEQA process	*	*	*			
Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	*					
Road Dust: Evaluate increasing frequency of street sweeping	*					
Road Dust: Evaluate feasibility of road paving improvements	*					
Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment	TBD	TBD	x	570	Lawn & Garden Units	\$ 200,000.00
Enhance Outreach and Access to Incentive Funding for Commercial Lawn and Garden Equipment	TBD	TBD	x	60	Lawn & Garden Units	\$ 75,000.00
Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	TBD	TBD	TBD	TBD	Vehicles	\$ 8,000,000.00
Exposure Reduction Measures						
HAL Schools: Increase Participation	*	*	*			
Air Filtration Systems in Community Schools	*	*	*	TBD	Filtration Systems	\$ 100,000.00
Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	*	*	*			
Mitigate indoor exposure to air pollution through education	*	*	*			
Identify opportunities for increased urban greening and forestry in the community	*	*	*	TBD	Trees Planted	
Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	*	*	*	TBD	TBD	TBD
Idling-Reduction Strategy: Protect Sensitive Receptors	*	*	*			
Outreach: Community Air Quality Outreach Strategy	*	*	*			
Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	*	*	*			

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target

x = measure will result in reduction of toxic air contaminants

TBD = To Be Determined



California Air Resources Board Enforcement Efforts in Your Community - Past, Present, and Future

July 2019

South Central Fresno

AB 617 Community Steering Committee Meeting

CARB Enforcement Programs



Statewide
Trucks &
Buses



Idling
Trucks &
Buses



Drayage
Vehicles



Ocean
Going
Vessels



Shore
Power



Comm-
ercial
Harbor
Craft



Cargo
Handling
Equipment



Heavy-duty
Vehicle
Inspection
Program



Off-Road



Transport-
ation
Refrigera-
tion Units



SmartWay



Solid
Waste
Collection
Vehicles

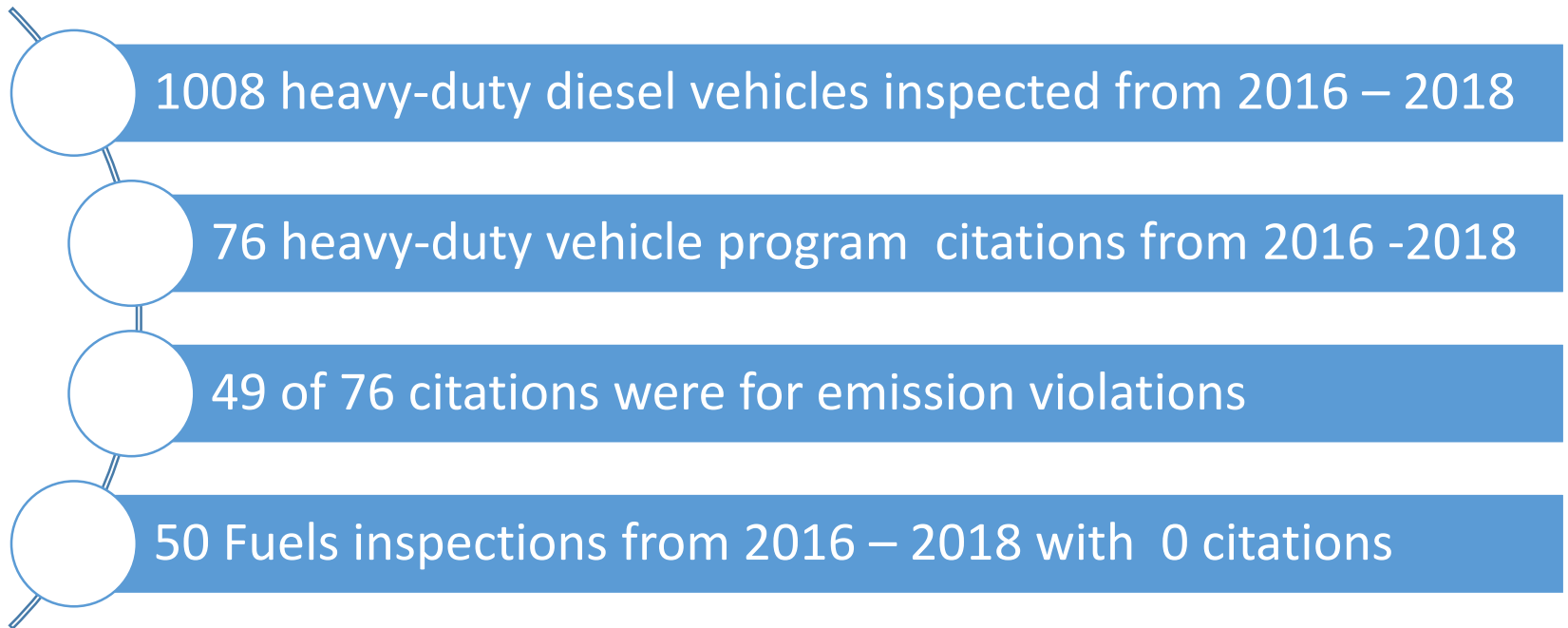


Fuels



Consumer
Products

CARB Past Enforcement Actions in the South Central Fresno Community

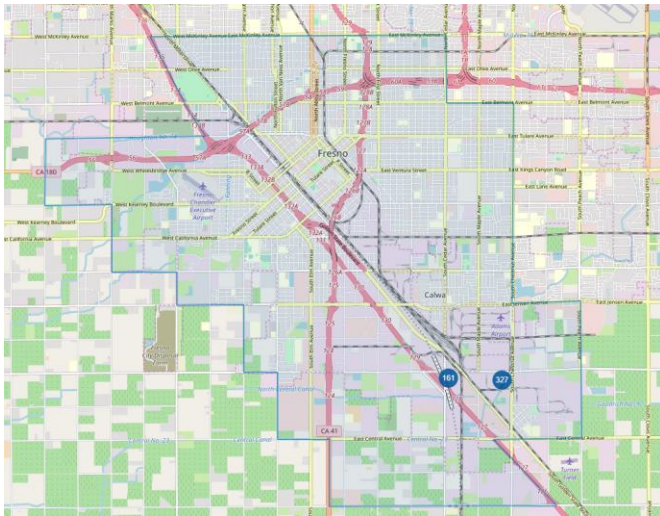


CARB Three-Year Enforcement History

	Program	Inspections	Compliant Units	Emission	Non-Emission	Inspections	Compliant Units	Emission	Non-Emission	Inspections	Compliant Units	Emission	Non-Emission
Heavy Duty Vehicle Inspection Program	Diesel Exhaust Fluid	0	0	0	0	0	0	0	0	0	0	0	0
	Emission Control Label	117	106	0	11	118	112	0	6	27	25	0	2
	Smoke Opacity	115	115	0	0	124	124	0	0	28	28	0	0
	Tampering	0	0	0	0	72	68	4	0	28	27	1	0
	Idling	14	13	1	0	1	1	0	0	1	1	0	0
	Off-Road	1	1	0	0	0	0	0	0	1	0	0	1
	Public Agency and Utility	1	1	0	0	0	0	0	0	0	0	0	0
	Smart Way	3	3	0	0	25	22	3	0	6	4	2	0
	Solid Waste Collection	2	2	0	0	0	0	0	0	2	2	0	0
	Transport Refrigeration Unit	14	9	4	1	23	14	5	4	6	3	1	2
	Drayage	0	0	0	0	0	0	0	0	0	0	0	0
	Truck and Bus	129	110	19	0	125	118	7	0	25	23	2	0
	Total	396	360	24	12	488	459	19	10	124	113	6	5

Map of Heavy – Duty Diesel Vehicle Enforcement Activities from 2016 - 2018

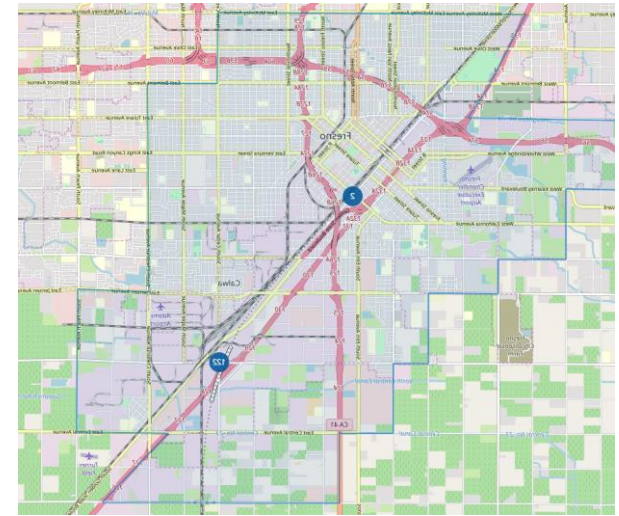
2017



Highest mobile source priorities:

Diesel truck emissions from traffic and idling on freeways, at intersections and major roadways, at warehouses, and at railyards

2018



Possible CARB Enforcement Actions for your Community



Truck Idling Sweeps



Targeted Enforcement of our Regulations



Outreach/MOUs/Educational Material



Additional Consumer Products/Fuels Enforcement

Questions, Input, Brainstorming

What do you want to know more about?

What efforts do you have input on?

What creative enforcement/outreach solutions can we explore together to improve air quality here?

CARB Enforcement Contacts

Visit the TruckStop for more detailed compliance info.:

www.arb.ca.gov/truckstop or contact CARB's diesel hotline at 866-6DIESEL (866-634-3735) or email: 8666diesel@arb.ca.gov.

To report a violation to CARB:

Call 1-800-END-SMOG (288-7664) or report online at: <https://calepa.ca.gov/enforcement/complaints>

CARB Community Outreach and Enforcement Section:

COES@arb.ca.gov

South Central Fresno Community Emissions Reduction Program (CERP) Development

Proposed emission reduction and exposure reduction strategies for the Committee's consideration and comment

July 24, 2019

San Joaquin Valley Air Pollution Control District

Heavy Duty Mobile Sources

Trucks, Buses, and Trains

Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive funding for zero and near-zero emissions clean truck technologies that operate within the community (regional, long haul)
- Goal: Replace 150 older, heavy duty diesel trucks operating in Fresno with near-zero emission heavy duty trucks
- Target: 491.5 tons NO_x, 1.35 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$15,000,000

Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks and TRUs

- Type of Strategy: Incentive
- Purpose: Provide incentives to support the deployment of clean yard trucks, transportation refrigeration units (TRUs), and related infrastructure at warehouses and other facilities within the community with priority on zero emission technologies
- Goal: Deploy 50 new zero emission yard truck and transportation refrigeration units along with associated infrastructure
- Target: At least 0.15 tons NO_x, 9.95 tons PM_{2.5} (based on conservative emission reductions expected per project)
- Incentives to be invested: \$7,000,000

Heavy Duty Trucks: Measures to Reduce Idling of Heavy Duty Trucks Within the Community

- Type of Strategy: Incentive
- Purpose: To develop and/or work to implement measures that reduce idling of heavy duty trucks within the community
- Goal: Install 33 plugs to reduce idling of heavy duty trucks at distribution and warehouse facilities within the community
- Target: 10.33 tons NO_x, 0.17 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$100,000

Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs

- Type of Strategy: Incentive
- Purpose: To implement a pilot incentive program to provide incentives for heavy duty truck emissions-related repairs
- Goal: Utilize new pilot program to identify and repair at least 9 heavy duty trucks operating within community
- Target: Reductions in PM (quantity of emission reductions to be determined)
- Incentives to be invested: \$75,000

Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} and toxic air quality impacts associated with failure to comply with the state's anti-idling regulation
- Goal: Partner with CARB and the community to identify heavy duty diesel truck idling hot spots, especially those near sensitive receptors such as schools, to target enforcement efforts of the state's regulation within the community. At least 1 targeted anti-idling enforcement sweep will be conducted each quarter for the next 5 years.

School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding South-Central Fresno.
- Goal: Replace up to 16 school buses, operated by Fresno Unified SD, Fowler Unified SD and/or Central Unified SD with zero-emission battery-electric school buses that operate within the community
- Target: 20.8 tons NO_x, 8.32 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$6,400,000 (funding up to \$400,000 per bus)

Transit Buses: Develop Incentive Program for Transit Bus Replacement

- Type of Strategy: Incentive
- Purpose: To provide incentives for the replacement of older, high polluting transit buses with new zero or near-zero-emission transit buses operating within and surrounding South Central Fresno.
- Goal: Provide incentives to replace older, high-polluting transit buses with new, zero or near-zero-emission transit buses that operate within South Central Fresno
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
- Incentives to be invested: To be determined

Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding South-Central Fresno with new clean engine technologies.
- Goal: Replace 4 Tier 0 locomotives with Tier 4 locomotives
- Target: 252 tons NO_x, 5.6 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$10,400,000 (Funding up to \$2,600,000 per locomotive)

Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding South-Central Fresno with new clean engine technologies.
- Goal: Replace 7 older, high-polluting switchers with new, cleaner, advanced technology/hybrid switcher locomotives at railyards and other facilities within South Central Fresno
- Target: 133 tons NO_x, 3.5 tons PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$9,400,000 (funding up to \$1,340,875 per locomotive)

Older/High Polluting Cars

Passenger Cars: Host Local Tune-In Tune-Up Events Within Community

- Type of Strategy: Incentive
- Purpose: To host local Tune In Tune Up events with the community to reduce emission from older, high polluting cars
 - Program provides incentives for emission related repairs of high emitting vehicles through weekend Tune In Tune Up events
- Goal: Funding currently available in District Budget for at least four events in community, increase community participation in the program to repair high emitting vehicles, find funding to hold additional events within community boundaries
- Target: 11.6 tons NO_x, 7.7 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$1,000,000 for events and 1,250 vehicle repairs

Passenger Cars: Provide Enhanced Outreach and Access to Incentive Options

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to financial incentives to replace older autos from the community through the District's Drive Clean in the San Joaquin program
- Goal: Funding currently available in District Budget, increase community participation in the program to replace 220 high emitting vehicles operating in South Central Fresno with lower-emissions or zero-emissions (electric) vehicles
- Target: 1.98 tons NO_x, 0.07 tons PM_{2.5}, and 0.46 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: \$1,600,000 to replace 220 vehicles

Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure

- Type of Strategy: Incentive
- Purpose: To provide incentive funding to support the purchase of electric vehicle charging infrastructure in the community
- Goal: Increase participation in the program to deploy 42 new electric vehicle chargers within the community in order to support electric vehicle deployment
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$250,000 for 42 electric vehicle chargers

Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics

- Type of Strategy: Incentive
- Purpose: To increase educational training for electric vehicle mechanics and to support the deployment of additional electric vehicle repair facilities in the community as feasible
- Goal: Increase participation in electric vehicle mechanics training that would provide services to vehicles operating within the community
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: \$75,000 for 5 training sessions

Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community

- Type of Strategy: Outreach/Incentive
- Purpose: To educate area residents on availability of ride share program incentives, evaluate the feasibility of additional ride share programs and/or incentives for ride sharing
- Goal: Leverage existing ride share programs in the Valley for expansion into the South Central Fresno community
- Target: Reduction in PM and NOx (quantity of reductions to be determined)
- Incentives to be invested: \$250,000 to support the launch of a ride share program in South Central Fresno

Residential Burning

Residential Wood Burning: Provide Enhanced Incentives to Replace Wood Burning Devices

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 500 wood burning devices in the community with cleaner alternatives
- Target: 246 tons of PM_{2.5} (based on average emission reductions expected per project)
- Incentives to be invested: \$1,500,000

Residential Wood Burning: Educate Public About Harmful Impacts

- Type of Strategy: Outreach & Education
- Purpose: To educate community residents about the impacts of wood burning and resources available to help transition to natural gas and electric devices
 - Includes information on Check Before You Burn program/Rule 4901
- Goal:
 - Increase in Burn Cleaner applications in South Central Fresno
 - Host 5 public workshops at libraries/community centers
 - Circulation of infographics in 15 community spaces

Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the South Central Fresno community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901

Residential Open Burning: Reduce Illegal Activity

- Type of Strategy: Outreach
- Purpose: To reduce illegal burning of residential waste through outreach and education
- Goal:
 - Host 5 workshops at libraries, community centers, health centers, and schools on the health effects/air quality impacts of burning trash
 - Invest in geo-targeted outdoor ads in areas with frequent violations
 - 4 billboards
 - 3 street furniture (bus shelters, kiosks, phone booths, etc.)
 - 2 buses routed through relevant areas (zero-emissions preferred)
 - 2 postcard mailers to county residents in rural areas

Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM_{2.5} and toxic impacts associated with illegal open burning of residential waste
- Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the South Central Fresno community and surrounding areas at least once per quarter for the next 5 years

Agricultural Open Burning

Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

- Type of Strategy: Incentive
- Purpose: To limit the potential for localized PM_{2.5} impacts associated with open agricultural burning by providing enhanced access to funding for the District's Alternative to Agricultural Open Burning Incentive Program for growers within South Central Fresno and the surrounding area
- Goal: Fund up to 700 acres of alternative practices
- Target: 75 tons PM_{2.5}
- Incentives to be invested: \$375,000

Industrial Sources

Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives to Chrome Plating operations to further reduce emissions of chromium, using new state funding guidelines for chrome plating facilities switching to trivalent chrome or controlling emissions beyond rule levels
- Goal: Discuss incentive availability with all chrome plating facilities in community, fund all willing partners, as feasible
- Target: Reduction in toxic chromium emissions
- Incentives: 90% of eligible costs for trivalent chromium conversion, 80% for other control technologies (\$300,000 cap)

Stationary Sources: Evaluate feasibility of funding further emissions reductions from biomass power facility (include mobile sources)

- Type of Strategy: Incentive
- Purpose: To evaluate the feasibility of an incentive program for biomass facilities to fund the installation of technologies that further reduce emissions, including those from mobile sources
- Goal: The District and Rio Bravo Fresno commit to working together to identify potential emission reduction opportunities, through examining the feasibility of the following strategies and identifying and securing available grant funding to assist in their implementation:
 - Retrofitting the electrostatic precipitator transformer rectifier and/or controls to improve capture of particulate matter
 - Replacing on-site mobile equipment (chip dozer, front end loader, etc.) with new units
 - Retrofitting biomass receiving and handling equipment with improved dust control systems to reduce particulate emissions
- Target: Reductions in PM 2.5

Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manufacturing plants (include mobile sources)

- Type of Strategy: Incentive
- Purpose: To evaluate the feasibility of an incentive program for glass manufacturing facilities to fund the installation of technologies that further reduce emissions, including those from mobile sources.
- Goal: The District commits to working with Vitro in effort to identify and assess feasibility of potential emission reduction strategies, and identifying available grant funding to assist in their implementation:
 - Replacing on-site mobile equipment (front end loaders, etc.) with new units
 - Planting trees/green belt/vegetation on the southeastern facility boundary
 - Significantly reducing the amount of material stored in the outdoor cullet glass storage piles
- Target: Reductions in PM 2.5, diesel particulate

Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations

- Type of Strategy: Compliance Assistance
- Purpose: To limit the potential for air quality impacts associated with the vapor recovery defects at gasoline dispensing stations
- Goal: Develop a new pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems to aid in the identification and timely repair of vapor recovery system defects. The District will offer to provide the hands-on training to each gas station operator in the community.

Stationary Sources: Enhanced Inspection Frequency

- Type of Strategy: Enforcement
- Purpose: To limit the potential for air quality impacts associated with the failure to comply with emission standards established by District permit, rule, or regulation
- Goal: District staff will inspect each facility that has had an emission violation over the past 3 years at least twice per calendar year for the next 5 years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first

Stationary Sources: Provide incentives to install advanced control technology

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install
 - State currently developing funding guidance for such projects
 - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
- Goal: Funding availability, and number and type of projects, will be developed, with input of steering committee, when state funding guidelines are available for stationary source funding
- Target: Reductions in PM_{2.5} and/or Toxic Air Contaminants (quantity of reductions to be determined)

Land Use/Urban Sources

Solar Power: Seek incentives for local businesses and homeowners to install solar power and energy storage

- Type of Strategy: Incentive
- Purpose: To work with the Public Utilities Commission and utilities to provide incentives for local businesses and homeowners to install rooftop/community solar power and energy storage systems
 - State currently developing funding guidance for such projects
- Goal: Funding available, and number and type of projects will be developed, with input of steering committee, when state funding guidelines are available
- Target: To be determined, working with PUC

Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroilers

- Type of Strategy: Incentives (with regulatory backstop)
- Purpose: To provide incentives to further reduce particulate emissions from large restaurants that use underfired charbroilers
- Goal:
 - Partner with willing restaurants and provide \$150,000 in incentive funding per restaurant for the installation of control equipment to reduce particulate emission from underfired charbroilers
 - Provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls
- Target:
 - Invest up to \$1,200,000 and achieve approximately 4 tons of PM_{2.5} per year in emissions reductions from underfired charbroilers in community

Land Use/Sustainable Development: Support Projects that Reduce VMT

- Type of Strategy: Partnership
- Purpose: To reduce vehicle miles traveled (VMT) in the community through measures that promote active transport and increase the walkability of community neighborhoods.
- Goal: Partner with City of Fresno to identify opportunities, such as District CEQA commenting process, District's guidelines for general plans, District's published Air Quality Mitigation Strategies, committee/public participation in city planning and General Plan development efforts, etc., to expand understanding of air quality impacts of proposals and potential air quality benefits of alternatives.

Land Use: Support Planning and Development of Clean Fueling Infrastructure

- Type of Strategy: Advocacy/Incentives
- Purpose: To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles
- Goal: Provide District support to broaden fueling infrastructure network for zero and near-zero-emission vehicles to facilitate broader deployment and prioritize funding through existing District programs, including installing 20 electric vehicle charging stations, and two alternative fuel fueling stations.
- Incentives to be invested:
 - Charge-Up: 20 EV charging stations @ up to \$50,000 = \$1,000,000;
 - Alternative Fuel Fueling Station: 2 stations @ up to \$1,000,000 = \$2,000,000

New Construction: Provide assistance during the CEQA process

- Type of Strategy: Land use
- Purpose: To provide assistance during the California Environmental Quality Act (CEQA) process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced
- Goal: Work with Lead Agencies and project proponents to enhance project designs in the early stages of the planning process for a better overall project with minimized impact on air quality, by early identification of feasible mitigation measures
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

Fugitive Dust: Enhanced Enforcement Regulation

VIII Fugitive Dust Requirements

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized air quality impacts associated with fugitive dust from construction/earthmoving activities and open areas subject to District Regulation VIII
- Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct at least one targeted enforcement effort within the South Central Fresno community during both the 2nd and 3rd quarter for the next 5 years

Road Dust: Evaluate increasing frequency of street sweeping

- Type of Strategy: Partnership
- Purpose: To evaluate air quality impacts and feasibility of increasing frequency of street sweeping along freeways and streets
- Goal: If found to be effective in reducing particulate emissions, partner with other entities (i.e. City of Fresno, Fresno County, and California Department of Transportation) to identify opportunities to increase street sweeping efforts in the community

Road Dust: Evaluate feasibility of road paving improvements

- Type of Strategy: Partnership
- Purpose: To identify opportunities to reduce dust from paved and unpaved roads in the community through road paving improvements
- Goal: Partner with other entities (including City of Fresno, Fresno County, and Fresno Council of Governments) to identify opportunities, such as Congestion Mitigation and Air Quality funding, to improve road paving efforts in the community where most needed to reduce health impacts

Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide increased incentives for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines Program
- Goal: Increase outreach and access to incentive funding for 100% of equipment cost, resulting in increased participation in the program to replace 570 gas powered lawn and garden equipment units in the community with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$200,000 to replace 570 units

Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive program for the replacement of commercial-scale lawn and garden equipment in the community through the District's Clean Green Yard Machines program (available to lawn care providers and public agencies)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 60 commercial grade gas powered lawn equipment with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: \$75,000 to replace 60 units

Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting public fleet vehicles with cleanest available vehicles operating within South Central Fresno.
- Goal: Work closely with public agencies, including City of Fresno and Fresno County, to replace vehicles through existing District incentive programs, including Heavy-Duty Engine Incentive Program and Public Benefit Grants Program.
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions dependent on vehicle type and program)
- Incentives to be invested: \$8,000,000. Per-vehicle incentives will be dependent on vehicle type and program

Exposure Reduction Strategies

HAL Schools: Increase Participation

- Type of Strategy: Outreach
- Purpose: To reduce children's exposure to unhealthy air by increasing enrollment of schools in the Healthy Air Living Schools program
- Goal:
 - Seek adoption of ROAR guidelines at all 5 school districts in the boundary
 - Meet with teams of staff from 10 schools within boundary (i.e. coaches, nurses, extracurricular leads, science teachers)
 - Attend 5 school events/parent organization meetings
 - Supply AQ Ed materials to family service providers at each District

Air Filtration Systems in Community Schools

- Type of Strategy: Incentive
- Purpose: To incentivize the purchase and installation of advanced air filtration systems in schools and daycares
- Goal: Pilot program- Meet with administrators/staff to survey current equipment; help fund upgrades to high-efficacy filters when HVACs permit; fund portable air cleaners for schools with older HVACs
- Incentives to be invested: Approximately \$100,000 for WINIX air cleaners, plus replacement HEPA filters and MERV-14 filters

Exposure Reduction: mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To reduce indoor exposure to air pollution in residences by incentivizing energy efficient weatherization upgrades
- Goal: District to work with partners at California Department of Community Services & Development to assist low-income community members in accessing state's Low Income Weatherization Program (LIWP) and Weatherization Assistance Program (WAP) incentives
- Target: Host 1 community meeting where California Department of Community Services & Development attends and educates community on benefits of weatherization and assists with enrolling community members in LIWP or WAP

Exposure Reduction: mitigate indoor exposure to air pollution through education

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce indoor exposure to outside air pollution
- Goal: District to educate community on health benefits of upgrading to high-efficiency filters, work with California's Low Income Home Energy Assistance Program (LIHEAP) to offset associated energy costs
- Target: Host 1 community meeting where California Department of Community Services & Development attends and educates community on benefits of improved filtration and assists with enrolling community members in LIHEAP

Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community

- Type of Strategy: Partnership, Exposure Reduction
- Purpose: To increase urban greening and forestry in the community through partnerships with other entities
- Goal: Partner with other entities (i.e. City of Fresno, Natural Resources Agency, CAL Fire) to identify new or existing resources or programs (Per Capita Program, Urban & Community Forestry Grant Program) that can provide funding to increase urban greening and forestry in the community
- Target
 - Quantification of air quality benefits from urban greening small, variable
 - Studies have shown several community benefits, including some reduction of PM2.5 and VOC's, heat island mitigation, and community beautification

Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern

- Type of Strategy: Incentive, Exposure Reduction
- Purpose: To provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible
- Goal: Work closely with the community, city, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type of projects will be developed with input of steering committee, and funded as funding sources are identified
- Target: Quantity of reductions to be determined

Idling-reduction Strategy: Protect Sensitive Receptors

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To reduce the exposure of sensitive individuals to vehicle emissions at schools and other areas serving children and seniors
- Goal:
 - Distribute 30 sets of English/Spanish “No Idling” signs to schools, libraries, senior centers, parks, nursing homes, pediatricians, daycares, and medical centers
 - Develop and distribute idle-reduction infographics at each location
 - Develop and deliver 5 presentations about the impacts of vehicle exhaust, HAL Schools and available resources

Community Air Quality Outreach Strategy

- Type of Strategy: Outreach, Exposure Reduction
- Purpose: To provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during poor air quality episodes
- Goal:
 - Launch social media campaigns based on myRAAN, air quality education (Facebook, Twitter, Instagram)
 - Partner with local civic organizations and other community organizations to host workshops on a variety of air quality topics at libraries, community centers, health centers, and schools
- Target: Increased community awareness regarding air quality conditions and available tools through myRAAN registrations, app downloads, social media followers

Sharing Clean Air Efforts and How Communities Can Get Involved

- Type of Strategy: Outreach
- Purpose: To increase awareness of community air quality improvement programs and available incentives by hosting outreach events within the community
- Goal:
 - District will work with community to host workshops and symposiums to share air quality information on air quality improvement topics at libraries, community or senior centers, health centers, and schools
 - Topics may include CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000

Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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air quality info.



South Central Fresno

Community Emissions Reduction Program (CERP) Development

Additional Strategies:

California Air Resources Board (CARB)

Mobile Sources: Advanced Clean Trucks

- Type of Strategy: Regulatory
- Purpose: To develop and consider proposals for new approaches and strategies that may transition to zero emission technology those truck fleets that operate in urban centers, have stop and go driving cycles, and are centrally maintained and fueled.
- Goal: Transition to zero emission
- Target: Coming soon

Mobile Sources: Heavy – Duty Inspection and Maintenance

- Type of Strategy: Maintenance and Inspection Program
- Purpose: Develop a more comprehensive Heavy – Duty Inspection and maintenance program.
- Goal: Ensure all vehicle emissions control systems are adequately maintained throughout the vehicles' operating lives, resulting in PM_{2.5} emissions reductions.
- Target: Coming soon

Mobile Sources: Locomotives

- Type of Strategy: Regulatory
- Purpose: To reduce emissions from idling freight and passenger rail activities, and reduce emissions from the older, dirtier locomotives currently operating in California.
- Goal: Reduced idling of locomotives and replacement of older, dirtier locomotives.
- Target: Too early to quantify

Mobile Sources: Advanced Clean Cars 2

- Type of Strategy: Regulatory
- Purpose: Further reduce emissions from passenger vehicles by revising the current Advanced Clean Cars Program.
- Goal: Reduce greenhouse gas, criteria pollutant, and air toxics emissions with new emission standards and mandating the sale of zero emission vehicles.
- Target: Coming soon

Off-Road Sources: New Transport Refrigeration Unit Regulation

- Type of Strategy: Regulation
- Purpose: Reduce toxic air contaminant, criteria pollutant, and greenhouse gas emissions.
- Goal: Improving freight efficiency and transitioning to zero or near-zero emission technologies.
- Target: Too early to quantify

Off-Road Sources: Small Off-Road Engines

- Type of Strategy: Regulatory
- Purpose: To consider new standards for small off-road engines (SORE), which are spark-ignition engines rated at or below 19 kilowatts and used primarily for lawn, garden, and other outdoor power equipment.
- Goal: Transition to zero emission.
- Target: Coming soon

Area-Wide Sources: Commercial Cooking Suggested Control Measure

- Type of Strategy: Suggested control measure
- Purpose: Evaluate current requirements for commercial cooking operations and, if necessary, make improvements to achieve additional emission reductions.
- Goal: Reduce particulate matter and VOC emissions.
- Target: Too early to quantify

Summary Sheet: Proposed emission reduction and exposure reduction strategies for the South Central Community Steering Committee Committee's consideration and comment
July 24, 2019

Draft Measure	Emissions Reductions (tons)			# of Units	Type of Unit	Incentive Funding
	PM2.5	NOx	Toxics			
Heavy Duty Mobile Sources						
Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology	1.35	491.5	x	150	Trucks	\$ 15,000,000.00
Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	9.95	0.15	x	50	Yard Trucks or TRUs	\$ 7,000,000.00
Measures to Reduce Idling: Charging Plugs for Trucks	0.17	10.33	x	33	Charging plugs	\$ 100,000.00
Implement Pilot Incentive Program to Provide Truck Emissions Repairs	TBD	TBD	TBD	9	Truck Repairs	\$ 75,000.00
Enhanced Enforcement of Statewide Anti-Idling Regulation	*	*	*			
Enhance Outreach and Access to Incentive Funding for New School Buses	8.32	20.8	x	16	School Buses	\$ 6,400,000.00
Incentive Program for Transit Bus Replacement	TBD	TBD	x	TBD	Transit Buses	TBD
Incentives for Locomotives	5.6	252	x	4	Locomotives	\$ 10,400,000.00
Incentives for Railcar Movers/Switchers	3.5	133	x	7	Switcher Locomotives	\$ 9,400,000.00
Older/High Polluting Passenger Cars						
Host Tune-In Tune-Up Events within Community	*	11.6	x	1250	Vehicle Repairs	\$ 1,000,000.00
Enhanced Access/Outreach to Incentives through Drive Clean	0.07	1.98	x	220	Clean-air Vehicles	\$ 1,600,000.00
Incentives for EV Infrastructure				42	EV Chargers	\$ 250,000.00
Increased Educational Training for EV Mechanics				5	Training Events	\$ 75,000.00
Ride Share Programs for Community	TBD	TBD	x	TBD	Ride Share Programs	\$ 250,000.00
Residential Burning						
Provide Enhanced Incentives to Replace Wood Burning Devices	500	*	x	500	Devices	\$ 1,500,000.00
Educate Public About Harmful Impacts of Wood Burning	*	*	*			
Enhanced Enforcement of Wood Burning Curtailments	*	*	*			
Outreach to Reduce Illegal Activity	*	*	*			
Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	*	*	*			
Agricultural Open Burning						
Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	75	*	x	700	acres	\$ 375,000.00
Industrial Sources						
Provide incentives to plating operations to further reduce chrome emissions	TBD		x	TBD	TBD	TBD
Evaluate feasibility of funding further emissions reductions from biomass power facility (include mobile sources)	TBD		x	TBD	TBD	TBD
Evaluate feasibility of funding further emissions reductions from glass manufacturing plants (include mobile sources)	TBD		x	TBD	TBD	TBD
Pilot Training Program for Conducting Self-Inspections at Gas Stations	*	*	*			
Enhanced Inspection Frequency	*	*	*			
Provide Incentives to Install Advanced Control Technology	TBD	TBD	TBD	TBD	TBD	TBD
Land Use and Urban Sources						
Seek incentives for local businesses and homeowners to install solar power and energy storage	*	*	*	TBD	TBD	TBD
Incentives to reduce PM from commercial underfired charbroilers	4/yr		x	8	Control Systems	\$ 1,200,000.00
Land Use/Sustainable Development: Implement Projects that Reduce VMT	*	*	x			
Land Use: Support Planning and Development of Clean Fueling Infrastructure: EV Charging Stations				20	EV Chargers	\$ 1,000,000.00

Land Use: Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station				2	Alternative Fueling Stations	\$ 2,000,000.00
New Construction: Provide assistance during the CEQA process	*	*	*			
Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	*					
Road Dust: Evaluate increasing frequency of street sweeping	*					
Road Dust: Evaluate feasibility of road paving improvements	*					
Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment	TBD	TBD	x	570	Lawn & Garden Units	\$ 200,000.00
Enhance Outreach and Access to Incentive Funding for Commercial Lawn and Garden Equipment	TBD	TBD	x	60	Lawn & Garden Units	\$ 75,000.00
Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	TBD	TBD	TBD	TBD	Vehicles	\$ 8,000,000.00
Exposure Reduction Measures						
HAL Schools: Increase Participation	*	*	*			
Air Filtration Systems in Community Schools	*	*	*	TBD	Filtration Systems	\$ 100,000.00
Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	*	*	*			
Mitigate indoor exposure to air pollution through education	*	*	*			
Identify opportunities for increased urban greening and forestry in the community	*	*	*	TBD	Trees Planted	
Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	*	*	*	TBD	TBD	TBD
Idling-Reduction Strategy: Protect Sensitive Receptors	*	*	*			
Outreach: Community Air Quality Outreach Strategy	*	*	*			
Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	*	*	*			

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target

x = measure will result in reduction of toxic air contaminants

TBD = To Be Determined



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #11

24 de julio de 2019 - Cafetería de la Escuela Vang Pao Elementary
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Cumplimiento de la Regulaciones de Control de la Contaminación del Aire 5:45 p.m.
 - Personal de Cumplimiento del Distrito del Aire del Valle*
 - Personal de Cumplimiento de CARB*
 - Comité Directivo*
4. Desarrollo de las Estrategias del CERP para Implementación en Centro-Sur Fresno 6:30 p.m.
 - Personal del Distrito del Aire del Valle*
 - Personal de CARB*
 - Comité Directivo*
5. Concluir y Próximos Pasos 8:00 p.m.
 - Puntos importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 14 de agosto de 2019
6. Comentario Público 8:15 p.m.

Aprende más: community.valleyair.org

Centro-Sur Fresno

Desarrollo del Programa para la Reducción de Emisiones en la Comunidad (CERP)

Las estrategias propuestas para la reducción de emisiones y reducción a la exposición para la consideración y comentario del Comité

24 de julio de 2019

Distrito para el Control de la Contaminación del Aire
del Valle de San Joaquín

Fuentes Móviles de Servicio Pesado

Camiones, Autobuses y Locomotoras

Camiones de Servicio Pesado: Proporcionar Fondos Incentivos Mejorados para Tecnología de Cero y Casi Cero Emisiones

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para tecnologías de camiones limpios con cero y casi cero emisiones que operan dentro de la comunidad (regional, de larga distancia)
- Meta: Reemplazar 150 camiones de diésel antiguos de servicio pesado que operan en Fresno con camiones de casi cero emisiones
- Objetivo: 491.5 toneladas de NO_x, 1.35 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$15,000,000

Camiones de Servicio Pesado: Apoyar la Implementación de Camiones de Patio de Cero Emisiones y TRU's

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos para apoyar la implementación de camiones de patio menos contaminantes, unidades de refrigeración de transporte (TRU's, por sus siglas en inglés), e infraestructura relacionada en almacenes y otras instalaciones dentro de la comunidad con prioridad en tecnologías de cero emisiones
- Meta: Implementar 50 nuevas unidades de refrigeración de transporte y camiones de patio de cero emisiones junto con la infraestructura asociada
- Objetivo: Al menos 0.15 toneladas de NOx, 9.95 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$7,000,000

Camiones de Servicio Pesado: Medidas para Reducir el Ralentí de Camiones de Servicio Pesado dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para desarrollar y/o trabajar para implementar medidas que reduzcan el ralentí de camiones de servicio pesado dentro de la comunidad
- Meta: Instalar 33 enchufes para reducir el ralentí de camiones de servicio pesado en instalaciones de distribución y almacenamiento dentro de la comunidad
- Objetivo: 10.33 toneladas de NO_x, 0.17 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$100,000

Camiones de Servicio Pesado: Implementar un Programa Piloto de Incentivo para Proporcionar Reparaciones de Emisiones de Camiones

- Tipo de Estrategia: Incentivo
- Propósito: Para implementar un programa piloto de incentivos para proporcionar incentivos para reparaciones relacionadas con emisiones de camiones de servicio pesado
- Meta: Utilizar un nuevo programa piloto para identificar y reparar por lo menos 9 camiones de servicio pesado que operan dentro de la comunidad
- Objetivo: Reducciones en PM (la cantidad de reducciones de emisiones a determinar)
- Incentivos para ser invertidos: \$75,000

Camiones Diésel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos de PM2.5 localizado y los tóxicos en la calidad del aire el incumplimiento asociado con la regulación estatal contra el ralentí
- Meta: Asociarse con CARB y la comunidad para identificar las zonas conflictivas de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles tales como las escuelas, para orientar los esfuerzos de cumplimiento de las regulaciones del estado dentro de la comunidad. Por lo menos 1 esfuerzo de cumplimiento dirigido contra el ralentí se llevara a cabo cada trimestre durante los próximos 5 años.

Autobuses Escolares: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevos Autobuses Escolares

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar autobuses escolares antiguos y altamente contaminantes con nuevos autobuses escolares de cerco o cerca de cero emisiones que operan dentro y alrededor de Centro-Sur Fresno.
- Meta: Reemplazar hasta 16 autobuses escolares, que operan por los distritos escolares de Fresno, Fowler y/o Central con autobuses escolares eléctricos con batería de cero emisiones que operan dentro de la comunidad
- Objetivo: 20.8 toneladas de NO_x, 8.32 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$6,400,000 (incentivos hasta \$400,000 por autobús)

Autobuses de Tránsito: Desarrollar Programa de Incentivos para el Reemplazo de Autobuses de Tránsito

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar incentivos para el reemplazo de autobuses de tránsito antiguos y altamente contaminantes con nuevos autobuses de tránsito de cero o cerca de cero emisiones que operan dentro y alrededor de Centro-Sur Fresno.
- Meta: Proporcionar incentivos para reemplazar autobuses de tránsito antiguos y altamente contaminantes con autobuses de tránsito nuevos y de cero o cerca de cero emisiones que operan dentro de Centro-Sur Fresno
- Objetivo: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones será determinado)
- Incentivos para ser invertidos: Para ser determinado

Locomotoras: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevas Locomotoras

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos para el reemplazo de locomotoras más antiguas y altamente contaminantes que operan dentro y alrededor de Centro-Sur Fresno con nuevas tecnologías de motores menos contaminantes.
- Meta: Reemplazar 4 locomotoras de Nivel 0 con locomotoras de Nivel 4
- Objetivo: 252 toneladas de NO_x, 5.6 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$10,400,000 (Incentivos hasta \$2,600,000 por locomotora)

Locomotoras: Proporcionar Incentivos para el Motor de Conmutadores Eléctricos para Instalaciones Ferroviarias

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para el reemplazo de locomotoras antiguas y altamente contaminantes que operan dentro y alrededor de Centro-Sur Fresno con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 7 conmutadores antiguos y altamente contaminantes con nuevas locomotoras de conmutador híbrido de tecnología avanzada/menos contaminante en terminales ferroviarias y otras instalaciones dentro de Centro-Sur Fresno
- Objetivo: 133 toneladas de NO_x, 3.5 toneladas de PM_{2.5} (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$9,400,000 (incentivos hasta \$1,340,875 por locomotora)

Vehículos Antiguos/Altamente Contaminantes

Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes
 - El programa proporciona incentivos para las reparaciones relacionadas con las emisiones de vehículos antiguos y altamente contaminantes durante los eventos de fin de semana de Tune In Tune Up
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito para al menos cuatro eventos en la comunidad, aumentar la participación de la comunidad en el programa para reparar vehículos de altas emisiones, encontrar fondos para organizar eventos adicionales dentro de los límites de la comunidad
- Objetivo: 11.6 toneladas de NOx, 7.7 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$1,000,000 para eventos y para 1,250 reparaciones de vehículos

Vehículos de Pasajeros: Proporcionar Mayor Alcance y Acceso a Opciones de Incentivos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar vehículos antiguos en la comunidad a través del programa del Distrito *Drive Clean en San Joaquín*
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito, aumentar la participación de la comunidad en el programa para reemplazar 220 vehículos de alta emisión que operan en Centro-Sur Fresno con vehículos de emisiones más bajas o cero emisiones (eléctricos)
- Objetivo: 1.98 toneladas de NOx, 0.07 toneladas de PM2.5, y 0.46 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: \$1,600,000 para reemplazar 220 vehículos

Vehículos de Pasajeros: Proporcionar Fondos Incentivos para Infraestructura de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar fondos incentivos para apoyar la implementación de infraestructura de carga de vehículos eléctricos en la comunidad
- Meta: Aumentar la participación en el programa para la implementación de 42 cargadores de vehículos eléctricos dentro de la comunidad para apoyar la implementación de vehículos eléctricos
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: \$250,000 para 42 cargadores de vehículos eléctricos

Vehículos de Pasajeros: Aumentar el Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar el entrenamiento educativo para mecánicos de vehículos eléctricos y para apoyar la implementación de instalaciones adicionales de reparación a vehículos eléctricos en la comunidad según sea posible
- Meta: Aumentar la participación en entrenamientos para mecánicos de vehículos eléctricos que proporcionan servicios a vehículos que operan dentro de la comunidad
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: \$75,000 para 5 sesiones de entrenamiento

Vehículos de Pasajeros: Evaluar la Viabilidad de Programas de Vehículo Compartido para la Comunidad

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: Para educar a los residentes del área sobre la disponibilidad de los incentivos del programa de viajes compartidos, evaluar la viabilidad de programas de viajes compartidos adicionales y/o incentivos para compartir viajes
- Meta: Aprovechar los programas de viajes compartidos existentes en el Valle para expandirse a la comunidad de Centro-Sur Fresno
- Objetivo: Reducción en PM y NO_x (cantidad de reducciones serán determinadas)
- Incentivos para ser invertidos: \$250,000 para apoyar el Vehículo Compartido en el área de Centro-Sur Fresno

Quema Residencial

Quema de Leña Residencial: Proporcionar Incentivos Mejorados para Reemplazar Aparatos de Quema de Leña

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar incentivos financieros mejorados para reemplazar los aparatos de quema de leña existentes y las estufas de combustible granulado con gas natural o tecnologías eléctricas
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos resultando en más participación en el programa para reemplazar 500 aparatos de quema de leña en la comunidad con alternativas menos contaminantes
- Objetivo: 246 toneladas de PM2.5 (basado en el promedio de reducciones de emisiones esperadas por cada proyecto)
- Incentivos para ser invertidos: \$1,500,000

Quema de Leña Residencial: Educar al Público Sobre los Impactos Dañinos

- Tipo de Estrategia : Educación y Alcance
- Propósito: Para educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a cambiarse a un aparato eléctrico o de gas natural
 - Incluyedo información sobre el programa de Confirma Antes de Quemar/Regla 4901
- Meta:
 - Aumento en solicitudes de Burn Cleaner en Centro-Sur Fresno
 - Organizar 5 talleres públicos en bibliotecas/centros comunitarios
 - Circulación de infografías en al menos 15 espacios comunitarios

Chimeneas/Calentadores que Queman Leña: Mejorar Cumplimiento para las Restricciones de Quema de Leña

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado asociado con el incumplimiento de las restricciones obligatorias de quema de leña episódica según la Regla del Distrito 4901
- Meta: El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad de Centro-Sur Fresno en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901

Quema Al Aire Libre Residencial: Reducir Actividad Ilegal

- Tipo de Estrategia: Alcance
- Propósito: Reducir la quema de residuos mediante el alcance y la educación
- Meta:
 - Organizar 5 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos a la calidad del aire por la quema de basura
 - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
 - 4 carteles
 - 3 mobiliario urbano (casetas de autobús, quioscos, cabinas telefónicas, etc)
 - 2 autobuses enrutado a través de áreas relevantes (se prefiere de cero emisiones)
 - 2 envíos de tarjetas postales a residentes del condado en áreas rurales

Quema al Aire Libre Residencial: Mejorar Cumplimiento para Reducir la Quema Ilegal de Residuos Residenciales

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar la potencial de PM2.5 localizados y los efectos tóxicos asociados con la quema al aire libre ilegal de residuos residenciales
- Meta: Además de los esfuerzos existentes del Distrito de respuesta de vigilancia y quejas, el personal del Distrito busca realizar un esfuerzo de vigilancia específico dentro de la comunidad de Centro-Sur Fresno y las áreas alrededor al menos una vez por trimestre durante los próximos 5 años

Quema Agrícola al Aire Libre

Quema Agrícola al Aire Libre: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de los impactos localizados de PM2.5 asociados con la quema agrícola al aire libre, al proporcionar un mejor acceso a los fondos para el Programa de Incentivos de Alternativas a la Quema Agrícola al Aire Libre del Distrito para agricultores en Centro-Sur Fresno y el área circundante
- Meta: Financiar hasta 700 acres de prácticas alternativas
- Objetivo: 75 toneladas de PM2.5
- Incentivos para ser invertidos: \$375,000

Fuentes Industriales

Fuentes Estacionarias: Proporcionar Incentivos a las Operaciones de Enchapado para Reducir Aún Más las Emisiones de Cromo

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos a las operaciones de Enchapado de Cromo para reducir aún más las emisiones de cromo, utilizando el nuevo guía de financiamiento estatal para las instalaciones de enchapado de cromo cambiando a cromo trivalente o controlando las emisiones más allá de los niveles establecidos
- Meta: Discutir la disponibilidad de incentivos con todas las instalaciones de enchapado de cromo en la comunidad, financiar a todos los socios dispuestos, según sea posible
- Objetivo: Reducción de las emisiones de cromo tóxico
- Incentivos: 90% de los costos elegibles para la conversión de cromo trivalente, 80% para otras tecnologías de control (límite de \$ 300,000)

Fuentes Estacionarias: Evaluar la viabilidad de financiar nuevas reducciones de emisiones de las instalaciones de energía de biomasa (incluidas las fuentes móviles)

- Tipo de Estrategia: Incentivo
- Propósito: Evaluar la viabilidad de un programa de incentivos para que las instalaciones de biomasa financien la instalación de tecnologías que reduzcan aún más las emisiones, incluyendo las de fuentes móviles
- Meta: El Distrito y Río Bravo Fresno se comprometen a trabajar juntos para identificar posibles oportunidades de reducción de emisiones, a través del examen de la viabilidad de las siguientes estrategias e identificando y asegurando el financiamiento disponible para ayudar a su implementación:
 - Modificación del rectificador transformador electrostático y/o controles para mejorar la captura de partículas
 - Reemplazo de equipo móvil (tritadora de viruta, cargador frontal, etc.) con nuevas unidades
 - Modificación de equipos de recepción y manejo de biomasa con sistemas mejorados de control de polvo para reducir las emisiones de partículas.
- Objetivo: Reducciones de PM 2.5

Fuentes Estacionarias: Evaluar la viabilidad de financiar nuevas reducciones de emisiones de las plantas de fabricación de vidrio (incluyendo las fuentes móviles)

- Tipo de Estrategia: Incentivo
- Propósito: Evaluar la viabilidad de un programa de incentivos para que las instalaciones de fabricación de vidrio financien la instalación de tecnologías que reduzcan aún más las emisiones, incluyendo las fuentes móviles.
- Meta: El Distrito se compromete a trabajar con Vitro en un esfuerzo por identificar y evaluar la factibilidad de las posibles estrategias de reducción de emisiones, e identificar los fondos disponibles para ayudar a su implementación:
 - Reemplazo de equipos móviles en el sitio (cargadores frontales, etc.) por unidades nuevas
 - Plantación de árboles/cinturón ecológico/vegetación en el límite de la instalación sureste
 - Reducción significativa de la cantidad de material almacenado en las pilas de almacenamiento al aire libre de desecho de vidrio
- Objetivo: Reducciones en PM 2.5, partículas diésel

Fuentes Estacionarias: Programa Piloto de Capacitación para la Realización de Auto Inspecciones en Gasolineras

- Tipo de Estrategia: Asistencia de Cumplimiento
- Propósito: Para limitar el potencial de los impactos en la calidad del aire asociados con los defectos de la recuperación de vapor en las gasolineras
- Meta: Desarrollar un nuevo programa piloto de capacitación para instruir a los operadores de gasolineras en conducir auto inspecciones exhaustivas de sistemas de recuperación de vapor para ayudar en la identificación y la reparación los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación a cada operador de cada gasolinera en la comunidad.

Fuentes Estacionarias: Frecuencia de Inspección Mejorada

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos de calidad del aire asociado con el incumplimiento de los estándares de emisión establecido por un permiso, regla o reglamento del Distrito
- Meta: El personal del Distrito inspeccionara cada instalación que ha tenido una violación de emisiones en los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos para fuentes estacionarias dentro de la comunidad para instalar tecnología de control avanzado, más allá de los controles existentes, que de otro modo no sería económicamente factible instalar
 - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos
 - Identificará los tipos de instalaciones no identificadas en el CERP, trabajara con socios dispuestos a implementar controles
- Meta: La disponibilidad de fondos, y la cantidad y el tipo de proyectos, se desarrollarán, con el aporte del comité directivo, cuando el guía de financiamiento estatal esté disponibles para fondos de fuentes estacionarias
- Objetivo: Reducciones de PM2.5 y/o Contaminantes de Tóxicos de Aire (cantidad de reducciones por ser determinado)

Uso de Suelo/Fuentes Urbanas

Enenergía Solar: Busquar Incentivos para que las Empresas Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía

- Tipo de Estrategia: Incentivo
- Propósito: Trabajar con la Comisión de Servicios Públicos y servicios públicos para proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen energía solar en la azotea/comunidad y sistemas de almacenamiento de energía
 - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos
- Meta: Se desarrollará los fondos disponibles, y el número y tipo de proyectos, con el aporte del Comité Directivo, cuando el guía de financiamiento estatal están disponibles
- Objetivo: Por ser determinado, trabajando con PUC

Cocina Comercial: Reducir aún más las emisiones de partículas de las parrillas comerciales de fuego abajo

- Tipo de Estrategia: Incentivos (con respaldo regulatorio)
- Propósito: Para proporcionar incentivos para reducir aún más las emisiones de partículas de restaurantes que utilizan parrillas comerciales de fuego abajo
- Meta:
 - Asociarse con restaurantes dispuestos y proporcionar \$150,000 en fondos de incentivo por restaurante para la instalación de equipos de control para reducir las emisiones de partículas de las parrillas comerciales de fuego abajo
 - Proporcionar mejor alcance y educación a los restaurantes locales con respecto a impactos en la salud y la disponibilidad de fondos para la instalación de los controles
- Meta:
 - Invertir hasta \$1,200,000 and y lograr aproximadamente 4 toneladas de PM2.5 por año en reducciones de emisiones de parrillas comerciales en la comunidad

Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Asociación
- Propósito: Para reducir las millas recorridas (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios.
- Meta: Trabajar con la Ciudad de Fresno para identificar oportunidades, como el proceso de comentarios CEQA del Distrito, las guías del Distrito para los planes generales, las Estrategias de Mitigación de la Calidad del Aire publicadas por el Distrito, participación del comité/pública en la planificación de la ciudad y los esfuerzos de desarrollo del Plan General, etc., para extender la comprensión de los impactos de la calidad del aire de las propuestas y beneficios potenciales de calidad del aire de las alternativas.

Uso del suelo: Apoyo a la Planificación y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Abogacia/Incentivos
- Propósito: Proporcionar apoyo para la planificación y el desarrollo de infraestructura para vehículos de cero y casi cero emisiones para apoyar el despliegue más amplio de vehículos limpios
- Meta: Proporcionar apoyo al Distrito para ampliar la red de infraestructura de combustible para vehículos con cero y casi cero emisiones para facilitar el despliegue más amplio y dar prioridad a los fondos a través de programas existentes del Distrito, incluyendo la instalación de 20 estaciones de carga para vehículos eléctricos, y dos estaciones de servicio de combustible alternativo.
- Incentivos para ser Invertidos:
 - Charge-Up: 20 EV estaciones de carga EV, hasta \$50,000 = \$1,000,000;
 - Estación de Combustible Alternativo: 2 estaciones, hasta \$1,000,000 = \$2,000,000

Construcción Nueva: Brindar asistencia durante el proceso CEQA

- Tipo de Estrategia: Uso del Suelo
- Propósito: Proporcionar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar a la calidad del aire en el Valle, e información sobre cómo los impactos de contaminación del aire pueden reducirse
- Meta: Trabajar con las Agencias Líderes y los proponentes de proyectos para que mejoren los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire, por identificación temprana de medidas de mitigación factibles
- Objetivo: Reducciones en Contaminantes de Criterio y/o Tóxicos de Aire

Polvo de Carretera: Cumplimiento Mejorado de los Requisitos de Polvo de Carretera de Regulación VIII

- Tipo de estrategia: Cumplimiento
- Propósito: Limitar el potencial de los impactos localizados en la calidad del aire asociados con el polvo de carretera de las actividades de construcción/movimiento de tierras y áreas abiertas sujetas a la Regulación VIII del Distrito
- Meta: Además de los esfuerzos existentes de vigilancia y respuesta a las quejas del Distrito, el personal del Distrito llevará a cabo al menos un esfuerzo dirigido de cumplimiento dentro de la comunidad de Centro-Sur Fresno durante el segundo y tercer trimestre durante los próximos 5 años

Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles

- Tipo de Estrategia: Asociación
- Propósito: Evaluar los impactos en la calidad del aire y viabilidad de aumentar la frecuencia de barrido de calles a lo largo de las autopistas y las calles
- Meta: Si se encuentra que es efectivo para reducir las emisiones de partículas, asociarse con otras entidades (por ejemplo, la Ciudad de Fresno, el Condado de Fresno, y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad

Polvo de Carretera: Evaluar la viabilidad de las mejoras de pavimentación de carreteras

- Tipo de Estrategia: Asociación
- Propósito: Identificar oportunidades para reducir el polvo de las carreteras pavimentadas y no pavimentadas en la comunidad a través de mejoras en la pavimentación de carreteras
- Meta: Asociarse con otras entidades (incluyendo la Ciudad de Fresno, el Condado de Fresno y el Consejo de Gobiernos de Fresno) para identificar oportunidades, como los fondos de Mitigación de la Congestión y Calidad del Aire, para mejorar los esfuerzos de pavimentación de carreteras en la comunidad donde más se necesita para reducir los impactos en la salud

Césped y Jardín: Proporcionar Incentivos Mejorados para los Equipos de Jardín Residenciales

- Tipo de estrategia: Incentivo
- Propósito: Proporcionar aumento de incentivos para el reemplazo de equipos residenciales de césped y jardinería en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos para que se cubra el 100% del costo del equipo, resultando en más participación en el programa para reemplazar 570 unidades de equipo de jardinería de gas en la comunidad con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: \$200,000 para reemplazar 570 unidades

Césped y Jardín: Mejorar el Alcance y Acceso a Incentivos para los Equipos de Jardín Comerciales

- Tipo de Estrategia: Incentivo
- Purpose: Para proporcionar un mayor alcance y acceso al programa de incentivos para el reemplazo de equipos de jardinería a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
- Meta: Aumentar el alcance y el acceso a los fondos de incentivo resultando en más participación en el programa para reemplazar 60 equipos de jardinería de gas de grado comercial con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: \$75,000 para reemplazar 60 unidades

Flotillas Públicas: Mejorar el alcance y el acceso a los fondos de incentivos para los vehículos de la flotillas públicas

- Tipo de estrategia: Incentivo
- Purpose: Propósito: Aumentar alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguos y altamente contaminantes con los vehículos más limpios disponibles que operan dentro de Centro-Sur Fresno.
- Meta: Trabajar cerca con las agencias públicas, incluida la Ciudad de Fresno y el Condado de Fresno, para reemplazar los vehículos a través de programas de incentivos existentes del Distrito, incluyendo el Programa de Incentivo de Motores de Servicio Pesado y el Programa de Subvenciones de Beneficio Público.
- Objetivo: Reducciones de PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones dependiendo del tipo de vehículo y programa)
- Incentivos para ser invertidos: \$8,000,000. Los incentivos por vehículo se basarán en el tipo de vehículo y el programa

Estrategias de Reducción a la Exposición

Escuelas HAL: Aumentar la Participación

- Tipo de Estrategia: Alcance
- Propósito: Reducir la exposición de los niños al aire contaminado mediante el aumento de la inscripción en el programa de Escuelas de Aire Limpio, Vida Sana
- Meta:
 - Buscar la adopción de el guía ROAR en los 5 distritos escolares dentro del límite
 - Reunirse con equipos de personal de 10 escuelas dentro de los límites (por ejemplo, entrenadores, enfermeras, líderes extracurriculares, profesores de ciencias)
 - Asistir a 5 eventos escolares, reuniones de organización de padres
 - Proporcionar materiales de Educación de Calidad del Aire a proveedores de servicios familiares en cada Distrito

Sistemas de Filtración del Aire en Escuelas Comunitarias

- Tipo de Estrategia: Incentivo
- Propósito: Incentivar la compra e instalación de sistemas avanzados de filtración en escuelas y guarderías
- Meta: Programa piloto- Reunirse con los administradores/personal para inspeccionar el equipo actual; ayudar a financiar mejoras a filtros de alta eficiencia cuando los HVAC lo permiten; financiar limpiadores de aire portátiles para escuelas con sistemas HVAC más antiguos
- Incentivos para ser invertidos: Aproximadamente \$100,000 para filtros de aire WINIX, además de los filtros HEPA y filtros MERV-14 de reemplazo

Reducción de la Exposición: Mitigar la exposición interior a la contaminación del aire a través de la climatización y una mayor eficiencia energética

- Tipo de Estrategia: Incentivo, Reducción a la Exposición
- Propósito: Reducir la exposición en interiores a la contaminación del aire en las residencias incentivando las mejoras a la climatización que ahorran energía
- Meta: El Distrito trabajará con los socios en el Departamento de Desarrollo y Servicios Comunitarios de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder a los incentivos del Programa de Climatización de Bajos Ingresos (LIWP) y del Programa de Asistencia de Climatización (WAP) del estado
- Objetivo: Organizar una reunión comunitaria donde el Departamento de Desarrollo y Servicios Comunitarios de California atienda y educa a la comunidad sobre los beneficios de la climatización y ayude a inscribir a miembros de la comunidad en el programa LIWP o WAP.

Reducción a la Exposición: Mitigar la exposición interior a la contaminación del aire a través de la educación

- Tipo de estrategia: Alcance, Reducción a la Exposición
- Propósito: Reducir la exposición interior a la contaminación del aire exterior
- Meta: El Distrito educará a la comunidad sobre los beneficios de salud de la actualización a filtros de alta eficiencia, trabajará con el Programa de Asistencia de Energía para Hogares de Bajos Ingresos de California (LIHEAP, por sus siglas en inglés) para compensar los costos de energía asociados
- Objetivo: Organizar una reunión comunitaria donde el Departamento de Desarrollo y Servicios Comunitarios de California atienda y educa a la comunidad sobre los beneficios de una mejor filtración y ayude a inscribir a miembros de la comunidad en LIHEAP

Ecologización Urbana/Silvicultura: Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad

- Tipo de Estrategia: Asociación, Reducción a la Exposición
- Propósito: Incrementar la ecologización urbana y la silvicultura en la comunidad a través de asociaciones con otras entidades
- Meta: Asociarse con otras entidades (por ejemplo, la Ciudad de Fresno, la Agencia de Recursos Naturales, CAL Fire para identificar recursos o programas nuevos o existentes (Programa Per Capita, Programa de Subvenciones Forestales Urbanas y Comunitarias) que pueden proporcionar fondos para aumentar la ecologización urbana y la silvicultura en la comunidad
- Objetivo
 - Cuantificación de los beneficios de la calidad del aire de la ecologización urbana pequeña, variable
 - Los estudios han demostrado varios otros beneficios para la comunidad, incluyendo una reducción de PM2.5 y VOC, mitigación de islas de calor y embellecimiento de la comunidad

Barreras Vegetativas: Proveer Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción a la Exposición
- Propósito: Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Meta: Trabajar de cerca con la comunidad, la ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo de proyectos se desarrollará con el aporte del comité directivo y se financiará a medida que se identifiquen las fuentes de financiamiento
- Objetivo: Cantidad de reducciones por determinar

Estrategia de reducción de ralentí: Proteger los receptores sensibles

- Tipo de Estrategia: Alcance, Reducción a la Exposición
- Propósito: Reducir la exposición de individuos sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y adultos de tercera edad
- Meta:
 - Distribuir 30 equipos de carteles en inglés/español de "Apague el Motor" a escuelas, bibliotecas, centros para adultos de tercera edad, parques, hogares de ancianos, pediatras, guarderías y centros médicos
 - Desarrollar y distribuir infografías de reducción del ralentí en cada ubicación
 - Desarrollar y entregar 5 presentaciones sobre los impactos del escape de los vehículos, las escuelas HAL y los recursos disponibles

Estrategia de Alcance de Calidad del Aire a la Comunidad

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire actuales y las medidas que el público puede tomar para protegerse durante episodios de mala calidad del aire
- Meta:
 - Lanzar campañas en redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
 - Asociarse con organizaciones civiles locales y otras organizaciones de la comunidad para organizar talleres sobre una variedad de temas de calidad del aire en las bibliotecas, centros comunitarios, centros de salud y escuelas
- Objetivo: Aumento en el conocimiento de la comunidad con respecto a las condiciones de calidad del aire y las herramientas disponibles a través de registraciones de myRAAN, descargas de aplicaciones, seguidores de redes sociales

Compartiendo Esfuerzos de Aire Limpio y Cómo las Comunidades También Pueden Participar

- Tipo de Estrategia: Alcance
- Propósito: Aumentar el conocimiento de los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles organizando eventos de alcance dentro de la comunidad
- Meta:
 - El Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire en temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o para personas de tercera edad, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno(559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Utilice la aplicación Valley
Air para obtener la
información más reciente
sobre la calidad del aire.



Centro-Sur Fresno

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

Estrategias Adicionales:

Junta de Recursos del Aire de California(CARB)

Fuentes Móviles: Camiones Limpios Avanzados

- Tipo de Estrategia: Regulatoria
- Propósito: Para desarrollar y considerar propuestas para nuevos enfoques y estrategias que puedan hacer la transición a la tecnología de cero emisiones para aquellas flotillas de camiones que operan en centros urbanos, tienen ciclos de conducción de parada y marcha, y tienen un mantenimiento y combustible centralizados
- Meta: Transición a cero emisiones
- Objetivo: Próximamente

Fuentes Móviles: Inspección y Mantenimiento de Servicio Pesado

- Tipo de Estrategia: Programa de Mantenimiento e Inspección
- Propósito: Desarrollar un programa de inspección y mantenimiento de servicio pesado más completo.
- Meta: Asegurar que todos los sistemas de control de emisiones de los vehículos se mantengan adecuadamente a lo largo de la vida útil de los vehículos, lo que resulta en una reducción de las emisiones de PM2.5.
- Objetivo: Próximamente

Fuentes Móviles: Locomotoras

- Tipo de Estrategia: Regulatoria
- Propósito: Reducir las emisiones del ralentí de las actividades ferroviarias de carga y pasajeros, y reducir las emisiones de las locomotoras más antiguas y contaminantes que operan actualmente en California
- Meta: Reducción del ralentí de las locomotoras y reemplazo de locomotoras más antiguas y contaminantes
- Objetivo: Demasiado pronto para cuantificar

Fuentes Móviles: Autos Limpios Avanzados 2

- Tipo de estrategia: Regulatoria
- Propósito: Reducir aún más las emisiones de los vehículos de pasajeros al revisar el actual Programa de Autos Limpios Avanzados.
- Meta: Reducir las emisiones de gases de efecto invernadero, contaminantes de criterio y tóxicos de aire con nuevos estándares de emisión y exigir la venta de vehículos de cero emisiones.
- Objetivo: Próximamente

Fuentes Fuera de Carretera: Nueva Regulación de Unidades de Refrigeración de Transporte

- Tipo de estrategia: Regulatoria
- Propósito: Reducir contaminantes tóxicos del aire, contaminantes de criterio y las emisiones de gases de efecto invernadero.
- Meta: Mejorar la eficiencia del transporte y la transición a tecnologías de emisiones cero o casi cero.
- Objetivo: Demasiado temprano para cuantificar

Fuentes Móviles: Pequeños Motores de Todo Terreno

- Tipo de Estrategia: Regulatoria
- Propósito: Para considerar nuevos estándares para motores pequeños fuera de la carretera (SORE, por sus siglas en inglés), que son motores encendidos por chispa con una capacidad nominal de 19 kilovatios o menos y se utilizan principalmente para césped, jardín y otros equipos eléctricos para uso al aire libre
- Meta: Transición a cero emisiones
- Objetivo: Próximamente

Fuentes de Área: Sugerida Medida de Control para Cocinas Comerciales

- Tipo de estrategia: Medida de Control Sugerida
- Propósito: Evaluar los requisitos actuales para las operaciones de cocinas comerciales y, si es necesario, realizar mejoras para lograr reducciones de emisiones adicionales.
- Meta: Reducir las partículas y las emisiones de VOC.
- Objetivo: Demasiado temprano para cuantificar

Programa de Cumplimiento del Distrito y los Esfuerzos de Cumplimiento en la Comunidad de Centro-Sur Fresno

Reunión del Comité Directivo de la Comunidad AB 617
24 de julio de 2019

Programa de Cumplimiento

- Cumplimiento de las regulaciones de la calidad del aire es un elemento crítico para el progreso continuo de la calidad del aire y los estándares federales basados en la salud
- El Programa de Cumplimiento del Distrito busca asegurar el cumplimiento de las regulaciones locales, estatales, y federales a través de cumplimiento justo, constante y completo y actividades relacionadas a la asistencia del cumplimiento
- Objetivos del programa están establecidas en las leyes locales, estatales y federales
- Cada año, el Distrito realiza inspecciones en más de 9,000 instalaciones permitidas y responde a aproximadamente 3,000 quejas del público en todo el Valle

Inspecciones de Fuentes Permitidas

- Se llevan a cabo inspecciones de rutina para determinar el cumplimiento con una multitud de regulaciones de la calidad del aire locales, estatales, y federales que protegen la salud y se enfocan en los contaminantes tóxicos y de criterio
- Las inspecciones de cumplimiento no son anunciadas cuando es posible
- Las inspecciones de cumplimiento involucran una inspección física de la instalación, cual incluye la observación del funcionamiento del equipo y una revisión exhaustiva del mantenimiento de registros requeridos
- Los inspectores utilizan una variedad de equipos avanzados de detección y monitoreo para verificar el cumplimiento con los estándares de emisiones permitidos

Inspections of Permitted Sources (cont'd)

- Además de las inspecciones de cumplimiento de rutina, el personal del Distrito visita e inspecciona estas fuentes para una variedad de otras razones, incluyendo:
 - Investigaciones de quejas
 - Inspecciones de inicio de todo equipo recientemente permitidos o modificados
 - Investigaciones de descompostura, para garantizar que cualquier descompostura del equipo se corrijan rápidamente y que cualquier exceso de emisiones resultante se eliminen de manera acelerado
 - Exámenes de equipos son conducidos por el Distrito y tercera persona

Respuesta a Quejas

- El Distrito opera un programa de respuestas a quejas
- Las quejas se resuelven con prontitud y reciben la prioridad más alta para el personal de campo del Distrito
- Los inspectores están disponibles las 24 horas del día, los 365 días al año
- El Distrito proporciona una línea telefónica de quejas bilingüe
 - Utiliza servicios de traducción multilingüe para garantizar que todas las comunidades en el Valle estén atendidas
- Quejas pueden ser sometidas por teléfono, en línea o la aplicación móvil
- Los inspectores mantienen comunicación activa con el reclamante para garantizar que las inquietudes se aborden correctamente

Quema Al Aire Libre

- La quema al aire libre de residuos residenciales es ilegal
 - El Distrito responde rápidamente a todas la quejas relacionadas a la quema ilegal y trabaja en colaboración con las agencias locales de bomberos para alentar el reporte cruzado de incidentes
- La quema agrícola en el Valle de San Joaquín es regulada por el Distrito y se realiza bajo permiso
 - La legislación está eliminando dicha actividad, pero aún se permite la quema para algunos tipos de cultivos donde no hay alternativas económica o tecnológicamente factibles disponibles
 - El Distrito utiliza un moderno Sistema de Manejo de Humo para determinar cuándo, cuánto y dónde puede ocurrir una quema, para proteger las salud pública; y para evitar el deterioro significativo en la calidad del aire o una violación del estándar de la calidad del aire
 - La asignación de la quema se basa en el pronóstico de la calidad del aire y las condiciones meteorológicas
- El personal de campo inspecciona regularmente los sitios de quema, tanto antes como durante la quema, para asegurar que (1) solo se queme el material autorizado y (2) se implementen las mejores prácticas de manejo para mitigar cualquier impacto potencial de humo

Chimeneas y Calentadores de Leña

- El Distrito asigna recursos sustanciales para hacer cumplir la regla de Chimeneas/Calentadores de Quema de Leña
- En cada día de restricción obligatoria, los inspectores del Distrito son asignados para realizar vigilancia proactiva
 - Asegurar que la vigilancia sea conducida regularmente en todas las áreas
 - Enfocarse en áreas donde el incumplimiento de la regla ha sido históricamente alto y/o donde las quejas públicas sobre quemas han sido comunes
- Llevar a cabo la vigilancia y la respuesta a las quejas en días laborables, fines de semana, días festivos y durante la noche
 - El Distrito usa cámaras de imágenes de luz ultra baja para detectar y documentar violaciones durante las horas nocturnas

Polvo Fugitivo

- Las reglas del Distrito limitan las emisiones de polvo fugitivo de la construcción, demolición, movimiento de tierras, almacenamiento de material a granel, áreas abiertas y áreas de tránsito de carreteras y vehículos/equipos sin pavimentar
- Reglas del Distrito limitan la cantidad de lodo/polvo en carreteras públicas pavimentadas
- La Notificación de Construcción o el Plan de Control de Polvo (DCP, por sus siglas en inglés) se requieren para la mayoría de las actividades de construcción
 - El Distrito proporciona entrenamiento obligatorio para aquellos que presentan un DCP
 - El personal del Distrito revisa cada Notificación de Construcción y DCPs antes de que empiece el proyecto para asegurar que los operadores hayan planeado en utilizar las prácticas requeridas para mitigar las emisiones de polvo fugitivo
 - El personal del Distrito inspecciona regularmente los sitios y responde a las quejas relacionadas con el polvo fugitivo

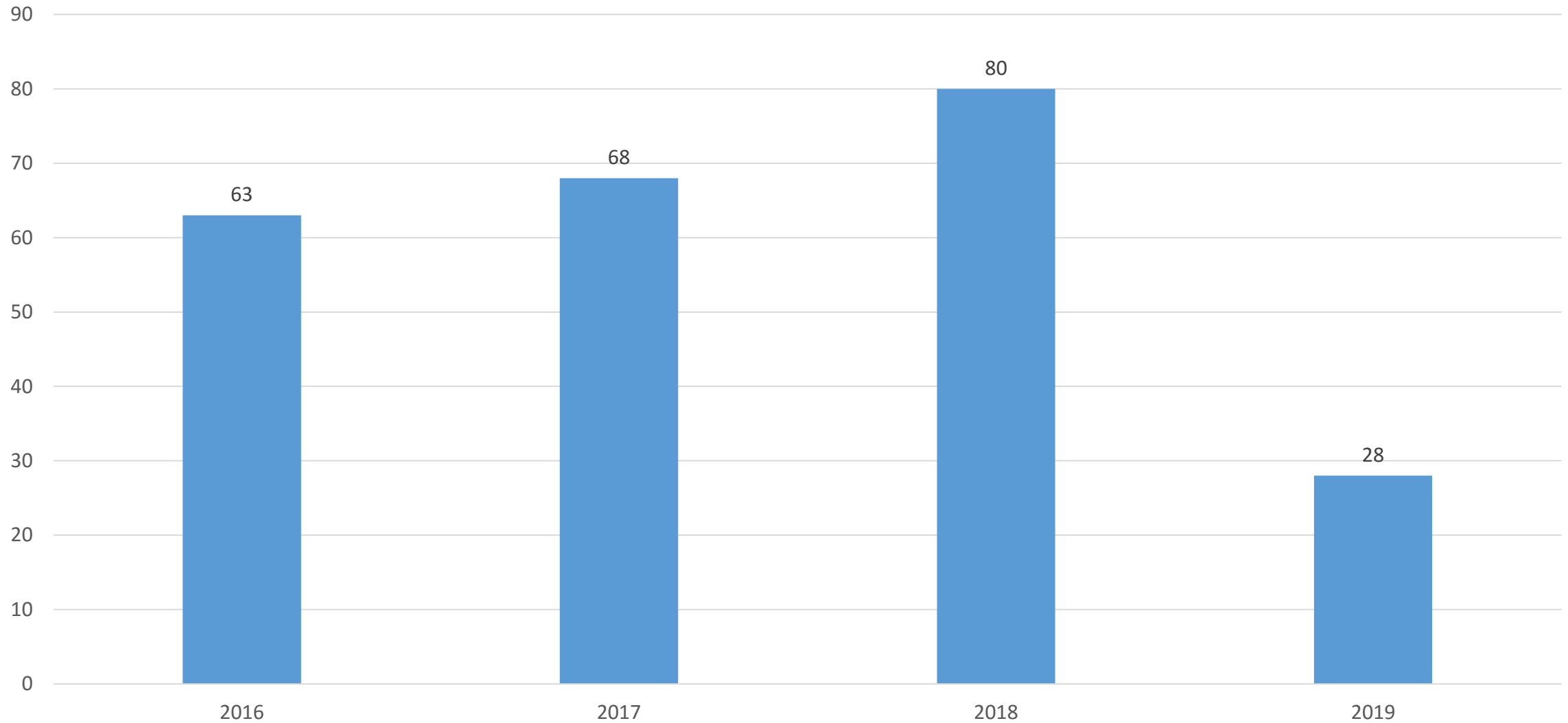
Violaciones y Sanciones

- La acción de cumplimiento se toma cuando una inspección descubre una violación, o cuando una violación es reportada por la instalación
 - Avisos para Cumplir: subconjunto limitado de violaciones menores por primera vez que son de naturaleza administrativa o que resultan en emisiones *de minimis* (insignificante)
 - Avisos de Violación: todas las demás infracciones (en general, resultan en la imposición de sanciones monetarias civiles que se evalúan de acuerdo con la ley estatal)
- De acuerdo con los requisitos estatales, el Distrito opera un programa de solución mutua para resolver violaciones
 - Brinda a la parte que presuntamente viola la oportunidad de discutir el asunto e intentar negociar la resolución del caso
 - La mayoría de los casos conducen a un acuerdo mutuo
 - El Distrito puede iniciar un litigio civil para resolver el asunto cuando no se puede llegar a un acuerdo mutuo

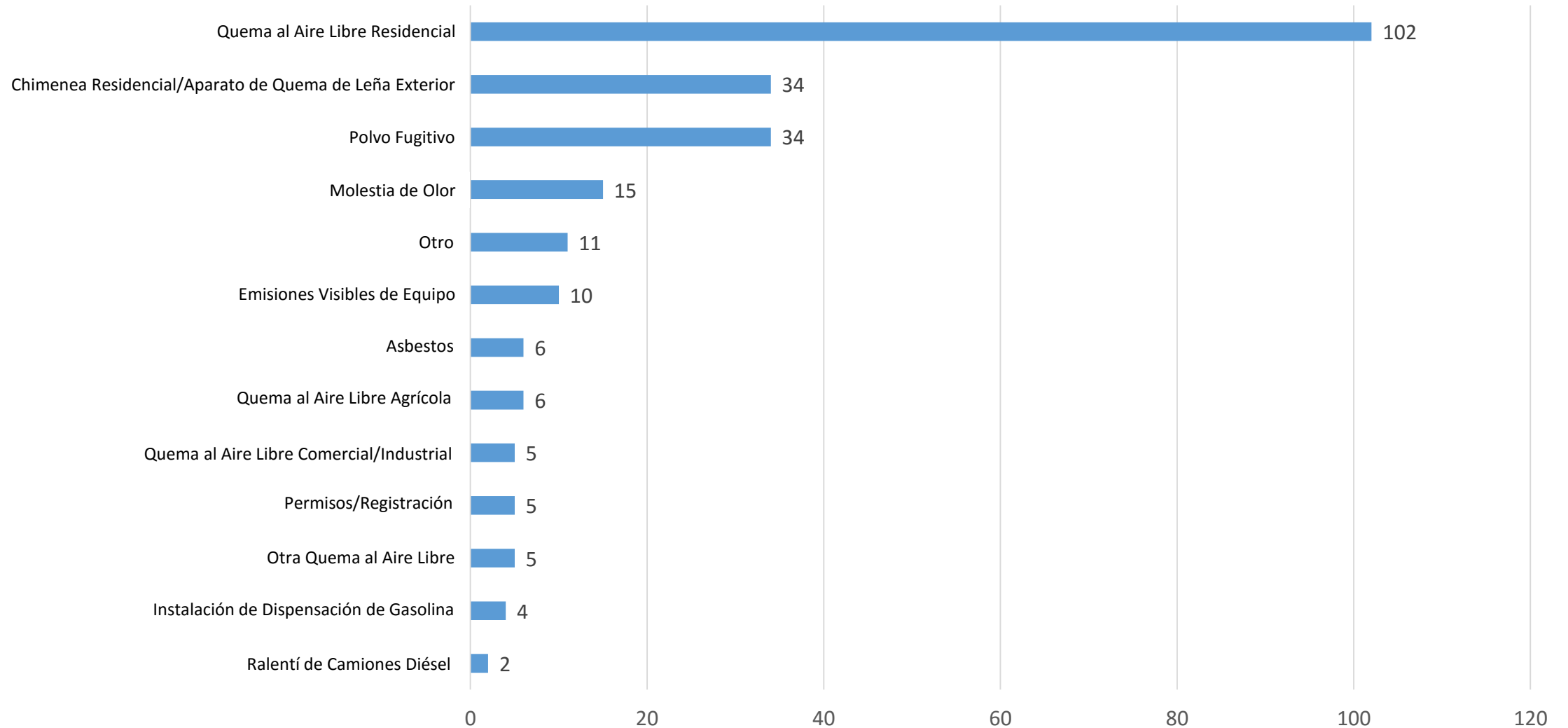
Actividades de Cumplimiento en el Área de Centro-Sur Fresno

- Desde 2016, el Distrito :
 - Realizo 2,409 inspecciones de unidades de equipo durante 1,121 inspecciones de instalaciones permitidas
 - Recibió y respondió a 239 quejas de calidad del aire del público
 - Emitió 310 acciones de cumplimiento relacionadas con violaciones de las reglas y regulaciones de contaminación del aire

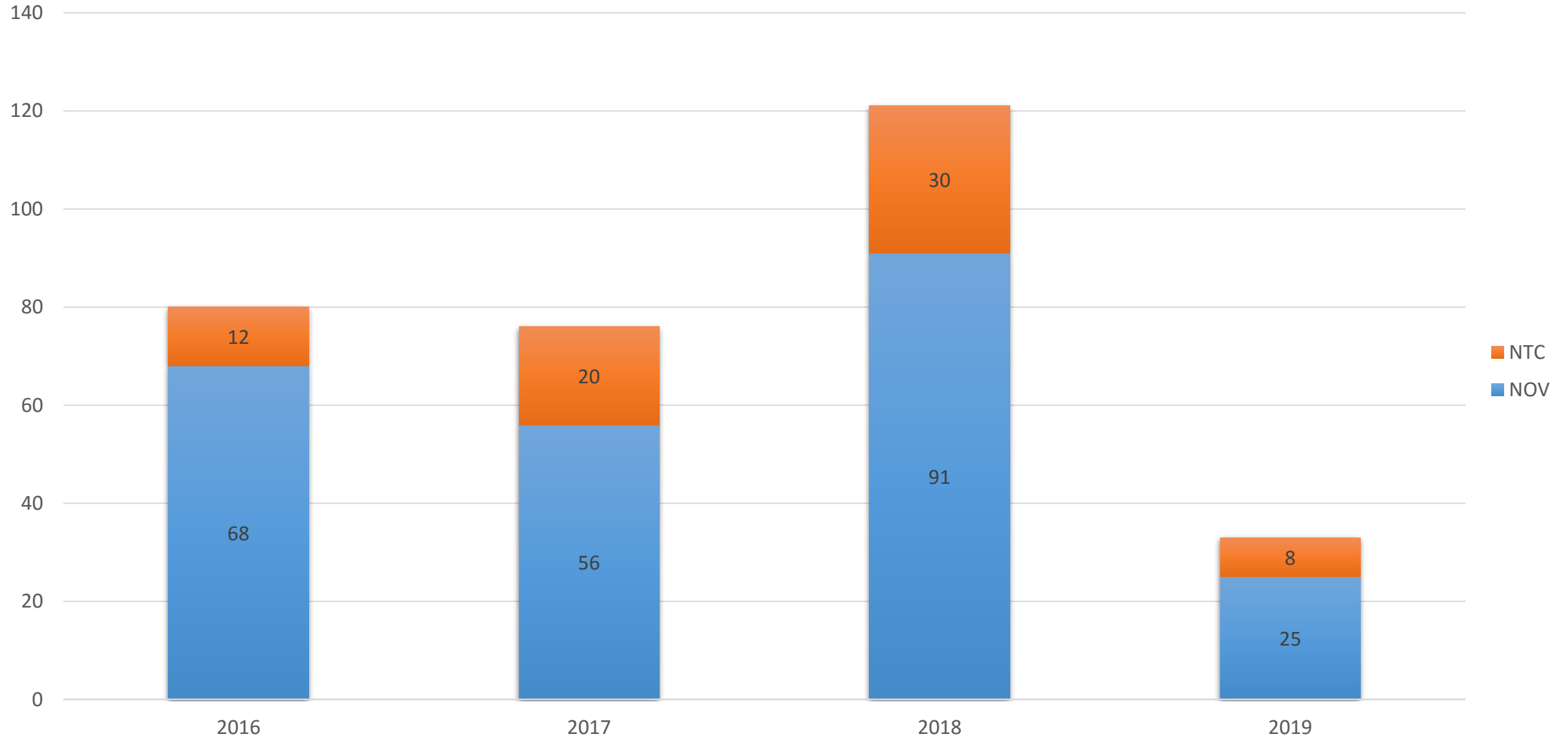
Número de Quejas Recibidas/Investigadas



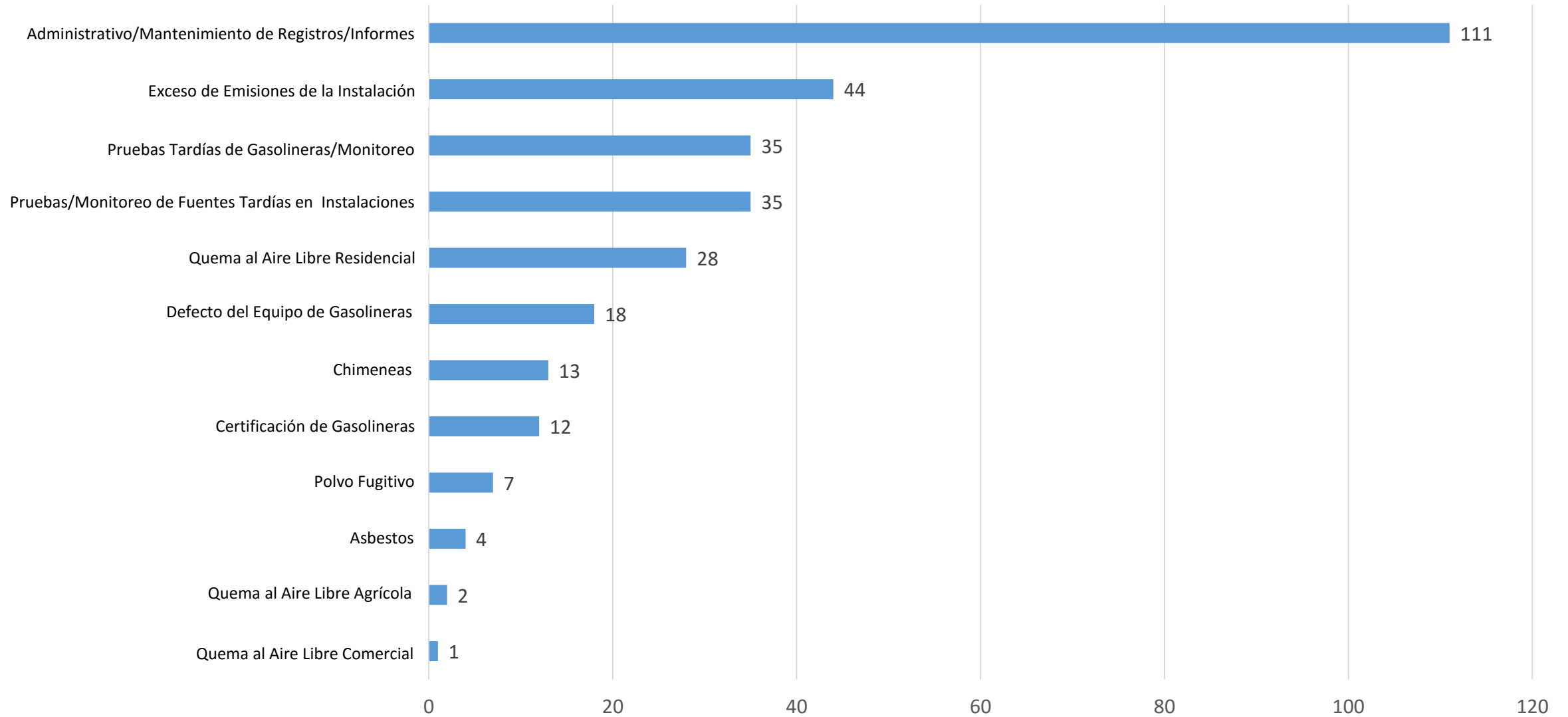
Número de Quejas por Tipo



Número de Acciones de Cumplimiento por Año



Acciones de Cumplimiento por Tipo



Posibles Medidas de Cumplimiento del CERP Mejoradas

- Frecuencia de inspección mejorada para instalaciones con violación relacionada con las emisiones en los últimos 3 años
- Cumplimiento mejorado de chimeneas de leña residenciales y reducciones de calentadores de quema de leña de al aire libre bajo la Regla 4901
- Aplicación mejorada para reducir la quema al aire libre ilegal de desechos residenciales
- Cumplimiento mejorado para reducir el polvo fugitivo de las actividades de construcción/movimiento de tierras y áreas abiertas sujetas a la Regulación VII del Distrito
- Nuevo programa piloto de entrenamiento para la realización de auto inspecciones en gasolineras
- Asociarse con CARB y la comunidad para enfocarse en el cumplimiento de la regulación estatal del ralentí de diésel, especialmente cerca de receptores sensibles como escuelas

Hoja de Resumen: Estrategias propuestas para la reducción de emisiones y la reducción de la exposición para la consideración y el comentario del Comité Directivo de la Comunidad de Centro-Sur Fresno
24 de julio de 2019

Medida Propuesta	Reducción en Emisiones (toneladas)			# de Unidades	Tipo de Unidad	Fondos de Incentivo
	PM2.5	NOx	Tóxicos			
Fuentes Móviles de Servicio Pesado						
Proporcionar Financiación de Incentivos Mejorados para Tecnología de Cero y Casi Cero Emisiones	1.35	491.5	x	150	Camiones	\$ 15,000,000.00
Implementación de Camiones de Yarda y Unidades de Refrigeración de Cero Emisiones (TRU)	9.95	0.15	x	50	Camiones de Yarda o TRUs	\$ 7,000,000.00
Medidas para Reducir el Ralentí: Enchufes de Carga para Camiones	0.17	10.33	x	33	Enchufes de carga	\$ 100,000.00
Implementar un Programa Piloto de Incentivos para Proporcionar Reparaciones de Emisiones de Camiones	TBD	TBD	TBD	9	Reparaciones de Camiones	\$ 75,000.00
Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí	*	*	*			
Mejorar el Alcance y Acceso a los Fondos de Incentivos para los Nuevos Autobuses Escolares	8.32	20.8	x	16	Autobuses Escolares	\$ 6,400,000.00
Programa de Incentivos para el Reemplazo de Autobuses de Tránsito	TBD	TBD	x	TBD	Autobuses de Tránsito	TBD
Incentivos para Locomotoras	5.6	252	x	4	Locomotoras	\$ 10,400,000.00
Incentivos para Impulsores de Automotores/Conmutadores	3.5	133	x	7	Conmutador de Locomotora	\$ 9,400,000.00
Vehículos Pasajeros Antiguos/Altamente Contaminantes						
Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	*	11.6	x	1250	Reparación de Vehículos	\$ 1,000,000.00
Mejor Acceso/Alcance a Incentivos a Través de Drive Clean	0.07	1.98	x	220	Vehículos de Aire Limpio	\$ 1,600,000.00
Incentivos para Infraestructura de EV				42	Cargadores de EV	\$ 250,000.00
Aumento de Entrenamiento de Educación para la Mecánica de EV				5	Eventos de Entrenamiento	\$ 75,000.00
Programas de Compartir Viajes para la Comunidad	TBD	TBD	x	TBD	Programa de Compartir Viajes	\$ 250,000.00
Quema Residencial						
Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	500	*	x	500	Aparatos	\$ 1,500,000.00
Educar al Público Sobre los Impactos Dañinos de la Quema de Leña	*	*	*			
Cumplimiento Mejorado para las Restricciones de la Quema de Leña	*	*	*			
Alcance para Reducir la Actividad Ilegal	*	*	*			
Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	*	*	*			
Quema Agrícola al Aire Libre						
Proporcionar Incentivos para Alternativas a la Quema Agrícola (triturar/incorporación de suelo)	75	*	x	700	acres	\$ 375,000.00
Fuentes Industriales						
Proporcionar Incentivos a las Operaciones de Enchapado para Reducir Aún Más las Emisiones de Cromo	TBD		x	TBD	TBD	TBD
Evaluar la Viabilidad de Financiar Nuevas Reducciones de Emisiones de las Instalaciones de Energía de Biomasa (incluyendo las fuentes móviles)	TBD		x	TBD	TBD	TBD
Evaluar la Viabilidad de Financiar Nuevas Reducciones de Emisiones de las Instalaciones de Fabricación de Vidrio (incluyendo las fuentes móviles)	TBD		x	TBD	TBD	TBD
Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	*	*	*			
Frecuencia de Inspección Mejorada	*	*	*			
Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	TBD	TBD	TBD	TBD	TBD	TBD
Uso de Suelo y Fuentes Urbanas						
Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía	*	*	*	TBD	TBD	TBD
Incentivos para Reducir PM de Parillas Comerciales de Lumbre Abajo	4/yr		x	8	Sistemas de control	\$ 1,200,000.00
Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT	*	*	x			
Uso de Suelo: Apoyar la Planificación y Desarrollo de Infraestructura de Combustible Limpio - Estaciones de Carga de EV				20	Cargadores de EV	\$ 1,000,000.00
Uso de Suelo: Apoyar la Planificación y Desarrollo de Infraestructura de Combustible Limpio - Estaciones de Combustible Alternativo				2	Estación de Combustible Alternativo	\$ 2,000,000.00
Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA	*	*	*			
Polvo Fugitivo: Cumplimiento Mejorado para los Requisitos de Polvos Fugitivos del Reglamento VIII	*					
Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles	*					
Polvo de Carretera: Evaluar la Viabilidad de las Mejoras de Pavimentación de Carreteras	*					
Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín	TBD	TBD	x	570	Unidades de Césped y Jardín	\$ 200,000.00
Mejorar el Alcance y Acceso a Incentivos para los Equipos de Jardín Comerciales	TBD	TBD	x	60	Unidades de Césped y Jardín	\$ 75,000.00
Mejorar el Alcance y Acceso al Financiamiento de Incentivos para Vehículos de Flotillas Públicas	TBD	TBD	TBD	TBD	Vehículos	\$ 8,000,000.00
Medidas de Reducción a la Exposición						
Escuelas HAL: Aumentar la Participación	*	*	*			
Sistemas de Filtración del Aire en Escuelas Comunitarias	*	*	*	TBD	Sistemas de Filtración	\$ 100,000.00

Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética	*	*	*			
Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Educación	*	*	*			
Identificar oportunidades para aumentar el desarrollo ecológico urbano y forestal en la comunidad	*	*	*	TBD	Árboles plantados	
Proporcionar Incentivos para la Instalación de Barreras Vegetales Alrededor/Cerca de Fuentes de Preocupación	*	*	*	TBD	TBD	TBD
Estrategia de Reducción del Ralentí: Proteger los Receptores Sensibles	*	*	*			
Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire	*	*	*			
Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	*	*	*			

* = se esperan reducciones de las emisiones y/o la exposición de esta medida, pero no será un objetivo cuantificable

x = medida resultará en la reducción de contaminantes de tóxicos de aire

TBD = Para ser determinado

AB 617 Community Steering Committee - Meeting #11
July 24, 2019, 5:30 p.m. – 7:30 p.m.
Vang Pao Elementary School Cafeteria

1. Doors Open/Meet and Greet/Refreshments

2. Welcome

Jaime Holt, Facilitator

Jaime welcomed the Committee members and provided an introduction to the meeting. Jaime explained that she would be facilitating the meeting, and announced that the Institute for Local Government would be providing facilitation services for the Steering Committee meetings in the future.

