AB 617 Community Air Protection Program

***Annual Progress Reports for Community Emissions Reduction Programs***

**DRAFT Data Collection Template**

**THROUGH DECEMBER 31, 2020**

| **Air District**: | San Joaquin Valley APCD |
| --- | --- |
| **Community Name**: | Shafter |

**Reporting Requirement**: Assembly Bill (AB) 617 requires that air districts prepare an annual report for each community emissions reduction program.[[1]](#footnote-1)

**Data Collection**: This template is designed to collect the information that is needed to create the required annual reports and is not intended to act as a substitute for the annual reports. After the data are collected, it is expected that air districts will work with their community steering committees to compile the information into their own user‑friendly format(s) that reflects community concerns and summarizes progress, challenges, and next steps. California Air Resources Board (CARB) staff will compile data statewide to provide an overall update to CARB’s Governing Board and the public.

This data collection template includes: the metrics defined in each community emissions reduction program; action items from CARB Governing Board Resolutions and Staff Reports; and the minimum requirements listed in CARB’s Community Air Protection Blueprint.[[2]](#footnote-2) CARB staff will provide the relevant information on CARB strategies and associated emissions reduction progress for the annual reports. To support transparency, all information will be publicly available.

**Due Date for Public Release**: CARB’s Community Air Protection Blueprint states that annual progress reports must be made available to the public no later than October 1 of each year. Air districts must post the reports on their webpage, issue a public notification that the report has been released, and then present the report to the district board at a public hearing to discuss the contents.

***Please provide the following information for your OVERALL community emissions reduction program[[3]](#footnote-3)***

* Section A: *Qualitative* progress assessment and status updates for interim milestones identified by the CARB Governing Board; and *Quantitative* summary of progress

***Please fill in the attached spreadsheet to provide an update on each strategy in your community emissions reduction program***

* Section B: Status update for each strategy (attach spreadsheet)

| ***Section A:* QUALITATIVE progress assessment and status updates for interim milestones identified by the CARB Governing Board** |
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| 1. Provide a *qualitative* progress assessment. Briefly describe the progress made and provide a status update for each of the following items: *[Ref. Blueprint, page C-39, C-40]* |
| * Community Engagement. |
| Since the District Governing Board’s adoption of the Shafter CERP, the District has utilized meaningful bilingual community engagement to continue to guide implementation of CERP measure and community air monitoring within the community. Such engagement mechanisms include:   * Design and development of effective voluntary incentive-based emission reduction programs based on community input * Continued prioritization and feedback on the sources and locations for expenditure of incentive dollars outlined in the CERP measures * Continued development of tools and resources for engagement and processing of technical air quality information   To ensure successful implementation of AB 617, residents, businesses, non-profits, agencies, and other stakeholders within Shafter have been fully engaged in both English and Spanish. The District has ensured that the CSC meetings continue to facilitate inclusive and balanced public engagement by providing:   * Monthly agenda-setting meetings with District, stakeholders, community co-hosts, CARB, and a third-party facilitator to collectively set expectations and plan for upcoming CSC meetings * Real-time interpretation services in all necessary languages, and timely document translation * Expert presentations from partner agencies such as CARB, California Department of Pesticide Regulation (DPR), California Public Utilities Commission (CPUC), and Office of Environmental Health Hazard Assessment (OEHHA) * A comprehensive and dedicated bilingual website with tools to view real-time air quality monitoring data and maps of emissions * Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions * Weekly phone calls and text exchanges with our Spanish speaking CDC members to ensure they are engaged in the process * Through March 2020:   + Monthly evening meetings at convenient locations in the community   + Child activity areas and dinner for all attendees   + All meeting materials in hardcopy and via a comprehensive website in all necessary languages * Since April 2020:   + Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request   + Continued real-time interpretation services through two Spanish interpreters at each meeting   + Meeting materials posted ahead of meeting, and sent in hardcopy for Spanish-only speakers to facilitate more productive virtual meeting environments   The District has been working with CSC to implement effective strategies, including engaging with Valley residents, businesses, agencies, and other stakeholders to identify and move forward with clean air investments in the Shafter CERP. In addition, the District has taken steps over the past several months to better serve our Spanish speaking CSC members and encourage their active engagement in the meetings and CERP implementation process. Ensuring effective steering committees requires substantial investment of staffing and other resources to schedule, organize, and facilitate frequent 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. 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.  Involving the public in the CERP implementation process continues to be a priority of the CSC and the District. All CSC meetings are promoted on social media and live streamed on Facebook with the meeting videos archived on the Shafter community webpage: <http://community.valleyair.org/selected-communities/shafter/>. 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 existing CSCs could continue to meet in person.    To address this challenge and to continue moving forward with the important work of implementation of the Shafter CERP, 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, resident members of the CSC, Environmental Justice partners serving on the committee, and AB 617 meeting facilitators 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 May 2020, based on these discussions and the results of the surveys, the District held a virtual practice meeting via Zoom and via phone with the Shafter CSC. During the practice meeting, the District addressed issues such as Spanish interpretation needs and provided important instruction to CSC members on the use of Zoom and explained how the CSC and District would use the various available features to provide a high level of discussion and engagement, which were keys to success for the in-person meetings up through March. The District partnered with a key community advocate in Central California Environmental Justice Network (CCEJN) to provide funding for the procurement of technological resources and training for residents who were otherwise unable to participate in CSC meetings virtually. In May 2020, regular Steering Committee meetings began to be held once again with the Shafter Steering Committee, with all CSC members able to join the online environment. Community Participation and Resident Stipends CSCs meet regularly, requiring ongoing participation and a significant time commitment from community residents, business owners, and other stakeholders. In most cases, steering committee meetings occur in the evenings and may draw attendees away from their families and other obligations. Community-resident steering committee members are not paid and do not have expenses reimbursed to participate in the process or attend these meetings. Providing stipends to help cover some time and expenses associated with attending meetings is an important way to support this critical participation and encourage sustained and meaningful community engagement throughout these processes. Towards that end, and in response to several residents and community advocates on the Shafter CSC, CARB recently developed new statewide guidance encouraging districts to work with steering committees in developing stipend programs for resident members of steering committees.  On August 20, 2020, the District’s Governing Board responded to the community needs and approved District staff’s recommendation to provide stipends to eligible resident steering committee members, effective retroactively for participation beginning on January 1, 2020. Under the stipend program developed by District staff in consultation with CSC stakeholders across all San Joaquin Valley AB 617 communities, residents who participate as CSC members, who do not receive compensation for their attendance at such meetings, may request a stipend to offset the cost of participating in each regular CSC meeting. Eligible residents may receive a $75 stipend per CSC meeting when their attendance is verified on the meeting roll-call list or sign-in sheet and were present for at least 75% of the scheduled meeting (equivalent to missing up to 30 minutes of a scheduled 2 hour meeting). Residents will receive stipends for attending up to fifteen (15) CSC meetings in a calendar year, for a total cost of up to $1,125 per year. The stipends for resident steering committee members would be subject to the availability of state AB 617 funding and approved allocation in the District’s Budget on an annual basis. |
| * Enforcement. |