Jaime gave the Committee the option of either keeping the CSC meetings at Vang Pao Elementary, or (due to air conditioning issues), moving the CSC meetings to the District office for the August meetings. The Committee voted to keep meetings at Vang Pao.

Finally, Jaime reviewed the meeting goals and agenda for the meeting. This meeting will focus on a discussion of the draft Community Emissions Reduction Program (CERP) Strategies, with overviews of the measures given by District staff, and then time allowed for questions and discussion.

Jaime introduced the first speakers, Ryan Hayashi, Valley Air District Director of Compliance and Justin Shields, California Air Resources Board (CARB) Enforcement staff.

3. Enforcement of Air Pollution Control Regulations

Ryan Hayashi, Valley Air District Director of Compliance and Justin Shields, CARB Enforcement staff

Ryan discussed the District's enforcement program, including information about Valley-wide compliance programs, as well as specific information about inspections, complaints, and violations in the community of South Central Fresno. Ryan discussed possible enforcement measures for inclusion in the CERP.

Finally, Ryan answered Committee member questions related to inspections of stationary source facilities and rules and regulations that apply to agricultural operations.

Justin Shields discussed CARB enforcement of mobile sources in and around the community. Justin reviewed inspections conducted in and around the community, as well as potential measures that could be implemented as a part of the South Central CERP. Following his presentation, Justin answered several Committee member questions.

Summary of Feedback from Posters:

- Gas Stations
- Reducing Ag Burning Permits
- Controlling Dust from Ag
- Information – Breakdowns/Complaints
- Training for station operators

- Number of enforcement officers
- Try to reach quota for unannounced inspections
- List the different types of inspections
- Findings in industrial areas
- What is the response time for complaints
- How do we get complaint data
- How do we enforce CMPs
- How often are large sources inspected
- How do we verify reporting
- Verification for Ag Burning Permits
- Alternatives to Ag Burning

4. Development of CERP Strategies for Implementation in South Central Fresno

Jaime Holt, Valley Air District Chief Communication Officer

Jaime Holt introduced the Community Emissions Reduction Program (CERP) development discussion. Jaime explained that this presentation will be a review of potential measures for inclusion in the South Central Fresno CERP to address Committee sources of concern. These measures have been developed based on Steering Committee discussions, comments, and prioritizations. At the July 31, 2019, meeting, measures for potential inclusion in the CERP will be further discussed.

Summary of Feedback from Posters:

- Truck idling inspections are done how often
- Can the public report parked trucks
- All strategies for enforcement must be on going and evolving

Mobile Sources: Brian Dodds, District Program Manager, was the first speaker to discuss District measures. Brian discussed measures to reduce emissions from heavy duty trucks, buses, locomotives, and passenger cars. Brian and Jaime answered questions related to truck rerouting, funding heavy duty truck replacements, repairing and replacing older, high polluting cars, and installing electric vehicle charging infrastructure. Committee members also suggested measures to make electric vehicle purchases and charging more accessible for members of the community.

Summary of Feedback from Posters:

- Need truck re-routing program
- Don't think rules have been properly applied
- Incentives only helping industry instead of community
- Want more enforcement for industry rather than incentives
- Do we have enough money to incentivize, sounds like we're relying on money we do not have
- Who get priority for incentives
- Credit challenged help for replacement program/ utilizing Beneficial Bank
- Funding for chargers –residents
- Need more charging stations than being offered

Burning: Heather Heinks, Program Manager for Outreach and Communications, discussed targeted measures to reduce residential burning in the community of South Central Fresno, including incentives,

outreach and enforcement measures. Heather also discussed a targeted measure to reduce impacts of agricultural burning in the community. Heather and Jaime answered several Committee member questions, as follows:

Summary of Feedback from Posters:

- Data on indoor/outdoor burning
- Verifying that old stoves are destroyed
- Incentives should lead to rule
- Outreach to low-income residents/prioritize incentives

Industrial Sources: Errol Villegas, Program Manager for the Permit Services team, discussed measures targeted for industrial sources, including chrome plating operations, glass manufacturing facilities, biomass facilities, enhanced enforcement measures, and targeted incentive programs for the installation of control technologies that may not be cost effective for deployment without additional funding. Committee member comments were as follows:

Summary of Feedback from Posters:

- Requirements for large new businesses permits/presentation
- Targets for industrial source strategies
- Best Available Control Technology
- Outreach taskforce – budgeting for upgrades
- Low-interest loans for industry
- Cost to public health
- Include leaf blower complaints regulation
- Presentation on new industrial CEQA/City planning/Permits
- Initial air pollution study before EIR is triggered
- Interconnection charge for solar
- Review tools used to determine funding/re-evaluate

Land Use and Urban Sources: Chay Thao, District Program Manager for Planning and Rule Development, reviewed the proposed measures to reduce emissions from urban sources, including commercial cooking, land use measures, dust reduction strategies, and incentives for lawn and garden equipment replacement in the community. Committee member questions and comments included the following:

Summary of Feedback from Posters:

- Urban Greening
- What does partnership between city and District mean /MOU
- City involved in World Cafe

Exposure Reduction Strategies: Heather returned to present on exposure reduction strategies for implementation in Shafter. Exposure reduction measures discussed included programs for schools, indoor weatherization measures, urban greening, vegetative barriers, and outreach strategies about air quality and air quality improvement programs.

Statewide Strategies: Finally, Brian Moore, Community Liaison from CARB, discussed the development of targets and metrics for the statewide strategies.

Summary of Feedback from Posters:

- Leaf blowers/dust, vacuum instead of blowing
- Answer why certain ideas not used
- Timeline for draft of CERP
- List of all ideas
- Funding to build gyms for schools
- Talk to schools about installing air monitors
- Wildfire prevention/liability
- What do teachers do during poor air quality
- Bike lanes for E-bikes/mopeds
- Char broilers/barbequing

5. Wrap up and Next Steps

Reviewed the goals and takeaways from the meeting and discussed next steps.

**Refer to meeting audio and video to review the full details and comments from the meeting.*



Agenda for South Central Fresno Community Steering Committee Meeting #12

August 14, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
3. Ongoing Community Emission Reduction Plan Development 5:45 p.m.
 - Review of first draft of South Central Fresno CERP

Valley Air District Staff
CARB Staff
Steering Committee
4. Wrap-up and Next Steps 7:00 p.m.
 - Meeting takeaways and next steps
 - Next Steering Committee meeting: September 4, 2019
5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org

South Central Fresno Community Emissions Reduction Program (CERP) Development

August 14, 2019

San Joaquin Valley Air Pollution Control District

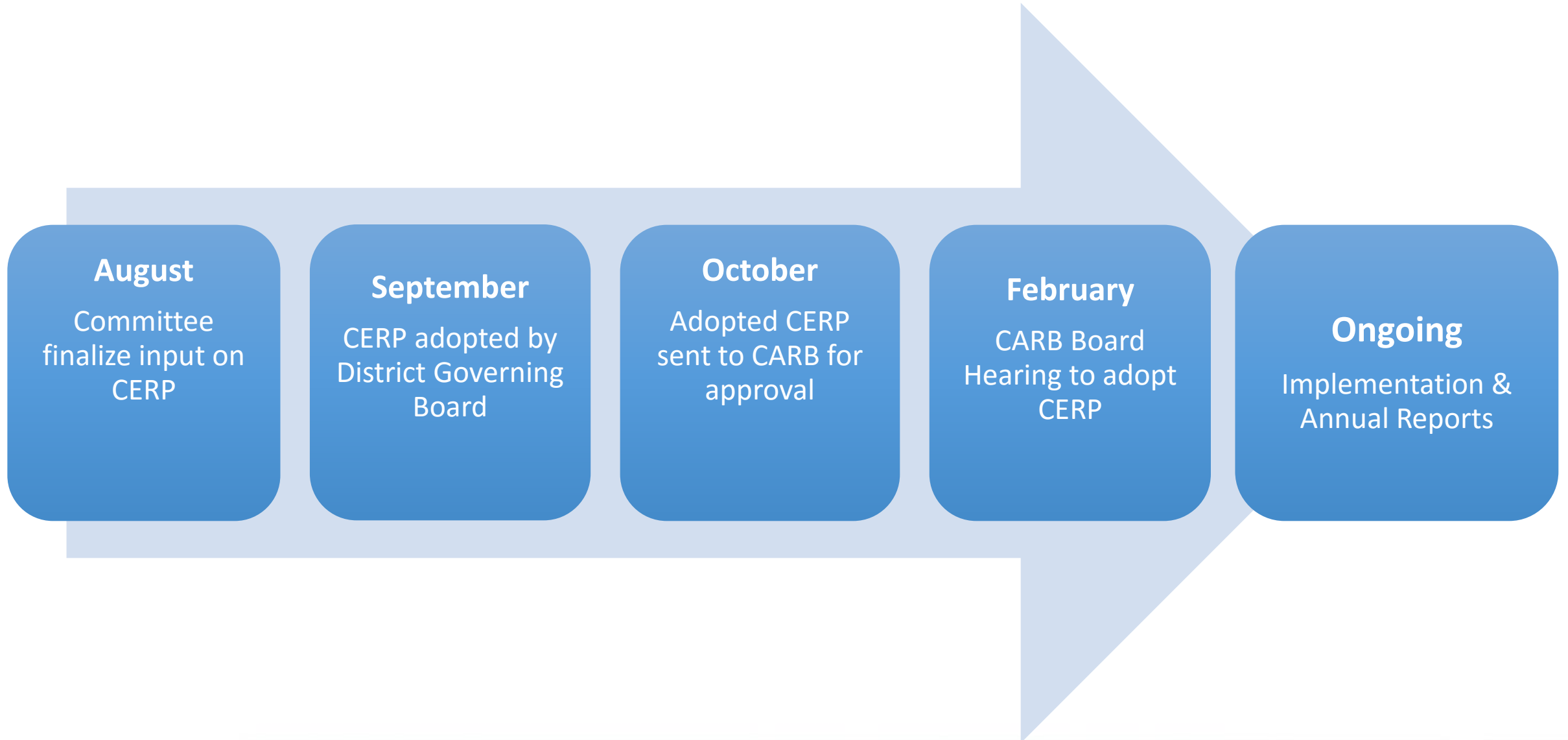
Community Emissions Reduction Program

- Draft CERP published today-huge thanks to Steering Committee
- Elements of a CERP include:
 - Understanding the community
 - Community partnerships & public engagement
 - What are the community air quality challenges and concerns?
 - How can we collectively address these challenges and concerns?
 - Implementation schedule
 - Enforcement plan
 - Metrics to track progress over time
- Guidance on CERPs included in CARB's Community Air Protection Blueprint: Appendix C

Next Steps for CERP Development

- Comments and suggestions received on July 29, 2019, and subsequent written responses received at July 31 Open House
 - District, working with other agencies, continues to review those comments and incorporate them into updated set of measures
 - These comments are NOT yet reflected in the Draft CERP
- District will release an updated Draft CERP in late August
 - Possible changes to measures based on community feedback
 - Will incorporate responses from other responsible agencies
 - Comment period after publication
- Public workshop on CERP planned for August 28, 2019
- Upcoming CSC Meeting: September 4, 2019

Upcoming CERP Development Timeline



Contact Information

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Community Steering Committee: Written Strategy Comments & Suggestions

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
1	Passenger Cars	Provide enhanced financial incentives to remove older autos from the community through the District's Drive Clean in the San Joaquin program.	Valley Air District		1	4	<ul style="list-style-type: none"> • Change the year cut off point to be able trade in/remove older autos from the community • Not accessible or realistic even used • It cost \$48k to purchase a 2019 Nissan leaf for 2k more dollars I can purchase a Range Rover (2019). Cost is problematic for electric • Advertise through DMV registration • Vehicle eligibility should increase by one year every year (2006-current, 2007-next year) • Host smaller, more frequent events in high traffic areas
2	Passenger Cars	Host a local Tune-In Tune-Up event within the community to reduce emissions from older, high polluting cars	Valley Air District		1	2	<ul style="list-style-type: none"> • Expand program to high pollution areas only (H) • Hold the event within the community; at local school or church • More wide-spread announcements (radio, TV, flyers) door to door campaign. Keep the location constant in the community with a sign announcing the next date • Host smaller, more frequent events in high traffic areas
3	Passenger Cars	Provide incentive funding to support the purchase of electric vehicles, charging infrastructure in the community	Valley Air District		1		<ul style="list-style-type: none"> • Provide funding within a reasonable amount of time to help encourage the purchase (M) • Just like last week, this whole package is overloaded with incentives and not much to terminate things like fire places. More deadlines & penalties at some point • Increase funding or allow multiple family members to use the incentives to increase buying power • Have the Air District provide "turn-key" services, businesses may want infrastructure, but may not want to go through all the leg work to get it done
4	Passenger Cars	Evaluate the feasibility of additional ride share programs and/or incentives for ride sharing in the community	Valley Air District	1	1		<ul style="list-style-type: none"> • They don't exist here and are not accessible to low-income communities • Evaluate away • Ridesharing of kids to schools!
5	Passenger Cars	Increase educational training for EV mechanics, and support the deployment of additional EV repair facilities in the community, as feasible	Valley Air District	1	1		<ul style="list-style-type: none"> • If this is done by the community usage, why is cost a concern? Would you provide discount on materials? • Develop apprenticeship programs. Create high school & community college programs at low cost • Provide a scholarship for EV technicians, in local programs

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
6	Heavy Duty Trucks	Provide enhanced incentive funding for zero and near-zero emissions clean truck technologies that operate within the community	Valley Air District		1	2	<ul style="list-style-type: none"> • Similar to Prop 1B program (Goods movement) with trade-in of older to less emission trucks • For new distribution facilities or trucking industries, provide goals that x % off the new fleet B zero or near zero to receive financial incentives as rebates-not just a \$/vehicle incentive • Focus on delivery vehicles that go in the neighborhoods • Prioritize higher businesses (delivery) located within the community • Shift work start & end times to change/reduce rush hour traffic • Shift work hours to 10 hour days to reduce traffic trips w/o turning it into an overtime issue. Encourage change in local policies to affect this change • Shift industry schedules to reduce idling/emissions • Early retirement of Tier 3 equipment for non-compliant fleets • Provide additional incentive to move to newer vehicles that achieve 25 MPG (per manufacturer) or better
7	Heavy Duty Trucks	Develop community-specific enhancements to support the deployment of clean yard trucks, transportation refrigeration units, and related infrastructure at warehouses and other facilities within the community, with priority on zero emissions technologies	Valley Air District			4	<ul style="list-style-type: none"> • Incentive funding to retrofit or replace older tracks w/less emitting options/technology • The highest emitters of VOC's that I found in Fresno are locomotives. First we need to monitor for hydrofluorocarbon leakage. Better seals are needed on the fueling systems of SC Fuels Company that fuel locomotives • Identify a central location for CNG fueling facility available to participating businesses • Identify a central location for level 3 chargers for small local electric package trucks for local deliveries • High priority to community businesses and residences within the community • Require clean fleet requirements for distribution warehouses • Evaluate and change truck routes to reduce impacts on residents • Shift garbage truck route pickup time away from rush hour. Either early morning or late night pickup (this may increase noise within neighborhoods) • I would like to see Biomass diesels (B20 and Renewable) as part of this solution
8	Heavy Duty Trucks	Develop and/or work to implement measures that reduce idling of heavy duty trucks within the community	Valley Air District and CARB	1	1		<ul style="list-style-type: none"> • Improve roadway and intersections to move traffic more quickly through the area. • Install monitors on trucks that send warning signals to a central location if idling • Provide incentive for electric trucks • No idling signs & enforcement • Provide for business free of charge "No Idling" shut off engines. Rule for businesses that have drive-thru's to post signs
9	Heavy Duty Trucks	Develop an enhanced enforcement program to identify and repair trucks and buses with faulty emission control systems	CARB		1	1	<ul style="list-style-type: none"> • Offer an incentive to trade in older equipment for new equipment (M) • Provide annual fleet audits & give credits for repairing/replacing faulty systems • Hire more enforcement officers-Develop crisis response team to assist violators • Increase use of mobile smog check equipment in area for both cars & trucks • CARB needs to be the direct contact for emission equipment failure and amount of vehicle downtime

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
10	Heavy Duty Trucks	Amend warranty requirements and its inspection program for trucks to add a lower in-use emissions performance level	CARB		2	2	<ul style="list-style-type: none"> • Not enough knowledge on warranty requirements to understand this, but is likely too expensive to implement • Warranties of HD emission systems need to be more robust
11	School Buses	Provide enhanced incentives for the purchase of electric school buses to operate within the community	Valley Air District		2	2	<ul style="list-style-type: none"> • Go directly to schools themselves • Near-zero buses running B20 or renewable diesel can be done immediately, resulting in immediate tailpipe reductions
12	Transit Buses	Develop enhanced incentive programs for electric transit buses within the community	Valley Air District and local transit operators	1		2	
13	Public Fleets	Provide incentives to local public agencies for the deployment of the cleanest available vehicles and equipment in public fleets (light duty vehicles, refuse fleet, off-road fleet, emergency vehicles, etc.)	Valley Air District		1	2	<ul style="list-style-type: none"> • Busses should be monitored for PM2.5 & VOC emissions. On one city of Fresno bus, I measured an unsafe level of VOC's & formaldehyde with my TEMTOP professional air detector • Continues to support projects • Random smog testing for "CA Exempt" vehicles, to verify proper maintenance • City of Fresno is already looking at & planning to go to electric busses (FAX) • Go directly to the agencies, lay out all the info to them
14	Trains	Provide enhanced incentive funding to replace high-polluting locomotives with clean engine technologies for trains that operate in or near the community	Valley Air District		1	2	<ul style="list-style-type: none"> • Measured VOC pollution of 4 times the background for locomotives & double the background levels of PM2.5 (H) • Investigate using passenger trains to also carry some commodities • Do a mobile smog station for a train ☒
15	Trains	Provide incentives for electric railyard switchers for train depots within the community.	Valley Air District		3	1	<ul style="list-style-type: none"> • Better seals are needed on the fueling system of SC Fuels Company that fuels locomotives in Fresno at the rail yard on Annadale Ave (M) • Converting & connecting resources together to produce local electricity. Dairy waste/landfill gas to electricity • Reduce idle time for trains on sidings
16	Residential Wood Burning	Implement enhanced District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) requirements (as included in District's 2018 PM2.5 Plan)	Valley Air District		2	2	<ul style="list-style-type: none"> • Downwind the PM2.5 was triple the background PM2.5 often reaching unsafe levels (M)
17	Residential Wood Burning	Provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies	Valley Air District		1	2	<ul style="list-style-type: none"> • Ban wood burning & increase enforcement • Replace with electric (M) • Ban wood fireplaces; Enforce the ban with high fines and investigators

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
18	Residential Wood Burning	Conduct outreach in the community to educate residents about the importance of reducing wood burning and associated health impacts, and programs available to support the transition to natural gas and electric devices.	Valley Air District		1	2	<ul style="list-style-type: none"> • Outreach should be done by community organizations and schools and not the Air District (H)
19	Solar Power	Provide incentives for local businesses and homeowners to install solar power and energy storage systems	Air District and PUC	1		2	<ul style="list-style-type: none"> • Support clean energy efforts like community choice • Conduct energy audits of businesses and homes to provide information on how to reduce energy use. Give credits to homeowners or businesses who repair/replace HVAC and for adding solar or wind energy generator and storage • It will reduce the bad air from Bakersfield. It will reduce biomass power • New businesses coming to the area should be required to use solar and store power
20	Lawn and Garden Equipment	Enhance outreach and access to incentive program for the replacement of residential lawn and garden equipment in the community through the District's Clean Green Yard Machines program	Valley Air District			2	<ul style="list-style-type: none"> • What are current outreach strategies? Too few community are aware • Provide concise information at local community locales. Have a point person @ the Air District so residents can easily ask & get responses to questions. • Make leaf blowers illegal (Ban them). Especially on commercial property and multi-family props. Concentrate on commercial landscape/maintenance companies and/or regulation. Options are brooms and dustpans or electric vacuums with PM2.5 filters. (H) • Option- Ban their use on any residential property less than ½ acre parcels-(single family res). (H)
21	Lawn and Garden Equipment	Enhance outreach and access to incentive program for the replacement of commercial lawn and garden equipment in the community through the District's Clean Green Yard Machines program	Valley Air District/CARB		2		<ul style="list-style-type: none"> • Go through high schools; Use a high school program • Require all gas equipment to be registered and inspected. If not meeting standards, institute a "buy back" program for gas equipment
22	Commercial Cooking	Provide incentives to further reduce smoke and other pollution from restaurants that use underfired charbroilers	Valley Air District		1	1	<ul style="list-style-type: none"> • Incentives for electric grills in all Mexican restaurants & fast food places with accurate temperature regulation so they don't burn their cooking oil on grills • If incentives don't work, use strong regulations • What are codes and are they currently enforced? Incentives should be that these restaurants that are non-compliant would face penalty or fine • What does this look like and what would the plan be? (charbroilers)
23	Road Dust	Evaluate increasing the frequency of street sweeping along the edges of freeways near the community.	CDOT				
24	Road Dust	Evaluate increasing the frequency of street sweeping in the community to reduce road dust	City and County				

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
25	Urban Greening/Forestry	Identify opportunities for increased urban greening and forestry in the community	Valley Air District and other local partners	1	1	3	<ul style="list-style-type: none"> • See Park's Master Plan and Measure P language! Start with South Central Fresno where need is the greatest • Conduct focused free planting events • Promote organic gardens & fruit trees. There is a shortage of food and vegetables (M) • Give incentives for organic gardens & fruit trees. We need more & better quality water to be piped in or shipped by rail to Fresno. (M) • Instead of forestry, focus on creating gardens & fruit bearing trees. Allow gleaning • Planting of trees to increase the number of free trees • I have always wondered what a "green screen" would do to assist communities along the transportation corridor
26	Residential Open Burning	Conduct expanded outreach and education to reduce illegal burning of residential waste	Valley Air District and City/County				<ul style="list-style-type: none"> • Should be done by community-based organizations not Air District • Tell media to not promote burning (fireplaces) on good weather days • Hire a homeless person to bicycle around the streets in search of illegal burning
28	Ag Engines	Provide enhanced incentives (capital, rate structure) to replace existing diesel agricultural pump engines with electric pumps and related infrastructure, as feasible, or with Tier 4 engines if electrification is not feasible	Valley Air District and PUC/IOU				
29	Ag Equipment	Provide incentives to replace diesel agricultural equipment with the cleanest available equipment	Valley Air District				
30	Nut Harvesting	Provide incentives for low-dust technology nut harvesters to target the replacement of nut harvesting equipment with low dust technologies for farmland near the community	Valley Air District				
31	Agricultural Open Burning	Provide enhanced incentive funding to promote alternatives practices and technologies to open burning of agricultural materials	Valley Air District				
32	Agricultural Conservation Management Practices	Work with local agricultural operations to offer incentives to promote increased implementation of conservation management practices that further reduce particulate matter emissions, including conservation tillage and other practices	Valley Air District				

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
33	Land Use/Sustainable Development	Support projects that reduce vehicle miles traveled in the community, including measures that promote active transport and increase the walkability of community neighborhoods	Valley Air District, planning organizations, local developers, other local partners		1	1	<ul style="list-style-type: none"> • We really need more \$200 per month low income housing so people won't have to travel as far to work. Most of the affordable housing is only for senior citizens or the disabled. It's difficult for most people to walk 3 miles to a store on a bad air quality day or with the heat of summer and carry groceries & packages home • Not related to industrial • Co-strategize with community and city on investing/researching clean, renewable energy sources that address clean transportation. Add amenities in South Central Fresno (West Fresno), i.e., grocery stores, recreational, employment, <quality of life> that would drastically reduce vehicle miles traveled if residents didn't have to travel to access basic amenities • Increase multi-modal transit opportunities in low income communities • Ride-share, bike share or car share does not exist in Fresno County • Promote or sponsor credits for uber/ride share app to promote carpool. Monetary support infrastructure projects. (Contribution to Measure C). Side note: this appears to be an urban/residential source • Curb, sidewalks, bike lanes; maybe grants to non-profits to construct/build these in areas that don't have these • Adopt an area. School, work experience, apprenticeship programs to get projects completed • Reduce thresholds for ISR – include PM2.5 • Develop and enforce truck routes to avoid schools and communities. This is another place where B20 & renewable diesel could have an immediate effect
34	Land use	Build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks	City and County	1			<ul style="list-style-type: none"> • Already have incentive for power system. Support during CMP processes • Battery storage of electric, geothermal heating • Identify a central location for EV charging of local delivery trucks • Identify a central location for CNG station for 18 wheel vehicles • Work w/city & community to actively pursue green space in South Fresno. Land ?, as an example • Region 48 equity with availability of charging stations & super charging stations, specifically in low income communities • Supporting the development of new fueling stations (electric, CNG, clean diesel) within the industrial area. Create incentive for the surrounding industries to convert their vehicles • Infrastructure improvements along North Ave and Hwy 99 Cedar Ave exit
35	New Construction	Provide assistance during the CEQA process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced	Valley Air District			3	<ul style="list-style-type: none"> • Additional layer of CEQA-like analysis of projects within the community • With much of the So Central area redeveloping industrial sites, it would be valuable to make sure new proposed businesses will be a part of emission reductions

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
36	Stationary Sources	Provide incentives for stationary source facilities within the community to install advanced control technology beyond existing controls that would not otherwise be economically feasible to install, as feasible	Valley Air District			2	<ul style="list-style-type: none"> • Annual CAP experimental grant to evaluate new or emerging technologies • Vacuum bag air filters on more facilities & industries even small companies • Provide 1:1 replacement grants for existing equipment • Check operating standards for each industry. Complete an industrial compatibility assessment that identifies existing industries; and whether they currently are in compliance with standards. Develop mitigation strategies to include relocation out of communities, rather than offer incentives that may or may not reduce impact • We need to have a record of violations and emissions to decide which facilities should receive incentive. I don't recommend funding regular violators. No incentives but strengthened enforcement of rules • Target bad actors or biggest violators and small businesses • Rules would have to change to be more restrictive • Facility audits of: Rio Bravo, Petroleum Terminal on Central Ave & MB Technology • Would these advanced control technologies have to go through (be certified) by the AB 617 equipment committee? It is imperative that new technologies be robust and a method of effectiveness needs to be scientifically reviewed
37	Glass Plants	Evaluate the feasibility of an incentive program for glass manufacturing facilities to fund the installation of technologies that further reduce emissions, including those from mobile sources	Valley Air District		1		<ul style="list-style-type: none"> • Limited source, not necessary • Q: What other measures have been attempted? What are existing standards; and are they enforced? • Needed, but incomplete data • Facility audits of Vitro Glass
38	Biomass (Solid Fuel Fired Boilers)	Evaluate the feasibility of an incentive program for biomass facilities to fund the installation of technologies that further reduce emissions, including those from mobile sources	Valley Air District			1	<ul style="list-style-type: none"> • Limited source, not necessary • On my TEMTOP LKC-10005 & air detector on 5/30/19, I measured downwind of the Rio Bravo Biomass Plant in Fresno 183 ug/m3 of PM2.5 at 3350 S. Willow Ave driveway. Crosswind controls were 53 ug/m3 and 42 ug/m3 North of the Biomass Plant. Twice, I measured unsafe levels of PM2.5 here when the wind was from the East. I also smelled wood smoke and saw smoke trail overhead. Also, the dust containing much PM2.5 on the sides of the roads could be vacuumed up with better street charging technology. More straw should be used to cover the bare soil that could be blowing in the wind. • Not sure if it is worth giving them money if they may go out of business in 3 years • Needed, but incomplete data
39	Chrome Platers	Provide incentives to Chrome Plating operations to further reduce emissions of chromium, as feasible	Valley Air District			2	<ul style="list-style-type: none"> • Limited sources, not necessary • Inform them that Hexavalent Chromium reduces or competes with Chromium Pico Linate in human bodies, a vitamin needed to control blood sugar & prevent diabetes. Call Laura Rosenberger 814-590-5528 if you need the references to scientific studies

Written comments from worksheets at June 12 and June 26 Meetings

MEASURE #	CATEGORY	STRATEGY CONCEPT	IMPLEMENTING AGENCY	PRIORITY			CSC COMMENTS/SUGGESTIONS
				LOW	MED	HIGH	
39	School Programs (HAL)	Increase the number of schools enrolled in the District's Healthy Air Living School program to help reduce children's exposure to unhealthy air conditions	Valley Air District and local school district		1	1	<ul style="list-style-type: none"> • Install HEPA filters at schools; enclose play areas and filter air • Based on # of kids with asthma, enforce Fresno Unified School District's full participation • Organize parents around healthy air • Yes, ask them to purchase a federal air monitor and house on property and Air District pay half • Vegetative barriers
40	School Programs: Filtration	Provide financial incentives for the purchase and installation of enhanced Air Filtration systems at schools in the community	Valley Air District			3	<ul style="list-style-type: none"> • Use LCAP Funds-rather than buying cameras or giving dollars to Fresno PD • Start in schools with the highest pollution: Malaga, Southwest Fresno, Tower District last
41	Vegetative Barriers	Provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible	Valley Air District, City, County, CDOT, and other local partners	1	1	2	<ul style="list-style-type: none"> • Fans with filters would be better (M) • Conduct tree planting and "living fence" events • Enforce existing mitigation plans associated with specific industries. • City needs to include community benefits in all building permits that incentivize industry to locate in communities
42	Sensitive Receptors	Work with agency and local partners to investigate measures to reduce indoor emissions and exposure, including weatherization, energy efficiency, enhanced filtration, and other services	CARB, CEC, PUC, IOUs, City, County, Valley Air District		1		<ul style="list-style-type: none"> • Conduct energy assessments and give credits to install improvements • Give incentives for building materials that don't contain glue & VOCs, or foam. Ban the sale of wood products which are artificial & emit VOCs (M)
43	Sensitive Receptors (Idling signage)	Install additional anti-idling signs installed near schools and other land uses that serve children and seniors	Valley Air District, CARB, City and County	1	1	1	<ul style="list-style-type: none"> • Enforce these signs w/fees that go back into a program that benefit schools/air quality • Provide lessons to kids to reinforce behavior to their parents
44	Outreach	Host outreach events within the community to increase awareness of available air quality improvement programs	Valley Air District and local partners				
45	Outreach	Provide additional information to the community about real-time air quality conditions and appropriate measures the public should take to protect themselves during poor air quality episodes	Valley Air District		1	3	<ul style="list-style-type: none"> • Have a bilingual app that people can download to see information from the monitors that will be deployed as part of AB617 • I heard of a study linking air pollution (toxic metal dust) to diabetes
<p align="center">General Comments about CARB and District Enforcement Programs (Written comments received at June Meetings)</p>							<ul style="list-style-type: none"> • Clear, consistent & effective enforcement • Enforcement review at the local level • Better review at the state OPP level regarding cumulative impacts & appropriate measures • No tax breaks without major mitigation • Implement the restrictive fuel use along the Hwy 99 corridor & within the project area re: Class A vehicles

Written comments/suggestions received at July 31, 2019 Open House

- How long will it take to transition to commercial vacuums instead of commercial leaf blowers?
- How are we going to work with City of Fresno to ban fireworks?
- Having hydrogen available for cars and trucks=zero emissions because the by-product is water.
- Change trash pick-up to nights to avoid day traffic
- Hydrogen available for standby generators will eliminate diesel-powered gen sets

Steering Committee Member and Public Responses to CVAQ Proposed CERP Strategies, as Submitted by Monica Limon, Received at July 31 Open House

CVAQ Proposed Measure #	Written Response from Public and Steering Committee members
1	Overstep of the committee
2	This shows a lack of understanding of the current compliance enforcement. The District already does all of this, except report back to the steering committee.
4	Gets outside AB617 community. Huge overstep
5	How is this funded
8 to 19	I support the Air District's active participation in reducing emissions from current and new land use. However, most of the land use recommendations call for the District to overstep its regulatory authority
20	CARB's job, not District
21	Or change school time from midnight to 6 am
23	The District should be able to request truck traffic as a part of ATC
29	Overstep of steering committee authority
33	Great! Except most of the other recommendations remove jobs from the AB 617 area
36	Banning fireplaces in all of Fresno is outside the AB 617 community
37	Against the law. Fines should be the same for all resident
12	Vegetative barriers are not good enough in high winds. When the wind direction reverses, the PM2.5 comes out of the vegetation.
29	Good
30	Masks should be distributed for bicyclists

Steering Committee Member and Public Responses to CVAQ Proposed CERP Strategies, as Submitted by Monica Limon, Received at July 31 Open House (continued)

CVAQ Proposed Measure #	Written Response from Public and Steering Committee members
31	Also need low VOC/low formaldehyde plastics in manufacturing of cars. New cars should not make people allergic and light headed.
39	For restaurants that do not charbroil but burn oil on grills, suggest incentives to improve fans on hoods and chimneys
40	Notify residents to stay indoors and close windows when pesticides are applied. Announce it with a loudspeaker to warn nearby bicyclists and pedestrians.



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #12

14 de agosto de 2019 – Cafetería de la Escuela Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
3. Desarrollo Continuo del Plan de Reducción de Emisiones Comunitarias 5:45 p.m.
 - Repaso del primer borrador del CERP de Shafter
Personal del Distrito del Aire del Valle
Personal CARB
Comité Directivo
4. Concluir y Próximos Pasos 7:00 p.m.
 - Puntos Importantes de la reunión y próximos pasos
 - Próxima reunión del Comité Directivo: 4 de septiembre de 2019
5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

Centro-Sur Fresno

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

14 de Agosto de 2019

Distrito del Control de la Contaminación del Aire del Valle de San Joaquín

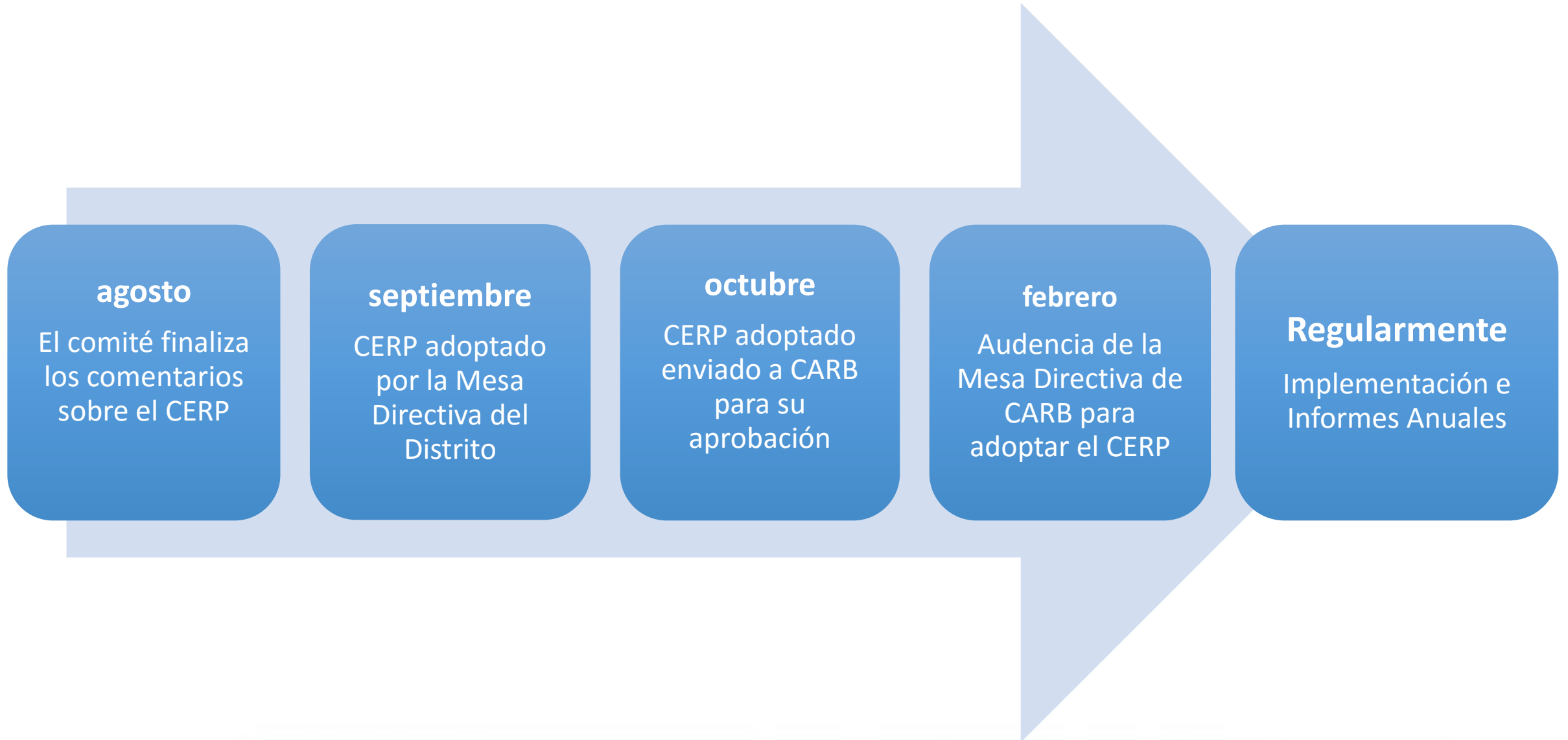
Programa de Reducción de Emisiones de la Comunidad

- El Borrador del CERP se publicó hoy – muchas gracias al Comité Directivo
- Los elementos de un CERP incluyen:
 - Conocimiento de la comunidad
 - Colaboraciones comunitarias y compromiso público
 - ¿Cuáles son los desafíos y preocupaciones de la calidad del aire de la Comunidad?
 - ¿Cómo podemos abordar colectivamente estos desafíos y preocupaciones?
 - Calendario de Implementación
 - Plan de cumplimiento
 - Métricas para seguir el progreso a través del tiempo
- Guía sobre los CERPs incluidos en el Plan de Protección del Aire de la Comunidad de CARB: Apéndice C

Próximos Pasos para el Desarrollo del CERP

- Comentarios y sugerencias recibidos el 29 de Julio de 2019 2019, y las respuestas escritas subsiguientes recibidas el 31 de julio en la reunión de formato de puerta abierta
 - El Distrito, trabajando con otras agencias, continúa repasando esos comentarios y los incorporará en las medidas actualizadas
 - Estos comentarios aún NO se reflejan en el Borrado del CERP
- El Distrito lanzará un Borrador actualizado del CERP a fines de agosto
 - Posibles cambios en las medidas basadas en los comentarios de la comunidad
 - Incorporará respuestas de otras agencias responsables
 - Periodo de comentarios después de la publicación
- Taller público sobre CERP previsto para el 28 de agosto de 2019
- Próxima reunión de CSC: 4 de septiembre de 2019

Próximos Plazos del Desarrollo del CERP



Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Utilice la aplicación Valley
Air para obtener la
información más reciente
sobre la calidad del aire.



Comité Directivo Comunitario: Comentarios y Sugerencias para la Estrategia por Escrito

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio							
MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
1	Vehículos de Pasajeros	Proporcionar incentivos financieros mejorados para eliminar autos antiguos de la comunidad a través del Programa del Distrito <i>Drive Clean en San Joaquín</i>	Distrito del Aire del Valle		1	4	<ul style="list-style-type: none"> • Cambiar el punto límite del año para poder intercambiar/eliminar vehículos antiguos de la comunidad • No accesible o realista incluso usado • Cuesta \$48k para comprar Nissan Leaf 2019 con 2k dólares más puedo comprar un Range Rover (2019). El costo es problemático para eléctricos • Anuncie a través del registro del DMV • La elegibilidad del vehículo debe aumentar un año cada año (2006-actual, 2007-el próximo año) • Organizar eventos más pequeños y frecuentes en áreas de alto tráfico
2	Vehículos de Pasajeros	Organizar un evento local de Tune-In Tune-Up dentro de la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes	Distrito del Aire del Valle		1	2	<ul style="list-style-type: none"> • Expandir el programa solo a áreas de alta contaminación (H) • Organizar el evento dentro de la comunidad; en la escuela o iglesia local • Anuncios más difundidos (radio, televisión, volantes), campaña puerta a puerta. Mantenga la ubicación constante en la comunidad con un letrero que anuncie la próxima fecha • Organizar eventos más pequeños y frecuentes en áreas de alto tráfico
3	Vehículos de Pasajeros	Proporcionar incentivos financieros para financiar la compra de vehículos eléctricos, infraestructura para cargar dentro de la comunidad	Distrito del Aire del Valle		1		<ul style="list-style-type: none"> • Proporcionar fondos dentro de un período de tiempo razonable para ayudar a alentar la compra (M) • Al igual que la semana pasada, todo este paquete está sobrecargado de incentivos y no mucho para terminar cosas como las chimeneas. Más plazos y sanciones en algún momento • Aumentar los fondos o permitir que varios miembros de la familia utilicen los incentivos para aumentar el poder adquisitivo • Haga que el Distrito del Aire brinde servicios "llave a mano", los negocios pueden querer infraestructura, pero es posible que no quieran pasar por todo el trabajo para hacerlo
4	Vehículos de Pasajeros	Evaluar la viabilidad de programas adicionales de viajes compartidos y/o incentivos para compartir viajes en la comunidad	Distrito del Aire del Valle	1	1		<ul style="list-style-type: none"> • No existen aquí y no son accesibles para comunidades de bajos ingresos • Comiencen a evaluar • ¡Compartir viajes a las escuelas para los niños!
5	Vehículos de Pasajeros	Aumentar entrenamiento educacional para mecánicos de vehículos eléctricos (EV, por sus siglas en inglés), y apoyar el despliegue de instalaciones de reparación de EV's en la comunidad, según sea posible	Distrito del Aire del Valle	1	1		<ul style="list-style-type: none"> • Si esto se hace mediante el uso de la comunidad, ¿por qué el costo es una preocupación? ¿Proporcionaría descuentos en materiales? • Desarrollar programas de aprendizaje. Crear programas de escuelas secundarias y universidades comunitarias a bajo costo • Proporcionar una beca para técnicos EV en programas locales

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
6	Camiones de Servicio Pesado	Proporcionar fondos de incentivos mejorados para tecnologías de camiones limpios de cero y casi cero emisiones que operan dentro de la comunidad	Distrito del Aire del Valle		1	2	<ul style="list-style-type: none"> • Similar al programa de la Proposición 1B (movimiento de mercancías) con el intercambio de camiones más antiguos a menos contaminantes • Para nuevas instalaciones de distribución o industrias de transporte por camión, establecer metas que sean x% de descuento en la nueva flota B cero o casi cero para recibir incentivos financieros como descuentos, no solo un incentivo de \$/vehículo • Centrarse en los vehículos de reparto que circulan por la vecindad • Priorizar los negocios superiores (de reparto) ubicados dentro de la comunidad • Cambie las horas de inicio y finalización del trabajo para cambiar/reducir el tráfico en las horas pico • Cambie las horas de trabajo a días de 10 horas para reducir los viajes de tráfico sin convertirlo en un problema de tiempo extra. Fomentar el cambio en las políticas locales para afectar este cambio • Cambiar los horarios de la industria para reducir el ralentí/emisiones • Retiro anticipado de equipos Nivel 3 para flotillas no conformes • Proporcionar incentivos adicionales para cambiarse a vehículos más nuevos que alcancen 25 MPG (por fabricante) o mejores
7	Camiones de Servicio Pesado	Desarrollar mejoras específicas de la comunidad para apoyar el despliegue de camiones limpios de patio, unidades de refrigeración de transporte e infraestructura relacionada en almacenes y otras instalaciones dentro de la comunidad, con prioridad en tecnologías de cero emisiones	Distrito del Aire del Valle			4	<ul style="list-style-type: none"> • Incentivo de fondos para modernizar o reemplazar camiones antiguos con opciones de menos emisiones/tecnología • Los emisoras más altas de VOC que encontré en Fresno son locomotoras. Primero necesitamos monitorear la fuga de hidrofluorocarburos. Se necesitan mejores sellos en los sistemas de abastecimiento de combustible de <i>SC Fuels Company</i> que alimentan las locomotoras • Identificar una ubicación central para las instalaciones de abastecimiento de GNC disponibles para las empresas participantes • Identificar una ubicación central para cargadores de nivel 3 para pequeños camiones eléctricos locales para entregas locales • Alta prioridad para los negocios y residencias de la comunidad dentro de la comunidad • Requerir requisitos de flota menos contaminantes para almacenes de distribución • Evaluar y cambiar las rutas de camiones para reducir el impacto en los residentes. • Cambie el tiempo de recogida de la ruta del camión de basura lejos de la hora pico, ya sea temprano en la mañana o por la noche (esto puede aumentar el ruido dentro de los vecindarios) • Me gustaría ver el diésel de biomasa (B20 y renovables) como parte de esta solución
8	Camiones de Servicio Pesado	Desarrollar y/o trabajar para implementar medidas que reduzcan el ralentí de camiones pesados dentro de la comunidad	Distrito del Aire del Valle y CARB	1	1		<ul style="list-style-type: none"> • Mejorar las carreteras e intersecciones para mover el tráfico más rápidamente a través de la área. • Instalar monitores en camiones que envíen señales de advertencia a una ubicación central que están en ralentí • Proporcionar incentivos para camiones eléctricos • Letreros contra el ralentí y cumplimiento • Proporcionar a las empresas de forma gratuita letreros de "no ralentí" para mantener los motores apagados. Reglas para las empresas que ofrecen servicio por ventanilla para colocar letreros de "no ralentí".

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
9	Camiones de Servicio Pesado	Desarrollar un programa de cumplimiento mejorado para identificar y reparar camiones y autobuses con sistemas de control de emisiones defectuosos	CARB		1	1	<ul style="list-style-type: none"> • Ofrecer un incentivo para intercambiar equipos antiguos por equipos nuevos (M) • Proporcionar auditorías anuales de la flotilla y otorgar créditos para reparar/reemplazar sistemas defectuosos • Contratar más oficiales de cumplimiento: desarrollar un equipo de respuesta a crisis para ayudar a los infractores • Aumentar el uso de equipos móviles de control de smog en el área para automóviles y camiones • CARB debe ser el contacto directo para la falla del equipo de emisión y la cantidad de tiempo de inactividad del vehículo
10	Camiones de Servicio Pesado	Modificar los requisitos de garantía y su programa de inspección para camiones para agregar un nivel de rendimiento de emisiones a uno más bajo	CARB		2	2	<ul style="list-style-type: none"> • No hay suficiente conocimiento sobre los requisitos de garantía para entender esto, pero es probable que sea demasiado costoso para implementar • Las garantías de los sistemas de emisión de HD deben ser más robustas
11	Autobuses Escolares	Proporcionar incentivos mejorados para la compra de autobuses escolares eléctricos para operar dentro de la comunidad	Distrito del Aire del Valle		2	2	<ul style="list-style-type: none"> • Ir directamente a las escuelas • Los autobuses cercanos a cero que funcionan con B20 o diésel renovable se pueden hacer de inmediato, lo que resulta en reducciones inmediatas del tubo de escape
12	Autobuses de Tránsito	Desarrollar programas de incentivos mejorados para autobuses de tránsito eléctricos dentro de la comunidad	Distrito del Aire del Valle y operadores de tránsito locales	1		2	
13	Flotillas Publicas	Proporcionar incentivos a las agencias públicas locales para el despliegue de los vehículos y equipos disponibles más limpios en las flotillas públicas (vehículos de servicio liviano, flota de basura, flota todoterreno, vehículos de emergencia, etc.)	Distrito del Aire del Valle		1	2	<ul style="list-style-type: none"> • Los autobuses deben ser monitoreados para detectar emisiones de PM2.5 y VOC. En un autobús de la ciudad de Fresno, yo medí un nivel inseguro de VOC y formaldehído con mi detector de aire profesional TEMTOP • Continúo apoyar los proyectos • Pruebas aleatorias de smog para vehículos "exentos de CA", para verificar el mantenimiento adecuado • La ciudad de Fresno ya está revisando y planeando cambiar a autobuses eléctricos (FAX) • Ir directamente a las agencias, presentarles toda la información
14	Trenes	Proporcionar fondos de incentivos mejorados para reemplazar locomotoras altamente contaminantes con tecnologías de motores limpios para trenes que operan en o cerca de la comunidad	Distrito del Aire del Valle		1	2	<ul style="list-style-type: none"> • Medición de la contaminación por VOC de 4 veces el fondo para locomotoras y el doble de los niveles de fondo de PM2.5 (H) • Investigar el uso de trenes de pasajeros para transportar también algunos productos. • Hazer una estación móvil de smog para un tren ☐
15	Trenes	Proporcionar incentivos para los conmutadores eléctricos de las terminales de trenes dentro de la comunidad	Distrito del Aire del Valle		3	1	<ul style="list-style-type: none"> • Se necesitan mejores sellos en el sistema de abastecimiento de combustible de <i>SC Fuels Company</i> que alimenta las locomotoras en Fresno en el patio ferroviario en Annadale Ave (M) • Convertir y conectar recursos juntos para producir electricidad local. Residuos lácteos/gas de vertedero a electricidad • Reduzir el tiempo de ralenti para trenes en apartaderos

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
16	Quema de Leña Residencial	Implementar requisitos mejorados de la Regla de Distrito 4901 (Chimeneas de Leña y Calentadores de Leña) (como se incluye en el Plan PM2.5 2018 del Distrito)	Distrito del Aire del Valle		2	2	<ul style="list-style-type: none"> • A favor del viento, el PM2.5 triplicó el PM2.5 de fondo, a menudo alcanzando niveles inseguros (M)
17	Quema de Leña Residencial	Brindar incentivos financieros mejorados para reemplazar los aparatos de leña y las estufas de combustible granulado existentes con tecnologías de gas natural o eléctricas	Distrito del Aire del Valle		1	2	<ul style="list-style-type: none"> • Prohibir la quema de leña y aumentar el cumplimiento • Reemplazar con eléctrico (M) • Prohibición de chimeneas de leña; Hacer cumplir la prohibición con altas multas e investigadores
18	Quema de Leña Residencial	Llevar a cabo actividades de alcance en la comunidad para educar a los residentes sobre la importancia de reducir la quema de leña y los impactos en la salud asociados, y los programas disponibles para apoyar la transición a aparatos eléctricos y de gas natural.	Distrito del Aire del Valle		1	2	<ul style="list-style-type: none"> • El alcance debe ser realizado por organizaciones comunitarias y escuelas y no por el Distrito del Aire (H)
19	Energía Solar	Proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen energía solar y sistemas de almacenamiento de energía	Distrito del Aire del Valle y PUC	1		2	<ul style="list-style-type: none"> • Apoyar los esfuerzos de energía limpia como la elección de la comunidad • Realizar auditorías energéticas de empresas y hogares para proporcionar información sobre cómo reducir el uso de energía. Otorgar créditos a propietarios o empresas que reparan/reemplazan HVAC y por agregar un generador de energía solar o eólica y almacenamiento • Reducirá el mal aire de Bakersfield. Reducirá el poder de la biomasa. • Se debe exigir a las nuevas empresas que vienen al área que usen energía solar y la almacenen
20	Equipo de Césped y Jardín	Mejorar el alcance y el acceso al programa de incentivos para el reemplazo de equipos residenciales de césped y jardín en la comunidad a través del programa Clean Green Yard Machines del Distrito	Distrito del Aire del Valle			2	<ul style="list-style-type: none"> • ¿Cuáles son las estrategias actuales de alcance? Muy pocas comunidades son conscientes • Proporcionar información concisa en las comunidades locales. Tenga una persona de contacto en el Distrito del Aire para que los residentes puedan preguntar y obtener respuestas a sus preguntas fácilmente. • Hacer que los sopladores de hojas sean ilegales (prohibirlos). Especialmente en propiedades comerciales y accesorios multifamiliares. Concéntrese en el paisaje comercial/empresas de mantenimiento y/o regulación. Las opciones son usar escobas y recogedores de polvo o aspiradoras eléctricas con filtros PM2.5. (H) • Opción: prohibir su uso en cualquier propiedad residencial de parcelas de menos de ½ acre (viviendas unifamiliares). (H)

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

				PRIORIDAD			
MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	BAJA	MED	ALTA	COMENTARIOS/SUGERENCIAS DEL COMITÉ
21	Equipo de Césped y Jardín	Mejorar el alcance y el acceso al programa de incentivos para el reemplazo de equipos comerciales de césped y jardín en la comunidad a través del programa Clean Green Yard Machines del Distrito	Distrito del Aire del Valle/CARB		2		<ul style="list-style-type: none"> Ir a las escuelas preparatorias; Use un programa de preparatoria Requerir que todos los equipos de gas se registren e inspeccionen. Si no cumple con los estándares, instituya un programa de "recompra" para equipos de gas
22	Cocina Comercial	Proporcionar incentivos para reducir aún más el humo y la contaminación de los restaurantes que utilizan parrillas de fuego abajo comerciales	Distrito del Aire del Valle		1	1	<ul style="list-style-type: none"> Incentivos para parrillas eléctricas en todos los restaurantes mexicanos y lugares de comida rápida con regulación precisa de la temperatura para que no quemen el aceite de cocina en parrillas Si los incentivos no funcionan, use regulaciones estrictas ¿Qué códigos y se están aplicando actualmente? Los incentivos deben ser que estos restaurantes que no cumplan con los requisitos enfrenten penalidades o multas. ¿Cómo se ve esto y cuál sería el plan? (parrillas)
23	Polvo de Carretera	Evaluar el aumento de la frecuencia del barrido de calles a lo largo de los bordes de las autopistas cerca de la comunidad.	CDOT				
24	Polvo de Carretera	Evaluar el aumento de la frecuencia de barrido de calles en la comunidad para reducir el polvo de la carretera	Ciudad y Condado				
25	Ecología Urbana/Forestal	Identificar oportunidades para aumentar la ecología urbana y forestal en la comunidad.	Distrito del Aire del Valle y otros socios locales	1	1	3	<ul style="list-style-type: none"> ¡Vea el Plan Maestro de Park's y el lenguaje de la Medida P! Comience con Centro-Sur Fresno, donde la necesidad es mayor Realice eventos enfocados de plantación gratuitos Promover jardines orgánicos y árboles frutales. Hay falta de alimentos y verduras (M) Proporcionar incentivos para jardines orgánicos y árboles frutales. Necesitamos más y mejor calidad del agua entubado o enviado por ferrocarril a Fresno En lugar de enfocarse en los bosques, concéntrese en crear jardines y árboles frutales. Permitir espigear Plantación de árboles para aumentar la cantidad de árboles Siempre me he preguntado qué haría una "pantalla verde" para ayudar a las comunidades a lo largo del corredor de transporte.
26	Quema Residencial al Aire Libre	Llevar a cabo un mayor alcance y educación para reducir la quema ilegal de residuos residenciales	Distrito del Aire del Valle y Ciudad/Condado				<ul style="list-style-type: none"> Debe ser realizado por organizaciones comunitarias, no por el Distrito del Aire Dígale a los medios que no promuevan la quema (chimeneas) en días de buen clima Contratar a una persona sin hogar para andar en bicicleta por las calles en busca de quema ilegal

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
28	Motores Agrícolas	Proporcionar incentivos mejorados (capital, estructura de tarifas) para reemplazar los motores de bombas agrícolas de diesel existentes con bombas eléctricas e infraestructura relacionada, según sea factible, o con motores de Nivel 4 si la electrificación no es posible	Distrito del Aire del Valle y PUC/IOU				
29	Equipo Agrícola	Proporcionar incentivos para reemplazar el equipo agrícola diesel con el equipo más limpio disponible	Distrito del Aire del Valle				
30	Cosecha de Nueces	Proporcionar incentivos para cosechadoras de nueces de tecnología de bajo polvo para enfocar el reemplazo de cosechadoras de nueces con tecnología de bajo polvo para las tierras de cultivo que rodean la comunidad	Distrito del Aire del Valle				
31	Quema Agrícola al Aire Libre	Proporcionar fondos de incentivos mejorados para promover prácticas y tecnologías alternativas para la quema de materiales agrícolas al aire libre	Distrito del Aire del Valle				
32	Prácticas de Manejo de Conservación Agrícola	Trabajar con las operaciones agrícolas locales para ofrecer incentivos para promover una mayor implementación de prácticas de gestión de conservación que reduzcan aún más las emisiones de partículas, incluida la labranza de conservación y otras prácticas.	Distrito del Aire del Valle				

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
33	Uso de Tierra/Desarrollo Sostenible	Desarrollar capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura verde, estaciones de carga de camiones y un mejor soporte del uso de la tierra para camiones eléctricos	Distrito del Aire del Valle, organizaciones de planificación, desarrolladores locales, otros socios locales		1	1	<ul style="list-style-type: none"> • Realmente necesitamos más viviendas de bajos ingresos de \$200 por mes para que las personas no tengan que viajar tan lejos para trabajar. La mayoría de las viviendas asequibles son solo para personas mayores o discapacitadas. Es difícil para la mayoría de las personas caminar 3 millas a una tienda en un día de mala calidad del aire o con el calor del verano y cargar lo que se compro en la tienda • No relacionado con industrial • Haga una estrategia conjunta con la comunidad y la ciudad para invertir/investigar fuentes de energía limpia y renovable que aborden el transporte limpio. Agregue servicios en Centro-Sur Fresno (Oeste de Fresno), es decir, supermercados, recreación, empleo, <calidad de vida> que reducirían drásticamente las millas recorridas en vehículos si los residentes no tuvieran que viajar para acceder a servicios básicos • Aumentar las oportunidades de tránsito multimodal en comunidades de bajos ingresos • Compartir viaje, compartir bicicleta o compartir automóvil no existe en el condado de Fresno • Promocione o patrocine créditos para la aplicación uber/viaje compartido para promover el uso compartido del automóvil. Proyectos de infraestructura de apoyo monetario. (Contribución a la Medida C). Nota al margen: esto parece ser una fuente urbana/residencial • Bordillos, banquetas, carriles para bicicleta, quizás donaciones a organizaciones sin fines de lucro para construir/armar en áreas que no tienen estos • Adoptar un área. Escuela, experiencia laboral, programas de aprendizaje para completar proyectos • Reduzca los umbrales para ISR: incluya PM2.5 • Desarrollar y hacer cumplir rutas de camiones para evitar escuelas y comunidades. Este es otro lugar donde el B20 y el diésel renovable podrían tener un efecto inmediato
34	Uso de Tierra	Desarrollar capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura verde, estaciones de carga de camiones y un mejor soporte del uso de la tierra para camiones eléctricos	Ciudad y Condado	1			<ul style="list-style-type: none"> • Ya tengo incentivos para el sistema de energía. Soporte durante procesos CMP • Almacenamiento de baterías de calefacción eléctrica y geotérmica. • Identifique una ubicación central para la carga EV de camiones de reparto locales • Identificar una ubicación central para la estación de GNC para vehículos de 18 ruedas • Trabajar con la ciudad y la comunidad para buscar activamente espacios verdes en el sur de Fresno. ¿Tierra ?, como ejemplo • Capital en la región 48 con disponibilidad de estaciones de carga y estaciones de carga rápidas, específicamente en comunidades de bajos ingresos • Apoyar el desarrollo de nuevas estaciones de servicio (eléctricas, CNG, diésel limpio) dentro del área industrial. Crear incentivos para las industrias alrededor para convertir sus vehículos • Mejorar la infraestructura a lo largo de la salida de North Ave y Hwy 99 Cedar Ave

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
35	Construcción Nueva	Proporcionar asistencia durante el proceso de CEQA con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire	Distrito del Aire del Valle			3	<ul style="list-style-type: none"> • Capa adicional de análisis tipo CEQA de proyectos dentro de la comunidad • Dado que gran parte del área del sur centro está reestructurando sitios industriales, sería valioso asegurarse de que los nuevos negocios propuestos sean parte de las reducciones de emisiones
36	Fuentes Estacionarias	Proporcionar incentivos para que las instalaciones de fuentes estacionarias dentro de la comunidad instalen tecnología de control avanzada más allá de los controles existentes que de otra manera no serían económicamente factibles de instalar, como sea factible	Distrito del Aire del Valle			2	<ul style="list-style-type: none"> • Subvención experimental anual de CAP para evaluar tecnologías nuevas o emergentes • Filtros de aire de bolsa de vacío en más instalaciones e industrias, incluso en pequeñas empresas • Proporcionar subsidios de reemplazo 1:1 para equipos existentes • Verificar los estándares operativos para cada industria. Complete una evaluación de compatibilidad industrial que identifique las industrias existentes; y si actualmente cumplen con los estándares. Desarrollar estrategias de mitigación para incluir la reubicación fuera de las comunidades, en lugar de ofrecer incentivos que puedan o no reducir el impacto. • Necesitamos tener un registro de violaciones y emisiones para decidir qué instalaciones deben recibir incentivos. No recomiendo financiar a los infractores habituales. Sin incentivos, pero reforzado el cumplimiento de las reglas • Enfocarse en los malos actores o grandes infractores y pequeñas empresas • Las reglas tendrían que cambiar para ser más restrictivas • Auditorías de instalaciones de: Río Bravo, Terminal de Petróleo en avenida Central y MB Technology • ¿Tendrían que pasar estas tecnologías de control avanzadas (estar certificadas) por el comité de equipos AB 617? Es imperativo que las nuevas tecnologías sean robustas y que se deba revisar científicamente un método de efectividad.
37	Instalaciones de Vidrio	Evaluarla viabilidad de un programa de incentivos para las instalaciones de fabricación de vidrio para financiar la instalación de tecnologías que reduzcan aún más las emisiones, incluyéndolas de fuentes móviles	Distrito del Aire del Valle		1		<ul style="list-style-type: none"> • Fuente limitada, no necesaria • ¿Qué otras medidas se han intentado? ¿Cuales son los estándares existentes; y se hacen cumplir? • Necesarios, pero datos incompletos • Auditorías de Instalaciones de Vitro Glass

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
38	Biomasa (Calderas de Combustible Sólido)	Evaluar la viabilidad de un programa de incentivos para las instalaciones de biomasa para financiar la instalación de tecnologías que reduzcan aún más las emisiones, incluyéndolas de fuentes móviles	Distrito del Aire del Valle			1	<ul style="list-style-type: none"> • Fuente limitada, no necesaria • En mi TEMTOP LKC-10005 y detector de aire el 30/05/19, medí a favor del viento de la planta de biomasa Rio Bravo en Fresno 183 ug / m3 de PM2.5 en la entrada de la avenida 3350 S. Willow Ave. Los controles de viento cruzado fueron 53 ug / m3 y 42 ug / m3 al norte de la planta de biomasa. Dos veces, medí niveles inseguros de PM2.5 aquí cuando el viento era del Este. También oí a humo de madera y vi rastros de humo en lo alto. Además, el polvo que contiene mucho PM2.5 en los lados de las carreteras podría aspirarse con una mejor tecnología de carga en la calle. Se debe usar más paja para cubrir el suelo que podría estar soplando con el viento. • No estoy seguro de si vale la pena darles dinero si pueden cerrar su negocio en 3 años • Necesarios, pero datos incompletos
39	Chapado de Cromo	Ofrecer incentivos a las operaciones de chapado de cromo para reducir aún más las emisiones de cromo, según sea posible	Distrito del Aire del Valle			2	<ul style="list-style-type: none"> • Fuente limitada, no necesaria • Infórmeles que el cromo hexavalente reduce o compite con el cromo Pico Linate en los cuerpos humanos, una vitamina necesaria para controlar el azúcar en la sangre y prevenir la diabetes. Llame a Laura Rosenberger al 814-590-5528 si necesita referencias a estudios científicos.
39	Programas Escolares (HAL)	Aumentar la cantidad de escuelas inscritas en el programa Healthy Air Living Schools del Distrito para ayudar a reducir la exposición de los niños a condiciones de aire no saludables	Distrito del Aire del Valle y distrito escolar local		1	1	<ul style="list-style-type: none"> • Instalar filtros HEPA en las escuelas; cerrar áreas de juego y filtrar el aire • Según el número de niños con asma, hagan cumplir la participación total del Distrito Escolar Unificado de Fresno • Organizar a los padres a aprender del aire saludable. • Sí, pídale que compren un monitor de aire federal y una casa en la propiedad y que el Distrito del Aire pague la mitad • Barreras Vegetativas
40	Programas Escolares: Filtración	Proporcionar incentivos financieros para la compra e instalación de sistemas mejorados de filtración de aire en las escuelas de la comunidad	Distrito del Aire del Valle			3	<ul style="list-style-type: none"> • Use los fondos LCAP, en lugar de comprar cámaras o dar dólares al Departamento de Policías de Fresno • Comience en las escuelas con la mayor contaminación: Málaga, suroeste de Fresno, y por último Tower District
41	Barreras Vegetales	Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir la materia particulada, el olor y otras emisiones, según sea posible	Distrito del Aire del Valle, Ciudad, Condado, CDOT, y otros socios locales	1	1	2	<ul style="list-style-type: none"> • Ventiladores con filtros serían mejores (M) • Realizar eventos de sembrar árboles y eventos de "living fence" • Hacer cumplir los planes de mitigación asociados con industrias específicas • La ciudad debe incluir beneficios comunitarios en todos los permisos de construcción que incentiven a la industria a ubicarse en comunidades
42	Receptores Sensibles	Trabajar con agencias y socios locales para investigar medidas para reducir las emisiones y la exposición dentro de casa, incluyendo climatización, eficiencia energética, filtración mejorada y otros servicios	CARB, CEC, PUC, IOUs, Ciudad, Condado, Distrito del Aire del Valley		1		<ul style="list-style-type: none"> • Realizar evaluaciones de energía y ortorgar créditos para instalar mejoras • Ofrecer incentivos para materiales de construcción que no contienen pegamento y VOC's, o espuma. Prohibir la venta de productos de madera que sean artificiales y emiten VOC's (M)

Comentarios escritos de las hojas de trabajo de las reuniones del 12 de junio y 26 de junio

MEDIDA #	CATEGORÍA	CONCEPTO DE ESTRATEGIA	AGENCIA EJECUTORA	PRIORIDAD			COMENTARIOS/SUGERENCIAS DEL COMITÉ
				BAJA	MED	ALTA	
43	Receptores Sensibles (Letreros de Anti-Ralentí)	Instalar letreros anti-ralentí adicionales instalados cerca de las escuelas y otros usos de la tierra que sirven a niños y a personas de tercera edad	Distrito del Aire del Valle, CARB, Ciudad y Condado	1	1	1	<ul style="list-style-type: none"> •Hacer cumplir estos letreros con tarifas que incluyen un programa que beneficia a las escuelas/calidad del aire •Proporcionar lecciones a los niños para reforzar el comportamiento de sus padres
44	Alcance	Organizar eventos de alcance dentro de la comunidad para aumentar el conocimiento de los programas de mejora de la calidad del aire disponibles	Distrito del Aire del Valle y socios locales				
45	Alcance	Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas apropiadas que el público debe tomar para protegerse durante los episodios de mala calidad del aire	Distrito del Aire del Valle		1	3	<ul style="list-style-type: none"> • Tener un app bilingüe que las personas pueden descargar para ver información de los monitores que se implementarán como parte de AB 617 • Escuché de un estudio que relaciona la contaminación del aire (polvo metálico tóxico) con la diabetes
<p align="center">Comentarios generales sobre CARB y los programas de cumplimiento del distrito (comentarios escritos recibidos en las reuniones de junio)</p>							<ul style="list-style-type: none"> •Cumplimiento claro, consistente y efectivo •Revisión de cumplimiento a nivel local •Mejor revisión a nivel estatal de OPP con respeto a los impactos acumulativos y medidas apropiadas •Sin exenciones de impuestos sin mitigación mayor •Implementar el uso restrictivo de combustible a lo largo de la autopista 99 y dentro del área del proyecto acerca de vehículos de Clase A

Comentarios/sugerencias por escrito recibidas el 31 de julio de 2019 en la reunión de puertas abiertas

- ¿Cuánto tiempo llevará la transición para el uso de aspiradoras comerciales en lugar de sopladoras de hojas comerciales?
- ¿Cómo vamos a trabajar con la Ciudad de Fresno para prohibir los fuegos pirotécnicos?
- Teniendo hidrógeno disponible para los automóviles y camiones=cero emisiones porque el subproducto es el agua.
- Cambiar la recolección de basura a noches para evitar el tráfico durante el día
- El hidrógeno disponible para los generadores de reserva eliminará los grupos electrógenos que funcionan con diésel

Respuestas de los Miembros del Comité Directivo y del público a las propuestas estrategias de CVAQ del CERP, como fueron sometidas por Monica Limon, recibidas el 31 de julio en la reunión de puertas abiertas

CVAQ Propuesta Medida #	Respuestas por escrito de los miembros del Comité Directivo y Público
1	Sobrepaso del comité
2	Esto muestra una falta de comprensión de la aplicación de cumplimiento actual. El Distrito ya hace todo esto, excepto informar al comité directivo.
4	Sale de la comunidad de AB 617. Sobrepaso enorme
5	¿Cómo se financia esto?
8 a 19	Apoyo la participación activa del Distrito del Aire en la reducción de las emisiones del uso del suelo actual y nuevo. Sin embargo, la mayoría de las recomendaciones del uso del suelo requieren que el Distrito sobrepase su autoridad regulatoria
20	Es el trabajo de CARB, no del Distrito
21	O cambien el horario escolar de medianoche a las 6 a.m.
23	El Distrito debe poder solicitar el tráfico de camiones como parte de la ATC
29	Sobrepaso de la autoridad del comité directivo
33	¡Excelente! Excepto que la mayoría de las otras recomendaciones eliminan trabajos del área de AB 617
36	Prohibir las chimeneas en todo Fresno está fuera de la comunidad AB 617
37	Contra la ley. Las multas deben ser las mismas para todos los residentes.
12	Las barreras vegetativas no son lo suficientemente buenas en vientos fuertes. Cuando la dirección del viento se invierte, el PM2.5 sale de la vegetación.
29	Bueno
30	Máscaras protectivas deben ser distribuidas para ciclistas

Respuestas de los Miembros del Comité Directivo y del público a las propuestas estrategias de CVAQ del CERP, como fueron sometidas por Monica Limon, recibidas el 31 de julio en la reunión de puertas abiertas (continuación)

CVAQ Propuesta Medidas #	Respuestas por escrito de los miembros del Comité Directivo y Público
31	También se necesitan plásticos bajo en VOC / bajo de formaldehído en la fabricación de automóviles. Los autos nuevos no deben causar alergias y mareos a las personas
39	Para los restaurantes que no usan carbón pero queman aceite en parrillas, se sugiere incentivos para mejorar los ventiladores en campanas y chimeneas
40	Notificar a los residentes que se queden adentro y cierren las ventanas cuando se apliquen pesticidas. Anunciar con un altavoz para advertir a los ciclistas y peatones cercanos.

South Central Fresno Community Steering Committee - Meeting #12
August 14, 2019, 5:30 p.m. – 7:20 p.m.

1. Doors Open/ Meet and Greet/ Refreshments

2. Welcome and Introductions

Sam Magill, Facilitator from the Institute for Local Government

Sam reviewed the structure of the meeting, topics to be discussed, and introduced the presentation speaker, Jessica Coria from the Valley Air District.

3. Jessica Coria, Senior Air Quality Specialist

Jessica reviewed that the purpose of this meeting was to provide an introduction to the draft *Community Emissions Reduction Program (CERP)*, which was published earlier that day. Jessica thanked the Steering Committee for all of their work and involvement in the CERP development process to date. Jessica discussed the structure and format of the CERP, and the next steps in the CERP development process.

After the presentation, the Steering Committee and public were invited to visit tables for conversations and question/answer sessions with District, California Air Resources Board, and City of Fresno staff to discuss different topics of interest. Table topics included: *Mobile Sources, Incentives, Regulations and Permitting, Enforcement, Urban sources (wood burning/charbroiling/landscaping) and Land Use.*

Jessica Coria brought the Steering Committee back together following table sessions, and reviewed the upcoming Steering Committee meeting and workshop dates, as well as the process for submitting comments on the Draft CERP.

Important Key Dates

- Comment deadline August 28th
- Final CERP to District Board September 19th
- Proposed CERP published 1 week prior to Governing Board on Sept. 12th
- Meeting with City, August 27

4. Steering Committee Questions and Comments

Before wrapping up the meeting, Sam Magill gave Steering Committee members, and the public, the opportunity to ask questions and comment, following the question/answer sessions that took place after the presentation.

Questions from Committee Members and the Public

- Quantified emission reduction from state, didn't know where to look to find emission reductions from CERP (**can be found on page 143*)
- Want more enforcement/regulations instead of incentives
- Still concerned with pesticide use and drift
- CERP not in Spanish
- Want to see more data on how air pollution affects public health
- Public Utilities Commission (PUC) emission reduction report questions

Meeting ended at 7:20 p.m.



Agenda for South Central Fresno Community Steering Committee Meeting #13

August 27, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
 - Review of meeting goals
3. Spotlight on City of Fresno Partnership and CERP Commitments 5:40 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
City of Fresno Staff
Steering Committee
4. Ongoing Community Emission Reduction Program Development 6:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
Valley Air District Staff
Steering Committee
5. Wrap-up and Next Steps 7:00 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
 - Meeting takeaways and next steps
 - Public Workshop at District Offices: August 28, 2019
 - Next Steering Committee meeting: September 4, 2019
6. Public Comment 7:15 p.m.

Learn more: community.valleyair.org

South Central Fresno Community Emissions Reduction Program (CERP) Development

August 27, 2019

San Joaquin Valley Air Pollution Control District

CERP Development Continues

- Draft CERP continues to evolve in response to public input
 - Numerous comment letters received in recent weeks (Steering Committee members, City, public participants)
- CERP measures to reduce emissions/exposure to pollution:
 - Cost-effective use of incentives to fund zero and near-zero emission cars, trucks, other mobile sources; stationary sources; school filtration devices; fireplace replacements; etc.
 - District regulatory efforts (residential wood burning, charbroiling)
 - State actions to reduce emissions (heavy duty trucks)
 - Local actions to reduce emissions
 - Increased outreach to educate community residents about the availability of funding, HAL Schools, RAAN, regulatory requirements
 - Enhanced enforcement – increased inspection frequency for facilities with emissions violations; enhanced residential wood burning surveillance; enforce CARB truck idling rule; etc.

Flexibility in Funding Amounts

- Steering Committee meetings will be ongoing after CERP is adopted
- The District will continue to work with the Steering Committee to receive community input as program guidelines are developed and projects are implemented within the community
- Adjustments may be made to measure goals and/or funding amounts based on Steering Committee input, funding availability, and cost-effectiveness of projects to achieve overall emission reduction targets of the CERP

Responses to Major Comments Received (outside of Land Use comments)

Ongoing CSC Meetings during CERP Implementation

COMMENT: *“Air District will form an “Implementation Sub-Committee” {that will}... a) Recommend the use of funds for mitigation projects within AB617 area; b) Receive notification from City/County and Air District when a permit for an industrial land-use is submitted within the AB617 area and have the opportunity to provide recommendations on how to mitigate negative impacts; c) Receive updates on the Community Air Monitoring Network (CAMN) and vote on any proposed changes to the CAMN; d) Define and implement Green Zone practices.”*

RESPONSE:

- Full Committee will continue its important work after adoption of CERP, to ensure widest possible participation and input
- Regular meetings will continue as CERP implementation begins
 - Progress reports on implementing measures specified in the CERP
 - Summaries of collected air monitoring data
 - Could also include discussions of investing additional funding for emission reduction projects, potential changes to air monitoring network, & relevant air quality issues

CEQA and Health Risk Analysis Thresholds

COMMENT: *“Reassess and revise the Air District's CEQA and Health Risk Analysis thresholds of significance for criteria air pollutants and toxic air emissions for neighborhoods disproportionately impacted by air pollution, taking into consideration the rule under CEQA that projects located in areas already impacted by environmental degradation and with sensitive land uses are subject to a lower threshold of significance.”*

RESPONSE:

- District's significance thresholds for CEQA and Health Risk Assessments are already designed to protect the most sensitive and heavily impacted individuals near the project location
- In District analyses, a worst case scenario is already assumed, providing a high level of protection when assessing the potential of air quality and risk impacts from the project development (assumes receptor remains at point of highest concentration for 70 years, worst-case weather conditions, etc.)

ISR and VERA Fees

COMMENT: *“Require the use of funds paid pursuant to Air District Rule 9510 (Indirect Source Review) and the Voluntary Emissions reductions Agreement (VERA), to be spent on emissions reductions within the neighborhoods in which the project is located. Through a community process and in collaboration with community stakeholders, develop a list of criteria and sample projects which would qualify for funding and publicize the availability of the targeted ISR funding.”*

RESPONSE:

- Funds collected through Voluntary Emissions Reduction Agreements are already used to reduce emissions, to the extent feasible, in and around communities in which the emissions increase occur
- The District agrees that collaboration with community stakeholders is an excellent way to inform the public, and develop and target projects for funding (see CERP Outreach Measure numbers 0.1, 0.2, and 0.3)

Facility Audits

COMMENT: *“Air District will schedule audits for the facilities identified as the main polluters in the area by the technical assessment...provide “Implementation” Sub-Committee with a list of the sources and scheduled dates of audits...report findings back to the steering committee and CARB at same time - within 10 days of audit...discuss plans of actions with CARB and the steering committee to be voted on by the “Implementation” committee...provide an implementation schedule and report to steering committee no less than once a quarter until the facility changes have been made and emissions have been reduced.”*

RESPONSE:

- District committed to enhanced enforcement activities including additional inspections for non-compliant facilities. Inspections entail thorough review of all equipment, permits, and associated reports and record keeping
- District’s Facility Risk Reduction Audit process under AB 2588: Facility reporting required, expedited reassessments already underway
- District will report annually to CARB and Steering Committee about enforcement and AB 2588 progress, as committed to in CERP

Vegetative Barriers Near Sensitive Receptors

COMMENT: *“The Air District will work with the City of Fresno/Fresno County to install solid barriers or vegetative buffers between emissions sources/locations and sensitive receptors such as schools, daycares, medical offices, residences within the 617 community.”*

RESPONSE:

- Measure VB.1 in the draft CERP describes how the District will work with other agencies to promote the installation of vegetative barriers as appropriate
- District can develop its approach within measure VB.1 to explore installing vegetative barriers at sensitive receptor facilities

Vegetative Barriers Near Highways

COMMENT: *“The Air District will recommend the installation of both vegetative and mechanical barriers near freeways that are in close proximity to sensitive locations in SC Fresno to The City of Fresno/County. The District, in coordination with the City or County of Fresno will apply for funds to install these barriers. Proposed locations include: Along the 99 highway, especially near the 99 and 180 interchange and alongside the south side of the 99 between the 180 and 41; Along the 41 within the AB 617 boundary; Along Maple, Chestnut and Divisadero/Tulare.”*

RESPONSE:

- Measure VB.1 in the draft CERP describes how the District will work with other agencies to promote the installation of vegetative barriers as appropriate
- District can develop its approach within measure VB.1 to explore working with other agencies to install vegetative barriers along highways

Vegetative Barriers At Community Facilities

COMMENT: *“The Air District will require all facilities identified in the technical assessment and emissions inventory to incorporate mitigation measures such as planting shrubs, greenery, trees around the perimeter of their facilities, to exclude entry and exit points.”*

RESPONSE:

- As discussed in measure VB.1 in the draft CERP, the District will work with other agencies to support the use of vegetative barriers as appropriate
 - Note that many sources identified in the technical assessment, such as emergency generators on rooftops, gas stations, and others, are not good candidates for vegetative barriers that surround the property

Enforcement-Facility Inspections

COMMENT: *“The Air District will evaluate the following facilities: Rio Bravo, Vitro Flat Glass, Calco Gen, Western Co-Gen, SFPP, M&R Company (Lodi), Certainteed, Holz Rubber (Lodi), Gallo Glass (Modesto), Diamond Foods (Lodi), at the minimum for compliance with existing Air district rules and regulations. Report findings to the steering committee and CARB. Create an enforcement plan...Create a schedule for improvements...report back to the committee on a scheduled basis...Report findings to CARB. Air district will earmark facility for periodic, random auditing for a period of time to...audit compliance.”*

RESPONSE:

- District-permitted facilities across Valley are inspected on regular basis, including in South Central Fresno community, and will continue to be inspected throughout implementation of South Central Fresno CERP. Inspections entail thorough review of all equipment, permits, and associated reports and record keeping
- As detailed in draft CERP, District will implement enhanced enforcement strategy, including more frequent inspections for facilities, within the community
- If issues with rule compliance are discovered through inspection process, District will work with facility to ensure that permitted equipment is meeting emission limitations
- District will report annually to CARB and Steering Committee about enforcement and AB 2588 progress, as committed to in CERP

Enforcement-Public Complaints

COMMENT: *“Air District will add an “Enforcement” web-link to the AB617 Community website...site will have a User-Friendly form to allow the public to make complaints regarding any type of air quality issue. Once a complaint has been filed, website will allow public to follow process through status of inspection, cited violation or justification, resolution and outcome. All complaints should be made public and the community have access to see what facility/business’ history of violations.”*

RESPONSE:

- The District will add a link on District’s AB 617 webpage to online complaint portal
- District operates a robust complaint response program that responds to approximately 3,000 public complaints each year
- Public can submit complaints, including video and photographs, online and through mobile smartphone applications
 - District staff required to keep reporting party apprised of investigation findings until complaint is completed-for complaints submitted online
 - Reporting party can elect to receive copy of investigation report via email automatically

Penalties for Violations-Low Income Residents

COMMENT: *“Any fines given to Valley residents by the Air District related to the enforcement of rules and regulations should be administered on a sliding scale according to resident income. For instance, fines for burning trash should be lower for lower-income residents, and higher for higher-income residents. The AB 617 Fresno Implementation Sub-Committee can help the Air District determine fine tiers.”*

RESPONSE:

- The District assesses and collects penalties for violations of air quality rules and regulations in accordance with provisions of state law that establish the maximum potential penalties and the factors that should be weighed in determining an appropriate penalty
 - During the settlement negotiation process, the responsible party may provide evidence of mitigating circumstances, such as evidence that the penalty would result in a financial hardship
 - If financial hardship is identified, District may reduce penalties and/or establish payment plan in reaching a final negotiated settlement

Fleet Maintenance Compliance

COMMENT: *“CARB will work with the Air District to review if the City of Fresno is in compliance with their fleet maintenance schedule by performing scheduled fleet inspections no less than once a year. Buses that are ready to be put out of commission are replaced with electric buses.”*

RESPONSE:

- CARB has jurisdiction over the emissions from municipal fleets, including buses, so this comment has been forwarded to CARB for their consideration
- Note that the replacement of eligible older diesel transit buses with zero (electric) or near-zero-emission transit buses has been targeted under the District’s proposed HD.8 measure in the draft CERP
 - City of Fresno bus fleet is largely if not solely operated on natural gas. HD.8 will be modified to allow the replacement of older natural gas buses as well

Urban Greening

COMMENT: *“The Air District and the City/County of Fresno will apply for state funds for urban greening and forestry to improve tree cover in the AB 617 community, especially within residential neighborhoods that currently lack coverage.”*

RESPONSE:

- As described in measure UG.1 in the draft CERP, the District will work with appropriate agencies to identify opportunities for increased urban greening and forestry in the community and work to direct available state funding to the community to support urban greening efforts

Fireworks in AB 617 Community

COMMENT: *“The Air District will work with The City of Fresno/County to ban the use and/or sell of fireworks in AB 617 affected area.”*

RESPONSE:

- The District will forward this concern to the City of Fresno and Fresno County, and help communicate the health and air quality impacts associated with fireworks.

RAAN Program Updates

COMMENT: *“The San Joaquin Valley Air District, in coordination with the Fresno Department of Health, will review the accessibility and reach (language access, technology access) of their RAAN program, and make updates as needed. Report back to the Implementation Sub-Committee.”*

RESPONSE:

- District is committed to ensuring that public has access to most up-to-date air quality information and guidance on how to take steps to protect themselves from exposure to poor air quality
- District’s RAAN resource is available in both English and Spanish on District’s website & mobile application
- As recommended, District will coordinate with applicable partners including the steering committee to review accessibility and reach of RAAN program, and make updates as necessary to reach as many residents as possible

Air Quality Education and Outreach

COMMENT: *“The San Joaquin Valley Air District will increase outreach and education for RAAN within the 617 community.”*

RESPONSE:

- Measure numbers 0.1 and 0.2 in the draft CERP describe the District’s AB 617 outreach measures in detail, including RAAN outreach
 - Increase community awareness of tools to keep informed of real-time changes in air quality through social media campaigns (Facebook, Twitter, and Instagram)
 - Series of partner workshops (local civic and community organizations) at public site such as libraries, schools, and community, health, or recreation centers
 - Promote real-time tools such as myRAAN, Valley Air App, Real-time Outdoor Activity Risk (ROAR) Guidelines, District wildfire web page, as well as information about general air quality education, wildfire smoke impacts, health effects, and similar.
 - Aims to increase myRAAN registrations, Valley Air App downloads, and social media followers among members of the community

Air Filtration Systems-Schools

COMMENT: *“Air District will offer financial incentives and technical support to schools within the AB617 area to install air filters that mitigate indoor air pollution.”*

RESPONSE:

- Draft CERP Measure SC.1: District is committed to funding air filtration systems in community schools

Air Filtration Systems-Households

COMMENT: *“The Air District will offer financial incentives and technical support to low-income households within the AB617 area to install air filters that mitigate indoor air pollution.”*

RESPONSE:

- As described in measure SC.1 in the draft CERP, the District will provide financial incentives to assist in covering the cost of installing air filtration systems in schools
- Draft CERP Measure IAQ.1 helps reduce indoor air pollution through weatherization and other measures. District will advocate for expansion of state programs to include home filtration systems, as feasible

Training for Community Youth

COMMENT: *“Air District will work in tandem with Fresno EOC to create a local Youth Training and Employment Program that focus on youth residing/working in the AB617 area that will train them in the implementation of the mitigation strategies included in CERP.”*

RESPONSE:

- Measure C.5 in the draft CERP describes how District will fund increased educational training for EV mechanics in AB 617 community
- Measure O.2 in draft CERP describes how District will seek to partner with other agencies to increase outreach, including exploring the feasibility of creating a youth symposium to educate and encourage high school students to share air quality information with their peers, helping to sustain community awareness through future generations

Directing State Funding to Community

COMMENT: *“The City of Fresno, the County of Fresno and the Air District will apply as co-applicants to state funding sources to mitigate impacts within the 617 Boundary and improve livability...”*

RESPONSE:

- The District is committed to working with the Steering Committee, City of Fresno, Fresno County, and other agencies to identify and apply for available sources of funding to reduce emissions and exposure to air pollution in the South Central Fresno community

Stationary Source Incentive Projects

COMMENT: *“The Steering Committee will approve incentives on a case-by-case basis for stationary sources. Permitted facilities that need BACT/BARCT upgrades and have a history of compliance will receive priority for incentives. Permitted facilities that have a history of being cited, then pay their penalties and fines but do not stop the violations will be reviewed for shutdown.”*

RESPONSE:

- Draft CERP Measure IS.6: Steering Committee will be involved with and informed of stationary source projects as they're developed
- District will work closely with CARB and Steering Committee members to develop new incentive program guidelines for determining eligible projects and funding amounts, subject to funding availability and Board approval

Income-based Incentive Funding Tiers

COMMENT: *“The Air District will grant incentives for air-quality related programs on a sliding scale. For instance, incentives for clean cars should be higher for lower-income residents, and lower for higher-income residents. The AB 617 Fresno Implementation Sub-Committee can help the Air District determine incentive tiers.”*

RESPONSE:

- Many of the current District and state incentives programs offer higher incentive amounts for low-income residents
- As recommended measures are finalized, District will work closely with CARB, Steering Committee, and other applicable agencies to develop guidelines for determining eligible projects and funding amounts for residents of varying income, subject to funding availability and Board approval

Lawn & Garden Equipment

COMMENT: *“The Air District will create a new rule which will require commercial landscapers must use electric gardening equipment (i.e. lawn mowers, leaf blowers, etc.) Residential leaf blowers need to transition to alternative vacuums to decrease dust pollution.”*

RESPONSE:

- District does not have jurisdiction to regulate small engines associated with landscaping equipment
- CARB has committed to revisit the small off-road engine (SORE) regulation, as described in the CERP
- District encouraging use of electric lawn and garden equipment in community by providing landscapers access to incentives offered by District, and committing to enhanced outreach (Measure LG.2)

Residential Wood Burning

COMMENT: *“Air District will ban fireplaces in the City of Fresno and their sphere of influence as well as prohibit non-essential woodburning. For residents that have only wood burning fireplaces as the sole source of heat, Air District will prioritize and target low income communities for replacement incentives. Air District will conduct outreach to 617 low income community residents.”*

RESPONSE:

- In June, 2019, District amended Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) to further limit the number of days polluting wood-burning devices are allowed to operate
- Lowered curtailment will be in effect for upcoming winter season
- Measures RB.1 & RB.2 describes strategy, with enhanced incentives to target replacing wood burning devices and pellet stoves with natural gas or electric alternatives, and specific outreach and education strategies

Commercial Charbroiling

COMMENT: *“The Air District will expedite the timeline for the development of a rule and implementation schedule for under-fired charbroilers located within the AB 617 community.”*

RESPONSE:

- Under draft CERP Measure CC.1, District will be offering incentives to restaurants to assist in covering the costs of expediting installation and operation of emissions control equipment for underfired charbroilers
- These incentives will also be made available for restaurants in the South Central Fresno community
- Steering committee is requested to assist in building partnerships with restaurants in order to take advantage of control technology incentives
- The Community Steering Committee will be informed as the project to amend the District’s commercial charbroiling rule continues to develop

Renewable Diesel Fuel

COMMENT: *“Promote the use of biodiesel and renewable diesel fuels in the South Central Fresno community to provide alternative fuel options that reduce air pollution.”*

RESPONSE:

- To the extent that biodiesel and renewable diesel fuels are certified by CARB to reduce NO_x/PM_{2.5}/GHG emissions, the District will work with local suppliers to promote the use of biodiesel and renewable diesel in the community

Pesticides

COMMENT: *“Ban all untarped applications of 1, 3-D toxic air contaminant pesticide. Reduce 1, 3-D annual township cap (the cap is currently 136,000 pounds per 6X6 mile township) and/or establish cap reductions on a more granular basis to address 1, 3-D spikes seen in certain sections. Make Notices of Intent (NOIs), required for restricted pesticide applications publicly available online, along with CAC approvals/ denials of these NOIs. Ban all aerial applications of pesticide TACs. Establish 24/7 buffer zones of a 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools. Ask for an evaluation of all carcinogenic TACs including pesticides, and then create emissions reduction plans in line with that analysis. Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis.”*

RESPONSE:

- Through discussions with the District and the community steering committee, DPR and CARB are committed to including in the CERP actions to address pesticides and are working together to draft strategies. The District will continue to facilitate collaborative efforts with the Steering Committee, CARB and DPR to evaluate potential CERP proposals.

Next Steps for CERP Development

Next Steps: CERP Development

Date	Details
Tuesday, August 27	Community Steering Committee (CSC) Meeting
Wednesday, August 28	<ul style="list-style-type: none"> Public Workshop to discuss both Valley CERPs at District Offices in Bakersfield, Fresno, and Modesto (CSC members and public welcome and encouraged to attend!) Comments on initial Draft CERP due for consideration in revised Draft
Wednesday, September 4	CSC Meeting (review updated CERP, prep for Governing Board meeting)
Thursday, September 12	Final Draft Proposed CERP Published (1-week prior to Governing Board meeting)
Thursday, September 19	District Governing Board meeting to adopt proposed CERPs
October/November	CARB Staff to co-host CSC meeting
February	CARB Governing Board meeting in Shafter to adopt Shafter and SC Fresno CERPs
Ongoing	CSC meetings to review and discuss CERP implementation

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000

Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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air quality info.



South Central Fresno Steering Committee

Community Emission Reduction Program Development

Summary of Draft CERP Measures 8/28/19

Measure #	Implementing Agency	Measure Description	Estimated Lifetime Emissions Reductions (tons)			# of Units	Type of Unit	Incentive Funding	Cost Effectiveness (\$/ton)
			PM2.5	NOx	Toxics				
Heavy Duty Mobile Sources									
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology	1.35	491.5	x	150	Trucks	\$ 15,000,000	\$30,000 - \$60,000
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	0.15 - 2.7	9.0 - 19	x	50	Yard Trucks or TRUs	\$ 7,000,000	\$65,000 - \$200,000
HD.3	SJVAPCD	Measures to Reduce Idling: Charging Plugs for Trucks	0.17	10.33	x	33	Charging plugs	\$ 100,000	N/A
HD.4	SJVAPCD, City	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station				2	Alternative Fueling Stations	\$ 2,000,000	N/A
HD.5	SJVAPCD	Implement Pilot Incentive Program to Provide Truck Emissions Repairs	TBD	TBD	TBD	9	Truck Repairs	\$ 75,000	N/A
HD.6	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation	*	*	*				
HD.7	SJVAPCD	Enhance Outreach and Access to Incentive Funding for New School Buses	8.32	20.8	x	16	School Buses	\$ 6,400,000	\$ 218,000
HD.8	SJVAPCD	Incentive Program for Transit Bus Replacement	TBD	TBD	x	TBD	Transit Buses	TBD	N/A
HD.9	SJVAPCD	Incentives for Locomotives	5.6	252	x	4	Locomotives	\$ 10,400,000	\$ 50,000
HD.10	SJVAPCD	Incentives for Railcar Movers/Switchers	3.5	133	x	7	Switcher Locomotives	\$ 9,400,000	\$ 10,000
HD.11	City, County	Heavy Duty Truck Rerouting							
HD.12	SJVAPCD, CARB	Promote the use of biodiesel/renewable diesel fuels (measure to be added to CERP)							
Older/High Polluting Passenger Cars									
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	*	11.6	x	1250	Vehicle Repairs	\$ 1,000,000	\$ 45,000
C.2	SJVAPCD	Enhanced Access/Outreach to Incentives through Drive Clean	0.07	1.98	x	220	Clean-air Vehicles	\$ 1,600,000	\$ 240,000
C.3	SJVAPCD	Car Share Program	*	*	x	1	Car Share Program	\$ 250,000	N/A
C.4	SJVAPCD	Incentives for EV Infrastructure				42	EV Chargers	\$ 250,000	N/A
C.5	SJVAPCD	Increased Educational Training for EV Mechanics				5	Training Events	\$ 75,000	N/A
C.6	SJVAPCD	Ride Share Programs for Community	TBD	TBD	x	TBD	Ride Share Programs	\$ 250,000	N/A
Residential Burning									
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	246	*	x	500	Devices	\$ 1,500,000	\$ 7,000
RB.2	SJVAPCD	Educate Public About Harmful Impacts of Wood Burning	*	*	*				
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments	*	*	*				
RB.4	SJVAPCD	Outreach to Reduce Illegal Activity	*	*	*				
RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	*	*	*				
Agricultural Open Burning									

AG.1	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	*	*	*	700	acres	\$ 375,000	\$ 2,500	
AG.2	CARB/DPR	Reduce Community Exposure to Pesticides (measure to be added to CERP)			*					
Industrial Sources										
IS.1	SJVAPCD	Provide incentives to plating operations to further reduce chrome emissions	TBD		x	TBD	TBD	TBD	TBD	
IS.2	SJVAPCD	Evaluate feasibility of funding further emissions reductions from biomass power facility (include mobile sources)	TBD		x	TBD	TBD	TBD	TBD	
IS.3	SJVAPCD	Evaluate feasibility of funding further emissions reductions from glass manufacturing plants (include mobile sources)	TBD		x	TBD	TBD	TBD	TBD	
IS.4	SJVAPCD	Enhanced Inspection Frequency	*	*	*					
IS.5	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations	*	*	*					
IS.6	SJVAPCD	Provide Incentives to Install Advanced Control Technology	*	TBD	TBD	TBD	TBD	TBD	TBD	
Land Use and Urban Sources										
LU.1	SJVAPCD, City	Land Use/Sustainable Development: Support Projects that Reduce VMT	*	*	x					
LU.2	SJVAPCD, City	New Construction: Provide assistance during the CEQA process	*	*	*					
SD.1	PUC	Seek incentives for local businesses and homeowners to install solar power and energy storage	*	*	*				\$ 1,000,000	
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	TBD		x	8	Control Systems	\$ 1,200,000	\$ 135,000	
FD.1	SJVAPCD	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	*							
FD.2	SJVAPCD, Caltrans, City, County	Road Dust: Evaluate increasing frequency of street sweeping	*							
FD.3	SJVAPCD, Caltrans, City, County	Road Dust: Evaluate feasibility of road paving improvements	*							
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment	27	40	x	570	Lawn & Garden Units	\$ 200,000	\$ 3,000	
LG.2	SJVAPCD	Enhance Outreach and Access to Incentive Funding for Commercial Lawn and Garden Equipment	TBD	TBD	x	60	Lawn & Garden Units	\$ 75,000	N/A	
PF.1	SJVAPCD, City, County	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	TBD	TBD	TBD	400	Vehicles	\$ 8,000,000	\$ 240,000	
Exposure Reduction Measures										
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	*	*	*	5	Filtration Systems	\$ 100,000	N/A	
SC.2	SJVAPCD	HAL Schools: Increase Participation	*	*	*					
IAQ.1	CAPK, CSD, SJVAPCD	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	*	*	*					
UG.1	City, County	Identify opportunities for increased urban greening and forestry in the community	*	*	*					
VB.1	SJVAPCD, Caltrans, City, County	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	*	*	*					

IR.1	SJVAPCD, City, County	Idling-Reduction Strategy: Reducing Automobile Idling Near Sensitive Receptors	*	*	*				
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy	*	*	*				
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	*	*	*				
O.3	SJVAPCD, Local Partners	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures							
Subtotal: District Measures			292	961				\$ 67,250,000	
Statewide Strategies									
	CARB	Reducing Emissions from Dairy and Other Livestock	*	*	*				
	CARB	Reducing Emissions from Organic Waste in Landfills	*	*	*				
	CARB	Cross-Agency Engagement and Integration of Pesticide Application Information	*	*	*				
	CARB	Reducing Emissions from Oil and Gas Systems	*	*	*				
	CARB	Advanced Clean Trucks Regulation	1.3	42.5	X				
	CARB	Heavy Duty Vehicle Inspection and Maintenance	15.6	1080	X				
	CARB	Drayage Truck Regulation Amendments	*	*	*				
	CARB	Transport Refrigeration Unit Regulations	*	*	*				
	CARB	Real Emissions Assessment Logging System	*	*	*				
	CARB	Freight Handbook	*	*	*				
	CARB	Truck and Bus Local Idling Pilot Study	*	*	*				
	CARB	Cargo Handling Equipment Regulation Amendment	*	*	*				
	CARB	Advanced Clean Cars 2	0.2	10.8	X				
	CARB	Evaluation and Potential Development of Regulation to Reduce Idling for All Rail Yard Sources	*	*	*				
	CARB	Evaluation and Potential Development of Regulation to Reduce Emissions for Locomotives Not Preempted Under the Clean Air Act	*	*	*				
	CARB	New Standards for Small Off-Road Engines (SORE)	0	40.5	X				
	CARB	Commercial Cooking Suggested Control Measure	*	*	*				
	CARB	Conduct Periodic Supplemental Environmental Projects Outreach	*	*	*				
Subtotal: CARB Statewide Measures			17.1	1173.8					
TOTALS			309	2135				\$ 67,250,000	



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #13

27 de agosto de 2019 – Cafetería de la Escuela Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitador
 - Repaso de objetivos de la reunión
3. Enfoque en la Asociación de la Ciudad de Fresno y los Compromisos del CERP 5:40 p.m.
Christal Love Lazard, Institute for Local Government, Facilitador
Personal de la Ciudad de Fresno
Comité Directivo
4. Desarrollo Continuo del Plan de Reducción de Emisiones de la Comunidad 6:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitador
Personal del Distrito del Aire
Comité Directivo
5. Conclusión y Próximos Pasos 7:00 p.m.
Christal Love Lazard, Institute for Local Government, Facilitador
 - Puntos importantes de la reunión y próximos pasos
 - Taller Público en las oficinas del Distrito: 28 de agosto de 2019
 - Próxima reunión del Comité Directivo: 4 de septiembre de 2019
6. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

Centro-Sur Fresno

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

27 de Agosto de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Desarrollo del CERP Continúa

- El borrador del CERP continúa evolucionando en respuesta a los comentarios del público
 - Numerosas cartas de comentarios han sido recibidas en las últimas semanas (Miembros del Comité Directivo, Ciudad, participantes públicos)
- Medidas del CERP para reducir emisiones/exposición a la contaminación:
 - Uso rentable de incentivos para financiar vehículos, camiones y otras fuentes móviles con cero y casi cero emisiones: fuentes estacionarias; aparatos de filtración en las escuelas, reemplazos de chimeneas; etc.
 - Esfuerzos regulatorios del Distrito (quema de leña residencial, parrillas comerciales)
 - Acciones del Estado para reducir emisiones (camiones de servicio pesado)
 - Acciones locales para reducir emisiones
 - Mayor alcance para educar a los residentes de la comunidad sobre la disponibilidad de fondos, Escuelas HAL, RAAN, requisitos regulatorios
 - Cumplimiento mejorado – mayor frecuencia de inspecciones para las instalaciones con infracciones de emisiones; vigilancia mejorada de quema de leña residencial; hacer cumplir la regla de CARB de ralentí de camiones; etc.

Flexibilidad en las Cantidades de Financiamiento

- Las reuniones del Comité Directivo continuarán después de que se adopte el CERP
- El Distrito continuará trabajando con el Comité Directivo para recibir aportes de la comunidad a medida que se desarrollen las pautas del programa y se implementen proyectos dentro de la comunidad
- Se pueden hacer ajustes para medir las metas y/o las cantidades de financiamiento basado en el aporte del Comité Directivo, la disponibilidad de fondos y la rentabilidad de los proyectos para lograr los objetivos generales de reducción de emisiones del CERP

Respuestas a los Principales Comentarios Recibidos (Fuera de los Comentarios sobre el Uso del Suelo)

Reuniones del Comité Continuarán durante la Implementación del CERP

COMENTARIO: *“El Distrito del Aire formará un “Subcomité de Implementación” {que}... a) a) Recomendará el uso de fondos para proyectos de mitigación dentro del área de AB 617; b) Recibirá una notificación de la Ciudad/Condado y el Distrito del Aire cuando se presente un permiso para el uso del suelo dentro del área de AB 617 y tener la oportunidad de proporcionar recomendaciones sobre cómo mitigar los impactos negativos; c) Recibirá actualizaciones sobre el Sistema de Monitoreo del Aire de la Comunidad (CAMN, por sus siglas en inglés) y votar sobre cualquier cambio propuesto a el CAMN; d) Definirá e implementar prácticas de la Zona Verde.”*

RESPUESTA:

- El Comité completo continuará su importante trabajo después de la adopción del CERP, para asegurar la mayor participación y aportación disponible
- Las reuniones regulares continuarán a medida que comience la implementación del CERP
 - Informes de progreso en la implementación de las medidas especificadas en el CERP
 - Resúmenes de los datos recopilados de monitoreo del aire
 - También podrían incluir una discusión sobre cómo invertir fondos adicionales para proyectos de reducción de emisiones, posibles cambios en el sistema comunitario de monitoreo del aire, y asuntos relevantes de la calidad del aire

CEQA y Umbrales de Análisis de Riesgos para la Salud

COMENTARIO: *“Reevaluar y revisar los umbrales de CEQA y Análisis de Riesgos para la Salud del Distrito del Aire de importancia para los contaminantes del aire de criterio y las emisiones tóxicas al aire para los vecindarios impactados desproporcionadamente por la contaminación del aire, teniendo en cuenta la regla bajo CEQA que los proyectos ubicados en áreas ya afectadas por la degradación ambiental y con sensibilidad del uso del suelo están sujetos a un umbral de importancia menor.”*

RESPUESTA:

- Los umbrales de importancia del Distrito para CEQA y las Evaluaciones de Riesgos de Salud ya están diseñados para proteger a las personas más sensibles e impactadas cerca de la ubicación del proyecto
- En los análisis del Distrito, se supone el peor de los casos, lo que proporciona un alto nivel de protección al evaluar el potencial de la calidad del aire y los impactos del riesgo del desarrollo del proyecto (se supone que el receptor permanece en el punto de mayor concentración durante 70 años, las peores condiciones climáticas, etc.)

Tarifas de ISR y VERA

COMENTARIO: *“Requerir el uso de fondos pagados de conformidad con la Regla 9510 del Distrito del Aire (Revisión de Fuente Indirecta, ISR por sus siglas en inglés) y el Acuerdo de Reducción Voluntaria de Emisiones (VERA, por sus siglas en inglés), para gastar en la reducción de emisiones dentro de los vecindarios en los que se encuentra el proyecto. A través de un proceso comunitario y en colaboración con las partes interesadas de la comunidad, desarrollar una lista de criterios y proyectos de muestra que califiquen para financiamiento y publiquen la disponibilidad del financiamiento específico de ISR.”*

RESPUESTA:

- Los fondos recaudados a través de Acuerdos Voluntarios de Reducción de Emisiones ya se utilizan para reducir las emisiones, en la medida de lo posible, en y alrededor de las comunidades donde se produce el aumento de las emisiones
- El Distrito acuerda que la colaboración con las partes interesadas de la comunidad es una excelente manera de informar al público, y desarrollar y enfocarse en proyectos para financiamiento (vea las Medidas de Alcance del CERP números 0.1, 0.2 y 0.3)

Auditorias de Instalaciones

COMENTARIO: *“Distrito del Aire programará auditorías para las instalaciones identificadas como los principales contaminadores en el área por la evaluación técnica...proporcionará al Subcomité de “Implementación” una lista de las fuentes y las fechas programadas de las auditorías...informará los resultados al comité directivo y CARB al mismo tiempo, dentro de los 10 días posteriores a la auditoría...discutir los planes de acción con CARB y el comité directivo para ser votados por el comité de “Implementación”...proporcionar un cronograma de implementación e informará al comité directivo no menos de una vez por trimestre hasta que se hayan realizado los cambios en las instalaciones y se hayan reducido las emisiones.”*

RESPUESTA:

- Distrito se ha comprometido a mejorar las actividades de cumplimiento, incluyendo inspecciones adicionales para instalaciones que no cumplen con los requisitos. Inspecciones implican una revisión exhaustiva de todos los equipos, permisos e informes asociados y el mantenimiento de registros
- Auditoría de Reducción del Riesgo de Instalaciones del Distrito bajo AB 2588: Reporte de instalaciones requerido, reevaluaciones aceleradas ya en curso
- El Distrito informará anualmente al CARB y al Comité Directivo sobre el cumplimiento y el progreso AB 2588, como se comprometió en el CERP

Barreras Vegetativas Cerca de Receptores Sensibles

COMENTARIO: *“El Distrito del Aire trabajará con la Ciudad de Fresno/Condado de Fresno para instalar barreras sólidas o amortiguadores vegetativos entre fuentes/ubicaciones de emisiones y receptores sensibles como escuelas, guarderías, oficinas médicas, residencias dentro de la comunidad 617.”*

RESPUESTA:

- La Medida VB.1 en el borrador del CERP describe cómo el Distrito trabajará con otras agencias para promover la instalación de barreras vegetativas según corresponda
- El Distrito puede desarrollar su enfoque dentro de la medida VB.1 para explorar la instalación de barreras vegetativas en instalaciones de receptores sensibles

Barreras Vegetativas Cerca de Carreteras

COMENTARIO: *“El Distrito del Aire recomendará la instalación de barreras mecánicas y vegetativas cerca de las autopistas que estén cerca de lugares sensibles en Centro-Sur Fresno a la Ciudad de Fresno/Condado. El Distrito, en coordinación con la Ciudad o el Condado de Fresno, solicitará fondos para instalar estas barreras. Las ubicaciones propuestas incluyen: A lo largo de la autopista 99, especialmente cerca del intercambio 99 y 180 y junto al lado sur del 99 entre 180 y 41; A lo largo del 41 dentro del límite de AB 617; A lo largo de Maple, Chestnut y Divisadero/Tulare.”*

RESPUESTA:

- La medida VB.1 en el borrador del CERP describe cómo el Distrito trabajará con otras agencias para la instalación de barreras vegetativas según corresponda
- El Distrito puede desarrollar su enfoque dentro de la medida VB.1 para explorar el trabajo con otras agencias para instalar barreras vegetativas a lo largo de las carreteras

Barreras Vegetativas en Instalaciones Comunitarias

COMENTARIO: *“El Distrito del Aire requerirá que todas las instalaciones identificadas en la evaluación técnica y el inventario de emisiones incorporen medidas de mitigación tales como plantar arbustos, vegetación, árboles alrededor del perímetro de sus instalaciones, para excluir los puntos de entrada y salida.”*

RESPUESTA:

- Como se discutió en la medida VB.1 en el borrador del CERP, el Distrito trabajará con otras agencias para apoyar el uso de barreras vegetativas según corresponda
 - Tome en cuenta que muchas fuentes identificadas en la evaluación técnica, como las estaciones de servicio, los generadores de emergencia en los techos y otros, no son buenos candidatos para las barreras vegetativas que rodean la propiedad

Cumplimiento-Inspecciones de Instalaciones

COMENTARIO: *“El Distrito del Aire evaluará las siguientes instalaciones: Rio Bravo, Vitro Flat Glass, Calco Gen, Western Co-Gen, SFPP, M&R Company (Lodi), Certainteed, Holz Rubber (Lodi), Gallo Glass (Modesto), Diamond Foods (Lodi), como mínimo para el cumplimiento de las normas y regulaciones existentes del Distrito del Aire. Informar los hallazgos al comité directivo y a CARB. Crear un plan de cumplimiento... Crear un cronograma de mejoras...informar al comité de manera programada... Informar los hallazgos a CARB. El Distrito del Aire asignará instalaciones para auditorías periódicas y aleatorias durante un período de tiempo... auditar el cumplimiento.”*

RESPUESTA:

- Instalaciones permitidas del Distrito en todo el Valle se inspeccionan regularmente, incluyendo la comunidad de Centro-Sur Fresno, y continuarán siendo inspeccionadas mediante la implementación del CERP de Centro-Sur Fresno. Las inspecciones conllevan una revisión exhaustiva de todos los equipos, permisos e informes asociados y el mantenimiento de registros.
- Como se detalla en el borrador del CERP, el Distrito implementará su estrategia de cumplimiento mejorada, incluyendo inspecciones más frecuentes de instalaciones, dentro de la comunidad
- Si se descubren problemas con el cumplimiento de las normas a través del proceso de inspección, el Distrito trabajará con las instalaciones para garantizar que el equipo permitido cumpla con las limitaciones de emisiones
- El Distrito informará anualmente a CARB y al Comité Directivo sobre el cumplimiento y el progreso de AB 2588, como se comprometió en el CERP

Cumplimiento-Quejas Públicas

COMENTARIO: *“El Distrito del Aire agregará un enlace de “Cumplimiento” al sitio web de la Comunidad AB 617...sitio tendrá un formulario fácil de usar para permitir al público presentar quejas sobre cualquier tipo de problema de calidad del aire. Una vez que se ha presentado una queja, el sitio web permitirá al público seguir el proceso a través del estado de inspección, violación o justificación, resolución y resultado. Todas las quejas deben hacerse públicas y la comunidad tiene acceso para ver el historial de infracciones de las instalaciones/negocios.”*

RESPUESTA:

- El Distrito agregará un enlace al sitio web de la Comunidad AB 617 al portal de quejas en línea
- El Distrito opera un programa de respuesta a quejas que responde a aproximadamente 3,000 quejas públicas cada año
- El public puede someter quejas, incluyendo videos y fotografías, en línea y a través de aplicaciones de teléfonos inteligentes móviles
 - El personal del Distrito debe mantener informada a la parte informante de los resultados de la investigación hasta que se haya completado, y para las quejas presentadas en línea
 - La parte informante puede optar por recibir una copia del informe de la investigación por correo electrónico automáticamente

Sanciones por Infracciones - Residentes de Bajos Ingresos

COMMENT: *“Las multas otorgadas a los residentes del Valle por el Distrito del Aire relacionadas con la aplicación de las reglas y regulaciones deben administrarse en una escala proporcional de acuerdo con los ingresos de los residentes. Por ejemplo, las multas por quemar basura deberían ser menores para los residentes de bajos ingresos y mayores para los residentes de mayores ingresos. El Subcomité de Implementación de AB 617 de Fresno puede ayudar al Distrito del Aire a determinar niveles de multas.”*

RESPONSE:

- El Distrito evalúa y recauda sanciones por violaciones de las reglas y regulaciones de calidad del aire de acuerdo con las disposiciones de la ley estatal que establecen las sanciones máximas potenciales y los factores que deben sopesarse para determinar una sanción apropiada
 - Durante el proceso de negociación del acuerdo, la parte responsable puede proporcionar evidencia de circunstancias atenuantes, como evidencia de que la sanción resultaría en dificultades financieras
 - Si se identifican dificultades financieras, el Distrito puede reducir las sanciones y/o establecer un plan de pago para llegar a un acuerdo negociado final

Cumplimiento de Mantenimiento de Flotilla

COMENTARIO: *“CARB trabajará con el Distrito del Aire para revisar si la Ciudad de Fresno cumple con el cronograma de mantenimiento de su flotilla realizando inspecciones programadas de la flotilla no menos de una vez al año. Los autobuses que están listos para ser puestos fuera de servicio son reemplazados por autobuses eléctricos.”*

RESPUESTA:

- CARB tiene jurisdicción sobre las emisiones de flotillas municipales, incluyendo autobuses, este comentario ha sido enviado a CARB para su consideración
- Note el reemplazo de los autobuses de tránsito diesel antiguos elegibles por autobuses de tránsito con cero (eléctrico) o casi cero emisiones ha sido objeto de la medida HD.8 propuesta por el Distrito en el borrador del CERP
 - La flotilla de autobuses de la Ciudad de Fresno es operada en gran parte, si no únicamente, con gas natural. HD.8 se modificará para permitir el reemplazo de los autobuses de gas natural más antiguos también

Ecologización Urbana

COMENTARIO: *“El Distrito del Aire y la Ciudad/Condado de Fresno solicitarán fondos estatales para la ecologización urbana y la silvicultura para mejorar la cobertura de arboles en la comunidad de AB 617, especialmente en los vecindarios residenciales que actualmente carecen de cobertura.”*

RESPUESTA:

- Como se describe en la medida UG.1 en el borrador del CERP, el Distrito trabajará con las agencias apropiadas para identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad y trabajará para dirigir los fondos estatales disponibles a la comunidad para apoyar los esfuerzos de ecologización urbana

Fuegos Artificiales en la Comunidad de AB 617

COMENTARIO: *“El Distrito del Aire trabajará con la Ciudad de Fresno/Condado para prohibir el uso y/o venta de fuegos artificiales en el área afectada de AB 617.”*

RESPUESTA:

- El Distrito enviará esta preocupación a la Ciudad de Fresno y al Condado de Fresno, y ayudar a comunicar los impactos en la salud y la calidad del aire asociados con los fuegos artificiales.

Actualizaciones del Programa RAAN

COMENTARIO: *“El Distrito del Aire del Valle de San Joaquín, en coordinación con el Departamento de Salud de Fresno, revisará la accesibilidad y el alcance (acceso al idioma, acceso a la tecnología) del programa RAAN y realizará actualizaciones según sea necesario. Informar al Subcomité de Implementación.”*

RESPUESTA:

- Distrito se compromete a garantizar que el público tenga acceso a la información y orientación sobre la calidad del aire más actualizada sobre cómo tomar medidas para protegerse de la exposición a la mala calidad del aire
- El recurso RAAN del Distrito ahora está disponible en inglés y español en el sitio web y en la aplicación móvil del Distrito
- Según lo recomendado, el Distrito se coordinará con los socios correspondientes incluyendo el comité directivo para revisar la accesibilidad y el alcance del programa RAAN, y realizar las actualizaciones necesarias para llegar a la mayor cantidad de residentes posible

Educación y Alcance de la Calidad del Aire

COMENTARIO: *“El Distrito del Aire del Valle de San Joaquín aumentará el alcance y la educación para RAAN dentro de la comunidad de 617.”*

RESPUESTA:

- Medidas numeradas 0.1 y 0.2 en el borrador del CERP describen la medida de alcance de AB 617 del Distrito en detalle, incluyendo el alcance de RAAN
 - Aumentar la conciencia de la comunidad sobre las herramientas para mantenerse informado de los cambios en tiempo real en la calidad del aire a través de campañas en las redes sociales (Facebook, Twitter e Instagram)
 - Serie de talleres asociados con organizaciones cívicas y comunitarias locales en sitios públicos como bibliotecas, escuelas y centros comunitarios, de salud o recreación
 - Promover herramientas en tiempo real como myRAAN, la aplicación Valley Air, las pautas de riesgo de actividad al aire libre en tiempo real (ROAR, por sus siglas en inglés), la página web del Distrito sobre incendios forestales, así como información sobre educación general sobre la calidad del aire, impactos del humo de incendios forestales, efectos a la salud y similares
 - Su objetivo es aumentar los registros de myRAAN, las descargas de la aplicación Valley Air y los seguidores de las redes sociales entre los miembros de la comunidad

Sistemas de Filtración del Aire - Escuelas

COMENTARIO: *“Distrito del Aire ofrecerá incentivos financieros y asistencia técnica a los hogares de bajos ingresos dentro del área de AB 617 para instalar filtros de aire que mitiguen la contaminación del aire interior.”*

RESPUESTA:

- Medida en el Borrador del CERP SC.1: Distrito está comprometido a financiar sistemas de filtración de aire en escuelas comunitarias

Sistemas de Filtración del Aire - Hogares

COMENTARIO: *“El Distrito del Aire ofrecerá incentivos financieros y asistencia técnica a los hogares de bajos ingresos dentro del área de AB 617 para instalar filtros de aire que mitiguen la contaminación del aire interior.”*

RESPUESTA:

- Como se describe en la medida SC.1 en el borrador del CERP, el Distrito proporcionará incentivos financieros para ayudar a cubrir el costo de instalación de sistemas de filtración de aire en las escuelas
- Medida en el Borrador del CERP IAQ.1 ayuda a reducir la contaminación del aire interior a través de la climatización y otras medidas. El Distrito abogará por la expansión de los programas estatales para incluir sistemas de filtración de viviendas, según sea posible

Entrenamiento para Jóvenes de la Comunidad

COMENTARIO: *“Distrito del Aire trabajará en conjunto con Fresno EOC para crear un programa local de capacitación y empleo juvenil que se centre en los jóvenes que residen/trabajan en el área de AB617 que los capacitará en la implementación de las estrategias de mitigación incluidas en el CERP.”*

RESPUESTA:

- Medida C.5 en el borrador del CERP describe cómo el Distrito financiará una mayor capacitación educativa para los mecánicos de vehículos eléctricos en la comunidad de AB 617
- Medida O.2 en el borrador del CERP describe cómo el Distrito se asociará con otras agencias para aumentar el alcance, incluyendo la exploración de la viabilidad de la creación de un simposio anual para jóvenes para educar y alentar a los estudiantes de secundaria a compartir información sobre la calidad del aire con sus compañeros, ayudando a mantener la conciencia de la comunidad en el futuro generaciones

Dirigir Fondos Estatales a la Comunidad

COMENTARIO: *“La Ciudad de Fresno, el Condado de Fresno y el Distrito del Aire aplicarán como cosolicitantes a las fuentes de fondos estatales para mitigar los impactos dentro del Límite de 617 y mejorar la habitabilidad...”*

RESPUESTA:

- El Distrito se compromete a trabajar con el Comité Directivo, la Ciudad de Fresno, el Condado de Fresno y otras agencias para identificar y solicitar las fuentes de financiación disponibles para reducir las emisiones y la exposición a la contaminación del aire en la comunidad de Centro-Sur Fresno

Proyectos de Incentivos de Fuente Estacionaria

COMENTARIO: *“El Comité Directivo aprobará incentivos para cada caso para fuentes estacionarias. Las instalaciones autorizadas que necesitan actualizaciones de BACT/BARCT y tienen un historial de cumplimiento recibirán prioridad para los incentivos. Las instalaciones autorizadas que tienen un historial de infracciones, luego pagan sus sanciones y multas pero no detienen las violaciones serán revisadas para su cierre.”*

RESPUESTA:

- Medida en el Borrador del CERP IS.6: Comité Directivo participará e se le informará de los proyectos de fuentes estacionarias a medida que se desarrollen
- Distrito trabajará estrechamente con los miembros de CARB y del Comité Directivo para desarrollar nuevas pautas de programas de incentivos para determinar proyectos elegibles y montos de financiamiento, sujeto a disponibilidad de fondos y aprobación de la Mesa Directiva

Niveles de Financiación de Incentivos Basados en los Ingresos

COMENTARIO: *“El Distrito del Aire otorgará incentivos para programas relacionados con la calidad del aire en una escala proporcional. Por ejemplo, los incentivos para los autos menos contaminantes deberían ser mayores para los residentes de bajos ingresos y menores para los residentes de mayores ingresos. El Subcomité de Implementación AB 617 de Fresno puede ayudar al Distrito del Aire a determinar los niveles de incentivos.”*

RESPUESTA:

- Muchos de los actuales programas de incentivos estatales y del Distrito ofrecen montos de incentivos más altos para los residentes de bajos ingresos
- Como se finalizan las medidas recomendadas, el Distrito trabajará en colaboración con CARB, el Comité Directivo y otras agencias aplicables para desarrollar pautas para determinar proyectos elegibles y montos de fondos para residentes de ingresos variables, sujeto a disponibilidad de fondos y a aprobación de la Mesa Directiva

Equipo de Césped y Jardín

COMENTARIO: *“El Distrito del Aire creará una nueva regla que requerirá que los paisajistas comerciales usen equipos de jardinería eléctricos (es decir, cortadoras de césped, sopladores de hojas, etc.) Los sopladores de hojas residenciales deben pasar a aspiradoras alternativas para disminuir la contaminación por polvo.”*

RESPUESTA:

- Distrito no tiene jurisdicción para regular los motores pequeños asociados con el equipo de jardinería
- CARB se ha comprometido de volver a revisar la regulación del motor todoterreno pequeño (SORE, por sus siglas en inglés), como se describe en el CERP
- Distrito está alentando el uso de equipos eléctricos de césped y jardín en la comunidad al proporcionar acceso a los paisajistas a los incentivos disponibles ofrecidos por el Distrito, y compromete un mayor alcance (Medida LG.2)

Quema de Leña Residencial

COMENTARIO: *“Distrito del Aire prohibirá las chimeneas en la Ciudad de Fresno y su área de influencia, así como prohibirá la quema de leña no esencial. Para los residentes que solo tienen chimeneas de leña como única fuente de calor, el Distrito del Aire priorizará y buscará incentivos de reemplazo para las comunidades de bajos ingresos. El Distrito del Aire llevará a cabo actividades de alcance para los residentes de la comunidad 617 de bajos ingresos.”*

RESPUESTA:

- En junio de 2019, el Distrito modificó la Regla 4901 (Chimeneas de Leña y Calentadores de Leña) para limitar aún más el número de días que los aparatos contaminantes de leña pueden funcionar
- Restricción reducida estará en vigor para la próxima temporada de invierno
- Medidas RB.1 y RB.2 describen la estrategia, con incentivos mejorados para reemplazar aparatos de leña y estufas de combustible granulado con gas natural o alternativas eléctricas, y estrategias específicas de alcance y educación

Parrillas Comerciales

COMENTARIO: *“El Distrito del Aire acelerará el cronograma para el desarrollo de una regla y un cronograma de implementación para las parrillas comerciales ubicadas dentro de la comunidad de AB 617.”*

RESPUESTA:

- Bajo la Medida CC.1 en el Borrador del CERP, Distrito ofrecerá incentivos a los restaurantes para ayudar a cubrir los costos de instalación y operación de equipos de control de emisiones para las parrillas comerciales
- Estos incentivos también estarán disponibles para restaurantes en la comunidad de Centro-Sur Fresno
- El comité directivo solicitó ayudar a establecer asociaciones con restaurantes para aprovechar los incentivos de la tecnología de control
- El Comité Directivo de la Comunidad será informado del proceso para enmendar la regla de parrillas comerciales del Distrito continúa desarrollándose

Combustible Diesel Renovable

COMENTARIO: *“Promover el uso de biodiesel y combustibles diesel renovables en la comunidad de Centro-Sur Fresno para proporcionar opciones alternativas de combustible que reduzcan la contaminación del aire.”*

RESPUESTA:

- En la medida en que el biodiesel y los combustibles diesel renovables estén certificados por CARB para reducir las emisiones de NO_x/PM_{2.5}/GHG, el Distrito trabajará con proveedores locales para promover el uso de biodiesel y diesel renovable en la comunidad

Pesticidas

COMENTARIO: *“Prohibir todas las aplicaciones sin lonas de pesticidas tóxicos contaminantes del aire 1, 3-D. Reducir límite anual de 1, 3-D del municipio (el límite es actualmente 136,000 libras por 6X6 millas del municipio) y/o establecer reducciones de límite de forma más granular para abordar los picos 1, 3-D vistos en ciertas secciones. Hacer que los Avisos de Intención (NOI, por sus siglas en inglés), requeridos para las aplicaciones restringidas de pesticidas, estén disponibles públicamente en línea, junto con las aprobaciones/denegaciones del CAC de estos NOI. Prohibir todas las aplicaciones aéreas de pesticidas TAC. Establecer zonas de amortiguación 24/7 de 1 milla para todos los TAC de pesticidas para todos los sitios sensibles, incluyendo hogares, hospitales, campo de trabajos forzados y escuelas. Solicite una evaluación de todos los TAC cancerígenos, incluyendo los pesticidas, y luego crear planes de reducción de emisiones de acuerdo con ese análisis. Solicite una evaluación de todos los TAC de toxicidad reproductiva, incluyendo los pesticidas, y luego crear planes de reducción de emisiones de acuerdo con ese análisis.”*

RESPUESTA:

- A través de discusiones con el Distrito y el comité directivo de la comunidad, DPR y CARB se comprometen a incluir en las acciones del CERP para abordar los pesticidas y están trabajando juntos para elaborar estrategias. El Distrito continuará facilitando esfuerzos de colaboración con el Comité Directivo, CARB y DPR para evaluar posibles propuestas del CERP

Próximos Pasos para el Desarrollo del CERP

Próximos Pasos: Desarrollo del CERP

Fecha	Detalles
martes 27 de agosto	Reunión del Comité Directivo de la Comunidad (CSC, por sus siglas en inglés)
miércoles 28 de agosto	<ul style="list-style-type: none"> Taller público para discutir los dos CERPs del Valle en las oficinas del Distrito en Bakersfield, Fresno y Modesto (¡los miembros del CSC y el público son bienvenidos y se les anima a asistir!) Fecha límite para comentarios sobre el borrador inicial del CERP para ser considerados en el Borrador revisado
miércoles 4 de septiembre	Reunión del CSC (revisión del CERP actualizado, preparación para la reunión de la Mesa Directiva)
jueves 12 de septiembre	Borrador Final del CERP Publicado (1 semana antes de la reunion de la Mesa Directiva)
jueves 19 de septiembre	Reunión de la Mesa Directiva del Distrito para adoptar los CERPs Propuestos
octubre/noviembre	El personal de CARB será coanfitrión de la reunión de CSC
febrero	Reunión de la Mesa Directiva de CARB en Shafter para adoptar los CERPs de Shafter y Centro-Sur Fresno
continuo	Reuniones de CSC para revisar y discutir la implementación del CERP

Información del Contacto

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www.valleyair.org

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Comité Directivo de Centro-Sur Fresno

Desarrollo del Programa de Reducción de Emisiones de la Comunidad

Resumen de las Medidas en el Borrador del CERP 8/28/19

Medida #	Agencia Ejecutora	Descripción de la Medida	Reducciones Estimadas de Emisiones de por Vida (toneladas)			# de Unidades	Tipo de Unidad	Fondos Incentivos	Rentabilidad (\$/tonelada)
			PM2.5	NOx	Tóxicos				
Fuentes Móviles de Servicio Pesado									
HD.1	SJVAPCD	Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones	1.35	491.5	x	150	Camiones	\$ 15,000,000	\$30,000 - \$60,000
HD.2	SJVAPCD	Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRUs)	0.15 - 2.7	9.0 - 19	x	50	Camiones de Patio o TRUs	\$ 7,000,000	\$65,000 - \$200,000
HD.3	SJVAPCD	Medidas para Reducir el Ralentí: Enchufes de Carga para Camiones	0.17	10.33	x	33	Enchufes de Carga	\$ 100,000	N/A
HD.4	SJVAPCD, Ciudad	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo				2	Estaciones de Combustible Alternativo	\$ 2,000,000	N/A
HD.5	SJVAPCD	Implementar un Programa Piloto de Incentivos para Proporcionar Reparaciones de Emisiones de Camiones	TBD	TBD	TBD	9	Reparaciones de Camiones	\$ 75,000	N/A
HD.6	CARB, SJVAPCD	Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí	*	*	*				
HD.7	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para los Nuevos Autobuses Escolares	8.32	20.8	x	16	Autobuses Escolares	\$ 6,400,000	\$ 218,000
HD.8	SJVAPCD	Programa de Incentivos para el Reemplazo de Autobuses de Tránsito	TBD	TBD	x	TBD	Autobuses de Tránsito	TBD	N/A
HD.9	SJVAPCD	Incentivos para Locomotores	5.6	252	x	4	Locomotores	\$ 10,400,000	\$ 50,000
HD.10	SJVAPCD	Incentivos para Impulsores de Automotores/Conmutadores	3.5	133	x	7	Conmutador de Locomotora	\$ 9,400,000	\$ 10,000
HD.11	Ciudad, Condado	Cambio de Ruta de Camiones de Servicio Pesado							
HD.12	SJVAPCD, CARB	Promover el uso de biodiesel/combustibles diesel renovables (medida que se agregará al CERP)							
Vehículos de Pasajeros Antiguos/Altamente Contaminantes									
C.1	SJVAPCD	Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	*	11.6	x	1250	Reparaciones de Vehículos	\$ 1,000,000	\$ 45,000
C.2	SJVAPCD	Acceso/Alcance Mejorado a Incentivos a través de Drive Clean	0.07	1.98	x	220	Vehículos de Aire Limpio	\$ 1,600,000	\$ 240,000
C.3	SJVAPCD	Programa de Vehículo Compartido	*	*	x	1	Programa de Vehículo Compartido	\$ 250,000	N/A
C.4	SJVAPCD	Incentivos para Infraestructura para EV's				42	Cargadores EV	\$ 250,000	N/A

C.5	SJVAPCD	Mayor Capacitación Educativa para Mecánicos de EV's				5	Eventos de Entrenamiento	\$ 75,000	N/A
C.6	SJVAPCD	Programa de Viaje Compartido para la Comunidad	TBD	TBD	x	TBD	Programa de Viaje Compartido	\$ 250,000	N/A
Quema Residencial									
RB.1	SJVAPCD	Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	246	*	x	500	Aparatos	\$ 1,500,000	\$ 7,000
RB.2	SJVAPCD	Educación al Público sobre los Efectos Dañinos de la Quema de Leña	*	*	*				
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña	*	*	*				
RB.4	SJVAPCD	Alcance para Reducir la Actividad Ilegal	*	*	*				
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	*	*	*				
Quema Agrícola									
AG.1	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (tritadura/incorporación del suelo)	*	*	*	700	acres	\$ 375,000	\$ 2,500
AG.2	CARB/DPR	Reducir la Exposición Comunitaria a los Pesticidas (medida que se agregará al CERP)			*				
Fuentes Industriales									
IS.1	SJVAPCD	Proporcionar incentivos a las operaciones de revestimiento para reducir aún más las emisiones de cromo	TBD		x	TBD	TBD	TBD	TBD
IS.2	SJVAPCD	Evaluar la viabilidad de financiar más reducciones de emisiones de la instalación de energía de biomasa (incluir fuentes móviles)	TBD		x	TBD	TBD	TBD	TBD
IS.3	SJVAPCD	Evaluar la viabilidad de financiar más reducciones de emisiones de las plantas de fabricación de vidrio (incluir fuentes móviles)	TBD		x	TBD	TBD	TBD	TBD
IS.4	SJVAPCD	Frecuencia de Inspección Mejorada	*	*	*				
IS.5	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	*	*	*				
IS.6	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	*	TBD	TBD	TBD	TBD	TBD	TBD
Uso del Suelo y Fuentes Urbanas									
LU.1	SJVAPCD, Ciudad	Uso del Suelo/Desarrollo Sostenible: Proyectos de Apoyo que Reducen VMT	*	*	x				
LU.2	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia durante el Proceso de CEQA	*	*	*				
SD.1	PUC	Buscar incentivos para que las empresas locales y los propietarios instalen energía solar y almacenamiento de energía	*	*	*				\$ 1,000,000
CC.1	SJVAPCD	Incentivos para reducir el PM de las parrillas comerciales	TBD		x	8	Sistemas de Control	\$ 1,200,000	\$ 135,000
FD.1	SJVAPCD	Polvo Fugitivo: Regla de Cumplimiento Regulación VIII Requisitos de Polvo Fugitivo	*						
FD.2	SJVAPCD, Caltrans, Ciudad, Condado	Polvo de Carretera: Evaluar la frecuencia creciente de barrido de calles	*						
FD.3	SJVAPCD, Caltrans, Ciudad, Condado	Polvo de Carreteras: Evaluar la viabilidad de las mejoras de pavimentación de carreteras	*						

LG.1	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín	27	40	x	570	Unidades de Césped y Jardín	\$ 200,000	\$ 3,000
LG.2	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Equipos Comerciales de Jardinería y Césped	TBD	TBD	x	60	Unidades de Césped y Jardín	\$ 75,000	N/A
PF.1	SJVAPCD, Ciudad, Condado	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Vehículos de Flotillas Públicas	TBD	TBD	TBD	400	Vehículos	\$ 8,000,000	\$ 240,000
Medidas de Reducción a la Exposición									
SC.1	SJVAPCD	Sistemas de Filtración del Aire en Escuelas Comunitarias	*	*	*	5	Sistemas de Filtración	\$ 100,000	N/A
SC.2	SJVAPCD	Escuelas HAL: Aumentar la Participación	*	*	*				
IAQ.1	CAPK, CSD, SJVAPCD	Mitigar la exposición interior a la contaminación del aire a través de la climatización y la eficiencia energética mejorada	*	*	*				
UG.1	Ciudad, Condado	Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad	*	*	*				
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de las Fuentes de Preocupación	*	*	*				
IR.1	SJVAPCD, Ciudad, Condado	Estrategia de Reducción de Ralentí: Reducción de Ralentí de Vehículos Cerca de Receptores Sensibles	*	*	*				
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario de Calidad del Aire	*	*	*				
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	*	*	*				
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire							
Subtotal: Medidas del Distrito			292	961				\$ 67,250,000	
Estrategias Estatales									
	CARB	Reducir Emisiones de Ganado Lechero y Otro Ganado	*	*	*				
	CARB	Reducir Emisiones de Desechos Orgánicos en Vertederos	*	*	*				
	CARB	Compromiso entre Agencias e Integración de Información sobre la Aplicación de Pesticidas	*	*	*				
	CARB	Reducción de Emisiones de los Sistemas de Petróleo y Gas	*	*	*				
	CARB	Regulación de Camiones Limpios Avanzados	1.3	42.5	x				
	CARB	Inspección y Mantenimiento de Vehículos de Servicio Pesado	15.6	1080	x				
	CARB	Modificaciones del Reglamento de Camiones de Descarga	*	*	*				
	CARB	Regulaciones de la Unidad de Refrigeración del Transporte	*	*	*				
	CARB	Sistema de Registro de Evaluación de Emisiones Reales	*	*	*				
	CARB	Manual de Carga	*	*	*				
	CARB	Estudio Piloto de Ralentí Local de Camiones y Autobuses	*	*	*				
	CARB	Modificación del Reglamento de Equipos de Manejo de Carga	*	*	*				
	CARB	Clean Cars 2 Avanzado	0.2	10.8	x				

	CARB	Evaluación y Desarrollo Potencial de la Regulación para Reducir el Ralentí para todas las Fuentes de Patio Ferroviario	*	*	*				
	CARB	Evaluación y Desarrollo Potencial de la Regulación para Reducir las Emisiones de las Locomotoras No Autorizadas en virtud de la Ley de Aire Limpio	*	*	*				
	CARB	Nuevos Estándares para Pequeños Motores Todoterreno (SORE, por sus siglas en inglés)	0	40.5	x				
	CARB	Medida de Control Sugerida para Cocinar Comercial	*	*	*				
	CARB	Realizar Alcance de Proyectos Ambientales Suplementarios Periódicos	*	*	*				
Subtotal: Medidas Estatales de CARB			17.1	1173.8					
TOTALES			309	2135				\$ 67,250,000	

South Central Fresno Community Steering Committee - Meeting #13
Aug. 27, 2019, 5:30 p.m. – 7:25 p.m.

1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introductions

Sam Magill, Facilitator from Institute for Local Government

Sam reviewed the meeting agenda and goal for the evening. After his announcements, Sam introduced Jennifer Clark as the speaker for the next agenda item.

3. Spotlight on City of Fresno Partnership and CERP Commitments

Jennifer Clark, Director for the City of Fresno Planning & Development Department

Jennifer discussed opportunities for the City of Fresno to be involved in AB 617 emission reduction strategies. The City of Fresno and District actively coordinate on projects to address potential air quality impacts, and Jennifer committed that the City could involve the District in the pre-application process for potential projects, to allow developers the opportunity to incorporate air-friendly design elements in the initial design of projects. Jennifer reviewed existing methods for the public to obtain information about planned development in the community, including the City of Fresno website and FASTER portal. Jennifer responded to Steering Committee and public comments, including the following questions by Steering Committee:

- Is it easy to change lots for farms or tiny homes?
- Will District be invited to meetings?
- Which agency determines the air quality impacts of construction and other projects (City or Air District)?
- How is the “Faster” Fresno App. more beneficial to residents for reporting complaints?
- When complaints are made to the city, but not under their jurisdiction, is it forwarded to the appropriate agency?
- Does City intend to take CERP strategies into account where appropriate?

4. Ongoing CERP developments

Sam Magill – District Staff – Committee members

This presentation focused on responding to comments received about the draft Community Emissions Reduction Program (CERP) to date.

- Jessica Coria, Senior Air Quality Specialist for the District, provided the introduction to the item by reviewing the status of the draft CERP, and responded to comments received regarding the implementation of the CERP.
- Arnaud Marjollet, Ryan Hayashi, Jaime Holt, Todd DeYoung, and Chay Thao from the District reviewed comments and suggestions received from Steering Committee members and the public.

- Jessica then reviewed the next steps for CERP development, and responded to questions from Steering Committee members.

Comments and questions that were discussed include:

- Request by committee members for further explanation on complaint resolution from Appendix F.
- Will there be real enforcement to new rules?
- How do we find out the number of complaints and resolutions? Who receives this information?
- What is the timeline for the ideas to be implemented?
- How quickly will schools benefit?
- What is CARB's commitment to Fresno?
- Can all the schools (especially elementary) receive filters?
- Is it possible to exceed current funding level at the request of committee?

CERP Development Comments:

- Pesticides: Need to reach out to communities close to agriculture, especially Edison High School.
- Should provide incentives to other (cleaner) methods of cooking.
- Agencies should have a better presence with all communities.

5. Wrap-up and Next Steps

Sam Magill, Facilitator

Sam reviewed the next steps for CERP development, with upcoming meetings of note including the following:

- Public Workshop at District Offices: August 28, 2019
- Next Steering Committee meeting: September 4, 2019

6. Public Comment



Agenda for South Central Fresno Community Steering Committee Meeting #14

September 4, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Sam Magill, Institute for Local Government, Facilitator
 - Review of meeting goals
3. Ongoing Community Emission Reduction Plan Development: 5:40 p.m.
Steering Committee Final Recommendations
Sam Magill, Facilitator
4. Wrap-up and Next Steps 7:00 p.m.
Sam Magill, Facilitator
 - Meeting takeaways and next steps
 - Comments on Draft CERP due by September 6, 2019
 - District Governing Board Meeting: September 19, 2019
 - Next Steering Committee meeting: October 23, 2019
5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org

South Central Fresno Community Emissions Reduction Program (CERP) Development

September 4, 2019

San Joaquin Valley Air Pollution Control District

Steering Committee Effort in Developing Community Emission Reduction Program

- Huge thanks to Steering Committee and other community members for hard work and involvement to date
- Community Emission Reduction Program (CERP) comprised of wide-ranging measures developed with your input
- Significant community investment through regulatory, incentive-based, enforcement, workforce development, education, and other measures
- Reduces over 300 tons of PM_{2.5}, 2000 tons of NO_x, and associated air toxics over project lifetimes

CERP Provides Framework for Ongoing Community-Driven Implementation

- CERP developed as a roadmap for emissions reductions and exposure reduction in the South Central Fresno community
- Implementation of CERP measures will be adjusted as necessary in response to community needs
- Steering Committee input will be essential in guiding ongoing implementation efforts by District, CARB, other agencies, and community partners
 - Steering Committee meetings will be ongoing after CERP is adopted

CERP Development: Required Elements

- CARB guidance requires that Community Emission Reduction Programs include the following elements:
 - Community description
 - Community partnerships established and public engagement efforts undertaken
 - Air pollution challenges facing the community
 - Measures to reduce emissions and exposure to air pollution
 - Implementation schedule for measures undertaken
 - An enforcement plan to ensure effective emissions reductions
 - Metrics to track progress over time

Community-Focused Clean Air Strategies

- Community Emission Reduction Programs include wide variety of clean air measures designed through cooperative community-driven process
- Incentive-based Strategies
 - New/enhanced opportunities to promote effective clean air technologies/practices
- Regulatory Strategies
 - Requires public process, extensive existing stationary and mobile source regulations
- Outreach & Engagement Strategies
 - Public education about actions residents and businesses can take to further reduce air pollution and associated health benefits
- Partnerships with Other Agencies
 - CARB, City, County, Department of Pesticide Regulation, etc.
- Exposure Reduction Strategies (air filtration systems for schools, home weatherization, vegetative barriers, etc.)

Heavy Duty Mobile Sources

- Incentive measures to replace heavy-duty trucks, locomotives, yard trucks, and truck refrigeration units with clean-engine technologies
- Support for alternative fuel fueling stations
- Charging infrastructure to reduce HD idling
- Enhanced enforcement of Statewide anti-idling regulation
- Funding for electric school buses, and transit buses
- Interest from community in rerouting heavy-duty trucks-partnership with City, County to address these concerns
- Statewide measures will also achieve reductions



Passenger Cars

- Host Tune-In Tune-Up Events within Community
- Enhanced Access/Outreach to Incentives through Drive Clean
- Car Share Program & Ride Share Program
- Incentives for EV Infrastructure
- Increased Educational Training for EV Mechanics
- Statewide measures will also achieve community-specific reductions



Agricultural Sources

- CERP includes specific measures due to Committee concerns
 - Alternatives to Agricultural Burning (chipping/soil incorporation)
 - Pesticide Measures (CARB and DPR)
- In addition to CERP, Valley-wide programs to reduce emissions from agricultural operations ongoing
 - Regulatory requirements
 - Incentive programs



Industrial Sources

- Measures to reduce emissions from biomass facilities, glass manufacturing, and chrome plating operations
- Expedited review of District rules to ensure they meet or exceed BARCT with schedule adopted by District Governing Board in December, 2018
- Additional regulatory amendments included in recently adopted 2018 PM2.5 Plan
- Incentive funding to install advanced control technologies, beyond regulatory requirements (e.g. BACT, BARCT), at stationary sources that would not otherwise be feasible (metal fabrication, auto body coating, small businesses, etc.)
- Enhanced enforcement measures for facilities found to be in noncompliance of air quality regulations
- Facility Risk Reduction Audits under AB 2588 (Air Toxics “Hot Spots” Program)
- Training for gasoline dispensing facility operators on self-inspections
- In addition to CERP, Valley-wide regulatory strategies will continue to reduce emissions from industrial operations

Residential/Urban Sources

- Enhanced enforcement of District Reg. VIII requirements to reduce dust from construction/earthmoving activities and open areas
- Increased enforcement of residential wood burning curtailments
- Increased outreach and access to incentives for replacing wood burning devices with natural gas or electric devices
- Incentives for residential and commercial lawn and garden equipment
- Targeted outreach and incentives to control commercial underfired charbroiling emissions
- Education/outreach to reduce illegal trash burning and promote alternatives



Reducing Exposure for Sensitive Receptors

- Pilot Program to install advanced air filtration systems at community schools, with potential for future program expansion
- Indoor air quality improvement measures
- Urban greening
- Partnerships to install vegetative barriers at pollution sources of concern
- Anti-idling measures near schools, medical centers, residences
- Increased enrollment in HAL Schools program



Collaborating to Enhance Community Participation in Land Use Processes

- Community interest in land use-focused strategies has led to number of specific measures
 - CEQA assistance, enhanced public participation, promotion of active transportation measures, truck rerouting study
- District will assist in facilitating further discussions with the community and land use agencies (City/County) to identify additional opportunities to address community concerns and questions regarding land-use and air quality
- Some areas of future discussion may include, but are not limited to:
 - Ensuring more comprehensive opportunities for public input
 - Providing additional public access and education regarding permitting
 - Better communicating/understanding air quality impacts and mitigation

Outreach & Partnerships with Other Agencies

- Targeted outreach to educate community residents about the availability of funding, RAAN, regulatory requirements
- Continued advocacy to bring state funding to AB 617-selected communities
- Other agencies critical partners to address community concerns and suggestions
 - City, County, transportation planning organizations, EOC, CARB, DPR, OEHHA, SGC, PUC, and others



Next Steps: CERP Development

Date	Details
Wednesday, September 4	CSC Meeting (review updated CERP, prep for Governing Board meeting)
Friday, September 6	Final Comments due to be incorporated into Final Proposed CERP
September 13	Final Proposed CERP Published (1-week prior to Governing Board meeting)
Thursday, September 19	District Governing Board meeting to adopt proposed CERPs
October/November	CARB Staff to co-host CSC meeting
February	CARB Governing Board meeting in Shafter to adopt Shafter & SC Fresno CERPs
Ongoing	CSC meetings to review and discuss CERP implementation

Contact Information

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Bakersfield office (661) 392-5500

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Measure	Title	Color	Name	Public?	Comment
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Yellow	Nayamin		We need a back-stop rule to prohibit ag burning
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Green	Andy Burgin		Promote new technologies is part of a strategy to reduce air pollution
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Yellow	Unknown/Illegible		No Comment
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Yellow	None		Is there other funding source?
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Yellow	None		But within vicinity of ag land of drift and 617 boundary
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Pink	Estela Ortega		Why, this should be a fine and not help them
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Pink	None	Yes	No
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Pink	Lilia Becerril		The farmers can pay
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Pink	None	Yes	No because farmers don't have to burn illegally
AG.1	Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning	Pink	Isabel Vargas		I think the farmers are able to pay
AG.2	Reduce Community Exposure to Pesticides	Yellow	None		Yes, but need more details
AG.2	Reduce Community Exposure to Pesticides	Yellow	Nayamin		We need to get more clarity of what DPR, CARB, and Ag Comms will do
AG.2	Reduce Community Exposure to Pesticides	Green	Lilia B.		No Comment
AG.2	Reduce Community Exposure to Pesticides	Yellow	None		Need more details of what DPR and CARB strategies
AG.2	Reduce Community Exposure to Pesticides	Green	None		Go! Huge Immediate Impact
AG.2	Reduce Community Exposure to Pesticides	Yellow	Samuel Molina		Can community based organizations that focus on pesticides participate? How do we measure successful reduction in pesticide exposure?
AG.2	Reduce Community Exposure to Pesticides	Green	Isabel Vargas		Yes, I agree
AG.2	Reduce Community Exposure to Pesticides	Green	Estela Ortega		I agree strongly
AG.2	Reduce Community Exposure to Pesticides	Yellow	Oralia Mecedá		Ensure that the rules are complied and the most polluting products are eliminated
AG.2	Reduce Community Exposure to Pesticides	Green	None	Yes	Si
AG.2	Reduce Community Exposure to Pesticides	Green	None	Yes	To keep the air cleaner
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	None		You already do that. Be innovative.
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Yellow	Kevin		Vehicle eligibility to 2006 now!
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	Nayamin		This is an existing program. Nothing new.
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	Kevin		Only reaching a narrow group that want the free service. Study lost track of 50% of vouchers, unacceptable.
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	None	Yes	No
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Green	V. Lai		How ensure used in area most to max impact?
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	None		Good program but it already exists
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	None		Already being done
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	None		Already being done
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	Oralia		this does not work for the community, it only excites them and does not benefit
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	Estela		this program exists
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	Isabel		this program already exists
C.1	Passenger Cars: Host Local Tune-In Tune-Up Events Within the Community	Pink	Lilia		This program already exists
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Yellow	None		Yes, need to add low-income sliding scale to all cost of vehicle
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	None		Yes but needs more funding
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	None	Yes	Yes
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Laura Moreno		Yes
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	None		Yes
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	None		Would like more incentives for residents.
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Nayamin		We need to give more funds to low-income residents (sliding scale).
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Yellow	None		Sliding scale, newer vehicles, diversity of reach
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Yellow	V. Lai		How ensure cars are used in area for max impact
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Yellow	None		Also add more infrastructure with more free charging stations.
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Pink	Janet Gardener		Almost like another welfare program. Seems like a big opportunity for scams.
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Oralia		Increase funds so that residents can truly benefit and reduce pollution
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Lilia		Will incentives be provided to low income individuals?
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Isabel		provide incentives to low income individuals
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Estela		I agree
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	None	Yes	please provide more money so that people can benefit more from this
C.2	Passenger Cars: Provide Enhanced Outreach and Acces to Incentive Options	Green	Lilia		don't ask for social security to be able to qualify for this assistance
C.3	Implement Car Share Program	Green	Lupe		Yes
C.3	Implement Car Share Program	Pink	None		Who would operate & the idea is good but not effective in other communities
C.3	Implement Car Share Program	Pink	Janet Gardner		This community does not appear to be ride share, car share enthusiastic \$ may be better spent elsewhere
C.3	Implement Car Share Program	Yellow	Nayamin		Pilot operate by non profit
C.3	Implement Car Share Program	Yellow	None		OK but do pilot in low income only areas
C.3	Implement Car Share Program	Pink	None	Yes	No
C.3	Implement Car Share Program	Pink	Kevin		Local trans agencies do this best leave it to them
C.3	Implement Car Share Program	Pink	S Hall		Little social by in
C.3	Implement Car Share Program	Green	Braden Duran		Great example of this would be green roterus in Huron
C.3	Implement Car Share Program	Green	Oralia		What will the rules be? Will families see a cost?
C.3	Implement Car Share Program	Green	None	Yes	I agree
C.3	Implement Car Share Program	Pink	Estela		I don't agree
C.3	Implement Car Share Program	Pink	None	Yes	This program is already in place
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Laura Moreno		Who will be buying these cars not affordable
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Samuel Molina		Where will charging stations be located? Money should be moved elsewhere
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Yellow	V Lai		Tie to school district or govt agency vehicles in agency
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Nayamin		People in target community cannot afford electric cars
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	None		No this funding should go to supporting incentives for the actual EV cars for low income
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	None	Yes	No
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Green	None		No
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Kevin		Need to raise this \$\$ + add in CALeVIP = EA Funding. Be there source coord.
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	None		Electric cars are not affordable for residents in South Fresno
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	S Hall		Demand?

C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Isabel		Is this going to be general or specific?
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Estela		I don't agree because it's general
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Lilia		Because I don't agree
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	Oralia		This isn't within reach of the economy of the people in this community and only a few will benefit
C.4	Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure	Pink	None	Yes	I don't agree with this because it's general
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Green	None	Yes	Yes
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Yellow	None		Training should be solely for residents living within 617 boundary
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Yellow	None		Need to be offered more educational programs
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Pink	V Lai		How different than C.4? Residents not drive electric cars to have need.
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Pink	S Hall		Existing schools? Are There? SCCC!
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Yellow	Braden Duran		Agreed need to reach out to school/college programs!
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Green	None	Yes	educational training but it should be for high school students (programs for them)
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Green	Lilia		implement these programs for high school students
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Green	Isabel		I agree
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Green	Estela		educational training for students of the new generation in school
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Green	Isabel		Yes, I do agree
C.5	Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics	Yellow	None	Yes	The people in this community that live there will not benefit from this measure
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	Janet Gardner		This area does not appear to favor ride sharing, carpooling. The \$ could be better spent elsewhere
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	None	Yes	No
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	None		Funds should go to incentives for low income residents to purchase Evs
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	S. Hall		Demand?
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	Nayamin		COG is already working on this.
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	None		Already being done
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	None		Already being done
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	Lilia		That's a lot of incentives invested
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	Estela		this program already exists, and is very repetitive
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	Oralia		The county is already doing this and it's not working
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Green	Isabel		Yes, I do agree
C.6	Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community	Pink	None	Yes	not worth it
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Yellow	None		Yes, but there must be a backstop/limit
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Yellow	None	Yes	What is regulatory backstop? How does this go beyond existing requirements in PM2.5 plan?
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Yellow	None	Yes	What are the metrics & process that will lead to regulation?
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Pink	None		More mitigation
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Yellow	S. Hall		Lots of restaurants could be major reduction
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Yellow	Larry Taylor		I thought this was included in PM2.5 project in 2017. Another pot of money to give away?
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Green	Andy Burgin		I support reduction efforts from charbroil facilities. They are located relatively close to residential areas and can produce carcinogens.
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Green	Braden Duran		I really like this strategy, but will it be limited to just underfired charbroilers? Or and other equipment that pollutes?
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Pink	Nayamin		AB-617 must not be used as petty cash for funds needed for PM2.5 plan
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Pink	Estela		No Comment
CC.1	Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroil	Pink	Unknown/Illegible		No Comment
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Green	None		Yes
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Yellow	Andy Burgin		Targetting of construction/earth moving should be expanded to unpaved roadways along irrigation canals and ranches
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Pink	None	Yes	One effort only? Do better
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Yellow	None	Yes	Not sufficiently protective of community. Adopt new rule to restrict fugitive dust. Enforcement needs to be much more frequent w/clear process for clarity
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Yellow	None	Yes	Increase frequency and surveillance. Include
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Green	None		FD.1 Yes
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Green	Naya		FD.1
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Yellow	Larry Taylor		Add leaf blowers to urban high density enforcement. Ban their use-change to vacuumig, rakes, brooms. Pick up & dispose
FD.1	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	Pink	S.Hall		Ability To Enforce FD.1?
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	Xsayu		Will create more dust
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	None		Unclear what this will do to reach emission targets.
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	None		Unclear how it will be measured as effective
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	None		This is not innovative
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Yellow	Andy Burgin		Street sweeping activities are sometimes conducted via a dry method which can increase dust . Recommend
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	S.Hall		Secondary strategy; resources questionable
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	Estela		FD2
FD.2	Road Dust: Evaluate increasing frequency of street sweeping	Pink	Oralia Maceda		No Comment
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Yellow	None		Yes, but have an MOU to collaborate on other funding sources
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Pink	S.Hall		Too long-term
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Pink	None	Yes	This should be a rule that requires permit applicants to pave roads & reduce emissions. Develop rule within 6 months
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Yellow	Naya		Need to know how much money will be allocated
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Green	Estela		FD3
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Green	Andy Burgin		As roads degrade soil/dust accumulation on roadway in pot holes or cracks. Improved roadways would decrease dust emissions and slightly lower vehicle emissions due to better vehicle efficienc
FD.3	Road Dust: Evaluate feasibility of road paving improvements	Yellow	Oralia Maceda		No Comment
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Green	Rilan		Should also allow newer truck replacement w/emissions improvement (diesel ok, not just "clean")
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Yellow	Kevin Hamilton		Target number of trucks is aspirational
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Yellow	rayan		Only half of the proposed funding only 7m
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Pink	None		No because the amount of incentives is too high and it doesn't specify that these are trucks coming in and out of AB 617 area
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Green	None		List a date to replace by
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Green	S. Hall		Go
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Pink	None		Don't want the incentive, would like quantive measures
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Yellow	Victor Lai		Allow swap of old diesel trucks too, with better emissions not just nero-zero
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Yellow	Oralia Maceda		Rules must be implemented or reinforced so that heavy truck owners take responsibility
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Pink	Estela Ortega		Why is it always incentives and not fines? I do not agree and there ar emore than 150 trucks
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Pink	Lilia Becerril		The goal is very little with so many trucks polluting
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Pink	None	Yes	No
HD. 1	Heavy Duty Trucks: Provide Enhanced Incentive Funding for Zero or Near-Zero Emission Tech	Pink	Isabel Vargas		I do not agree because the goal is to replace 150 trucks and there are many more
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Green	Lupe		Yes
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	Nayamin		Residents didn't identify this as priority

HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	None	Yes	No
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	None		Incentives too high, needs to be less
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	None		How is measurement done. The amount of incentive is too much
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Green	S. Hall		Go
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Green	None		Ensure Inland Port category is considered
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	Estela Ortega		No Comment
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	Lilia Becerril		How will they be measured or how will they be implemented?
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	Isabel Vargas		How will it be implemented or how will the emsiones be measured?
HD. 2	Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks & TRUs	Pink	Oralia Maceda		Businesses must improve this or regulaciones must be put in place for this
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Green	Lupe		Yes
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Pink	None	Yes	Too much incentives not enough mitigation
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Pink	None	Yes	No
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Yellow	None		Installation of plugs should be the requirement of facility developers. This should be a regulation NOT an incentive
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Green	S. Hall		Go
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Green	Victor Lai		Anything to reduce idling is good.
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Pink	Oralia Maceda		Companies must assume their responsibility and rules must be implemented
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Pink	Lilia Becerril		I would like you to specify a little more with some words like what is idling
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Pink	Estela Ortega		I do not agree because it will not be a benefit for the community
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	pink	Isabel Vargas		33 chargers are too few, there are a lot of trucks, it's not going to be sufficient
HD. 3	Measures to Reduce Idling of Heavy Duty Trucks Within the Community: Charging Plugs	Pink	Nayamin		This should be achieved through a regulation not incentives
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Green	None		Yes
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	None		Where are the charging stations being placed? This is too incentive based not enough enforcement.
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	Nayamin		Program already in place we do not need to make it part of AB 617
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	Isabel Vargas		No
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	None	Yes	No
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	Janet Gardner		Is this inline (aligned) with state goal for 2030 all electric, no diesel?
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	None		Incentive amount too high
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Yellow	Estela Ortega		Es un f.
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	Estela Ortega		It is not a benefit for residents
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	Lilia Becerril		when they are expanding in general or also provide service to cargo truck companies
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Pink	Orelia Meceda		The City should prioritize their funding to reduce the pollution
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Green	Isabel Vargas		Yes, I agree
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Green	Kevin Hamilton		Ok
HD. 4	Support Planning and Development of Clean Fueling Infrastructure	Green	S. Hall		Go
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	Estela Ortega		when there are more trucks and when companies must repair their trucks
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	Oralia Maceda		companies must take responsibility, these are suggestions that must be presented to companies
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	Lilia Becerril		There are very few trucks when there are many people who only have one truck
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	Nayamin		Repairing 9 trucks isnt going to make an impact
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	None	Yes	No
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Yellow	None		Increase the goal to repair heavy trucks
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	None		How is this going to be monitored to incentive base?
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Green	S. Hall		Go
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Green	Isabel Vargas		Estoy de acuerdo
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Yellow	Levi		Coordinate with existing truck centers as seice offerings
HD. 5	Heavy Duty Trucks: Implement Pilot Incentive Program to Provide Truck Emissions Repairs	Pink	Samuel Molina		Believe the money could be used somewhere else.
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	Kevin Hamilton		Yes
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	None		Yes
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	None	Yes	Yes
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Pink	None		How is this going to be measured?
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	S. Hall		Go
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	Estela Ortega		Estoy de acuerdo
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	Lilia B.		No Comment
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	Nayamin		No Comment
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Yellow	Victor Lai		Reserve some funds for incentives to HD.3 to help violators and install infrastructure to reduce idling
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	Isabel Vargas		Yes, I agree
HD. 6	Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation	Green	Oralia Maceda		Yes, I agree
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Laura Moreno		yes
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Lupe		yes
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	None		Yes
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	None		Yes
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Oralia M.		Yes
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	None	Yes	Yes
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Kevin Hamilton		Ok
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Nayamin		Increase amount to replace 26 buses
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	S. Hall		Go
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Isabel Vargas		I agree but there should be more buses
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Lilia Becerril		Be implemented for more help
HD. 7	School Buses: Enhance Outreach and Access to Incentive Funding for New School Buses	Green	Estela Ortega		More buses, not just 16
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Green	Lupe		Yes
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Pink	None		TBD is not acceptable
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Green	None	Yes	Si
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Pink	Kevin		Impossible to approve without last two bullets
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Pink	None		How would this be monitored. This is too incentive, not mitigation.
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Green	S. Hall		Go!
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Pink	Nayamin		All buses in city aren't diesel. No needed
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Yellow	Oralia		Make sure that the City also contributes
HD. 8	Transit Buses: Develop Incentive Prorogram for Transit Bus Replacement	Green	Isabel		Yes, but more buses
HD. 9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	Lilia		It's a lot of money.
HD. 9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	Isabel		I think it's a lot of money.

HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	Estela		it's a lot of money, I don't agree.
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	None		Too much incentive per locomotive.
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	None		Too much \$ for locomotives that circulate acrossstate not only target area.
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Yellow	S. Hall		Secondary
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Yellow	V. Lai		Post audit to ensure usage in SE Fresno community. What if moved elsewhere and swapped with old.
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Green	Kevin		Ok
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	None		Incentive is too high.
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Pink	None	Yes	No Comment
HD.9	Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives	Yellow	None		No Comment
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Green	Lupe		Yes
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	None		Too much \$\$ for the return on investment
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	Nayamin		Too much \$ for locomotives
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	None		Too much \$
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Green	Janet Gardner		Support it. Is it cost effective?
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	None	Yes	No
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	None		Incentives too high
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Green	S. Hall		Go!
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Yellow	Kevin		Federal transportation funding. List it!
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	Isabel		I think it's a lot of money. I'd prefer it to go towards school buses
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	Oralia		It's a lot of money. Apply strict regulations so that these companies take responsibility.
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	Estela		It's a lot of money for locomotives and will not benefit the community
HD.10	Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities	Pink	Lilia		It's a lot of money for locomotives.
HD.11	Heavy Duty Truck Rerouting	Green	None		Yes. Re-route away from all neighborhood roads.
HD.11	Heavy Duty Truck Rerouting	Green	None		Yes but allocate funds now.
HD.11	Heavy Duty Truck Rerouting	Green	None	Yes	Yes
HD.11	Heavy Duty Truck Rerouting	Green	Kevin		Yes
HD.11	Heavy Duty Truck Rerouting	Green	None		Yes
HD.11	Heavy Duty Truck Rerouting	Green	None		Yes
HD.11	Heavy Duty Truck Rerouting	Pink	Laura Moreno		Reroute all the heavy truck from Calwa.
HD.11	Heavy Duty Truck Rerouting	Green	S. Hall		Go! Now! Immediate impact.
HD.11	Heavy Duty Truck Rerouting	Green	Nayamin		Funding should come from AB617 funds.
HD.11	Heavy Duty Truck Rerouting	Green	Isabel		specify where these routes will go by
HD.11	Heavy Duty Truck Rerouting	Green	Lilia		clarifying where and where they are going
HD.11	Heavy Duty Truck Rerouting	Green	Estela		should specify where the new routes will be, what they will be using and which communities will be impacted
HD.11	Heavy Duty Truck Rerouting	Green	None	Yes	only if those routes will not enter the city and pollute them
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Yellow	V. Lai		What biodiesel market to justify?
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Green	Janet Gardener		What about the state 2030 all electric trucks, buses. Is this in line with state goals.
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Yellow	Maya?		We need to know how much money would be allocated.
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Pink	None		Waste of money and time moving forward
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Pink	None		This is questionable. Invest in zero emissions.
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Green	None	Yes	Si
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Yellow	None		Ok- but look for resources to fund this not 617 funds.
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Yellow	None		Ok but could be better.
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Pink	S. Hall		Not scaling up
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Pink	None		No! Zero emission technology. Need to invest in 2E tech.
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Pink	Samuel Molina		Invest in zero emissions
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Green	Lilia		we agree
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Green	Isabel		I agree
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Green	None	Yes	regulate the companies so that their trucks are more efficient
HD.12	Promote Biodiesel/Renewable Diesel Fuels	Green	Estela		I agree
IAQ.1	Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanc	Yellow	S.Hall		Should be part of construction standards IAQ.1
IAQ.1	Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanc	Green	None		IAQ.1 Yes
IAQ.1	Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanc	Green	V.Lai		IAQ.1 Re-usable through multiple years or one-time?
IAQ.1	Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanc	Yellow	None		Expand & add more partners
IAQ.1	Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanc	Yellow	Samuel Molina		Also talk to Centro La Familia. IAQ.1
IAQ.1	Exposure Reduction: Mitigate indoor exposure to air pollution through weatherization and enhanc	Yellow	Naya		Add filters for homes
IR.1	Idling-reduction Strategy: Protect Sensitive Receptors	Green	None		Yes
IR.1	Idling-reduction Strategy: Protect Sensitive Receptors	Yellow	Samuel Molina		Use text messaging capacity from school districts to also inform parents of "no idling" campaign in English/Spanish/Hmong IR.1
IR.1	Idling-reduction Strategy: Protect Sensitive Receptors	Yellow	S.Hall		Not a big attention grabber; IR.1
IR.1	Idling-reduction Strategy: Protect Sensitive Receptors	Green	Naya		IR.1
IR.1	Idling-reduction Strategy: Protect Sensitive Receptors	Yellow	Braden Duran		30 sets does not seem like enough
IR.1	Idling-reduction Strategy: Protect Sensitive Receptors	Green	Oralia Maceda		No Comment
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	None		We need a rule not incentives
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	IVK		No. Need rule not incentive
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	Lilia B.		No Comment
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	Unknown/Illegible		No Comment
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	Nayamin		Industry must pay for this
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	S.Hall		? Of # of sources in the area. It it an effective measure
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	Isabel Vargas		Specify more because I understand that there isn't much
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	None	Yes	There are not many emisions from chrome
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	Estela Ortega		It's not worth it because there is only two
IS.1	Stationary Sources: Provide incentives to plating operations to further reduce chrome emissions	Pink	None	Yes	No
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	None		Will not work. Need enforcement.
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	Nayamin		This plant will not get a contract from CPUC. not worth investigating in
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Green	Janet Gardner		Support. Recommend coordinating with CalRecycle and the Organics Regulations
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	Kim		No. Need enforcement not incentive
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	Estela		No Comment
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	Lilia B.		No Comment
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	Unknown/Illegible		No Comment

IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	None	Yes	No
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	Isabel Vargas		No
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	None	Yes	No
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Green	None	Yes	Only if it helps the community and reduce pollution
IS.2	Evaluate feasibility of funding further emissions reductions from biomass power facility (include n	Pink	None		No need to. Need enforcement
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	Kim		Stronger enforcement
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	IVK		No need, stronger enforcement
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	Estela		No Comment
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	Lilia B.		No Comment
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	Unknown/Illegible		No Comment
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	None	Yes	No
IS.3	Stationary Sources: Evaluate feasibility of funding further emissions reductions from glass manuf	Pink	Nayamin		Industry must pay for this
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	None	Yes	Yes
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	None	Yes	Yes
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	None	Yes	Yes
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	Kevin		Yes
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	R.		Yes
IS.4	Stationary Sources: Enhanced Inspection Frequency	Yellow	Samuel Molina		What will be the follow up after 4 inspections to ensure they remain compliant?
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	Lilia B.	Yes	No comment
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	Estela		No comment
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	Nayamin		No comment
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	S.Hall		Go, this could help promote awareness and compliance
IS.4	Stationary Sources: Enhanced Inspection Frequency	Yellow	Victor Lai		Incentives to encourage businesses to implement improvements or repairs in response
IS.4	Stationary Sources: Enhanced Inspection Frequency	Green	None	Yes	We do need inspection
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	LUK	Yes	Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	None	Yes	Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	None	Yes	Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	Isabel Vargas		Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	Kim		Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	None		Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	None		Yes
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Yellow	V. Lai		Unclear impact worth effort
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	Lilia B.		None
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	Estela		No comment
IS.5	Stationary Sources: Pilot Training Program for Conducting Self-Inspections at Gas Stations	Green	Nayamin		No comment
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Green	Kevin		Yes
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Green	Janet Gardner		This provides an excellent opportunity for business and industry to reduce emission. Support-yes
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Green	S.Hall		This can drive adaptation and promote compliance and awareness
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	None		No. The facility should pay for it and provide community benefit
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	None	Yes	No comment
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	Estela		No comment
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	Lilia B.		No comment
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	Oralia M.		No comment
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	None	Yes	No
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	Isabel Vargas		No
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Pink	Nayamin		Industry should pay for this
IS.6	Stationary Sources: Provide Incentives to Install Advanced Control Technology	Green	Andy Burgin		Incentives to install additional advanced control systems would be good
LG.1	Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Gard	Green	None		Yes but to low income residents
LG.1	Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Gard	Pink	None	Yes	This should be a rule. Ban dirty equipment & help people replace immediately
LG.1	Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Gard	Green	Andy Burgin		Good program
LG.1	Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Gard	Green	S. Hall		Go! Target home & service co.
LG.1	Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Gard	Pink	Larry Taylor		Change leaf blowers to vacuums. Ban blowers.
LG.1	Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Gard	Green	Unknown/Illegible		No Comment
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Pink	None	Yes	This is basic. Do better
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Green	S. Hall		Target home & commercial users
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Pink	Nayamin		Program already exists
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Yellow	Andy Burgin		Most gardeners are very small business owners. Although they may appreciate the incentive most will not move over until equipment expires or mandated.
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Pink	Larry Taylor		Change (make) incentive for vacuuming leaf collection machines - Not blowers
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Pink	None	Yes	Already an existing program. How are you going above and beyond? Are resources guaranteed? How is it helping households in area?
LG.2	Lawn and Garden: Enhance Outreach and Access to Incentive Funding for Commercial Lawn an	Pink	Unknown/Illegible		No Comment
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Yellow	None		Yes, but need memorandum of understanding
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Green	Oralia M.		Yes
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Yellow	Janet Gardner		Support the concept, wonder how this will develop in SC Fresno. Doesn't appear to have a lot to link together in the area.
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Pink	Estela		No comment
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Pink	Lilia B.		No comment
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Green	Nayamin		No comment
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Pink	None	Yes	No
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Pink	None		No
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Yellow	Kevin		Just make it line-up with other plans
LU.1	Land Use/Sustainable Development: Support Projects that Reduce VMT	Yellow	Victor Lai		Encourage development to lower VMT
LU.2	New Development: Provide Assistance during the CEQA Process	Yellow	None		Yes, but need an MOU with the city
LU.2	New Development: Provide Assistance during the CEQA Process	Yellow	Kevin		We still a MOU with it
LU.2	New Development: Provide Assistance during the CEQA Process	Yellow	None		We need an MOU with specifics
LU.2	New Development: Provide Assistance during the CEQA Process	Pink	Estela		No comment
LU.2	New Development: Provide Assistance during the CEQA Process	Pink	Lilia B.		No comment
LU.2	New Development: Provide Assistance during the CEQA Process	Yellow	Oralia M.		No comment
LU.2	New Development: Provide Assistance during the CEQA Process	Pink	None	Yes	No
LU.2	New Development: Provide Assistance during the CEQA Process	Pink	None		No
LU.2	New Development: Provide Assistance during the CEQA Process	Yellow	V. Lai		Incentives funding for CEQA consultants to assist with

LU.2	New Development: Provide Assistance during the CEQA Process	Green	Janet Gardner		Fully support it will help with development inline with CERP objectives
LU.2	New Development: Provide Assistance during the CEQA Process	Pink	S.Hall		Existing and new regulations should manage this process
LU.2	New Development: Provide Assistance during the CEQA Process	Pink	Andy Burgin		Assistance is a vague term, uncertain how this will work out in an already confusing process
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	None	Yes	Yes
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	None	Yes	Yes
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	IVK		Yes
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	Laura		Yes
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	Unknown/Illegible		Yes
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Yellow	V. Lai		Incentivize residents to attend workshops otherwise, why go?
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	Janet Gardner		Fully support. Education and outreach is high
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	Estela		No Comment
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	Lilia B.		No Comment
LU.3	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use	Green	Nayamin		No Comment
LU.4	Collaborating to Enhance Community Participation in Land Use Processes	Green	Kim		Yes, this is a must
LU.4	Collaborating to Enhance Community Participation in Land Use Processes	Green	None	Yes	Yes
LU.4	Collaborating to Enhance Community Participation in Land Use Processes	Green	Unknown/Illegible		Yes
LU.4	Collaborating to Enhance Community Participation in Land Use Processes	Yellow	Andy Burgin		Once engaged must address concern. May be taken as leverage for persons to seek a payout using the process.
LU.4	Collaborating to Enhance Community Participation in Land Use Processes	Green	S. Hall		Go! This is a must in order to get buy-in
LU.4	Collaborating to Enhance Community Participation in Land Use Processes	Green	Estela		No Comment
O.1	Community Air Quality Outreach Strategy	Green	None		O.1 Yes
O.1	Community Air Quality Outreach Strategy	Green	Naya		O.1
O.1	Community Air Quality Outreach Strategy	Yellow	S.Hall		Not a big motivator?
O.1	Community Air Quality Outreach Strategy	Yellow	Victor Lai		Provide practical takeaways to do.
O.1	Community Air Quality Outreach Strategy	Green	Oralia Maceda		Designate resources for this strategy and ensure that it is effective and give funds to non-profit organizations
O.2	Sharing Clean Air Efforts and How Communities Can Get Involved	Green	None		O.2 Yes, but with health component
O.2	Sharing Clean Air Efforts and How Communities Can Get Involved	Yellow	None	Yes	Incorporate what Air District is doing to reduce emissions & how these efforts are tracked. Gather feedback & incorporate. Require facilities as part of permitting to reach out before permit.
O.2	Sharing Clean Air Efforts and How Communities Can Get Involved	Yellow	Samuel Molina		How many workshops/symposiums? By When?
O.2	Sharing Clean Air Efforts and How Communities Can Get Involved	Green	S.Hall		Go! Community awareness important!
O.2	Sharing Clean Air Efforts and How Communities Can Get Involved	Yellow	Naya		Add health element
O.3	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures	Yellow	Samuel Molina		What about Measure C funding? Can we advocate for funds from Measure C?
O.3	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures	Green	S.Hall		Go! Needed to keep moving forward
O.3	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures	Green	Oralia		Assign funding. Partner with community organizations.
PF.1	Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Pink	None	Yes	Really? You already do this. Think outside the box.
PF.1	Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Pink	Naya		PF.1 All buses are already gas
PF.1	Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Green	V.Lai		PF.1 Good
PF.1	Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Pink	None		P.F1 Already exist
PF.1	Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Green	Andy Burgin		Good for schools
PF.1	Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Pink	Oralia Maceda		No Comment
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	Janet Gardner		Would prefer elimination of woodburning devices
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	Naya		This is part of the pm2.5 plan shouldn't be included here
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	None		This is part of the PM2.5 plan should be included
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	Larry Taylor		part of 2.5 project DBh Dip
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	None	Yes	No
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Yellow	None		For low income individuals only who have fireplace as only heat source
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	Oralia		this program is already active
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	None	Yes	this program already exists
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	Estela		this program already exists
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Green	Isabel		Yes, I do agree
RB.1	Residential Wood Burning: Provide Enhanced Incentives To Replace Wood Burning Devices	Pink	Lilia		This already exists
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	None	Yes	No
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Yellow	S Hall		Needs to be targeted + focused
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	None		It's already part of PM2.5 attainment plan
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	Naya		is already part of PM2.5 attainment plan
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Green	Janet Gardner		Education + outreach is always good
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	None		Already part of PM SIP.
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	None		Already being done
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	Lilia		already exists
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	Estela		Don't agree
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	Oralia		already exists
RB.2	Residential Wood Burning: Educate Public About Harmful Impacts	Pink	None	Yes	No, already exists and it's already the District's responsibility to provide this info
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Green	None		Support
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Pink	None	Yes	No
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Green	Janet Gardner		Fully support enforcement
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Pink	None	Yes	Doesn't affect the community
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Pink	Lilia		Many people do not have a unit for heating. Will you be providing help with that?
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Pink	Estela		Why do you focus so much on the community when you should be focusing on big industry.
RB.3	Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments	Pink	Isabel		I don't agree because this has already been proposed
RB.4	Residential Open Burning: Reduce Illegal Activity	Yellow	Nayamin		Work with the county to find alternatives for low income residents who cannot afford trash collection
RB.4	Residential Open Burning: Reduce Illegal Activity	Yellow	None		More education needed
RB.4	Residential Open Burning: Reduce Illegal Activity	Yellow	None		More education and outreach
RB.4	Residential Open Burning: Reduce Illegal Activity	Yellow	V. Lai		Incentivize attending by residential otherwise how increase attendance
RB.4	Residential Open Burning: Reduce Illegal Activity	Green	Andy Burgin		Education is important for public participation
RB.4	Residential Open Burning: Reduce Illegal Activity	Green	Janet Gardner		Education and outreach is always good
RB.4	Residential Open Burning: Reduce Illegal Activity	Pink	Estela Ortega		I do not agree
RB.4	Residential Open Burning: Reduce Illegal Activity	Pink	None	Yes	I do not agree
RB.4	Residential Open Burning: Reduce Illegal Activity	Yellow	Oralia Maceda		Ensure that the city and county implement a more effective garbage collection program
RB.4	Residential Open Burning: Reduce Illegal Activity	Yellow	Isabel Vargas		I agree but specify who burns wood or burns garbage
RB.4	Residential Open Burning: Reduce Illegal Activity	Pink	Lilia Becerril		I don't understand it very well
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	Janet Gardner		Yes, increase enforcement

RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	None		Support take into consideration of circumstances
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	Nayamin		No comment
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	Oralia M.		No comment
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Pink	S.Hall		From residential units-if you can achieve significant reduction
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	None		But take into consideration individuals' circumstances
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	Andy Burgin		Additional enforcement is necessary to curtail this activity, suggest one after dark targeting activity
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Pink	None	Yes	No
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Pink	None	Yes	No
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Pink	Lilia Becerril		I don't want to harm my community unless there are programs that help
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Green	Isabel Vargas		Yes, I agree
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Pink	None	Yes	No, it affects the community
RB.5	Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Pink	Estela Ortega		Why do they monitor the community
SC.1	Air Filtration Systems in Community Schools	Green	None		Yes. But increase to \$1,000,000
SC.1	Air Filtration Systems in Community Schools	Green	None	Yes	Yes
SC.1	Air Filtration Systems in Community Schools	Yellow	None	Yes	Update rules to require facilities to enter into CBAs to provide protective measures as part of permitting (air district)
SC.1	Air Filtration Systems in Community Schools	Yellow	None	Yes	Increase the # of schools & leverage investment from permit applicants to help pay for this. Make it a rule!
SC.1	Air Filtration Systems in Community Schools	Green	V. Lai		Good idea.
SC.1	Air Filtration Systems in Community Schools	Green	Andy Burgin		Good for schools
SC.1	Air Filtration Systems in Community Schools	Green	S. Hall		Go! Anything to protect most vulnerable receptors
SC.1	Air Filtration Systems in Community Schools	Yellow	Nayamin		Filters in all schools at least \$200k
SC.1	Air Filtration Systems in Community Schools	Green	Larry Taylor		No Comment
SC.1	Air Filtration Systems in Community Schools	Yellow	Unknown/Illegible		No Comment
SC.2	HAL Schools: Increase Participation	Green	None		Yes
SC.2	HAL Schools: Increase Participation	Green	L. Taylor		Ok
SC.2	HAL Schools: Increase Participation	Pink	None		Not effective program
SC.2	HAL Schools: Increase Participation	Yellow	V.Lai		Incentive funding for parents so can attend programs
SC.2	HAL Schools: Increase Participation	Green	S.Hall		Go! Easily Implemental
SC.2	HAL Schools: Increase Participation	Yellow	Samuel Molina		Attend 10 school events with at least one meeting specific to parent w/limited English proficiency
SD.1	Solar Power: Seeks incentives for local businesses and homeowners to install solar power and equipment	Green	None		Yes and provide funding out of 617 funds
SD.1	Solar Power: Seeks incentives for local businesses and homeowners to install solar power and equipment	Green	Laura		Yes
SD.1	Solar Power: Seeks incentives for local businesses and homeowners to install solar power and equipment	Green	V. Lai		Solar w/ charging stations
SD.1	Solar Power: Seeks incentives for local businesses and homeowners to install solar power and equipment	Green	Andy Burgin		No comment, additional solar is of no concern for now
SD.1	Solar Power: Seeks incentives for local businesses and homeowners to install solar power and equipment	Green	Estela		No Comment
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	None		Yes, but fund it now out of 617 funds, not contingencies
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	None		Yes
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	Naya		Need to allocate money
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Pink	None		Make it a rule! Applicants should be required to green surrounding communities to offset emissions
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	Andy Burgin		Good program that can't help the community with green space
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	None	Yes	yes
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	Estela		I really agree because of the trees
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	Lilia		yes, I agree
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	None	Yes	Yes if it would help the community
UG.1	Urban Greening/Forestry: Identify opportunities for increased urban greening and forestry in the community	Green	Isabel Vargas		Yes
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Green	S.Hall		Yes! Go! Remedial Impact. VB.1
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Yellow	V.Lai		VB1. Partner w/CBO's like Tree Fresno
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Green	None		VB#1; Yes, but fund it now, not on a contingent basis of other state funds
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Green	Naya		Need to allocate money
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Pink	None		Make it a rule! Again, require applicants to invest in the neighborhood
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Green	Andy Burgin		Good program to help committee with green space and wind barriers for PM10 emissions
VB.1	Vegetative Barriers: Provide Incentives for Installation of Vegetative Barriers Around/Near Source	Green	Oralia Maceda		Allocate sufficient resources for this goal and involve students and teachers in the community



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #14

4 de septiembre de 2019 – Cafetería de la Escuela Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Sam Magill, Institute for Local Government, Facilitador
 - Repaso de objetivos de la reunión
3. Desarrollo Continuo del Plan de Reducción de Emisiones
de la Comunidad: Recomendaciones Finales del Comité Directivo 5:40 p.m.
Sam Magill, Facilitador
4. Conclusión y Próximos Pasos 7:00 p.m.
Sam Magill, Facilitador
 - Puntos importantes de la reunión y próximos pasos
 - Comentarios sobre el Borrador del CERP antes del 6 de septiembre de 2019
 - Junta de la Mesa Directiva del Distrito: 19 de septiembre de 2019
 - Próxima reunión del Comité Directivo: 23 de octubre de 2019
5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

Centro-Sur Fresno

Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

4 de septiembre de 2019

Distrito para el Control de la Contaminación
del Aire del Valle de San Joaquín

Esfuerzos del Comité Directivo en el Desarrollo del Programa de Reducción de Emisiones de la Comunidad

- Muchas gracias al Comité Directivo y a otros miembros de la comunidad por su arduo trabajo y participación hasta la fecha
- Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés) consta de amplias medidas desarrolladas con su aporte
- Inversión comunitaria significativa a través de medidas regulatorias, basadas en incentivos, cumplimiento, desarrollo de la fuerza laboral, educación y otras medidas
- Reduce más de 300 toneladas de PM2.5, 2000 toneladas de NOx y tóxicos asociados al aire durante la vida útil del proyecto

CERP Proporciona un Marco para la Implementación Continua Dirigida por la Comunidad

- CERP desarrollado como una hoja de ruta para la reducción de emisiones y la reducción a la exposición en la comunidad de Centro-Sur Fresno
- Implementación de las medidas del CERP se ajustará según sea necesario en respuesta a las necesidades de la comunidad
- Aporte del Comité Directivo será esencial para guiar los esfuerzos de implementación en curso por parte del Distrito, CARB, otras agencias y, socios de la comunidad
 - Reuniones del Comité Directivo continuarán después de que se adopte el CERP

Desarrollo del CERP: Elementos Requeridos

- La orientación de CARB requiere que los Programas de Reducción de Emisiones de la Comunidad incluyan los siguientes elementos :
 - Descripción de la comunidad
 - Colaboraciones comunitarias establecidas y esfuerzos de participación pública emprendidos
 - Desafíos de la contaminación del aire que enfrenta la comunidad
 - Medidas para reducir las emisiones y la exposición a la contaminación del aire
 - Calendario de implementación de medidas emprendidas
 - Un plan de cumplimiento para asegurar reducciones efectivas de emisiones
 - Métricas para seguir el progreso con el tiempo

Estrategias de Aire Limpio Enfocadas en la Comunidad

- Los Programas de Reducción de Emisiones Comunitarias incluyen una amplia variedad de medidas de aire limpio diseñadas a través de un proceso cooperativo impulsado por la comunidad
- Incentivos basados en Estrategias
 - Oportunidades nuevas/mejoradas para promover tecnologías/prácticas efectivas de aire limpio
- Estrategias Regulatorias
 - Requiere un proceso público, amplias regulaciones de fuentes estacionarias y móviles existentes
- Alcance y Estrategias de Compromiso
 - Educación pública sobre las acciones que los residentes y las empresas pueden tomar para reducir aún más la contaminación del aire y los beneficios de salud asociados
- Colaboraciones con otras Agencias
 - CARB, Ciudad, Condado, Departamento de Regulación de Pesticidas, etc.
- Estrategias para Reducción a la Exposición (sistema de filtración de aire para escuelas, climatización del hogar, barreras vegetativas, etc.)

Fuentes Móviles de Servicio Pesado

- Medidas de incentivos para reemplazar camiones de servicio pesado, locomotoras, camiones de patio y unidades de refrigeración de camiones con tecnologías de motor limpio
- Apoyo para estaciones de combustible alternativo
- Infraestructura de carga para reducir el ralentí
- Cumplimiento mejorado de la regulación estatal contra el ralentí
- Financiación para autobuses escolares eléctricos y autobuses de tránsito
- Interés de las comunidades en redirigir las asociaciones de camiones con la Ciudad, Condado para abordar estas inquietudes
- Medidas estatales también lograrán reducciones



Vehículos de Pasajeros

- Organizar eventos Tune-In Tune-Up dentro de la Comunidad
- Acceso/Alcance Mejorado a Incentivos a través de Drive Clean
- Programas de Vehículo Compartido y Programas Ride Share “Viaje Compartido”
- Incentivos para Infraestructura de Vehículos Eléctricos
- Mayor capacitación para Mecánicos de Vehículos Eléctricos
- Medidas estatales también lograrán reducciones específicas en la comunidad



Fuentes Agrícolas

- CERP incluye medidas específicas debido a preocupaciones del Comité
 - Alternativas a la Quema Agrícola (trituración/incorporación del suelo)
 - Medidas de Pesticidas (CARB y DPR)
- A pesar de que no está incluido en el CERP, los programas en todo el Valle para reducir las emisiones de las operaciones en curso
 - Requisitos regulatorios
 - Programas Incentivos



Fuentes Industriales

- Medidas para reducir las emisiones de las instalaciones de biomasa, fabricación de vidrio, y operaciones de cromado
- Revisión acelerada de las reglas del Distrito para garantizar que cumplan o superen el BARCT con el cronograma adoptado por la Mesa Directivo del Distrito en diciembre de 2018
- Enmiendas regulatorias adicionales incluidas en el Plan PM2.5 2018 recientemente adoptado
- Incentivos para la instalación de tecnologías de control avanzadas, más allá de los requisitos regulatorios (por ejemplo, BACT, BARCT), en fuentes estacionarias que de otro modo no serían factibles (fabricación de metal, revestimiento de carrocería, pequeñas empresas, etc.)
- Medidas de cumplimiento mejoradas para instalaciones que se encuentran en incumplimiento de las regulaciones de la calidad del aire
- Auditorías de Reducción de Riesgos de Instalaciones bajo AB 2588 (Programa de Zonas Conflictivas de Tóxicos del Aire)
- Capacitación para operadores de instalaciones dispensadoras de gasolina en autoinspecciones
- Además del CERP, las estrategias regulatorias de todo el Valle continuarán reduciendo las emisiones de las operaciones industriales

Fuentes Residenciales/Urbanas

- Mejorar el cumplimiento de los requisitos de construcción de Reg. VIII del Distrito para reducir el polvo de las actividades de construcción/movimiento de tierras y áreas abiertas
- Aumento en el cumplimiento de las restricciones de la quema de leña residenciales
- Mayor alcance y acceso a incentivos para reemplazar aparatos de leña con aparatos de gas natural o eléctricos
- Incentivos para equipos residenciales y comerciales de césped y jardín
- Alcance enfocado e incentivos para controlar las emisiones de parrillas comerciales
- Educación/alcance para reducir la quema ilegal de basura y promover alternativas



Reducción a la Exposición para Receptores Sensibles

- Programa Piloto para instalar sistemas de filtración de aire para escuelas comunitarias, con potencial para la futura expansión del programa
- Medidas de mejora de la calidad del aire en el interior
- Ecologización Urbana
- Colaboraciones para instalar barreras vegetativas en fuentes de contaminación preocupantes
- Medidas anti-ralentí cerca de las escuelas, centros medicos, residencias
- Aumento en la inscripción al programa Escuelas HAL



Colaborando para Mejorar la Participación Comunitaria en los Procesos de Uso del Suelo

- Interés de la comunidad en las estrategias centradas en el uso del suelo ha llevado a varias medidas específicas
 - Asistencia de CEQA, participación pública mejorada, promoción de medidas de transporte activo, estudio de cambio de ruta de camiones
- Distrito ayudará a facilitar nuevas discusiones con la comunidad y las agencias del uso del suelo (Ciudad/Condado) para identificar oportunidades adicionales para abordar las inquietudes y preguntas de la comunidad sobre el uso del suelo y la calidad del aire
- Algunas áreas de discusión futura pueden incluir, entre otras:
 - Garantizar oportunidades más integrales para el aporte público
 - Proporcionar acceso público adicional y educación sobre permisos
 - Mejor comunicación/comprensión de los impactos y la mitigación de la calidad del aire

Alcance y Colaboraciones con Otras Agencias

- Alcance dirigido para educar a los residentes de la comunidad acerca de la disponibilidad de fondos incentivos, RAAN, requisitos regulatorios
- Abogacia continua para traer más fondos estatales a las comunidades seleccionadas AB 617
- Interés de la comunidad en estrategias centradas en el uso del suelo
 - Medidas de transporte activo, cambio de ruta de camiones, zonificación
- Otras agencias son socios críticos para abordar las preocupaciones y sugerencias de la comunidad
 - Ciudad, Condado, organizaciones de planificación del transporte, EOC, CARB, DPR, OEHHA, SGC, PUC, y otros



Próximos Pasos: Desarrollo del CERP

Fecha	Detalles
miércoles, 4 de septiembre	Reunión del Comité (revisar el CERP actualizado, preparación para la reunión de la Mesa Directiva)
viernes, 6 de septiembre	Comentarios Finales que se incorporarán al CERP Propuesto Final
13 de septiembre	Publicación del CERP Propuesto Final (1 semana antes de la reunion de la Mesa Directiva)
jueves, 19 de septiembre	Reunión de la Mesa Directiva de Distrito para adoptar los CERP propuestos
octubre/noviembre	Personal de CARB será coanfitrión de la reunion del Comité
febrero	Reunión de la Mesa Directiva de CARB en Shafter para adoptar los CERP de Shafter y Fresno
continuo	Reuniones del Comité para revisar y discutir la implementación del CERP

Información de Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e Información General del Distrito del Aire

Oficina de Fresno (559) 230-6000

Oficina de Modesto (209) 557-6400

Oficina de Bakersfield (661) 392-5500

www.valleyair.org

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Utilice la aplicación Valley
Air para obtener la
información más reciente
sobre la calidad del aire.