| During the development of the Shafter CERP, CSC members identified several primary sources of concern within the community. Based on the analysis of the District’s enforcement history within the AB 617 community, several focused enforcement and compliance assistance measures were included in the CERP aimed at enhancing enforcement and education efforts through existing District enforcement programs to address those areas of community concern discussed below. In addition to the implementation of the enforcement measures adopted in the CERP, the District’s Compliance Department has continued over the past year to promptly respond to public air pollution complaints in the community. A complete summary of complaints received and enforcement actions taken over the past year is attached to this report and can be found here: <http://community.valleyair.org/media/2224/2020-shafter-enforcement-report.pdf>.  **Enhanced Enforcement of Wood Burning Curtailments**  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, the District optimizes rule effectiveness to 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.  To address the community concern of residential wood burning, the District conducted expanded residential wood burning surveillance within the 617 community on each "No Burning Unless Registered" and "No Burning for All" day declared (4 hours of surveillance per day) during the 2019-20 wood-burning curtailment season (November 1 to February 29).  **Enhanced Enforcement to Reduce Illegal Burning of Residential Waste**  To limit the potential for localized PM2.5 and toxic impacts associated with the illegal open burning of residential waste and to address the community concerns in regards to illegal burning, the District conducted 20 hours of targeted surveillance quarterly to enforce the residential open burning prohibitions in District Rule 4103 and Title 17, California Code of Regulations, Section 93113 within the community.  **Enhanced Enforcement of Statewide Anti-Idling Regulation**  To address the community concern of heavy-duty trucks and to limit the potential for localized PM2.5 and toxic air quality impacts associated with the failure to comply with the state’s heavy duty anti-idling idling regulation, the District staff performed quarterly anti-idling surveillance. Locations where surveillance was conducted was based on CSC input provided to the District and CARB. To ensure District staff are focusing in the areas where residents are being impacted , the District has included agenda discussions in CSC meetings to provide updates on these efforts and to receive CSC feedback on areas to be focused on while doing surveillance and will continue to do so moving forward. District staff also spoke directly to businesses, who rely on heavy-duty trucking, identified by the CSC to provide compliance assistance and education regarding the state’s anti-idling Airborne Toxic Control Measure requirements and steps to be taken to ensure compliance. While no violations were discovered during the surveillance performed, the District believes that the outreach provided to businesses in the community will contribute to increased compliance with the state’s requirements.  **Enhanced Inspection Frequency of Stationary Sources**  The District conducts inspections and investigations of both 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.  To address the primary community concerns of oil and gas operations and agricultural sources in addition to other permitted sources of air pollution, the District reviewed the enforcement history of all permitted facilities in the community and each facility having an emissions violation within the last three years. The District committed to performing inspections of these facilities at least twice per calendar year for the next five years or until the facility has four consecutive inspections without an emission violation, whichever comes first. District staff has fully implemented this measure and increased inspections of these facilities is ongoing.  **Pilot Training Program for Conducting Self-Inspections at Gas Stations**  To address the community concern of oil and gas operations, the District has drafted a training outline, however, due to the close one-on-one interaction that is needed to train gas station owners/operators on conducting hands-on vapor recovery system inspections, training will be postponed until COVID-related restrictions are lifted. |
| * Metrics for Tracking Progress. |
| To address the questions the CSC had regarding implementation of individual measures in the approved CERP, the District developed, with feedback and suggestions from CSC members, a tracking tool that has been posted to the community webpage that shows the work that has been done on CERP measures and the current status of implementation to keep the CSC members and interested parties. District staff update online tracker on a monthly basis with any additional progress made on CERP measures to ensure CSC members and interested parties have up-to-date information. The District and CARB adopted CERP includes 51 measures in the adopted CERP, 25 are incentives measures where the District and CSC worked to identify the number of units targeted for replacement, by year, throughout implementation of the CERP. The remaining measures, whether incentive-based, enforcement, outreach, mitigation, or a land use partnership, have metrics that outline the number of planned inspection hours, scheduled meetings, or other interactions expected for the implementation of the each measure. The CERP measure implementation tracker, which is updated monthly prior to the CSC meeting, can be found here: <http://community.valleyair.org/shafter-tracker/>  The District continues to reassess and evaluate these metrics with the input and advise provided by the CSC members as CERP implementation continue. |
| * Implementation Schedule. |
| The District and CSC worked together to develop the implementation schedule included in the District and CARB approved CERP. No formal changes to the implementation schedule have been made to the proposed implementation schedule. The majority of the measures listed in the CERP are multi-year projects requiring close coordination with numerous agencies and groups, including CARB, state and local agencies, and community based groups and non-profit organizations. |
| * Data Analysis. |
| The District has developed processes designed to track emissions reductions through implementation of CERP measures. Additionally, using the CSC approved Community Air Monitoring Plan, the District has been analyzing collected air monitoring data and presenting the detailed analyses to the CSC in weekly and quarterly updates, which are posted to the community’s air monitoring webpage, and during the standing updates provided to the CSC during CSC meetings (http://community.valleyair.org/selected-communities/shafter/community-air-monitoring/) |
| * Strategy Development. |
| Once the CERP measures were approved by the District’s Governing Board and later CARB, District staff immediately began working with the CSC, partner agencies, businesses, others, to develop strategies to implement the CERP measures. Working off of the priorities established by the CSC members during the CERP development, the District has been bringing in the partner agencies and other organizations and groups identified for individual CERP measure implementation to regular CSC meetings and subcommittees. It should be noted that a little more than a month after the CERP was approved by CARB, the COVID-19 pandemic struck, the District worked with the CSC to understand their desire and ability to continue to meet in a virtual environment. The CSC had a strong desire to continue the important work to implement the CERP as quickly as possible. Once it was decided to continue to hold these meetings, the District selected a platform, held a trial run with the CSC members and began holding regular meetings again in April 2020. Unlike many AB 617 communities statewide, the CSC requested to continue to meet monthly during the implementation phase.  Strategy discussions include development of program plans for community identified projects required by CARB to spend incentive funds on the measures, identifying and prioritizing areas within the community to focus the work identified by CERP measures, and identifying necessary outreach to parties, whether for compliance assistance efforts or incentive opportunities to name few. This strategy development is highlighted in the spreadsheet template provided to Districts by CARB. |
| 1. Highlight any “lessons learned” that can be used to support communities with similar sources and air quality challenges. *[Ref. Blueprint, page C-39]* |
| The process needs to be viewed as a partnership between the air districts and community steering committees, taking their knowledge and expertise of the area and the challenges facing the community members that were incorporated as part of the approved CERP and now continuing to rely on that knowledge to assist in the development of the strategies to implement the CERP measures to ensure the highest levels of success.  Making sure that the CSC members understand that AB 617 does not bring and new legal mandates and that the partner agencies are not required to participate in the AB 617 process. A good example is the Department of Pesticide Regulation and the measure included in the approved CERP regarding pilot notification. The District appreciates DPRs willingness to engage with the CSC members and help to develop and work on implementing this measure, understanding that they have legal requirements to do so.  Early identification of potential partners in CERP measure implementation, including cities, counties, state agencies, federal agencies, community based organizations, and local agencies, is a key factor. Bringing people who represent these agencies and groups and having them build a relationship with the CSC members is very important as they build trust with the committee members, provide information needed by the CSCs so they have the ability to provide valuable input and feedback, and provide valuable input and feedback on how to move forward the implementation of measures in the CERP  From the outset, the District has utilized neutral meeting facilitation to ensure meetings are inclusive and bring out different points of view while preventing individuals from monopolizing discussions. Having facilitators has provided an open and safe environment for discussion by all parties while ensuring the discussions are goal-oriented and move towards shared objectives. In addition to having neutral facilitation, the District also meets with CSC members after CSC meetings to discuss next steps and actions from the meeting and set the agenda for the following meeting. This ensures that the District is working on the CERP measures prioritized by the CSC and gives District adequate time to work on the agenda items. This also provides the necessary to translate and provide hard copies of documents in a timely manner, which has been an ongoing topic for the CSC.  The approved CERP included numerous community-identified incentive measures that fall outside of existing CARB Community Air Protection (CAP) Guidelines and requires the development of individual program plans, submittal and approval by CARB staff prior to being able to use CAP funding. It has proven to be very time consuming process developing and working with CARB staff to approve these plans. The time in it takes to approve these program plans has been a source of frustration by CSC members who are eager to see tangible benefits in the communities as a reflection of the time and effort that they have spent.  Significant time and effort needs to be put into listening to the needs and concerns of the community steering committee members and the District’s work needs to demonstrate how their concerns are being met and addressed, particularly in regards to CSC members ability to fully participate in the process, especially as the pandemic forced the process to continue in a virtual environment. Towards that end, through discussions with CSC members the District determined that some of the CSC members were having difficulties with their technology. To address this issue, the District developed a pilot program to provide laptop computers to CSC members and provided basic training to them on their use. Additionally, the District has increased interpretation capabilities, using to 2 interpreters to ensure interpretation was not an issue. The District has received recognition and appreciation from CSC members on the District’s efforts to address these issues.  Being a brand new program with no proven existing models or formulas from which to draw upon, it has been a learning experience for District staff and the CSC members on how best to work together towards a common goal of improving air quality of the Shafter community. Actively listening by all parties and reviewing expectations and actions is key to ongoing success. To assist in this effort, it is important that CARB provide the necessary guidance to ensure consistency and equity, through their role as developers of the AB 617 Blueprint, and providing air districts and CSC members clarity on things like roles and responsibilities and to look to regularly update with the document with “lessons learned”. |
| 1. The community emissions reduction program will have included a community profile. Describe any community profile updates, such as the following information, if applicable: *[Ref. Blueprint, page C-39]* |
| 3a) Describe changes in community attributes (e.g., revised socioeconomic data). |
| The Community Profile for Shafter was developed utilizing data from the District’s recent PM2.5 State Implementation Plan, the most recent version of the Office of Environmental Health Hazard Assessment (OEHHA) tool CalEnviroScreen 3.0, and readily available census data. These sources have not been updated since the Shafter CERP was approved; therefore, no changes have been made to the community profile. |
| 3b) List any new community attributes that have been identified (e.g., new local public health indicators). |
| No additional community attributes have been identified since the District adoption of the CERP in September 2019. |
| 1. In its oversight role, the CARB Governing Board may identify interim implementation milestones, either during its initial consideration of the community emissions reduction program for approval, or as discussed in any subsequent CARB Governing Board meetings. Provided below are action items specified during CARB’s Board Meeting in February 2020.[[4]](#footnote-4) *[Ref. Blueprint, page C-40]*  Please use the form below or provide an attachment that describes updates and progress towards the following interim implementation milestones: |
| **Action Items in CARB Board Resolution 20-6 and CARB Staff Report**  CARB staff works with the District, DPR, and the community steering committee to take the additional actions to strengthen implementation, as defined in the Staff Report on pages 8 and 9 and as modified by this Resolution, to do the following:   * Board-Directed Action #1: Include a process for making adjustments to incentive measure funding amounts based on ongoing discussions and recommendations from the community steering committee, and continue engaging the committee on prioritization of incentive measures and project selection. |