South Central Fresno Community Steering Committee - Meeting #14
Sept. 4, 2019, 5:30 p.m. – 7:25 p.m.

1. Doors Open/ Meet and Greet/ Refreshments

2. Welcome and Introductions

Sam Magill, Facilitator from Institute for Local Government

Sam provided the introduction for the meeting. The Steering Committee motioned for a vote to recommend holding an additional meeting prior to the District's Governing Board meeting, with a majority of those in attendance in favor of an additional meeting to discuss the proposed updates to the Community Emissions Reduction Program (CERP). Sam discussed that District staff will evaluate potential meeting dates and times, and will email an update to the Committee. Sam introduced Jessica Coria, Senior Air Quality Specialist, and Jessica Olsen, Program Manager, from the Air District to present Agenda Item #3.

3. Ongoing Community Emission Reduction Plan Development

Jessica Olsen, Program Manager, Strategies and Incentives

Jessica Olsen provided the introduction to this item, and reviewed the process for updating the draft CERP based on Steering Committee and public comments received. Jessica Olsen reviewed the updates to District measures, which included funding adjustments and the additions of land use measures to address Committee suggestions that collaboration between the City of Fresno and the Valley Air District be included as a part of the CERP. Jessica Olsen also provided a summary of the additional measures included in the CERP, and the next steps for CERP development.

Following the presentation, Committee members were asked to participate in an exercise to provide direct comment on each proposed CERP measure, using colored sticky notes (either green, yellow, or red) to provide comment and indicate levels of support for each measure.

After the exercise was concluded, Committee members asked questions and provided comments about the proposed CERP, with District, City, COG, and CARB staff available to answer questions.

The following comments were made by committee members:

- Not seeing all the ideas made by committee members
- Questioning whether these strategies will actually become a priority
- Asked for the priorities to be in writing
- Prioritizing is difficult because not all strategies are listed

- Businesses benefit too much from the incentives offered, rather than community members
- Too many of the strategies on contingent on funding that is not yet secured
- Specific award/incentive amounts not clear
- Some committee members unable to support measures as they do not feel they equally benefit everyone.

4. Wrap-up and Next Steps

Sam Magill, Facilitator

Sam reviewed meeting takeaways and next steps:

- Comments on Draft CERP due by September 6, 2019
- District Governing Board Meeting: September 19, 2019
- Next Steering Committee meeting: October 9, 2019 (moved to Oct. 23)

5. Public Comment



Agenda for South Central Fresno Community Steering Committee Meeting #15

October 23, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
 - View air monitoring van and other equipment
Brad Dawson, Valley Air District, Supervising Air Quality Instrument Specialist
2. Welcome and Introductions 5:30 p.m.
 - Review of meeting goals
Christal Love Lazard, Institute for Local Government, Facilitator
3. Community Air Monitoring Program 5:40 p.m.
 - Air monitoring network deployment update
Jessica Olsen, Valley Air District, Program Manager
 - Summary of collected community air quality data
Jon Klassen, Valley Air District, Director of Air Quality Science and Planning
4. Update on Statewide Pesticides Measures 6:10 p.m.
DPR Staff
5. Community Emission Reduction Program 6:30 p.m.
 - Adoption update and next steps
Jessica Coria, Valley Air District, Program Manager
 - Strategy prioritization exercise
Christal Love Lazard, Institute for Local Government, Facilitator
6. Wrap-up and Next Steps 7:15 p.m.
 - Upcoming Meetings: continue every other month (Nov, Jan, Mar, May)
 - Next meeting: Monday, Nov 13, 2019, joint meeting with CARB
Christal Love Lazard, Facilitator
7. Public Comment 7:20 p.m.

Learn more: community.valleyair.org

South Central Fresno Community Emissions Reduction Program (CERP) Implementation

October 23, 2019

San Joaquin Valley Air Pollution Control District

Congratulations!

- Lessons learned through CERP development process
 - Appreciate Steering Committee and public involvement
- Great progress under tight deadlines
- We hear ongoing concerns from Committee and public
 - Continue to work with Committee to address these concerns
 - Ongoing commitment to providing bilingual materials and Spanish interpretation
- CERP is roadmap for emissions reductions and exposure reduction in the community
 - Continue to need community feedback to prioritize and implement measures moving forward

South Central Fresno

Community Emission Reduction Program

- Community Emission Reduction Program (CERP) adopted by Valley Air District Governing Board on September 19, 2019
- Comprised of wide-ranging measures developed through cooperative community-driven process
- Significant community investment through regulatory, incentive-based, enforcement, workforce development, education, and other measures
- Reduces over 278 tons of PM_{2.5}, 1,662 tons of NO_x, and associated air toxics over project lifetimes
- CARB public hearing to approve CERP in February, 2020

Community-driven CERP Implementation

- CERP developed as a roadmap for emissions reductions and exposure reduction in the South Central Fresno community
- Steering Committee input essential in guiding implementation efforts by District, CARB, other agencies, and community partners
 - Initial implementation of early action efforts, in advance of CARB adoption, to be guided by community prioritization of emission reduction strategies
 - Additional feedback from Committee and further prioritization will be needed after CARB considers CERP

Today's Exercise

- CERP Strategies have been categorized into three stages of implementation
 - Stage 1: Program is already getting going
 - Stage 2: Program has guidelines & funding is available - we need your help prioritizing the strategies that you're more eager to get going first (even ahead of CARB's adoption)
 - Stage 3: Program will need guideline development or further Governing Board direction. Need to wait until CARB adopts CERP.
- Facilitator will guide Committee and public through exercise to get your feedback on the relative priority of implementing Stage 2 measures in the community

Upcoming South Central Fresno Steering Committee Dates

Vang Pao Elementary School | 4100 E. Heaton Ave., Fresno
See community.valleyair.org for latest information



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

November 2019

- Wednesday, November 13 at 5:30pm
(Joint meeting with CARB)

December 2019

- No meeting due to holidays

January 2020

- Wednesday, January 8 at 5:30pm

February 2020

- CARB Governing Board Hearing February 13
Morning tour in community, evening hearing in Shafter
- No Steering Committee meeting due to CARB Governing Board Hearing

March 2020

- Wednesday, March 11 at 5:30pm

Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000

Modesto office (209) 557-6400

Bakersfield office (661) 392-5500

www.valleyair.org

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South Central Fresno Steering Committee Community Emission Reduction Program Implementation

Measure #	Implementing Agency	Measure Description	Adjusted Funding Amount
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology	\$ 7,500,000
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	\$ 3,500,000
HD.3	SJVAPCD	Measures to Reduce Idling: Charging Plugs for Trucks	\$ 100,000
HD.4	SJVAPCD, City	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	\$ 1,000,000
HD.6	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation	
HD.7	SJVAPCD	Enhance Outreach and Access to Incentive Funding for New School Buses	\$ 6,400,000
HD.9	SJVAPCD	Incentives for Locomotives	\$ 5,200,000
HD.10	SJVAPCD	Incentives for Railcar Movers/Switchers	\$ 4,100,000
HD.11	City, County	Heavy Duty Truck Rerouting	
HD.12	SJVAPCD, CARB	Promote the use of Biodiesel and Renewable Diesel Fuels	
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	\$ 1,000,000
C.2	SJVAPCD	Enhanced Access/Outreach to Incentives through Drive Clean	\$ 1,600,000
C.5	SJVAPCD	Increased Educational Training for EV Mechanics	\$ 75,000
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	\$ 1,500,000
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments	
RB.4	SJVAPCD	Outreach to Reduce Illegal Activity	
RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	
AG.1	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	\$ 375,000
AG.2	CARB/DPR	Reducing Exposure to Pesticides in the Community	
IS.1	SJVAPCD	Provide incentives to plating operations to further reduce chrome emissions	
IS.4	SJVAPCD	Enhanced Inspection Frequency	
IS.5	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations	
IS.6	SJVAPCD	Provide Incentives to Install Advanced Control Technology	
IS.7	SJVAPCD	Regulatory actions: Evaluation of BARCT requirements for rules that apply to cap and trade facilities.	
IS.8	SJVAPCD	Regulatory Actions: Evaluation of rules to determine whether additional reductions are possible for sources of Nox and PM2.5	
IS.9	SJVAPCD	Regulatory actions: Expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588)	
LU.1	SJVAPCD, City	Land Use/Sustainable Development: Support Projects that Reduce VMT	
LU.2	SJVAPCD, City	New Development: Provide assistance during the CEQA process	
LU.3	SJVAPCD, City	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use Projects	
LU.4	SJVAPCD, City, County	Collaborating to Enhance Community Participation in Land Use Processes	

SD.1	PUC	Seek incentives for local businesses and homeowners to install solar power and energy storage	
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	\$ 1,200,000
FD.1	SJVAPCD	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements	
FD.3	SJVAPCD, Caltrans, City, County	Road Dust: Evaluate feasibility of road paving improvements	
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment	\$ 200,000
LG.2	SJVAPCD	Enhance Outreach and Access to Incentive Funding for Commercial Lawn and Garden Equipment	\$ 75,000
PF.1	SJVAPCD, City, County	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	\$ 8,000,000
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	\$ 1,500,000
SC.2	SJVAPCD	HAL Schools: Increase Participation	
IAQ.1	SJVAPCD, EOC	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	
UG.1	City, County	Identify opportunities for increased urban greening and forestry in the community	
VB.1	SJVAPCD, Caltrans, City, County	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	\$ 1,000,000
IR.1	SJVAPCD, City, County	Idling-Reduction Strategy: Reducing Automobile Idling Near Sensitive Receptors	
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy	
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	
O.3	SJVAPCD, Local Partners	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures	

Green=Stage 1: Program is already getting going!

Black = Stage 2: Program has guidelines & funding, but we need your help prioritizing the strategies that you're more eager to get going first (even ahead of CARB's adoption)

Red = Stage 3: Program might need guideline development, further Board direction. Need to wait until CARB adopts CERP.

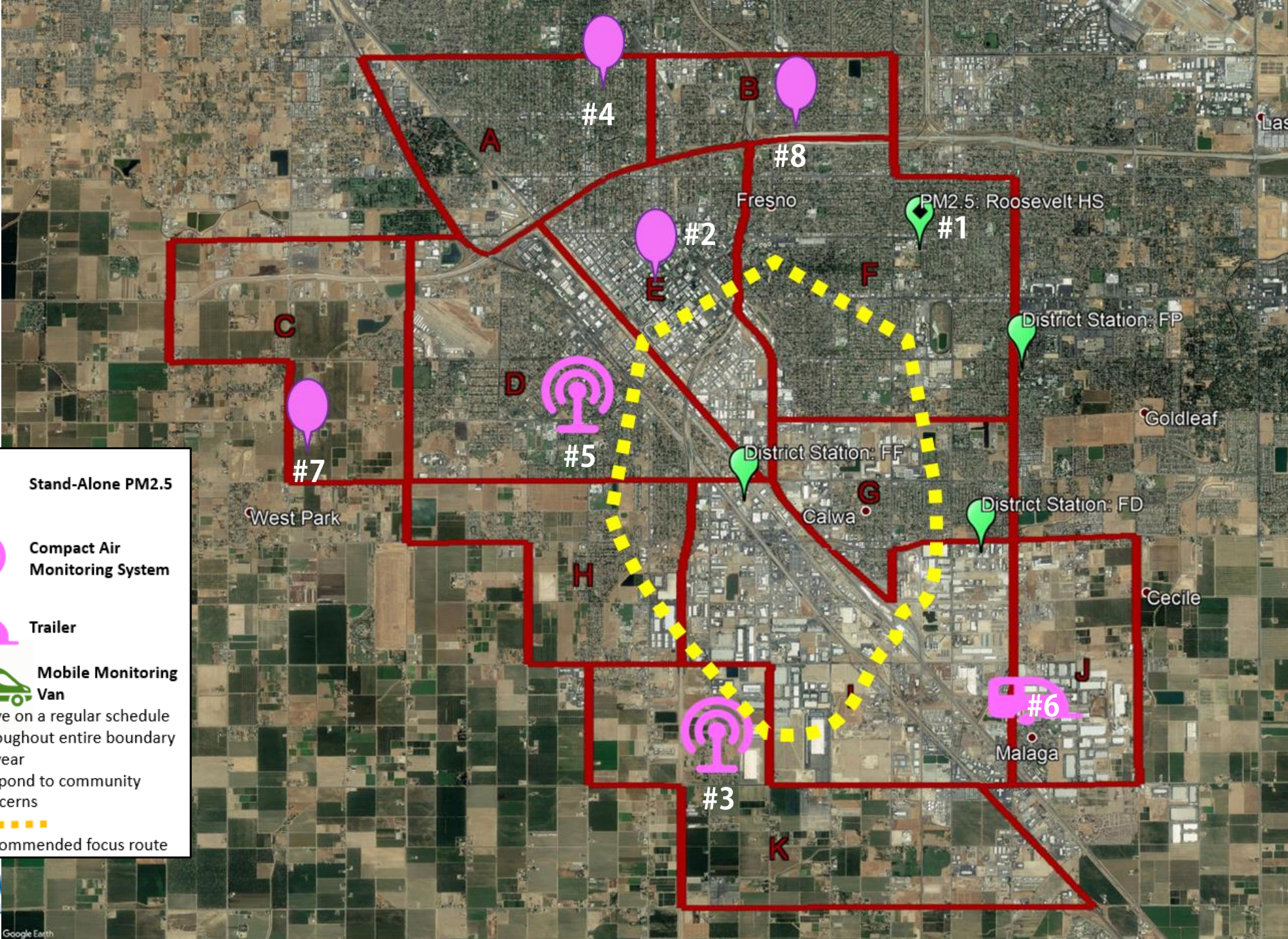
Update on South Central Fresno Community Air Monitoring Plan

San Joaquin Valley Air Pollution Control District
October 23, 2019

Community Air Monitoring Underway

- Sites determined during Community Steering Committee meeting in June
- Two PM2.5 monitors operating for past several months
- District in various stages of discussion with property and school district officials for remaining sites
- Most air monitoring expected to be underway end of 2019

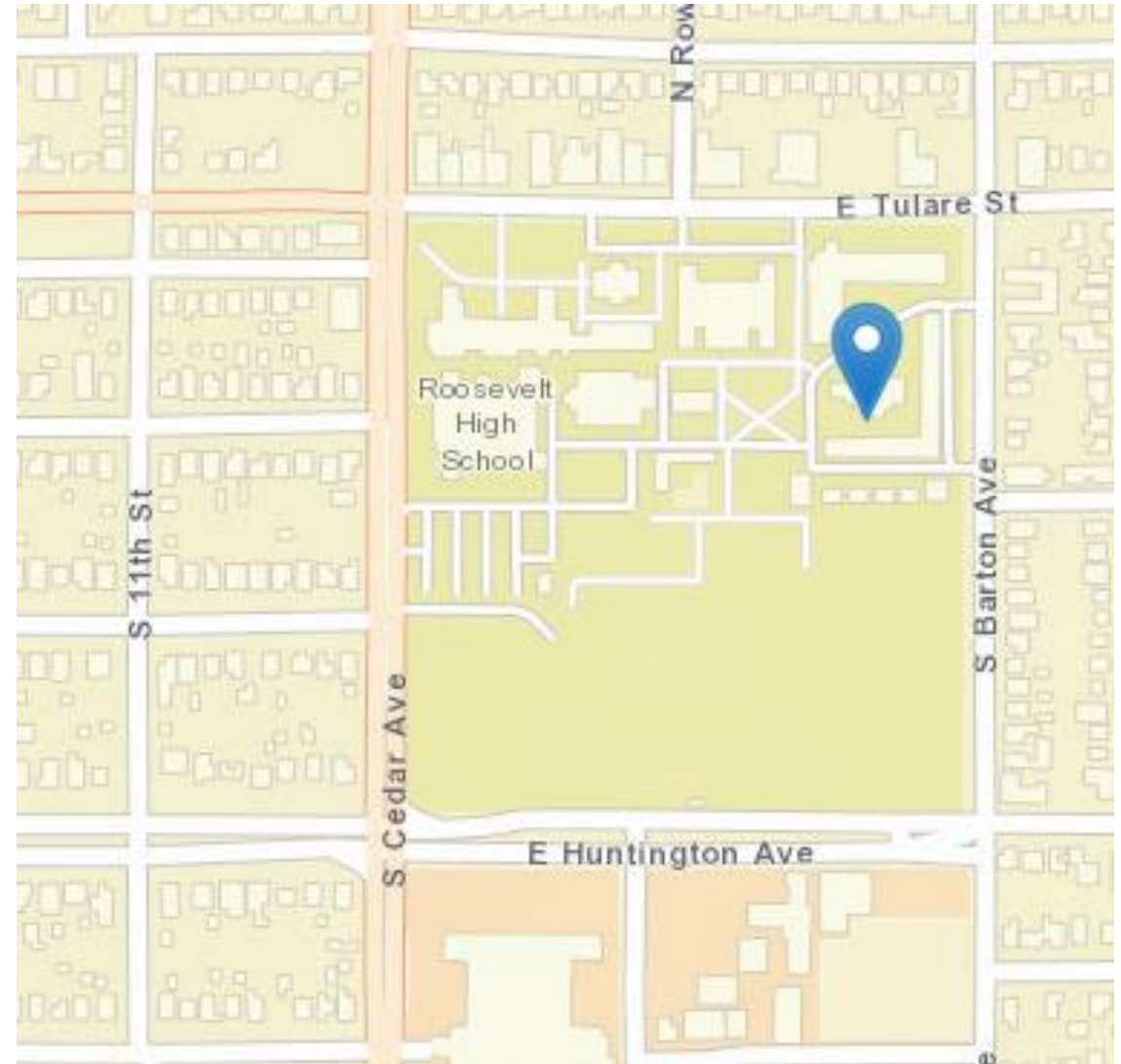




-  Stand-Alone PM2.5
-  Compact Air Monitoring System
-  Trailer
-  Mobile Monitoring Van
 - Drive on a regular schedule throughout entire boundary all year
 - Respond to community concerns
-  Recommended focus route

Site #1: Fresno-Roosevelt High School

- Real-time PM_{2.5}
 - Began March 2019



Site #2: Fresno-Bitwise

- Real-time PM_{2.5}
 - Began August 2019



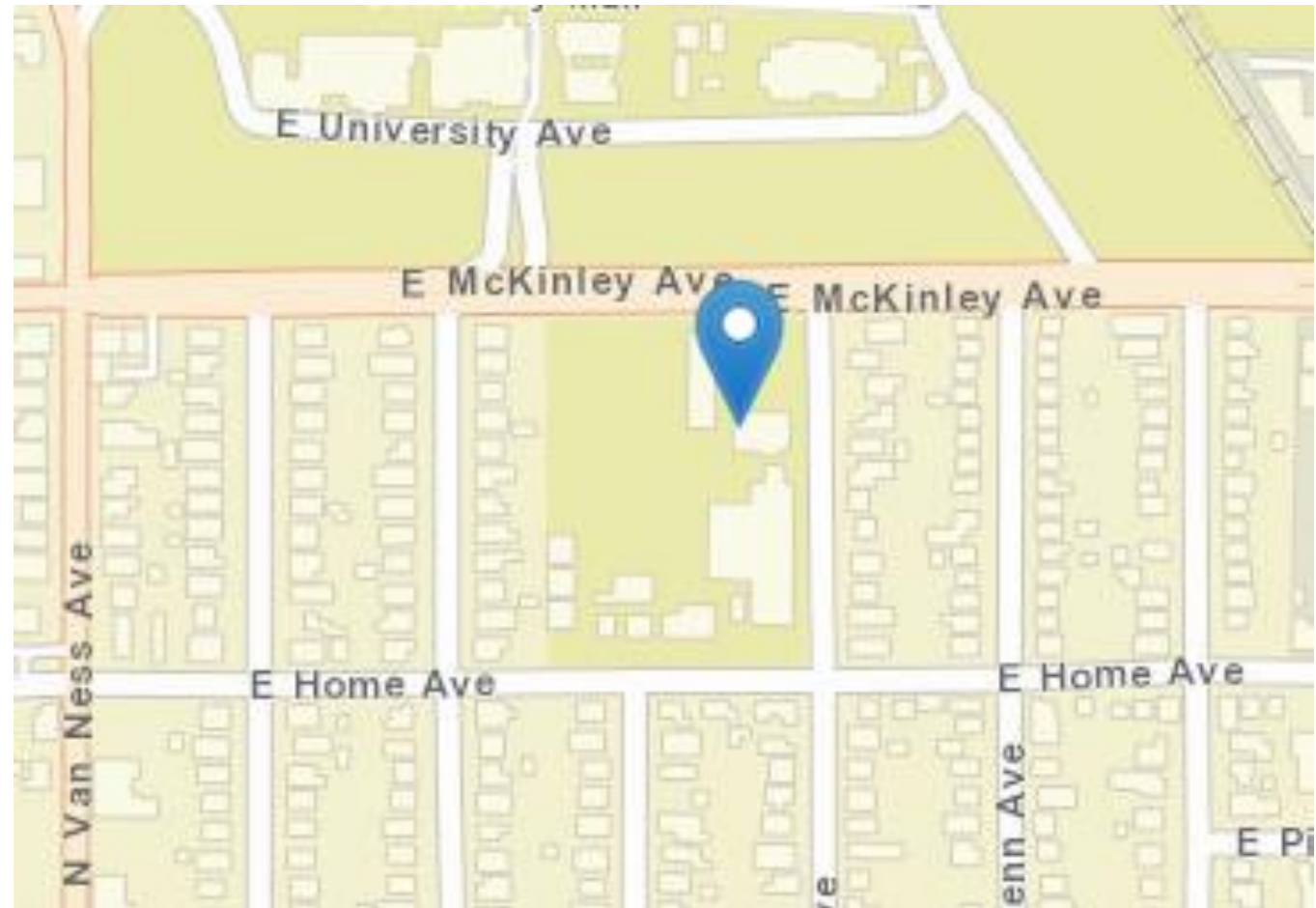
Site #3: Orange Center School

- Compact Monitoring System
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, and Meteorology
 - Trailer or platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Orange Center School



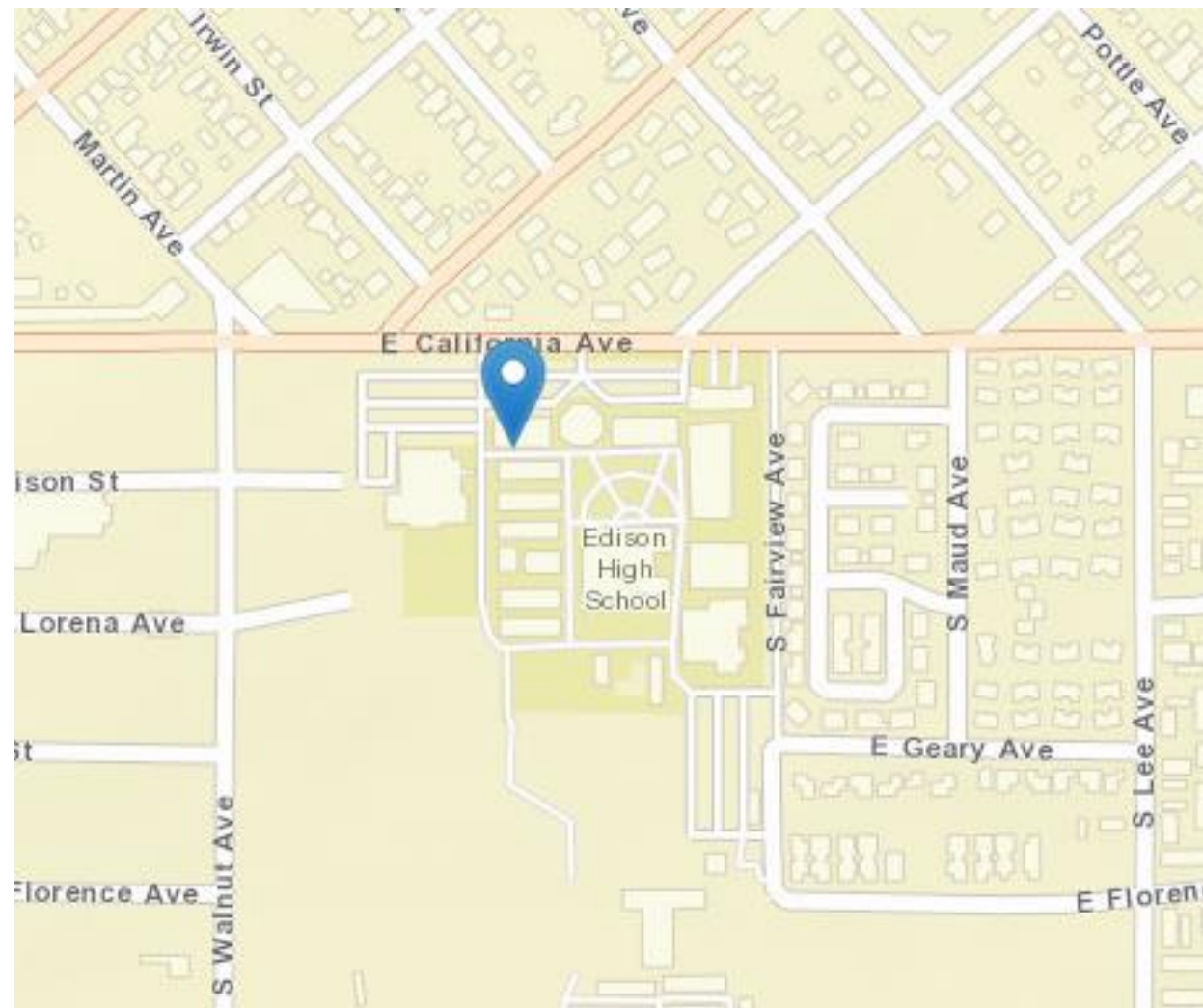
Site #4: Heaton Elementary

- Real-time PM2.5
 - Roof or platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Fresno Unified



Site #5: Edison High School

- Compact Monitoring System
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, and Meteorology
 - Trailer or platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Fresno Unified



Site #6: Malaga Elementary

- Trailer
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, toxics, CO and Meteorology
 - Requires security, upgraded power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Fowler Unified and Malaga Elementary



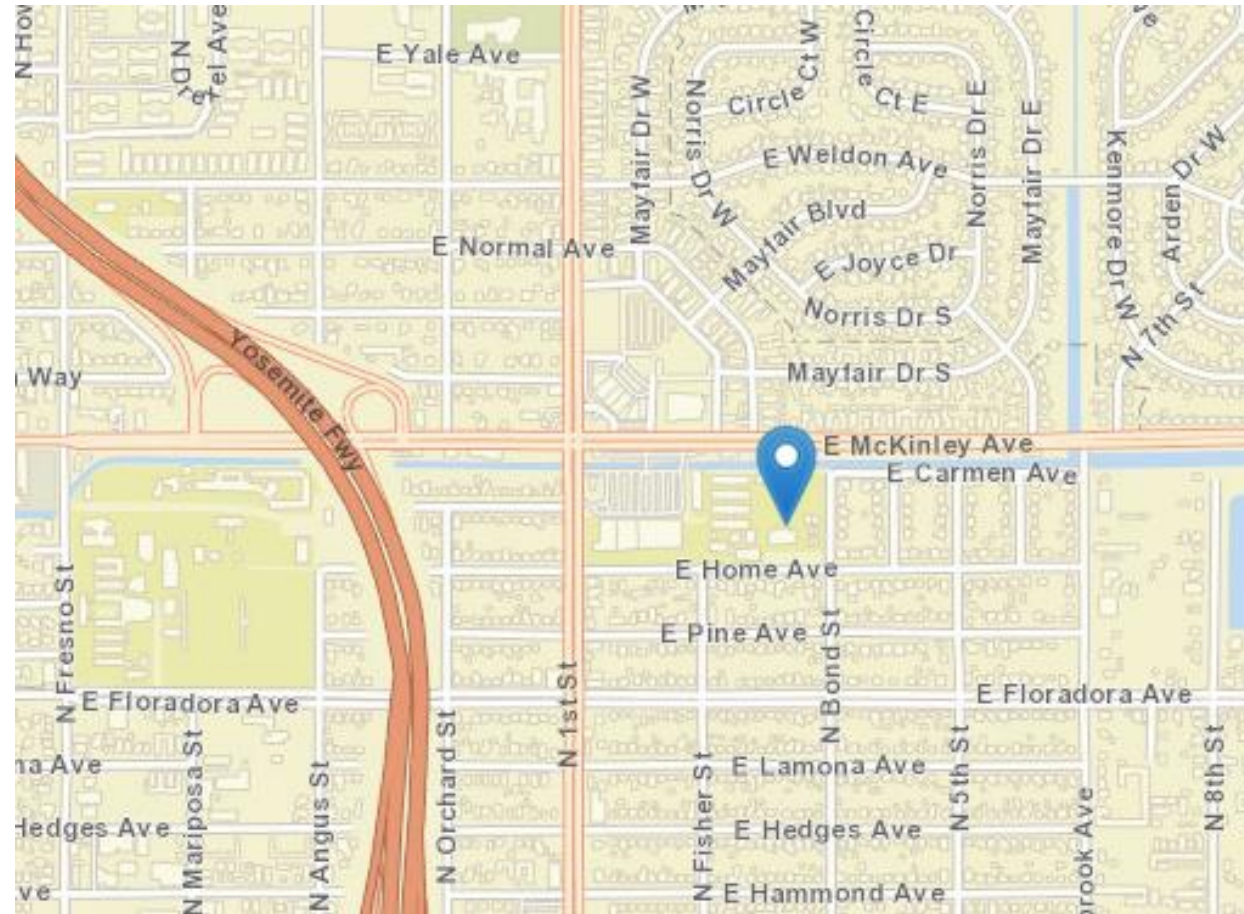
Site #7: Madison Elementary

- Real-time PM2.5
 - Roof or platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Fresno Unified



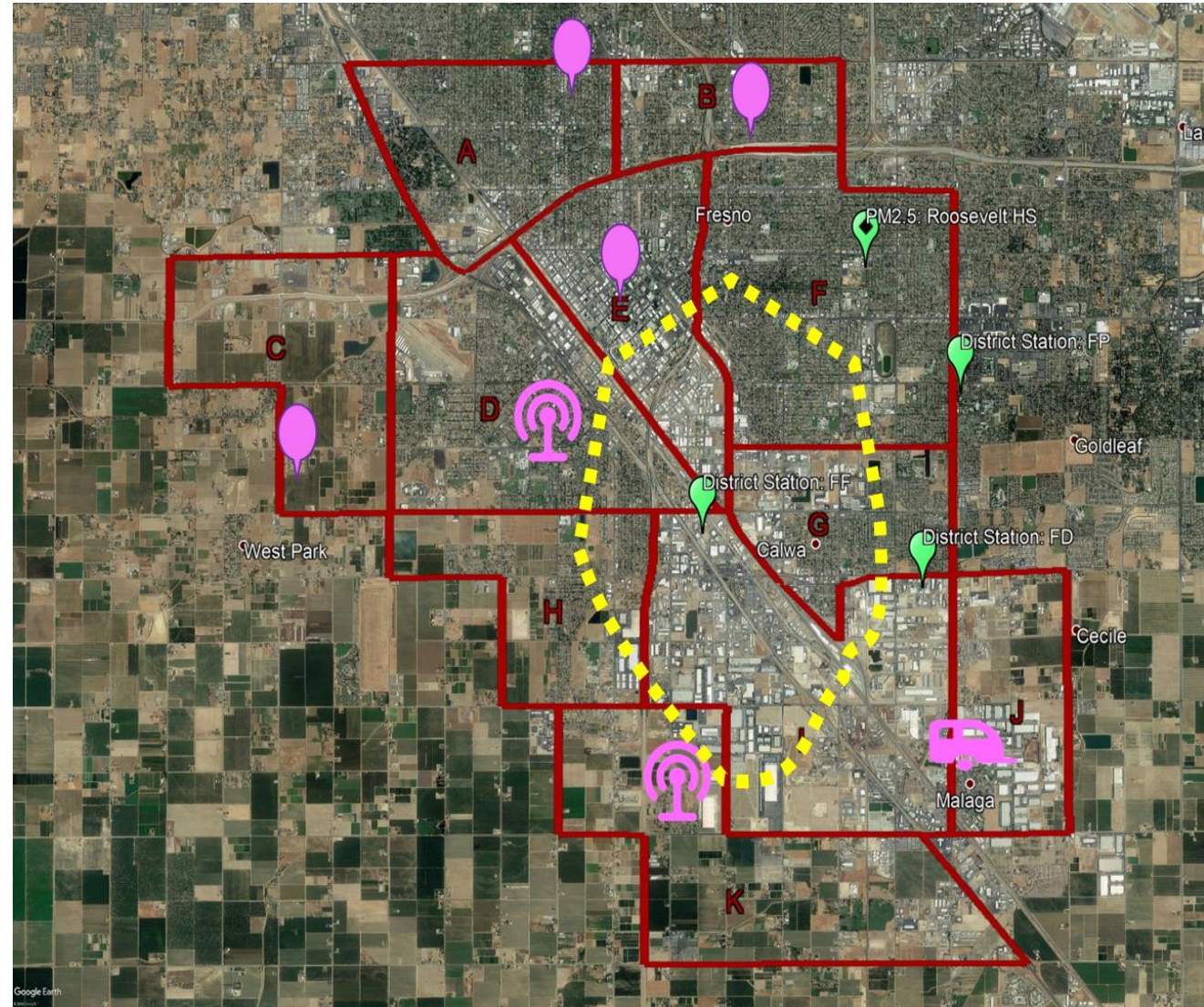
Site #8: Mayfair Elementary School

- Real-time PM2.5
 - Roof or platform mounted
 - Requires security, power, and access
- Monitoring will begin once site agreement in place
- District in discussions with Fresno Unified



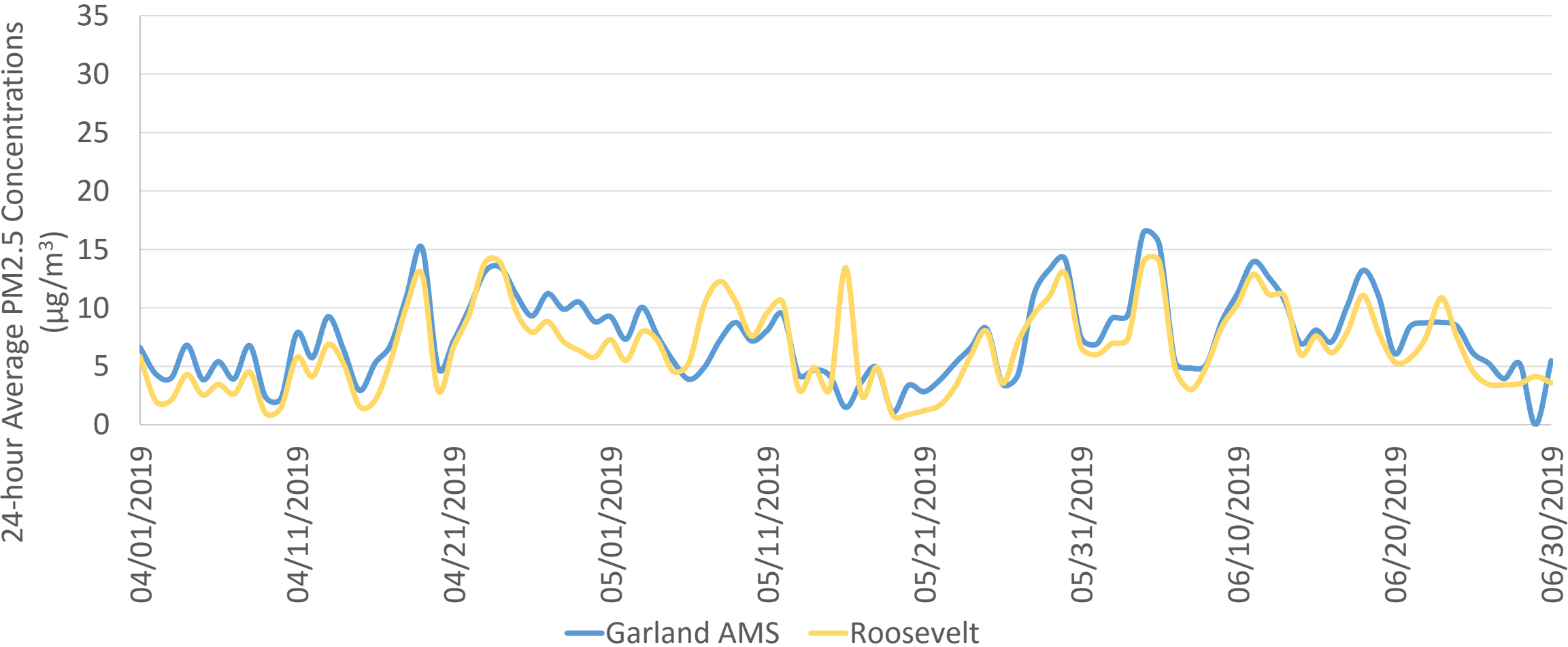
Air Monitoring Van

- Mobile Van
 - PM2.5, BTEX, BC, Total VOCs, NOx, Ozone, SO2, toxics, CO and Meteorology
- Focus near sources of concern
 - Should site power and security allow, park for extended period for longer-term understanding of the sources of pollution
- Regularly throughout boundary
- To begin November 2019



Daily Average PM2.5 Data Comparison

April 1-June 30, 2019



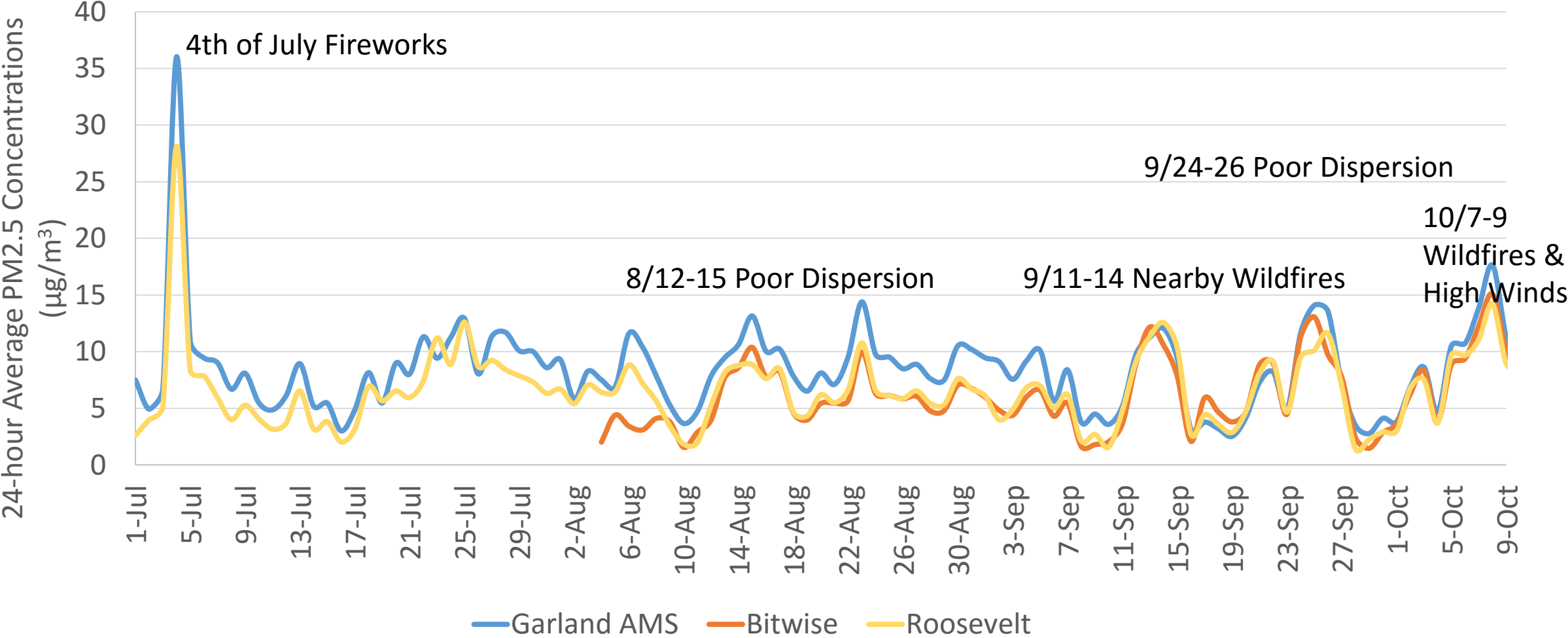
Comparison of Average PM2.5

April 1-June 30, 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	7.52
Fresno-Roosevelt	6.60

Daily Average PM2.5 Data Comparison

July 1 - October 10, 2019



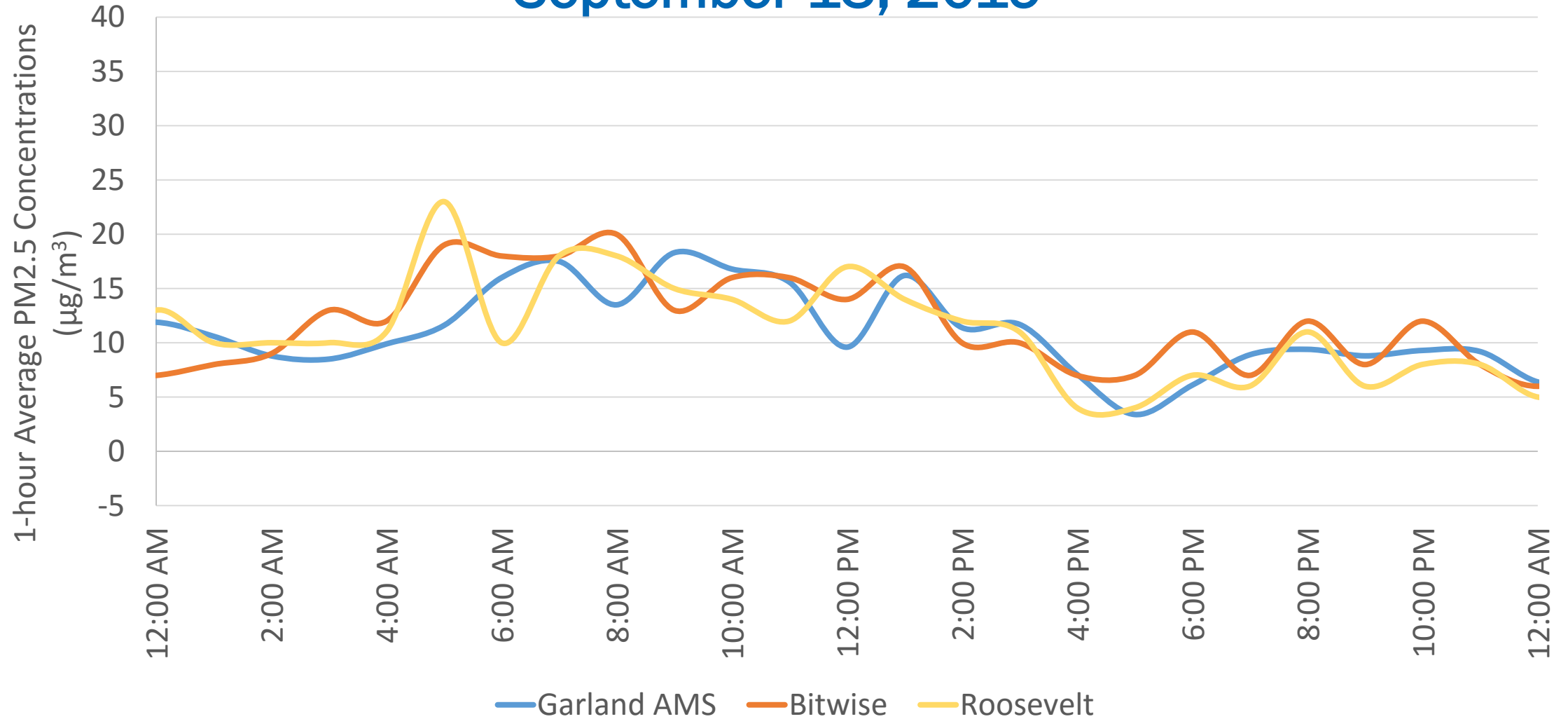
Comparison of Average PM2.5

August 4- October 10, 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	8.15
Fresno-Roosevelt	6.14
Fresno-Bitwise	6.47

Hourly Average PM2.5 Data Comparison

September 13, 2019





Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #15

23 de octubre de 2019 – Cafetería de la Escuela Primaria Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
 - Ver la camioneta de monitoreo y otro equipo
Brad Dawson, Distrito del Aire, Especialista en Instrumentos de Calidad del Aire
2. Bienvenida e Introducciones 5:30 p.m.
 - Repaso de objetivos de la reunión
Christal Love Lazard, Institute for Local Government, Facilitadora
3. Programa Comunitario de Monitoreo del Aire 5:40 p.m.
 - Actualización de implementación del sistema de monitoreo del aire
Jessica Olsen, Distrito del Aire, Gerente de Programas
 - Resumen de los datos recopilados sobre la calidad del aire comunitario
Jon Klassen, Distrito del Aire, Director de Ciencia y Planificación de la Calidad del Aire
4. Actualización sobre las Medidas Estatales de Pesticidas 6:10 p.m.
Personal de DPR
5. Programa de Reducción de Emisiones de la Comunidad 6:30 p.m.
 - Actualización de adopción y próximos pasos
Jessica Coria, Distrito del Aire, Gerente de Programas
 - Ejercicio de priorización de estrategias
Christal Love Lazard, Institute for Local Government, Facilitadora
6. Conclusión y Próximos Pasos 7:15 p.m.
 - Próximas Reuniones: continuar cada dos meses (noviembre, enero, marzo, mayo)
 - Próxima reunión: lunes, 13 de noviembre, 2019, reunión conjunta con CARB
Christal Love Lazard, Facilitadora
7. Comentario Público 7:30 p.m.

Aprende más: community.valleyair.org

Centro-Sur Fresno

Implementación del Programa de Reducción de Emisiones de la Comunidad (CERP)

23 de octubre de 2019

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

¡Felicidades!

- Lecciones aprendidas a través del proceso de desarrollo del CERP
 - Apreciamos el Comité Directivo y la participación pública
- Gran progreso bajo plazos ajustados
- Escuchamos inquietudes continuas del Comité y del público
 - Continuar trabajando con el Comité para abordar estas preocupaciones
 - Compromiso continuo de proporcionar materiales bilingües y interpretación al Español
- CERP es una hoja de ruta para la reducción de emisiones y la reducción a la exposición en la comunidad
 - Continuaremos necesitando comentarios de la comunidad para priorizar e implementar medidas para avanzar

Programa de Reducción de Emisiones de la Comunidad de Centro-Sur Fresno

- Programa de Reducción de Emisiones de la Comunidad (CERP) adoptado por la Mesa Directiva del Distrito del Aire del Valle el 19 de septiembre de 2019
- Compuesto por amplias medidas desarrolladas a través de un proceso cooperativo impulsado por la comunidad
- Inversión comunitaria significativa a través de medidas regulatorias, basadas en incentivos, cumplimiento, desarrollo de la fuerza laboral, educación y otras medidas
- Reduce más de 278 toneladas de PM2.5, 1,662 toneladas de NOx, y tóxicos del aire asociados durante la vida útil del proyecto
- Audencia Pública de CARB para aprobar el CERP en febrero de 2020

Implementación del CERP Impulsado por la Comunidad

- CERP desarrollado como una hoja de ruta para la reducción de emisiones y la reducción a la exposición en la comunidad de Shafter
- Aporte del Comité Directivo es esencial para guiar los esfuerzos de implementación por parte del Distrito, CARB, otras agencias, y socios comunitarios
 - Implementación inicial de los esfuerzos de acción temprana, antes de la adopción de CARB, se guiará por la priorización comunitaria de las estrategias de reducción de emisiones
 - Se necesitarán comentarios adicionales del Comité y una mayor priorización después de que CARB considere el CERP

Próximas Fechas del Comité Directivo de Centro-Sur Fresno

Escuela Vang Pao Elementary | 4100 E. Heaton Ave., Fresno

Visite community.valleyair.org para obtener la información más reciente.



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Noviembre 2019

- Miércoles, 13 de noviembre a las 5:30pm (Reunión conjunta con CARB)

Diciembre 2019

- No reunión debido a las vacaciones

Enero 2020

- Miércoles, 8 de enero a las 5:30pm

Febrero 2020

- Audiencia de la Mesa Directiva de CARB el 13 de febrero
Recorrido de la comunidad por la mañana, audiencia por la noche en Shafter
- No hay reunión del Comité Directivo debido a la audiencia de la Mesa Directiva de CARB

Marzo 2020

- Miércoles, 11 de marzo a las 5:30pm

Ejercicio de Hoy

- Estrategias del CERP se han categorizado en tres etapas de implementación
 - Etapa 1: Programa ya está en marcha
 - Etapa 2: Programa tiene pautas y hay fondos disponibles; necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)
 - Etapa 3: Programa necesitará el desarrollo de pautas o más instrucciones de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.
- El facilitador guiará al Comité y al público a través del ejercicio para obtener sus comentarios sobre la prioridad relativa de implementar medidas de la Etapa 2 en la comunidad

Información del Contacto

Contactos e información de AB 617 en el Distrito del Aire del Valle:

AB617@valleyair.org

Jaime Holt Cell: (559) 309-3336

www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina en Fresno (559) 230-6000

Oficina en Modesto (209) 557-6400

Oficina en Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las
redes sociales



Use la aplicación
Valley Air para
obtener la
información más
reciente sobre la
calidad del aire



Comité Directivo de Centro-Sur Fresno
Implementación del Programa de Reducción de Emisiones de la Comunidad

Medida #	Agencia Ejecutora	Borrador de la Medida	Suma Total de Financiamiento Ajustado
HD.1	SJVAPCD	Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones	\$ 7,500,000
HD.2	SJVAPCD	Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRUs)	\$ 3,500,000
HD.3	SJVAPCD	Medidas para Reducir el Ralentí: Enchufes de Carga para Camiones	\$ 100,000
HD.4	SJVAPCD, Ciudad	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo	\$ 1,000,000
HD.6	CARB, SJVAPCD	Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí	
HD.7	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para los Nuevos Autobuses Escolares	\$ 6,400,000
HD.9	SJVAPCD	Incentivos para Locomotores	\$ 5,200,000
HD.10	SJVAPCD	Incentivos para Impulsores de Automotores/Conmutadores	\$ 4,100,000
HD.11	Ciudad, Condado	Cambio de Ruta de Camiones de Servicio Pesado	
HD.12	SJVAPCD, CARB	Promover el uso de biodiesel/combustibles diesel renovables (medida que se agregará al CERP)	
C.1	SJVAPCD	Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	\$ 1,000,000
C.2	SJVAPCD	Acceso/Alcance Mejorado a Incentivos a través de Drive Clean	\$ 1,600,000
C.5	SJVAPCD	Mayor Capacitación Educativa para Mecánicos de EV's	\$ 75,000
RB.1	SJVAPCD	Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	\$ 1,500,000
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña	
RB.4	SJVAPCD	Alcance para Reducir la Actividad Ilegal	
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales	
AG.1	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (trituration/incorporación del suelo)	\$ 375,000
AG.2	CARB/DPR	Reducir la Exposición Comunitaria a los Pesticidas (medida que se agregará al CERP)	
IS.1	SJVAPCD	Proporcionar incentivos a las operaciones de revestimiento para reducir aún más las emisiones de cromo	
IS.4	SJVAPCD	Frecuencia de Inspección Mejorada	
IS.5	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	
IS.6	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	
IS.7	SJVAPCD	Acciones Reglamentarias: Evaluación de los Requisitos de BARCT para las Reglas que se Aplican a las Instalaciones de Cap and Trade	
IS.8	SJVAPCD	Acciones Reglamentarias: Evaluación de Reglas para Determinar si las Reducciones Adicionales son Posibles para la Fuentes de NOx y PM2.5	
IS.9	SJVAPCD	Acciones Reglamentarias: Evaluación Expedida de la Evaluación de Riesgos de Instalaciones y Reducción de Riesgos bajo la Aplicación del Distrito de la Ley de Información y Evaluación de Zonas Conflictivas de Tóxicos del Aire (AB 2588)	
LU.1	SJVAPCD, Ciudad	Uso del Suelo/Desarrollo Sostenible: Proyectos de Apoyo que Reducen VMT	

LU.2	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia durante el Proceso de CEQA	
LU.3	SJVAPCD, Ciudad	Proporcionar Educación y Alcance en Herramientas Disponibles para Información Pública sobre Proyectos de Uso del Suelo	
LU.4	SJVAPCD, Ciudad, Condado	Colaborando para Mejorar la Participación Comunitaria en los Procesos de Uso del Suelo	
SD.1	PUC	Buscar incentivos para que las empresas locales y los propietarios instalen energía solar y almacenamiento de energía	
CC.1	SJVAPCD	Incentivos para reducir el PM de las parrillas comerciales	\$ 1,200,000
FD.1	SJVAPCD	Polvo Fugitivo: Regla de Cumplimiento Regulación VIII Requisitos de Polvo Fugitivo	
FD.3	SJVAPCD, Caltrans, Ciudad, Condado	Polvo de Carreteras: Evaluar la viabilidad de las mejoras de pavimentación de carreteras	
LG.1	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín	\$ 200,000
LG.2	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Equipos Comerciales de Jardinería y Césped	\$ 75,000
PF.1	SJVAPCD, Ciudad, Condado	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Vehículos de Flotillas Públicas	\$ 8,000,000
SC.1	SJVAPCD	Sistemas de Filtración del Aire en Escuelas Comunitarias	\$ 1,500,000
SC.2	SJVAPCD	Escuelas HAL: Aumentar la Participación	
IAQ.1	SJVAPCD, EOC	Mitigar la exposición interior a la contaminación del aire a través de la climatización y la eficiencia energética mejorada	
UG.1	Ciudad, Condado	Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad	
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de las Fuentes de Preocupación	\$ 1,000,000
IR.1	SJVAPCD, Ciudad, Condado	Estrategia de Reducción de Ralentí: Reducción de Ralentí de Vehículos Cerca de Receptores Sensibles	
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario de Calidad del Aire	
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire	

Verde= ¡El programa ya está en marcha!

Negro= El programa tiene pautas y financiación, pero necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)

Rojo = El programa puede necesitar desarrollo de pautas, más dirección de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.

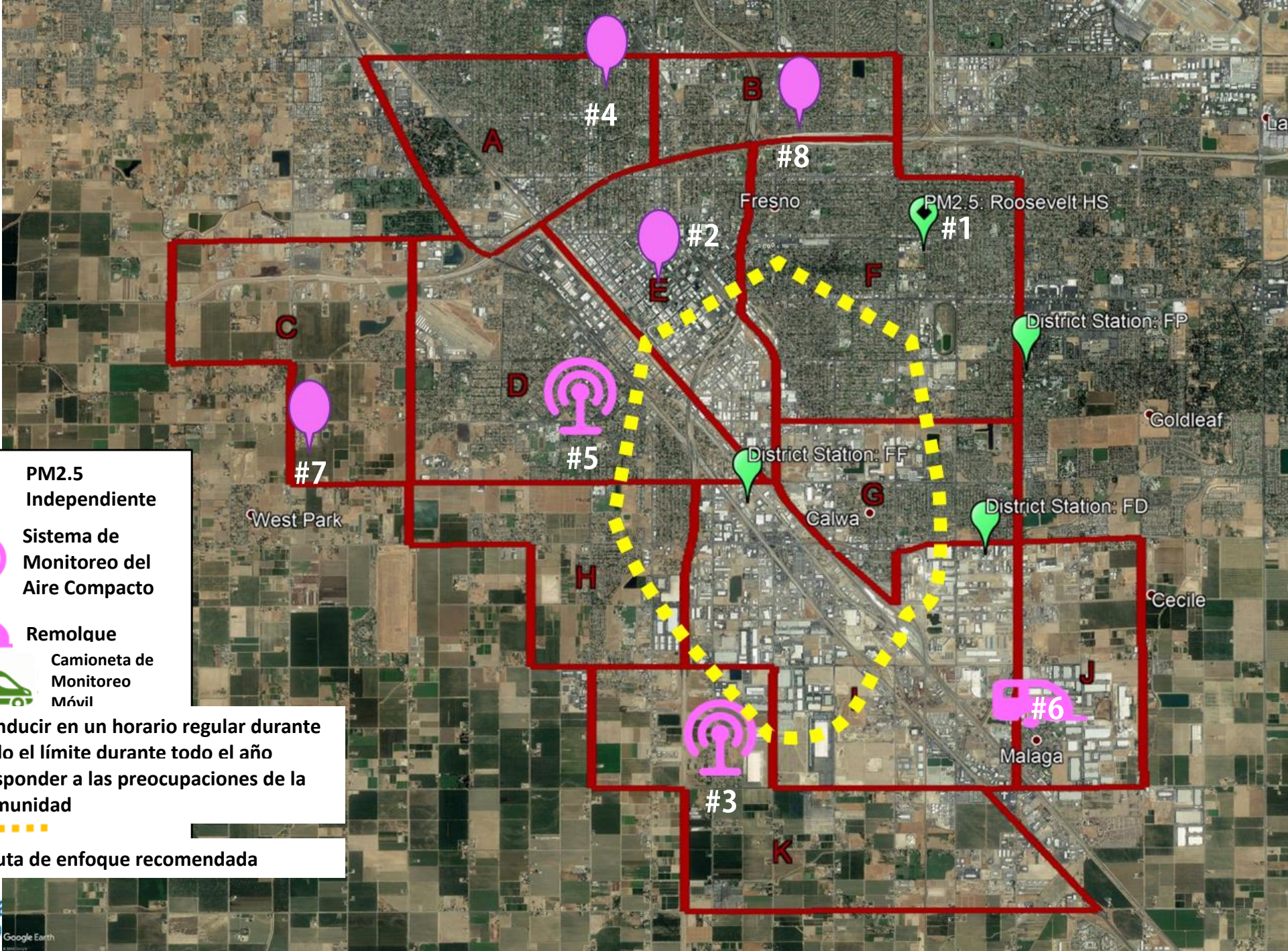
Actualización sobre el Plan de Monitoreo del Aire de la Comunidad de Centro-Sur Fresno


Distrito para el Control de la Contaminación del Aire
del Valle de San Joaquín
23 de octubre de 2019

Monitoreo del Aire Comunitario en Progreso

- Sitios determinados durante la Reunión del Comité Directivo de la Comunidad en junio
- Dos monitores PM2.5 funcionando durante los últimos meses
- Distrito en varias etapas de discusión con la propiedad y los funcionarios del distrito escolar para los sitios restantes
- Se espera que la mayoría del monitoreo del aire esté en progreso a fines de 2019





-  **PM2.5 Independiente**
-  **Sistema de Monitoreo del Aire Compacto**
-  **Remolque**
-  **Camioneta de Monitoreo Móvil**
- **Conducir en un horario regular durante todo el límite durante todo el año**
- **Responder a las preocupaciones de la comunidad**
-  **Ruta de enfoque recomendada**

Sitio #1: Fresno-Roosevelt High School

- PM2.5 en Tiempo Real
 - Comenzó en marzo de 2019



Sitio #2: Fresno-Bitwise

- PM2.5 en Tiempo Real
 - Comenzó en agosto de 2019



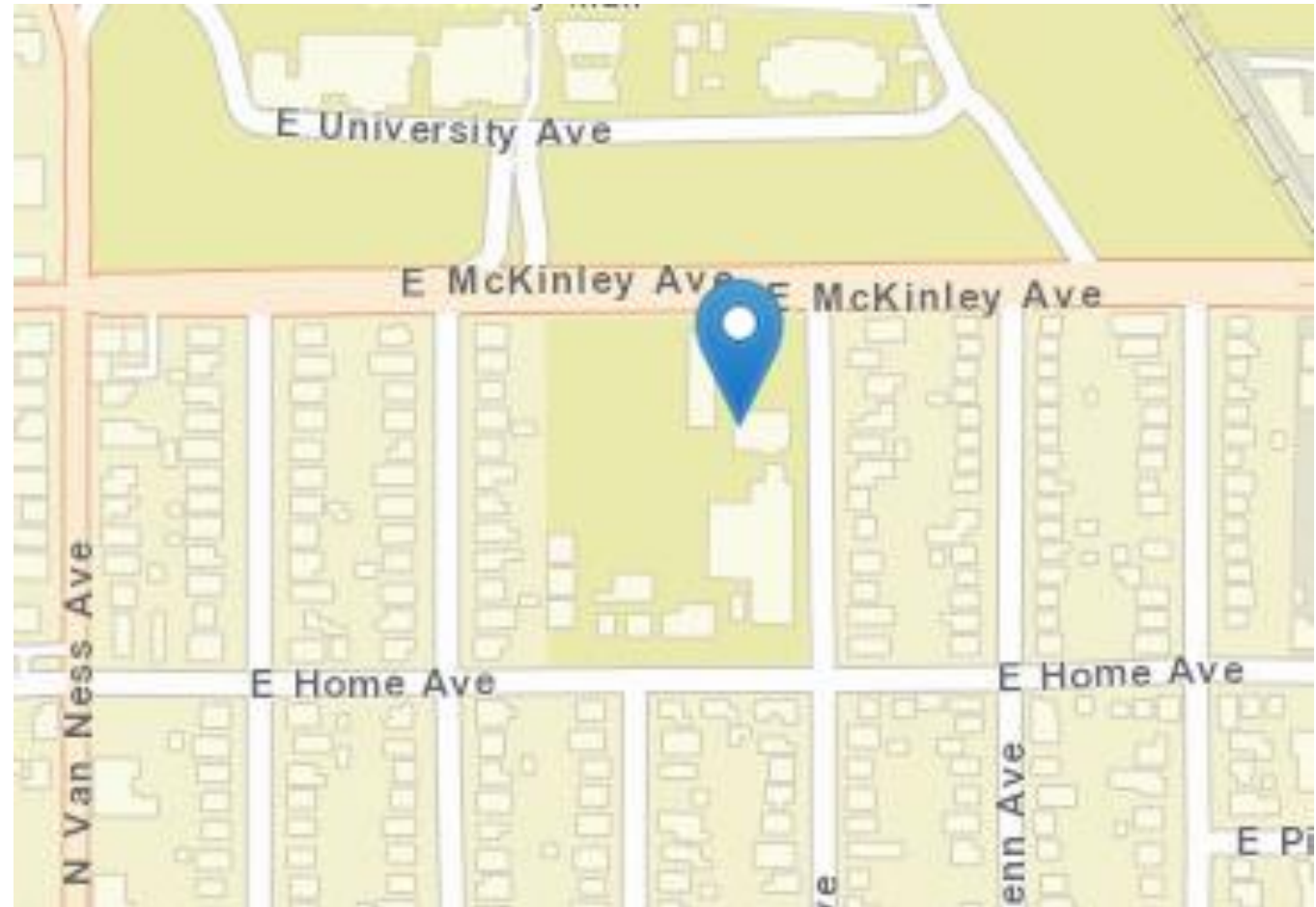
Sitio #3: Orange Center School

- Sistema de Monitoreo Compacto
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, y Meteorología
 - Montado en remolque o plataforma
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Orange Center School



Sitio #4: Heaton Elementary

- PM2.5 en Tiempo Real
 - Montado en plataforma
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Fresno Unified



Sitio #5: Edison High School

- Sistema de Monitoreo Compacto
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, y Meteorología
 - Montado en remolque o plataforma
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Fresno Unified



Sitio #6: Malaga Elementary

- Remolque
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, tóxicos, CO y Meteorología
 - Requiere seguridad, electricidad mejorada y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Fowler Unified y Malaga Elementary



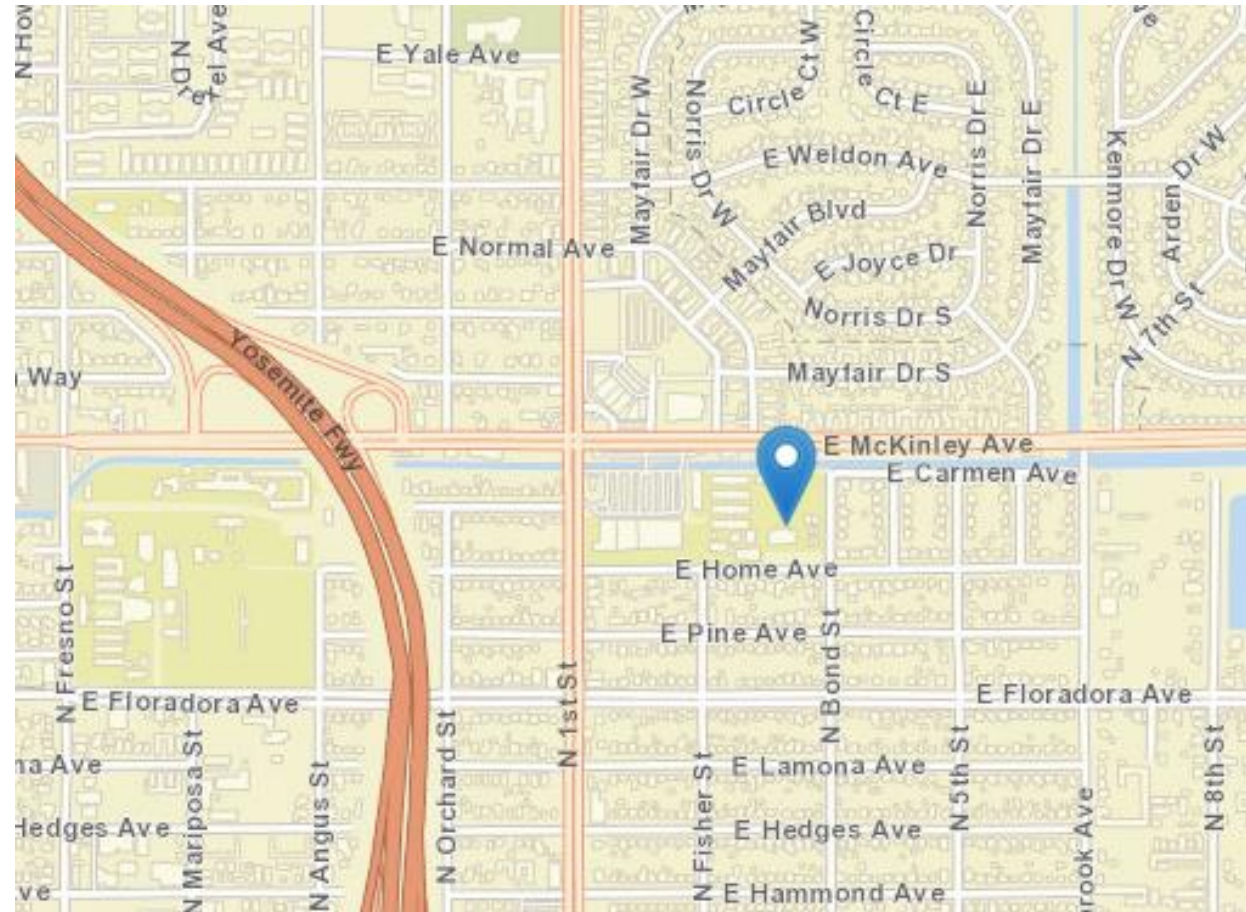
Sitio #7: Madison Elementary

- PM2.5 en Tiempo Real
 - Montado en el techo o plataforma
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Fresno Unified



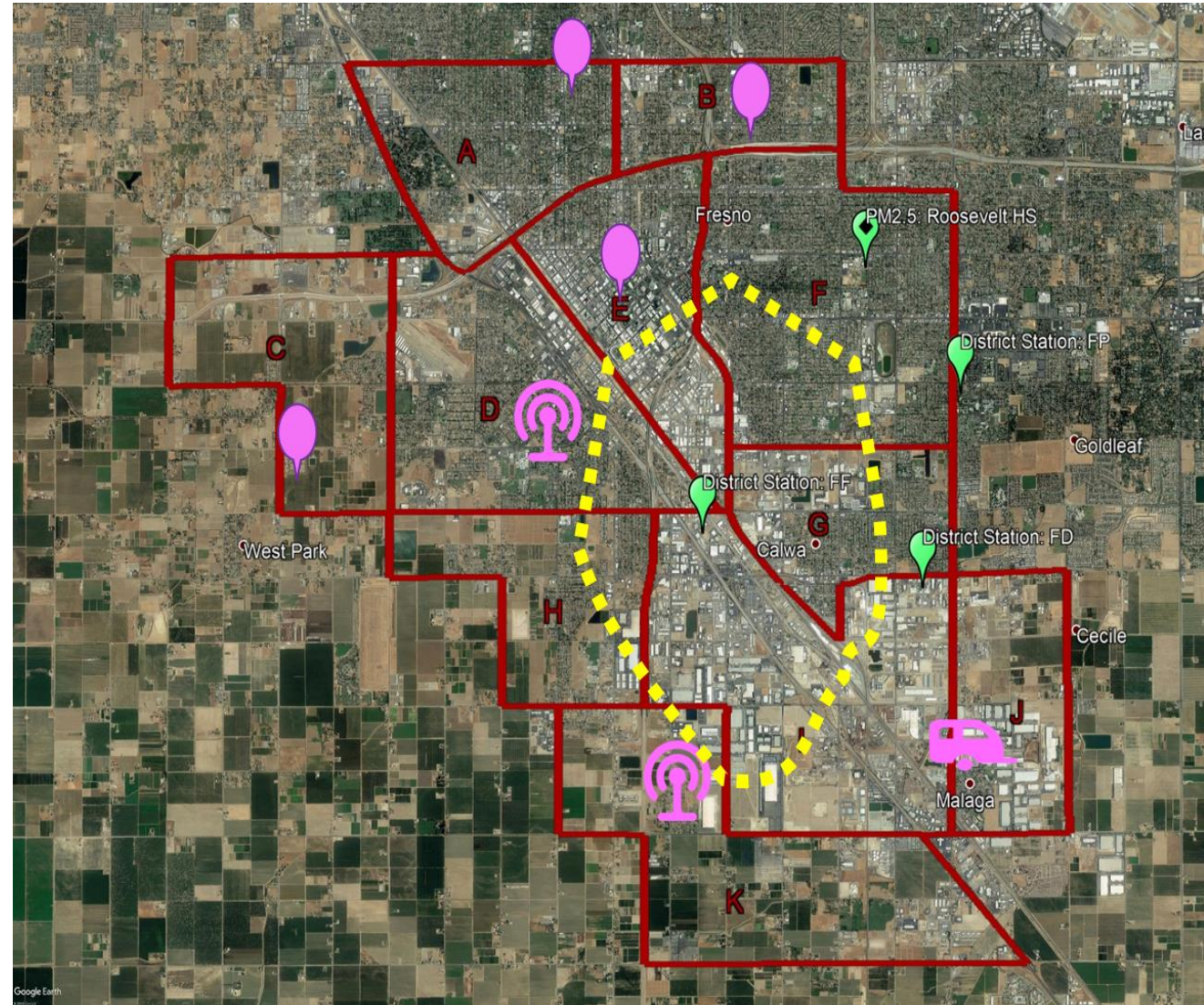
Sitio #8: Mayfair Elementary School

- PM2.5 en Tiempo Real
 - Montado en el techo o plataforma
 - Requiere seguridad, electricidad y acceso
- El monitoreo comenzará una vez que se establezca el acuerdo del sitio
- Distrito en conversaciones con Fresno Unified



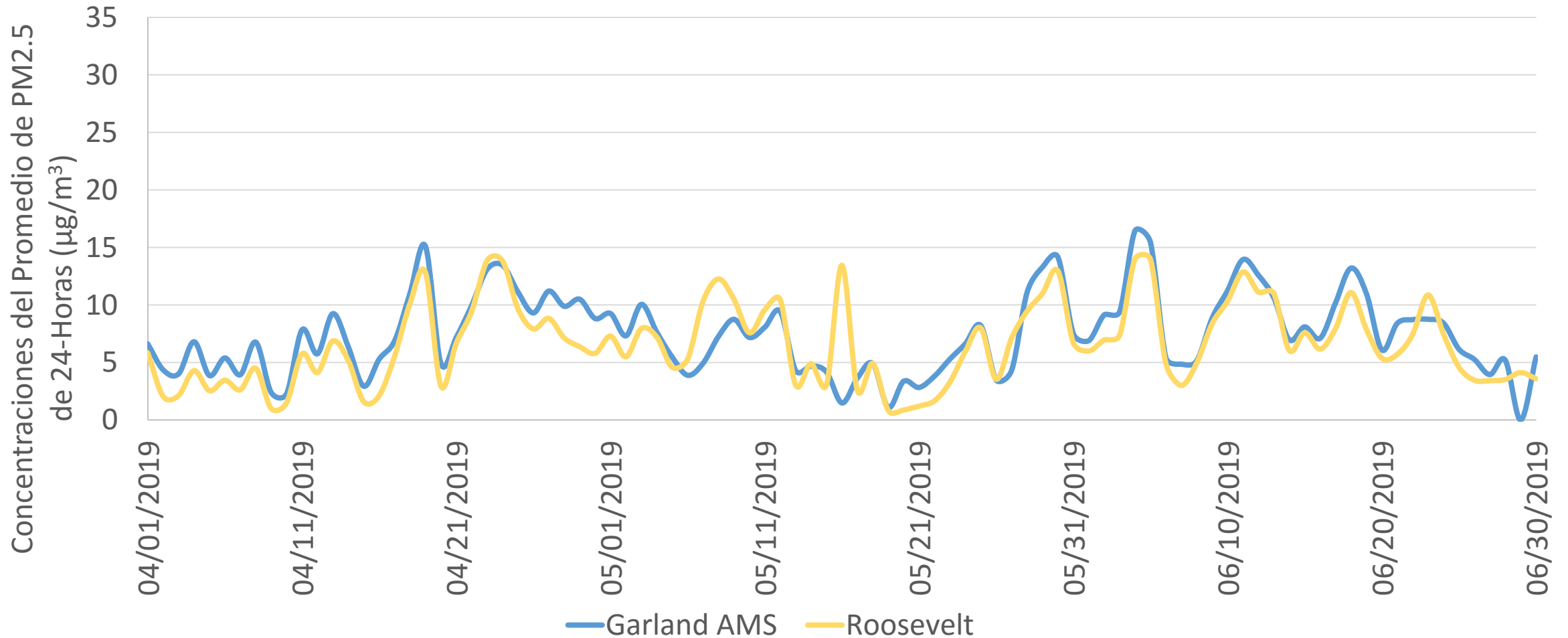
Camioneta de Monitoreo del Aire

- Camioneta Móvil
 - PM2.5, BTEX, BC, VOCs Total, NOx, Ozono, SO2, tóxicos, CO y Meteorología
- Enfocarse cerca de fuentes de preocupación
 - Si la electricidad y la seguridad del sitio lo permiten, estacionar por un período prolongado para comprender a largo plazo las fuentes de contaminación
- Usar regularmente por todo el límite
- Para comenzar en noviembre de 2019



Comparación de Datos del Promedio Diario de PM2.5

1 de abril–30 de junio de 2019



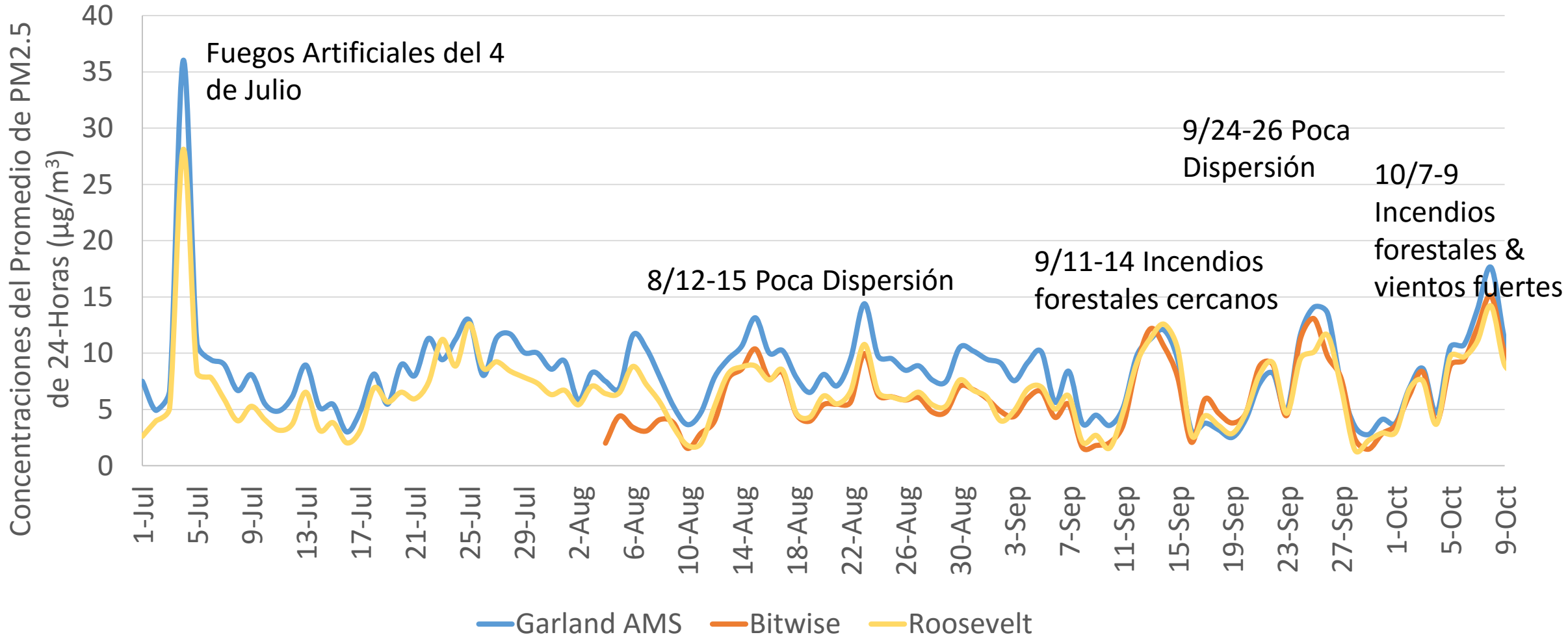
Comparación del Promedio de PM2.5

1 de abril–30 de junio de 2019

Sitio	Concentración del Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	7.52
Fresno-Roosevelt	6.60

Comparación de Datos del Promedio Diario de PM2.5

1 de julio - 10 de octubre de 2019

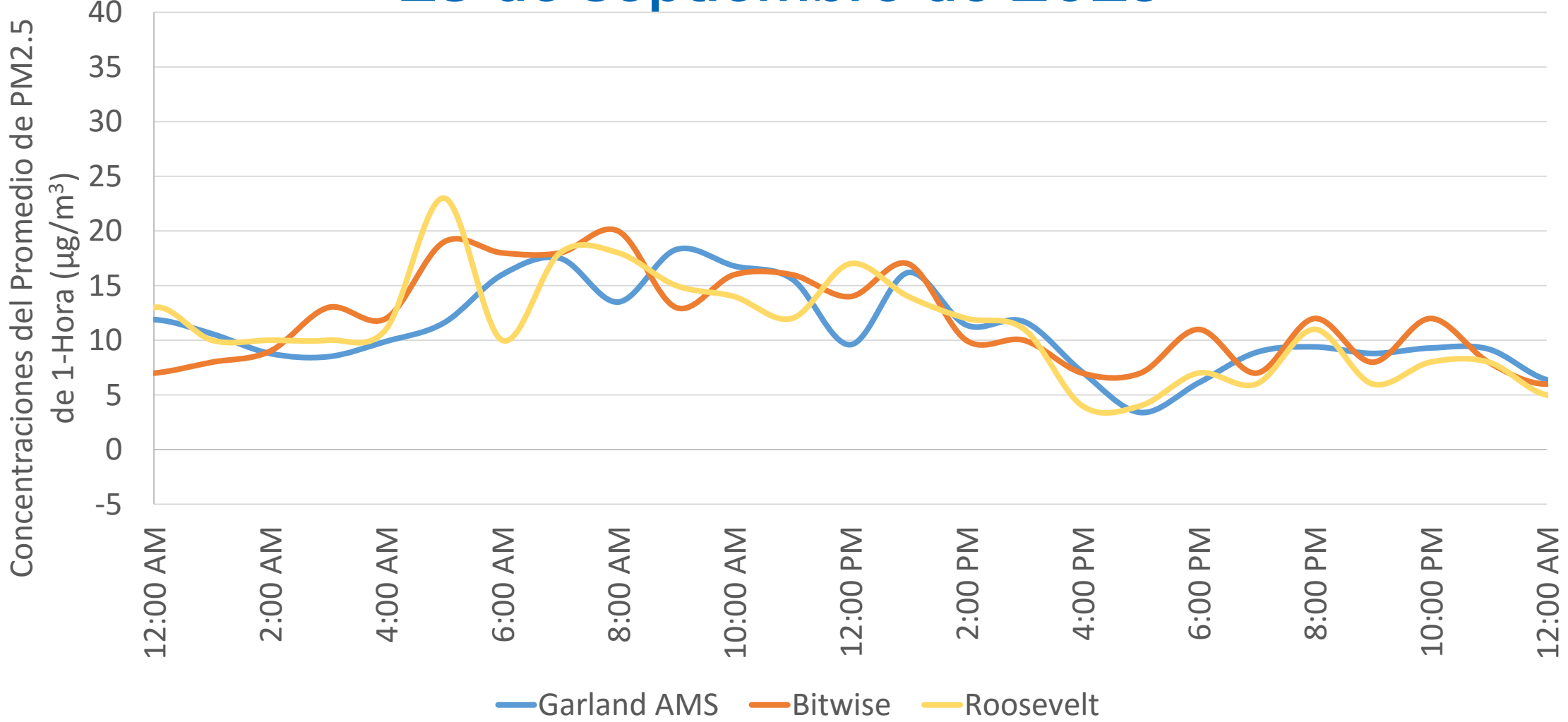


Comparación del Promedio de PM2.5

4 de agosto – 10 de octubre de 2019

Sitio	Concentración del Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	8.15
Fresno-Roosevelt	6.14
Fresno-Bitwise	6.47

Comparación de Datos del Promedio por Hora de PM2.5 13 de septiembre de 2019



South Central Fresno Community Steering Committee - Meeting #15

October 23, 2019, 5:30 p.m.

Vang Pao Elementary School

1. Doors Open/Meet and Greet/Refreshments

View air monitoring van and equipment

Brad Dawson, Valley Air District, Supervising Air Quality Instrument Specialist

2. Welcome and Introductions

Christal Love Lazard, Facilitator from Institute for Local Government

Christal facilitated, reviewed agenda and set goals for meeting

3. Community Air Monitoring Program

Jessica Olsen, Program Manager and John Klassen, Director of Air Quality Science and Planning

Jessica Olsen explained the plan for deployment of monitoring within community in stages. She further explained how locations were determined and obtained. Monitoring has already begun. There are eight locations that monitors will be installed, not including air monitoring van.

Jon Klassen explained the data that had been collected at various sites and how van is used to monitor near specific pollution sources throughout South Central Fresno boundaries.

Following the presentations by Jessica and Jon on deployment and data collection, Committee members provided the following questions and comments:

- Members inquired what is considered a high level of PM 2.5. (Jon explained that 35 micrograms per cubic meter is the 24-hour national ambient air quality standard for PM 2.5).
- It was noted that a trend showed PM higher in mornings than evenings during the data collection period.
- Bitwise data should be available at AB617 website.
- Who does this data benefit?
- Data showed that more polluted areas were home to heavy industry.
- Committee members also asked for location of heaviest polluters.
- Committee members inquired how someone from the community might go about requesting monitoring to take place in other areas.

4. Update on Statewide Pesticide Measures

Presentation provided by DPR Director, Val Dolcini

Val Dolchini introduced himself as new Director, only appointed one week before the meeting, how the agency approaches pesticide control and mainly offered answers to questions from committee members.

Comments and questions by committee members:

- Which pesticides have biggest impact on Fresno? (Fresno area has some of highest pesticide use in state)
- More than one member commented that pesticide monitoring is needed in Fresno (Dolcini stated that this is in next year's budget).
- Committee members stated that Edison High School was a heavily impacted area and community needs more information and transparency. (Dolcini stated his agency is working on ways to better notify the community)
- Spanish question on who can be called to report pesticide drift. (answer is Ag Commissioner)
- Tarping fields was discussed
- Question on finding money in budget for health studies and studies on health impact to children
- Member stated that Ag Commissioner should be held accountable
- Members requested that DPR institute more non-pesticide methods be used to control pests.

5. Community Emissions Reduction Program

Adoption update and next steps – *Provided by Jessica Coria*

Jessica Coria explained the steps taken and lessons learned in completing CERP, adoption by the board, emissions expected to be reduced through CERP, and the ongoing steps necessary to achieve CERP goals.

Strategy Prioritization exercise – *Conducted by Christal Love Lazard*

Christal explained which strategies are already in place, which strategies need to be prioritized for funding, and those that still require development. The Exercise was for committee members to express their feedback on prioritizing strategies:

Following exercise, members had following comments/questions

- Several members wanted to know how to make amendments
- Members would like to see more regulation, rather than incentives.

End of meeting

7:30



Agenda for South Central Fresno Community Steering Committee Meeting #16

November 13, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
Karen Magliano, Chief of Office of Community Air Protection, CARB
Jon Klassen, Director of Air Quality Science and Planning, Valley Air District
Community Co-host
3. CARB: Focused Discussion on CERP Mobile Source Strategies 5:45 p.m.
Presentation: *CARB Staff*
Group Exercise: *Christal Love Lazard, Institute for Local Government, Facilitator*
4. Next Steps, Implementation Framework, Wrap-up, 7:00 p.m.
 - Strategy prioritization exercise results posted online
 - Next Steering Committee meeting: Wednesday, Jan 8, 2020
 - February 13, 2020, CARB Board Hearing in Shafter
5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org

South Central Fresno Steering Committee
Community Emission Reduction Program Implementation

Measure #	Implementing Agency	Measure Description	Adjusted Funding Amount	Love	Like
UG.1	City, County	Identify opportunities for increased urban greening and forestry in the community		10	6
RB.1	SJVAPCD	Provide Enhanced Incentives to Replace Wood Burning Devices	\$ 1,500,000	9	7
IAQ.1	SJVAPCD, EOC	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency		14	1
HD.7	SJVAPCD	Enhance Outreach and Access to Incentive Funding for New School Buses	\$ 6,400,000	11	4
HD.1	SJVAPCD	Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology	\$ 7,500,000	10	5
HD.4	SJVAPCD, City	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	\$ 1,000,000	7	8
C.1	SJVAPCD	Host Tune-In Tune-Up Events within Community	\$ 1,000,000	9	5
LG.2	SJVAPCD	Enhance Outreach and Access to Incentive Funding for Commercial Lawn and Garden Equipment	\$ 75,000	6	8
FD.3	SJVAPCD, Caltrans, City, County	Road Dust: Evaluate feasibility of road paving improvements		11	2
IR.1	SJVAPCD, City, County	Idling-Reduction Strategy: Reducing Automobile Idling Near Sensitive Receptors		9	4
LG.1	SJVAPCD	Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment	\$ 200,000	9	4
HD.2	SJVAPCD	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	\$ 3,500,000	8	4
SD.1	PUC	Seek incentives for local businesses and homeowners to install solar power and energy storage		8	4
HD.3	SJVAPCD	Measures to Reduce Idling: Charging Plugs for Trucks	\$ 100,000	7	5
AG.1	SJVAPCD	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	\$ 375,000	6	6
LU.4	SJVAPCD, City, County	Collaborating to Enhance Community Participation in Land Use Processes		5	7
PF.1	SJVAPCD, City, County	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	\$ 8,000,000	4	8
C.2	SJVAPCD	Enhanced Access/Outreach to Incentives through Drive Clean	\$ 1,600,000	3	9
HD.12	SJVAPCD, CARB	Promote the use of Biodiesel and Renewable Diesel Fuels		7	4
CC.1	SJVAPCD	Incentives to reduce PM from commercial underfired charbroilers	\$ 1,200,000	6	5
LU.3	SJVAPCD, City	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use Projects		8	2
HD.10	SJVAPCD	Incentives for Railcar Movers/Switchers	\$ 4,100,000	5	4
HD.9	SJVAPCD	Incentives for Locomotives	\$ 5,200,000	5	3
HD.6	CARB, SJVAPCD	Enhanced Enforcement of Statewide Anti-Idling Regulation			
C.5	SJVAPCD	Increased Educational Training for EV Mechanics	\$ 75,000		
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments			
RB.4	SJVAPCD	Outreach to Reduce Illegal Activity			
RB.5	SJVAPCD	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste			
AG.2	CARB/DPR	Reducing Exposure to Pesticides in the Community			
IS.4	SJVAPCD	Enhanced Inspection Frequency			
IS.5	SJVAPCD	Pilot Training Program for Conducting Self-Inspections at Gas Stations			
IS.7	SJVAPCD	Regulatory actions: Evaluation of BARCT requirements for rules that apply to cap and trade facilities.			
IS.8	SJVAPCD	Regulatory Actions: Evaluation of rules to determine whether additional reductions are possible for sources of Nox and PM2.5			
IS.9	SJVAPCD	Regulatory actions: Expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588)			
LU.1	SJVAPCD, City	Land Use/Sustainable Development: Support Projects that Reduce VMT			
LU.2	SJVAPCD, City	New Development: Provide assistance during the CEQA process			
FD.1	SJVAPCD	Fugitive Dust: Enhanced Enforcement Regulation VIII Fugitive Dust Requirements			
SC.2	SJVAPCD	HAL Schools: Increase Participation			
O.1	SJVAPCD	Outreach: Community Air Quality Outreach Strategy			
O.2	SJVAPCD	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved			
O.3	SJVAPCD, Local Partners	Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures			
HD.11	City, County	Heavy Duty Truck Rerouting			
IS.1	SJVAPCD	Provide incentives to plating operations to further reduce chrome emissions			
IS.6	SJVAPCD	Provide Incentives to Install Advanced Control Technology			
SC.1	SJVAPCD	Air Filtration Systems in Community Schools	\$ 1,500,000		
VB.1	SJVAPCD, Caltrans, City, County	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	\$ 1,000,000		

Green=Stage 1: Program is already getting going!

Black = Stage 2: Program has guidelines & funding, but we need your help prioritizing the strategies that you're more eager to get going first (even ahead of CARB's adoption)

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South Central Fresno Steering Committee
Community Emission Reduction Program Implementation

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LU.3	SJVAPCD, City	Provide Education and Outreach on Available Tools for Public Information Regarding Land Use Projects		8	2
HD.10	SJVAPCD	Incentives for Railcar Movers/Switchers	\$ 4,100,000	5	4
HD.9	SJVAPCD	Incentives for Locomotives	\$ 5,200,000	5	3
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C.5	SJVAPCD	Increased Educational Training for EV Mechanics	\$ 75,000		
RB.3	SJVAPCD	Enhanced Enforcement of Wood Burning Curtailments			
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AG.2	CARB/DPR	Reducing Exposure to Pesticides in the Community			
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IS.7	SJVAPCD	Regulatory actions: Evaluation of BARCT requirements for rules that apply to cap and trade facilities.			
IS.8	SJVAPCD	Regulatory Actions: Evaluation of rules to determine whether additional reductions are possible for sources of Nox and PM2.5			

IS.9	SJVAPCD	Regulatory actions: Expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588)	
LU.1	SJVAPCD, City	Land Use/Sustainable Development: Support Projects that Reduce VMT	
LU.2	SJVAPCD, City	New Development: Provide assistance during the CEQA process	
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Green=Stage 1: Program is already getting going!

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Red = Stage 3: Program might need guideline development, further Board direction. Need to wait until CARB adopts CERP.



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #16

13 de noviembre de 2019 – Cafetería de la Escuela Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
Karen Magliano, Directora de la Oficina de Protección del Aire de la Comunidad, CARB
Jon Klassen, Director de Ciencia y Planificación de la Calidad del Aire, Distrito del Aire
Coanfitrión de la Comunidad
3. CARB: Discusión Centrada en las Estrategias de Fuentes Móviles del CERP 5:45 p.m.
Presentación: *Personal de CARB*
Ejercicio de Grupo: *Christal Love Lazard, Institute for Local Government, Facilitadora*
4. Próximos Pasos, Marco de Implementación y Conclusión 7:00 p.m.
 - Resultados del ejercicio de priorización de estrategias publicados en línea
 - Próxima reunión del Comité Directivo: miércoles 8 de enero de 2020
 - Audiencia de la Mesa Directiva de CARB en Shafter: 13 de febrero de 2020
5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org

Comité Directivo de Centro-Sur Fresno
Implementación del Programa de Reducción de Emisiones de la Comunidad

Medida #	Agencia Ejecutora	Borrador de la Medida	Suma Total de Financiamiento Ajustado	Me encanta	Me gusta
UG.1	Ciudad, Condado	Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad		10	6
RB.1	SJVAPCD	Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña	\$ 1,500,000	9	7
IAQ.1	SJVAPCD, EOC	Mitigar la exposición interior a la contaminación del aire a través de la climatización y la eficiencia energética mejorada		14	1
HD.7	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para los Nuevos Autobuses Escolares	\$ 6,400,000	11	4
HD.1	SJVAPCD	Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones	\$ 7,500,000	10	5
HD.4	SJVAPCD, Ciudad	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo	\$ 1,000,000	7	8
C.1	SJVAPCD	Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	\$ 1,000,000	9	5
LG.2	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Equipos Comerciales de Jardinería y Césped	\$ 75,000	6	8
FD.3	SJVAPCD, Caltrans, Ciudad, Condado	Polvo de Carreteras: Evaluar la viabilidad de las mejoras de pavimentación de carreteras		11	2
IR.1	SJVAPCD, Ciudad, Condado	Estrategia de Reducción de Ralentí: Reducción de Ralentí de Vehículos Cerca de Receptores Sensibles		9	4
LG.1	SJVAPCD	Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín	\$ 200,000	9	4
HD.2	SJVAPCD	Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRUs)	\$ 3,500,000	8	4
SD.1	PUC	Buscar incentivos para que las empresas locales y los propietarios instalen energía solar y almacenamiento de energía		8	4
HD.3	SJVAPCD	Medidas para Reducir el Ralentí: Enchufes de Carga para Camiones	\$ 100,000	7	5
AG.1	SJVAPCD	Proporcionar Incentivos para Alternativas a la Quema Agrícola (trituration/incorporación del suelo)	\$ 375,000	6	6
LU.4	SJVAPCD, Ciudad, Condado	Colaborando para Mejorar la Participación Comunitaria en los Procesos de Uso del Suelo		5	7
PF.1	SJVAPCD, Ciudad, Condado	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Vehículos de Flotillas Públicas	\$ 8,000,000	4	8
C.2	SJVAPCD	Acceso/Alcance Mejorado a Incentivos a través de Drive Clean	\$ 1,600,000	3	9
HD.12	SJVAPCD, CARB	Promover el uso de biodiesel/combustibles diesel renovables (medida que se agregará al CERP)		7	4
CC.1	SJVAPCD	Incentivos para reducir el PM de las parrillas comerciales	\$ 1,200,000	6	5
LU.3	SJVAPCD, Ciudad	Proporcionar Educación y Alcance en Herramientas Disponibles para Información Pública sobre Proyectos de Uso del Suelo		8	2
HD.10	SJVAPCD	Incentivos para Impulsores de Automotores/Conmutadores	\$ 4,100,000	5	4
HD.9	SJVAPCD	Incentivos para Locomotores	\$ 5,200,000	5	3
HD.6	CARB, SJVAPCD	Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí			
C.5	SJVAPCD	Mayor Capacitación Educativa para Mecánicos de EV's	\$ 75,000		
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña			
RB.4	SJVAPCD	Alcance para Reducir la Actividad Ilegal			
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales			
AG.2	CARB/DPR	Reducir la Exposición Comunitaria a los Pesticidas (medida que se agregará al CERP)			
IS.4	SJVAPCD	Frecuencia de Inspección Mejorada			
IS.5	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras			
IS.7	SJVAPCD	Acciones Reglamentarias: Evaluación de los Requisitos de BARCT para las Reglas que se Aplican a las Instalaciones de Cap and Trade			
IS.8	SJVAPCD	Acciones Reglamentarias: Evaluación de Reglas para Determinar si las Reducciones Adicionales son Posibles para la Fuentes de NOx y PM2.5			
IS.9	SJVAPCD	Acciones Reglamentarias: Evaluación Expedida de la Evaluación de Riesgos de Instalaciones y Reducción de Riesgos bajo la Aplicación del Distrito de la Ley de Información y Evaluación de Zonas Conflictivas de Tóxicos del Aire (AB 2588)			
LU.1	SJVAPCD, Ciudad	Uso del Suelo/Desarrollo Sostenible: Proyectos de Apoyo que Reducen VMT			
LU.2	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia durante el Proceso de CEQA			
FD.1	SJVAPCD	Polvo Fugitivo: Regla de Cumplimiento Regulación VIII Requisitos de Polvo Fugitivo			
SC.2	SJVAPCD	Escuelas HAL: Aumentar la Participación			
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario de Calidad del Aire			
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar			
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire			
HD.11	Ciudad, Condado	Cambio de Ruta de Camiones de Servicio Pesado			
IS.1	SJVAPCD	Proporcionar incentivos a las operaciones de revestimiento para reducir aún más las emisiones de cromo			
IS.6	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado			
SC.1	SJVAPCD	Sistemas de Filtración del Aire en Escuelas Comunitarias	\$ 1,500,000		
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de las Fuentes de Preocupación	\$ 1,000,000		

Verde= ¡El programa ya está en marcha!

Negro= El programa tiene pautas y financiación, pero necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)

Rojo = El programa puede necesitar desarrollo de pautas, más dirección de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.

Comité Directivo de Centro-Sur Fresno
Implementación del Programa de Reducción de Emisiones de la Comunidad

Medida #	Agencia Ejecutora	Borrador de la Medida	Suma Total de Financiamiento Ajustado	Me encanta	Me gusta
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HD.7	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para los Nuevos Autobuses Escolares	\$ 6,400,000	11	4
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HD.4	SJVAPCD, Ciudad	Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo	\$ 1,000,000	7	8
C.1	SJVAPCD	Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad	\$ 1,000,000	9	5
LG.2	SJVAPCD	Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Equipos Comerciales de Jardinería y Césped	\$ 75,000	6	8
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C.2	SJVAPCD	Acceso/Alcance Mejorado a Incentivos a través de Drive Clean	\$ 1,600,000	3	9
HD.12	SJVAPCD, CARB	Promover el uso de biodiesel/combustibles diesel renovables (medida que se agregará al CERP)		7	4
CC.1	SJVAPCD	Incentivos para reducir el PM de las parrillas comerciales	\$ 1,200,000	6	5
LU.3	SJVAPCD, Ciudad	Proporcionar Educación y Alcance en Herramientas Disponibles para Información Pública sobre Proyectos de Uso del Suelo		8	2
HD.10	SJVAPCD	Incentivos para Impulsores de Automotores/Conmutadores	\$ 4,100,000	5	4
HD.9	SJVAPCD	Incentivos para Locomotores	\$ 5,200,000	5	3
HD.6	CARB, SJVAPCD	Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí			
C.5	SJVAPCD	Mayor Capacitación Educativa para Mecánicos de EV's	\$ 75,000		
RB.3	SJVAPCD	Cumplimiento Mejorado para las Restricciones de la Quema de Leña			
RB.4	SJVAPCD	Alcance para Reducir la Actividad Ilegal			
RB.5	SJVAPCD	Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales			
AG.2	CARB/DPR	Reducir la Exposición Comunitaria a los Pesticidas (medida que se agregará al CERP)			

IS.4	SJVAPCD	Frecuencia de Inspección Mejorada	
IS.5	SJVAPCD	Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras	
IS.7	SJVAPCD	Acciones Reglamentarias: Evaluación de los Requisitos de BARCT para las Reglas que se Aplican a las Instalaciones de Cap and Trade	
IS.8	SJVAPCD	Acciones Reglamentarias: Evaluación de Reglas para Determinar si las Reducciones Adicionales son Posibles para la Fuentes de NOx y PM2.5	
IS.9	SJVAPCD	Acciones Reglamentarias: Evaluación Expedida de la Evaluación de Riesgos de Instalaciones y Reducción de Riesgos bajo la Aplicación del Distrito de la Ley de Información y Evaluación de Zonas Conflictivas de Tóxicos del Aire (AB 2588)	
LU.1	SJVAPCD, Ciudad	Uso del Suelo/Desarrollo Sostenible: Proyectos de Apoyo que Reducen VMT	
LU.2	SJVAPCD, Ciudad	Nueva Construcción: Brindar Asistencia durante el Proceso de CEQA	
FD.1	SJVAPCD	Polvo Fugitivo: Regla de Cumplimiento Regulación VIII Requisitos de Polvo Fugitivo	
SC.2	SJVAPCD	Escuelas HAL: Aumentar la Participación	
O.1	SJVAPCD	Alcance: Estrategia de Alcance Comunitario de Calidad del Aire	
O.2	SJVAPCD	Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar	
O.3	SJVAPCD, Socios Locales	Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire	
HD.11	Ciudad, Condado	Cambio de Ruta de Camiones de Servicio Pesado	
IS.1	SJVAPCD	Proporcionar incentivos a las operaciones de revestimiento para reducir aún más las emisiones de cromo	
IS.6	SJVAPCD	Proporcionar Incentivos para Instalar Tecnología de Control Avanzado	
SC.1	SJVAPCD	Sistemas de Filtración del Aire en Escuelas Comunitarias	\$ 1,500,000
VB.1	SJVAPCD, Caltrans, Ciudad, Condado	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de las Fuentes de Preocupación	\$ 1,000,000

Verde= ¡El programa ya está en marcha!

Negro= El programa tiene pautas y financiación, pero necesitamos su ayuda para priorizar las estrategias que está más ansioso por poner en marcha primero (incluso antes de la adopción de CARB)

Rojo = El programa puede necesitar desarrollo de pautas, más dirección de la Mesa Directiva. Necesitamos esperar hasta que CARB adopte el CERP.

South Central Fresno Community Steering Committee - Meeting #16
November 13, 2019, 5:30 p.m.
Vang Pao Elementary School

- 1. Doors Open/Meet and Greet/Refreshments** **5 p.m.**
- 2. Welcome and Introductions** **5:30 p.m.**

Christal Love Lazard, Facilitator from Institute for Local Government
Karen Magliano, Chief Office of Community Air Protection, California Air Resources Board (CARB)
Jon Klassen, Director of Air Quality Science and Planning, Valley Air District
Community Co-Host

Christal Love Lazard Provided Introduction for the meeting and for Karen Magliano to give CARB's presentation

- 3. CARB: Focused Discussion on CERP Mobile Source Strategies**
 Presentation: *CARB Staff*

Staff from CARB provided presentation on Mobile Source Strategies, which generated the following comments and questions by steering committee members:

Note	Type	District Topic Area
Want more information about biodiesel.	fuels	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Community met yesterday (11-12-2019) to discuss mobile source strategies. They will email their document. Zero emissions technologies prioritize small fleets, not large operators. Small operator equals less than 8 trucks.	funding	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
How much will go toward zero and near – zero emissions reduction calculation. 50/50 recommended. Need quantifiable emissions reductions.	funding	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Free charging station access for low income residents with incentive funding.	funding	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
16 school buses. Who is deciding which schools? We want more than 16 buses. Why is central unified included?	funding	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures

Want to move school buses in Fresno Unified to Zero Emission.	funding	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Prioritize funding to small owner-operator trucks. 60% to fleets under 6 trucks. 40% larger fleets.	heavy duty	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Idling trucks near railroads and stuck at railroad crossings.	heavy duty	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Need zero-emission truck idling infrastructure.	heavy duty	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Deliveries need to be scheduled more spaced out so trucks do not block road and idle.	heavy duty	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Want reductions in area of Jensen and Golden Gate.	heavy duty	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Need more clarification on measure PF-1. Does it apply to public safety vehicles? Sub-contracted public fleets adopt fleet standards. Should include fleet standards in contracts.	public fleets	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Gas stations. Incentives needed for further emissions reductions.	stationary source	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Residents want better understanding of trade-offs between different vehicle fuel types, specifically natural gas versus battery electric. Kevin offered to work with on CARB on workshop or Community Steering Committee agenda item.	zero and near-zero technology	Heavy-Duty Truck, Bus, and Fuel Infrastructure Measures
Industry and the city seek approval of community steering committee before permitting and construction to prevent increased emissions.	collaboration/ outreach	Land-Use and Building Permits
Traffic, pollution, road damage.	heavy duty	Land-Use and Building Permits
Who has authority or jurisdiction to move traffic?	land use	Land-Use and Building Permits

Improve traffic flow at intersections with improved infrastructure.	mitigation	Land-Use and Building Permits
More trees along the road.	mitigation	Land-Use and Building Permits
Amazon distribution increased pollution and traffic.	warehouses	Land-Use and Building Permits
Use 500 thousand for rerouting study instead. Use remainder for more school busses.	funding	Locomotive Measures
Funding amount distribution. Money for locomotives should be allocated elsewhere to other programs that would better benefit community.	funding	Locomotive Measures
Too much of incentive funding going to locomotives.	rail	Locomotive Measures
Focus on local locomotives and switchers to make sure pollution reductions happen locally. What are the emissions associated with replacing switcher technology.	rail	Locomotive Measures
Re-allocate locomotive money to truck routes and electric school buses.	rail	Locomotive Measures
5.2 million dollar locomotive measure scratched, or it should be ensured that incentive dollars don't only go to big railroad companies.	rail	Locomotive Measures
How can mobile source strategies be best coordinated?	collaboration/ outreach	Mobile Source Regulation Enforcement
Bring PEAQS program to South Central Fresno please!	enforcement	Mobile Source Regulation Enforcement
How do district and CARB coordinate enforcement?	enforcement	Mobile Source Regulation Enforcement
Public reporting hotline for idling trucks in English and Spanish.	enforcement	Mobile Source Regulation Enforcement
Identify areas for targeted enforcement (ex. Jensen and Elm).	enforcement	Mobile Source Regulation Enforcement
Display "No Idling" signs with fine amount listed and phone number to call.	enforcement	Mobile Source Regulation Enforcement
Enforcement. More frequent unannounced inspections.	enforcement	Mobile Source Regulation Enforcement

How does CARB coordinate mobile source inspections with the district?	enforcement	Mobile Source Regulation Enforcement
Can residents be on-the-ground inspectors?	enforcement	Mobile Source Regulation Enforcement
Idling enforcement.	enforcement	Mobile Source Regulation Enforcement
Inform community steering committee of unannounced inspections. They want to be part of the inspection.	enforcement	Mobile Source Regulation Enforcement
Catalytic Converter responsibilities, who will be checking for serial numbers.	enforcement	Mobile Source Regulation Enforcement
Be sensitive to local small-business outcomes of policy and funding. Food trucks and charbroiling. Some of the businesses have very thin profit margins, so costs associated with regulatory compliance may be challenging for them to absorb.	funding	Mobile Source Regulation Enforcement
Keep funds from fees/penalties in the community.	funding	Mobile Source Regulation Enforcement
Provide opportunity for residents to provide locations for targeted mobile source enforcement and a way for enforcement to report back.	heavy duty	Mobile Source Regulation Enforcement
More frequent targeted enforcement than the proposed 4 times per year.	heavy duty	Mobile Source Regulation Enforcement
Where are truck inspection sites?	heavy duty	Mobile Source Regulation Enforcement
Videos of truck idling in line, used to be at night but now during the day, traffic issue, trucks unable to pull into lot. Reported to Chavez district 5.	heavy duty	Mobile Source Regulation Enforcement
CARB/District should consider regulation if incentives are not enough to move public fleets toward zero emission vehicles.	public fleets	Mobile Source Regulation Enforcement
Are farm tractors covered under off-road?	agriculture	Other Programs
Door to door canvassing for outreach, including social media, TV, radio. Flyers to students at schools in designated areas.	collaboration/outreach	Other Programs
Use public health outcomes to inform and help bring community into the process.	collaboration/outreach	Other Programs

Money should be used to leverage additional funding.	funding	Other Programs
Moving money to priority strategies is the focus of implementation	general	Other Programs
Public health outcomes as a baseline and used to track progress, and used as a prioritization tool. Can be used for public information.	health	Other Programs
Frame program as addressing public health.	health	Other Programs
PM2.5 monitors should be on the north side of the high school.	monitoring	Other Programs
Inform and update after collaboration has occurred. Better feedback to the community.	outreach	Other Programs
Emissions cap desired.	policy	Other Programs
Public should be engaged with transparent information regarding budget and continue to learn during implementation.	process	Other Programs
Process: no steering committee vote on community emissions reduction program. Document not provided in Spanish before district board meeting.	process	Other Programs
Supplementary environmental projects. Can those funds stay within the community?	funding	Supplementary Environmental Projects (SEPs)
Supplemental environmental projects. How much of the violation fees go to projects?	funding	Supplementary Environmental Projects (SEPs)

4. Group Exercise conducted by Christal Love Lazard

Christal Love Lazard gave instructions and guided committee members in an exercise to prioritize strategies within Community Emissions Reduction Program. Results are posted separately.

5. Next Steps Implementation Framework and Meeting Wrap-up

Committee voted to have a December meeting to further discuss CERP Implementation. Next meeting Scheduled for December 11, 2019.

6. Public Comment

7. End of meeting

7:30



Agenda for South Central Fresno Community Steering Committee Meeting #17

December 11, 2019 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitator
Community Co-Host, Nayamin Martinez
3. Responding to Community Exercises and Feedback 5:40 p.m.
California Air Resources Board (CARB) Staff
Valley Air District Staff
4. Heavy-Duty Truck Technologies and Fuels: Presentation and Q&A 6:10 p.m.
Joseph Oldham, Director, CALSTART
Christal Love Lazard, Institute for Local Government, Facilitator
5. Supplemental Environmental Projects (SEPs): Presentation and Q&A 6:40 p.m.
CARB Enforcement Division Staff
Christal Love Lazard, Institute for Local Government, Facilitator
6. Public Comment 7:10 p.m.

Learn more: community.valleyair.org

Upcoming Meeting Topics: Development of Implementation Strategy

Measure	Category	Measure Description	Related Measures or Actions	Agency and Community Implementation Partners
UG.1	Community	Identify opportunities for increased urban greening and forestry in the community	-Outreach	-Tree Fresno
RB.1	Community	Provide enhanced incentives to replace wood burning devices	-Enforcement (RB.3) -Outreach (RB.4) -Illegal Trash Burning Enforcement (RB.5)	
IAQ.1	Community	Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency	-Outreach	-Fresno EOC -PG&E
HD.7	Heavy-Duty Mobile	Enhance outreach and access to incentive funding for new school buses	-Statewide Mobile Source Strategy -Outreach	
HD.1	Heavy-Duty Mobile	Provide enhanced incentive funding for zero and near-zero emission technology	-Statewide Mobile Source Strategy -Enforcement -Outreach	
HD.4	Heavy-Duty Mobile	Support planning and development of clean fueling infrastructure: alternative fuel fueling station	-Statewide Mobile Source Strategy	
C.1	Light-Duty Mobile	Host tune-in tune-up events within community	-Outreach	-Valley CAN
LG.2	Community	Enhance outreach and access to incentive funding for commercial lawn and garden equipment	-Outreach	

Cleaner Trucking Outlook



By Joseph Oldham,
Director, CALSTART San Joaquin Valley Clean Transportation Center
510 W. Kearney Blvd., Suite 105
Fresno, CA 93706
Ph # (559) 797-6034
Email joldham@calstart.org

Trucks Are Cleaner Today Than Ever Before; But They Can Still Improve



1990s Vintage Truck



2010+ Vintage Truck

Cleaner Engine Options Available Today



Ultra Low NOx Natural Gas; 90% cleaner than current diesel

Cleaner Fuel Options Available Today

1. Renewable Natural Gas: 90% NO_x reduction in ULN engine
2. Renewable Diesel Fuel: 30% PM reduction, 10% NO_x reduction
3. Biodiesel: 50% PM reduction, 10% NO_x increase

Source: CARB, U.S. DOE

Renewable diesel—Also called "green" diesel, renewable diesel is a biomass-derived transportation fuel suitable for use in diesel engines. It meets the [ASTM D975](#) specification in the United States and EN 590 in Europe.

Renewable diesel is distinct from biodiesel. While renewable diesel is chemically similar to petroleum diesel, biodiesel is a mono-alkyl ester, which has different physical properties and hence different fuel specifications ([ASTM D6751](#) and EN 14214). The two fuels are also produced through very different processes. While biodiesel is produced via [transesterification](#), renewable diesel is produced through various processes such as hydrotreating (isomerization), gasification, pyrolysis, and other thermochemical and biochemical means. Moreover, biodiesel is produced exclusively from lipids (such as vegetable oils, animal fats, grease, and algae), whereas renewable diesel is produced from lipids and cellulosic biomass (such as crop residues, woody biomass, and dedicated energy crops).

Source: U.S. Department of Energy

In 2019, Electric Is Coming; But Not Widely Available... Yet

Yard Trucks; Demo Stage



Pick Up and Delivery;
Demo Stage

Class 8 Over the Road;
Prototype Stage



ZE Commercial Vehicle introduction timing and pace of deployment will happen in phases or waves

Wave 1 Transit

ZE transit buses
Available now



ZE industrial lifts
Available now

Wave 2 Delivery

Chanje Class 5 Delivery Van
Available now



Fuso ECanter
Available now



Orange EV yard tractor
Available now



Wave 3 Medium Freight

E-Fuso Vision One
Announced 2021



Freightliner eM2
Demo now
Announced 2021



Wave 4 Heavy Regional Freight

Freightliner e-Cascadia
Demo Now; Announced 2021



Volvo VNR
Demo now; 2019 Europe; 2021 NA?



Mack e-Refuse
Demo 2020; Coming 2022?



Tesla demo
Coming 2021?



Corridor Longhaul

Nikola FC tractor
Coming 2022?



Similar drivetrain and component sizing can scale to early near applications

Expanded supply chain capabilities and price reductions enable additional applications

Steadily increasing volumes and infrastructure strengthen business case and performance confidence

2019

2020

2021

2022

2023

All New Technology Needs Infrastructure



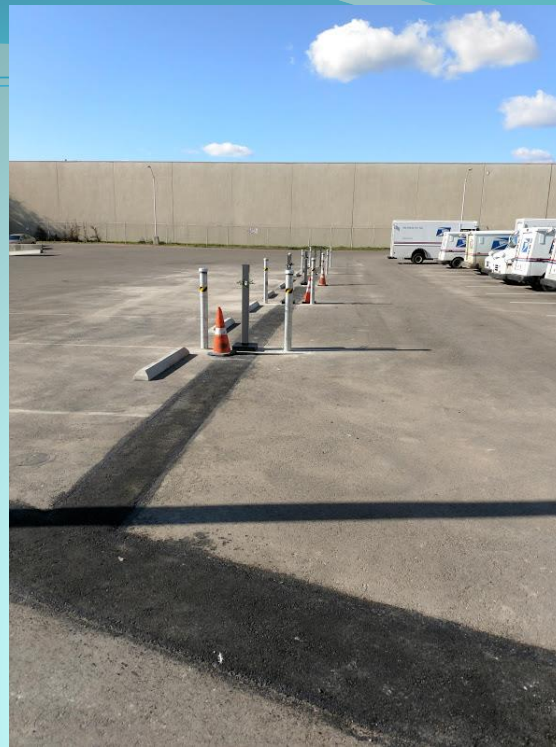
**20 + Natural Gas stations in the Valley,
but more are needed**

**EV charging for cars expanding, but public
use truck charging is needed**



Example of Challenges

Fresno Main Post Office deploying 10 all-electric parcel delivery vans. Project funded by CARB in partnership with San Joaquin Valley Air Pollution Control District.

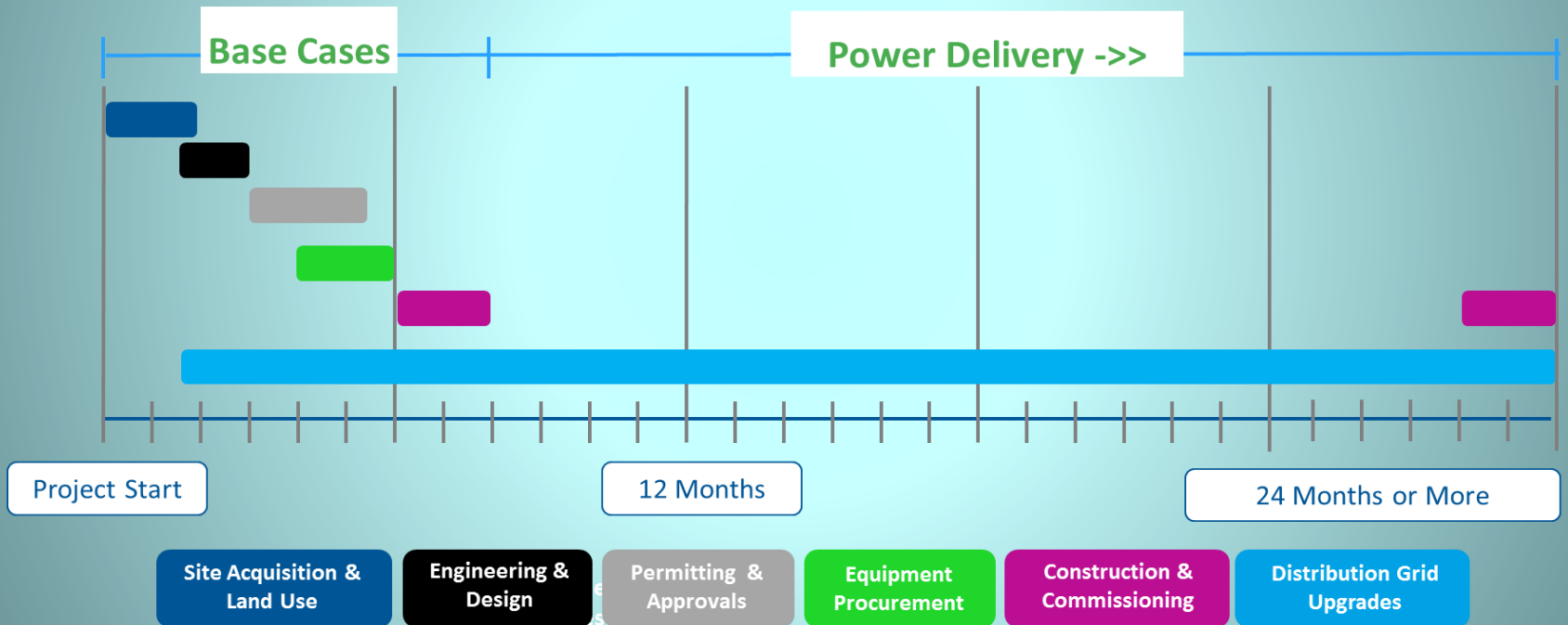


Electric Requires Planning

- Large scale electric will require move to planning holistic integrated community scale deployments of renewable energy, advanced energy storage, and supporting infrastructure.
- These developments should incorporate renovation and efficiency upgrades of existing buildings with new construction while blending onsite energy production with energy-efficient equipment and energy storage.
- Time line for deployment will require up to 4+ years for large scale projects.

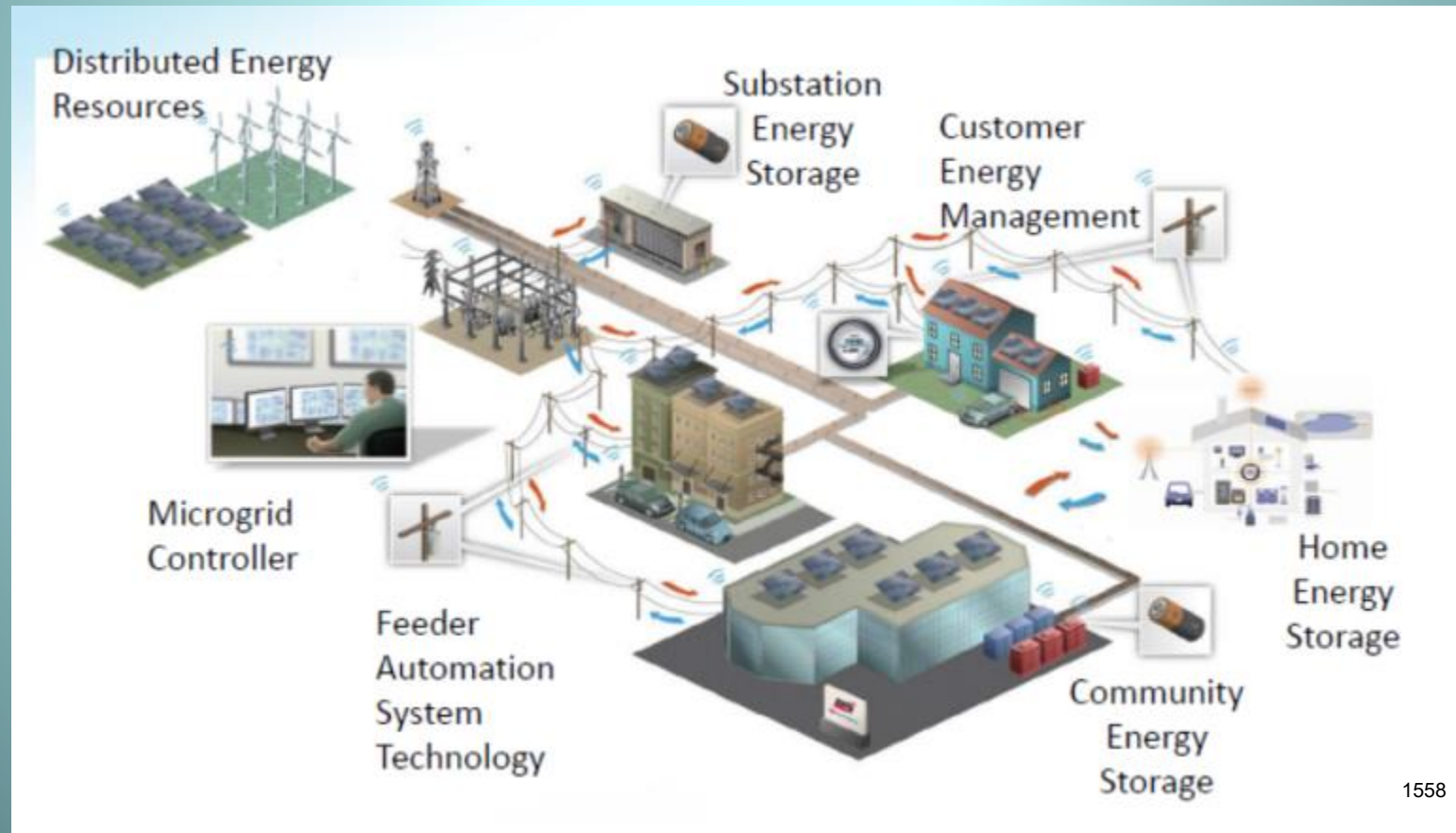
Electric Requires Planning

Distribution Grid Upgrade Schedule Impacts



Source: Black and Veatch

What Will These Communities Look Like? It Could Be Something Like This...



Questions?

Joseph Oldham, Director
CALSTART San Joaquin Valley Clean Transportation Center
510 West Kearney Blvd., Ste. 105
Fresno, CA 93706
Ph # (559)797-6034
Email joldham@calstart.org



SUPPLEMENTAL ENVIRONMENTAL PROJECTS (SEP) PROGRAM

Community Outreach and Enforcement Section (COES)

CARB's SEP Program

SEPs are community-based projects funded from a portion of the penalties received during CARB settlement of enforcement actions.



Improve public and community health



Reduce emissions and/or exposure



Increase environmental compliance



Raise public awareness through education

SEP Policy Project Categories

- Pollution Prevention or Reduction
- Environmental Restoration and Protection
- Environmental Education or Compliance Training
- Community Monitoring
- Trans-Boundary
- Other (accepted on a case-by-case basis)

SEP Policy Criteria



Reduce direct or indirect air emissions and the public's exposure to air pollution



Improve the environment



Relate to the violation and not benefit the violator

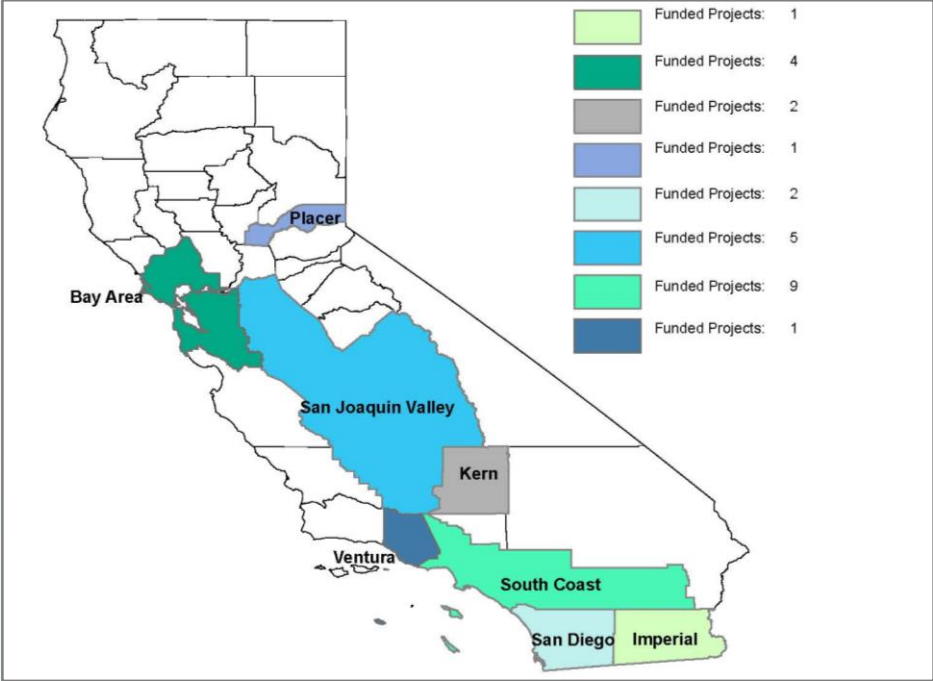


Go above and beyond federal, State, and local regulatory requirements



Be technically, economically, and legally feasible

SEPs Funded by County (2017-2019)



Total amount committed/funded: \$8.6 Million

Examples of SEPs Funded in California



Paid environmental education internships



School air filtration systems



Planting trees



School environmental education programs



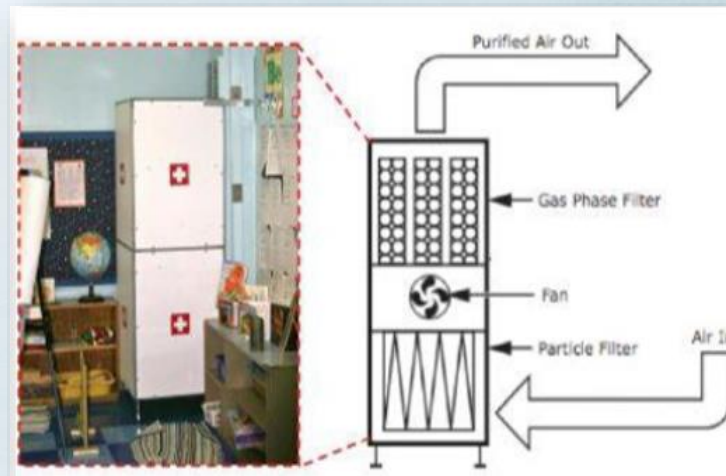
Conducting research (e.g., air monitoring, truck traffic survey)



Writing articles to inform community about air pollution and resources

SEP Highlight: Installation of Air Filtration Systems in Schools

- Install and maintain high-performance air filtration systems in schools located in disadvantaged communities
- Reduce the amount of PM in classrooms of disadvantaged communities



How to Apply

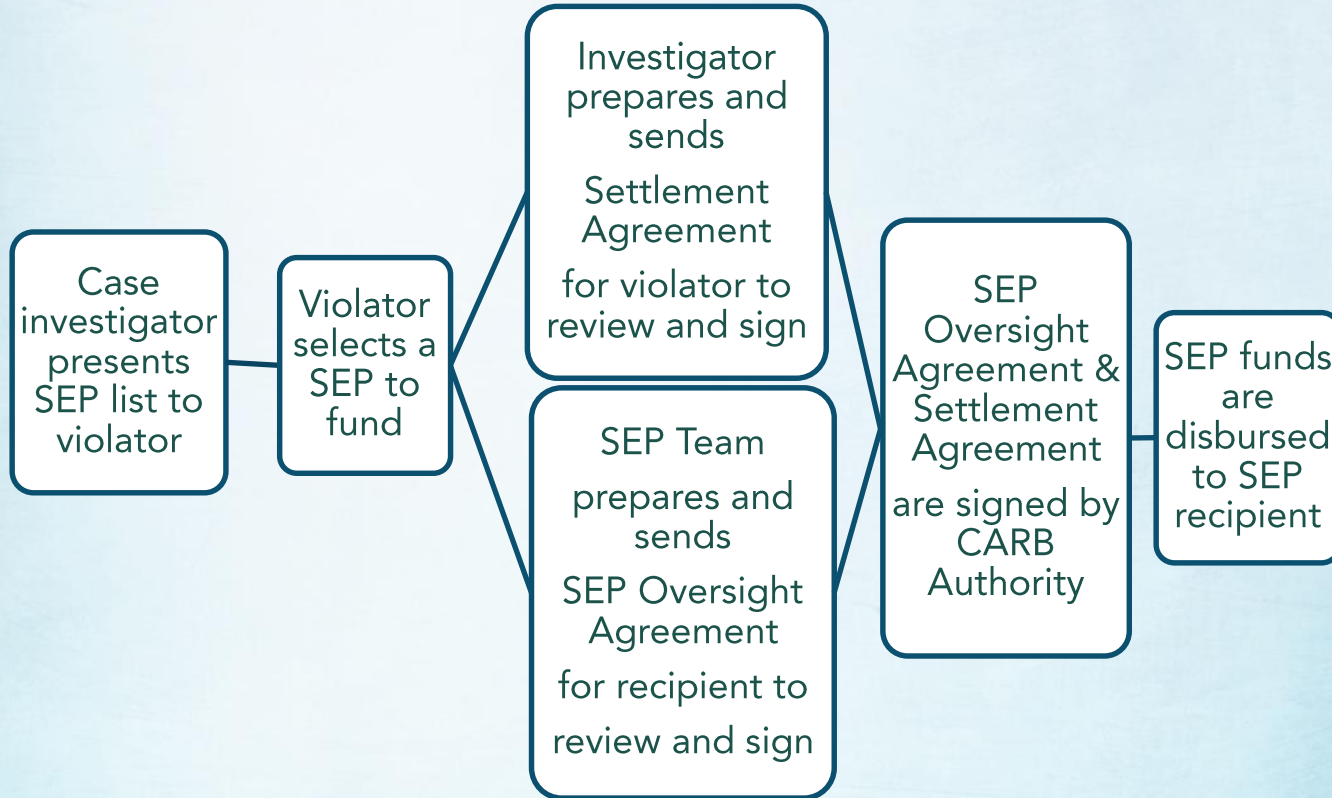
- To submit a Supplemental Environmental Project proposal form, go to <https://calepa.ca.gov/sep-proposal-form/>
- Contact CARB SEP Team to request SEP Proposal Form: sep@arb.ca.gov

SEP Proposals must include:

- Organization name and contact information of the SEP administrator
- Project name, location, and detailed description
- Environmental issue to be addressed by the project
- Environmental benefits
- Estimated project cost and timeline
- If partnering with another agency, SEP proposal must include a support letter.

Air-related CalEPA proposals will be sent to CARB for evaluation to determine if the project meets CARB's Supplemental Environmental Policy Selection Criteria.

Funding Process



Funding Process (Full versus Partial)

- **Full funding:** When a violator selects a SEP for full funding, the proposal is removed from the available SEP list.
- **Partial funding:** If the proposal is selected for partial funding, the remaining amount is updated on the available SEP list and continues to be available for selection.

Reporting Requirements

Quarterly reports

- Must include **expenditure reports** for the length of the project which are expected to match the budget submitted in the SEP Proposal.

Final report

- Must include narrative of **accomplishments and challenges** encountered during the implementation of the project.

SEP Program Contact Information

SEP Team

- Team contacts

Linda Cedillo, Staff: 916-229-0320

Natalie Spiegel, Staff: 916-229-0524

Warren Hawkins, COES Manager: 916-229-0750

- sep@arb.ca.gov
- <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>

CARB Enforcement Division Next Steps

The Enforcement Plan is located in Chapter 5 of the Community Emission Reduction Plan (CERP)¹, and is considered an ever-evolving document. CARB is committed collaborating with the San Joaquin Valley Air District and South Central Fresno Community Steering Committee (CSC) to continue to rethink and develop additional enforcement strategies to best aide the community in achieving emission reductions. The following is a roadmap that details the next steps CARB Enforcement staff would like to take towards the implementation process of the CERP.

December 11, 2019

CARB Enforcement Staff will present to the South Central Fresno CSC information on Supplemental Environmental Projects (SEPs).

First Quarter of 2020

CARB Enforcement staff would like to present information to the CSC on the process of how to report environmental concerns, potential violations, as well as discuss current idling regulations. During the first quarter of 2020, CARB will begin to target enforcement around areas previously identified by the CSC.

Second Quarter of 2020

CARB would like to discuss with the CSC results from first quarter enforcement efforts. During this same meeting, CARB Enforcement staff would like to have the community participate in mapping exercises to show CARB staff additional areas for enforcement of idling Heavy Duty Diesel Vehicles (HDDV) and areas of higher HDDV traffic over the next couple of months.

Third Quarter of 2020

CARB would like to report to the CSC the results of the previous enforcement efforts and work with the CSC on strategies moving forward into 2021.

If at any time, a member of the Community Steering Committee would like to contact their CARB Enforcement liaisons to discuss adding additional items to the proposed schedule, Supplemental Environmental Projects or Enforcement, CARB ED staff can be reached via the following:

Justin Shields
Natalie Spiegel

(916) 229-0399
(916) 229-0524

Justin.shields@arb.ca.gov
Natalie.Spiegel@arb.ca.gov

¹ Community Air Protection Program. "Community Air Protection Blueprint." Community Air Protection Blueprint, California Air Resources Board, <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint>.



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #17

11 de diciembre de 2019 – Cafetería de la Escuela Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
Christal Love Lazard, Institute for Local Government, Facilitadora
Coanfitrión de la Comunidad, Nayamin Martinez
3. Responder a los Ejercicios de la Comunidad y Comentarios 5:40 p.m.
Personal de la Junta de Recursos del Aire de California (CARB)
Personal del Distrito del Aire del Valle
4. Tecnologías y Combustibles para Camiones de Servicio Pesado: 6:10 p.m.
Presentación y Preguntas & Respuestas
Joseph Oldham, Director, CALSTART
Christal Love Lazard, Institute for Local Government, Facilitadora
5. Proyectos Ambientales Suplementarios (SEPs): Presentación y 6:40 p.m.
Preguntas & Respuestas
Personal de la División de Cumplimiento de CARB
Christal Love Lazard, Institute for Local Government, Facilitadora
6. Comentario Público 7:10 p.m.

Aprende más: community.valleyair.org

Temas de la Próxima Reunión: Desarrollo de la Estrategia de Implementación

Medida	Categoría	Descripción de la Medida	Medidas o Acciones Relacionadas	Socios de Implementación Comunitarios y Agencias
UG.1	Comunitario	Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad	-Alcance	-Tree Fresno
RB.1	Comunitario	Proporcionar incentivos mejorados para reemplazar aparatos que queman leña	-Cumplimiento (RB.3) -Alcance (RB.4) -Cumplimiento de Quema de Basura Ilegal (RB.5)	
IAQ.1	Comunitario	Mitigar la exposición interior a la contaminación del aire a través de la climatización y la eficiencia energética mejorada	-Alcance	-Fresno EOC -PG&E
HD.7	Móvil de Servicio Pesado	Mejorar el alcance y el acceso a fondos incentivos para nuevos autobuses escolares	- Estrategia de Fuente Móvil a Nivel Estatal -Alcance	
HD.1	Móvil de Servicio Pesado	Proporcionar fondos de incentivos mejorados para la tecnología de cero y casi cero emisiones	-Estrategia de Fuente Móvil a Nivel Estatal -Cumplimiento -Alcance	
HD.4	Móvil de Servicio Pesado	Apoyar la planificación y el desarrollo de infraestructura de combustible limpio: estación de combustible de combustible alternativo	- Estrategia de Fuente Móvil a Nivel Estatal	
C.1	Móvil de Servicio Ligero	Organizar eventos de Tune-In Tune-Up dentro de la comunidad	-Alcance	-Valley CAN
LG.2	Comunitario	Mejorar el alcance y el acceso a fondos de incentivos para equipos comerciales de césped y jardín	-Alcance	

Pronóstico de Transporte más Limpio



Por Joseph Oldham,
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Fresno, CA 93706
Ph # (559) 797-6034
Email joldham@calstart.org

Los Camiones Son Más Limpios Hoy Que Nunca; Pero Aún Pueden Mejorar



Camión Antiguo 1990s



Camión Antiguo 2010+

Opciones de Motor más Limpios Disponibles Hoy



Gas Natural Ultra Bajo en NOx; 90% más limpio que el diésel actual

Opciones de Combustible más Limpio Disponibles Hoy

1. Gas Natural Renovable: 90% de reducción de NOx en el motor ULN
2. Combustible Diésel Renovable: 30% de reducción de PM, 10% de reducción de NOx
3. Biodiésel: 50% de reducción de PM, 10% de reducción de NOx

Fuente: CARB, U.S. DOE

Diésel renovable—También llamado diésel "verde", el diésel renovable es un combustible de transporte derivado de la biomasa adecuado para su uso en motores diésel. Cumple con la especificación [ASTM D975](#) en los Estados Unidos y EN 590 en Europa.

El diésel renovable es distinto del biodiésel. Aunque el diésel renovable es químicamente similar al diésel de petróleo, el biodiésel es un monoalquil éster, que tiene diferentes propiedades físicas y, por lo tanto, diferentes especificaciones de combustible ([ASTM D6751](#) y EN 14214). Los dos combustibles también se producen a través de procesos muy diferentes. Mientras que el biodiésel se produce a través de la [transesterificación](#), el diésel renovable se produce a través de diversos procesos, como el hidrotratamiento (isomerización), la gasificación, la pirólisis y otros medios termoquímicos y bioquímicos. Además, el biodiésel se produce exclusivamente a partir de lípidos (como aceites vegetales, grasas de animales, grasas y algas), mientras que el diésel renovable se produce a partir de lípidos y biomasa celulósica (como residuos de cultivos, biomasa leñosa y cultivos energéticos dedicados).

Fuente: Departamento de Energía de EE. UU.

En 2019, Eléctrico está Disponible; Pero no Ampliamente... Todavía

Camionetas de Patio; Etapa
de Demostración



Recogida y Entrega;
Etapa de Demostración

Class 8 En Carretera; Etapa
de Prototipo



El tiempo de introducción del Vehículo Comercial ZE y el ritmo de implementación sucederán en fases u oleadas

Wave 1 Transit

Wave 2 Delivery

Wave 3 Medium Freight

Wave 4 Heavy Regional Freight

Corridor Longhaul

ZE transit buses
Available now



ZE industrial lifts
Available now

Chanje Class 5 Delivery Van
Available now



Fuso ECanter
Available now



Orange EV yard tractor
Available now



E-Fuso Vision One
Announced 2021



Freightliner eM2
Demo now
Announced 2021



Freightliner e-Cascadia
Demo Now; Announced 2021



Volvo VNR
Demo now; 2019 Europe; 2021 NA?



Mack e-Refuse
Demo 2020; Coming 2022?



Tesla demo
Coming 2021?



Nikola FC tractor
Coming 2022?



Similar drivetrain and component sizing can scale to early near applications

Expanded supply chain capabilities and price reductions enable additional applications

Steadily increasing volumes and infrastructure strengthen business case and performance confidence

2019

2020

2021

2022

2023

Toda la Nueva Tecnología Necesita Infraestructura



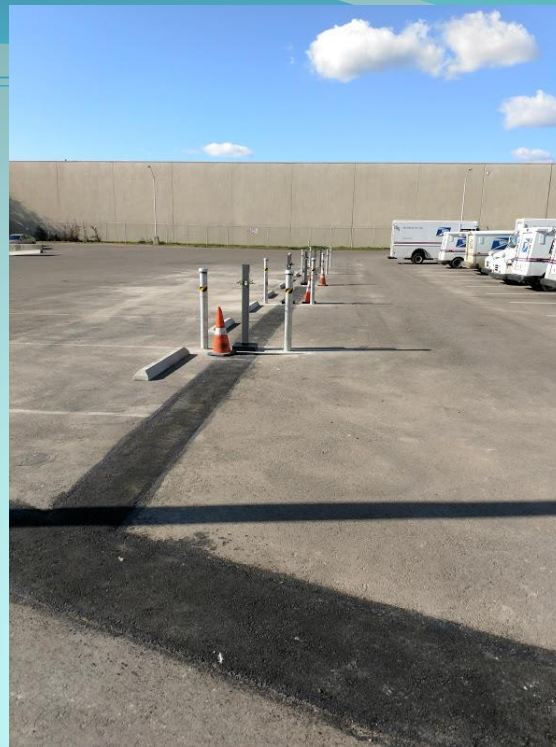
Más de 20 estaciones de Gas Natural en el Valle, pero se necesitan más

Cargadores de EV para vehículos se están expandiendo, pero se necesitan cargadores para camiones



Ejemplo de Desafíos

La Oficina de Correos Principal de Fresno implemento 10 camiones de reparto de paquetes totalmente eléctricos. El proyecto financiado por CARB en asociación con el Distrito del Aire del Valle.

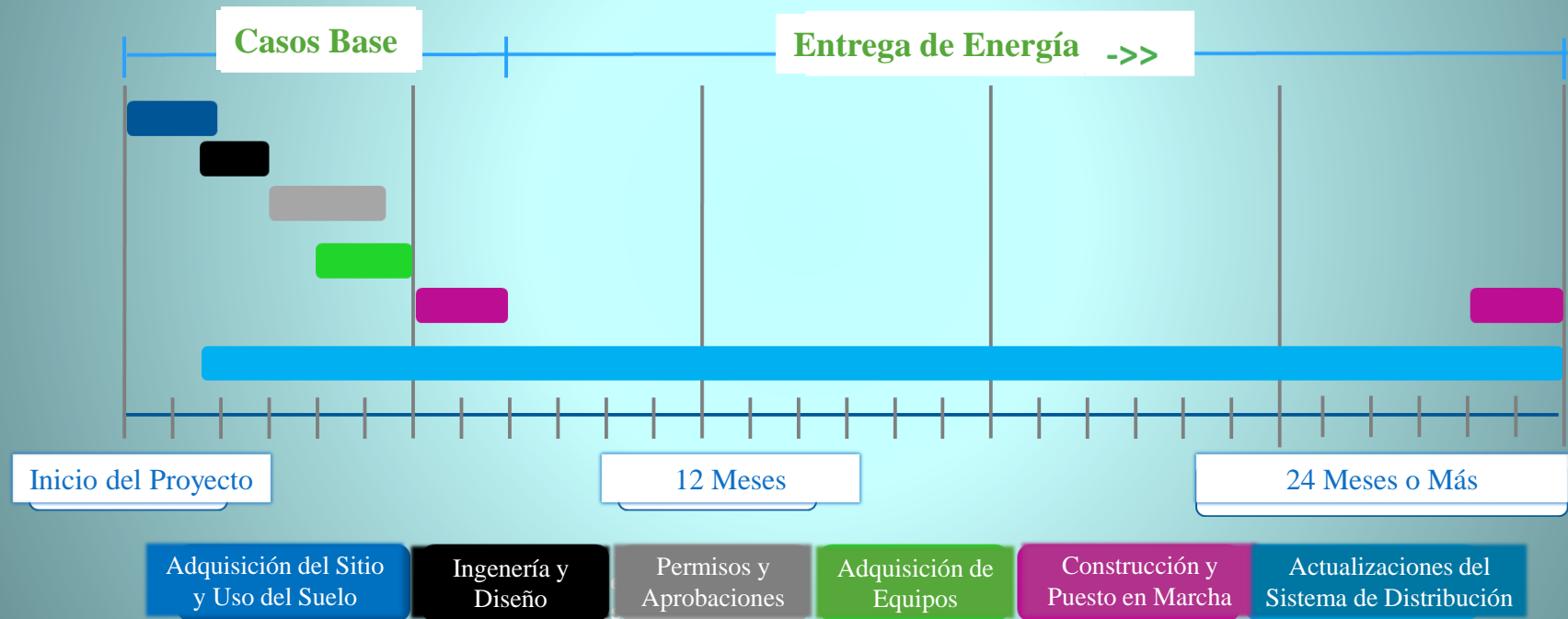


Eléctrico Requiere Planificación

- Electricidad a gran escala requerirá la planificación de despliegues holísticos integrados a escala comunitaria de energía renovable, almacenamiento avanzado de energía e infraestructura de apoyo.
- Estos desarrollos deberían incorporar renovaciones y mejoras de eficiencia de los edificios existentes con nuevas construcciones, al mismo tiempo que combinan la producción de energía en el sitio con equipos de bajo consumo y almacenamiento de energía.
- El plazo para la implementación requerirá más de 4 años para proyectos a gran escala.

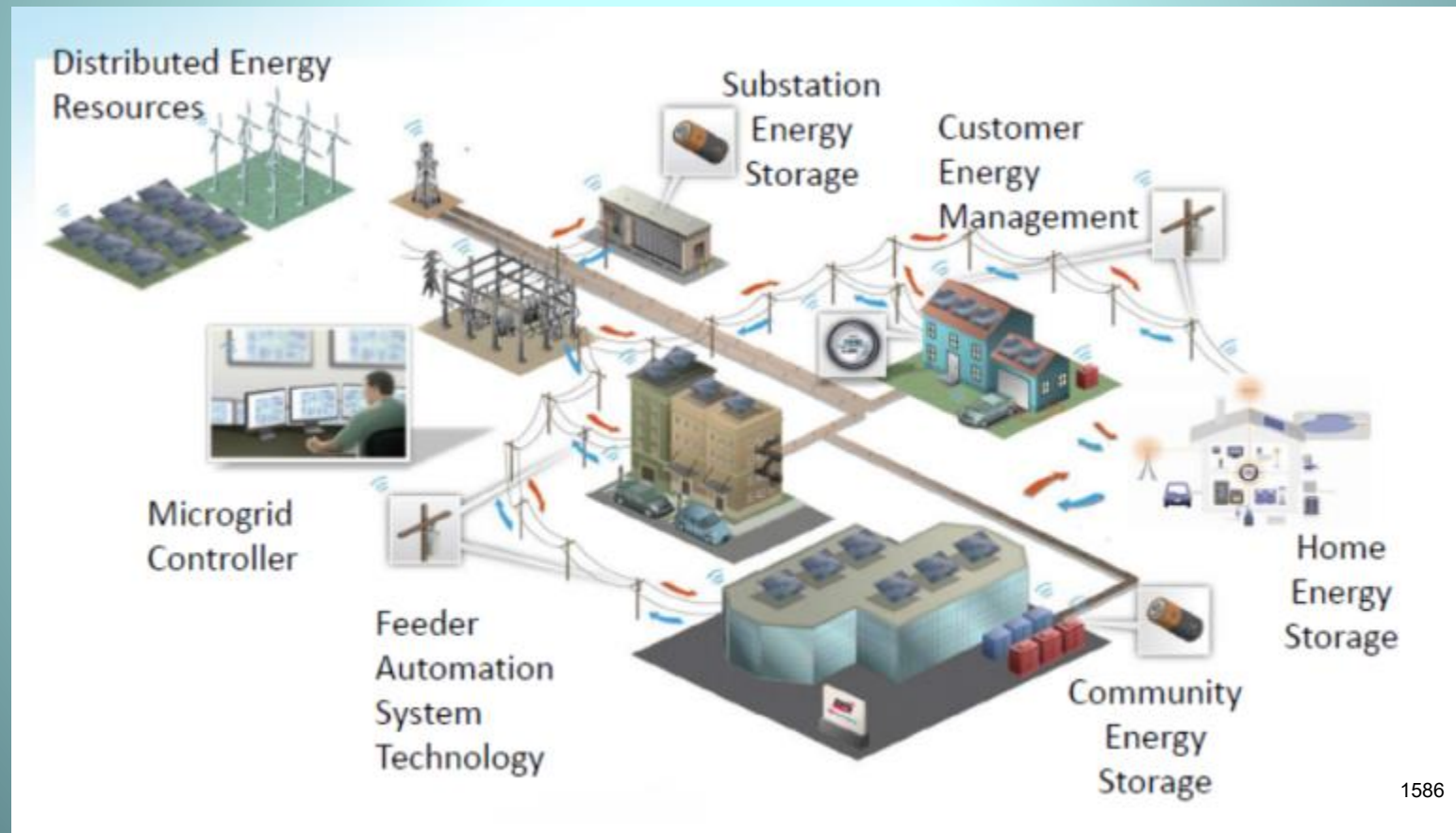
Eléctrico Requiere Planificación

Impactos del Cronograma de Actualización del Sistema de Distribución



Fuente: Black and Veatch

¿Cómo Serán Estas Comunidades? Podría Ser Algo Como Esto...



¿Preguntas?

Joseph Oldham, Director

CALSTART San Joaquin Valley Clean Transportation Center

510 West Kearney Blvd., Ste. 105

Fresno, CA 93706

Ph # (559)797-6034

Email joldham@calstart.org



Proyectos Ambientales Suplementarios (SEPs por sus siglas en ingles)

Community Outreach and Enforcement Section (COES)

1

El Programa SEPs de CARB

Los SEPs son proyectos comunitarios financiados parcialmente por las sanciones recibidas cuando CARB colecciona dinero de infracciones



Mejorar la salud publica y comunitaria



Reducir las emisiones y / o la exposición



Aumentar el cumplimiento de las leyes ambientales



Aumentar la conciencia publica a traves de la educacion

Las Categorías de las Polizas y Proyectos de SEPs

- Prevención o reducción de la contaminación
- Restauración y Protección del medio ambiente
- Educación del medio ambiente y obediencia de leyes
- Monitoreo de la calidad del aire en las comuninades
- Transfronterizo incluyendo a otros estados y Mexico
- Otros SEPs pueden ser considerados caso por caso

El criterio de las polizas de SEPs



Reducir las emisiones directas o indirectas y la exposición del público a la contaminación del aire



Mejorar el medio ambiente



Relacionarse con la infracción sin beneficiar al violador

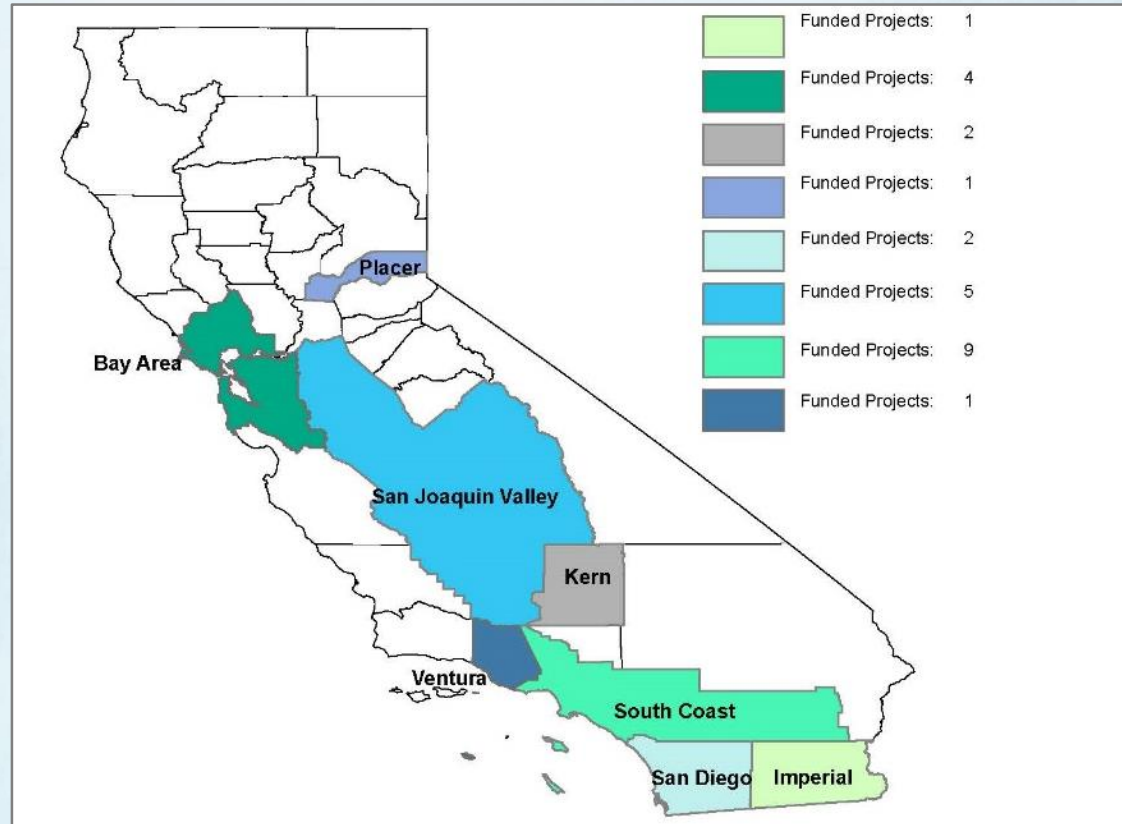


Ir más allá de los requisitos reglamentarios federales, estatales y locales



Ser técnica, económica y legalmente realizable

SEPs Fundados por Condado (2017-2019)



Cantidad comprometida y fundada: \$8.6 Millones

Ejemplos de SEPs fundados en California



Internados educacionales sobre el medio ambiente



Sistema de filtración del aire en las escuelas



Sembramiento de arboles



Programas educativos sobre el medio ambiente en las escuelas



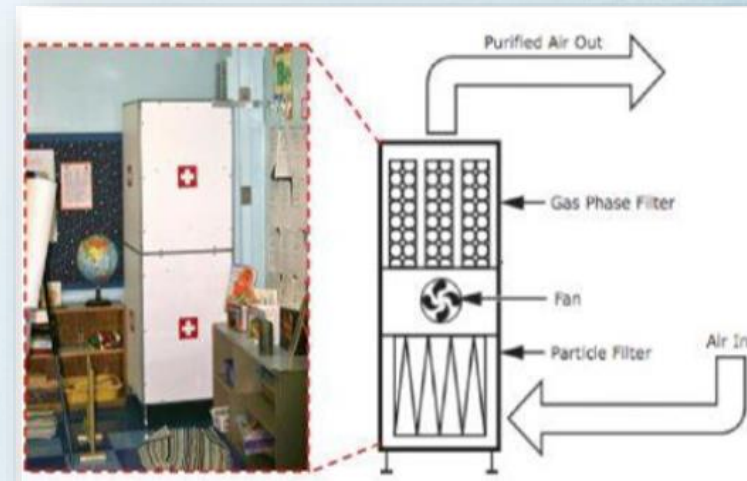
Realizar investigaciones (por ejemplo: monitoreo del aire, encuestas de tráfico de camiones)



Escribir artículos para informar a la comunidad sobre la contaminación del aire y los recursos.

Momento Importante de SEPs: Instalación de sistemas de filtración de aire en escuelas

- Instalar y mantener sistemas de filtración de aire de alto rendimiento en escuelas ubicadas en comunidades desfavorecidas
- Reducir la cantidad de PM en las aulas de comunidades desfavorecidas.



Como Someter una Propuesta de SEPs

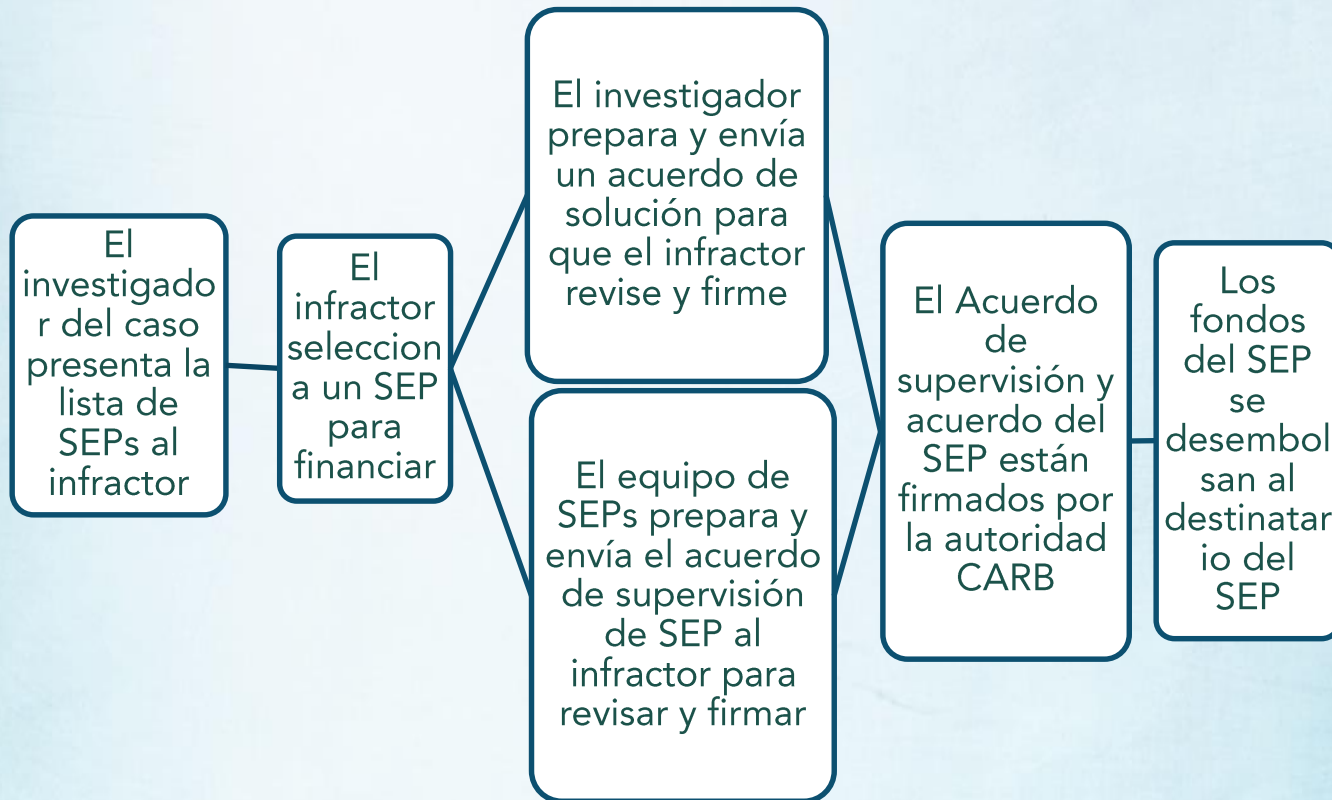
- Visite: <https://calepa.ca.gov/sep-proposal-form/> para someter una propuesta de SEPs
- Póngase en contacto con el equipo de SEPs en CARB para solicitar el formulario de propuesta de SEP:
sep@arb.ca.gov

El formulario de propuestas para los SEPs requiere la siguiente información:

- Nombre de la organización e información de contacto
- Nombre del Proyecto, ubicación, y descripción
- Problema ambiental que será abordado con el proyecto
- Beneficios Ambientales
- Un estimado del costo y tiempo necesarios para finalizar el proyecto.
- Si se asocia con otra agencia, la propuesta de SEP debe incluir una carta de apoyo.

Las propuestas del aire relacionadas con CalEPA se enviarán a CARB para su evaluación para determinar si el proyecto cumple con los criterios de selección y las políticas ambientales suplementarias de CARB.

Proceso para recibir fondos



Proceso para recibir fondos (Completo or parcial)

- **Fondos completos:** Cuando un infractor selecciona un SEP para la financiación total, la propuesta se elimina de la lista del SEP disponible.
- **Fondos parciales:** Si se selecciona la propuesta para financiamiento parcial, el monto restante se actualiza en la lista SEP disponible y continúa estando disponible para su selección.

Reportes requeridos

Informes trimestrales

- Debe incluir informes de gastos para la duración del proyecto que se espera que coincidan con el presupuesto presentado en la propuesta SEP.

Reporte Final

- Debe incluir una narración de los logros y desafíos encontrados durante la implementación del proyecto.

Contactos para el programa de SEPs en CARB

Equipo de SEP

- Contactos del equipo

Linda Cedillo: 916-229-0320

Natalie Spiegel: 916-229-0524

Warren Hawkins, COES Director: 916-229-0750

- sep@arb.ca.gov
- <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>

División de Cumplimiento de la Ley de CARB Sigüientes Pasos

El Plan de Cumplimiento de la Ley está localizado en el Capítulo 5 del Plan Comunitario de Reducción de Emisiones (CERP por sus siglas en inglés), y es considerado un documento en constante modificación. CARB está comprometido a colaborar con el Distrito de Control de Contaminación del Aire del Valle de San Joaquín y el Comité Directivo Comunitario Sur-Central de Fresno para continuar modificando y desarrollando estrategias adicionales para implementar las leyes y ayudar a la comunidad a reducir emisiones. El siguiente es un plan de ruta que detalla los pasos que la División de Cumplimiento de la Ley de CARB propone tomar en el proceso de implementación del CERP.

Diciembre 11, 2019

La División de Cumplimiento de la Ley de CARB presentará información acerca de los Proyectos Suplementarios Ambientales (SEPs por sus siglas en inglés) al Comité Directivo Comunitario Sur-Central de Fresno.

Primer cuarto del año 2020

La División de Cumplimiento de la Ley de CARB propone presentar información al Comité Directivo Comunitario acerca del proceso para reportar problemas ambientales, violaciones potenciales de la ley, así como discutir la regulación actual para vehículos encendidos en marcha cero. Durante el primer cuarto del año 2020, la División de Cumplimiento de la Ley de CARB iniciara la implementación de acciones para enfocar esfuerzos en áreas identificadas por el Comité Directivo Comunitario.

Segundo cuarto del año 2020

CARB propone discutir los resultados de los esfuerzos realizados por la División de Cumplimiento de la Ley durante el primer cuarto del año. Durante esta misma reunión, CARB propone que la comunidad participe en un ejercicio para mostrar a CARB áreas adicionales para implementar los programas de regulación para Vehículos Diésel de Uso Pesado, esto mediante el uso de mapas.

Tercer cuarto del año 2020

CARB propone reportar al Comité Directivo Comunitario los resultados de los esfuerzos previos y trabajar en el diseño de estrategias para implementar en el año 2021.

Los miembros del Comité Directivo Comunitario pueden contactar a los enlaces de la División de Cumplimiento de la Ley de CARB para discutir elementos adicionales a los propuestos en este documento, Proyectos Ambientales Suplementarios o

implementación de programas para el cumplimiento de la ley, a través de los siguientes medios:

Justin Shields	(916) 229-0399
Natalie Spiegel	(916) 229-0524
Linda Cedillo (Español)	(916) 229-0320

Justin.shields@arb.ca.gov
Natalie.Spiegel@arb.ca.gov
Linda.Cedillo@arb.ca.gov

AB 617 Community Steering Committee - Meeting #17
December 11, 2019, 5:30 p.m.
Vang Pao Elementary School

1. Doors Open/Meet and Greet/Refreshments **5 p.m.**

2. Welcome and Introductions

Christal Love Lazard, Institute for Local Government, Facilitator
Community Co-Host, Nayamin Martinez

Christal Love Lazard provided the introduction for the meeting, gave an overview of the agenda and set goals for the meeting.

Nayamin, Community Co-Host, provided additional direction on meeting plans.

3. Responding to Community Exercises and Feedback

Karen Magliano, Chief of Office of Community Air Protection, CARB
Jessica Olsen, Monitoring/Analysis/Modeling Program Manager, Air District
Jaime Holt, Chief Communications Officers, Air District

Karen Magliano provided feedback on exercise from previous meeting on CERP implementation priorities on sources regulated by CARB.

Jessica Olsen provided feedback and explanation on sources regulated by Air District

Jaime Holt provided additional assistance on outreach and incentive-related programs.

Committee members had the following questions and comments:

- Can messages be run on TV as banners during news or other programs (ticker)?
Follow up in Jan.
- How do we address reducing emissions from school buses and locomotives?
- Want a revised version of implementation of strategies and incentives.
- We would like something that shows us our suggestions are being implemented.
- Have we reached any emission reduction targets?
- What are emission reductions from specific strategies?
- Need to work on quantifying the reductions
- Can we have access to what other Districts are doing?
- Form a template to implement strategies - Show how they work.
- Binder for committee members

4. Presentation on Heavy Duty Truck Technologies and Fuels with Q & A

Joseph Oldham, Director, CALSTART

Joseph Oldham provided presentation to explain current feasibility of implementing clean fuel technology for heavy duty trucks.

Committee members had the following questions and comments:

- When might we see the Postal Service deploy clean vehicles (natural gas)?
- Electric Postal Service vehicle? When?
- What is the cost and range of such vehicles?

- What is involved in building up the charging infrastructure for large and heavy duty electric vehicles?
- Sufficient power is an issue, especially for school districts and school buses.
- Are any transit companies using fuel cell?
- How do we store adequate amount of power?
- Grant programs are needed for bus charging infrastructure.

5. Presentation by CARB on Supplemental Environmental Projects (SEP)

Natalie Speigel, Community Outreach and Enforcement Section, CARB
Ryan Hayashi, Director of Compliance, Air District

Natalie Speigel provided a presentation explaining the policies and criteria for community organizations to apply for projects funded from penalties received during CARB settlement of enforcement actions.

Ryan Hayashi assisted in answering questions that were more specifically directed at Compliance actions handled by the Valley Air District.

Committee members had the following comments and questions:

- Regulations can result when SEPS do not achieve targets.
- Several committee members would like funding for project grants to be awarded in the same area where violations took place that resulted in fines to generate funding.
- What is the average settlement amount collected for individual violations?
- Request that SEPs are also provided in Spanish.

6. Recommendations for Continuation of Implementation Process, Public Comment

Nayamin Martinez, Community Co-Host
Jaime Holt, Chief Communications Officer, Air District
Christal Love Lazard, Institute for Local Government, Facilitator

Discussion on how to continue in January with conducting committee meetings, program outreach and the process for strategy implementation

Committee members offered the following comments

- How often should the committee meet?
- Participating members concerned about membership attendance. Asked that members who are often absent receive a call from the District to ask if they are interested in continuing their membership.
- Conduct Hmong outreach.
- Reopen membership for committee membership.
- Bring back list of committee membership resignations in January.

Meeting adjourned

7:30 p.m.



Agenda for South Central Fresno Community Steering Committee Meeting #18

January 8, 2020 – Vang Pao Elementary School Cafeteria
4100 E. Heaton Ave., Fresno, CA 93702

- 5:00 p.m. Doors Open/Meet and Greet/Refreshments**
- 5:30 p.m. Welcome and Introductions**
Christal Love Lazard, Facilitator, Institute for Local Government
Ed Ward, Community Co-host
- 5:40 p.m. Community Steering Committee Member Attendance and Meetings**
Provide update and solicit feedback on CSC attendance and meeting frequency
Christal Love Lazard, Facilitator, Institute for Local Government
- 6:00 p.m. Outreach Strategy Implementation**
Provide update and solicit feedback on implementation of CERP outreach strategies
Christal Love Lazard, Facilitator, Institute for Local Government
Jamie Holt, Chief Communications Officer, Valley Air District (District)
- 6:45 p.m. Community Air Monitoring Update**
Provide update on recent community air monitoring data and monitor deployment
Jon Klassen, Director of Air Quality Science and Planning, District
- 7:05 p.m. Wrap up/Upcoming CARB Meeting Update**
Update on upcoming CARB hearing and community tour
California Air Resources Board Staff
Christal Love Lazard, Facilitator, Institute for Local Government
- 7:20 p.m. Public Comment**

UPCOMING MEETINGS:

- **February 13, 2020, 4pm:** CARB Hearing to consider CERP approval
Shafter Veteran's Hall, 309 California Ave, Shafter, CA 93263
- **March 11, 2020, 5:30pm:** CSC Meeting
TBD

Learn more: community.valleyair.org

CERP Outreach Strategies South Central Fresno

January 7, 2019

IR.1: AUTOMOBILE IDLE-REDUCTION OUTREACH TO REDUCE THE EXPOSURE OF SENSITIVE RECEPTORS TO VEHICLE EMISSIONS

Overview: The goal of this strategy is to reduce the exposure of sensitive individuals to vehicle emissions at locations serving children, seniors, and those with medical conditions. Engines left idling may emit air toxics like benzene, formaldehyde, and acetaldehyde, which can be especially harmful to the health of sensitive populations.

Elevated levels of air toxics and other pollutants can be prevented by encouraging drivers to turn off their engines when parked. It is important to target anti-idling messaging to areas commonly serving sensitive individuals to reduce health impacts on the most vulnerable populations.

Description of Proposed Actions: This strategy would provide and distribute thirty (30) sets of bilingual English and Spanish idle-reduction street signs to be installed in locations that commonly serve sensitive groups throughout the community boundary. Sites may include the parking lots of schools, child-care facilities, libraries, senior centers, parks, nursing homes, medical centers, and pediatric offices. When possible, educational materials or infographics would be provided to each location to explain the importance of reducing idling and its impacts on health and air quality. SJVAPCD representatives would also develop and deliver five (5) presentations about the impacts of vehicle exhaust and related District resources such as incentive funding for cleaner vehicles and school programs that deliver free idle-reduction signs to schools throughout the Valley. Note that idling of heavy duty trucks is proposed to be reduced by Strategy HD.6.

0.1: OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during episodes of poor air quality. An understanding of what conditions constitute poor air quality, the relative seriousness of a given episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure. It is critical for the public to have widespread knowledge of tools available to inform them of real-time conditions, assist with the interpretation of such conditions, and to describe what actions may be taken to protect themselves.

Description of Proposed Actions: This strategy would increase community awareness of available tools to keep informed of real-time changes in air quality through social media campaigns and a series of partner workshops. Social media campaigns would be launched on three platforms: Facebook, Twitter, and Instagram. A partnership with local civic and community organizations would be established to host workshops at locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Both the social media outreach and live workshops would promote real-time tools such as myRAAN, the Valley Air App, the Real-time Outdoor Activity Risk (ROAR) Guidelines, the wildfire page of the District's website, as well as information about general air quality education, wildfire smoke impacts, health effects, and similar topics. This strategy would aim to increase myRAAN registrations, Valley Air App downloads, and social media followers among members of the community.

0.2: OUTREACH TO SHARE CLEAN AIR EFFORTS AND HOW COMMUNITIES CAN GET INVOLVED

Overview: The goal of this strategy is to increase public awareness of air quality improvement programs currently available through the SJVAPCD. Increased education may lead to more widespread understanding of the air quality challenges faced by both the community and the San Joaquin Valley at large, and greater adoption of the District's resources, incentive funding, and community engagement. Education is important to empower the public to protect themselves from exposure when possible, to make greater use of District resources and programs, and to encourage community members to adopt practices in their daily lives that help further reduce emissions.

Description of Proposed Actions: This strategy would increase awareness of available programs by establishing a series of outreach events within South Central Fresno. These workshops would be hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Topics may rotate to include a wide range of District programs such as Clean Green Yard Machines, Burn Cleaner, Drive Clean in the San Joaquin, Healthy Air Living Schools, and similar topics. This strategy would also create an annual youth symposium to educate and encourage high school students to share air quality information with their peers, helping to sustain community awareness through future generations.

RB.4: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste through outreach and education. It is important for residents to understand both the unlawfulness of burning garbage and its negative health impacts on all. Smoke from burning trash, yard waste, or burn barrels may contain toxic air contaminants and other pollutants that are especially harmful to human health. Education is critical to effectively reducing this dangerous practice.

Description of Proposed Actions: This strategy would establish a series of five (5) public workshops to educate South Central Fresno residents about the illegality and health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting.

Workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. This strategy would also invest funds into geo-targeted outdoor ads in areas with frequent violations, including four (4) billboards, three (3) pieces of street furniture (such as bus shelters or kiosks), and two (2) buses routed through relevant locations. Additionally, two (2) postcard mailers would be sent to county residents in rural areas.

SC.2: REDUCE CHILDREN'S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM

Overview: The goal of this strategy is to reduce children's exposure to unhealthy air by increasing the enrollment of schools in the Healthy Air Living (HAL) Schools program. Children are considered sensitive receptors with respect to air pollution because their lungs are developing, they breathe disproportionately more air than adults, and they tend to spend more time exercising outdoors. The Healthy Air Living Schools program asks participating schools to actively monitor local air quality using the Real-time Air Advisory Network (RAAN) and to modify outdoor activities accordingly. This strategy enrolls more schools in the program, effectively reducing the short- and long-term exposure of an increased number of children to harmful air.

Description of Proposed Actions: This strategy would seek to enroll all five (5) school districts within the South Central Fresno boundary in the Healthy Air Living Schools program. Participating schools and districts would assign one or more designees to receive automated RAAN notifications when local air conditions become harmful, and would modify, relocate, or cancel outdoor activities such as recess, physical education, practices, and sporting events in accordance with the health-protective Real-time Outdoor Activity Risk (ROAR) guidelines. SJVAPCD representatives would meet with teams of key staff (such as administrators, coaches, nurses, science teachers) from ten (10) schools within the boundary to ensure understanding of and adherence to the program. SJVAPCD representatives would also attend five (5) school community events such as health fairs or parent nights to educate the community about air quality and the HAL Schools program. Related air quality educational materials would be distributed to each district's Family Services department, community liaison office, or similar for circulation to the public.

South Central Fresno AB 617 Community Air Monitoring Update

Community Steering Committee Meeting
January 8, 2020

Online Sites in South Central Fresno

Real-Time PM2.5

- Bitwise South Stadium
- Roosevelt High School
- ***new*** Foundry Park

VOC and PM2.5 Speciation

- ***new*** Foundry Park
- Measurements to begin here until Malaga Elementary trailer is in place

Mobile Monitoring Van

- Regular trips around community-designated route beginning this week

Pending Sites in South Central Fresno

Real-Time PM2.5

- **Heaton Elementary & Yosemite Middle School:** Entering final siting and electrical agreements with FUSD
- **Madison Elementary:** In development with Central Unified School District

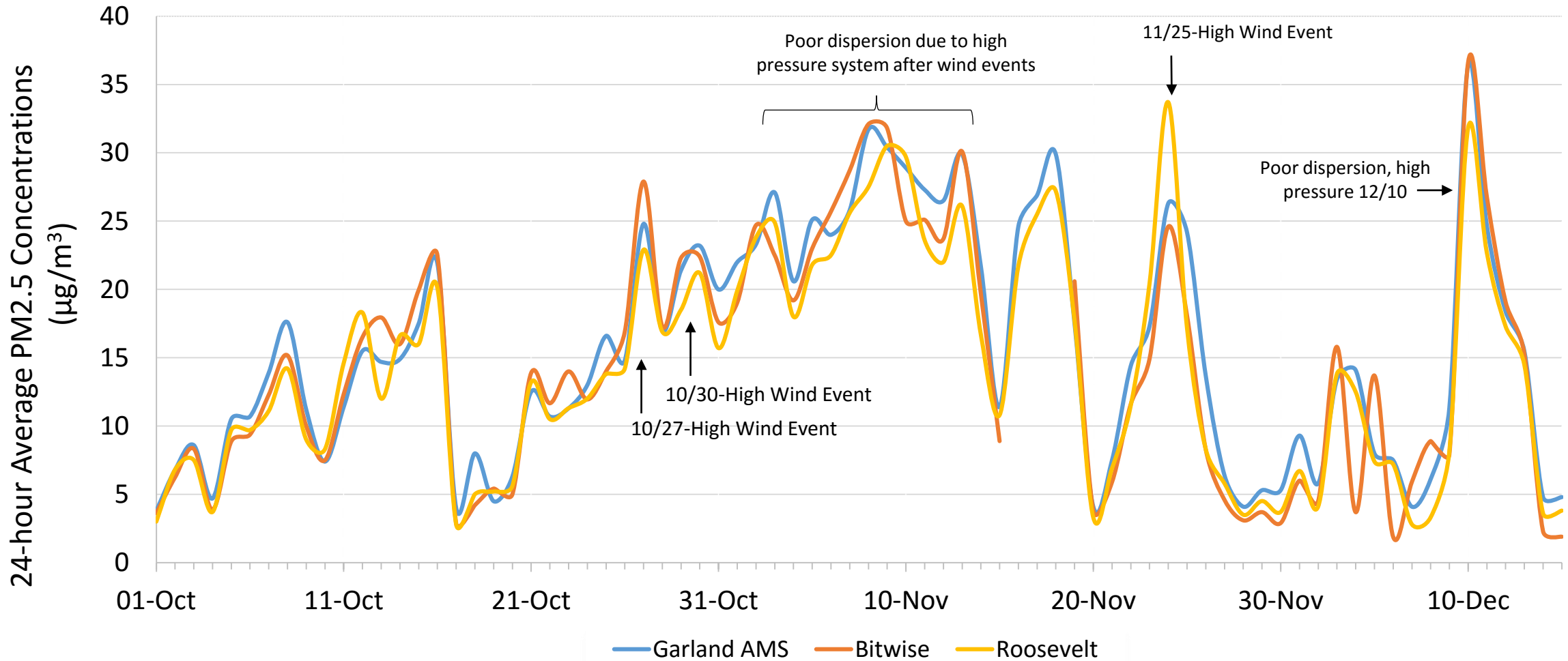
Compact Monitoring System

- **Orange Center School:** School is currently reviewing District contract
- **Edison High School:** Entering final siting and electrical agreements with FUSD

Trailer

- **Malaga Elementary:** Initially approved by Interim Superintendent, awaiting final approval by current Superintendent

Daily Average PM2.5 Data Comparison October 1 – December 15, 2019



Comparison of Average PM2.5

October 1- December 15, 2019

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	15.6
Fresno-Roosevelt	14.3
Fresno-Bitwise	13.8

Availability of Collected Community Air Quality Data

- CARB developing statewide air quality data portal (AQview) to display and provide community air monitoring data from selected AB 617 communities
 - AQview website located at: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Air quality data from Valley AB 617 communities now available at this website
 - Monthly data will continue to be made available as air monitoring campaign continues
- Real-time community air monitoring data available on District AB 617 webpage at: <http://community.valleyair.org/community-air-monitoring>

Comments/Questions?



Agenda para el Comité Directivo Comunitario de Suroeste Stockton Reunión #18

8 de enero de 2020 – Cafetería de la Escuela Vang Pao
4100 E. Heaton Ave., Fresno, CA 93702

- 5:00 p.m. Puertas abren/Dar la Bienvenida/Refrescos**
- 5:30 p.m. Bienvenida e Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ed Ward, Coanfitrión de la Comunidad
- 5:40 p.m. Asistencia y Reuniones de los Miembros del Comité Directivo Comunitario**
Proporcionar actualizaciones y solicitar comentarios sobre la asistencia del Comité y la frecuencia de las reuniones
Christal Love Lazard, Facilitadora, Institute for Local Government
- 6:00 p.m. Implementación de la Estrategia de Alcance**
Proporcionar actualizaciones y solicitar comentarios sobre la implementación de las estrategias de alcance del CERP
Christal Love Lazard, Facilitadora, Institute for Local Government
Jamie Holt, Directora de Comunicaciones, Distrito del Aire del Valle (Distrito)
- 6:45 p.m. Actualización de Monitoreo del Aire Comunitario**
Proporcionar actualizaciones sobre los datos recientes de monitoreo del aire de la comunidad y la implementación del monitoreo
Jon Klassen, Director de Ciencia y Planificación de la Calidad del Aire, Distrito
- 7:05 p.m. Concluir/Actualización de la Próxima Reunión de CARB**
Actualización sobre la próxima audiencia de CARB y tour comunitario
Personal de la Junta de Recursos del Aire de California
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:20 p.m. Comentario Público**

PRÓXIMAS REUNIONES:

- **13 de febrero de 2020, 4pm:** Audiencia de CARB para considerar la aprobación del CERP
Sala de Veteranos de Shafter, 309 California Ave, Shafter, CA 93263
- **11 de marzo de 2020, 5:30pm:** Reunión del Comité Directivo
Será Anunciado Después

Aprende más: community.valleyair.org

Estrategias de Alcance del CERP para Centro-Sur Fresno

7 de enero de 2019

IR.1: ALCANCE PARA REDUCIR EL RALENTÍ DE VEHÍCULOS PARA REDUCIR LA EXPOSICIÓN DE LOS RECEPTORES SENSIBLES A LAS EMISIONES DE VEHÍCULOS

Descripción General: El objetivo de esta estrategia es reducir la exposición de las personas sensibles a las emisiones de los vehículos en lugares que atienden a niños, ancianos y personas con afecciones médicas. Los motores en ralentí pueden emitir tóxicos en el aire como benceno, formaldehído y acetaldehído, que pueden ser especialmente dañinos para la salud de las poblaciones sensibles.

Los niveles elevados de tóxicos en el aire y otros contaminantes pueden evitarse alentando a los conductores a apagar sus motores cuando estén estacionados. Es importante dirigir los mensajes anti-ralentí a áreas que comúnmente atienden a personas sensibles para reducir los impactos en la salud de las poblaciones más vulnerables.

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría y distribuiría treinta (30) juegos de letreros de calles con reducción del ralentí bilingües en inglés y español que se instalarán en ubicaciones que comúnmente sirven a grupos sensibles en todo el límite de la comunidad. Los sitios pueden incluir los estacionamientos de escuelas, guarderías, bibliotecas, centros para adultos mayores, parques, hogares de ancianos, centros médicos y consultorios pediátricos. Cuando sea posible, se proporcionarán materiales educativos o infografías a cada ubicación para explicar la importancia de reducir el ralentí y sus impactos en la salud y la calidad del aire. Los representantes de SJVAPCD también desarrollarían y entregarían cinco (5) presentaciones sobre los impactos del escape de vehículos y los recursos relacionados del Distrito, como la financiación de incentivos para vehículos más limpios y programas escolares que entreguen letreros gratuitos de reducción del ralentí a las escuelas de todo el Valle. Tenga en cuenta que la estrategia HD.6 propone reducir el ralentí de los camiones pesados.

0.1: DIFUSIÓN PARA AUMENTAR LA CONCIENCIA COMUNITARIA Y EL CONOCIMIENTO DE LA CALIDAD DEL AIRE

Descripción General: El objetivo de esta estrategia es proporcionar información adicional a la comunidad sobre las condiciones de la calidad del aire en tiempo real y las medidas que el público puede tomar para protegerse durante los episodios de mala calidad del aire. Es necesario que el público comprenda qué condiciones constituyen una mala calidad del aire, la gravedad relativa de un episodio dado y cualquier posible impacto en la salud para tomar decisiones informadas sobre cómo y cuándo limitar su exposición. Es fundamental que el público tenga un amplio conocimiento de las herramientas disponibles para informarles sobre las condiciones en tiempo real, ayudar con la interpretación de tales condiciones y describir qué acciones se pueden tomar para protegerse.

Descripción de las Acciones Propuestas: Esta estrategia aumentaría la conciencia de la comunidad sobre las herramientas disponibles para mantenerse informados en tiempo real acerca de los cambios en la calidad del aire mediante campañas en redes sociales y una serie de talleres con socios. Las campañas de redes sociales se lanzarían en tres plataformas: Facebook, Twitter e Instagram. Se establecería una colaboración con organizaciones civiles locales y de la comunidad para celebrar talleres en lugares usualmente disponibles para el público, como bibliotecas, escuelas y centros comunitarios, de salud o recreativos. Tanto la difusión en las redes sociales como en los talleres en vivo promoverían las herramientas en tiempo real como myRAAN, la aplicación Valley Air, la Guía de Riesgo para Actividades al Aire Libre en tiempo real (ROAR), la página de incendios forestales del sitio web del Distrito, así como información sobre educación general sobre la calidad del aire, los impactos del humo de incendios forestales, los efectos sobre la salud y temas similares. Esta estrategia buscaría aumentar los registros de myRAAN, las descargas de la aplicación Valley Air y el número de miembros de la comunidad que siguen las redes sociales.

0.2: DIFUSIÓN PARA COMPARTIR ESFUERZOS PARA LOGRAR UN AIRE LIMPIO Y CÓMO PUEDEN PARTICIPAR LAS COMUNIDADES

Descripción General: El objetivo de esta estrategia es aumentar la conciencia pública sobre los programas de mejora de la calidad del aire actualmente disponibles a través del SJVAPCD. Un aumento en la educación puede conducir a una comprensión más amplia de los desafíos de la calidad del aire que enfrentan la comunidad y el Valle de San Joaquín en general, y una mayor adopción de los recursos del Distrito, el financiamiento para incentivos y la participación de la comunidad. La educación es importante para capacitar al público para protegerse de la exposición cuando sea posible, para hacer un mayor uso de los recursos y los programas del Distrito, y para fomentar que los miembros de la comunidad adopten en sus vidas diarias prácticas que ayuden a reducir aún más las emisiones.

Descripción de las Acciones Propuestas: Esta estrategia aumentaría el conocimiento de los programas disponibles estableciendo una serie de eventos de alcance dentro de Centro-Sur Fresno. Estos talleres estarían en lugares usualmente disponibles para el público, como bibliotecas, escuelas y centros comunitarios, de salud o recreativos. Los temas pueden alternarse para incluir una amplia gama de programas del Distrito, como *Clean Green Yard Machines*, *Burn Cleaner*, *Drive Clean en San Joaquín*, *Healthy Air Living Schools* y temas similares. Esta estrategia también crearía un simposio juvenil anual para educar y fomentar que los estudiantes de preparatoria compartan con sus compañeros información sobre la calidad del aire, lo que ayudaría a mantener la conciencia de la comunidad en las generaciones futuras.

RB.4: REDUCCIÓN DE LA QUEMA ILEGAL A TRAVÉS DE LA EDUCACIÓN DE QUEMA RESIDENCIAL AL AIRE LIBRE

Descripción General: El objetivo de esta estrategia es reducir la quema ilegal de desechos residenciales a través de el alcance y educación. Es importante que los residentes entiendan la ilegalidad de la quema de basura y sus efectos negativos en la salud de todos. El humo de la quema de basura, desechos de jardín o barriles de quema puede contener contaminantes tóxicos del aire y otros contaminantes que son especialmente perjudiciales para la salud humana. La educación es fundamental para reducir eficazmente esta peligrosa práctica.

Descripción de las Acciones Propuestas: Esta estrategia establecería una serie de cinco (5) talleres públicos para informar a los residentes de Centro-Sur Fresno en la ilegalidad y los efectos en la salud de la quema de desechos, y para atender preguntas e inquietudes de manera interactiva y accesible en un formato de foro. Los talleres estarían en lugares usualmente disponibles para el público, como bibliotecas, escuelas y centros comunitarios, de salud o recreativos. Esta estrategia también invertiría fondos en anuncios geoespecíficos al aire libre en áreas de frecuentes infracciones, incluyendo cuatro (4) espectaculares/carteles, tres (3) muebles urbanos (como paradas cubiertas de autobús o quioscos) y dos (2) autobuses con rutas por lugares pertinentes. Además, se enviarían dos (2) tarjetas postales informativas a los residentes de condados de áreas rurales.

SC.2: REDUCIR LA EXPOSICIÓN DE LOS NIÑOS A TRAVÉS DE UNA MAYOR INSCRIPCIÓN EN EL PROGRAMA ESCOLAR DE HEALTHY AIR LIVING SCHOOLS

Descripción General: El objetivo de esta estrategia es reducir la exposición de los niños al aire no saludable aumentando la inscripción de las escuelas en el programa escolar de *Healthy Air Living Schools* (HAL). Los niños son considerados receptores vulnerables con respecto a la contaminación del aire porque sus pulmones se están desarrollando, respiran desproporcionadamente más aire que los adultos y tienden a pasar más tiempo haciendo ejercicio al aire libre. El programa escolar *Healthy Air Living Schools* pide a las escuelas participantes que monitorean activamente la calidad del aire local utilizando el Sistema de Notificación de la Calidad del Aire Actual (RAAN) y que modifiquen las actividades al aire libre en función de esta. Esta estrategia inscribe a más escuelas en el programa, con lo que se reduce efectivamente la exposición a corto y largo plazo de un mayor número de niños al aire nocivo.