| The District has continued to work with the Shafter Community CSC to discuss individual CERP measure implementation since the District Governing Board adopted the Shafter CERP in September 2019 and CARB in February 2020. The District has explained that adjustments to specific incentive funding amounts for individual implementation measures is possible and has shared the process necessary. |
| * Board-Directed Action #2: Develop and provide specific criteria for project funding amounts and project selection, and clarify in the “Metrics to Track Progress” the process for adjusting allocations when projects are undersubscribed or oversubscribed, including the following considerations: * Provide funding for the replacement of natural gas residential heating devices with electrical heat pumps without requirements for the replacement of a fireplace or wood burning device. * Provide sufficient flexibility to ensure the passenger vehicle replacement strategy can be fully subscribed. * Provide mechanisms and resources for the ongoing maintenance of trees as part of the urban greening strategy. |
| The District is currently developing program plans for fireplace/natural gas residential heating devices, passenger vehicle replacement, and urban greening/vegetative barriers in accordance with Chapter 6 of CARB’s Community Air Protection Incentives Guidelines. With direction and input from the CSC, the program plan for fireplaces and natural gas heating devices may include the option for the replacement of natural gas residential heating devices with electrical heat pumps without the requirements for the replacement of a fireplace or wood burning device.  Once these program plans have been approved and incentive money used to fund these projects, the District will provide routine updates to the CSCs in regards to the participation levels and to receive input and feedback on any changes necessary regarding possible increased outreach to increase participation and the possibility of needing to make adjustments to the program plan to ensure full subscription.  The incentive-based program plan developed with the CSC for CARB approval for the urban greening measure in Shafter will include a study that will be used to address maintenance needs and irrigation plans to ensure ongoing success of the measure. In addition to addressing maintenance and irrigation needs, the organization selected to perform the study will also be expected to work closely with the CSC, City of Shafter, and County of Kern to identify planting locations and types of trees that will reduce emissions and exposure levels to criteria air pollutants. |
| * Board-Directed Action #3: Update the emissions reduction targets as new information becomes available for the regulatory and other strategies that do not yet have defined benefits where quantification is feasible. |
| The District will update the emissions reduction targets as new information becomes available for the regulatory and other strategies that do not yet have defined benefits where quantification is feasible.  For outreach measures, mitigation measures, enhanced enforcement measures, and land use partnership measures, quantification is not yet feasible. However, the District is continuing to look for ways to include these estimates where possible. For example, the vegetative barriers measure (VB.1) did not have a quantifiable target in the CERP, but District partners at Tree Fresno and Sonoma Technologies Inc. (STI) are working to help the District and CSC understand the potential emissions reduction benefits from this program as we move forward with implementation. |
| * Board-Directed Action #4: Consider the specific impacts of exposure to 1,3‑D in the Shafter community to inform development of DPR’s statewide rulemaking for 1,3-D; and |
| The District has facilitated conversations with DPR, CARB, and the CSC to discuss the work that DPR is doing to limit resident exposure to 1,3-D pesticides, including pilot mitigation project that is beginning in the Shafter area. The District has requested and DPR has provided monthly updates to the steering committee on this topic. Since May 2020, DPR staff have attended every CSC meeting and have a standing item on the agenda to address and update the community on the CERP measures addressing pesticides. |
| * Board-Directed Action #5: Continue to work together to identify additional actions related to the pesticide concerns identified by community steering committee members. |
| The District has facilitated conversations with DPR, CARB, and CSC members to discuss the work that DPR is doing to address the community’s concerns regarding pesticide usage and DPR continues to attend and participate in monthly meetings with the CSC to obtain additional feedback and answer questions. Since May 2020, DPR staff have attended every CSC meeting and have a standing item on the agenda to address and update the community on the CERP measures addressing pesticides. |
| * Board-Directed Action #6: Continue to collect and develop additional Shafter specific emissions information to build upon the current community-level inventory. |
| The District updated the specific emissions information from stationary sources within the Shafter community. The District has also worked closely with CARB staff to respond to several CSC requests for more community-level inventory information. Responses to such requests are translated and sent via FedEx to all monolingual Spanish-speaking residents and others who request a copy. One example of such a response to a community-level inventory request can be found here: <http://community.valleyair.org/media/1689/2020-district-and-carb-response-to-csc-member-request-with-attachments.pdf> |
| * Board-Directed Action #7: DPR works to implement a pilot study for 1,3-D in Shafter and include mitigation methods that achieve reductions equivalent to Totally Impermeable Film (TIF) tarping. |
| The District has facilitated conversations with DPR and CARB with the CSC to discuss the work that DPR is doing to limit resident exposure to 1,3-D pesticides, including the pilot mitigation project that is beginning in the Shafter area. The District has requested and DPR has provided monthly updates to the steering committee on this topic. |
| * Board-Directed Action #8: At CARB’s request and review, the District updates the Program’s technical description of regulatory authorities over pesticides and requirements for pesticide notifications to be consistent with the State’s language contained in the Staff Report and this Resolution under the administrative delegation provided to the Air Pollution Control Officer. |
| The District has been working closely with the Department of Pesticide Regulation (DPR) as the agency with authority over pesticide application to assist in the development of pesticide mitigation and pesticide use notification and making sure that the CSC is provided regular updates on the work being done at each of the CSC meetings. In addition to working with DPR to gather relevant air monitoring data and other beneficial information and making it available on the Shafter AB 617 community webpage. |
| * Board-Directed Action #9: CARB staff, the District, DPR, and the community steering committee report back to the Board semi-annually, or as directed by the Board, on implementation of these actions. |
| The District and CSC members provided a report back to the CARB Board on September 24, 2020. |