Descripción de las Acciones Propuestas: Esta estrategia buscaría inscribir a los cinco (5) distritos escolares dentro de los límites de Centro-Sur Fresno en el programa escolar *Healthy Air Living Schools*. Las escuelas y los distritos participantes asignarían a una o más personas designadas para que reciban las notificaciones automáticas de RAAN cuando las condiciones locales del aire se vuelvan dañinas y modificarían, reubicarían o cancelarían actividades al aire libre como el recreo, educación física, prácticas y eventos deportivos de acuerdo con la Guía de Riesgo para Actividades al Aire Libre en tiempo real (ROAR). Los representantes de SJVAPCD se reunirían con equipos de personal clave (como administradores, entrenadores, enfermeras, maestros de ciencias) de diez (10) escuelas dentro de los límites para garantizar su comprensión y adherencia al programa. Los representantes de SJVAPCD también asistirían a cinco (5) eventos de la comunidad escolar, como ferias de salud o noches de padres para educar a la comunidad acerca de la calidad del aire y el programa escolar HAL. Se distribuirían materiales educativos relacionados con la calidad del aire al Departamento de Servicios Familiares de cada Distrito, a la oficina del enlace comunitario (liaison) o a una entidad similar para su distribución al público.

Actualización del Monitoreo del Aire Comunitario de Centro-Sur Fresno AB 617

Reunión del Comité Directivo Comunitario
8 de enero de 2020

Sitios en Línea en Centro-Sur Fresno

PM2.5 en Tiempo Real

- Bitwise South Stadium
- Escuela Roosevelt High
- ***nuevo*** Foundry Park

Especiación de VOC y PM2.5

- ***nuevo*** Foundry Park
- Medidas comenzarán aquí hasta que el remolque de la Primaria Málaga esté en su lugar

Furgoneta de Monitoreo Móvil

- Viajes regulares por la ruta designada por la comunidad a partir de esta semana

Sitios Pendientes en Centro-Sur Fresno

PM2.5 en Tiempo Real

- **Heaton Elementary y Yosemite Middle School:** Entrando en acuerdos finales de ubicación y electricidad con personal de FUSD
- **Madison Elementary:** En desarrollo con el Distrito Escolar Unificado Central

Sistema de Monitoreo Compacto

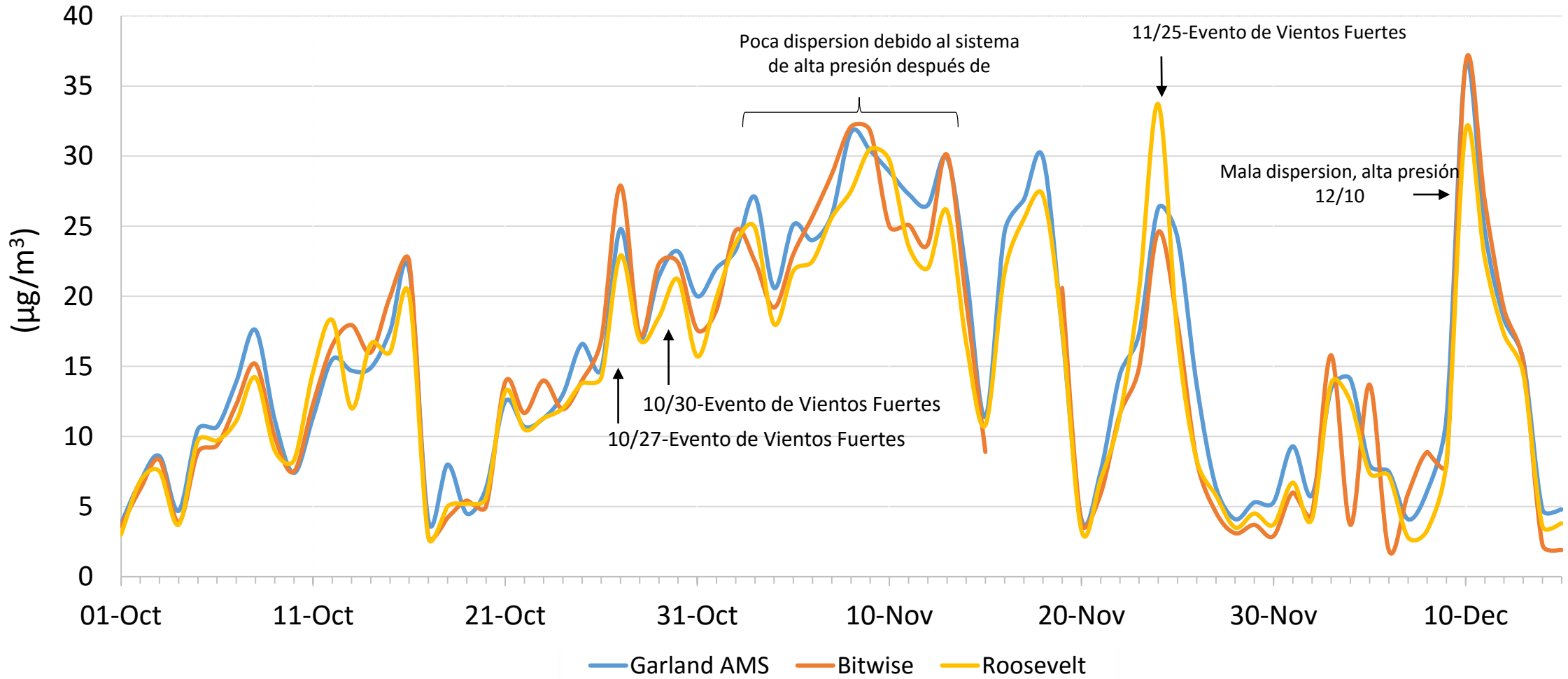
- **Orange Center School:** La escuela actualmente está revisando el contrato del Distrito
- **Edison High School:** Entrando en acuerdos finales de ubicación y electricidad con el personal del FUSD

Remolque

- **Malaga Elementary:** Inicialmente aprobado por el Superintendente Interino, en espera de la aprobación final del Superintendente actual

Comparación de Datos de Promedio Diario de PM2.5 1 de octubre - 15 de diciembre de 2019

Concentraciones de PM2.5 Promedio de 24-horas
($\mu\text{g}/\text{m}^3$)



Comparación de Promedio de PM2.5

1 de octubre – 15 de diciembre de 2019

Sitio	Concentración de Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	15.6
Fresno-Roosevelt	14.3
Fresno-Bitwise	13.8

Disponibilidad de Datos Recopilados de la Calidad del Aire Comunitario

- CARB desarrolla un portal de datos de calidad del aire en todo el estado (AQview) para mostrar y proporcionar datos de monitoreo del aire de la comunidad de las comunidades seleccionadas bajo AB 617
 - AQview sitio web ubicado en: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Los datos de la calidad del aire de las comunidades del Valle bajo AB 617 ahora están disponibles en este sitio web
 - Los datos mensuales continuarán disponibles a medida que continúe la campaña de monitoreo del aire
- Datos de monitoreo del aire comunitario en tiempo real disponibles en la página web de AB 617 del Distrito en:
<http://community.valleyair.org/community-air-monitoring>

Comentarios/¿Preguntas?



Agenda for South Central Fresno Community Steering Committee Meeting #19

March 11, 2020 – FDSA Hall
1360 Van Ness, Fresno, CA 93721

- 5:00 p.m. Doors Open/Meet and Greet/Refreshments**
- 5:30 p.m. Welcome and Introductions**
Christal Love-Lazard, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District (District)
Karen Magliano, Chief of Office of Community Air Protection, CARB
Kevin Hamilton, Community Co-host
- 5:35 p.m. CSC Member Update on CARB Adoption of CERP**
Nayamin Martinez, Ivanka Saunders, Ed Ward
- 5:50 p.m. CERP Strategy Implementation Update (Regulatory, Enforcement, Incentives)**
Provide update on implementation of CERP incentives strategy, including discussion of how incentives go beyond current regulation and enforcement.
Todd DeYoung, Director of Grants and Incentives, District
- 6:00 p.m. Incentives Strategy Implementation Exercise**
Solicit feedback on priority mobile source incentives measures:
HD.1 (HD Trucks), HD.7 (School Buses), HD.9 (Locomotives),
HD.10 (Switchers/Railcars), C.1 (Tune in Tune up)
Christal Love-Lazard, Facilitator, Institute for Local Government
District Staff
- 6:50 p.m. 2020 Meeting Topics Discussion**
Solicit feedback on proposed meeting topics
Christal Love-Lazard, Facilitator, Institute for Local Government
Kevin Hamilton, Community Co-host
District Staff
- 7:05 p.m. Community Steering Committee Participation and Resident Stipends**
Location discussion. Provide update on CSC participation. Day/time change?
Registration permanently open?
Christal Love Lazard, Facilitator, Institute for Local Government
CARB Staff
- 7:15 p.m. Wrap up**
Next Meeting: April 8, 2020, 5:30 p.m.
Next Community Co-Host Selection
Christal Love Lazard, Facilitator, Institute for Local Government
- 7:20 p.m. Public Comment**



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #19

11 de marzo de 2020 – FDSA Hall
1360 Van Ness, Fresno, CA 93721

- 5:00 p.m. Puertas abren/Dar la Bienvenida/Refrescos**
- 5:30 p.m. Bienvenida e Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Oficial Adjunto del Control de la Contaminación del Aire, Distrito del Aire
Karen Magliano, Directora de la Oficina de Protección del Aire de la Comunidad, CARB
Kevin Hamilton, Coanfitrión de la Comunidad
- 5:35 p.m. Actualización de los Miembros del Comité Directivo sobre la adopción de CARB del CERP**
Nayamin Martinez, Ivanka Saunders, Ed Ward
- 5:50 p.m. Actualización de la Implementación de la Estrategia del CERP (Regulatorio, Cumplimiento, Incentivos)**
Proporcionar actualizaciones sobre la implementación de las estrategias de incentivos del CERP, incluyendo la discusión de como los incentivos van más allá de la regulación y el cumplimiento actual
Todd DeYoung, Director de Subvenciones e Incentivos, Distrito
- 6:00 p.m. Ejercicio de Implementación de la Estrategia de Incentivos**
Solicitar comentarios sobre las medidas prioritarias de incentivos de fuentes móviles: HD.1 (HD Camiones), HD.7 (Autobuses Escolares), HD.9 (Locomotoras), HD.10 (Locomotora de Maniobra/Vagones), C.1 (Tune in Tune up)
Christal Love-Lazard, Facilitadora, Institute for Local Government
Personal del Distrito
- 6:50 p.m. Discusión de los Temas de las Reuniones de 2020**
Solicitar comentarios sobre los temas propuestos para las reuniones
Christal Love-Lazard, Facilitadora, Institute for Local Government
Kevin Hamilton, Coanfitrión de la Comunidad
Personal del Distrito
- 7:05 p.m. Participación del Comité Directivo Comunitario y Estipendios para los Residentes**
Discusión de ubicación. Proporcionar actualizaciones sobre la participación del Comité Directivo Comunitario. ¿Cambio de día/hora? ¿Registro permanentemente abierto?
Christal Love Lazard, Facilitadora, Institute for Local Government
Personal de CARB
- 7:15 p.m. Concluir**
Próxima Reunión: 8 de abril de 2020, 5:30 p.m.
Selección del Próximo Coanfitrión de la Comunidad
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:20 p.m. Comentario Público**

Update on Implementation of CERP Incentive Strategies

Fresno Steering Committee
March 11, 2020

Regulations and Enforcement

Mobile: CARB

- **On/Off-road Vehicles (trucks, buses, cars):** Current and NEW Statewide regulations and enforcement
- **Planes, Trains:** EPA Rules and Regulations

Stationary: District

- **Industrial sources, gas stations, stationary engines, etc:** Over 650 District-wide regulation and enforcement

Areawide: District

- **Residential wood burning:** District-wide regulation and enforcement
- **Fugitive dust:** District-wide regulation and enforcement

All incentives must go **above and beyond** existing regulations.
Incentives **cannot** help people get into compliance with regulation

Committee's Top Incentive Measure Priorities

- HD.7 School Bus Replacement
- HD.1 Heavy Duty Truck Replacement
- LG.1 Residential Lawn and Garden
- C.1 Host Tune-In Tune-Up Events
- RB.1 Residential Wood Burning Incentives
- HD.2 Zero Emission Yard Trucks
- SD.1 Residential and Commercial Solar Installations
- HD.3 TRU and Yard Truck Charging
- HD.4 Heavy Duty Alternative Fuel Infrastructure
- CC.1 Commercial Charbroiler PM reductions
- AG.1 Alternatives to Ag Burning
- LG.2 Commercial Lawn and Garden Replacement
- ~~HD.9 Locomotive Replacement~~
- HD.10 Railcar Mover and Switcher Replacement
- PF.1 Public Fleet Vehicle Replacement
- C.2 Passenger Vehicle Replacement Options

Community Air Protection Guidelines

- CARB approved Community Air Protection (CAP) guidelines for the implementation of AB 617 funding
- Includes the following existing approved incentive program categories:
 - Carl Moyer Program
 - Prop 1b Heavy Duty Trucks
 - Chrome Plating Operations
 - Schools (including filters, transportation, and composite wood products)
- Will provide framework to develop and implement community driven incentive based CERP measures

Committee's Top Incentive Measure Priorities

- HD.7 School Bus Replacement
- HD.1 Heavy Duty Truck Replacement
- LG.1 Residential Lawn and Garden
- C.1 Host Tune-In Tune-Up Events
- RB.1 Residential Wood Burning Incentives
- HD.2 Zero Emission Yard Trucks
- SD.1 Residential and Commercial Solar Installations
- HD.3 TRU and Yard Truck Charging
- HD.4 Heavy Duty Alternative Fuel Infrastructure
- CC.1 Commercial Charbroiler PM reductions
- AG.1 Alternatives to Ag Burning
- LG.2 Commercial Lawn and Garden Replacement
- ~~HD.9 Locomotive Replacement~~
- HD.10 Railcar Mover and Switcher Replacement
- PF.1 Public Fleet Vehicle Replacement
- C.2 Passenger Vehicle Replacement Options

CARB Approval Process for CERP Incentive Guidelines

- CARB developing guidance for approval of CERP measures not currently in CAP guidelines
 - Residential Wood Burning, Tune In Tune Up, Alternatives to Ag Burning, etc.
- Districts working collaboratively with CARB to finalize guidance for incorporation into CAP guidelines
- Expect guidelines to be incorporated into CAP guidelines in the next several months
- Following approval District must submit guidelines for each community identified CERP measure to ARB for approval
- Liquidation deadline for current funding is June 2022
 - Time is of the essence!

CERP Incentive Measures In Process

- Electric school bus replacements (Fowler Unified School District)
- Near zero-emission heavy duty truck replacement
- Clean fuel infrastructure to support deployment of zero and near-zero emission heavy duty vehicles

C.1: PROGRAMA DE INCENTIVOS PARA ORGANIZAR UN EVENTO LOCAL DE TUNE IN TUNE UP PARA REDUCIR LAS EMISIONES PROVENIENTES DE AUTOMÓVILES VIEJOS DE ALTA CONTAMINACIÓN

Resumen: El objetivo de esta estrategia es reducir las emisiones de vehículos de pasajeros de altas emisiones que puedan necesitar reparaciones. Es importante reducir las emisiones provenientes de los vehículos de pasajeros debido a su contribución a la formación del ozono del Valle. A través del programa del Distrito Tune In Tune Up, existen incentivos financieros de hasta \$850 disponibles para reparaciones relacionadas con las emisiones de los vehículos de altas emisiones. A través del programa, se llevan a cabo eventos de pruebas de emisiones los fines de semana para determinar si los vehículos requieren reparaciones relacionadas con las emisiones. A los participantes aprobados, se les proporcionan vales que pueden utilizarse para las pruebas necesarias de smog, trabajo diagnóstico y reparaciones relacionadas con las emisiones en talleres de smog participantes certificados por STAR.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2020-[2023](#)

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría financiamiento para un evento de Tune In Tune Up en la comunidad de Centro-Sur Fresno y financiamiento para reparaciones de vehículos. Esta medida proporcionaría hasta \$850 en reparaciones relacionadas con las emisiones de los vehículos. El costo total de esta medida es de \$1,000,000 que proporcionarían financiamiento para los gastos relacionados con el evento, así como 1,250 reparaciones de vehículos. Se espera que esta medida logre reducciones de emisiones de 11.6 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Ampliar el programa solo a áreas de alta contaminación.
- Alta prioridad
- Anuncios más difundidos
- Organizar este tipo de eventos más pequeños, más frecuente en el área

Comentarios de implementación:

- ¿Cuál es la mejor frecuencia?
- ¿Qué barreras ve para los miembros de la comunidad para aprovechar el programa?
 - ¿Cómo podemos cambiar eso?
- Se han llevado a cabo estos eventos en los terrenos de la feria de Fresno, ¿es este el mejor lugar para la comunidad?
- ¿Cuál es el mejor enfoque para llegar a los miembros de la comunidad?

HD.1: PROGRAMA DE INCENTIVOS PARA EL REEMPLAZO DE CAMIONES DE TRABAJO PESADO POR TECNOLOGÍA DE CERO O CASI CERO EMISIONES

Resumen: El objetivo de esta estrategia es reducir las emisiones de los camiones a diésel de trabajo pesado que operan en la comunidad de Centro-Sur Fresno.

Actualmente, el Distrito ofrece incentivos de hasta \$200,000 para el reemplazo de un camión a diésel hoy en uso por tecnología más limpia, incluyendo camiones eléctricos con batería, híbridos y de casi cero emisiones. Los camiones a diésel de trabajo pesado actualmente están sujetos a la regulación estatal de camiones y autobuses automotores para carretera que exigirá el cambio de flotillas por motores que cumplan los estándares de emisiones de 2010. Los avances en la tecnología de motores han dado lugar a motores más limpios o unidades de baterías eléctricas en algunas aplicaciones. Al reducir o eliminar las emisiones de los camiones de trabajo pesado se pueden lograr significativas reducciones de emisiones de PM2.5, partículas de diésel, y de NOx.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2019 a 2024

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría un mayor alcance y acceso a fondos de incentivos para tecnologías de camiones con cero y casi cero emisiones que operan dentro de la comunidad. Esta estrategia se basaría en la metodología aprobada por la Mesa Directiva y los niveles de financiación actualmente disponibles en el programa de incentivos de reemplazo de camiones del Distrito. Esta medida reemplazaría 75 camiones diésel de servicio pesado más antiguos que operan en Centro-Sur Fresno con tecnología de cero o casi cero emisiones a un costo esperado de \$7,500,000. Las reducciones de emisiones asociadas con esta medida alcanzarían 0.66 toneladas de partículas de diésel PM2.5 y 246 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Centrarse en vehículos en vecindarios
- Priorizar los negocios dentro de la comunidad
- Proporcionar el objetivo de que el % de la flotilla para los centros de distribución sea cero/casi cero y usarlo para priorizar

Comentarios sobre la Implementación

- ¿Cómo priorizar los vehículos para su financiación?
 - ¿La mayor reducción de emisiones?
 - Flotillas pequeñas vs flotillas grandes? Las flotillas deben cumplir con las regulaciones aplicables, incluyendo las regulaciones estatales de camiones y autobuses
 - ¿Preferencia de tecnología del vehículo? (gas natural, bajo NOx, batería eléctrica)
- ¿Actividades de alcance preferidas?

HD.7: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR AUTOBUSES ESCOLARES A DIÉSEL VIEJOS POR AUTOBUSES ESCOLARES DE CERO O CASI CERO EMISIONES

Resumen: Proporcionar mayor difusión y acceso al financiamiento para incentivos para el reemplazo de autobuses escolares viejos de alta contaminación por autobuses escolares nuevos de cero o casi cero emisiones que operen en y cerca del Centro-Sur de Fresno.

El reemplazo de los autobuses escolares viejos es importante para reducir la exposición de los niños a las emisiones de diésel, incluyendo NOx y PM2.5, y estos contaminantes afectan de manera negativa a la salud humana, especialmente en el caso de las poblaciones sensibles, como los niños. Los nuevos autobuses escolares eléctricos con batería de cero y casi cero emisiones que funcionan con gas natural son mucho más limpios que los autobuses viejos a diésel.

La regulación estatal de autobuses y camiones de la Junta de Recursos del Aire de California regula las emisiones de los autobuses escolares y exige la transición a tecnología más limpia con el tiempo. Por lo general, en etapas por año de modelo. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

El Distrito administra los siguientes programas de incentivos enfocados en reducir las emisiones de las flotillas de autobuses escolares existentes en el Valle:

- Programa de Incentivos para Autobuses Eléctricos – <http://valleyair.org/grants/electric-school-bus.htm> El Distrito opera este programa y proporciona incentivos para el reemplazo de autobuses escolares existentes viejos y de alta contaminación por autobuses escolares eléctricos nuevos.
- Fideicomiso de Mitigación de Volkswagen – <http://vwbusmoney.valleyair.org/> El Fideicomiso de Mitigación de Volkswagen (VW) tiene \$130 millones en fondos para reemplazar autobuses escolares, colectivos y de transporte viejos y muy contaminantes por nuevos autobuses eléctricos con batería o autobuses de pila de combustible. El reemplazo de un autobús viejo por un autobús de cero emisiones elimina materia particulada y otros contaminantes que afectan a los niños y los residentes que viajan en los autobuses, así como a los residentes de todas las comunidades de California. El Distrito administra este programa estatal.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2019 a 2024

Descripción de las acciones propuestas: El objetivo de esta acción es reemplazar hasta 16 autobuses escolares operados por el Distrito Escolar Unificado de Fresno, el

Distrito Escolar Unificado de Fowler o el Distrito Escolar Unificado Central por autobuses escolares eléctricos con batería de cero emisiones que operen en la comunidad, utilizando metodología aprobada por la Mesa Directiva. El monto del financiamiento propuesto de \$6,400,000 cubriría hasta el 100% del costo de reemplazar hasta 16 autobuses escolares a diésel por autobuses escolares eléctricos de \$400,000 cada uno.

Las reducciones de emisiones estimadas asociadas con esta medida incluyen 8.32 toneladas de PM2.5 que consisten en partículas de diésel y 20.8 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Más fondos para más de 16 autobuses escolares (24)
- Medida de alta prioridad
- Dar autobuses directamente a las escuelas

Preguntas de implementación:

- ¿Es suficiente un objetivo de 24 autobuses?
- ¿Cómo priorizamos a las escuelas?
- ¿Tiene contactos en los distritos escolares que podemos aprovechar?
- ¿Proporcionar flexibilidad a los distritos escolares para operar autobuses a través del Distrito con una prioridad para las rutas dentro de la comunidad?

HD.9: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR LOCOMOTORAS A DIÉSEL VIEJAS POR TECNOLOGÍA NUEVA DE MOTORES LIMPIOS

Resumen: Proporcionar financiamiento para incentivos para el reemplazo de locomotoras viejas de alta contaminación por locomotoras nuevas de tecnología limpia que operen en y cerca de Centro-Sur Fresno.

Reemplazar las locomotoras más antiguas es importante para reducir la exposición del público a las emisiones de diésel, incluyendo PM2.5 en forma de partículas de diésel y NOx. Estos contaminantes afectan negativamente la salud humana, especialmente para poblaciones sensibles como los niños y los ancianos. Las nuevas locomotoras de tecnología limpia generan emisiones significativamente más bajas que las locomotoras diésel no controladas más antiguas.

El Distrito ofrece dos programas de incentivos para las flotillas de locomotoras interesadas en la transición a tecnología más nueva y limpia, incluyendo:

- Programa de Trabajo Pesado – <http://valleyair.org/grants/locomotive.htm>. Los reemplazos de locomotoras se pueden financiar como una categoría de proyecto elegible según el uso del financiamiento del Distrito que se proporciona para apoyar el AB 617. Estos proyectos se administran según las pautas del Programa Carl Moyer y están sujetos a los requisitos adicionales contenidos en las pautas aprobadas del Programa de Protección del Aire en la Comunidad del AB 617. El Distrito opera este programa.
- Propuesta 1B – <http://valleyair.org/grants/locomotives-prop1b.htm> Este programa incentiva la reducción de las emisiones y los riesgos de la salud relacionados con el desplazamiento de carga en los corredores de comercio de California a través de la actualización a tecnología más limpia o la instalación de sistemas de captura y control de emisiones.
- Hasta la fecha, el Distrito ha destinado casi \$66 millones para financiar el reemplazo de motores viejos de locomotora de alta contaminación por nuevos motores de locomotora de Nivel 4 verificados por CARB.
- El Distrito de Control de Contaminación del Aire (Air Pollution Control District, APCD) de South Coast administra el financiamiento del fideicomiso de mitigación ambiental de Volkswagen en nombre del estado de California para reemplazar los motores locomotora de alta contaminación de California por nuevos motores de locomotora de Nivel 4 de baja contaminación comprobados por la CARB. Este programa se lanzará en otoño de 2019.
<http://www.aqmd.gov/vw>

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2021

Descripción de las Acciones Propuestas: ~~El objetivo de esta acción es reemplazar hasta dos (2) locomotoras viejas y altamente contaminantes que operan dentro de la comunidad. El monto de financiamiento propuesto de \$5,200,000 cubriría hasta el 95% del costo de reemplazar hasta dos (2) locomotoras diésel a \$2,600,000 cada una utilizando la metodología aprobada por la Mesa Directiva. Se estima que esta medida logra reducción de emisiones de 2.8 toneladas de partículas de diésel de PM2.5 y 126 toneladas de NOx.~~

En este momento, el Comité Directivo de la Comunidad de Centro-Sur Fresno no está interesado en el Distrito financiando las locomotoras como parte de la implementación del CERP de Centro-Sur Fresno, y en su lugar solicitó que los \$5,200,000 se reasignen a otros programas, incluyendo HD.7 para el reemplazo de Autobuses Escolares.

HD.10: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR LOCOTRACTORES Y LOCOMOTORAS DE MANIOBRAS A DIÉSEL POR TECNOLOGÍA NUEVA DE MOTORES LIMPIOS

Resumen: Proporcionar financiamiento para incentivos para el reemplazo de locotractores viejos o locomotoras de maniobras viejas de alta contaminación por locotractores o locomotoras de maniobras nuevos con tecnología limpia que operen en y cerca del centro sur de Fresno.

El reemplazo de locotractores o locomotoras de maniobras viejos es importante para reducir la exposición del público a las emisiones de diésel, incluyendo NOx y PM 2.5. Estos contaminantes afectan de manera negativa a la salud humana, especialmente en el caso de las poblaciones sensibles, como los niños y los adultos mayores. Los locotractores o las locomotoras de maniobras nuevos de tecnología limpia son significativamente más limpios que los locotractores o las locomotoras de maniobras a diésel viejos y no controlados.

El Distrito ofrece dos programas de incentivos para las flotillas de locomotoras interesadas en la transición a tecnología más nueva y limpia, incluyendo:

- Programa de Trabajo Pesado: <http://valleyair.org/grants/locomotive.htm>. Los reemplazos de locomotoras, incluyendo las locomotoras de maniobras y los locotractores, se pueden financiar como una categoría de proyecto elegible según el uso del financiamiento del Distrito que se proporciona para apoyar el AB 617. Estos proyectos se administran según las pautas del Programa Carl Moyer y están sujetos a los requisitos adicionales contenidos en las pautas aprobadas del Programa de Protección del Aire en la Comunidad del AB 617. El Distrito opera este programa.
- Propuesta 1B – <http://valleyair.org/grants/locomotives-prop1b.htm> Este programa incentiva la reducción de las emisiones y los riesgos de la salud relacionados

con el desplazamiento de carga en los corredores de comercio de California a través de la actualización a tecnología más limpia o la instalación de sistemas de captura y control de emisiones.

- Hasta la fecha, el Distrito ha destinado casi \$66 millones para financiar el reemplazo de motores viejos de locomotora de alta contaminación por nuevos motores de locomotora de Nivel 4 verificados por la CARB.
- El Distrito de Control de Contaminación del Aire (Air Pollution Control District, APCD) de South Coast administra el financiamiento del fideicomiso de mitigación ambiental de Volkswagen en nombre del estado de California para reemplazar los motores locomotora de alta contaminación de California por nuevos motores de locomotora de Nivel 4 de baja contaminación comprobados por la CARB. Este programa se lanzará en otoño de 2019.
<http://www.aqmd.gov/vw>

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2020 a 2024

Descripción de las Acciones Propuestas: El objetivo de esta acción es reemplazar hasta tres (3) motores y/o locomotoras de vagones ferroviarios altamente contaminantes que operan dentro y alrededor de la comunidad. El monto de financiamiento propuesto de \$4,100,000 cubriría hasta el 95% del costo de reemplazar hasta tres (3) motores diésel y/o locomotoras decambio a \$1,340,875 cada uno, utilizando una metodología aprobada por la Mesa Directiva. Las reducciones de emisiones estimadas asociadas con esta medida incluyen 1.75 toneladas de partículas de diésel de PM2.5 y 66.5 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Demasiado dinero para el retorno de la inversión
- Gastar menos dinero en esta medida y más en otras medidas que beneficien a la comunidad

Comentarios sobre la implementación:

- ¿A dónde deberían trasladarse los fondos originalmente planeados para las locomotoras?
- ¿Tiene contactos en las terminales ferroviarias que podrían utilizarse?
- ¿Sería útil información adicional sobre locomotoras o conmutadores para tomar decisiones sobre la financiación de este tipo de proyectos?

C.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENT TO REDUCE EMISSIONS FROM OLDER, HIGH POLLUTING CARS

Overview: The goal of this strategy is to reduce emissions of high emitting passenger vehicles that may be in need of repair. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley. Through the District's Tune In Tune Up Program, financial incentives up to \$850 are available for emissions related repairs of high emitting vehicles. Through the program weekend testing events are held to determine if vehicles are in need of emissions related repairs. Approved participants are provided vouchers which can be utilized for the necessary smog tests, diagnostic work and emissions related repairs at participating STAR certified smog shops.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2020-2023

Description of Proposed Actions: This strategy would provide funding for a Tune In Tune Up event in the community of South Central Fresno and funding for vehicle repairs. This measure would provide up to \$850 in vehicle emissions related repairs. The overall cost of this measure is \$1,000,000 which would provide funding for the event related expenses as well as 1,250 vehicle repairs. This measure is expected to achieve 11.6 tons of NOx.

What we've heard so far:

- Expand program to high pollution areas only
- High priority
- More widespread announcements
- Host smaller, more frequent in area

Implementation feedback:

- What is the best frequency?
- What barriers do you see to community members to taking advantage of program?
 - How do we change that?
- Events have been held at the Fresno Fairgrounds, is this the best location for the community?
- What is the best approach for outreach to community members?

HD.1: INCENTIVE PROGRAM FOR HEAVY DUTY TRUCKS REPLACEMENT WITH ZERO AND NEAR ZERO EMISSION TECHNOLOGY

Overview: The goal of this strategy is to reduce emissions from heavy duty diesel trucks operating in the South Central Fresno community. The District currently offers incentives up to \$200,000 for the replacement of an in use diesel truck with cleaner technology, including battery electric, hybrid and near zero emission trucks. Heavy duty diesel trucks are currently subject to the state on-road truck and bus regulation which will require fleet turnover to 2010 emission standard compliant engines. Advances in engine technology have resulted in cleaner engines or battery electric units in some applications. By reducing or eliminating emissions from heavy duty trucks significant PM2.5, diesel particulate matter, and NOx emissions reductions can be achieved.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy would provide enhanced outreach and access to incentive funding for zero and near-zero emissions clean truck technologies that operate within the community. This strategy would rely on the Board-approved methodology and funding levels currently available in the District's truck replacement incentive program. This measure would replace 75 older, heavy duty diesel trucks operating in South Central Fresno with zero or near zero emission technology at an expected cost of \$7,500,000. The emission reductions associated with this measure would achieve 0.66 tons of PM2.5 diesel particulate matter, and 246 tons of NOx.

What we've heard so far:

- Focus on vehicles in neighborhoods
- Prioritize businesses within community
- Provide goal that % of fleet for distribution centers be zero/near-zero and use that to prioritize

Implementation Feedback

- How to prioritize vehicles for funding?
 - Greatest emissions reduction?
 - Small fleets vs large fleets? Fleets must be in compliance with applicable regulations including state truck and bus regulation
 - Vehicle Technology preference? (natural gas, low NOx, battery electric)
- Preferred outreach activities?

HD.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO ~~OR NEAR-ZERO~~ EMISSION SCHOOL BUSES

Overview: To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding South-Central Fresno.

Replacing older school buses is important to reduce children's exposure to diesel emissions including NOx and PM2.5 and these pollutants negatively impact human health, especially for sensitive populations such as children. New, zero-emission battery electric and near-zero emission natural gas powered school buses are significantly cleaner than older diesel buses.

Emissions from school buses are regulated by the California Air Resources Board Statewide Truck and Bus Regulation that requires transition to cleaner technology over time. Generally phased in by model year.

<https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

The District administers the following incentive programs targeted at reducing emissions from existing school bus fleets with the Valley:

- Electric School Bus Incentive Program – <http://valleyair.org/grants/electric-school-bus.htm>. This program is operated by the District and provides incentives for the replacement of existing older, higher-polluting school buses with new, electric school buses.
- Volkswagen Mitigation Trust – <http://vwbusmoney.valleyair.org/>
The VW Mitigation Trust has \$130 million in funds to replace older, high-polluting transit, school, and shuttle buses with new battery-electric or fuel-cell buses. Replacing an older bus with a zero-emission bus eliminates particulate matter and other pollutants that impact children and residents riding the buses, as well as residents throughout California communities. This statewide program is being administered by the District.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: The goal of this action is to replace up to 16 school buses, operated by Fresno Unified School District, Fowler Unified School District and/or Central Unified School District with zero-emission battery-electric school buses that operate within the community, utilizing Board-approved methodology. The proposed funding amount of \$6,400,000 would cover up to 100% of the cost of replacing up to 16 diesel school buses with electric buses at \$400,000 each. Estimated emissions

reductions associated with this measure include **8.32** tons of PM2.5 consisting of diesel particulate matter and **20.8** tons of NOx.

What we've heard so far:

- More funding for more than 16 school buses (24)
- High priority measure
- Give buses directly to schools

Implementation questions:

- Is a target of 24 buses sufficient?
- How do we prioritize/target schools?
- Do you have contacts at school districts we can leverage?
- Provide flexibility to school districts to operate busses throughout the District with a priority to routes in the community?

HD.9: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

Overview: To provide incentive funding for the replacement of older, high polluting locomotives with new clean-technology locomotives operating within and surrounding South-Central Fresno.

Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM2.5 in the form of diesel particulate and NOx. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology locomotives generate significantly lower emissions than older, uncontrolled diesel locomotives.

The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:

- Heavy-Duty Program – <http://valleyair.org/grants/locomotive.htm>. Locomotive replacements can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
- Proposition 1B - <http://valleyair.org/grants/locomotives-prop1b.htm>
This program incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.
- To date, The District has administered nearly \$66million to fund the replacement of old, high-polluting locomotive engines with new, tier 4 and CARB verified locomotive engines.
- South Coast APCD is administering the Volkswagen Environmental Mitigation Trust Funding on behalf of the State of California to replace high-polluting locomotive engines throughout California with newer, low-polluting Tier 4, CARB verified locomotive engines. This program will be launching in the fall of 2019.
<http://www.aqmd.gov/vw/>

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021

Description of Proposed Actions: ~~The goal of this action is to replace up to two (2) older, high-polluting locomotives operating within the community. The proposed funding amount of \$5,200,000 would cover up to 95% of the cost of replacing up to two (2)~~

~~diesel locomotives at \$2,600,000 each utilizing Board-approved methodology. This measure is estimated to achieve 2.8 tons of PM2.5 diesel particulate matter, and 126 tons of NOx emissions reductions.~~

At this time, the South Central Fresno Community Steering Committee is not interested in the District funding locomotives as a part of the SC Fresno CERP implementation, and instead requested that the \$5,200,000 be reallocated to other programs, including HD.7 for replacement of School Buses.

HD.10: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL RAILCAR MOVERS AND SWITCHER LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

Overview: To provide incentive funding for the replacement of older, high polluting railcar movers and/or switcher locomotives with new clean-technology railcar movers and/or switcher locomotives operating within and surrounding South-Central Fresno.

Replacing older railcar movers and/or switcher locomotives is important to reduce the public's exposure to diesel emissions including NOx and PM2.5. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology railcar movers and/or switcher locomotives are significantly cleaner than older uncontrolled diesel railcar movers and/or switcher locomotives.

The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:

- Heavy-Duty Program – <http://valleyair.org/grants/locomotive.htm>. Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
- Proposition 1B - <http://valleyair.org/grants/locomotives-prop1b.htm>
This program incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.
- To date, the District has administered nearly \$66 million to fund the replacement of old, high-polluting locomotive engines with new, Tier 4 and CARB verified locomotive engines.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2020-2024

Description of Proposed Actions: The goal of this action is to replace up to three (3) older, high-polluting railcar movers and/or switcher locomotives operating within and surrounding the community. The proposed funding amount of \$4,100,000 would cover up to 95% of the cost of replacing up to three (3) diesel railcar movers and/or switcher locomotives at \$1,340,875 each, utilizing Board-approved methodology. Estimated emissions reductions associated with this measure include 1.75 tons of PM2.5 consisting of diesel particulate matter and 66.5 tons of NOx.

What we've heard so far:

- Too much money for return on investment
- Spend less money on this measure and more on other measures that benefit the community

Implementation Feedback:

- Where should the funding originally planned for locomotives be moved to?
- Do you have contacts at the railyards that could be utilized?
- Would additional information about locomotives or switchers be helpful in making decisions about funding these types of projects?

Actualización sobre la Implementación de las Estrategias de Incentivos del CERP

Comité Directivo Fresno
11 de marzo de 2020

Regulaciones y Cumplimiento

Móvil: CARB

- **Vehículos En Carretera/Todo Torreno (camiones, autobuses, vehículos):** Regulaciones Actuales y NUEVAS a nivel Estatal y Cumplimiento
- **Aviones y Trenes:** Normas y Regulaciones de la EPA

Estacionario: Distrito

- **Fuentes industriales, estaciones de servicio, motores estacionarios, etc:** Más de 650 regulaciones en todo el Distrito y cumplimiento

Todo el Área: Distrito

- **Quema de Leña Residencial:** Regulación y cumplimiento en todo el Distrito
- **Polvo fugitivo:** Regulación y cumplimiento en todo el Distrito

Todos los incentivos deben ir **más allá de** las regulaciones existentes.
Los incentivos **no pueden** ayudar a las personas a cumplir con la regulación.

Las Principales Prioridades de las Medidas de Incentivos del Comité

- HD.7 Reemplazo de Autobus Escolar
- HD.1 Remplazo de Camiones de Servicio Pesado
- LG.1 Equipo Residencial para Pasto y Jardín
- C.1 Organizar Eventos Tune-In Tune-Up
- RB.1 Incentivos para la Quema de Leña Residencial
- HD.2 Camiones de Patio de Cero Emisiones
- SD.1 Instalaciones de Energía Solar Residenciales y Comerciales
- HD.3 Carga para Unidades de Refrigeración para Transporte y Camiones de Patio
- HD.4 Infraestructura de Combustible Alternativo de Servicio Pesado
- CC.1 Reducciones de PM de Parrillas Comerciales
- AG.1 Alternativas a la Quema Agrícola
- LG.2 Reemplazo de Equipo Comercial para Pasto y Jardín
- ~~HD.9 Reemplazo de Locomotoras~~
- HD.10 Reemplazo de Locotractores y Locomotoras de Maniobras
- PF.1 Reemplazo de Vehículos de Flotillas Públicas
- C.2 Opciones de Reemplazo de Vehículos de Pasajeros

Directrices de Protección del Aire Comunitario

- CARB aprobó las directrices de Protección del Aire Comunitario (CAP, por sus siglas en inglés) para la implementación de la financiación de AB 617
- Incluye las siguientes categorías de programas de incentivos aprobados existentes:
 - Programa Carl Moyer
 - Prop 1b Camiones de Servicio Pesado
 - Operaciones de Cromado
 - Escuelas (incluyendo filtros, transporte, y productos de madera compuesta)
- Proporcionará un marco para desarrollar e implementar medidas del CERP basadas en incentivos basados en la comunidad

Las Principales Prioridades de las Medidas de Incentivos del Comité

- HD.7 Reemplazo de Autobus Escolar
- HD.1 Remplazo de Camiones de Servicio Pesado
- LG.1 Equipo Residencial para Pasto y Jardín
- C.1 Organizar Eventos Tune-In Tune-Up
- RB.1 Incentivos para la Quema de Leña Residencial
- HD.2 Camiones de Patio de Cero Emisiones
- SD.1 Instalaciones de Energía Solar Residenciales y Comerciales
- HD.3 Carga para Unidades de Refrigeración para Transporte y Camiones de Patio
- HD.4 Infraestructura de Combustible Alternativo de Servicio Pesado
- CC.1 Reducciones de PM de Parrillas Comerciales
- AG.1 Alternativas a la Quema Agrícola
- LG.2 Reemplazo de Equipo Comercial para Pasto y Jardín
- ~~HD.9 Reemplazo de Locomotoras~~
- HD.10 Reemplazo de Locotractores y Locomotoras de Maniobras
- PF.1 Reemplazo de Vehículos de Flotillas Públicas
- C.2 Passenger Vehicle Replacement Options

Proceso de Aprobación de CARB para Directrices de Incentivos del CERP

- CARB está desarrollando una guía para la aprobación de medidas del CERP que no están actualmente en las directrices del CAP
 - Quema de Leña Residencial, Tune In Tune Up, Alternativas a la Quema Agrícola, etc.
- Distritos están trabajando en colaboración con CARB para finalizar la orientación para su incorporación a las directrices del CAP
- Espere que las directrices se incorporen a las directrices del CAP en los próximos meses
- Después de la aprobación, el Distrito debe presentar las directrices para cada medida del CERP identificada por la comunidad a ARB para su aprobación
- La fecha límite de liquidación para la financiación actual es junio de 2022
 - ¡El tiempo es la esencia!

Medidas de Incentivos del CERP en Proceso

- Reemplazos de autobuses escolares eléctricos (Distrito Escolar de Fowler)
- Reemplazo de camiones de servicio pesado con emisiones casi cero
- Infraestructura de combustible limpio para apoyar el despliegue de vehículos pesados de servicio pesado de emisiones cero y casi cero

C.1: PROGRAMA DE INCENTIVOS PARA ORGANIZAR UN EVENTO LOCAL DE TUNE IN TUNE UP PARA REDUCIR LAS EMISIONES PROVENIENTES DE AUTOMÓVILES VIEJOS DE ALTA CONTAMINACIÓN

Resumen: El objetivo de esta estrategia es reducir las emisiones de vehículos de pasajeros de altas emisiones que puedan necesitar reparaciones. Es importante reducir las emisiones provenientes de los vehículos de pasajeros debido a su contribución a la formación del ozono del Valle. A través del programa del Distrito Tune In Tune Up, existen incentivos financieros de hasta \$850 disponibles para reparaciones relacionadas con las emisiones de los vehículos de altas emisiones. A través del programa, se llevan a cabo eventos de pruebas de emisiones los fines de semana para determinar si los vehículos requieren reparaciones relacionadas con las emisiones. A los participantes aprobados, se les proporcionan vales que pueden utilizarse para las pruebas necesarias de smog, trabajo diagnóstico y reparaciones relacionadas con las emisiones en talleres de smog participantes certificados por STAR.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2020-[2023](#)

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría financiamiento para un evento de Tune In Tune Up en la comunidad de Centro-Sur Fresno y financiamiento para reparaciones de vehículos. Esta medida proporcionaría hasta \$850 en reparaciones relacionadas con las emisiones de los vehículos. El costo total de esta medida es de \$1,000,000 que proporcionarían financiamiento para los gastos relacionados con el evento, así como 1,250 reparaciones de vehículos. Se espera que esta medida logre reducciones de emisiones de 11.6 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Ampliar el programa solo a áreas de alta contaminación.
- Alta prioridad
- Anuncios más difundidos
- Organizar este tipo de eventos más pequeños, más frecuente en el área

Comentarios de implementación:

- ¿Cuál es la mejor frecuencia?
- ¿Qué barreras ve para los miembros de la comunidad para aprovechar el programa?
 - ¿Cómo podemos cambiar eso?
- Se han llevado a cabo estos eventos en los terrenos de la feria de Fresno, ¿es este el mejor lugar para la comunidad?
- ¿Cuál es el mejor enfoque para llegar a los miembros de la comunidad?

HD.1: PROGRAMA DE INCENTIVOS PARA EL REEMPLAZO DE CAMIONES DE TRABAJO PESADO POR TECNOLOGÍA DE CERO O CASI CERO EMISIONES

Resumen: El objetivo de esta estrategia es reducir las emisiones de los camiones a diésel de trabajo pesado que operan en la comunidad de Centro-Sur Fresno.

Actualmente, el Distrito ofrece incentivos de hasta \$200,000 para el reemplazo de un camión a diésel hoy en uso por tecnología más limpia, incluyendo camiones eléctricos con batería, híbridos y de casi cero emisiones. Los camiones a diésel de trabajo pesado actualmente están sujetos a la regulación estatal de camiones y autobuses automotores para carretera que exigirá el cambio de flotillas por motores que cumplan los estándares de emisiones de 2010. Los avances en la tecnología de motores han dado lugar a motores más limpios o unidades de baterías eléctricas en algunas aplicaciones. Al reducir o eliminar las emisiones de los camiones de trabajo pesado se pueden lograr significativas reducciones de emisiones de PM2.5, partículas de diésel, y de NOx.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2019 a 2024

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría un mayor alcance y acceso a fondos de incentivos para tecnologías de camiones con cero y casi cero emisiones que operan dentro de la comunidad. Esta estrategia se basaría en la metodología aprobada por la Mesa Directiva y los niveles de financiación actualmente disponibles en el programa de incentivos de reemplazo de camiones del Distrito. Esta medida reemplazaría 75 camiones diésel de servicio pesado más antiguos que operan en Centro-Sur Fresno con tecnología de cero o casi cero emisiones a un costo esperado de \$7,500,000. Las reducciones de emisiones asociadas con esta medida alcanzarían 0.66 toneladas de partículas de diésel PM2.5 y 246 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Centrarse en vehículos en vecindarios
- Priorizar los negocios dentro de la comunidad
- Proporcionar el objetivo de que el % de la flotilla para los centros de distribución sea cero/casi cero y usarlo para priorizar

Comentarios sobre la Implementación

- ¿Cómo priorizar los vehículos para su financiación?
 - ¿La mayor reducción de emisiones?
 - Flotillas pequeñas vs flotillas grandes? Las flotillas deben cumplir con las regulaciones aplicables, incluyendo las regulaciones estatales de camiones y autobuses
 - ¿Preferencia de tecnología del vehículo? (gas natural, bajo NOx, batería eléctrica)
- ¿Actividades de alcance preferidas?

HD.7: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR AUTOBUSES ESCOLARES A DIÉSEL VIEJOS POR AUTOBUSES ESCOLARES DE CERO O CASI CERO EMISIONES

Resumen: Proporcionar mayor difusión y acceso al financiamiento para incentivos para el reemplazo de autobuses escolares viejos de alta contaminación por autobuses escolares nuevos de cero o casi cero emisiones que operen en y cerca del Centro-Sur de Fresno.

El reemplazo de los autobuses escolares viejos es importante para reducir la exposición de los niños a las emisiones de diésel, incluyendo NOx y PM2.5, y estos contaminantes afectan de manera negativa a la salud humana, especialmente en el caso de las poblaciones sensibles, como los niños. Los nuevos autobuses escolares eléctricos con batería de cero y casi cero emisiones que funcionan con gas natural son mucho más limpios que los autobuses viejos a diésel.

La regulación estatal de autobuses y camiones de la Junta de Recursos del Aire de California regula las emisiones de los autobuses escolares y exige la transición a tecnología más limpia con el tiempo. Por lo general, en etapas por año de modelo. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

El Distrito administra los siguientes programas de incentivos enfocados en reducir las emisiones de las flotillas de autobuses escolares existentes en el Valle:

- Programa de Incentivos para Autobuses Eléctricos – <http://valleyair.org/grants/electric-school-bus.htm> El Distrito opera este programa y proporciona incentivos para el reemplazo de autobuses escolares existentes viejos y de alta contaminación por autobuses escolares eléctricos nuevos.
- Fideicomiso de Mitigación de Volkswagen – <http://vwbusmoney.valleyair.org/> El Fideicomiso de Mitigación de Volkswagen (VW) tiene \$130 millones en fondos para reemplazar autobuses escolares, colectivos y de transporte viejos y muy contaminantes por nuevos autobuses eléctricos con batería o autobuses de pila de combustible. El reemplazo de un autobús viejo por un autobús de cero emisiones elimina materia particulada y otros contaminantes que afectan a los niños y los residentes que viajan en los autobuses, así como a los residentes de todas las comunidades de California. El Distrito administra este programa estatal.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2019 a 2024

Descripción de las acciones propuestas: El objetivo de esta acción es reemplazar hasta 16 autobuses escolares operados por el Distrito Escolar Unificado de Fresno, el

Distrito Escolar Unificado de Fowler o el Distrito Escolar Unificado Central por autobuses escolares eléctricos con batería de cero emisiones que operen en la comunidad, utilizando metodología aprobada por la Mesa Directiva. El monto del financiamiento propuesto de \$6,400,000 cubriría hasta el 100% del costo de reemplazar hasta 16 autobuses escolares a diésel por autobuses escolares eléctricos de \$400,000 cada uno.

Las reducciones de emisiones estimadas asociadas con esta medida incluyen 8.32 toneladas de PM2.5 que consisten en partículas de diésel y 20.8 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Más fondos para más de 16 autobuses escolares (24)
- Medida de alta prioridad
- Dar autobuses directamente a las escuelas

Preguntas de implementación:

- ¿Es suficiente un objetivo de 24 autobuses?
- ¿Cómo priorizamos a las escuelas?
- ¿Tiene contactos en los distritos escolares que podemos aprovechar?
- ¿Proporcionar flexibilidad a los distritos escolares para operar autobuses a través del Distrito con una prioridad para las rutas dentro de la comunidad?

HD.9: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR LOCOMOTORAS A DIÉSEL VIEJAS POR TECNOLOGÍA NUEVA DE MOTORES LIMPIOS

Resumen: Proporcionar financiamiento para incentivos para el reemplazo de locomotoras viejas de alta contaminación por locomotoras nuevas de tecnología limpia que operen en y cerca de Centro-Sur Fresno.

Reemplazar las locomotoras más antiguas es importante para reducir la exposición del público a las emisiones de diésel, incluyendo PM2.5 en forma de partículas de diésel y NOx. Estos contaminantes afectan negativamente la salud humana, especialmente para poblaciones sensibles como los niños y los ancianos. Las nuevas locomotoras de tecnología limpia generan emisiones significativamente más bajas que las locomotoras diésel no controladas más antiguas.

El Distrito ofrece dos programas de incentivos para las flotillas de locomotoras interesadas en la transición a tecnología más nueva y limpia, incluyendo:

- Programa de Trabajo Pesado – <http://valleyair.org/grants/locomotive.htm>. Los reemplazos de locomotoras se pueden financiar como una categoría de proyecto elegible según el uso del financiamiento del Distrito que se proporciona para apoyar el AB 617. Estos proyectos se administran según las pautas del Programa Carl Moyer y están sujetos a los requisitos adicionales contenidos en las pautas aprobadas del Programa de Protección del Aire en la Comunidad del AB 617. El Distrito opera este programa.
- Propuesta 1B – <http://valleyair.org/grants/locomotives-prop1b.htm> Este programa incentiva la reducción de las emisiones y los riesgos de la salud relacionados con el desplazamiento de carga en los corredores de comercio de California a través de la actualización a tecnología más limpia o la instalación de sistemas de captura y control de emisiones.
- Hasta la fecha, el Distrito ha destinado casi \$66 millones para financiar el reemplazo de motores viejos de locomotora de alta contaminación por nuevos motores de locomotora de Nivel 4 verificados por CARB.
- El Distrito de Control de Contaminación del Aire (Air Pollution Control District, APCD) de South Coast administra el financiamiento del fideicomiso de mitigación ambiental de Volkswagen en nombre del estado de California para reemplazar los motores locomotora de alta contaminación de California por nuevos motores de locomotora de Nivel 4 de baja contaminación comprobados por la CARB. Este programa se lanzará en otoño de 2019.
<http://www.aqmd.gov/vw>

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2021

Descripción de las Acciones Propuestas: ~~El objetivo de esta acción es reemplazar hasta dos (2) locomotoras viejas y altamente contaminantes que operan dentro de la comunidad. El monto de financiamiento propuesto de \$5,200,000 cubriría hasta el 95% del costo de reemplazar hasta dos (2) locomotoras diésel a \$2,600,000 cada una utilizando la metodología aprobada por la Mesa Directiva. Se estima que esta medida logra reducción de emisiones de 2.8 toneladas de partículas de diésel de PM2.5 y 126 toneladas de NOx.~~

En este momento, el Comité Directivo de la Comunidad de Centro-Sur Fresno no está interesado en el Distrito financiando las locomotoras como parte de la implementación del CERP de Centro-Sur Fresno, y en su lugar solicitó que los \$5,200,000 se reasignen a otros programas, incluyendo HD.7 para el reemplazo de Autobuses Escolares.

HD.10: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR LOCOTRACTORES Y LOCOMOTORAS DE MANIOBRAS A DIÉSEL POR TECNOLOGÍA NUEVA DE MOTORES LIMPIOS

Resumen: Proporcionar financiamiento para incentivos para el reemplazo de locotractores viejos o locomotoras de maniobras viejas de alta contaminación por locotractores o locomotoras de maniobras nuevos con tecnología limpia que operen en y cerca del centro sur de Fresno.

El reemplazo de locotractores o locomotoras de maniobras viejos es importante para reducir la exposición del público a las emisiones de diésel, incluyendo NOx y PM 2.5. Estos contaminantes afectan de manera negativa a la salud humana, especialmente en el caso de las poblaciones sensibles, como los niños y los adultos mayores. Los locotractores o las locomotoras de maniobras nuevos de tecnología limpia son significativamente más limpios que los locotractores o las locomotoras de maniobras a diésel viejos y no controlados.

El Distrito ofrece dos programas de incentivos para las flotillas de locomotoras interesadas en la transición a tecnología más nueva y limpia, incluyendo:

- Programa de Trabajo Pesado: <http://valleyair.org/grants/locomotive.htm>. Los reemplazos de locomotoras, incluyendo las locomotoras de maniobras y los locotractores, se pueden financiar como una categoría de proyecto elegible según el uso del financiamiento del Distrito que se proporciona para apoyar el AB 617. Estos proyectos se administran según las pautas del Programa Carl Moyer y están sujetos a los requisitos adicionales contenidos en las pautas aprobadas del Programa de Protección del Aire en la Comunidad del AB 617. El Distrito opera este programa.
- Propuesta 1B – <http://valleyair.org/grants/locomotives-prop1b.htm> Este programa incentiva la reducción de las emisiones y los riesgos de la salud relacionados

con el desplazamiento de carga en los corredores de comercio de California a través de la actualización a tecnología más limpia o la instalación de sistemas de captura y control de emisiones.

- Hasta la fecha, el Distrito ha destinado casi \$66 millones para financiar el reemplazo de motores viejos de locomotora de alta contaminación por nuevos motores de locomotora de Nivel 4 verificados por la CARB.
- El Distrito de Control de Contaminación del Aire (Air Pollution Control District, APCD) de South Coast administra el financiamiento del fideicomiso de mitigación ambiental de Volkswagen en nombre del estado de California para reemplazar los motores locomotora de alta contaminación de California por nuevos motores de locomotora de Nivel 4 de baja contaminación comprobados por la CARB. Este programa se lanzará en otoño de 2019.
<http://www.aqmd.gov/vw>

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2020 a 2024

Descripción de las Acciones Propuestas: El objetivo de esta acción es reemplazar hasta tres (3) motores y/o locomotoras de vagones ferroviarios altamente contaminantes que operan dentro y alrededor de la comunidad. El monto de financiamiento propuesto de \$4,100,000 cubriría hasta el 95% del costo de reemplazar hasta tres (3) motores diésel y/o locomotoras decambio a \$1,340,875 cada uno, utilizando una metodología aprobada por la Mesa Directiva. Las reducciones de emisiones estimadas asociadas con esta medida incluyen 1.75 toneladas de partículas de diésel de PM2.5 y 66.5 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Demasiado dinero para el retorno de la inversión
- Gastar menos dinero en esta medida y más en otras medidas que beneficien a la comunidad

Comentarios sobre la implementación:

- ¿A dónde deberían trasladarse los fondos originalmente planeados para las locomotoras?
- ¿Tiene contactos en las terminales ferroviarias que podrían utilizarse?
- ¿Sería útil información adicional sobre locomotoras o conmutadores para tomar decisiones sobre la financiación de este tipo de proyectos?

C.1: PROGRAMA DE INCENTIVOS PARA ORGANIZAR UN EVENTO LOCAL DE TUNE IN TUNE UP PARA REDUCIR LAS EMISIONES PROVENIENTES DE AUTOMÓVILES VIEJOS DE ALTA CONTAMINACIÓN

Resumen: El objetivo de esta estrategia es reducir las emisiones de vehículos de pasajeros de altas emisiones que puedan necesitar reparaciones. Es importante reducir las emisiones provenientes de los vehículos de pasajeros debido a su contribución a la formación del ozono del Valle. A través del programa del Distrito Tune In Tune Up, existen incentivos financieros de hasta \$850 disponibles para reparaciones relacionadas con las emisiones de los vehículos de altas emisiones. A través del programa, se llevan a cabo eventos de pruebas de emisiones los fines de semana para determinar si los vehículos requieren reparaciones relacionadas con las emisiones. A los participantes aprobados, se les proporcionan vales que pueden utilizarse para las pruebas necesarias de smog, trabajo diagnóstico y reparaciones relacionadas con las emisiones en talleres de smog participantes certificados por STAR.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2020-[2023](#)

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría financiamiento para un evento de Tune In Tune Up en la comunidad de Centro-Sur Fresno y financiamiento para reparaciones de vehículos. Esta medida proporcionaría hasta \$850 en reparaciones relacionadas con las emisiones de los vehículos. El costo total de esta medida es de \$1,000,000 que proporcionarían financiamiento para los gastos relacionados con el evento, así como 1,250 reparaciones de vehículos. Se espera que esta medida logre reducciones de emisiones de 11.6 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Ampliar el programa solo a áreas de alta contaminación.
- Alta prioridad
- Anuncios más difundidos
- Organizar este tipo de eventos más pequeños, más frecuente en el área

Comentarios de implementación:

- ¿Cuál es la mejor frecuencia?
- ¿Qué barreras ve para los miembros de la comunidad para aprovechar el programa?
 - ¿Cómo podemos cambiar eso?
- Se han llevado a cabo estos eventos en los terrenos de la feria de Fresno, ¿es este el mejor lugar para la comunidad?
- ¿Cuál es el mejor enfoque para llegar a los miembros de la comunidad?

HD.1: PROGRAMA DE INCENTIVOS PARA EL REEMPLAZO DE CAMIONES DE TRABAJO PESADO POR TECNOLOGÍA DE CERO O CASI CERO EMISIONES

Resumen: El objetivo de esta estrategia es reducir las emisiones de los camiones a diésel de trabajo pesado que operan en la comunidad de Centro-Sur Fresno.

Actualmente, el Distrito ofrece incentivos de hasta \$200,000 para el reemplazo de un camión a diésel hoy en uso por tecnología más limpia, incluyendo camiones eléctricos con batería, híbridos y de casi cero emisiones. Los camiones a diésel de trabajo pesado actualmente están sujetos a la regulación estatal de camiones y autobuses automotores para carretera que exigirá el cambio de flotillas por motores que cumplan los estándares de emisiones de 2010. Los avances en la tecnología de motores han dado lugar a motores más limpios o unidades de baterías eléctricas en algunas aplicaciones. Al reducir o eliminar las emisiones de los camiones de trabajo pesado se pueden lograr significativas reducciones de emisiones de PM2.5, partículas de diésel, y de NOx.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2019 a 2024

Descripción de las Acciones Propuestas: Esta estrategia proporcionaría un mayor alcance y acceso a fondos de incentivos para tecnologías de camiones con cero y casi cero emisiones que operan dentro de la comunidad. Esta estrategia se basaría en la metodología aprobada por la Mesa Directiva y los niveles de financiación actualmente disponibles en el programa de incentivos de reemplazo de camiones del Distrito. Esta medida reemplazaría 75 camiones diésel de servicio pesado más antiguos que operan en Centro-Sur Fresno con tecnología de cero o casi cero emisiones a un costo esperado de \$7,500,000. Las reducciones de emisiones asociadas con esta medida alcanzarían 0.66 toneladas de partículas de diésel PM2.5 y 246 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Centrarse en vehículos en vecindarios
- Priorizar los negocios dentro de la comunidad
- Proporcionar el objetivo de que el % de la flotilla para los centros de distribución sea cero/casi cero y usarlo para priorizar

Comentarios sobre la Implementación

- ¿Cómo priorizar los vehículos para su financiación?
 - ¿La mayor reducción de emisiones?
 - Flotillas pequeñas vs flotillas grandes? Las flotillas deben cumplir con las regulaciones aplicables, incluyendo las regulaciones estatales de camiones y autobuses
 - ¿Preferencia de tecnología del vehículo? (gas natural, bajo NOx, batería eléctrica)
- ¿Actividades de alcance preferidas?

HD.7: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR AUTOBUSES ESCOLARES A DIÉSEL VIEJOS POR AUTOBUSES ESCOLARES DE CERO O CASI CERO EMISIONES

Resumen: Proporcionar mayor difusión y acceso al financiamiento para incentivos para el reemplazo de autobuses escolares viejos de alta contaminación por autobuses escolares nuevos de cero o casi cero emisiones que operen en y cerca del Centro-Sur de Fresno.

El reemplazo de los autobuses escolares viejos es importante para reducir la exposición de los niños a las emisiones de diésel, incluyendo NOx y PM2.5, y estos contaminantes afectan de manera negativa a la salud humana, especialmente en el caso de las poblaciones sensibles, como los niños. Los nuevos autobuses escolares eléctricos con batería de cero y casi cero emisiones que funcionan con gas natural son mucho más limpios que los autobuses viejos a diésel.

La regulación estatal de autobuses y camiones de la Junta de Recursos del Aire de California regula las emisiones de los autobuses escolares y exige la transición a tecnología más limpia con el tiempo. Por lo general, en etapas por año de modelo. <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

El Distrito administra los siguientes programas de incentivos enfocados en reducir las emisiones de las flotillas de autobuses escolares existentes en el Valle:

- Programa de Incentivos para Autobuses Eléctricos – <http://valleyair.org/grants/electric-school-bus.htm> El Distrito opera este programa y proporciona incentivos para el reemplazo de autobuses escolares existentes viejos y de alta contaminación por autobuses escolares eléctricos nuevos.
- Fideicomiso de Mitigación de Volkswagen – <http://vwbusmoney.valleyair.org/> El Fideicomiso de Mitigación de Volkswagen (VW) tiene \$130 millones en fondos para reemplazar autobuses escolares, colectivos y de transporte viejos y muy contaminantes por nuevos autobuses eléctricos con batería o autobuses de pila de combustible. El reemplazo de un autobús viejo por un autobús de cero emisiones elimina materia particulada y otros contaminantes que afectan a los niños y los residentes que viajan en los autobuses, así como a los residentes de todas las comunidades de California. El Distrito administra este programa estatal.

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2019 a 2024

Descripción de las acciones propuestas: El objetivo de esta acción es reemplazar hasta 16 autobuses escolares operados por el Distrito Escolar Unificado de Fresno, el

Distrito Escolar Unificado de Fowler o el Distrito Escolar Unificado Central por autobuses escolares eléctricos con batería de cero emisiones que operen en la comunidad, utilizando metodología aprobada por la Mesa Directiva. El monto del financiamiento propuesto de \$6,400,000 cubriría hasta el 100% del costo de reemplazar hasta 16 autobuses escolares a diésel por autobuses escolares eléctricos de \$400,000 cada uno.

Las reducciones de emisiones estimadas asociadas con esta medida incluyen 8.32 toneladas de PM2.5 que consisten en partículas de diésel y 20.8 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Más fondos para más de 16 autobuses escolares (24)
- Medida de alta prioridad
- Dar autobuses directamente a las escuelas

Preguntas de implementación:

- ¿Es suficiente un objetivo de 24 autobuses?
- ¿Cómo priorizamos a las escuelas?
- ¿Tiene contactos en los distritos escolares que podemos aprovechar?
- ¿Proporcionar flexibilidad a los distritos escolares para operar autobuses a través del Distrito con una prioridad para las rutas dentro de la comunidad?

HD.9: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR LOCOMOTORAS A DIÉSEL VIEJAS POR TECNOLOGÍA NUEVA DE MOTORES LIMPIOS

Resumen: Proporcionar financiamiento para incentivos para el reemplazo de locomotoras viejas de alta contaminación por locomotoras nuevas de tecnología limpia que operen en y cerca de Centro-Sur Fresno.

Reemplazar las locomotoras más antiguas es importante para reducir la exposición del público a las emisiones de diésel, incluyendo PM2.5 en forma de partículas de diésel y NOx. Estos contaminantes afectan negativamente la salud humana, especialmente para poblaciones sensibles como los niños y los ancianos. Las nuevas locomotoras de tecnología limpia generan emisiones significativamente más bajas que las locomotoras diésel no controladas más antiguas.

El Distrito ofrece dos programas de incentivos para las flotillas de locomotoras interesadas en la transición a tecnología más nueva y limpia, incluyendo:

- Programa de Trabajo Pesado – <http://valleyair.org/grants/locomotive.htm>. Los reemplazos de locomotoras se pueden financiar como una categoría de proyecto elegible según el uso del financiamiento del Distrito que se proporciona para apoyar el AB 617. Estos proyectos se administran según las pautas del Programa Carl Moyer y están sujetos a los requisitos adicionales contenidos en las pautas aprobadas del Programa de Protección del Aire en la Comunidad del AB 617. El Distrito opera este programa.
- Propuesta 1B – <http://valleyair.org/grants/locomotives-prop1b.htm> Este programa incentiva la reducción de las emisiones y los riesgos de la salud relacionados con el desplazamiento de carga en los corredores de comercio de California a través de la actualización a tecnología más limpia o la instalación de sistemas de captura y control de emisiones.
- Hasta la fecha, el Distrito ha destinado casi \$66 millones para financiar el reemplazo de motores viejos de locomotora de alta contaminación por nuevos motores de locomotora de Nivel 4 verificados por CARB.
- El Distrito de Control de Contaminación del Aire (Air Pollution Control District, APCD) de South Coast administra el financiamiento del fideicomiso de mitigación ambiental de Volkswagen en nombre del estado de California para reemplazar los motores locomotora de alta contaminación de California por nuevos motores de locomotora de Nivel 4 de baja contaminación comprobados por la CARB. Este programa se lanzará en otoño de 2019.
<http://www.aqmd.gov/vw>

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2021

Descripción de las Acciones Propuestas: ~~El objetivo de esta acción es reemplazar hasta dos (2) locomotoras viejas y altamente contaminantes que operan dentro de la comunidad. El monto de financiamiento propuesto de \$5,200,000 cubriría hasta el 95% del costo de reemplazar hasta dos (2) locomotoras diésel a \$2,600,000 cada una utilizando la metodología aprobada por la Mesa Directiva. Se estima que esta medida logra reducción de emisiones de 2.8 toneladas de partículas de diésel de PM2.5 y 126 toneladas de NOx.~~

En este momento, el Comité Directivo de la Comunidad de Centro-Sur Fresno no está interesado en el Distrito financiando las locomotoras como parte de la implementación del CERP de Centro-Sur Fresno, y en su lugar solicitó que los \$5,200,000 se reasignen a otros programas, incluyendo HD.7 para el reemplazo de Autobuses Escolares.

HD.10: PROGRAMA DE INCENTIVOS PARA REEMPLAZAR LOCOTRACTORES Y LOCOMOTORAS DE MANIOBRAS A DIÉSEL POR TECNOLOGÍA NUEVA DE MOTORES LIMPIOS

Resumen: Proporcionar financiamiento para incentivos para el reemplazo de locotractores viejos o locomotoras de maniobras viejas de alta contaminación por locotractores o locomotoras de maniobras nuevos con tecnología limpia que operen en y cerca del centro sur de Fresno.

El reemplazo de locotractores o locomotoras de maniobras viejos es importante para reducir la exposición del público a las emisiones de diésel, incluyendo NOx y PM 2.5. Estos contaminantes afectan de manera negativa a la salud humana, especialmente en el caso de las poblaciones sensibles, como los niños y los adultos mayores. Los locotractores o las locomotoras de maniobras nuevos de tecnología limpia son significativamente más limpios que los locotractores o las locomotoras de maniobras a diésel viejos y no controlados.

El Distrito ofrece dos programas de incentivos para las flotillas de locomotoras interesadas en la transición a tecnología más nueva y limpia, incluyendo:

- Programa de Trabajo Pesado: <http://valleyair.org/grants/locomotive.htm>. Los reemplazos de locomotoras, incluyendo las locomotoras de maniobras y los locotractores, se pueden financiar como una categoría de proyecto elegible según el uso del financiamiento del Distrito que se proporciona para apoyar el AB 617. Estos proyectos se administran según las pautas del Programa Carl Moyer y están sujetos a los requisitos adicionales contenidos en las pautas aprobadas del Programa de Protección del Aire en la Comunidad del AB 617. El Distrito opera este programa.
- Propuesta 1B – <http://valleyair.org/grants/locomotives-prop1b.htm> Este programa incentiva la reducción de las emisiones y los riesgos de la salud relacionados

con el desplazamiento de carga en los corredores de comercio de California a través de la actualización a tecnología más limpia o la instalación de sistemas de captura y control de emisiones.

- Hasta la fecha, el Distrito ha destinado casi \$66 millones para financiar el reemplazo de motores viejos de locomotora de alta contaminación por nuevos motores de locomotora de Nivel 4 verificados por la CARB.
- El Distrito de Control de Contaminación del Aire (Air Pollution Control District, APCD) de South Coast administra el financiamiento del fideicomiso de mitigación ambiental de Volkswagen en nombre del estado de California para reemplazar los motores locomotora de alta contaminación de California por nuevos motores de locomotora de Nivel 4 de baja contaminación comprobados por la CARB. Este programa se lanzará en otoño de 2019.
<http://www.aqmd.gov/vw>

Agencia que Implementa: SJVAPCD

Tipo de Acción: Incentivos

Implementación: 2020 a 2024

Descripción de las Acciones Propuestas: El objetivo de esta acción es reemplazar hasta tres (3) motores y/o locomotoras de vagones ferroviarios altamente contaminantes que operan dentro y alrededor de la comunidad. El monto de financiamiento propuesto de \$4,100,000 cubriría hasta el 95% del costo de reemplazar hasta tres (3) motores diésel y/o locomotoras decambio a \$1,340,875 cada uno, utilizando una metodología aprobada por la Mesa Directiva. Las reducciones de emisiones estimadas asociadas con esta medida incluyen 1.75 toneladas de partículas de diésel de PM2.5 y 66.5 toneladas de NOx.

Lo que hemos escuchado hasta ahora:

- Demasiado dinero para el retorno de la inversión
- Gastar menos dinero en esta medida y más en otras medidas que beneficien a la comunidad

Comentarios sobre la implementación:

- ¿A dónde deberían trasladarse los fondos originalmente planeados para las locomotoras?
- ¿Tiene contactos en las terminales ferroviarias que podrían utilizarse?
- ¿Sería útil información adicional sobre locomotoras o conmutadores para tomar decisiones sobre la financiación de este tipo de proyectos?



Agenda for South Central Fresno Community Steering Committee Meeting #20

Wednesday, April 29, 2020 – 5:30 pm to 6:30 pm

Zoom Meeting: <https://zoom.us/j/179511678>

Meeting ID: 179 511 678

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Christal Love Lazard, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
- 5:40 p.m. Zoom How-To**
Review of Zoom tools, proper use, and virtual meeting etiquette
Christal Love Lazard, Facilitator
- 6:15 p.m. District Online Resources**
Walk through the various resources and tools available online at
community.valleyair.org
Jessica Olsen, Valley Air District
- 6:25 p.m. Wrap Up/Next Steps**
Next Meeting May 13, 2020: Zoom Call

Learn more: community.valleyair.org

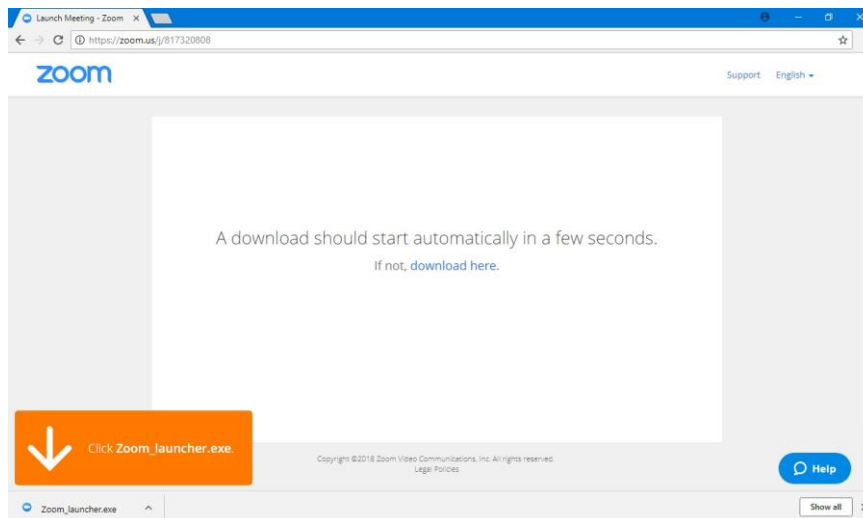
ZOOM INSTRUCTIONS FOR AB 617 PARTICIPANTS

Before a Zoom meeting:

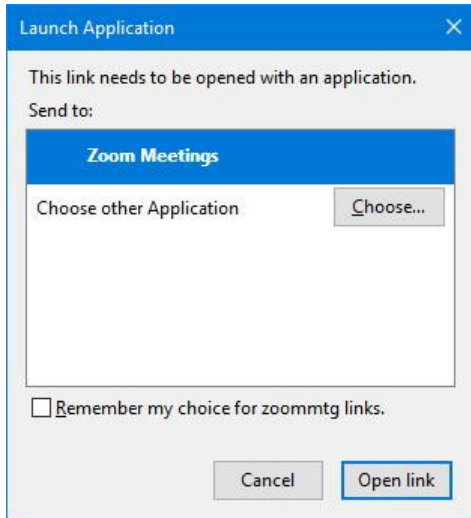
1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio and video immediately upon joining a meeting.
2. You will receive an email inviting you to participate in a Zoom meeting from the Valley Air District. The notification will include a link to **Join Zoom**. If you are unable to join using either a computer, tablet or smartphone, you can still listen to the meeting .via phone using the call in number and 9-digit meeting ID provided.

Joining Zoom meeting from your computer:

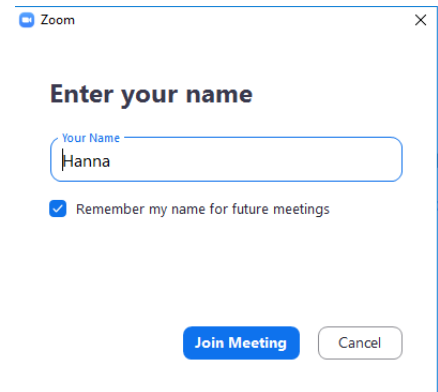
5-10 min before start time of your meeting, click on the link in your invitation. You *may* be instructed to download the Zoom application.



Once the Zoom app is installed, you should see this window pop up. Click on Zoom Meetings and then on the **Open Link** button.



Zoom app may ask for your name. The text entered in this box will be your name in the participant list and will appear under your web cam video. Click the **Join Meeting** button after you have typed your name.



Your Zoom video:

You have an opportunity to join with or without video.

Your Zoom Audio:

Please choose how you would like to like to hear and to talk to the other participants in the Zoom meeting. You have two audio options: join audio by computer or join audio by phone.

You have an opportunity to test your audio by clicking on “Test Computer Audio.” Once you are satisfied that your audio works, click on “Join audio by computer.”



OR To join via telephone:

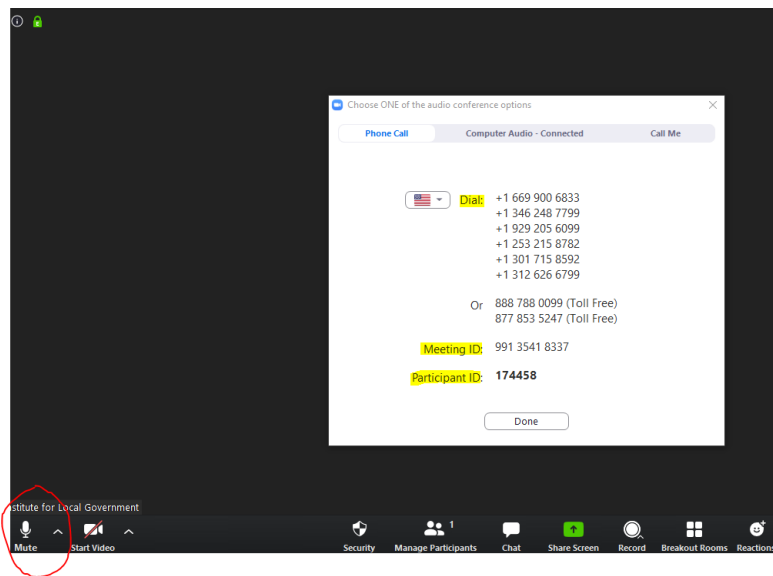
1. On your phone, dial the teleconferencing number provided in your invitation.
2. Enter the **Meeting ID number** (also provided in your invitation) when prompted using your touch-tone keypad.
3. If you have already joined the meeting via computer, please enter your **Participant ID** associated with your Zoom participation. *(Picture is an example of what you will see on the screen. Your numbers will be different).*



To minimize the potential echo during the meeting, please pick one audio option – Phone or Computer Audio.


Switching between computer and phone audio:






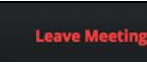

If you need to switch between computer and phone audio, click the bottom left corner arrow on your screen and select **Join Phone Audio** in the pop up menu. Follow the instructions below.



Exploring Participant Controls on the bottom of your screen:

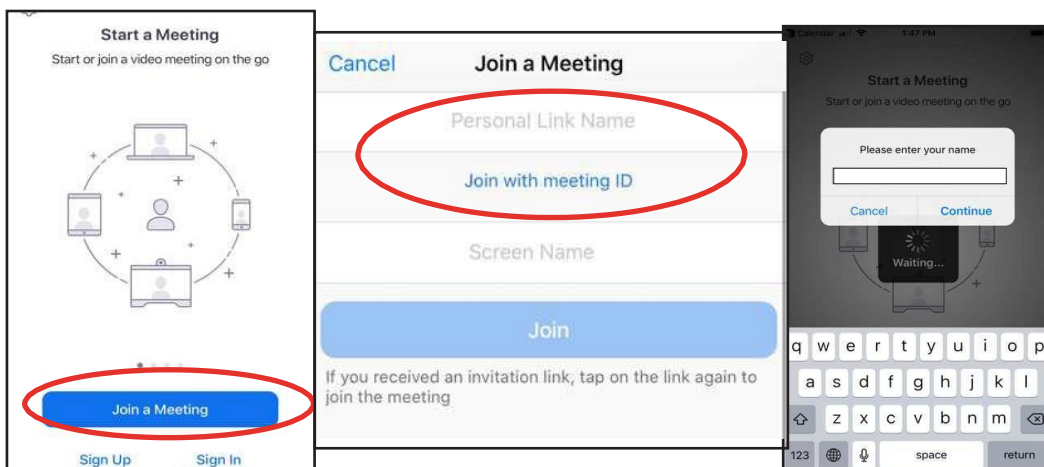


	Once your audio is working, you will see a different icon: a microphone. You can click on this icon to Mute and Unmute yourself.
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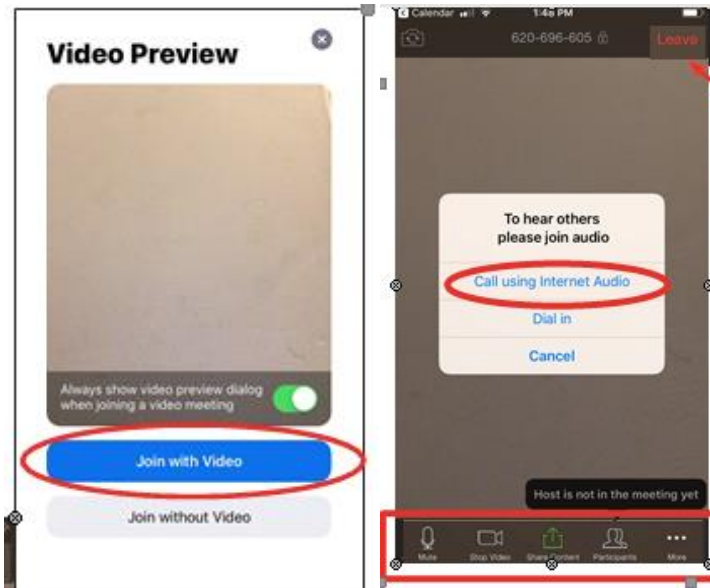
 <p>Start Video</p>	<p>Click on this icon to start your video. If this is the first time you are using Zoom, you will be asked to allow Zoom to use your camera. Click Allow.</p>
 <p>Invite</p>	<p>This icon allows you to invite other people to join the meeting.</p>
 <p>Participants</p>	<p>This icon tells you how many people are currently in the meeting. View Participant list – opens a pop-out screen that includes a “Raise Hand” icon that you may use to raise a virtual hand.</p>
 <p>Share Screen</p>	<p>If the host of the meeting allows it, you can share your screen by clicking the Share Screen icon. This means that the other participants will be able to see your desktop or the application you want to share.</p>
 <p>Chat</p>	<p>Click on this icon to access the chat window and chat with other participants. You can send a message to the entire group or to an individual user. Please be aware that even a private chat may end up in a public record of the zoom meeting. As you already do when face-to-face, show respect to others when using the chat box.</p>
 <p>Leave Meeting</p>	<p>Click here to leave the meeting when it is over or if you need leave the meeting early while it continues for the other participants.</p>
 <p>Reactions</p>	<p>Zoom offers to reactions to provide nonverbal feedback. Click the type of reaction you would like to send: clapping hands or thumbs up. The reaction will display for 5 seconds.</p>

Joining Zoom meeting from tablet or phone:

1. Make sure you have downloaded the Zoom app on your smartphone. You can download it just like you would download any other app: from the App Store or Google Play Store (Android).
2. Tap either **Personal Link Name** or **Join with a meeting ID** and enter your information. Then tap Join.
3. To join the meeting, you will be asked to enter Your Name and then tap Continue.



4. Select **Join with Video**
5. Confirm your audio preferences. IF you have strong internet connection, there is no reason not to use Internet Audio
6. Note the icons at the bottom are the same.



General Meeting Best Practices when participating in a Zoom Meeting

These will be refined as we all learn how to have effective AB 617 virtual meetings together

- The host will mute all participants during presentations to reduce background noise.
- Check your internet speed. If you are using free wifi you may need to keep your camera off to improve sound and/or image quality.
- Turn your camera on and have your camera at eye level.
- Stay muted unless you are talking to reduce background noise.
- Use chat box to submit comments / questions.
- To vote, use the vote button on the bottom of the screen.
- Make sure you sit in a well-lit and quiet place.
- Be mindful of what is going on behind you. Think about having solid wall behind you or turning on the virtual background.

If you have any questions regarding Zoom and/or are experiencing technical difficulties, please contact Heather Heinks at (559) 230-5898 or (559)994-7591 for assistance.



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #20

Miércoles, 29 de abril de 2020 – 5:30 pm a 6:30 pm

Reunión por Zoom: <https://zoom.us/j/179511678>

Meeting ID: **179 511 678**

Teleconferencia de la interpretación en Español:
(888) 240-3210, Código de acceso **2730346**

- 5:30 p.m. Bienvenida, Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Distrito del Aire del Valle
- 5:40 p.m. Guía Básica para Zoom**
Repaso de las herramientas, el uso apropiado, y la etiqueta de reuniones virtuales en Zoom
Christal Love Lazard, Facilitadora
- 6:15 p.m. Recursos En Línea del Distrito**
Hablar sobre los diversos mapas, documentos, recursos, y herramientas disponible en línea en community.valleyair.org
Jessica Olsen, Distrito del Aire del Valle
- 6:25 p.m. Concluir/Próximos Pasos**
Próxima Reunión 13 de mayo de 2020: Llamada por Zoom

Aprende más: community.valleyair.org

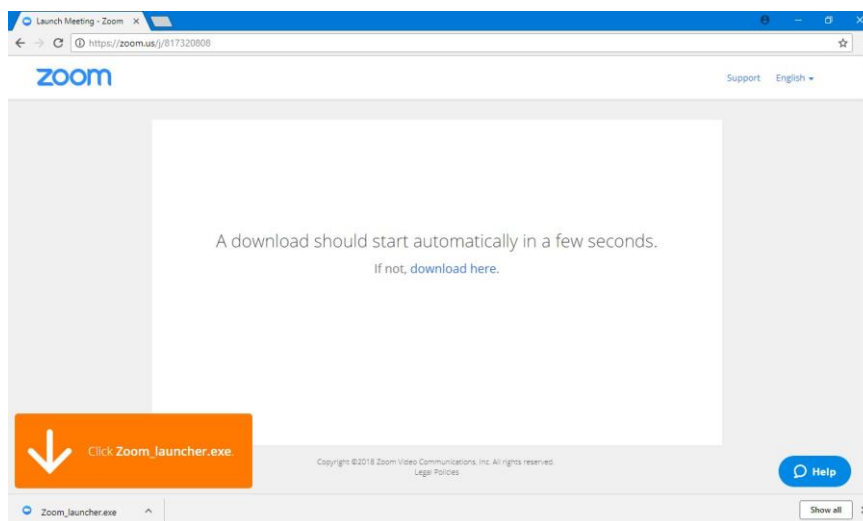
INSTRUCCIONES DE ZOOM PARA PARTICIPANTES DE AB 617

Antes de una reunión por Zoom:

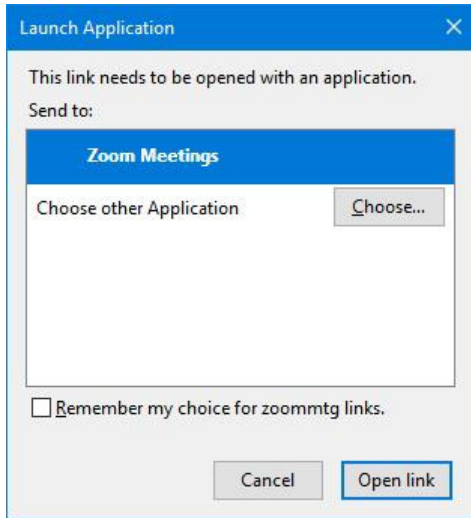
1. Necesitará una computadora, tableta o teléfono inteligente con una bocina o audífonos. Tendrá una oportunidad de verificar su audio y video inmediatamente después de unirse a una reunión.
2. Recibirá un correo electrónico invitándole a participar en una reunión del Distrito del Aire del Valle. La notificación incluirá un enlace para unirse a Zoom (**Join Zoom**). Si no puede unirse usando una computadora, tableta o teléfono inteligente, aún puede escuchar la reunión a través del teléfono usando el número de llamada y la identificación de la reunión de 9 dígitos.

Unirse a la reunión por Zoom desde su computadora:

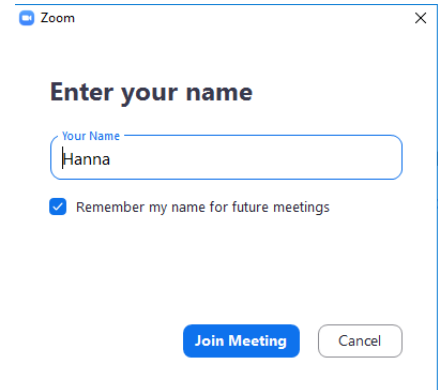
5-10 minutos antes de la hora de inicio de su reunión, haga clic en el enlace de su invitación. Es **posible** que le indique que descargue la aplicación Zoom.



Una vez que la aplicación Zoom está instalada, debería de ver esta ventana emergente. Haga clic en Zoom Meetings y luego en el botón **Open Link**.



La aplicación Zoom puede preguntar por su nombre. El texto ingresado en este cuadro será su nombre en la lista de participantes y aparecerá debajo de su video de cámara web. Haga clic en el botón **Join Meeting** después de haber escrito su nombre.



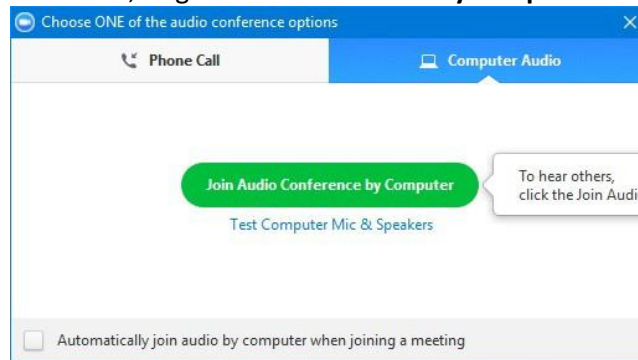
Su video de Zoom:

Tiene la oportunidad de unirse con o sin video.

Su audio de Zoom:

Elija cómo le gustaría escuchar y hablar con los demás participantes en la reunión de Zoom. Tiene dos opciones de audio: unir por **audio by computer (audio por computadora)** o unir por **audio by phone (audio por teléfono)**.

Tiene la oportunidad de probar su audio haciendo clic en **“Test Computer Audio.”** Una vez que esté satisfecho de que su audio funciona, haga clic en **“Join audio by computer.”**



O Para unirse por teléfono:

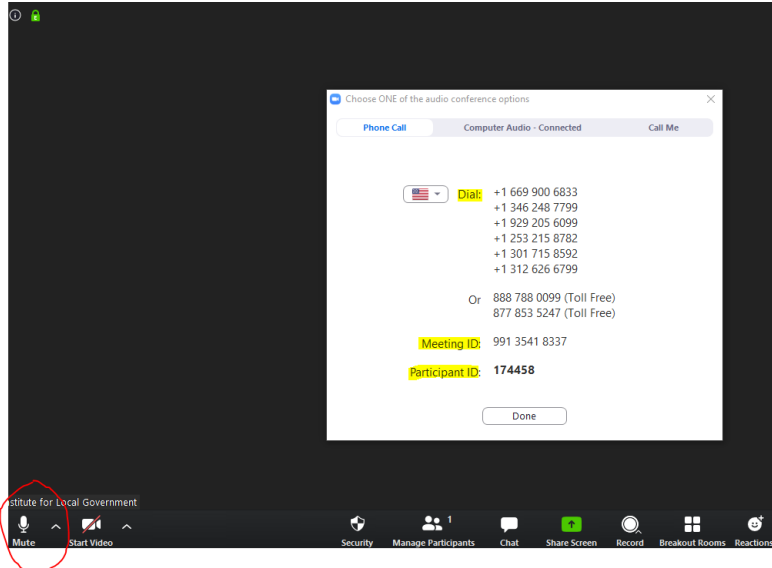
1. En su teléfono, marque el número de teleconferencia proporcionado en su invitación.
2. Ingrese el número de **Meeting ID** (también incluido en su invitación) cuando se le solicite en su teclado.
3. Si ya se unió a la reunión por computadora, ingrese el **Participant ID** asociada con su participación de Zoom. *(La imagen es un ejemplo de lo que verá en la pantalla. Sus números serán diferentes).*



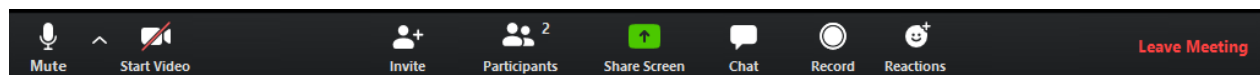
Para minimizar el eco potencial durante la reunión, elija una opción de audio – Audio por Computadora o Teléfono.

Cambiar entre la computadora y el audio del teléfono:






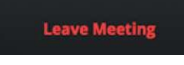
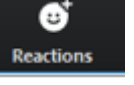
Si necesita cambiar entre la computadora y el audio del teléfono, haga clic en la flecha de la esquina inferior izquierda de la pantalla y seleccione **Join Phone Audio** en el menú emergente. Siga las instrucciones debajo.



Explorando los Controles de los Participantes en la parte inferior de la pantalla:

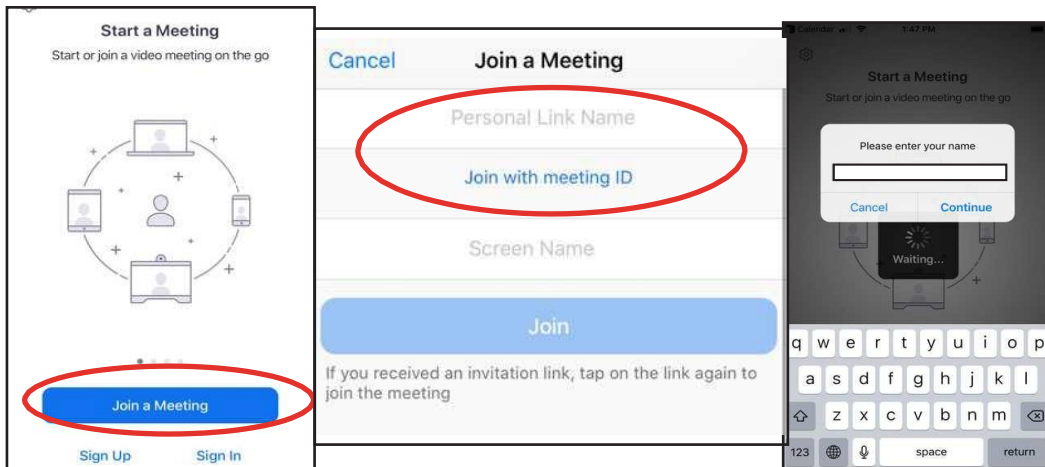


	Una vez que su audio esté funcionando, verá un icono diferente: un micrófono. Puede hacer clic en este icono para Silenciar y Activar el sonido.
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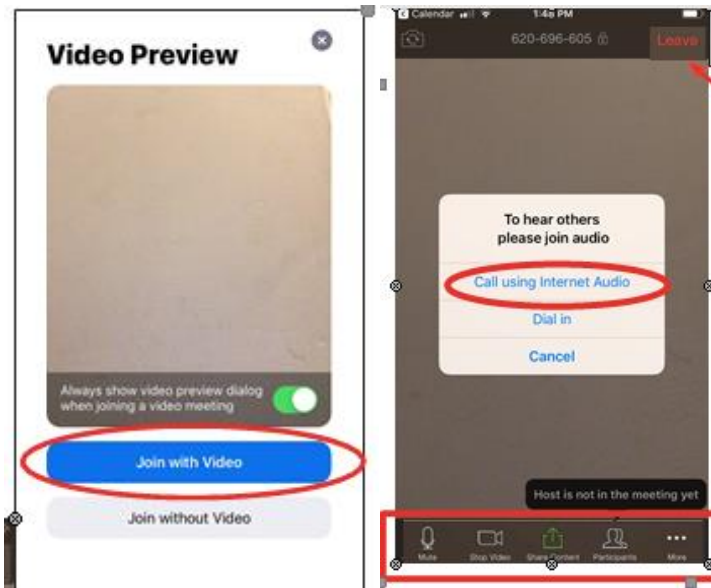
	<p>Haga clic en este icono para comenzar su video. Si es la primera vez que usa Zoom, se le pedirá que permita que Zoom use su cámara. Haz clic en Allow.</p>
	<p>Este icono le permite invitar a otras personas a unirse a la reunión.</p>
	<p>Este icono le indica cuántas personas hay actualmente en la reunión. Ver lista de participantes/View Participant List – abre una pantalla emergente que incluye un icono de "Levantar mano/Raise Hand" que puede usar para levantar una mano virtual.</p>
	<p>Si el anfitrión de la reunión lo permite, puede compartir su pantalla haciendo clic en el icono Share Screen. Esto significa que los demás participantes podrán ver de escritorio o la aplicación que desea compartir.</p>
	<p>Haga clic en este icono para acceder a la ventana de chat y chatear con otros participantes. Puede enviar un mensaje a todo el grupo o a un usuario individual. Tenga en cuenta que incluso un chat privado puede terminar en un registro público de la reunión de zoom. Como ya lo hace cuando está cara a cara, muestre respeto a los demás cuando use el chat.</p>
	<p>Haga clic aquí para dejar la reunión cuando termine o si necesita dejarla temprano mientras continúa para los demás participantes.</p>
	<p>Zoom ofrece reacciones para proporcionar comentarios no verbales. Haga clic en el tipo de reacción que le gustaría enviar: aplaudir o levantar el pulgar. La reacción se mostrará durante 5 segundos.</p>

Unirse a la reunión de Zoom desde tableta o teléfono:

1. Asegúrese de haber descargado la aplicación Zoom en su teléfono inteligente. Puede descargarlo como lo haría con cualquier otra aplicación: desde App Store o Google Play Store (Android).
2. Toque **Personal Link Name** o **Join with a meeting ID** e ingrese su información. Luego toque Join.
3. Para unirse a la reunión, se le pedirá que ingrese Su nombre y luego toque Continue.



4. Seleccione **Join with Video**
5. Confirme sus preferencias de audio. Si tiene una buena conexión al internet, no hay razón para no usar Internet Audio
6. Tenga en cuenta que los iconos en la parte inferior son los mismos.



Mejores Prácticas de Reuniones Generales al participar en una Reunión de Zoom

Estos serán refinados a medida que todos aprendamos cómo tener reuniones virtuales de AB 617 efectivas

- El anfitrión silenciará a todos los participantes durante las presentaciones para reducir el ruido de fondo.
- Verifique su velocidad de internet. Si está utilizando wifi gratuito, es posible que deba mantener su cámara apagada para mejorar la calidad del sonido y/o la imagen.
- Prenda su cámara y manténgala al nivel de los ojos.
- Permanezca en silencio a menos que esté hablando para reducir el ruido de fondo.
- Use el chat para enviar comentarios/preguntas.

- Para votar, use el botón votar en la parte inferior de la pantalla.
- Asegúrese de sentarse en un lugar bien iluminado y tranquilo.
- Sea consciente de lo que sucede detrás de usted. Piense en tener una pared sólida detrás de usted o activar el fondo virtual.

Si tiene alguna pregunta sobre Zoom y/o tiene dificultades técnicas, comuníquese con Heather Heinks al (559) 230-5898 o (559) 994-7591 para obtener ayuda.

**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G17-CAPP-26
Grant # G18-CAPP-26
Report #2**

Appendix C

**Stockton Community Steering Committee
Agendas and Support Materials from AB 617 Steering Committee Meetings**



Agenda for Southwest Stockton Community Steering Committee Meeting #1

March 4, 2020 – Stockton Memorial Civic Auditorium, North Hall
525 N Center St, Stockton, CA 95202

- 5:00 p.m. Doors Open/Meet and Greet/Refreshments**
- 5:30 p.m. Welcome, Introductions**
Meet-and-greet icebreaker
Christal Love-Lazard, Facilitator, Institute for Local Government
Jonathan Pruitt, Catholic Charities of the Diocese of Stockton, Community Co-host
- 6:00 p.m. Community Boundary and Membership**
Discuss the community-proposed expansion of the AB617 Stockton boundary
Christal Love-Lazard, Facilitator
Jessica Olsen, Program Manager, Valley Air District
- 6:25 p.m. Community Steering Committee Charter**
Introduction of Community Steering Committee Charter, including committee roles and expected commitments
Christal Love-Lazard, Facilitator
Jonathan Pruitt, Community Co-host
- 6:40 p.m. Community Air Protection Program (AB 617) Blueprint**
California Air Resources Board (CARB) presentation and discussion about what is expected of the District and the Committee throughout the year, and how that fits into the big picture of AB 617
Skott Wall, Community Liaison, California Air Resources Board (CARB)
- 7:05 p.m. Wrap Up/Next Steps**
Schedule for ongoing meetings
Community Tour Scheduling
Christal Love-Lazard, Facilitator
- 7:15 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Suroeste Stockton Reunión #1

4 de marzo de 2020 – Stockton Memorial Civic Auditorium, North Hall
525 N Center St, Stockton, CA 95202

- 5:00 p.m. Puertas Abren/Dar la Bienvenida/Refrescos**
- 5:30 p.m. Bienvenida e Introducciones
Conocer y Saludar**
*Christal Love Lazard, Facilitadora, Institute for Local Government
Jonathan Pruitt, Caridades Católicas de la Diócesis de Stockton, Co-anfitrión
de la Comunidad*
- 6:00 p.m. Límites de la Comunidad y Membresía**
Discusión sobre la expansión propuesta por la comunidad del límite de AB617
en Stockton
Christal Love Lazard, Facilitadora, Institute for Local Government
- 6:25 p.m. Carta Estatutaria del Comité Directivo de la Comunidad**
Introducción de la Carta Estatutaria del Comité Directivo de la Comunidad, incluso
el papel y los compromisos del comité
*Christal Love Lazard, Facilitadora, Institute for Local Government
Jonathan Pruitt, Co-anfitrión de la Comunidad*
- 6:40 p.m. Plan de Acción para el Programa de Protección del Aire Comunitario (AB617)**
Presentación y discusión de la Junta de Recursos del Aire de California (CARB,
por sus siglas en inglés) sobre lo que se espera del Distrito y del Comité durante
todo el año, y cómo funcionan dentro del programa de AB 617
*Skott Wall, Enlace Comunitario, Junta de Recursos del Aire de California
(CARB)*
- 7:05 p.m. Concluir/Próximos Pasos**
Programación de reuniones futuras
Programación del recorrido de la comunidad
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:15 p.m. Comentario Público**

Aprende más: community.valleyair.org

Southwest Stockton Community Steering Committee Charter

1. Committee Objectives

The Southwest Stockton Community Steering Committee is a special committee that will be responsible for advising the San Joaquin Valley Air District's development of the Community Air Monitoring Plan (Monitoring Plan) and Community Emission Reduction Program (CERP) under AB 617¹.

Committee objectives include identifying areas of concern regarding air pollution sources within and outside of the Community that impact the Community and sensitive receptor sites, and reviewing existing available information on air quality to provide strategic input towards Monitoring Plan and CERP development. Committee objectives also include disseminating and soliciting information to and from community stakeholders that each committee member represents. Upon adoption of the CERP, the steering committee may continue to meet as needed to support and provide guidance on implementation, and develop progress reports.

2. Roles and Responsibilities

Community Steering Committee Members

The Steering Committee will consist of community stakeholders, the majority of which must be community residents. See Attachment A, *AB 617 Community Steering Committee Selection Criteria*, for more details on Steering Committee membership requirements.

To inform their role of advising the District in its development of the CERP, the Committee members will be responsible for discussing a variety of topics including:

- community issues and contributing sources to develop a shared understanding of the community's air pollution challenge;
- who has responsibility and authority to address those issues;
- proposed strategies for the community emissions reduction programs;
- mechanisms for engaging with other agencies;
- approaches for additional community outreach;
- other topics of interest to the committee.

The committee will discuss the major elements of the CERP as they are developed including:

¹ Assembly Bill 617 (Chapter 136, Statutes of 2017) is a state-mandated program that uses a community-based approach to monitor and reduce local air pollution in communities around the state that continue to experience disproportionate impacts from air pollution.

- community engagement;
- the community profile and technical assessment;
- targets and strategies; the enforcement plan; and metrics to track progress.

Government official committee members serve as ex-officio full participants in the committee, except that they serve in an advisory role, not a voting role, in final consensus building and decision making processes.

Member Participation

Steering committee members (or designated alternates) are expected to attend all committee meetings, in their entirety, throughout the course of the year prior to the CERP adoption.

If the primary member is unable to attend, the designated alternate on the steering committee roster may attend in their absence and deliberate on the primary member's behalf. The primary member is responsible for working with the District ensuring that the alternate is kept informed of the committee's process.

To encourage active participation, if a primary member or their alternate has not attended three consecutive steering committee meetings, their membership may be revoked.

Co-Leads

Catholic Charities Diocese of Stockton Environmental Justice Program, Little Manila Rising, Environmental Justice Coalition for Water, and San Joaquin Valley Air Pollution Control District serve as partnering co-leads for the development of the Southwest Stockton Community Steering Committee. As co-leads, they will be responsible for providing necessary background materials for committee members, developing meeting agendas, and coordination with the meeting facilitator. Valley Air District will be responsible for providing the technical support and other relevant technical assessment information to the Committee.

Facilitator

A professional and impartial facilitator will be used for moderating the steering committee meetings and for helping the committee reach consensus on issues.

3. Standard Committee Meeting Procedures

Deliberation and Consensus

A professional and impartial facilitator(s) will be employed to support the steering committee in the overall organization, order and focus of the meeting, resolve conflicts and help reach consensus to ensure the goals and objectives of this charter are met. Achieving full consensus of the steering committee may not always be possible. In the absence of consensus, a majority vote (50%+1) of all community steering committee members present will be taken (excluding ex-officio members). However, reasonable efforts will be made to capture all of the

perspectives that were expressed in meeting minutes, committee documents, and related reports, including the final CERP.

Open Meetings

All meetings are open to the general public and will provide a formal opportunity for members of the community to provide their perspective on the development of the Monitoring Plan and CERP. Stakeholder input is welcome and encouraged.

Meeting Schedule and Agendas

Upon consensus agreement of the committee, meeting schedules may be adjusted with adequate advance notice. Agendas and agenda topics will be informed by committee input, developed by the co-leads, and will include the time, date, duration, location and topics to be discussed.

Subcommittees

Members who wish to be further involved may choose to participate in ad-hoc sub-committees when and if they are needed and established, to discuss topics that can subsequently feed the full committee's discussions. Subcommittees will meet as necessary, and report back their findings and/or recommendations at the next full steering committee.

4. Accessibility/Accommodation

The steering committee meetings and other events associated with the committee must be held at facilities that can accommodate members covered by the Americans with Disabilities Act. Language interpretation services will be provided in Spanish and as needed in other languages with a minimum 48-hour advance request.

5. Website

A website will be developed and maintained by the Air District, with input by the committee, to provide information to the community on the Steering Committee actions and development of the Monitoring Plan and CERP.

6. Dissemination of Materials

Any materials, presentations, documents, correspondence or other written communications generated or disseminated by the committee, or on behalf of the committee or its members, must be approved by the co-leads prior to release.

Attachment A

AB 617 Community Steering Committee Selection Criteria San Joaquin Valley Air Pollution Control District

The District is seeking to provide opportunity for AB 617 Steering Committee participation to all applicants as feasible. With that in mind, a large committee is preferable to eliminating applicants while continuing to seek the balanced perspectives provided by the following criteria:

1. The majority of committee membership must be residents of the defined community.
2. The core of the steering committee should directly represent the residents and businesses in the community.
3. Additional committee members may include representatives from local community-based environmental justice organizations, city and county planning agencies, transportation agencies, health departments, and schools.
4. Only one steering committee member will be allowed from each organization address, to avoid loading the committee with a single perspective. The District will make an effort to select the first application received from a given affiliation. The selected steering committee member can speak for all applicants with same affiliation.
 - a. Applicants with same affiliation may volunteer a specific committee member from amongst themselves, and the District will make the adjustment to the committee membership list.
 - b. For continuity purposes, this committee member substitution may only occur once for a given affiliation.
5. Members may assign one alternate member that can sit in their place on the committee, if, for some reason, the main member cannot attend a meeting.
 - a. The alternate must be officially assigned as the member's sole alternate on the District's committee membership list.
 - b. The alternate must meet the same membership criteria as the main member, and must submit a committee membership application.
 - c. Main member will be responsible for keeping the alternate informed of committee activities and discussions so that continuous progress is possible without significant rehashing of previously discussed topics.
6. Applicants without valid affiliation are excluded from committee membership consideration, but will be invited to attend the committee meetings to provide input as members of the public:
 - a. Applicants who claimed residence affiliation only, but whose residence is not within community boundaries.
 - b. Business entities or associations without office address within community boundaries.
7. Government officials/agencies are entities that can take action, and are encouraged to participate. Government officials serve as full participants in the committee, except that they serve in an advisory role in final consensus building and decision making processes.

Attachment B Participation Agreement

By signing below, I agree to abide by all conditions of the Southwest Stockton Community Steering Committee Charter. I also agree to the following principles, goals and expected conduct to demonstrate how agencies, communities and other stakeholders working in concert can achieve meaningful improvements in air quality in the Southwest Stockton Community:

- **Adopt and support the principles of ensuring improved air quality in Southwest Stockton:**
 - Our goal is to identify and remedy local air pollution impacts and associated health risk exposures to people who live, work and play in and around Southwest Stockton. We are committed to working collectively and cooperatively with all stakeholders within the community—local residents, businesses and organizations, youth groups, schools, local, regional and State governments, health agencies and faith-based organizations—to ensure all represented parties and interested members of the public are heard.
- **Provide strategic guidance, vision, and oversight** including:
 - Informing the development of the Monitoring Plan and CERP for the community of Southwest Stockton
 - Using data to inform strategy development analysis
 - Tracking progress of the work using agreed-upon indicators at Steering Committee and subcommittee levels
 - Identifying fair, effective and feasible goals to bring about reduced health risk in Southwest Stockton
- **Provide leadership and accountability** by:
 - Identifying obstacles to achieving the goal and develop solutions to overcome them
 - Considering how my own organization or those in my network can align to the common goals and principles of the Steering Committee
 - Serving as a vocal champion of the collective effort in the Steering Committee
 - To work towards consensus while recognizing that not everyone will agree on every issue and to resolve conflicts in a positive, swift and constructive manner
- **Play an active role** by:
 - Actively participating in the regularly scheduled meetings
 - Reviewing available materials prior to meetings and coming prepared for engaged discussion, active listening, and respectful dialogue
 - Committing to monthly Steering Committee meetings and a few hours of preparation in between. Attending occasional community town hall meetings to share the work of the Steering Committee.

Printed Name: _____ Date: _____

Signature: _____

Comunidad de Suroeste Stockton Carta Estatutaria del Comité Directivo

1. Objetivos del Comité

El Comité Directivo Comunitario de Suroeste Stockton es un comité especial que será responsable de aconsejar el desarrollo del Plan de Monitoreo del Aire de la Comunidad (Plan de Monitoreo) y el Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés) del Distrito del Aire del Valle de San Joaquín, bajo AB 617¹.

Los objetivos del comité incluyen la identificación de áreas de preocupación con relación a las fuentes de contaminación del aire dentro y fuera de la Comunidad que afectan a la Comunidad y los sitios de receptores sensibles, y la revisión de la información disponible existente sobre la calidad del aire para proporcionar aporte estratégico para el Plan de Monitoreo y el desarrollo del CERP. Los objetivos del comité también incluyen la difusión y solicitud de información ha y de las partes interesadas de la comunidad que representa cada miembro del comité. Después de la adopción del CERP, el Comité Directivo puede continuar reuniéndose como necesario para apoyar y proporcionar orientación sobre la implementación y desarrollar informes de progreso.

2. Funciones y Responsabilidades

Miembros del Comité Directivo Comunitario

El Comité Directivo estará compuesto por partes interesadas de la comunidad, la mayoría de las cuales deben ser residentes de la comunidad. Consulte el Anexo A, *Criterios de Selección del Comité Directivo Comunitario AB 617*, para obtener más detalles sobre los requisitos de membresía del Comité Directivo.

Para informar su función de aconsejar al Distrito en su desarrollo del CERP, los miembros del Comité serán responsables de discutir una variedad de temas que incluyen:

- Los problemas de la comunidad y las fuentes de contribución para desarrollar un entendimiento compartido del desafío de la contaminación del aire de la comunidad;
- quién tiene la responsabilidad y la autoridad para abordar esas cuestiones;
- estrategias propuestas para los programas de reducción de emisiones comunitarios;
- mecanismos para colaborar con otras agencias;
- enfoques para un alcance comunitario adicional;
- Otros temas de interés para el comité.

¹ La Ley de la Asamblea 617 (AB 617) (Capítulo 136, Estatutos de 2017) es un programa obligatorio por el estado que utiliza un enfoque basado en la comunidad para monitorear y reducir la contaminación del aire local en las comunidades de todo el estado que continúan sufriendo impactos desproporcionados de la contaminación del aire.

El comité discutirá los elementos principales del CERP a medida que se desarrollen, incluyendo:

- involucramiento de la comunidad;
- el perfil de la comunidad y la evaluación técnica;
- objetivos y estrategias; el plan de ejecución y métricas para monitorear el progreso.

Los miembros oficiales de gobierno del comité sirven como participantes de pleno derecho en el comité, excepto que cumplen una función de asesoría, no una función de voto, en los procesos finales de creación de consenso y toma de decisiones.

Participación de los Miembros

Se espera que los miembros del comité directivo (o los suplentes designados) asistan a todas las reuniones del comité, en su totalidad, durante todo el año antes de la adopción del CERP.

Si el miembro principal no puede asistir, el suplente designado en la lista del comité directivo puede asistir en su ausencia y deliberar en nombre del miembro principal. El miembro principal es responsable de trabajar con el Distrito para garantizar que el suplente se mantenga informado del proceso del comité.

Para alentar la participación activa, si un miembro principal o su suplente no ha asistido a tres reuniones consecutivas del comité directivo, su membresía puede ser revocada.

Co-Líderes

Programa de Justicia Ambiental de la Diócesis de Caridades Católicas de Stockton, Little Manila Rising, la Coalición de Justicia Ambiental para el Agua y el Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín sirven como co-líderes asociados para el desarrollo del Comité Directivo Comunitario de Suroeste Stockton. Como co-líderes, serán responsables de proporcionar los materiales de referencia/apoyo necesarios para los miembros del comité, desarrollar agendas de reuniones y la coordinación con el facilitador de la reunión. El Distrito del Aire del Valle será responsable de proporcionar el apoyo técnico y otra información relevante de evaluación técnica al Comité.

Facilitador

Se utilizará un facilitador profesional e imparcial para moderar las reuniones del comité directivo y para ayudar al comité a alcanzar un consenso sobre los temas.

3. Procedimiento de Reuniones Comunes del Comité

Deliberación y Consenso

Se empleará un facilitador(es) profesional e imparcial para respaldar al comité directivo en la organización general, el orden y el enfoque de la reunión, resolver conflictos y ayudar a alcanzar el consenso para asegurar que se cumplan las metas y los objetivos de esta Carta Estatutaria. Lograr el consenso total del comité directivo puede no ser siempre posible. En ausencia de

consenso, se tomará un voto de mayoría (50% + 1) de todos los miembros del comité directivo de la comunidad (excluyendo a los miembros de oficio). Sin embargo, se harán esfuerzos razonables para capturar todas las perspectivas que se expresaron en actas de reuniones, documentos del comité e informes relacionados, incluyendo el CERP final.

Reuniones Abiertas

Todas las reuniones están abiertas al público en general y brindarán una oportunidad formal para que los miembros de la comunidad brinden su perspectiva sobre el desarrollo del Plan de Monitoreo y el CERP. Los comentarios de los interesados son bienvenidos y alentados.

Calendario de Reuniones y Agendas

Tras el consenso acuerdo del comité, los horarios de las reuniones pueden ajustarse con aviso previo adecuado. Las agendas y los temas de la agenda serán informados por los comentarios del comité, desarrollados por los co-líderes, e incluirán la hora, la fecha, la duración, la ubicación y los temas que se discutirán.

Subcomités

Los miembros que deseen participar más pueden optar por participar en subcomités ad-hoc cuando sean necesarios y establecidos, para discutir temas que posteriormente puedan alimentar las discusiones del comité. Los subcomités se reunirán según sea necesario e informarán sobre sus hallazgos y/o recomendaciones al próximo comité directivo completo.

4. Accesibilidad/Acomodación

Las reuniones del comité directivo y otros eventos asociados con el comité deben llevarse a cabo en instalaciones que puedan acomodar a los miembros cubiertos por la Ley de Estadounidenses con Discapacidades. Los servicios de interpretación se brindarán en español y según sea necesario, en otros idiomas con una solicitud con un mínimo de 48 horas de anticipación.

5. Sitio Web

El Distrito de Aire desarrollará y mantendrá un sitio web con aportes del comité para proporcionar información a la comunidad sobre las acciones del Comité Directivo y el desarrollo del Plan de Monitoreo y el CERP.

6. Difusión de Materiales

Todos los materiales, presentaciones, documentos, correspondencia u otras comunicaciones escritas generadas o difundidas por el comité, o en nombre del comité o sus miembros, deben ser aprobadas por los co-líderes antes del lanzamiento.

Anexo A

Criterios de Selección del Comité Directivo Comunitario AB 617 Distrito para el Control de Contaminación del Aire del Valle de San Joaquín

El Distrito está tratando de brindar la oportunidad para la participación del Comité Directivo AB 617 a todos los solicitantes, según sea posible. Teniendo esto en cuenta, es preferible un comité grande que eliminar a los solicitantes mientras se siguen buscando las perspectivas equilibradas proporcionadas por los siguientes criterios:

1. La mayoría de los miembros del comité deben ser residentes de la comunidad definida.
2. El núcleo del comité directivo debe representar directamente a los residentes y negocios en la comunidad.
3. Los miembros adicionales del comité pueden incluir representantes de organizaciones comunitarias locales de justicia ambiental, agencias de planificación de la ciudad y el condado, agencias de transporte, departamentos de salud y escuelas.
4. Solo se permitirá a un miembro del comité directivo de cada dirección de la organización, para evitar cargar el comité con una sola perspectiva. El Distrito hará un esfuerzo para seleccionar la primera solicitud recibida de una afiliación determinada. El miembro del comité directivo seleccionado puede hablar para todos los solicitantes con la misma afiliación.
 - a. Los solicitantes con la misma afiliación pueden designar un miembro del comité específico entre ellos, y el Distrito hará el ajuste a la lista de miembros del comité.
 - b. Para fines de continuidad, esta sustitución de miembros del comité solo puede ocurrir una vez para una afiliación determinada.
5. Los miembros pueden asignar un miembro alternativo que puede ocupar su lugar en el comité, si, por alguna razón, el miembro principal no puede asistir a una reunión.
 - a. El suplente debe ser asignado oficialmente como el único suplente del miembro en la lista de miembros del comité del Distrito.
 - b. El suplente debe cumplir con los mismos criterios de membresía que el miembro principal y debe someter una solicitud de membresía del comité.
 - c. El miembro principal será responsable de mantener al suplente informado de las actividades y discusiones del comité, de modo que el progreso continuo sea posible sin un cambio significativo de los temas discutidos previamente.
6. Los solicitantes sin afiliación válida están excluidos de la consideración de la membresía del comité, pero se les invitará a asistir a las reuniones del comité para brindar sus opiniones como miembros del público:
 - a. Solicitantes que reclamaron la afiliación de residencia solamente, pero cuya residencia no está dentro de los límites de la comunidad.
 - b. Entidades comerciales o asociaciones sin domicilio dentro de los límites de la comunidad.
7. Los funcionarios y agencias de gobierno son entidades que pueden tomar medidas y se les alienta participar. Los funcionarios del gobierno actúan como participantes de pleno derecho en el comité, excepto que cumplen una función de asesor en los procesos finales de creación de consenso y toma de decisiones.

Anexo B

Acuerdo de Participación

Al firmar a continuación, acepto cumplir con todas las condiciones de la Carta Estatutaria del Comité Directivo de Suroeste Stockton. También estoy de acuerdo con los siguientes principios, objetivos y conducta esperada para demostrar cómo las agencias, comunidades y otras partes interesadas que trabajan en conjunto pueden lograr mejoras significativas en la calidad del aire en la comunidad de Suroeste Stockton:

- **Adoptar y apoyar los principios para garantizar una mejor calidad del aire en Suroeste Stockton:**
 - Nuestro objetivo es identificar y remediar los impactos de la contaminación del aire local y las exposiciones asociadas al riesgo de la salud de las personas que viven, trabajan y juegan en y alrededor de Suroeste Stockton. Estamos comprometidos a trabajar de manera colectiva y cooperativa con todas las partes interesadas dentro de la comunidad: residentes locales, negocios/empresas y organizaciones, grupos de jóvenes, escuelas, gobiernos locales, regionales y estatales, agencias de salud y organizaciones religiosas para asegurar que todas las partes representadas y miembros interesados del público sean escuchados.
- **Proporcionar orientación estratégica, visión y supervisión,** incluyendo:
 - Informar el desarrollo del Plan de Monitoreo y el CERP para la comunidad de Suroeste Stockton
 - Uso de datos para informar análisis de desarrollo de estrategias
 - Seguimiento del progreso de trabajo utilizando indicadores acordados a nivel del Comité Directivo y subcomité
 - Identificar objetivos justos, efectivos y factibles para reducir el riesgo de salud en Suroeste Stockton
- **Proporcionar liderazgo y responsabilidad** por:
 - Identificar obstáculos para alcanzar la meta y desarrollar soluciones para superarlos
 - Considerando como mi propia organización o las de mi red pueden alinearse con los objetivos y principios comunes del Comité Directivo
 - Servir como un campeón vocal del esfuerzo colectivo en el Comité Directivo
 - Trabajar hacia el consenso, reconocimiento que no todos estarán de acuerdo en cada tema y resolver los conflictos de manera positiva, rápida y constructiva.
- **Jugar un papel activo** al:
 - Participar activamente en las reuniones programadas regularmente
 - Revisar los materiales disponibles antes de las reuniones y venir preparado para entablar una conversación, escuchar atentamente y el diálogo respetuoso
 - Comprometerse a las reuniones mensuales del Comité Directivo y unas pocas horas de preparación entremedio. Asistir a reuniones ocasionales de la comunidad para compartir el trabajo del Comité Directivo.

Nombre en letra de molde: _____ Fecha: _____

Firma: _____



Community Air Protection Program Overview of Blueprint Program Criteria

Air Quality Agencies

Federal



United States Environmental Protection Agency

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



Trains



Ships



Planes

State



California Air Resources Board

Regulates mobile sources of air pollution, greenhouse gases, and consumer products



Cars



Trucks



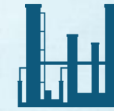
Buses

Local



Local Air Districts

Regulate stationary and local sources of air pollution



Refineries



Residential woodstoves

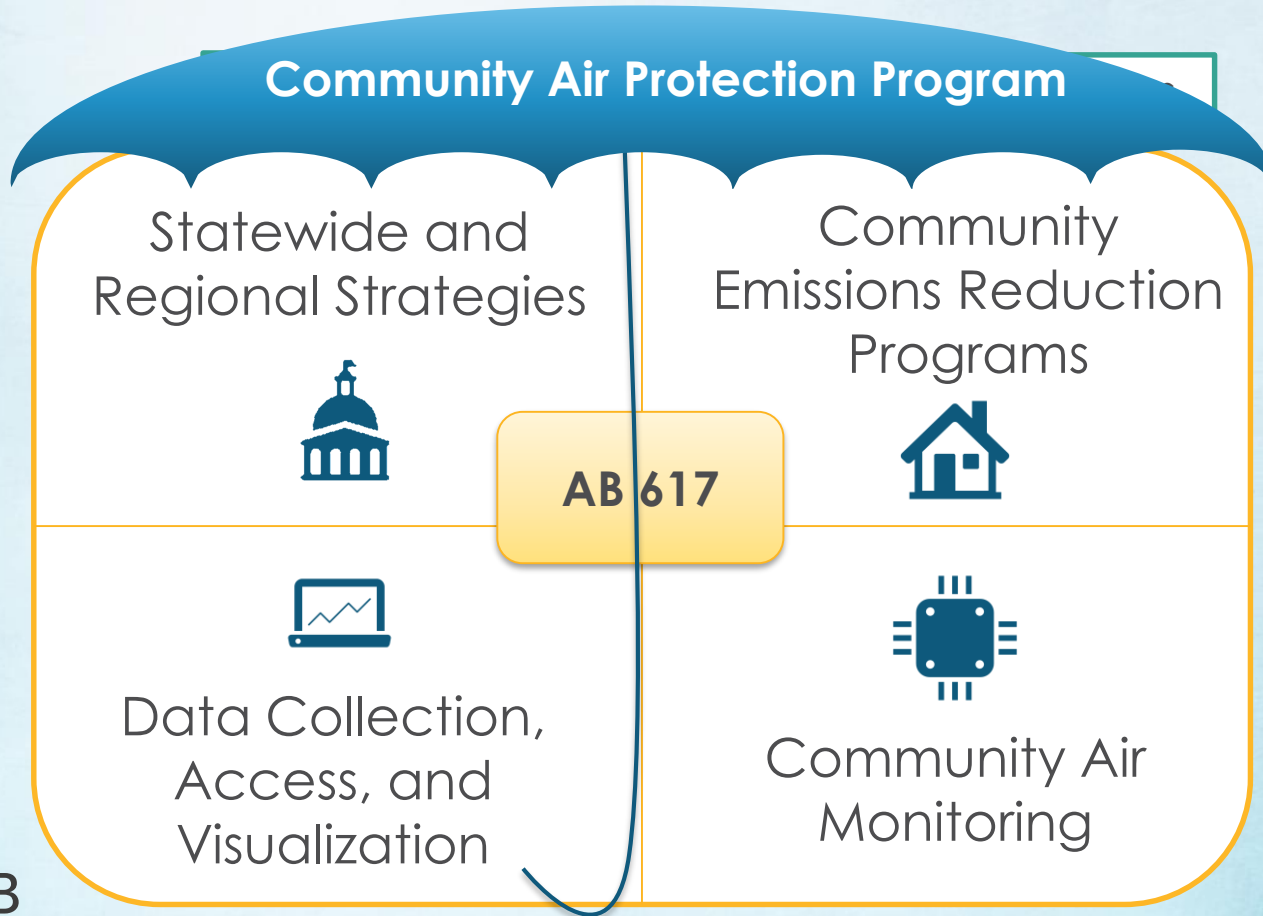


Dust

Community Focus: Cumulative Exposure to Air Pollution



How are we addressing cumulative exposure?



Key Responsibilities



CARB

- Strategies to benefit communities statewide
- Establishing Program requirements
- Program oversight
- Community Air Grants



Local Air Districts

- Partnering with communities on community air monitoring and community emissions reduction programs
- Administering incentive funding
- Rules requiring stronger pollution controls on industrial sources



Communities

- Providing direction on community concerns and local and statewide programs
- Partnering with air districts on community air monitoring and emissions reduction programs

Public Engagement

Steering Committee Role



Works with the air district to guide what goes into the plans and how they are implemented

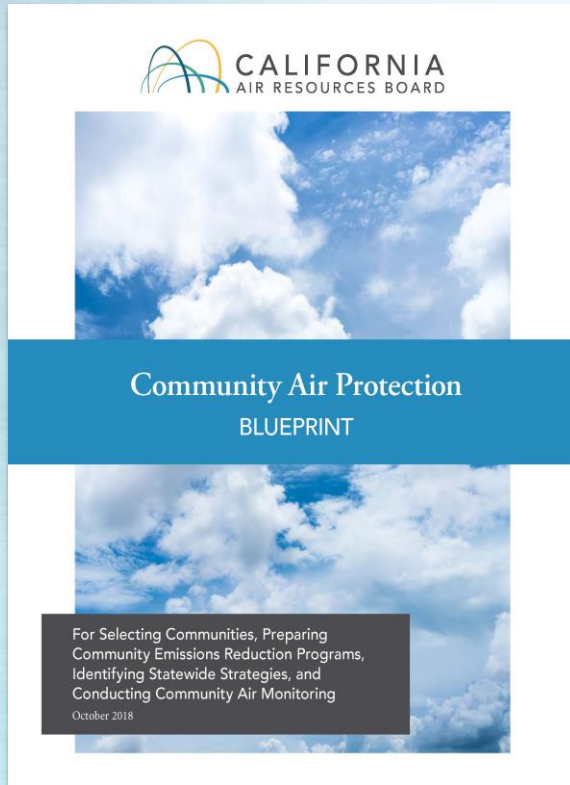
- Collaborative, community-driven process
- Identifies community issues and concerns
- Participate in making decisions on all components of the plans

Community Steering Committee



- Determine final geographic boundary
- Discuss all program elements as they are developed
- Perspective documented and reflected throughout process

Community Air Protection Blueprint



- Community Selection
- Statewide Strategies
- **Criteria for:**
 - **community air monitoring**
 - community emissions reduction programs

Criteria for Community Air Monitoring

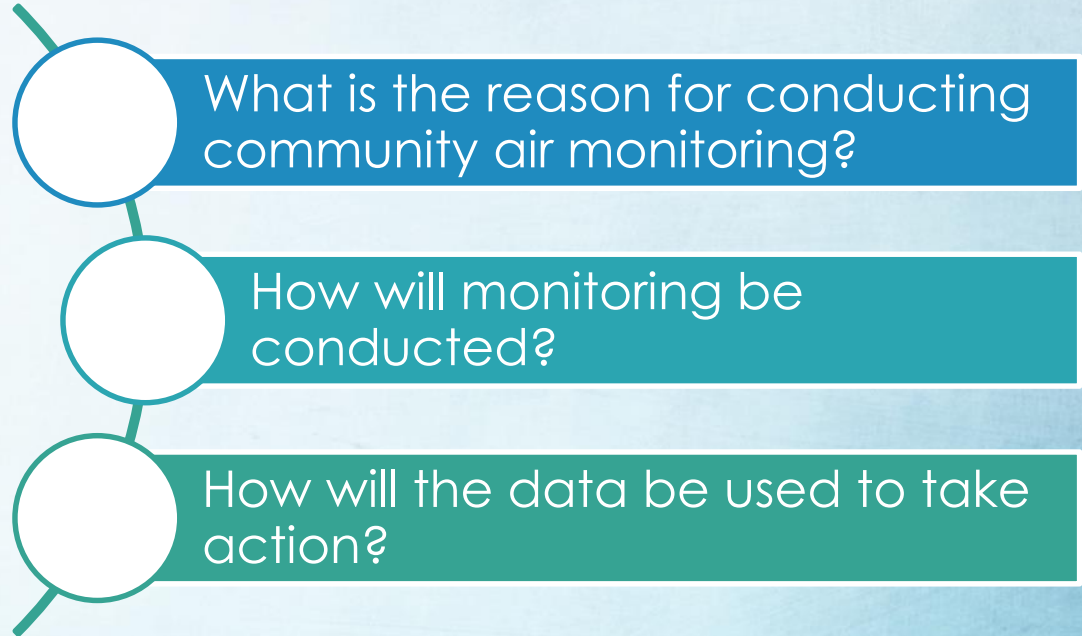
Purpose: Measure air quality challenges to support action

14 Elements

for developing community air monitoring plans

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COMMUNITY AIR PROTECTION PROGRAM E-1



Community Air Monitoring Plan Elements

What is the reason for conducting air monitoring?

- Form community partnerships
- State the community-specific purpose
- Identify scope of actions
- Define air monitoring objectives
- Establish roles and responsibilities

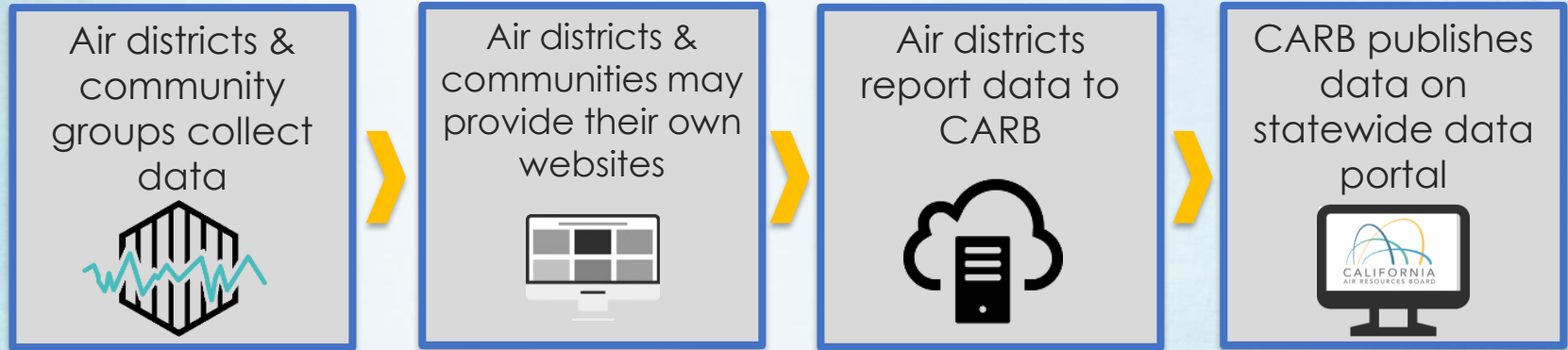
How will monitoring be conducted?

- Define data quality objectives
- Select monitoring methods and equipment
- Determine monitoring areas
- Develop quality control procedures
- Describe data management
- Provide work plan for conducting field measurements

How will data be used to take action?

- Specify process for evaluating effectiveness
- Analyze and interpret data
- Communicate results to support action

Importance of Monitoring Plan Criteria



Following the 14 elements helps CARB and the public understand the nature of air monitoring data and how it can be used.

Actionable Air Monitoring Data



Inform personal choices, e.g. activity



Evaluate source impacts

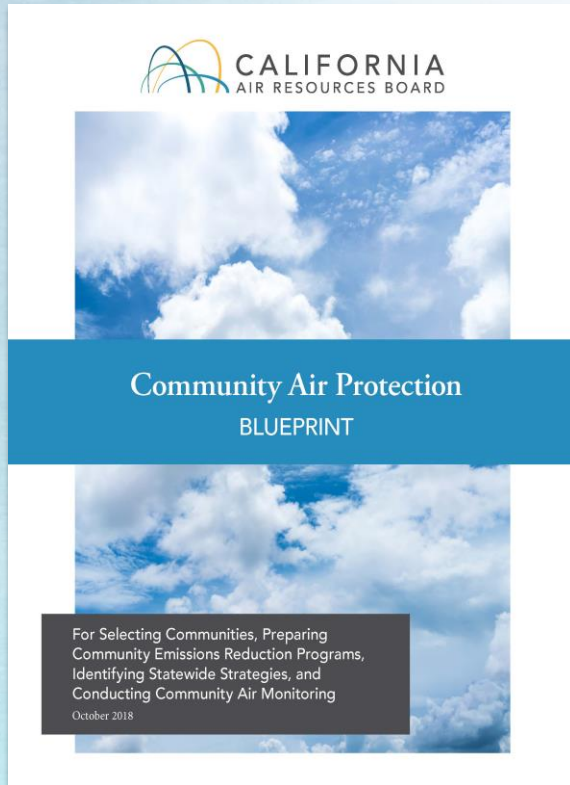


Track progress of community emissions reduction programs



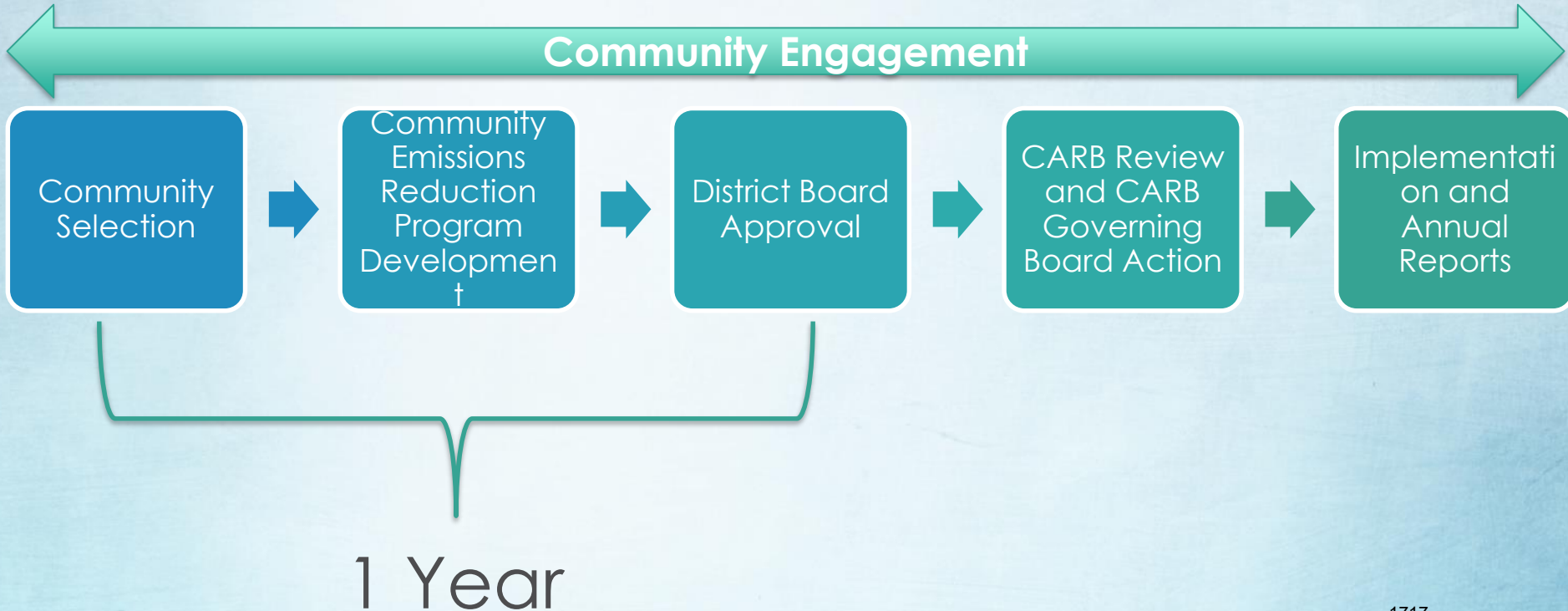
Support enforcement activities, new rules and regulations

Community Air Protection Blueprint

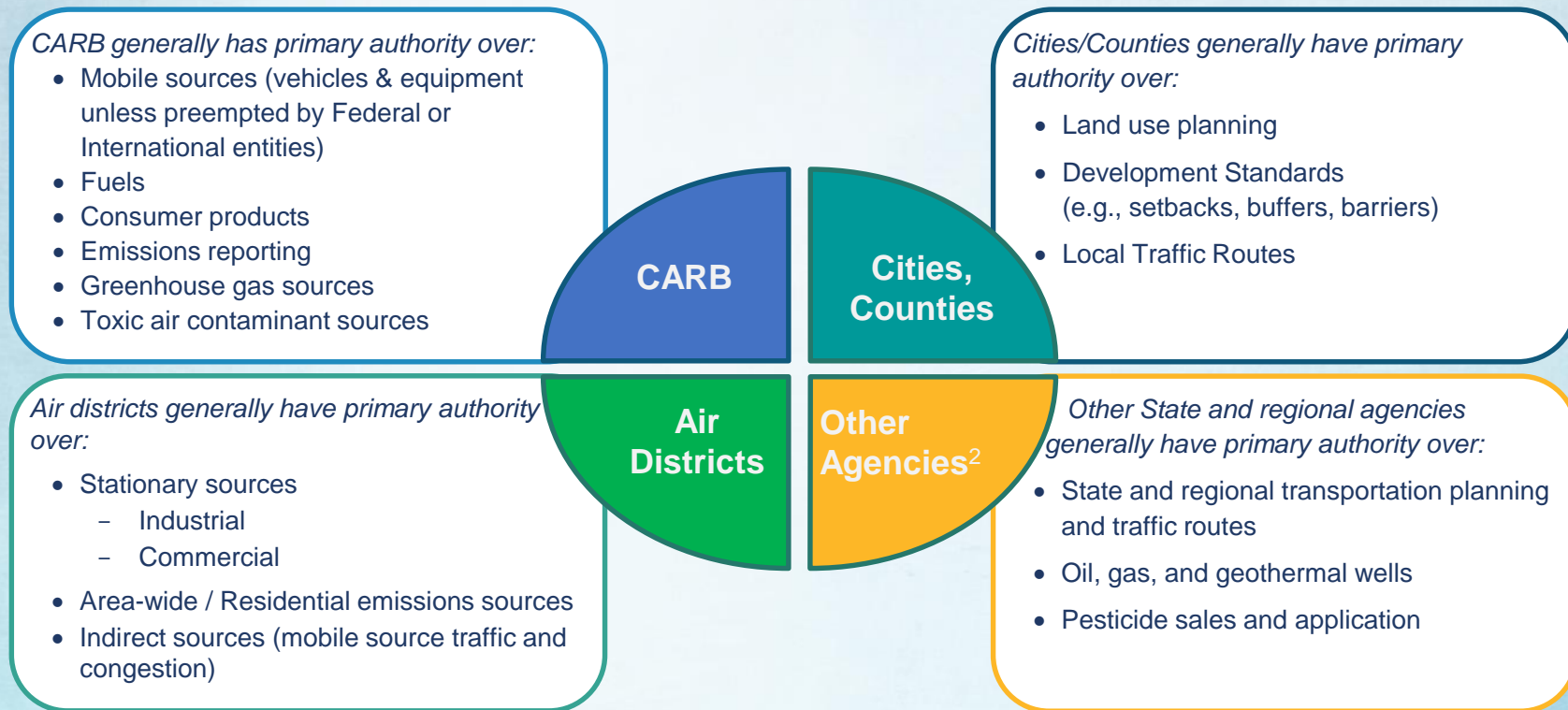


- Community Selection
- Statewide Strategies
- **Criteria for:**
 - community air monitoring
 - **community emissions reduction programs**

Process Overview



Addressing Exposure – Who Has Authority?¹



1. This graphic generally describes the state of the law, but it is not intended as binding or comprehensive. Please refer to regulatory determinations in particular cases and rulemakings for further details. 2. Examples include: California Department of Transportation (Caltrans); metropolitan planning organizations (MPOs); California Division of Oil, Gas, and Geothermal Resources (DOGGR); California Department of Pesticide Registration; California Department of Toxic Substances Control.

Criteria for Community Emissions Reduction Programs

Purpose: improve air quality in selected communities

**APPENDIX C.
CRITERIA FOR COMMUNITY EMISSIONS
REDUCTION PROGRAMS**

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COMMUNITY AIR PROTECTION PROGRAM **C-1**



Developing Targets and Strategies



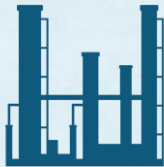
Strategy Types



Rules



Facility-Specific Risk Reduction



Air Quality Permitting



Incentives



Enforcement



Land Use, Transportation, and Mitigation

Online Resource Center

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Updates highlighting specific elements of AB 617 implementation, including expedited BARCT implementation schedules, emissions reporting, and Community Air Grants information.

Online training for community members!

Do you want to learn more about AB 617 and the Community Air Protection Program?

CARB has short training videos available online about community air quality, steering committees, emissions reduction programs, and more.

<https://ww2.arb.ca.gov/our-work/programs/resource-center/ab-617-implementation/community-air-protection-program-training>

Google Search: "community air protection training youtube"



Contact us with questions and to request in-person training
communityair@arb.ca.gov
(916) 322-7049

Visit our Resource Center
https://ww2.arb.ca.gov/ocap_resource_center

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El Centro-Heber-Calexico Corridor Community Emissions Reduction Program Staff Report
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CARB's Board will consider the El Centro-Heber-Calexico Corridor Community Emissions Reduction Program Plan at a hearing held in El Centro on January 15, 2020. The Plan, developed by the Imperial County APCD, in consultation with Comite Civico del Valle and the community steering committee, is designed to reduce exposure to air pollution in the El Centro-Heber-Calexico Corridor community.


en español

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 2018 Community Emissions Reduction Programs

 Community Air Protection Blueprint



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Contact Information

CARB Community Liaison

Skott Wall (916) 323-0787

Skott.Wall@arb.ca.gov

Community Air Protection Program

CommunityAir@arb.ca.gov (o) AireComunitario@arb.ca.gov



**Programa de Protección del Aire en la
Comunidad
Perspectiva General del Plan Marco
Criterios del Programa**

Agencias de Calidad del Aire

Federal



La U.S. EPA

La Agencia de
protección Ambiental
de los Estados Unidos

Establece e impone los estándares. Regula el
transporte interestatal.



Trenes



Barcos



Aviones

Estatad



El Consejo de Recursos
del Aire de California

Regula las fuentes móviles de contaminación del aire, los gases de
efecto invernadero y productos de consumo.



Autos



Camiones



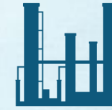
Autobuses

Local



Los Distritos de Aire
Locales

Regulan las fuentes estacionarias y locales
de contaminación del aire.



Refinerías



Estufas de
Leña
Residencial
es



Polvo

Enfoque Comunitario: Exposición acumulativa a la contaminación del aire



¿Qué es el Programa Estatal de Protección del Aire en la Comunidad?



Responsabilidades Claves



CARB

- Estrategias para beneficiar a las comunidades en todo el Estado
- Establecer los requisitos del Programa
- Supervisión del Programa
- Subvenciones para el Aire en la Comunidad



Distritos de Aire Locales

- Asociarse con comunidades sobre monitoreo del aire y programas de reducción de emisiones en la comunidad
- Administrar la financiación de incentivos
- Reglas que requieren un mayor control de la



Comunidades

- Proporcionar orientación sobre las inquietudes de la comunidad y los programas locales y estatales
- Asociarse con distritos de aire locales en programas del monitoreo del aire y la reducción de emisiones en la comunidad

Participación Pública

Papel del Comité Directivo



Trabaja con el distrito del aire para guiar lo que entra en los planes y cómo se implementan

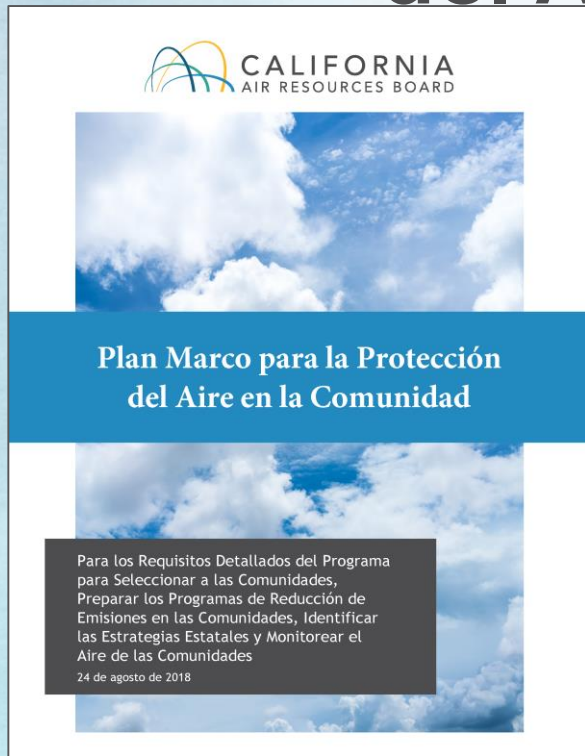
- Proceso colaborativo impulsado por la comunidad
- Identifica problemas y preocupaciones de la comunidad.
- Participe en la toma de decisiones sobre todos los componentes de los planes

Comité Directivo de la Comunidad



- Determinar el límite geográfico final
- Discutir todos los elementos del programa a medida que se desarrollan
- Perspectiva documentada y reflejada en todo el proceso

Plan Marco del Programa de Protección del Aire en la Comunidad



- Selección de la Comunidad
- Estrategias Estatales
- **Criterios para:**
 - **monitoreo de aire en la comunidad**
 - programa de reducción de emisiones en la comunidad

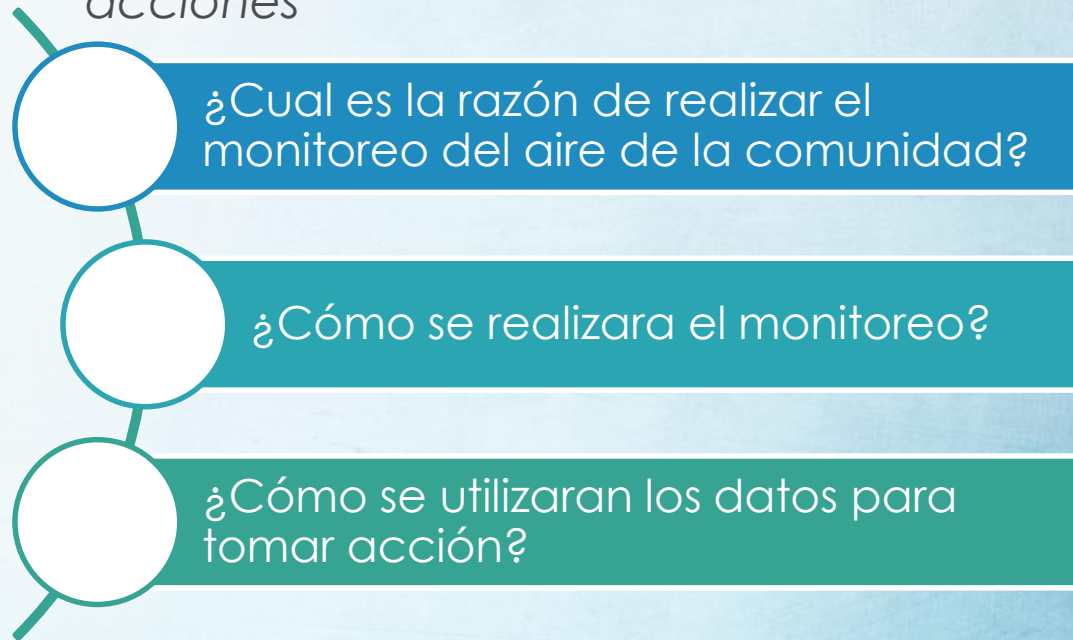
Criterios para el Monitoreo del Aire de la Comunidad

Propósito: Medir los desafíos de la calidad de aire para apoyar acciones

14 Elementos

para el desarrollo de los planes de monitoreo del aire en la comunidad

APÉNDICE E. PLAN DE MONITOREO DEL AIRE ESTATAL	
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Formar Programas de Colaboración Comunitaria	E-10
Declarar el Propósito Especifico a la Comunidad para el Monitoreo del Aire	E-11
Identificar el Alcance de las Mediciones	E-11
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Elementos del Plan de Monitoreo del Aire de la Comunidad

¿Cual es la razón de realizar el monitoreo del aire de la comunidad?

- Formar alianzas con las comunidades
- Indicar el propósito, específico a la comunidad
- Identificar el alcance de las acciones
- Definir objetivos de monitoreo del aire
- Establecer roles y responsabilidades

¿Cómo se realizara el monitoreo?

- Definir objetivos de calidad de datos
- Seleccionar métodos y equipos de monitoreo
- Determinar las áreas de monitoreo
- Desarrollar procedimientos de control de calidad
- Describir la gestión de datos
- Proporcionar plan de trabajo para realizar medidas de campo

¿Cómo se utilizaran los datos para tomar acción?

- Especificar el proceso para evaluar la efectividad
- Analizar e interpretar datos
- Comunicar resultados para apoyar la acción

Importancia de los Criterios del Plan de Monitoreo



Siguiendo los 14 elementos ayuda a CARB y al público a comprender la naturaleza de los datos de monitoreo del aire y cómo se pueden utilizar.

Datos de Monitoreo de Aire Accionables



Informar las elecciones personales, p.ej. actividad



Evaluar impactos de las fuentes

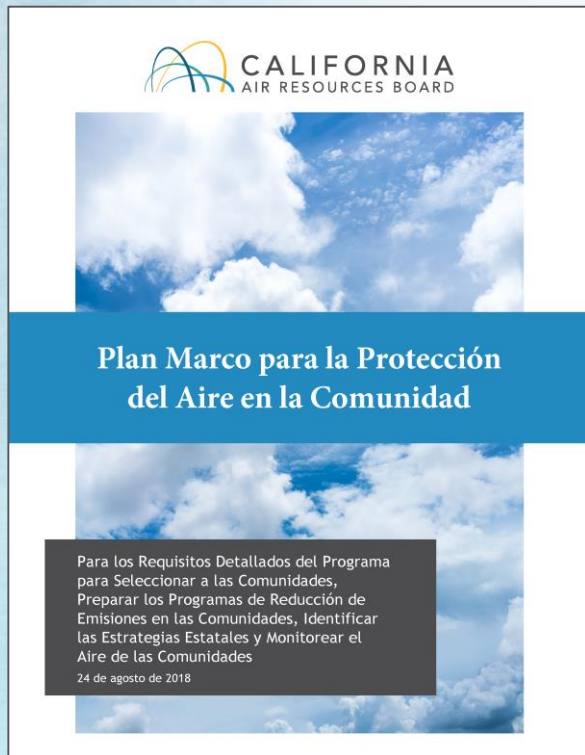


Seguimiento del progreso de los programas de reducción de emisiones en la comunidad



Apoyar actividades de ejecución, nuevas reglas y regulaciones

Plan Marco del Programa de Protección del Aire en la Comunidad

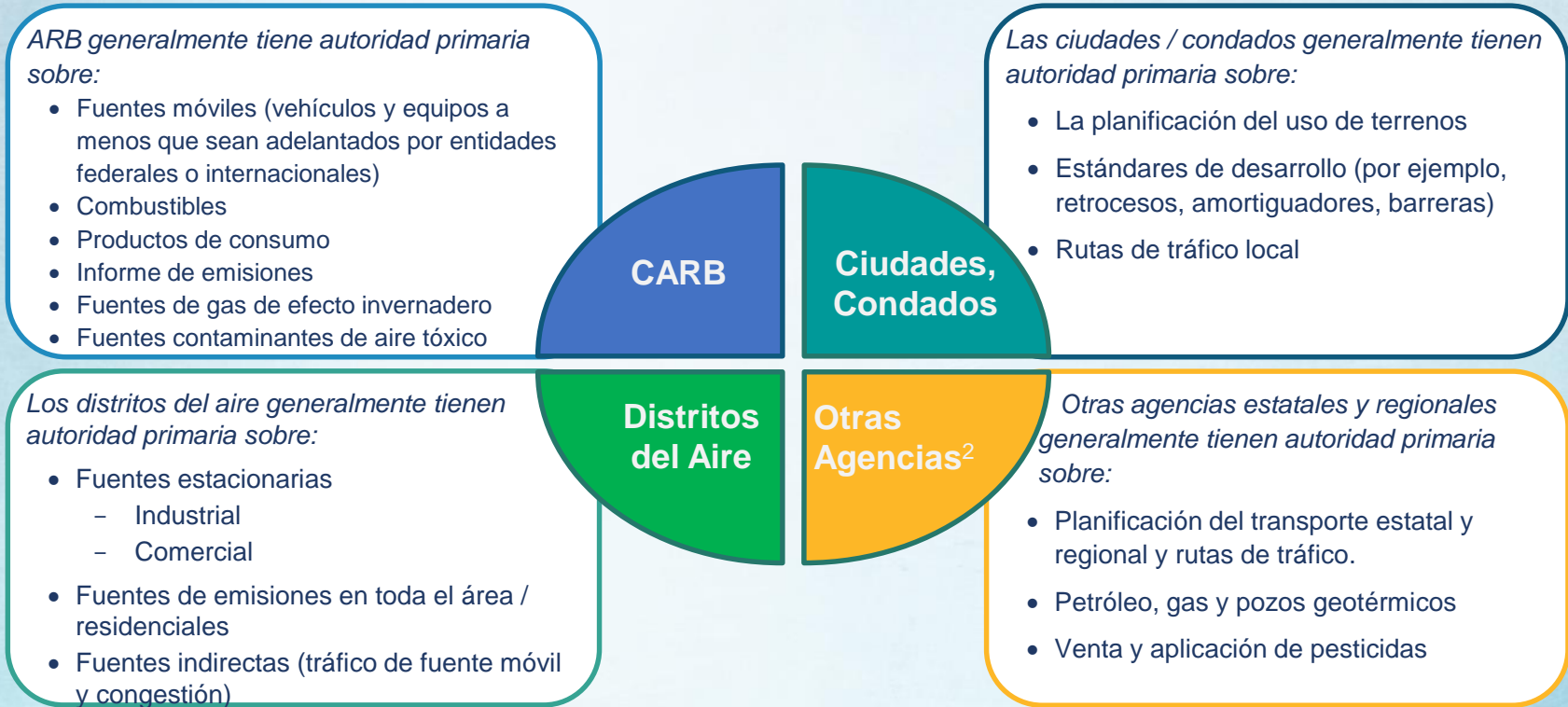


- Selección de la Comunidad
- Estrategias Estatales
- **Criterios para:**
 - monitoreo de aire en la comunidad
 - **programa de reducción de emisiones en la comunidad**

Vista General del Proceso



Abordar la Exposición: ¿Quién Tiene Autoridad?¹



1. Este gráfico generalmente describe el estado de la ley, pero no pretende ser vinculante ni exhaustivo. Consulte las determinaciones normativas en casos particulares y la elaboración de normas para obtener más detalles. 2. Los ejemplos incluyen: Departamento de Transporte de California (Caltrans); organizaciones de planificación metropolitana (MPO); División de petróleo, gas y recursos geotérmicos de California (DOGGR); Departamento de Registro de Pesticidas de California; Departamento de Control de Sustancias Tóxicas de California.

Criterios para Programas de Reducción de Emisiones en la Comunidad

Propósito: mejorar la calidad de aire in las comunidades seleccionadas

**APÉNDICE C.
CRITERIOS PARA PROGRAMAS DE
REDUCCIÓN DE EMISIONES EN LA COMUNIDAD**

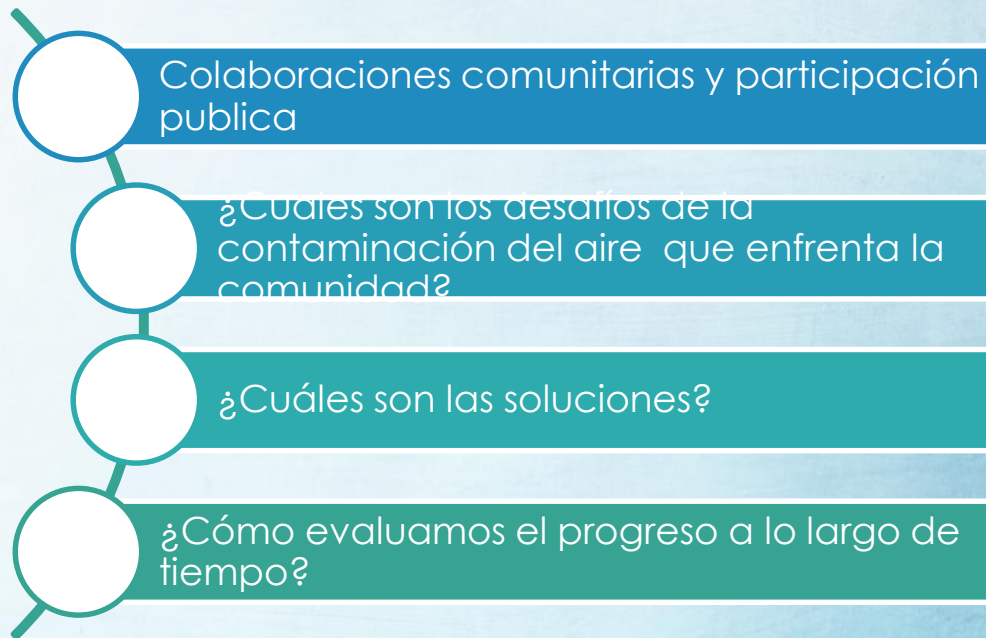
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PROGRAMA DE PROTECCIÓN DEL AIRE EN LA COMUNIDAD **C-1**





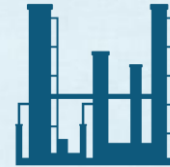
Estrategias



Reglas



Reducción de
Riesgo
Específicos a
Instalaciones



Permisos de
Calidad del
Aire



Incentivos



Ejecución



Uso de Terrenos,
Transporte y⁷⁴³
Mitigación

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Updates highlighting specific elements of AB 617 implementation, including expedited BARCT implementation schedules, emissions reporting, and Community Air Grants information.

¡Proximamente!

Entrenamiento en línea para miembros de la comunidad!

¿Quiere aprender más sobre AB 617 y el Programa de Protección del Aire en la Comunidad?

CARB tiene videos cortos de entrenamiento en línea sobre la calidad del aire en la comunidad, comités directivos, programas de reducción de emisiones en las comunidades, y más.

<https://ww2.arb.ca.gov/es/our-work/programs/resource-center/ab-617-implementation/community-air-protection-program-training>



Contáctanos con preguntas y para pedir entrenamiento en persona:

airecomunitario@arb.ca.gov
(626) 350-6561

Vísite a nuestro Centro de Recursos:

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Enlaces comunitarios de CARB

Skott Wall (916) 323-0787

Skott.Wall@arb.ca.gov

Programa de Protección del Aire de la Comunidad

CommunityAir@arb.ca.gov (o) AireComunitario@arb.ca.gov



Agenda for Stockton Community Steering Committee Meeting #2

Wednesday, April 22, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/897647600>

Meeting ID: **897 647 600**

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Christal Love Lazard, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Dillon Delvo, Little Manila Rising
- 5:50 p.m. Zoom How-To**
Review of Zoom tools, proper use, and virtual meeting etiquette
Christal Love Lazard, Facilitator
- 6:50 p.m. District Online Resources**
Walk through the various maps, documents, resources, and tools available online at community.valleyair.org
Jessica Olsen, Valley Air District
- 7:20 p.m. Wrap Up/Next Steps**
Next Meeting May 6, 2020: Zoom Call

To request Spanish interpreting services, please contact Jaime Holt or Heather Heinks at (559) 230-6000 or AB617@valleyair.org at least 7 days prior to the meeting date.

Learn more: community.valleyair.org



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Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Stockton Reunión #2

Miércoles 22 de abril de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/897647600>

Meeting ID: **897 647 600**

Teleconferencia: **888 788 0099 US** (Llamada gratuita)

- 5:30 p.m.** **Bienvenida, Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Distrito del Aire del Valle
Dillon Delvo, Little Manila Rising
- 5:50 p.m.** **Guía Básica para Zoom**
Repaso de las herramientas, el uso apropiado, y la etiqueta de reuniones virtuales en Zoom
Christal Love Lazard, Facilitadora
- 6:50 p.m.** **Recursos En Línea del Distrito**
Hablar sobre los diversos mapas, documentos, recursos, y herramientas disponible en línea en community.valleyair.org
Jessica Olsen, Distrito del Aire del Valle
- 7:20 p.m.** **Concluir/Próximos Pasos**
Próxima Reunión 6 de mayo de 2020: Llamada por Zoom

Para solicitar interpretación en Español, por favor comuníquese con Jaime Holt o Heather Heinks al (559) 230-6000 o AB617@valleyair.org por lo menos 7 días antes de la reunión.

Aprende más: community.valleyair.org



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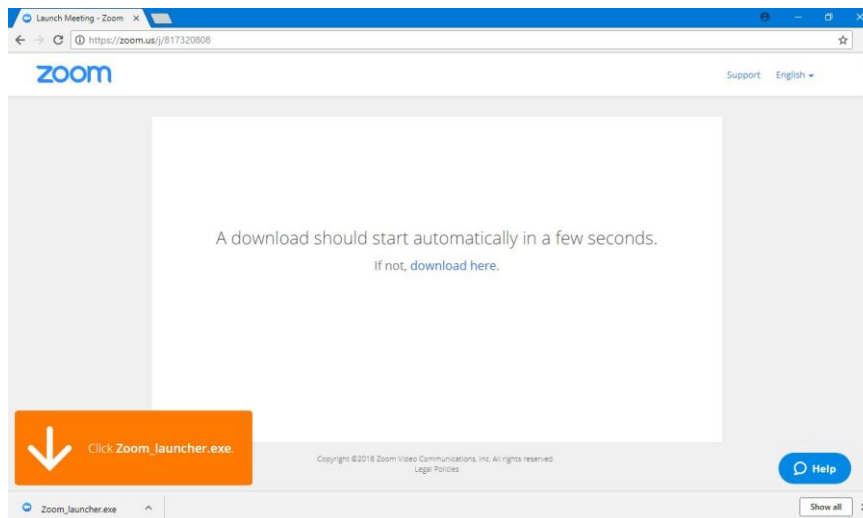
ZOOM INSTRUCTIONS FOR AB 617 PARTICIPANTS

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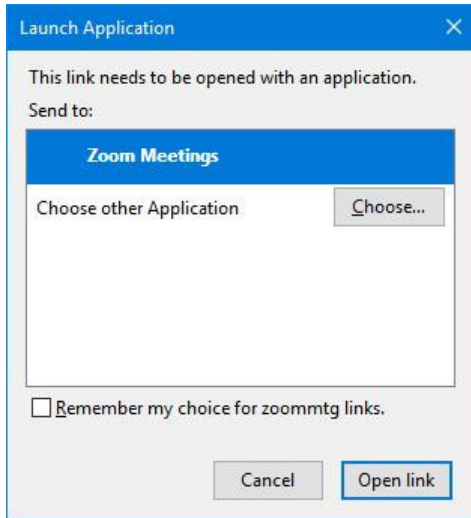
1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio and video immediately upon joining a meeting.
2. You will receive an email inviting you to participate in a Zoom meeting from the Valley Air District. The notification will include a link to **Join Zoom**. If you are unable to join using either a computer, tablet or smartphone, you can still listen to the meeting .via phone using the call in number and 9-digit meeting ID provided.

Joining Zoom meeting from your computer:

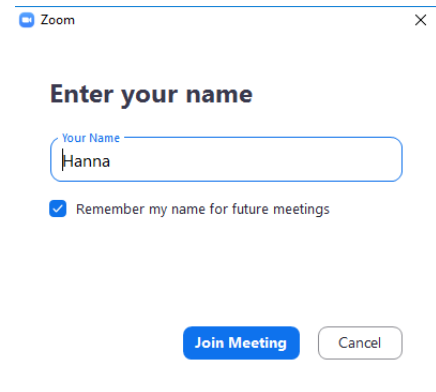
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Once the Zoom app is installed, you should see this window pop up. Click on Zoom Meetings and then on the **Open Link** button.



Zoom app may ask for your name. The text entered in this box will be your name in the participant list and will appear under your web cam video. Click the **Join Meeting** button after you have typed your name.



Your Zoom video:

You have an opportunity to join with or without video.

Your Zoom Audio:

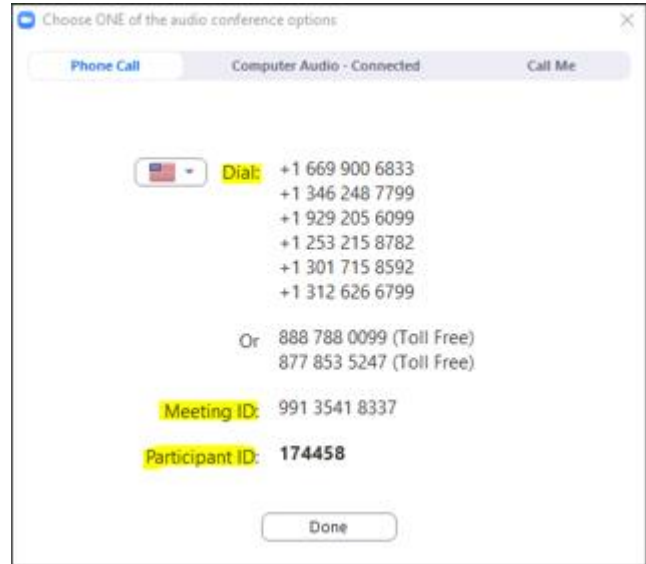
Please choose how you would like to like to hear and to talk to the other participants in the Zoom meeting. You have two audio options: join audio by computer or join audio by phone.

You have an opportunity to test your audio by clicking on “Test Computer Audio.” Once you are satisfied that your audio works, click on “Join audio by computer.”



OR To join via telephone:

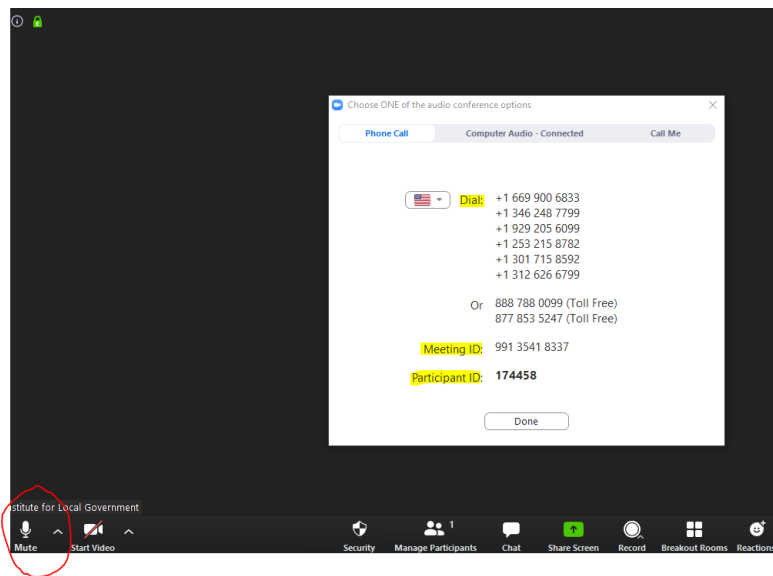
1. On your phone, dial the teleconferencing number provided in your invitation.
2. Enter the **Meeting ID number** (also provided in your invitation) when prompted using your touch-tone keypad.
3. If you have already joined the meeting via computer, please enter your **Participant ID** associated with your Zoom participation. *(Picture is an example of what you will see on the screen. Your numbers will be different).*



To minimize the potential echo during the meeting, please pick one audio option – Phone or Computer Audio.


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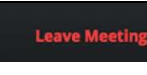

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Exploring Participant Controls on the bottom of your screen:

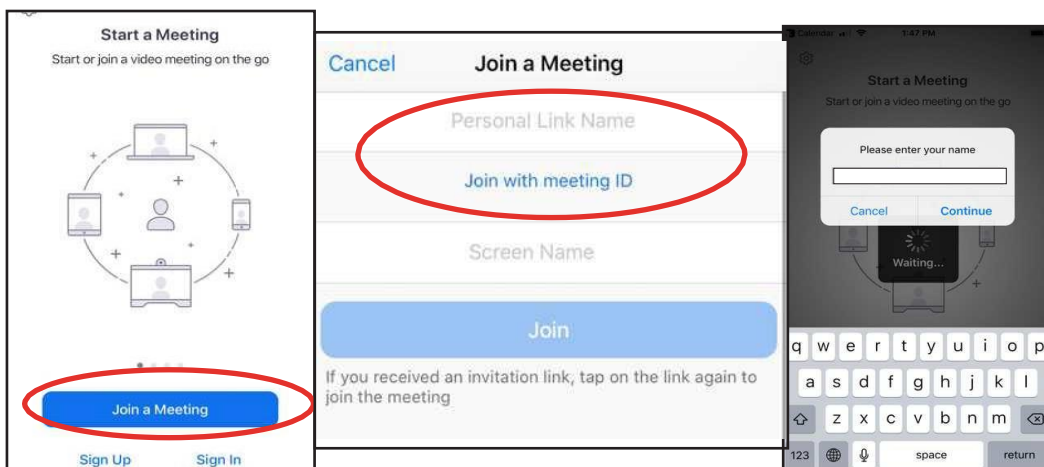


	Once your audio is working, you will see a different icon: a microphone. You can click on this icon to Mute and Unmute yourself.
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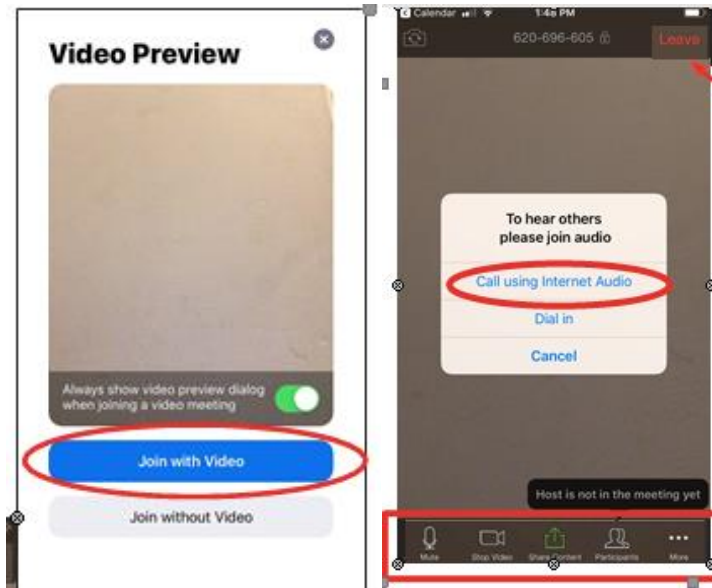
 <p>Start Video</p>	<p>Click on this icon to start your video. If this is the first time you are using Zoom, you will be asked to allow Zoom to use your camera. Click Allow.</p>
 <p>Invite</p>	<p>This icon allows you to invite other people to join the meeting.</p>
 <p>Participants</p>	<p>This icon tells you how many people are currently in the meeting. View Participant list – opens a pop-out screen that includes a “Raise Hand” icon that you may use to raise a virtual hand.</p>
 <p>Share Screen</p>	<p>If the host of the meeting allows it, you can share your screen by clicking the Share Screen icon. This means that the other participants will be able to see your desktop or the application you want to share.</p>
 <p>Chat</p>	<p>Click on this icon to access the chat window and chat with other participants. You can send a message to the entire group or to an individual user. Please be aware that even a private chat may end up in a public record of the zoom meeting. As you already do when face-to-face, show respect to others when using the chat box.</p>
 <p>Leave Meeting</p>	<p>Click here to leave the meeting when it is over or if you need leave the meeting early while it continues for the other participants.</p>
 <p>Reactions</p>	<p>Zoom offers to reactions to provide nonverbal feedback. Click the type of reaction you would like to send: clapping hands or thumbs up. The reaction will display for 5 seconds.</p>

Joining Zoom meeting from tablet or phone:

1. Make sure you have downloaded the Zoom app on your smartphone. You can download it just like you would download any other app: from the App Store or Google Play Store (Android).
2. Tap either **Personal Link Name** or **Join with a meeting ID** and enter your information. Then tap Join.
3. To join the meeting, you will be asked to enter Your Name and then tap Continue.



4. Select **Join with Video**
5. Confirm your audio preferences. IF you have strong internet connection, there is no reason not to use Internet Audio
6. Note the icons at the bottom are the same.



General Meeting Best Practices when participating in a Zoom Meeting

These will be refined as we all learn how to have effective AB 617 virtual meetings together

- The host will mute all participants during presentations to reduce background noise.
- Check your internet speed. If you are using free wifi you may need to keep your camera off to improve sound and/or image quality.
- Turn your camera on and have your camera at eye level.
- Stay muted unless you are talking to reduce background noise.
- Use chat box to submit comments / questions.
- To vote, use the vote button on the bottom of the screen.
- Make sure you sit in a well-lit and quiet place.
- Be mindful of what is going on behind you. Think about having solid wall behind you or turning on the virtual background.

If you have any questions regarding Zoom and/or are experiencing technical difficulties, please contact Heather Heinks at (559) 230-5898 or (559)994-7591 for assistance.



Agenda para el Comité Directivo Comunitario de Stockton Reunión #2

Miércoles 22 de abril de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/897647600>

Meeting ID: **897 647 600**

Teleconferencia: **888 788 0099 US** (Llamada gratuita)

- 5:30 p.m.** **Bienvenida, Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Distrito del Aire del Valle
Dillon Delvo, Little Manila Rising
- 5:50 p.m.** **Guía Básica para Zoom**
Repaso de las herramientas, el uso apropiado, y la etiqueta de reuniones virtuales en Zoom
Christal Love Lazard, Facilitadora
- 6:50 p.m.** **Recursos En Línea del Distrito**
Hablar sobre los diversos mapas, documentos, recursos, y herramientas disponible en línea en community.valleyair.org
Jessica Olsen, Distrito del Aire del Valle
- 7:20 p.m.** **Concluir/Próximos Pasos**
Próxima Reunión 6 de mayo de 2020: Llamada por Zoom

Para solicitar interpretación en Español, por favor comuníquese con Jaime Holt o Heather Heinks al (559) 230-6000 o AB617@valleyair.org por lo menos 7 días antes de la reunión.

Aprende más: community.valleyair.org

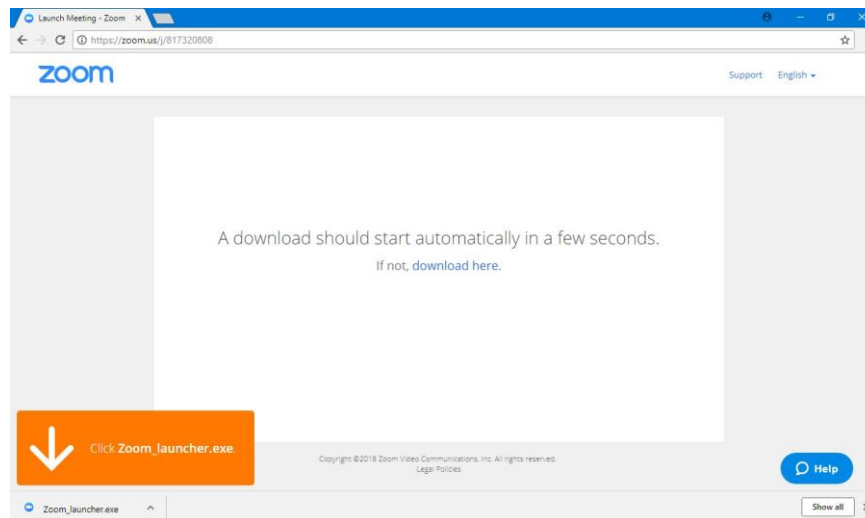
INSTRUCCIONES DE ZOOM PARA PARTICIPANTES DE AB 617

Antes de una reunión por Zoom:

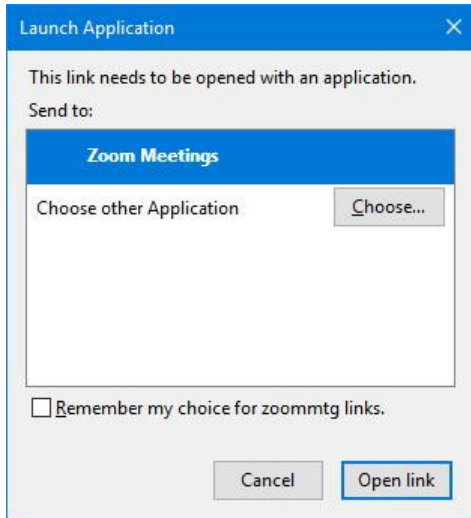
1. Necesitará una computadora, tableta o teléfono inteligente con una bocina o audífonos. Tendrá una oportunidad de verificar su audio y video inmediatamente después de unirse a una reunión.
2. Recibirá un correo electrónico invitándole a participar en una reunión del Distrito del Aire del Valle. La notificación incluirá un enlace para unirse a Zoom (**Join Zoom**). Si no puede unirse usando una computadora, tableta o teléfono inteligente, aún puede escuchar la reunión a través del teléfono usando el número de llamada y la identificación de la reunión de 9 dígitos.

Unirse a la reunión por Zoom desde su computadora:

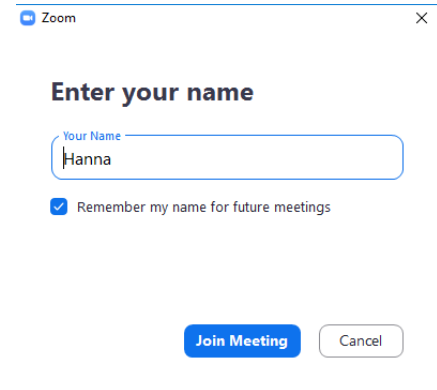
5-10 minutos antes de la hora de inicio de su reunión, haga clic en el enlace de su invitación. Es **posible** que le indique que descargue la aplicación Zoom.



Una vez que la aplicación Zoom está instalada, debería de ver esta ventana emergente. Haga clic en Zoom Meetings y luego en el botón **Open Link**.



La aplicación Zoom puede preguntar por su nombre. El texto ingresado en este cuadro será su nombre en la lista de participantes y aparecerá debajo de su video de cámara web. Haga clic en el botón **Join Meeting** después de haber escrito su nombre.



Su video de Zoom:

Tiene la oportunidad de unirse con o sin video.

Su audio de Zoom:

Elija cómo le gustaría escuchar y hablar con los demás participantes en la reunión de Zoom. Tiene dos opciones de audio: unir por **audio by computer (audio por computadora)** o unir por **audio by phone (audio por teléfono)**.

Tiene la oportunidad de probar su audio haciendo clic en **“Test Computer Audio.”** Una vez que esté satisfecho de que su audio funciona, haga clic en **“Join audio by computer.”**



O Para unirse por teléfono:

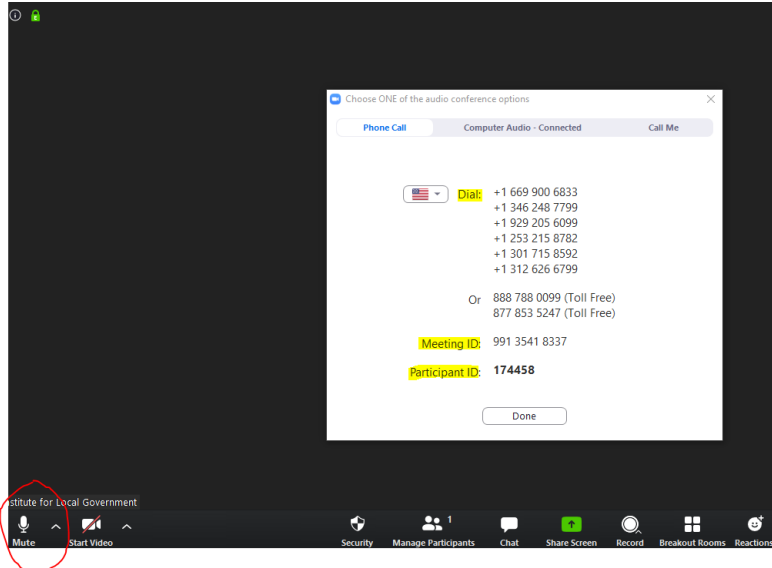
1. En su teléfono, marque el número de teleconferencia proporcionado en su invitación.
2. Ingrese el número de **Meeting ID** (también incluido en su invitación) cuando se le solicite en su teclado.
3. Si ya se unió a la reunión por computadora, ingrese el **Participant ID** asociada con su participación de Zoom. *(La imagen es un ejemplo de lo que verá en la pantalla. Sus números serán diferentes).*



Para minimizar el eco potencial durante la reunión, elija una opción de audio – Audio por Computadora o Teléfono.

Cambiar entre la computadora y el audio del teléfono:






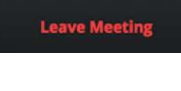
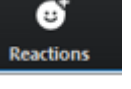
Si necesita cambiar entre la computadora y el audio del teléfono, haga clic en la flecha de la esquina inferior izquierda de la pantalla y seleccione **Join Phone Audio** en el menú emergente. Siga las instrucciones debajo.



Explorando los Controles de los Participantes en la parte inferior de la pantalla:

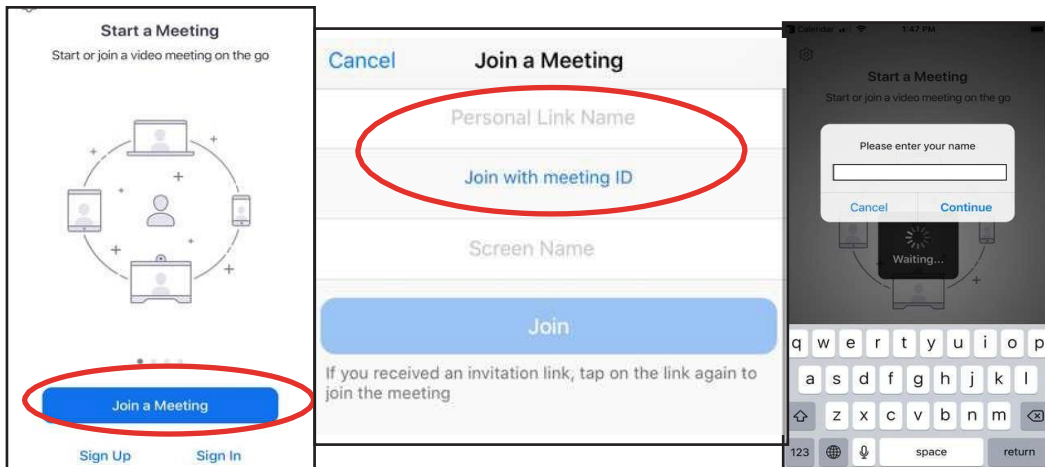


Una vez que su audio esté funcionando, verá un icono diferente: un micrófono. Puede hacer clic en este icono para **Silenciar** y **Activar** el sonido.

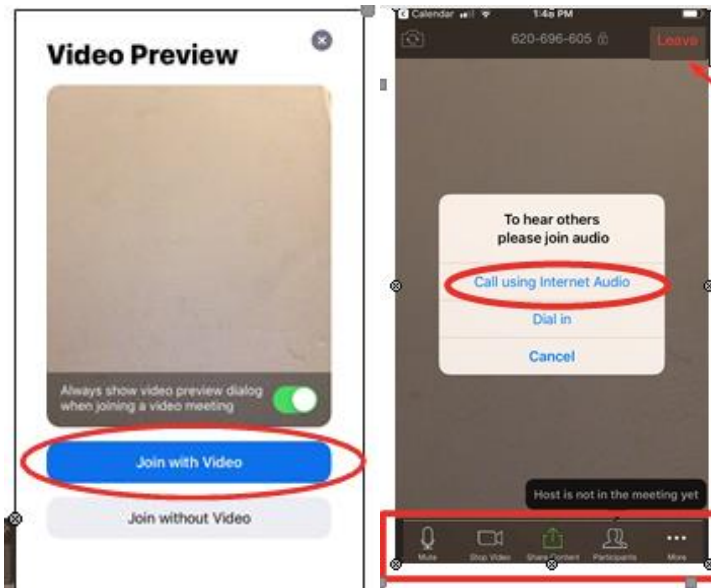
	<p>Haga clic en este icono para comenzar su video. Si es la primera vez que usa Zoom, se le pedirá que permita que Zoom use su cámara. Haz clic en Allow.</p>
	<p>Este icono le permite invitar a otras personas a unirse a la reunión.</p>
	<p>Este icono le indica cuántas personas hay actualmente en la reunión. Ver lista de participantes/View Participant List – abre una pantalla emergente que incluye un icono de "Levantar mano/Raise Hand" que puede usar para levantar una mano virtual.</p>
	<p>Si el anfitrión de la reunión lo permite, puede compartir su pantalla haciendo clic en el icono Share Screen. Esto significa que los demás participantes podrán ver de escritorio o la aplicación que desea compartir.</p>
	<p>Haga clic en este icono para acceder a la ventana de chat y chatear con otros participantes. Puede enviar un mensaje a todo el grupo o a un usuario individual. Tenga en cuenta que incluso un chat privado puede terminar en un registro público de la reunión de zoom. Como ya lo hace cuando está cara a cara, muestre respeto a los demás cuando use el chat.</p>
	<p>Haga clic aquí para dejar la reunión cuando termine o si necesita dejarla temprano mientras continúa para los demás participantes.</p>
	<p>Zoom ofrece reacciones para proporcionar comentarios no verbales. Haga clic en el tipo de reacción que le gustaría enviar: aplaudir o levantar el pulgar. La reacción se mostrará durante 5 segundos.</p>

Unirse a la reunión de Zoom desde tableta o teléfono:

1. Asegúrese de haber descargado la aplicación Zoom en su teléfono inteligente. Puede descargarlo como lo haría con cualquier otra aplicación: desde App Store o Google Play Store (Android).
2. Toque **Personal Link Name** o **Join with a meeting ID** e ingrese su información. Luego toque Join.
3. Para unirse a la reunión, se le pedirá que ingrese Su nombre y luego toque Continue.



4. Seleccione **Join with Video**
5. Confirme sus preferencias de audio. Si tiene una buena conexión al internet, no hay razón para no usar Internet Audio
6. Tenga en cuenta que los iconos en la parte inferior son los mismos.



Mejores Prácticas de Reuniones Generales al participar en una Reunión de Zoom

Estos serán refinados a medida que todos aprendamos cómo tener reuniones virtuales de AB 617 efectivas

- El anfitrión silenciará a todos los participantes durante las presentaciones para reducir el ruido de fondo.
- Verifique su velocidad de internet. Si está utilizando wifi gratuito, es posible que deba mantener su cámara apagada para mejorar la calidad del sonido y/o la imagen.
- Prenda su cámara y manténgala al nivel de los ojos.
- Permanezca en silencio a menos que esté hablando para reducir el ruido de fondo.
- Use el chat para enviar comentarios/preguntas.

- Para votar, use el botón votar en la parte inferior de la pantalla.
- Asegúrese de sentarse en un lugar bien iluminado y tranquilo.
- Sea consciente de lo que sucede detrás de usted. Piense en tener una pared sólida detrás de usted o activar el fondo virtual.

Si tiene alguna pregunta sobre Zoom y/o tiene dificultades técnicas, comuníquese con Heather Heinks al (559) 230-5898 o (559) 994-7591 para obtener ayuda.