| 1. Summarize the status of rules and regulations adopted that impact the community. *[Ref. Shafter Program, Section 6.1, page 179]* |
| PM2.5 Plan Rule Updates The District has and will continue to analyze and amend District rules to pursue additional emission reduction opportunities beyond BARCT. These rule amendments will be reviewed on the schedule included in the District’s *2018 PM2.5 Plan*, which was recently adopted by CARB into the State Implementation Plan and approved by U.S. EPA. Various source categories addressed through this ongoing regulatory development process include: Flares; Boilers, Steam Generators, and Process Heaters; Internal Combustion Engines; Commercial Underfired Charbroilers; Glass Melting Furnaces; and Solid Fuel-Fired Boilers, Steam Generators, and Process Heaters.  District staff have continued moving forward with technical evaluation and public engagement efforts for scheduled regulatory measures, with several District rules scheduled for proposed amendments in the 2020-2021 timeframe. Emissions reductions achieved through the implementation of more stringent limits potentially required through these rule amendments will further contribute to reduced exposure to air pollution in the community. CSC members, members of the AB 617-selected community, and the general public are encouraged to be involved in the upcoming rulemaking process for these rules.   |  |  |  | | --- | --- | --- | | **Rule** | **Stationary/Area Source Category** | **Rule Development Status** | | *4901* | *Wood burning fireplaces and heaters* | *Completed: Adopted/enforced in 2019/20 winter season* | | 4311 | Flares | Regulatory and public engagement process currently in progress – amendments scheduled for consideration in 2020 | | 4306 & 4320 | Boilers, steam generators, and process heaters | | 4702 | Internal combustion engines | | 4692 | Under-fired charbroilers at commercial restaurants | | 4354 | Glass Melting Furnaces | Regulatory and public engagement process to begin in 2020 - amendments scheduled for consideration in 2021 | | 4352 | Solid-Fuel Fired Boilers | Regulatory and public engagement process to begin in 2020 - amendments scheduled for consideration in 2021 |  Best Available Retrofit Control Technology (BARCT) 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.  District’s expedited BARCT Schedule: <http://community.valleyair.org/best-available-retrofit-control-technology-barct>  Starting in 2019 and continuing in 2020, the District has begun performing a further BARCT analysis of 12 of the 16 rules identified, typically in the order of documented priority. Each District rule and source category are evaluated in comparison to federal and state air quality regulations and the regulations of other air districts in California and throughout the country).  The District held a public workshop on July 30, 2020 and provided a update to the public on the progress the District has made on the 8 rule evaluations (see published report – [link](http://community.valleyair.org/media/1790/final-barct-rule-analysis-july-30-2020.pdf)) and discussed the next steps associated with further evaluating the remaining District Rules for satisfying BARCT requirements. The following table summarizes the status of the BARCT rule evaluations.   |  |  |  | | --- | --- | --- | | **Rule** | **Title** | **BARCT Status** | | ***4454*** | *Refinery Process Unit Turnaround* | ***Meets BARCT*** | | ***4641*** | *Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations* | ***Meets BARCT*** | | ***4104*** | *Reduction of Animal Matter* | ***Meets BARCT*** | | **4409** | Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities | Combined rule development public process to evaluate/implement additional BARCT requirements commencing 2020 - expediting the rulemaking efforts for three of the five rules (Rules 4623, 4624, and 4401) to streamline assessment | | **4455** | Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants | | **4623** | Storage of Organic Liquids | | **4624** | Transfer of Organic Liquids | | **4401** | Steam-Enhanced Crude Oil Production Wells | | **4352** | Solid Fuel-Fired Boilers, Steam Generators, and Process Heaters | Rule development public process to evaluate/implement additional BARCT requirements commencing 2020 - expediting the rulemaking effort for this rule | | **4354** | Glass Melting Furnace | Rule development public process to evaluate/implement additional BARCT requirements commencing 2020 - expediting the rulemaking effort for this rule | | **4702** | Internal Combustion Engines (VOC only) | BARCT evaluation in progress and scheduled for 2020 completion | | **4694** | Wine Fermentation and Storage Tanks | BARCT evaluation in progress and scheduled for 2020 completion | | **4603** | Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts | BARCT evaluation in progress and scheduled for 2020 completion | | **4601** | Architectural Coatings | BARCT evaluation in progress and scheduled for 2020 completion | | **4566** | Organic Material Composting Operations | BARCT evaluation scheduled for 2021 completion | | **4625** | Wastewater Separators | BARCT evaluation scheduled for 2021 completion | | **4621** | Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant | BARCT evaluation scheduled for 2021 completion | | **4402** | Crude Oil Production Sumps | BARCT evaluation scheduled for 2021 completion |   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. |
| 1. Summarize the interactions with other agencies to address local exposure to air pollution (e.g., number of meetings with city and county governments). *[Ref. Shafter Program, Section 6.1, page 179]* |
| In addition to having city and county employees on the CSC, the District has had meetings with the City of Shafter, Kern County, state, Richland Unified School District, other area Schools, CPUC, GRID Alternatives, and community organizations regarding the implementation of CERP measures. The District has also brought many of the organizations to speak at the CSC meetings to provide updates and to solicit feedback and to answer questions. |
| 1. Co-Benefits – Summarize additional co-benefits, including the following: *[Ref. Shafter Program, Section 6.1, page 179]*  * Trainings and Outreach, including number of public meetings held in the community and the number of people in attendance. |
| While the ongoing pandemic has limited the types of trainings and outreach events, the District has transitioned to providing more air pollution related online training in both English and Spanish and have shared this information with CSC members. The District is continuing to adjust to virtual trainings and outreach, as evidenced through the quick transition to virtual CSC meetings and broad use of social media platforms link Facebook, Instagram, Next Door, etc to share regional and community-level air quality information to CSC members. |
| * Workforce Development. |
| The CERP contains workforce development that involves incentive funding. The District is currently developing the program plan for this measure and once approved, will work closely with the CSC to make the community aware of opportunities. |
| * Technical Capacity-Building. |
| Much of the work done during the CERP development process revolved around the technical capacity building of the CSC members. Considerable time was spent explaining what air pollution is, where it comes from, how it is monitored for, and options for reducing emissions and exposure. As a result of the CSC members commitment to the process, they have gained tremendous knowledge that they have in-turn shared with other members of the Shafter community. |