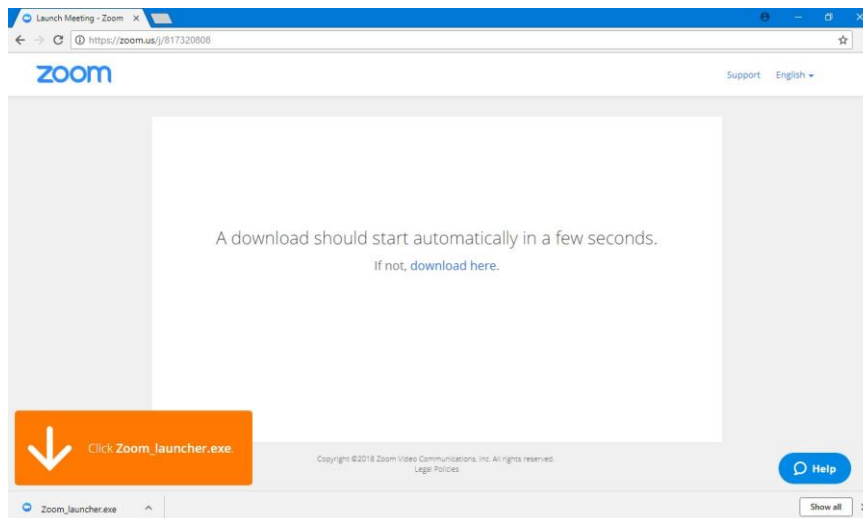
ZOOM INSTRUCTIONS FOR AB 617 PARTICIPANTS

Before a Zoom meeting:

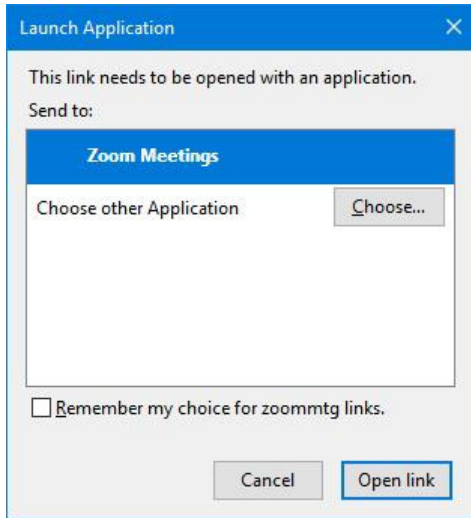
1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio and video immediately upon joining a meeting.
2. You will receive an email inviting you to participate in a Zoom meeting from the Valley Air District. The notification will include a link to **Join Zoom**. If you are unable to join using either a computer, tablet or smartphone, you can still listen to the meeting .via phone using the call in number and 9-digit meeting ID provided.

Joining Zoom meeting from your computer:

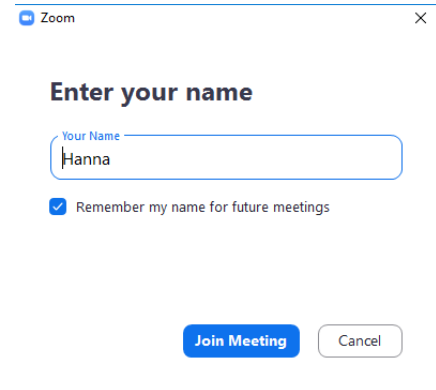
5-10 min before start time of your meeting, click on the link in your invitation. You *may* be instructed to download the Zoom application.



Once the Zoom app is installed, you should see this window pop up. Click on Zoom Meetings and then on the **Open Link** button.



Zoom app may ask for your name. The text entered in this box will be your name in the participant list and will appear under your web cam video. Click the **Join Meeting** button after you have typed your name.



Your Zoom video:

You have an opportunity to join with or without video.

Your Zoom Audio:

Please choose how you would like to like to hear and to talk to the other participants in the Zoom meeting. You have two audio options: join audio by computer or join audio by phone.

You have an opportunity to test your audio by clicking on “Test Computer Audio.” Once you are satisfied that your audio works, click on “Join audio by computer.”



OR To join via telephone:

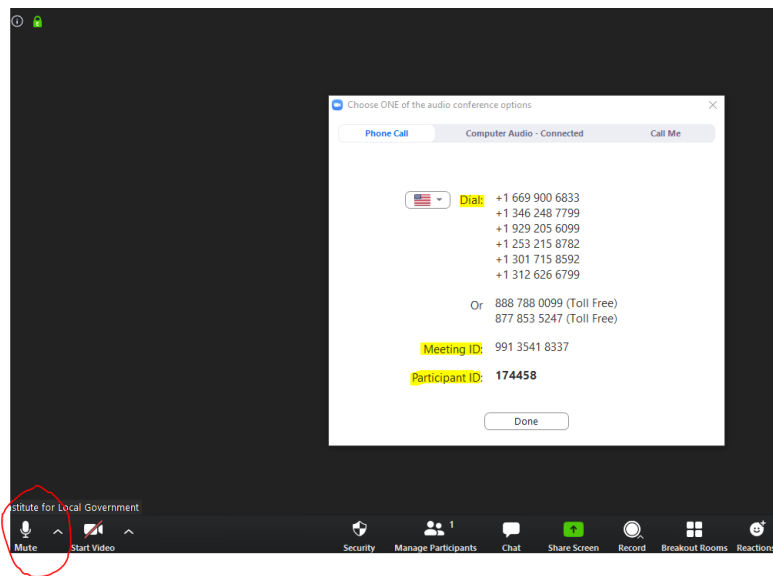
1. On your phone, dial the teleconferencing number provided in your invitation.
2. Enter the **Meeting ID number** (also provided in your invitation) when prompted using your touch-tone keypad.
3. If you have already joined the meeting via computer, please enter your **Participant ID** associated with your Zoom participation. *(Picture is an example of what you will see on the screen. Your numbers will be different).*



To minimize the potential echo during the meeting, please pick one audio option – Phone or Computer Audio.


Switching between computer and phone audio:






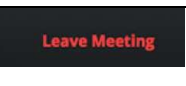
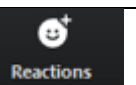
If you need to switch between computer and phone audio, click the bottom left corner arrow on your screen and select **Join Phone Audio** in the pop up menu. Follow the instructions below.



Exploring Participant Controls on the bottom of your screen:

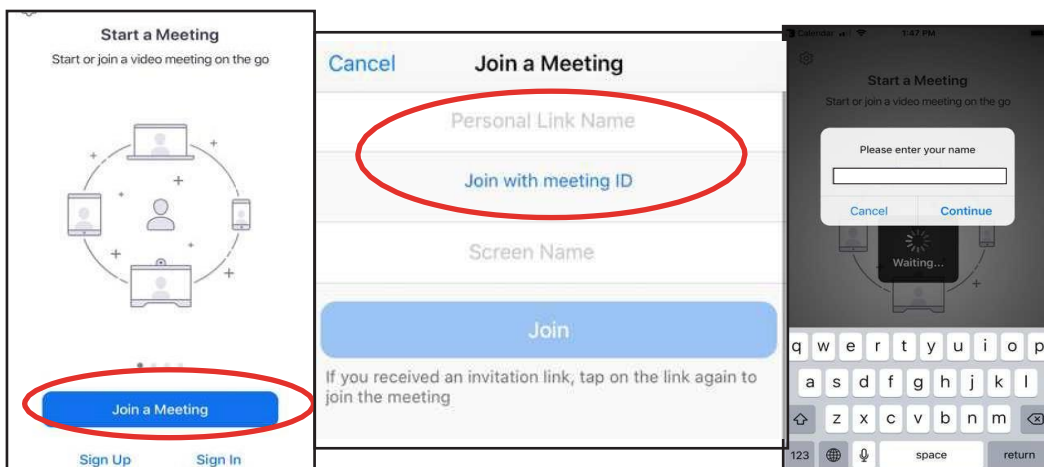


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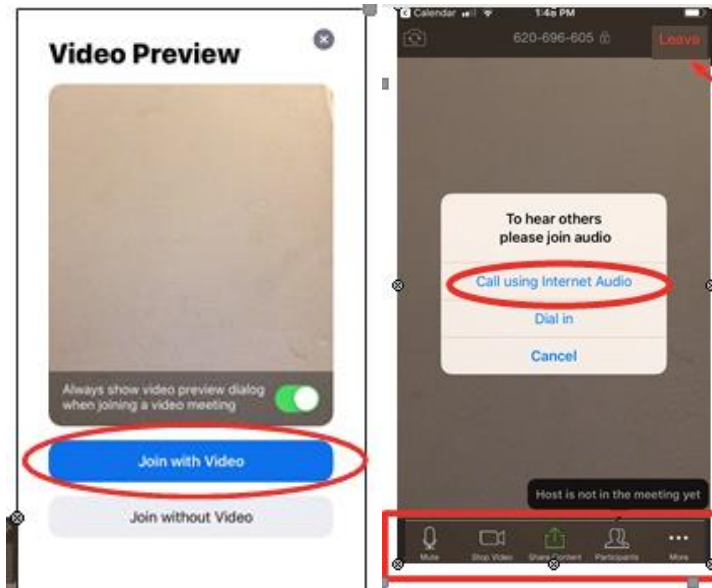
	Click on this icon to start your video. If this is the first time you are using Zoom, you will be asked to allow Zoom to use your camera. Click Allow .
	This icon allows you to invite other people to join the meeting.
	This icon tells you how many people are currently in the meeting. View Participant list – opens a pop-out screen that includes a “Raise Hand” icon that you may use to raise a virtual hand.
	If the host of the meeting allows it, you can share your screen by clicking the Share Screen icon. This means that the other participants will be able to see your desktop or the application you want to share.
	Click on this icon to access the chat window and chat with other participants. You can send a message to the entire group or to an individual user. Please be aware that even a private chat may end up in a public record of the zoom meeting. As you already do when face-to-face, show respect to others when using the chat box.
	Click here to leave the meeting when it is over or if you need leave the meeting early while it continues for the other participants.
	Zoom offers to reactions to provide nonverbal feedback. Click the type of reaction you would like to send: clapping hands or thumbs up. The reaction will display for 5 seconds.

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1. Make sure you have downloaded the Zoom app on your smartphone. You can download it just like you would download any other app: from the App Store or Google Play Store (Android).
2. Tap either **Personal Link Name** or **Join with a meeting ID** and enter your information. Then tap Join.
3. To join the meeting, you will be asked to enter Your Name and then tap Continue.



4. Select **Join with Video**
5. Confirm your audio preferences. IF you have strong internet connection, there is no reason not to use Internet Audio
6. Note the icons at the bottom are the same.



General Meeting Best Practices when participating in a Zoom Meeting

These will be refined as we all learn how to have effective AB 617 virtual meetings together

- The host will mute all participants during presentations to reduce background noise.
- Check your internet speed. If you are using free wifi you may need to keep your camera off to improve sound and/or image quality.
- Turn your camera on and have your camera at eye level.
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- To vote, use the vote button on the bottom of the screen.
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- Be mindful of what is going on behind you. Think about having solid wall behind you or turning on the virtual background.

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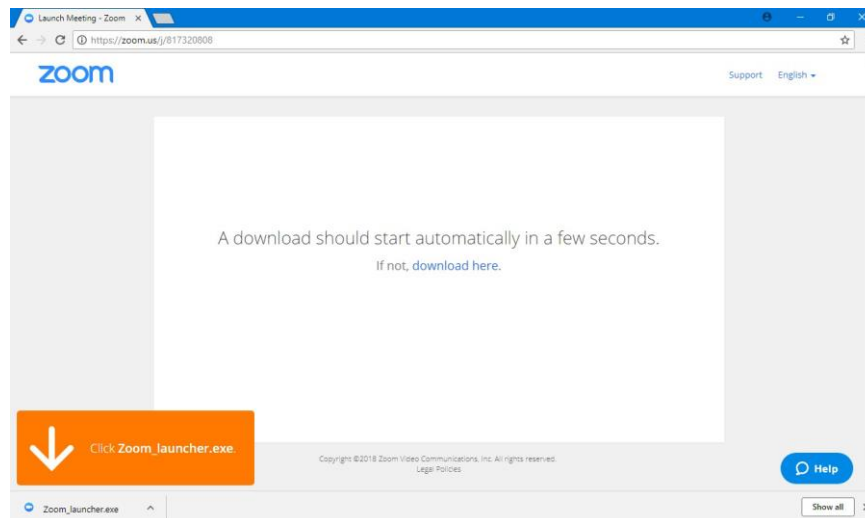
INSTRUCCIONES DE ZOOM PARA PARTICIPANTES DE AB 617

Antes de una reunión por Zoom:

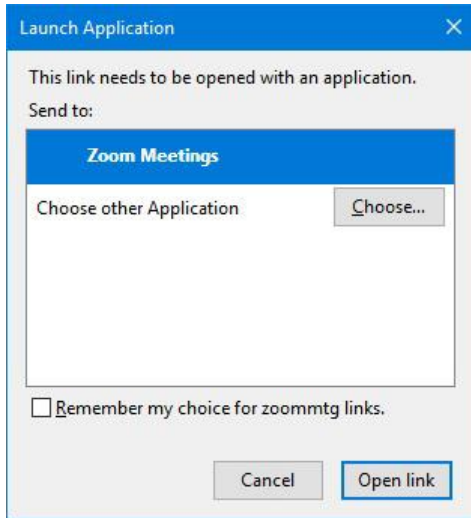
1. Necesitará una computadora, tableta o teléfono inteligente con una bocina o audífonos. Tendrá una oportunidad de verificar su audio y video inmediatamente después de unirse a una reunión.
2. Recibirá un correo electrónico invitándole a participar en una reunión del Distrito del Aire del Valle. La notificación incluirá un enlace para unirse a Zoom (**Join Zoom**). Si no puede unirse usando una computadora, tableta o teléfono inteligente, aún puede escuchar la reunión a través del teléfono usando el número de llamada y la identificación de la reunión de 9 dígitos.

Unirse a la reunión por Zoom desde su computadora:

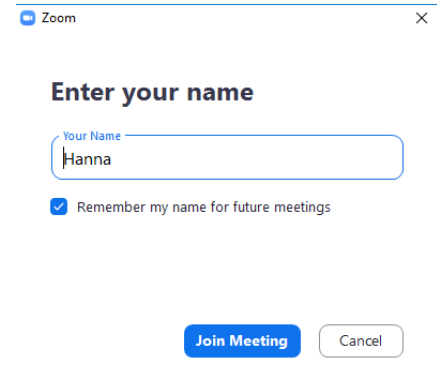
5-10 minutos antes de la hora de inicio de su reunión, haga clic en el enlace de su invitación. Es **posible** que le indique que descargue la aplicación Zoom.



Una vez que la aplicación Zoom está instalada, debería de ver esta ventana emergente. Haga clic en Zoom Meetings y luego en el botón **Open Link**.



La aplicación Zoom puede preguntar por su nombre. El texto ingresado en este cuadro será su nombre en la lista de participantes y aparecerá debajo de su video de cámara web. Haga clic en el botón **Join Meeting** después de haber escrito su nombre.



Su video de Zoom:

Tiene la oportunidad de unirse con o sin video.

Su audio de Zoom:

Elija cómo le gustaría escuchar y hablar con los demás participantes en la reunión de Zoom. Tiene dos opciones de audio: unir por **audio by computer (audio por computadora)** o unir por **audio by phone (audio por teléfono)**.

Tiene la oportunidad de probar su audio haciendo clic en **“Test Computer Audio.”** Una vez que esté satisfecho de que su audio funciona, haga clic en **“Join audio by computer.”**



○ Para unirse por teléfono:

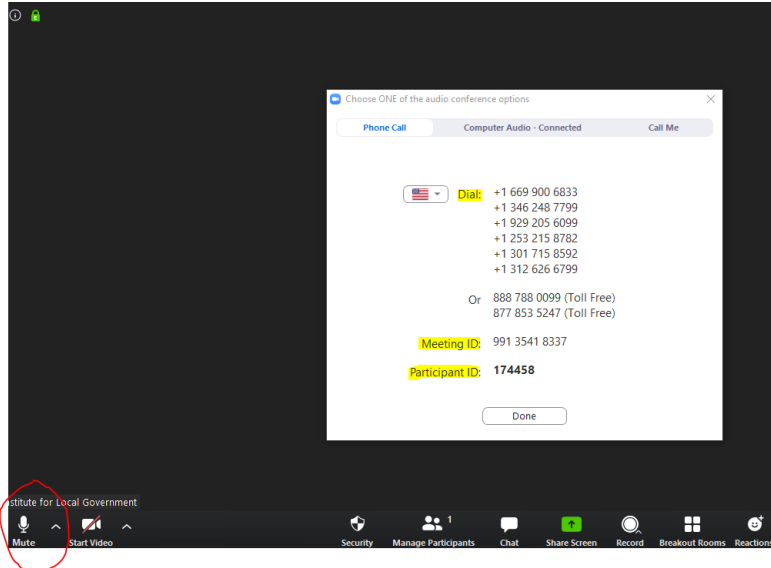
1. En su teléfono, marque el número de teleconferencia proporcionado en su invitación.
2. Ingrese el número de **Meeting ID** (también incluido en su invitación) cuando se le solicite en su teclado.
3. Si ya se unió a la reunión por computadora, ingrese el **Participant ID** asociada con su participación de Zoom. *(La imagen es un ejemplo de lo que verá en la pantalla. Sus números serán diferentes).*



Para minimizar el eco potencial durante la reunión, elija una opción de audio – Audio por Computadora o Teléfono.

Cambiar entre la computadora y el audio del teléfono:






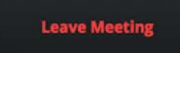
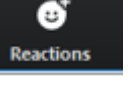
Si necesita cambiar entre la computadora y el audio del teléfono, haga clic en la flecha de la esquina inferior izquierda de la pantalla y seleccione **Join Phone Audio** en el menú emergente. Siga las instrucciones debajo.



Explorando los Controles de los Participantes en la parte inferior de la pantalla:

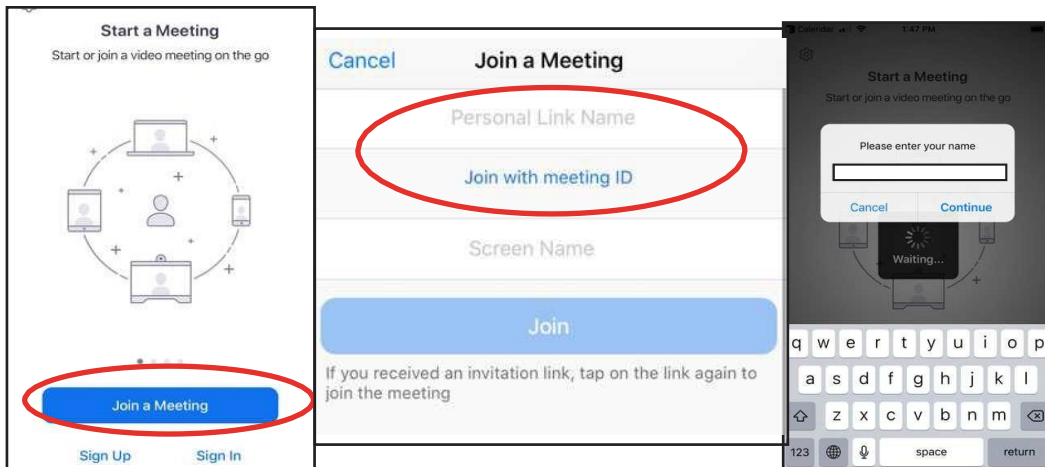


	Una vez que su audio esté funcionando, verá un icono diferente: un micrófono. Puede hacer clic en este icono para Silenciar y Activar el sonido.
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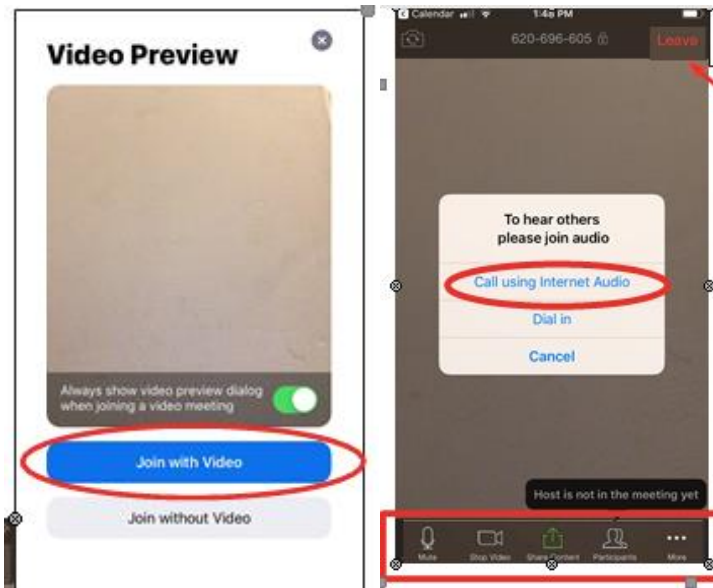
	<p>Haga clic en este icono para comenzar su video. Si es la primera vez que usa Zoom, se le pedirá que permita que Zoom use su cámara. Haz clic en Allow.</p>
	<p>Este icono le permite invitar a otras personas a unirse a la reunión.</p>
	<p>Este icono le indica cuántas personas hay actualmente en la reunión. Ver lista de participantes/View Participant List – abre una pantalla emergente que incluye un icono de "Levantar mano/Raise Hand" que puede usar para levantar una mano virtual.</p>
	<p>Si el anfitrión de la reunión lo permite, puede compartir su pantalla haciendo clic en el icono Share Screen. Esto significa que los demás participantes podrán ver de escritorio o la aplicación que desea compartir.</p>
	<p>Haga clic en este icono para acceder a la ventana de chat y chatear con otros participantes. Puede enviar un mensaje a todo el grupo o a un usuario individual. Tenga en cuenta que incluso un chat privado puede terminar en un registro público de la reunión de zoom. Como ya lo hace cuando está cara a cara, muestre respeto a los demás cuando use el chat.</p>
	<p>Haga clic aquí para dejar la reunión cuando termine o si necesita dejarla temprano mientras continúa para los demás participantes.</p>
	<p>Zoom ofrece reacciones para proporcionar comentarios no verbales. Haga clic en el tipo de reacción que le gustaría enviar: aplaudir o levantar el pulgar. La reacción se mostrará durante 5 segundos.</p>

Unirse a la reunión de Zoom desde tableta o teléfono:

1. Asegúrese de haber descargado la aplicación Zoom en su teléfono inteligente. Puede descargarlo como lo haría con cualquier otra aplicación: desde App Store o Google Play Store (Android).
2. Toque **Personal Link Name** o **Join with a meeting ID** e ingrese su información. Luego toque Join.
3. Para unirse a la reunión, se le pedirá que ingrese Su nombre y luego toque Continue.



4. Seleccione **Join with Video**
5. Confirme sus preferencias de audio. Si tiene una buena conexión al internet, no hay razón para no usar Internet Audio
6. Tenga en cuenta que los iconos en la parte inferior son los mismos.



Mejores Prácticas de Reuniones Generales al participar en una Reunión de Zoom

Estos serán refinados a medida que todos aprendamos cómo tener reuniones virtuales de AB 617 efectivas

- El anfitrión silenciará a todos los participantes durante las presentaciones para reducir el ruido de fondo.
- Verifique su velocidad de internet. Si está utilizando wifi gratuito, es posible que deba mantener su cámara apagada para mejorar la calidad del sonido y/o la imagen.
- Prenda su cámara y manténgala al nivel de los ojos.
- Permanezca en silencio a menos que esté hablando para reducir el ruido de fondo.
- Use el chat para enviar comentarios/preguntas.

- Para votar, use el botón votar en la parte inferior de la pantalla.
- Asegúrese de sentarse en un lugar bien iluminado y tranquilo.
- Sea consciente de lo que sucede detrás de usted. Piense en tener una pared sólida detrás de usted o activar el fondo virtual.

Si tiene alguna pregunta sobre Zoom y/o tiene dificultades técnicas, comuníquese con Heather Heinks al (559) 230-5898 o (559) 994-7591 para obtener ayuda.



Agenda for Stockton Community Steering Committee Meeting #3

Wednesday, May 6, 2020 – 5:30 pm - 7:25 pm

Zoom Meeting: <https://zoom.us/j/226892770>

Meeting ID: 226 892 770

Teleconference: 888 788 0099 US (Toll-free)

5:30 p.m. Welcome, Introductions

*Christal Love Lazard, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy APCO, Valley Air District
Dillon Delvo, Community Co-host, Little Manila Rising*

5:35 p.m. Historical Perspective on Stockton

A look back on what lead to socioeconomic and environmental disparities in Stockton
*Dillion Delvo, Community Co-host, Little Manila Rising
Phillip Merlo, Director of Education, San Joaquin Historical Museum*

Breakout Discussions

Christal Love Lazard, Facilitator, Institute for Local Government

6:05 p.m. How Air Pollution Impacts Health

A discussion with the California Office of Environment Health Hazard Assessment (OEHHA) about health impacts of air pollution

Heather M. Bolstad, Ph.D, Staff Toxicologist, OEHHA Community and Environmental Epidemiology Research Branch

6:35 p.m. Air Monitoring Capabilities Introduction

An introduction from Air District staff on the community air monitoring capabilities in preparation for a community monitoring exercise in June

Jon Klassen, Director of Science and Planning, Valley Air District

6:55 p.m. Sources of Concern Introduction

An introduction from Air District staff on the online tool developed to get your feedback and thoughts on sources of air pollution concern

Jessica Olsen, Program Manager, Valley Air District

Breakout Discussions

Christal Love Lazard, Facilitator, Institute for Local Government

7:25 p.m. Wrap Up/Next Steps

Discussion about future meeting start times

Christal Love Lazard, Facilitator, Institute for Local Government

REMINDERS

- Next meeting June 3rd via Zoom
- Please visit <http://community.valleyair.org/selected-communities/stockton/> to complete sources of concern exercise by May 24th

To request Spanish interpreting services, please contact Jaime Holt or Heather Heinks at (559) 230-6000 or AB617@valleyair.org at least 7 days prior to the meeting date.



Agenda para el Comité Directivo Comunitario de Stockton Reunión #3

Miércoles 6 de mayo de 2020 – 5:30 pm a 7:25 pm

Reunión por Zoom: <https://zoom.us/j/226892770>

Meeting ID: 226 892 770

Teleconferencia: **888 788 0099 US** (Llamada gratuita)

5:30 p.m. Bienvenida, Introducciones

Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Dillon Delvo, Coanfitrión de la Comunidad, Little Manila Rising

5:35 p.m. Perspectiva Histórica sobre Stockton

Una mirada retrospectiva a lo que condujo a las disparidades socioeconómicas y ambientales en Stockton

Dillon Delvo, Coanfitrión de la Comunidad, Little Manila Rising
Phillip Merlo, Director de Educación, San Joaquin Historical Museum

Sesiones Divididas

Christal Love Lazard, Facilitadora, Institute for Local Government

6:05 p.m. Como la Contaminación del Aire Impacta la Salud

Una discusión con la Oficina de Evaluación de Peligros para la Salud del Medio Ambiente de California (OEHHA, por sus siglas en inglés) sobre los impactos en la salud de la contaminación del aire

Heather M. Bolstad, Ph.D, Toxicóloga, Rama de Investigación de Epidemiología Ambiental y Comunitaria de OEHHA

6:35 p.m. Introducción de las Capacidades de Monitoreo del Aire

Una introducción del personal del Distrito del Aire sobre las capacidades de monitoreo del aire comunitario en preparación para un ejercicio de monitoreo comunitario en junio

Jon Klassen, Director de Ciencia y Planificación, Distrito del Aire del Valle

6:55 p.m. Introducción de Fuentes de Preocupación

Una introducción del personal del Distrito del Aire sobre la herramienta en línea desarrollada para obtener los comentarios y opiniones sobre las fuentes de preocupación por la contaminación del aire

Jessica Olsen, Gerente de Programa, Distrito del Aire del Valle

Sesiones Divididas

Christal Love Lazard, Facilitadora, Institute for Local Government

7:25 p.m. Concluir/Próximos Pasos

Discusión sobre los horarios de inicio de reuniones futuras

Christal Love Lazard, Facilitadora, Institute for Local Government

RECORDATORIOS

- Próxima reunión el 3 de junio por Zoom
- Por favor visite <http://community.valleyair.org/selected-communities/stockton/> para completar el ejercicio de fuentes de preocupación antes del 24 de mayo

Para solicitar interpretación en Español, por favor comuníquese con Jaime Holt o Heather Heinks al (559) 230-6000 o AB617@valleyair.org por lo menos 7 días antes de la reunión.



Agenda for Stockton Community Steering Committee Meeting #3

Wednesday, May 6, 2020 – 5:30 pm - 7:25 pm

Zoom Meeting: <https://zoom.us/j/226892770>

Meeting ID: 226 892 770

Teleconference: 888 788 0099 US (Toll-free)

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Breakout Discussions

Christal Love Lazard, Facilitator, Institute for Local Government

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Jessica Olsen, Program Manager, Valley Air District

Breakout Discussions

Christal Love Lazard, Facilitator, Institute for Local Government

7:25 p.m. Wrap Up/Next Steps

Discussion about future meeting start times

Christal Love Lazard, Facilitator, Institute for Local Government

REMINDERS

- Next meeting June 3rd via Zoom
- Please visit <http://community.valleyair.org/selected-communities/stockton/> to complete sources of concern exercise by May 24th

To request Spanish interpreting services, please contact Jaime Holt or Heather Heinks at (559) 230-6000 or AB617@valleyair.org at least 7 days prior to the meeting date.



Agenda para el Comité Directivo Comunitario de Stockton Reunión #3

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Reunión por Zoom: <https://zoom.us/j/226892770>

Meeting ID: 226 892 770

Teleconferencia: **888 788 0099 US** (Llamada gratuita)

- 5:30 p.m. Bienvenida, Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
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- 5:35 p.m. Perspectiva Histórica sobre Stockton**
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Dillon Delvo, Coanfitrión de la Comunidad, Little Manila Rising
Phillip Merlo, Director de Educación, San Joaquin Historical Museum
- Sesiones Divididas
Christal Love Lazard, Facilitadora, Institute for Local Government
- 6:05 p.m. Como la Contaminación del Aire Impacta la Salud**
Una discusión con la Oficina de Evaluación de Peligros para la Salud del Medio Ambiente de California (OEHHA, por sus siglas en inglés) sobre los impactos en la salud de la contaminación del aire
Heather M. Bolstad, Ph.D, Toxicóloga, Rama de Investigación de Epidemiología Ambiental y Comunitaria de OEHHA
- 6:35 p.m. Introducción de las Capacidades de Monitoreo del Aire**
Una introducción del personal del Distrito del Aire sobre las capacidades de monitoreo del aire comunitario en preparación para un ejercicio de monitoreo comunitario en junio
Jon Klassen, Director de Ciencia y Planificación, Distrito del Aire del Valle
- 6:55 p.m. Introducción de Fuentes de Preocupación**
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Jessica Olsen, Gerente de Programa, Distrito del Aire del Valle
- Sesiones Divididas
Christal Love Lazard, Facilitadora, Institute for Local Government
- 7:25 p.m. Concluir/Próximos Pasos**
Discusión sobre los horarios de inicio de reuniones futuras
Christal Love Lazard, Facilitadora, Institute for Local Government

RECORDATORIOS

- Próxima reunión el 3 de junio por Zoom
- Por favor visite <http://community.valleyair.org/selected-communities/stockton/> para completar el ejercicio de fuentes de preocupación antes del 24 de mayo

Para solicitar interpretación en Español, por favor comuníquese con Jaime Holt o Heather Heinks al (559) 230-6000 o AB617@valleyair.org por lo menos 7 días antes de la reunión.

Stockton AB 617 Community Steering Committee Charter

1. Committee Objectives

The Stockton AB 617 Community Steering Committee is a special committee that will be responsible for advising the San Joaquin Valley Air District's development of the Community Air Monitoring Plan (Monitoring Plan) and Community Emission Reduction Program (CERP) under AB 617¹.

Committee objectives include identifying areas of concern regarding air pollution sources within and outside of the Community that impact the Community and sensitive receptor sites, and reviewing existing available information on air quality to provide strategic input towards Monitoring Plan and CERP development. Committee objectives also include disseminating and soliciting information to and from community stakeholders that each committee member represents. Upon adoption of the CERP, the steering committee may continue to meet as needed to support and provide guidance on implementation, and develop progress reports.

2. Roles and Responsibilities

Community Steering Committee Members

The Steering Committee will consist of community stakeholders, the majority of which must be community residents. See Attachment A, *AB 617 Community Steering Committee Selection Criteria*, for more details on Steering Committee membership requirements.

To inform their role of advising the District in its development of the CERP, the Committee members will be responsible for discussing a variety of topics including:

- community issues and contributing sources to develop a shared understanding of the community's air pollution challenge;
- who has responsibility and authority to address those issues;
- proposed strategies for the community emissions reduction programs;
- mechanisms for engaging with other agencies;
- approaches for additional community outreach;
- other topics of interest to the committee.

The committee will discuss the major elements of the CERP as they are developed including:

- community engagement;
- the community profile and technical assessment;

¹ Assembly Bill 617 (Chapter 136, Statutes of 2017) is a state-mandated program that uses a community-based approach to monitor and reduce local air pollution in communities around the state that continue to experience disproportionate impacts from air pollution.

- targets and strategies; the enforcement plan; and metrics to track progress.

Government official committee members serve as ex-officio full participants in the committee, except that they serve in an advisory role, not a voting role, in final consensus building and decision making processes.

Member Participation

Steering committee members (or designated alternates) are expected to attend all committee meetings, in their entirety, throughout the course of the year prior to the CERP adoption.

If the primary member is unable to attend, the designated alternate on the steering committee roster may attend in their absence and deliberate on the primary member's behalf. The primary member is responsible for working with the District ensuring that the alternate is kept informed of the committee's process.

To encourage active participation, if a primary member or their alternate has not attended three consecutive steering committee meetings, their membership may be revoked.

Co-Leads and Co-Hosts

Catholic Charities Diocese of Stockton Environmental Justice Program, Little Manila Rising, Environmental Justice Coalition for Water, and San Joaquin Valley Air Pollution Control District serve as partnering co-leads for the development of the Stockton AB 617 Community Steering Committee meetings. As co-leads, they will be responsible for providing necessary background materials for committee members, developing meeting agendas, identifying appropriate meeting locations, and coordinating with the meeting facilitator. The Valley Air District will be responsible for providing the technical support and other relevant technical assessment information to the Committee.

As requested, interested Community Steering Committee members may serve as a meeting co-host on a meeting-by-meeting basis. For each Community Steering Committee meeting, the co-host will be responsible for running the meeting in coordination with the facilitator and community co-leads, and coordinating with the co-leads in preparation for hosting duties.

Facilitator

A professional and impartial facilitator will be used for moderating the steering committee meetings and for helping the committee reach consensus on issues.

3. Standard Committee Meeting Procedures

Deliberation and Consensus

A professional and impartial facilitator(s) will be employed to support the steering committee in the overall organization, order and focus of the meeting, resolve conflicts and help reach consensus to ensure the goals and objectives of this charter are met. Achieving full consensus

of the steering committee may not always be possible. In the absence of consensus, a majority vote (50%+1) of all community steering committee members present will be taken (excluding ex-officio members). However, reasonable efforts will be made to capture all of the perspectives that were expressed in meeting minutes, committee documents, and related reports, including the final CERP.

Open Meetings

All meetings are open to the general public and will provide a formal opportunity for members of the community to provide their perspective on the development of the Monitoring Plan and CERP. Stakeholder input is welcome and encouraged.

Meeting Schedule and Agendas

Upon consensus agreement of the committee, meeting schedules may be adjusted with adequate advance notice. Agendas and agenda topics will be informed by committee input, developed by the co-leads, and will include the time, date, duration, location and topics to be discussed.

Subcommittees

Members who wish to be further involved may choose to participate in ad-hoc sub-committees when and if they are needed and established, to discuss topics that can subsequently feed the full committee's discussions. Subcommittees will meet as necessary, and report back their findings and/or recommendations at the next full steering committee.

4. Accessibility/Accommodation

The steering committee meetings and other events associated with the committee must be held at facilities that can accommodate members covered by the Americans with Disabilities Act. Language interpretation services will be provided in Spanish and other languages/accommodations as needed with a minimum 48-hour advance request.

5. Website

A website will be developed and maintained by the Air District, with input by the committee, to provide information to the community on the Steering Committee actions and development of the Monitoring Plan and CERP.

6. Dissemination of Materials

Any materials, presentations, documents, correspondence or other written communications generated or disseminated by the committee, or on behalf of the committee or its members, must be sent to the co-leads prior to release to the Community Steering Committee.

Attachment A

AB 617 Community Steering Committee Selection Criteria San Joaquin Valley Air Pollution Control District

The District is seeking to provide opportunity for AB 617 Steering Committee participation to all applicants as feasible. With that in mind, a large committee is preferable to eliminating applicants while continuing to seek the balanced perspectives provided by the following criteria:

1. The majority of committee membership must be residents of the defined community.
2. The core of the steering committee should directly represent the residents and businesses in the community.
3. Additional committee members may include representatives from local community-based environmental justice organizations, city and county planning agencies, transportation agencies, health departments, and schools.
4. Only one steering committee member will be allowed from each organization address, to avoid loading the committee with a single perspective. The District will make an effort to select the first application received from a given affiliation. The selected steering committee member can speak for all applicants with same affiliation.
 - a. Applicants with same affiliation may volunteer a specific committee member from amongst themselves, and the District will make the adjustment to the committee membership list.
 - b. For continuity purposes, this committee member substitution may only occur once for a given affiliation.
5. Members may assign one alternate member that can sit in their place on the committee, if, for some reason, the main member cannot attend a meeting.
 - a. The alternate must be officially assigned as the member's sole alternate on the District's committee membership list.
 - b. The alternate must meet the same membership criteria as the main member, and must submit a committee membership application.
 - c. Main member will be responsible for keeping the alternate informed of committee activities and discussions so that continuous progress is possible without significant rehashing of previously discussed topics.
6. Applicants without valid affiliation are excluded from committee membership consideration, but will be invited to attend the committee meetings to provide input as members of the public:
 - a. Applicants who claimed residence affiliation only, but whose residence is not within community boundaries.
 - b. Business entities or associations without office address within community boundaries.
7. Government officials/agencies are entities that can take action, and are encouraged to participate. Government officials serve as full participants in the committee, except that they serve in an advisory role in final consensus building and decision making processes.

Attachment B Participation Agreement

By signing below, I agree to abide by all conditions of the Stockton AB 617 Community Steering Committee Charter. I also agree to the following principles, goals and expected conduct to demonstrate how agencies, communities and other stakeholders working in concert can achieve meaningful improvements in air quality in the Stockton AB 617 Community:

- **Adopt and support the principles of ensuring improved air quality in Stockton AB 617 Community:**
 - Our goal is to identify and remedy local air pollution impacts and associated health risk exposures to people who live, work and play in and around the Stockton AB 617 Community. We are committed to working collectively and cooperatively with all stakeholders within the community—local residents, businesses and organizations, youth groups, schools, local, regional and State governments, health agencies and faith-based organizations—to ensure all represented parties and interested members of the public are heard.
- **Provide strategic guidance, vision, and oversight** including:
 - **Informing** the development of the Monitoring Plan and CERP for the Stockton AB 617 Community
 - **Using data to inform strategy** development analysis
 - **Tracking progress of the work** using agreed-upon indicators at Steering Committee and subcommittee levels
 - **Identifying fair, effective and feasible goals** to bring about reduced health risk in Stockton AB 617 Community
- **Provide leadership and accountability** by:
 - **Identifying obstacles** to achieving the goal and develop solutions to overcome them
 - **Considering how my own organization** or those in my network can align to the common goals and principles of the Steering Committee
 - **Serving as a vocal champion** of the collective effort in the Steering Committee
 - **To work towards consensus** while recognizing that not everyone will agree on every issue and to resolve conflicts in a positive, swift and constructive manner
- **Play an active role** by:
 - **Actively participating** in the regularly scheduled meetings
 - **Reviewing available materials** prior to meetings and coming prepared for engaged discussion, active listening, and respectful dialogue
 - **Committing to monthly Steering Committee meetings and a few hours of preparation in between. Attending occasional community town hall meetings to share the work of the Steering Committee.**

Printed Name: _____ Date: _____

Signature: _____

Comunidad AB 617 de Stockton

Carta Estatutaria del Comité Directivo

1. Objetivos del Comité

El Comité Directivo Comunitario AB 617 de Stockton es un comité especial que será responsable de aconsejar el desarrollo del Plan de Monitoreo del Aire de la Comunidad (Plan de Monitoreo) y el Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés) del Distrito del Aire del Valle de San Joaquín, bajo AB 617¹.

Los objetivos del comité incluyen la identificación de áreas de preocupación con relación a las fuentes de contaminación del aire dentro y fuera de la Comunidad que afectan a la Comunidad y los sitios de receptores sensibles, y la revisión de la información disponible existente sobre la calidad del aire para proporcionar aporte estratégico para el Plan de Monitoreo y el desarrollo del CERP. Los objetivos del comité también incluyen la difusión y solicitud de información a y de las partes interesadas de la comunidad que representa cada miembro del comité. Después de la adopción del CERP, el Comité Directivo puede continuar reuniéndose como necesario para apoyar y proporcionar orientación sobre la implementación y desarrollar informes de progreso.

2. Funciones y Responsabilidades

Miembros del Comité Directivo Comunitario

El Comité Directivo estará compuesto por partes interesadas de la comunidad, la mayoría de las cuales deben ser residentes de la comunidad. Consulte el Anexo A, *Criterios de Selección del Comité Directivo Comunitario AB 617*, para obtener más detalles sobre los requisitos de membresía del Comité Directivo.

Para informar su función de aconsejar al Distrito en su desarrollo del CERP, los miembros del Comité serán responsables de discutir una variedad de temas que incluyen:

- Los problemas de la comunidad y las fuentes de contribución para desarrollar un entendimiento compartido del desafío de la contaminación del aire de la comunidad;
- quién tiene la responsabilidad y la autoridad para abordar esas cuestiones;
- estrategias propuestas para los programas de reducción de emisiones comunitarios;
- mecanismos para colaborar con otras agencias;
- enfoques para un alcance comunitario adicional;
- Otros temas de interés para el comité.

¹ La Ley de la Asamblea 617 (AB 617) (Capítulo 136, Estatutos de 2017) es un programa obligatorio por el estado que utiliza un enfoque basado en la comunidad para monitorear y reducir la contaminación del aire local en las comunidades de todo el estado que continúan sufriendo impactos desproporcionados de la contaminación del aire.

El comité discutirá los elementos principales del CERP a medida que se desarrollen, incluyendo:

- involucramiento de la comunidad;
- el perfil de la comunidad y la evaluación técnica;
- objetivos y estrategias; el plan de ejecución y métricas para monitorear el progreso.

Los miembros oficiales de gobierno del comité sirven como participantes de pleno derecho en el comité, excepto que cumplen una función de asesoría, no una función de voto, en los procesos finales de creación de consenso y toma de decisiones.

Participación de los Miembros

Se espera que los miembros del comité directivo (o los suplentes designados) asistan a todas las reuniones del comité, en su totalidad, durante todo el año antes de la adopción del CERP.

Si el miembro principal no puede asistir, el suplente designado en la lista del comité directivo puede asistir en su ausencia y deliberar en nombre del miembro principal. El miembro principal es responsable de trabajar con el Distrito para garantizar que el suplente se mantenga informado del proceso del comité.

Para alentar la participación activa, si un miembro principal o su suplente no ha asistido a tres reuniones consecutivas del comité directivo, su membresía puede ser revocada.

Co-Líderes y Coanfitriones

Programa de Justicia Ambiental de la Diócesis de Caridades Católicas de Stockton, Little Manila Rising, la Coalición de Justicia Ambiental para el Agua y el Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín sirven como co-líderes asociados para el desarrollo las reuniones del Comité Directivo Comunitario AB 617 de Stockton. Como co-líderes, serán responsables de proporcionar los materiales de referencia/apoyo necesarios para los miembros del comité, desarrollar agendas de reuniones, identificación de lugares de reunión apropiados y coordinar con el facilitador de la reunión. El Distrito del Aire del Valle será responsable de proporcionar el apoyo técnico y otra información relevante de evaluación técnica al Comité.

Conforme a lo solicitado, los miembros interesados del Comité Directivo Comunitario pueden servir como coanfitriones de la reunión de reunión-a-reunión. Para cada reunión del Comité Directivo Comunitario, el coanfitrión será responsable de dirigir la reunión en coordinación con el facilitador y los co-líderes de la comunidad, y coordinar con los co-líderes en preparación para las funciones del anfitrión.

Facilitador

Se utilizará un facilitador profesional e imparcial para moderar las reuniones del comité directivo y para ayudar al comité a alcanzar un consenso sobre los temas.

3. Procedimiento de Reuniones Comunes del Comité

Deliberación y Consenso

Se empleará un facilitador(es) profesional e imparcial para respaldar al comité directivo en la organización general, el orden y el enfoque de la reunión, resolver conflictos y ayudar a alcanzar el consenso para asegurar que se cumplan las metas y los objetivos de esta Carta Estatutaria. Lograr el consenso total del comité directivo puede no ser siempre posible. En ausencia de consenso, se tomará un voto de mayoría (50% + 1) de todos los miembros del comité directivo de la comunidad (excluyendo a los miembros de oficio). Sin embargo, se harán esfuerzos razonables para capturar todas las perspectivas que se expresaron en actas de reuniones, documentos del comité e informes relacionados, incluyendo el CERP final.

Reuniones Abiertas

Todas las reuniones están abiertas al público en general y brindarán una oportunidad formal para que los miembros de la comunidad brinden su perspectiva sobre el desarrollo del Plan de Monitoreo y el CERP. Los comentarios de los interesados son bienvenidos y alentados.

Calendario de Reuniones y Agendas

Tras el consenso acuerdo del comité, los horarios de las reuniones pueden ajustarse con aviso previo adecuado. Las agendas y los temas de la agenda serán informados por los comentarios del comité, desarrollados por los co-líderes, e incluirán la hora, la fecha, la duración, la ubicación y los temas que se discutirán.

Subcomités

Los miembros que deseen participar más pueden optar por participar en subcomités ad-hoc cuando sean necesarios y establecidos, para discutir temas que posteriormente puedan alimentar las discusiones del comité. Los subcomités se reunirán según sea necesario e informarán sobre sus hallazgos y/o recomendaciones al próximo comité directivo completo.

4. Accesibilidad/Acomodación

Las reuniones del comité directivo y otros eventos asociados con el comité deben llevarse a cabo en instalaciones que puedan acomodar a los miembros cubiertos por la Ley de Estadounidenses con Discapacidades. Los servicios de interpretación se brindarán en español y otros idiomas/asistencia según sea necesario con una solicitud con un mínimo de 48 horas de anticipación.

5. Sitio Web

El Distrito de Aire desarrollará y mantendrá un sitio web con aportes del comité para proporcionar información a la comunidad sobre las acciones del Comité Directivo y el desarrollo del Plan de Monitoreo y el CERP.

6. Difusión de Materiales

Todos los materiales, presentaciones, documentos, correspondencia u otras comunicaciones escritas generadas o difundidas por el comité, o en nombre del comité o sus miembros, deben ser enviados a los co-líderes antes de enviar a al Comité Directivo Comunitario.

Anexo A

Criterios de Selección del Comité Directivo Comunitario AB 617 Distrito para el Control de Contaminación del Aire del Valle de San Joaquín

El Distrito está tratando de brindar la oportunidad para la participación del Comité Directivo AB 617 a todos los solicitantes, según sea posible. Teniendo esto en cuenta, es preferible un comité grande que eliminar a los solicitantes mientras se siguen buscando las perspectivas equilibradas proporcionadas por los siguientes criterios:

1. La mayoría de los miembros del comité deben ser residentes de la comunidad definida.
2. El núcleo del comité directivo debe representar directamente a los residentes y negocios en la comunidad.
3. Los miembros adicionales del comité pueden incluir representantes de organizaciones comunitarias locales de justicia ambiental, agencias de planificación de la ciudad y el condado, agencias de transporte, departamentos de salud y escuelas.
4. Solo se permitirá a un miembro del comité directivo de cada dirección de la organización, para evitar cargar el comité con una sola perspectiva. El Distrito hará un esfuerzo para seleccionar la primera solicitud recibida de una afiliación determinada. El miembro del comité directivo seleccionado puede hablar para todos los solicitantes con la misma afiliación.
 - a. Los solicitantes con la misma afiliación pueden designar un miembro del comité específico entre ellos, y el Distrito hará el ajuste a la lista de miembros del comité.
 - b. Para fines de continuidad, esta sustitución de miembros del comité solo puede ocurrir una vez para una afiliación determinada.
5. Los miembros pueden asignar un miembro alternativo que puede ocupar su lugar en el comité, si, por alguna razón, el miembro principal no puede asistir a una reunión.
 - a. El suplente debe ser asignado oficialmente como el único suplente del miembro en la lista de miembros del comité del Distrito.
 - b. El suplente debe cumplir con los mismos criterios de membresía que el miembro principal y debe someter una solicitud de membresía del comité.
 - c. El miembro principal será responsable de mantener al suplente informado de las actividades y discusiones del comité, de modo que el progreso continuo sea posible sin un cambio significativo de los temas discutidos previamente.
6. Los solicitantes sin afiliación válida están excluidos de la consideración de la membresía del comité, pero se les invitará a asistir a las reuniones del comité para brindar sus opiniones como miembros del público:
 - a. Solicitantes que reclamaron la afiliación de residencia solamente, pero cuya residencia no está dentro de los límites de la comunidad.
 - b. Entidades comerciales o asociaciones sin domicilio dentro de los límites de la comunidad.
7. Los funcionarios y agencias de gobierno son entidades que pueden tomar medidas y se les alienta participar. Los funcionarios del gobierno actúan como participantes de pleno derecho en el comité, excepto que cumplen una función de asesor en los procesos finales de creación de consenso y toma de decisiones.

Anexo B

Acuerdo de Participación

Al firmar a continuación, acepto cumplir con todas las condiciones de la Carta Estatutaria del Comité Directivo AB 617 de Stockton. También estoy de acuerdo con los siguientes principios, objetivos y conducta esperada para demostrar cómo las agencias, comunidades y otras partes interesadas que trabajan en conjunto pueden lograr mejoras significativas en la calidad del aire en la Comunidad AB 617 de Stockton:

- **Adoptar y apoyar los principios para garantizar una mejor calidad del aire en la Comunidad AB 617 de Stockton:**
 - Nuestro objetivo es identificar y remediar los impactos de la contaminación del aire local y las exposiciones asociadas al riesgo de la salud de las personas que viven, trabajan y juegan en y alrededor de la Comunidad AB 617 de Stockton. Estamos comprometidos a trabajar de manera colectiva y cooperativa con todas las partes interesadas dentro de la comunidad: residentes locales, negocios/empresas y organizaciones, grupos de jóvenes, escuelas, gobiernos locales, regionales y estatales, agencias de salud y organizaciones religiosas para asegurar que todas las partes representadas y miembros interesados del público sean escuchados.
- **Proporcionar orientación estratégica, visión y supervisión, incluyendo:**
 - Informar el desarrollo del Plan de Monitoreo y el CERP para la Comunidad AB 617 de Stockton
 - Uso de datos para informar análisis de desarrollo de estrategias
 - Seguimiento del progreso de trabajo utilizando indicadores acordados a nivel del Comité Directivo y subcomité
 - Identificar objetivos justos, efectivos y factibles para reducir el riesgo de salud en la Comunidad AB 617 de Stockton
- **Proporcionar liderazgo y responsabilidad por:**
 - Identificar obstáculos para alcanzar la meta y desarrollar soluciones para superarlos
 - Considerando como mi propia organización o las de mi red pueden alinearse con los objetivos y principios comunes del Comité Directivo
 - Servir como un campeón vocal del esfuerzo colectivo en el Comité Directivo
 - Trabajar hacia el consenso, reconocimiento que no todos estarán de acuerdo en cada tema y resolver los conflictos de manera positiva, rápida y constructiva.
- **Jugar un papel activo al:**
 - Participar activamente en las reuniones programadas regularmente
 - Revisar los materiales disponibles antes de las reuniones y venir preparado para entablar una conversación, escuchar atentamente y el diálogo respetuoso
 - Comprometerse a las reuniones mensuales del Comité Directivo y unas pocas horas de preparación entremedio. Asistir a reuniones ocasionales de la comunidad para compartir el trabajo del Comité Directivo.

Nombre en letra de molde: _____ Fecha: _____

Firma: _____

**Community Air Protection Program
Annual Report
San Joaquin Valley Air Pollution Control District
Grant # G17-CAPP-26
Grant # G18-CAPP-26
Report # 2**

Appendix D

Examples of AB 617 Webpages

Landing Page

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Home Page

Valley Air **AB 617**

- AB 617 Home
- Funding for Disadvantaged Communities
- Community Identification
- Selected Communities
- Community Air Monitoring
- Community Emission Reduction Programs
- Emission Inventory & Reporting
- Best Available Retrofit Control Technology (BARCT)
- General News and Information
- Air Quality Sessions

home

STAY INFORMED NEWS EVENTS FUNDING CONTACT

What is AB 617?

Assembly Bill 617 (AB 617) requires the California Air Resources Board (CARB) and air districts to develop and implement additional emissions reporting, monitoring, reduction plans and measures in an effort to reduce air pollution exposure in disadvantaged communities. Given that 20 of the 30 most disadvantaged communities in California are in the San Joaquin Valley, this process is expected to bring additional clean air resources and strategies to many Valley communities.

The District actively participates with and is facilitating full engagement of all sectors within each of the San Joaquin Valley's disadvantaged communities through meaningful and effective implementation of AB 617. The following webpages provide a wealth of information regarding this process and ways all Valley residents can get involved.

LEARN MORE ABOUT STOCKTON

Get email updates about our implementation in Stockton.

SIGN UP

Selected Communities

South Central Fresno and the City of Shafter were the first Valley communities of a total of ten selected by the California Air Resources Board (CARB) for investment of additional resources under AB 617. In 2019, CARB added three more communities to the AB 617 program, including Stockton as the Valley's third AB 617 community.

Learn more about AB 617 implementation by selecting a community below:

Stockton Community

Learn more about this year-two AB 617 community

COMMUNITY PAGE

Shafter Community

Learn more about this year-one AB 617 community

COMMUNITY PAGE

South Central Fresno Community

Learn more about this year-one AB 617 community

COMMUNITY PAGE

Implementation of Assembly Bill 617 in the San Joaquin Valley

District staff are working closely with community residents, community businesses, and other key stakeholders to reduce exposure to harmful air pollutants in selected communities. Through the implementation of this legislation, the District with input from the community will be deploying additional community-specific air quality monitoring to better understand the impacts of local sources of pollution and developing community-specific emission reduction programs. This collaborative, community-based effort will employ both proven and innovative strategies to improve community health by reducing exposure to toxic air pollutants and fine particulate matter.

CalEnviroScreen 3.0 Overall Results and Individual Indicator Maps

from OEHHA

Pollution Burden
Population Characteristics
Overall Results

Pollution Burden
Ozone
PM 2.5
Diesel PM
Drinking Water
Pesticides
Toxic Releases
Traffic
Cleanups
Groundwater
Hazardous Waste

Overall CalEnviroScreen scores are calculated from the scores for two groups of indicators: **Pollution Burden and Population Characteristics.**

This map shows the combined Pollution Burden scores, which is made up of indicators from the Exposures and Environmental Effects components of the CalEnviroScreen model. Pollution burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution.

To explore this map, zoom to a location or type an address in the search bar. Click on a census tract to learn more about the indicator data. The 12 Pollution Burden indicator maps can be viewed by clicking on the tabs across the top. Click on the Population Characteristics tab at the very top to access the 8 Population Characteristics maps.

OPEN IN A NEW WINDOW

For assistance or if you have any questions, please contact our central office: (559) 230-6000

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San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

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Related Resources

- Healthy Air Living
- Air Quality Forecast
- Check Before You Burn
- Wildfire Information


Tools

- Download the official App
- Drive Clean in the San Joaquin
- Real-time Air Advisory Network
- Web-based Archived Air Quality System

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Navigation Categories



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Stay informed

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Stockton Steering Committee meetings and info


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South Central Fresno Steering Committee meetings and info

[sign up](#)

General updates and workshop notices related to AB 617 Implementation

[sign up](#)



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Events

Engaging the public throughout the development and implementation of AB 617 will be paramount. The District plans to host a series of workshops, public meetings, and community forums to educate the public, yet more importantly, to solicit suggestions and feedback on a wide variety of issues, including allocation of funds, identifying communities for potential enhanced monitoring and action plan development.

Upcoming Events

- [Stockton Community Steering Committee Meeting](#)
- [Shafter Community Steering Committee Meetings](#)
- [South Central Fresno Community Steering Committee Meetings](#)



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Funding


AB 617 and the recent Cap and Trade extension legislation is expected to bring significant additional funds to the Valley to help reduce emissions and improve public health in disadvantaged communities. Learn about qualifying projects, impacted communities and investment priorities.

[Read About AB 617 Funding →](#)

Grants Program

The District also administers an existing comprehensive incentive-based [grants program](#) to reduce emissions throughout the San Joaquin Valley.

Events



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AIR POLLUTION CONTROL DISTRICT

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Events

Engaging the public throughout the development and implementation of AB 617 will be paramount. The District plans to hold the public, yet more importantly, to solicit suggestions and feedback on a wide variety of issues, including allocation of funds for development.

Upcoming Events

Agency:
Valley Air District

Details:
South Central Fresno Community Steering Committee Meeting #20

- Wednesday, April 29, 2020

Past Events

Agency:
Valley Air District

Details:
Stockton Community Steering Committee Meeting #20

- Wednesday, April 29, 2020

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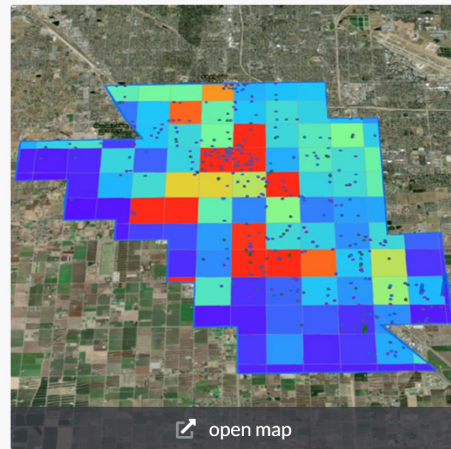
Selected Communities



Stockton:

Stockton is the largest metropolitan area in the North Central Valley. A number of heavily trafficked freeways pass through the community contributing a significant amount of PM2.5 emissions. The community within the City of Stockton directly impacts air quality, and emissions traveling downwind from the north.

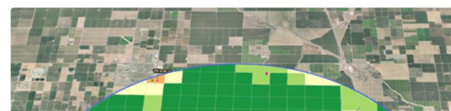
[COMMUNITY PROFILE](#)



South Central Fresno:

The community of Fresno is the largest metropolitan area in the Central Valley and the largest inland city in California. The current estimated freeways transverse through the City of Fresno, include mobile source emissions in the community. In addition, the community contributes to emissions from a variety of consumer products. Specifically, South Central Fresno is downwind of emissions from the northern portion of I-5 and I-41, and their interchange. In addition, emissions from other communities and cities downwind from the Fresno area, including the disadvantaged areas of Calwa and Malaga.


[COMMUNITY PROFILE](#)



Shafter:

As a rural area, Shafter will complement the urban area implementation. The rural community of Shafter is heavily influenced by rural sources of emissions, including the

Selected Communities: Stockton

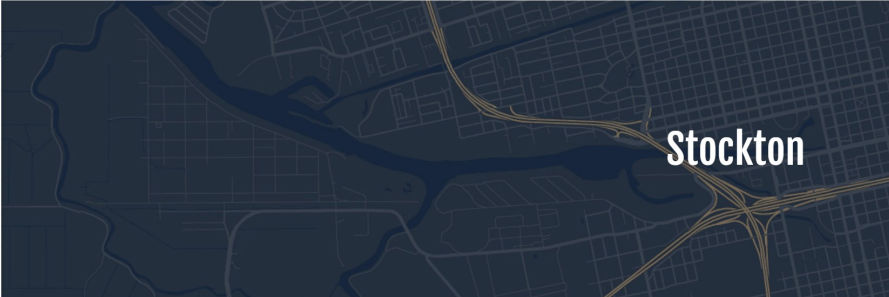


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[BOUNDARY MAP](#)

Selected Community Profile

Stockton is the largest metropolitan area in the North... A number of heavily trafficked freeways pass through t... contributing a significant amount of PM2.5 emissions i... populated community within the City of Stockton dire... industrial sources, and emissions traveling downwind f...

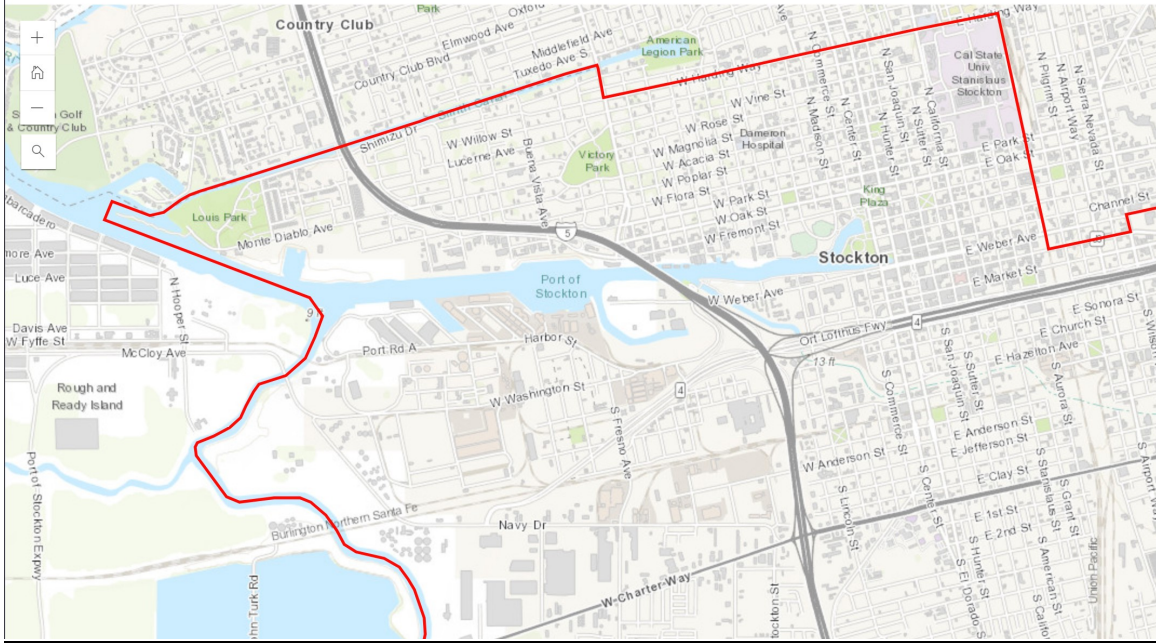
The proposed community of Stockton defined in Figure 51,000. The Southwest Stockton community is impacte... tool, all census tracts located within the Southwest Sto... communities in California, and rank highest in the Valle... Southwest Stockton also contains the highest ranked c... Merced Counties) for overall CES score, which represe... disease, low birth weight, educational attainment, hou... unemployment).

This community also ranked highest in PM2.5 impacts,


Selected Communities: Stockton Maps

Stockton Community Boundary

AB 617 Second Year Community



Selected Communities: Stockton Meetings



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Date	Summary	Items						
04/22/2020	Steering Committee Meeting #2	<div style="border: 1px solid #ccc; padding: 2px;"> 📄 Agenda: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ENGLISH</td> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ESPAÑOL</td> </tr> </table> </div>	ENGLISH	ESPAÑOL				
ENGLISH	ESPAÑOL							
03/04/2020	Steering Committee Meeting #1	<div style="border: 1px solid #ccc; padding: 2px;"> 📄 Agenda: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ENGLISH</td> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ESPAÑOL</td> </tr> </table> </div> <div style="border: 1px solid #ccc; padding: 2px; margin-top: 5px;"> 📄 COMMUNITY BOUNDARY </div> <div style="border: 1px solid #ccc; padding: 2px; margin-top: 5px;"> 📄 Community Steering Committee Charter: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ENGLISH</td> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ESPAÑOL</td> </tr> </table> </div> <div style="border: 1px solid #ccc; padding: 2px; margin-top: 5px;"> 📄 CARB presentation: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ENGLISH</td> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ESPAÑOL</td> </tr> </table> </div>	ENGLISH	ESPAÑOL	ENGLISH	ESPAÑOL	ENGLISH	ESPAÑOL
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01/22/2020	Kickoff Meeting	<div style="border: 1px solid #ccc; padding: 2px;"> 📄 Agenda: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ENGLISH</td> <td style="width: 50%; border: 1px solid #ccc; text-align: center;">ESPAÑOL</td> </tr> </table> </div> <div style="border: 1px solid #ccc; padding: 2px; margin-top: 5px;"> 📄 Presentation: </div>	ENGLISH	ESPAÑOL				
ENGLISH	ESPAÑOL							

Selected Communities: South Central Fresno

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[Docs submitted by Committee](#)
[Public Docket](#)

District Board Approved CERP

CERP: [ENGLISH](#) [ESPAÑOL](#)

CERP Documents:

- [APPENDIX A. COMMUNITY OUTREACH MATERIALS](#)
- [APPENDIX B. STEERING COMMITTEE CHARTER](#)
- [APPENDIX C. SOURCE APPOINTMENT AND COMMUNITY INVENTORIES](#)
- [APPENDIX D. PUBLIC RESOURCE EXISTING CONTROL OF AIR POLLUTION SOURCES OF CONCERN TO THE COMMUNITY](#)
- [APPENDIX E. FACILITY RISK REDUCTION AUDITS UNDER AB 2588. FACILITY REASSESSMENT STATUS](#)
- [APPENDIX F. ENFORCEMENT PLAN ATTACHMENTS](#)
- [APPENDIX G. HEALTH IMPACTS OF AIR POLLUTION](#)
- [APPENDIX H. COMMENT LETTERS](#)
- [APPENDIX I. COMMENTS AND RESPONSES](#)

Selected community profile

The community of Fresno is the largest metropolitan area in the San Joaquin Valley, the fifth largest city in California, and is the largest inland city in California. The current estimated population for Fresno is over 500,000. A number of heavily trafficked freeways transverse through the City of Fresno, including highways 99, 41, 180, and 168, contributing a significant amount to the mobile source emissions in the community. In addition to the area-wide sources of pollution, the large population in the area also contributes to emissions from a variety of consumer products. The southwest portion of Fresno also includes a number of industrial sources of emissions. Specifically, South Central Fresno is a densely populated community within the City of Fresno, and is downwind of emissions from the northern portion of Fresno. This community also includes the major roadways of Highways 180 and 41, and their interchange. In addition, emissions reductions in this southern community in Fresno will improve air quality in other communities and cities downwind from the Fresno urban area. This defined community in Fresno also includes the disadvantaged areas of Calwa and Malaga.

This community is geographically bounded by McKinley Avenue to the north, Chestnut Avenue to the east, American Avenue to the south, and includes the community of Malaga and its surrounding industrial area to the southeast. The western portion of the boundary ranges from Nielsen and Brawley Avenues in the northwest to Hwy 41 and American Avenue in the southwest, which incorporates residential and industrial communities along Hwy 99 and west of Hwy 41 such as the Industrial Triangle and parts of West Fresno. The South Central Fresno community also includes downtown Fresno, Chinatown, Rowing Park, and encompasses multiple hospitals, schools, small businesses, and densely populated residential areas. The total population in this South Central Fresno community is estimated to be around 130,000.

The South Central Fresno community is impacted across a number of health indicators, as summarized in the CalEnviroScreen tool. The South Central Fresno community includes high average percentiles among its census tracts within the majority of indicators, with many averages exceeding the 90th percentile for the state. Specifically, the average Overall CalEnviroScreen Score and Population Characteristics values are both above the 97th percentile. It should be noted that this community includes the census tract with the highest Population Characteristics score in the entire state, which represents a number of health and socioeconomic factors (asthma, cardiovascular disease, low birth weight, educational attainment, housing burdened low-income households, linguistic isolation, poverty, and unemployment). This community includes census tracts with health indicators that exceed the 97th percentile in a majority of the listed categories, clearly indicating that this community includes areas heavily impacted by environmental challenges.

Emissions Sources



[open map](#)

May not work in older browsers (Ex: Internet Explorer)

Resources

[BOUNDARY MAP](#)

[COMMUNITY EMISSION INVENTORY MAP](#)

This is a simplified source map with incomplete data. The full data report is available in the "Emission Sources and Sensitive Receptors" map above but may not be accessible by all web browsers. Please be advised that this simplified source map will be removed soon.

California Air Resources Board Data

- Overall Mobile and Area-wide emission sources summary of PM2.5, VOC, NOx emissions, and air toxics
 - [ENGLISH](#) [ESPAÑOL](#)
- On-road mobile sources emissions summary of additional air toxics
 - [ENGLISH](#) [ESPAÑOL](#)
- Off-road mobile sources emissions summary of additional air toxics
 - [ENGLISH](#) [ESPAÑOL](#)
- Area-wide sources emissions summary of additional air toxics
 - [ENGLISH](#) [ESPAÑOL](#)

Emissions summaries for District permitted facilities within the South Central Fresno community boundary:

- NOx [ENGLISH](#) [ESPAÑOL](#)
- VOC [ENGLISH](#) [ESPAÑOL](#)
- PM 2.5 [ENGLISH](#) [ESPAÑOL](#)
- Air Toxics [ENGLISH](#) [ESPAÑOL](#)

Air Toxics with Community Zones: [ENGLISH](#) [ESPAÑOL](#)

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- Check Before You Burn
- Wildfire Information

Tools

- Download the official App
- Drive Clean in the San Joaquin
- Real-time Air Advisory Network
- Web-based Archived Air Quality System

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Selected Communities: South Central Fresno Maps

Emission Sources

SC - Fresno Emissions Sources

San Joaquin Valley APCD
Community of SC-Fresno, California

Please zoom into and click on the stationary source facility of interest to see the emissions quantities. The size of the 3D columns represent the amount of emissions from a particular facility based on the pollutant layer selected.

In order to turn on/off the different pollutants, please 1) click the "stack" icon in the upper right corner, 2) click the layer of interest e.g. "stationary sources" or "CARB Off-Road," 3) check or uncheck the box for the layer you want to display or not display.

Emission Inventory

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

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Community Emission Inventory for South Central Fresno

Emissions Inventory for District permitted facilities within the South Central Fresno boundary.

Legend:

PERMITTED SOURCE TYPES

- GOVERNMENT FACILITY
- FERTILIZER FACILITY
- OTHER FACILITIES
- GASOLINE DISPENSING FACILITY
- PUBLIC UTILITY & TELECOMMUNICATIONS
- CONCRETE FACILITY
- COATING & METAL WORKING FACILITY
- FACILITY OUTSIDE BOUNDARY
- HOSPITAL & MEDICAL OFFICES

Map:

Search Box

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- Web-based Archived Air Quality System

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Selected Communities: South Central Fresno Steering Committee Meetings



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South Central Fresno


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Air Monitoring

Date	Summary	Items
04/29/2020 Steering Committee Meeting #20		<ul style="list-style-type: none"> 📄 Agenda: <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div>
03/11/2020 Steering Committee Meeting #19		<ul style="list-style-type: none"> 📄 Agenda: <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 Presentation: <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 CERP Incentive Strategies hando <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div>
01/08/2020 Steering Committee Meeting #18		<ul style="list-style-type: none"> 📄 Agenda: <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 CERP Outreach Strategies: <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 CAMP Update: <div style="display: flex; gap: 5px; margin-top: 2px;"> ENGLISH ESPAÑOL </div>

Selected Communities: Shafter Maps

Shafter Emission Sources

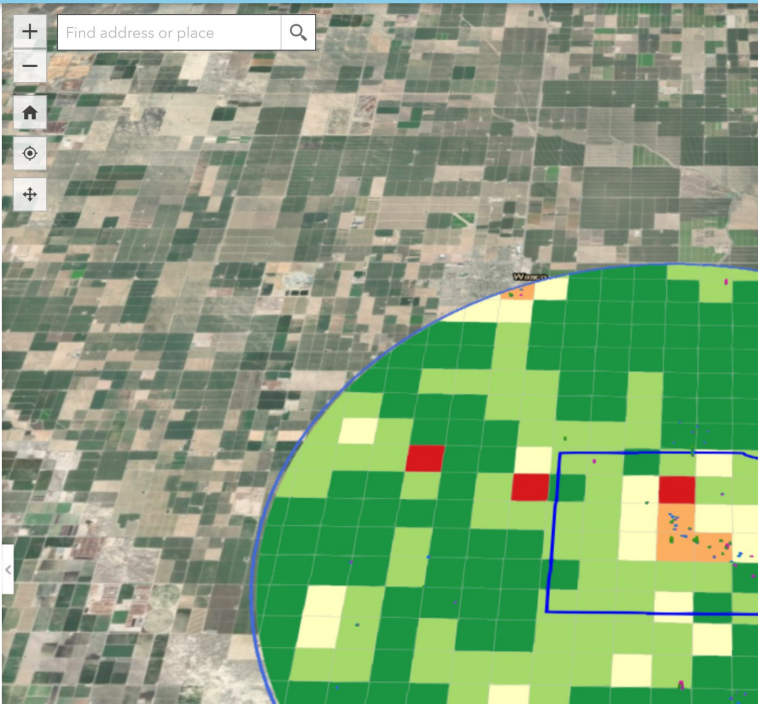

Shafter Community Page




San Joaquin Valley APCD
[Community of Shafter, California](#)

Please zoom into and click on the stationary source facility of interest to see the emissions quantities. The size of the 3D columns represent the amount of emissions from a particular facility based on the pollutant layer selected.

In order to turn on/off the different pollutants, please **1)** click the "stack" icon in the upper right corner, **2)** click the layer of interest e.g. "stationary sources" or "CARB Off-Road," **3)** check or uncheck the box for the layer you want to display or not display.



Selected Communities: Shafter Steering Committee Meetings



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

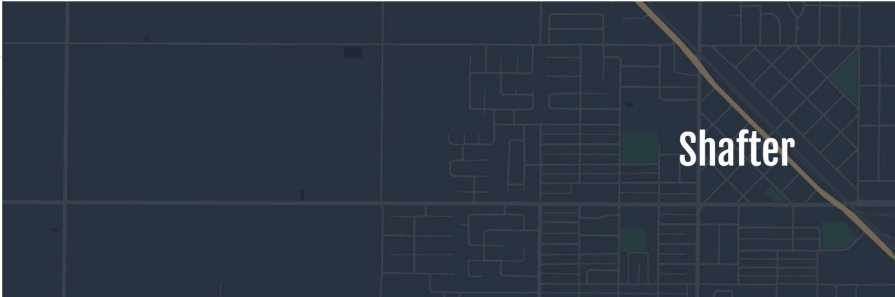
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Valley Air **AB 617**

- AB 617 Home
- Funding for Disadvantaged Communities
- Community Identification
- Selected Communities
- Community Air Monitoring
- Community Emission Reduction Programs
- Emission Inventory & Reporting
- Best Available Retrofit Control Technology (BARCT)
- General News and Information
- Air Quality Sessions

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STAY INFORMED
NEWS
EVENTS




Shafter

Community Profile
Steering Committee Meetings
Steering Committee Materials
Air Monitoring
Do

Date	Summary	Items
03/09/2020	Steering Committee Meeting #18	<ul style="list-style-type: none"> 📄 Agenda: <div style="display: flex; justify-content: space-between; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 Presentations: <div style="display: flex; justify-content: space-between; margin-top: 2px;"> ENGLISH ESPAÑOL </div>
01/13/2020	Steering Committee Meeting #17	<ul style="list-style-type: none"> 📄 Agenda: <div style="display: flex; justify-content: space-between; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 CERP Outreach Strategies: <div style="display: flex; justify-content: space-between; margin-top: 2px;"> ENGLISH ESPAÑOL </div> 📄 CAMP Update: <div style="display: flex; justify-content: space-between; margin-top: 2px;"> ENGLISH ESPAÑOL </div>

Community Air Monitoring






home • community air monitoring


STAY INFORMED NEWS EVENTS

Community Air Monitoring

Various air monitoring platforms and resources are currently being used to conduct air monitoring in Valley communities; include the use of high-precision regulatory-grade equipment on a variety of platforms, including trailers, vans, portable of these efforts is to enhance the understanding of localized air quality issues through using an air monitoring approach t



Community Air Monitoring: South Central Fresno



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT


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STAY INFORMED NEWS EVENTS



South Central Fresno

[Community Profile](#) [Steering Committee Meetings](#) [Steering Committee Documents](#) **[Air Monitoring](#)**

Air Monitoring Plan

ENGLISH
ESPAÑOL

Revised July 2019

Air Monitoring Updates


CAMP Update - *01/08/2020*

ENGLISH
ESPAÑOL

CAMP Presentation - *10/23/2019*

ENGLISH
ESPAÑOL

Community Air Monitoring: Shafter



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STAY INFORMED NEWS EVENTS



Shafter

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Air Monitoring Plan

ENGLISH
ESPAÑOL

Revised July 2019

Air Monitoring Updates

CAMP Update - *01/13/2020*

ENGLISH
ESPAÑOL

CAMP Presentation - *10/21/2019*

ENGLISH
ESPAÑOL

Funding for Disadvantaged Communities

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

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- [Community Emission Reduction Programs](#)
- [Emission Inventory & Reporting](#)
- [Best Available Retrofit Control Technology \(BARCT\)](#)

Funding for Disadvantaged Communities

The District administers a comprehensive incentive-based [grant program](#) to reduce emissions throughout the San Joaquin Valley.

Community Engagement: AB 617 and the recent Cap and Trade extension legislation is expected to bring significant additional funds to the Valley to help reduce emissions and improve public health in disadvantaged communities. The goals of AB 617 further reinforce the District's mission to work in partnership with Valley communities to develop and implement Valley-centric solutions to its air quality challenges. The District will fully engage Valley residents and solicit their input to ensure that the expenditure of these funds reflects the needs and interests of Valley residents. **Keep checking here for the most up-to-date list and information on new AB 617 funding opportunities.**

\$80 million to Achieve Early Reductions from Qualifying Projects Under Moyer and Proposition 1B

Examples of eligible project categories are as follows:

- Heavy-duty diesel agricultural equipment (tractor) replacement
- Medium and heavy-duty on-road truck replacement with zero/near-zero emission technology
- Heavy-duty emergency vehicle replacement with diesel or natural gas technology
- Agricultural irrigation pump replacement/electrification and associated infrastructure
- Agricultural zero-emission utility vehicle deployment/replacement
- Alternative fuel infrastructure (fueling stations)
- Locomotive (line-haul, short haul, switcher) replacement with cleaner diesel/hybrid/zero-emission technology
- Yard truck replacement with zero-emission technology
- Forklift/cargo handling equipment replacement with zero/near-zero emission technology
- School bus replacement with zero/near-zero emission technology

To meet the aggressive expenditure timelines under the state law and to ensure that the early benefits associated with AB 617 are realized, the District will utilize qualifying project applications and solicit additional applications for a wide variety of eligible, cost-effective project categories.

PROJECTS CURRENTLY APPROVED FOR FUNDING

The District is soliciting input from all Valley communities, organizations, businesses, and other interested stakeholders to assist in determining the types and locations for voluntary incentive project investment. Towards that end, the District is conducting a series of comprehensive Valley-wide workshops, community meetings and targeted outreach campaigns. The main focus of this effort is to ensure that these funds are spent in the areas that will achieve the greatest benefit to public health and further the District's mission of improving public health for all Valley residents.

IMPACTED COMMUNITIES AND INVESTMENT PRIORITIES

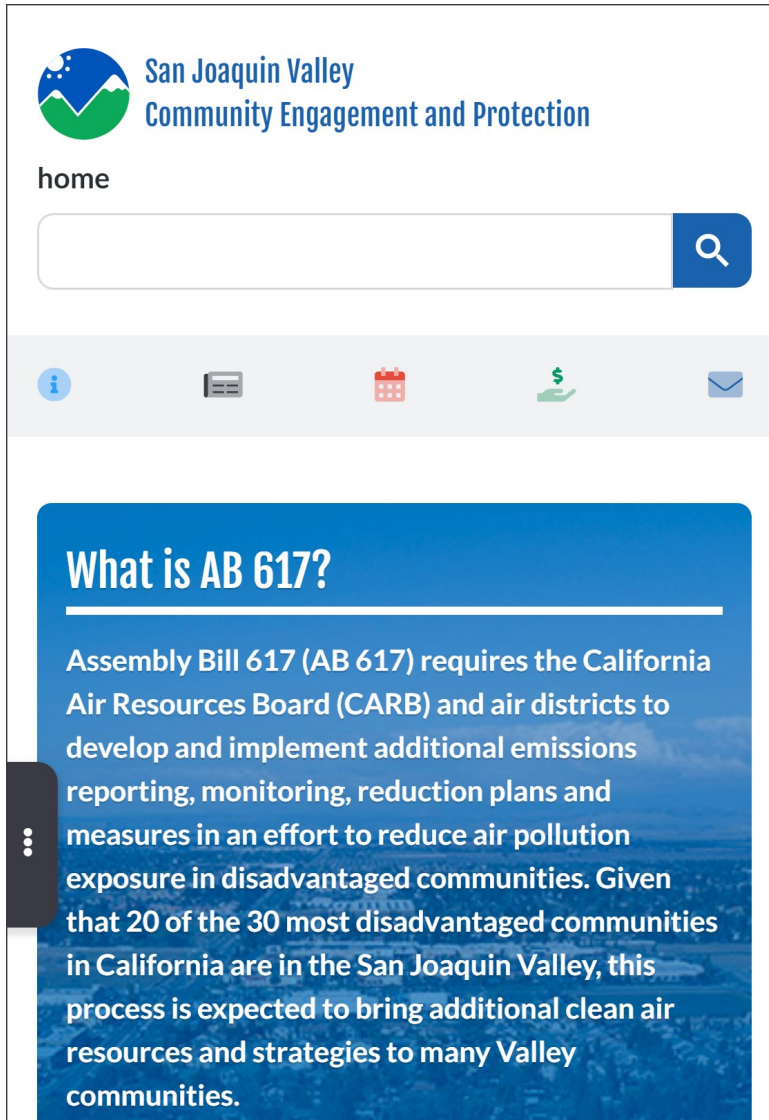
These workshops will provide information on the types of projects available, process and prioritization for funding and the steps necessary to apply for funds. Most importantly, these workshops will provide an opportunity for Valley residents to provide ideas and input on the types of projects that they feel would be most beneficial for their communities.

LIST OF UPCOMING WORKSHOPS

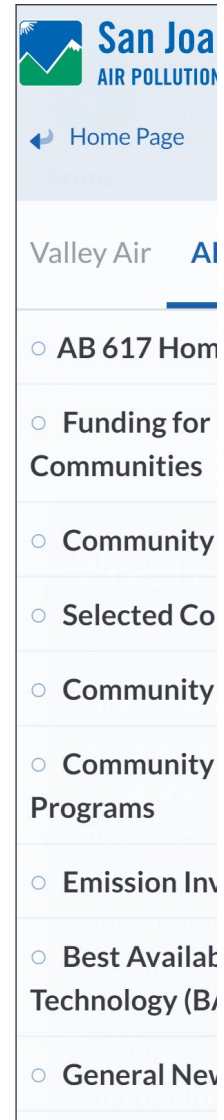
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Examples of Website on Mobile Devices

Landing Page



Side Navigation Open



Examples of Website on Mobile Devices

Steering Committee Meetings

Air Quality Sessions

Past Events

Agency:
Valley Air District

Details:
Stockton Community Steering Committee Meeting #2

- Wednesday, April 22, 2020
- 5:30pm
- Online Meeting: <https://zoom.us/j/897647600>

[MEETING DOCUMENTS](#)

Agency:
Valley Air District

Details:
South Central Fresno Community Steering Committee Meeting #19



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**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G17-CAPP-26
Grant # G18-CAPP-26
Report #2**

Appendix E

AB 617 Outreach and Public Education Events

Public Transparency and Outreach Events (outreach)						
Date	Event	City	Attendees	# of Attendees	Remote Viewing	Notes
July 8, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
July 10, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
July 12, 2019	Avenal Friday Night Market	Avenal	District Staff and Public	50+		Distributed AB617 info, booth event with grant information
July 13, 2019	Asthma Workshop	Modesto	health officials and health students	100		Table event, will distribute AB617 Info.
July 18, 2019	Presentation to Stan. Green Team	Modesto	businesses & public agencies	25		Presentation and Distribution of AB617 information
July 22, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
July 24, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
July 30, 2019	AB 617 Workshop	Fresno	Public, Staff, CARB	20	VTC to the Regions	Public engagement process to implement AB 617 and identify year two communities.
July 31, 2019	South Central Fresno Steering Committee Open House	Fresno	Public, Staff, Committee Members, CA	25		Opportunity for committee members and the public to meet and work through the proposed CERP strategies for Fresno
July 31, 2019	Grizzly Nut Grower Lunch	Waterford	farmers	300		Grants Presentation
August 1, 2019	National Night Out in Huron	Huron	District Staff and Public	50+		Distributed AB617 info, booth event with grant information
August 5, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
August 6, 2019	Orange Center School District	Fresno	District Staff, Public, School Officials	50-75		Distributed AB617 info, booth event with grant information
August 12, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
August 14, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
August 26, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
August 27, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
August 28, 2019	Public Workshop	Fresno	Public, District Staff, Committee mem	25	VTC to the South	Reviewed and discussed the proposed CERPs for Fresno and Shafter
August 29, 2019	District Workshop, public engagement process to implement AB 617 and identify year 2 communities.	Fresno	District Staff, CARB, Public	20	VTC to the Regions	Discussed year 2 timeline
September 4, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
September 4, 2019	Bakersfield College Student Involvement Festival	Bakersfield	District Staff, Public, School Officials	200+		Distributed AB617 info, booth event with grant information
September 9, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
September 11, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
September 14, 2019	Electric Vehicle Expo (National Drive Electric Week)	Merced	District Staff and Public	100+		Distributed AB617 info, booth event with grant information
September 14, 2019	National Drive Electric Week in Bakersfield	Bakersfield	District Staff and Public	75+		Distributed AB617 info, booth event with grant information
September 27, 2019	Fresno Housing Authority Wellness Fair	Fresno	District Staff and Public	200+		Distributed AB617 info, booth event with grant information
October 3, 2019	Assemb Joaquin Arambula West Fresno Event	Fresno	District Staff and Public	100+		Distributed AB617 info, booth event with grant information
October 10, 2019	Assemb Joaquin Arambula Firebaugh Event	Firebaugh	District Staff and Public	100+		Distributed AB617 info, booth event with grant information
October 10, 2019	VIEW Outreach Event in Lemon Cove	Lemon Cove	District Staff and Public	50+		Distributed AB617 info, booth event with grant information
October 15, 2019	Assemb Joaquin Arambula Sanger Event	Sanger	District Staff and Public	100+		Distributed AB617 info, booth event with grant information
October 16, 2019	VIEW Outreach Event in Alpaugh	Alpaugh	District Staff, Public, School Officials	25+		Distributed AB617 info, booth event with grant information
October 21, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
October 23, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
October 31, 2019	Assemb Joaquin Arambula Reedley Event	Reedley	District Staff and Public	50+		Distributed AB617 info, booth event with grant information
Novemeber 4, 2019	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
Novemeber 4, 2019	Green Ribbon Schools Workshop	Merced	District Staff, State Officials and School Officials	100+		Handed out AB 617 and Grant Info
Novemeber 6, 2020	Earth Day Fresno Feasability Forum	Fresno	District Staff and City Leaders	20		
Novemeber 7, 2020	SACCD Annual Employee Wellness Fair	Fresno	District Staff, Public, School Officials	200+		Distributed AB617 info, booth event with grant information
Novemeber 13, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
November 21, 2019	Leadership Fresno, Planning Day	Fresno	Public and Staff	23		Planning Day
November 21, 2019	Building Healthy Communitires Cross Colaborative Meeting	Bakersfield	Public and Staff	25		Overview & Implementation of AB 617
December 3, 2019	Mtg with Stockton NGOs	Stockton	Public and Staff and NGOs	20		Meet & Greet with local non-profit groups about Year 2 selection process
December 4, 2019	Greater Downtown Active Transportation Plan Stakeholder Mtg.	Stockton	Public and Staff	10		Discuss bike & pedestrian path plans for downtown area
December 11, 2019	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
December 16, 2019	Stockton tour with NGOs	Stockton	NGOs, District staff & CARB staff	15		Stockton Tour
January 8, 2020	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
January 13, 2020	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
January 22, 2020	Kickoff Meeting	Stockton	Public, Staff, City Officials	15		

January 24, 2020	San Joaquin Agriculture and Technology Summit	Stockton	Public and Staff	40-50		District staff gave a presentation on grants & incentives and provided a table with info.
February 6, 2020	Oakhurst Realtors	Oakhurst	District Staff and Public	30		Distributed Ab617 and Grant Info
February 12, 2021	Lincoln High School	Stockton	District Staff, Public, School Officials	40		Distributed Ab617 and Grant Info
February 13, 2020	CARB Board Meeting	Shafter	CARB, District Officials, Public	30	Yes	Public meeting to consider Assembly Bill 617 Community Emissions Reduction Program for Shafter and Fresno
February 27, 2021	Madera Ranchos Kiwanis	Madera	District Staff, Public, and City Officials	25+		Distributed Ab617 and Grant Info
March 4, 2020	Steering Committee Meeting	Stockton	Public, Staff, City Officials	60+		Steering Committee Mtg #1; boundaries, charter and mtg date
March 9, 2020	Steering Committee Meeting	Shafter	Public, Staff, City Officials	15		
March 11, 2020	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		
April 22, 2020	Steering Committee Meeting	Stockton	Public, Staff, City Officials and NGOs	15		
April 29, 2020	Steering Committee Meeting	Fresno	Public, Staff, City Officials	15		

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Appendix F

Air Monitoring Equipment/Assets Purchased for Selected Communities

Grant # G17-CAPP-26		
Grant # G18-CAPP-26		
Report #2		Total = \$ 2,069,878.37
Community Air Monitoring		
LAB Analysis		
Lab Analysis	PM Lab Analysis	\$ 4,226.57
Lab Analysis	VOC Lab Analysis	\$ 720.00
Additional Equipment, Consumables and Supplies for AB 617		
Gas Bottles	Certified Gas Cylinders	\$ 13,576.40
Miscellaneous	Tools and Supplies	\$ 7,453.79
Standards	Flow Calibrator	\$ 15,135.52
Maintenance	Parts and Consumables	\$ 346,223.93
Analyzers	FLIR GFx320	\$ 107,793.73
Vans, Trailers, and Air Pointers		
Analyzers	Air Pointers	\$ 197,339.68
Analyzers	Black Carbon Monitors	\$ 30,612.78
Analyzers	BTEX Analyzer	\$ 134,943.55
Analyzers	CO Analyzer	\$ 76,346.98
Analyzers	Electrical Upgrade	\$ 4,940.00
Analyzers	Final Equipment Payment	\$ 240,664.69
Analyzers	Gas Analyzers	\$ 105,106.92
Analyzers	Mass Spectrometry	\$ 444,026.35
Analyzers	PM Analyzer	\$ 70,662.17
Analyzers	Support Infrastructure	\$ 140,367.50
Analyzers	VOC Sampler	\$ 61,344.13
License	DMV Registration	\$ 6,464.00
Service Agreement	Ambilabs Support for Vans, Trailers, and Air Pointers	\$ 8,580.00
Licenses		
Software	Air Vision Support	\$ 1,500.00
Software	ArcGIS 3D Analyst	\$ 9,000.00
Software	Software Upgrade	\$ 35,514.20
Technical Evaluation of Sensor Technology		
Analyzer	Air Beam Sensor	\$ 1,344.29
Miscellaneous	Consumables	\$ 2,594.64
Miscellaneous	Tools and Supplies	\$ 3,396.55

**Community Air Protection Program
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Appendix G

Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	BARCT Rulemaking Schedule (if necessary)
4454	Refinery Process Unit Turnaround	Scheduled	2019	2020
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Scheduled	2019	2020
4104	Reduction of Animal Matter	Scheduled	2019	2020
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	Scheduled	2019	2020
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	Scheduled	2019	2020
4702	Internal Combustion Engines (VOC only)	Scheduled in conjunction with PM2.5 Plan commitment	2020	2020
4623	Storage of Organic Liquids	Scheduled	2020	2021
4694	Wine Fermentation and Storage Tanks	Scheduled	2020	2021
4624	Transfer of Organic Liquid	Scheduled	2020	2021
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Scheduled	2020	2021
4601	Architectural Coatings	Scheduled	2020	2021
4401	Steam-Enhanced Crude Oil Production Wells	Scheduled	2021	2022
4566	Organic Material Composting Operations	Scheduled	2021	2022
4625	Wastewater Separators	Scheduled	2021	2022

4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Scheduled	2021	2022
4402	Crude Oil Production Sumps	Scheduled	2021	2022
4351	Boilers, Steam Generators, and Process Heaters - Phase 1	Rule superseded by more stringent rules, District Rules 4305, 4306, and 4320	---	---
4405	Oxides of Nitrogen Emissions from Existing Steam Generators Used in Thermally Enhanced Oil Recovery - Central and Western Kern County Fields	Rule superseded by more stringent rules, District Rules 4305, 4306, and 4320	---	---
4406	Sulfur Compounds from Oil-Field Steam Generators - Kern County	Rule superseded by more stringent rules, District Rules 4305, 4306, and 4320	---	---
4305	Boilers, Steam Generators, and Process Heaters - Phase 2	Rule superseded by District Rules 4306 and 4320, more a stringent rules	---	---
4701	Internal Combustion Engines - Phase 1	Rule superseded by District Rule 4702, a more stringent rule	---	---
4309	Dryers, Dehydrators, and Ovens	Rule determined to meet BARCT	---	---
4703	Stationary Gas Turbines	Rule determined to meet BARCT	---	---
4306	Boilers, Steam Generators, and Process Heaters - Phase 3	Rule determined to meet BARCT	---	---
4307	Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr to 5.0 MMBtu/hr	Rule determined to meet BARCT	---	---
4320	Advanced Emission Reduction Options for Boilers, Steam Generators, and Process Heaters Greater Than 5.0 MMBtu/hr	Rule determined to meet BARCT	---	---

4311	Flares	Rule determined to meet BARCT	---	---
4354	Glass Melting Furnaces	Rule determined to meet BARCT	---	---
4408	Glycol Dehydration Systems	Rule determined to meet BARCT	---	---
4453	Refinery Vacuum Producing Devices or Systems	Rule determined to meet BARCT	---	---
4612	Motor Vehicle and Mobile Equipment Coating Operations	Rule determined to meet BARCT	---	---
4622	Gasoline Transfer into Motor Vehicle Fuel Tanks	Rule determined to meet BARCT	---	---

Upcoming 2018 PM2.5 Plan Rule Amendment Efforts

In addition to the BARCT implementation schedule above, the District will be proceeding with amending eight District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the *2018 PM2.5 Plan* as follows:

Rule	Title	BARCT Status	PM2.5 Plan Rulemaking Schedule
4901	Wood Burning Fireplaces and Wood Burning Heaters	No units subject to AB 617 BARCT analysis	2019
4311	Flares	Rule meets or exceeds BARCT	2020
4306 and 4320	Boilers, Steam Generators, and Process Heaters - Phase 3 and Advanced Emission Reduction Options for Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr	Rule meets or exceeds BARCT	2020
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2020
4692	Commercial Charbroiling	No units subject to AB 617 BARCT analysis	2020

4352	Solid Fuel-Fired Boilers, Steam Generators and Process Heaters	No units subject to AB 617 BARCT analysis	2021
4354	Glass Melting Furnaces	Rule meets or exceeds BARCT	2021