| ***Section A:* QUANTITATIVE Summary of progress for the community emissions reduction program** |
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| 1. Status of the Strategies Included in the Program – Summarize the total number of strategies that have been fully implemented, the number that are in progress, and the number that have not yet begun implementation.  *[Ref. Blueprint pages C-38, C-39. Shafter Program, Section 4, pages 43-152]* |
| See data collection tracking spreadsheet. |
| 1. Completion of Required Elements – Describe completion of required elements (e.g., emissions reduction targets, milestones for compliance goals, etc.). Some required elements are provided below in 9a, 9b, and 9c. *[Ref. Blueprint pages C-3, C-4, C-38, C-40.*   9a) Emission Reduction Targets – Summarize progress toward achieving overall emission reduction targets (PM2.5, PM10, DPM, NOX, and VOC, as applicable). *[Ref. Blueprint pages C-16 to C-19, C-38, C-40. Shafter Program, pages 153-155]* |
| See data collection tracking spreadsheet. |
| 9b) Proximity-Based Goals - Summarize progress toward achieving proximity-based goals (e.g., for Health Air Living/HAL schools program, air filtration, vegetative barriers). *[Ref. Blueprint pages C-19, C-20. Shafter Program, Section 6.1, page 179]* |
| See data collection tracking spreadsheet. |
| 9c) Compliance Goals - Provide an update on progress toward achieving compliance goals and improving compliance (e.g., summarize non-compliance rates and other key compliance statistics). *[Ref. Blueprint page C-31. Shafter Program, Section 6.1., page 179]* |
| See data collection tracking spreadsheet. |
| 1. Incentives Investments - Summarize the total investments for incentive programs deployed in and around the community that are identified in the community and the associated emissions reductions. *[Ref. Shafter Program, Section 6.1, page 179]* |
| See data collection tracking spreadsheet. |
| 1. Air Monitoring Results – For the five-year milestone report, summarize air monitoring results. *[Ref. Shafter Program, Section 6.2, page 180, “…the five year milestone report submitted to CARB for Shafter will include a comprehensive report of air quality monitoring data obtained in the community throughout the term of the CERP…”]* |
| When working with the Shafter CSC to develop the Community Air Monitoring Plan (CAMP) and procure air monitoring equipment, the District used the following principles:   * *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 Shafter CAMP. These resources include several stand-alone PM2.5 monitors, VOC and PM2.5 speciation equipment, 1 multi-pollutant compact air monitoring system, 1 mobile air monitoring trailer, and 1 mobile air monitoring van. Community Air Monitoring Deployment  * *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 real-time EBAM PM10 monitor to measure any impacts from nearby harvesting operations on the community, which operated from September 2019 through December 2019 and was re-installed and has been collecting data since July 23, 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 November 2019. VOC and PM2.5 speciation air monitoring efforts will shift to the trailer to be placed at the North Shafter Farm Labor Camponce 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. On August 10, 2020, the Richland School District Board approved the request. In the interim while logistical, electrical, and site preparation work for the installation of the air monitoring equipment is in progress, the air monitoring van is being utilized to monitor areas nearby this location. Additionally, the Department of Pesticide Regulations has agreed to continue monitoring for pesticides at their current site at Sequoia Elementary. * *Golden Oak Elementary (PM2.5):* The CSC has identified this location as a source of concern due to the level of heavy duty diesel vehicles in the area and requested the monitor near the intersection. Following this guidance, the proposed location is within a few hundred feet of the intersection. 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. On August 10, 2020, the Richland School District Board approved the request. In the interim while logistical, electrical, and site preparation work for the installation of the air monitoring equipment is in progress, the air monitoring van is being utilized to monitor areas nearby this location. * *North Shafter Farm Labor Camp (Air Monitoring Trailer):* The CSC 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 CSC 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 CSC 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 CSC 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 Air Monitoring to Date The District has invested an extensive amount of work into implementing the community air monitoring plan as expeditiously as possible, including researching, developing, configuring, deploying, trouble-shooting, and maintaining new state-of-the-art high precision air monitoring equipment. This also includes the use of the mobile air monitoring van to take measurements in a variety of locations of interest and to respond to community concerns. The District has also contracted with analytical laboratories to conduct the needed analysis to speciate the VOC and PM2.5 samples being taken in the community. In addition, the District has worked closely with organizations to negotiate leases to authorize the deployment of the equipment on site, followed by logistical, electrical, and site preparation work for the installation of the air monitoring equipment.  Although an extensive amount of work has been completed to deploy and operate the air monitoring equipment, the District is still in the early stages of expanding the understanding of air quality in the Shafter community. The continued collection of air monitoring data will be valuable in providing a clearer and more complete picture of the air quality in the community.  The District has been providing regular updates to the Shafter CSC as the air monitoring work has continued to be conducted, and has been compiling detailed comprehensive quarterly reports and making them available on the community webpage for the public to review. The following provides a few examples of the summaries that have been provided so far.  As an example of data collected for Shafter, in the 4th quarter of 2019, we see that daily PM2.5 concentration levels are fairly consistent throughout the community when compared to nearby regulatory air monitors.  In addition, to ensure that the community is fully apprised of the ongoing air monitoring efforts and are receiving the latest air quality information, bilingual weekly updates, comprehensive quarterly reports, and real-time air quality information about the community air monitoring efforts in Shafter are all posted on the community webpage:  <http://community.valleyair.org/selected-communities/shafter/community-air-monitoring/>  The CSC requested a subcommittee for air monitoring to address questions they had about the air monitoring being performed. On September 22, 2020, the District held the subcommittee meeting and responded to specific questions provided by CSC members. Air District staff provided responses to the questions provided and there was an additional opportunity for question and answers. In addition, the subcommittee provided additional feedback on locations and timing of air monitoring, which the District took and have instituted the suggestions provided, including conducting more monitoring later in the day. |

| ***Report Section B:* Status update for EACH STRATEGY in the community emissions reduction program** |
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| Please fill in the attached spreadsheet template and provide an update on the status and specific metrics for EACH STRATEGY. [Ref. Blueprint, page C-39] |
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**[ATTACH SPREADSHEET FOR *Report Section B:* Status update for EACH STRATEGY in the community emissions reduction program]**

1. Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017; codified in California Health and Safety Code section 44391.2(c)(7) which states that each district “…shall prepare an annual report summarizing the results and actions taken to further reduce emissions, pursuant to the community emissions reduction program…” [↑](#footnote-ref-1)
2. California Air Resources Board, “Community Air Protection Blueprint”, October 2018, Appendix C, pages C-38 to C-40, available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint> [↑](#footnote-ref-2)
3. San Joaquin Valley Air Pollution Control District, “Community Emissions Reduction Program Shafter” (i.e., Shafter Program), September 19, 2019, available at: <http://community.valleyair.org/selected-communities/shafter>. [↑](#footnote-ref-3)
4. CARB Board Resolution 20-6, dated February 13, 2020, available at: <https://ww2.arb.ca.gov/board-resolutions-2020> and CARB document “Shafter, Community Emissions Reduction Program Staff Report” released January 24, 2020, available at: <https://ww2.arb.ca.gov/resources/documents/shafter-community-emissions-reduction-program-staff-report>. [↑](#footnote-ref-4)