

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

Annual Report #3

Grantee: Placer County Air Pollution Control District

Report Date: April 1, 2021

Grant #: G19-CAPP-23

This annual report is prepared for funds received by the Placer County Air Pollution Control District (District) to implement the Community Air Protection Program (CAPP) under Assembly Bill 617 (AB 617) between February 29, 2020 and February 26, 2021. It includes 1) a summary of all activities associated with tasks conducted by the District under the CAPP, 2) costs related to specific tasks in this reporting period, and 3) a summary of the CAPP Implementation funds received, expended, and remaining balance.

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

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

Task 1 – Execute the grant agreement. The District’s Board of Directors approved grant agreement G18-CAPP-23 with California Air Resources Board (CARB) to accept CAPP Implementation Funds on April 11, 2019. In the same approval, the Board of Directors also authorized the Air Pollution Control Officer (APCO) to accept future CARB grant agreements for CAPP implementation. Therefore, the District executed grant agreement G19-CAPP-23 to accept the total amount of \$48,590 on April 20, 2020. The funding supports the District’s activities associated with the continuous implementation of CAPP. The grant agreement specifies the activities eligible for funding. They include selecting communities, developing community air monitoring systems, and deploying fence-line monitoring devices. The funds can also support the development of an expedited schedule for best available control technology (BACT), best available retrofit control technology (BARCT), and the Community Emissions Reduction Programs to reduce emissions within communities.

Task 2 – Hold a public meeting and conduct outreach for the program implementation. Due to the proximity to both the Union Pacific Railroad (UPRR) Company’s J.R. Davis Roseville Rail Yard (Rail Yard) and Interstate Highway 80 (I-80), the District continues to work with the City of Roseville, as well as the surrounding community, to introduce the CAPP, solicit ideas on potential emission reduction projects, and hear concerns. To enhance community outreach efforts, the District partnered with Health Education Council-Invest Health Roseville; a local community organization with recognized experience in efforts to improve resident health

through community consensus building, education, and outreach, especially in low-income neighborhoods.

The contract with Health Education Council incorporates Invest Health, Roseville's assistance with establishing and coordinating a community forum to identify the community's concerns and publicize workshops, community meetings, public hearings, and other outreach events to enhance public engagement. During the outbreak of the coronavirus, Invest Health, Roseville worked with the District to schedule a virtual public meeting for Roseville residents on October 28, 2020, to explain the CAPP, to hear community concerns, and to solicit ideas on potential emission reduction projects. Because of this excellent partnership, the District renewed the contract with Health Education Council in February 2021. They will continue assisting the District with coordinating public outreach for the Roseville community.

In addition to the Roseville community, the District worked with the Tahoe-Truckee Unified School District to host a virtual public meeting for Kings Beach residents on September 24, 2020, to likewise introduce CAPP, hear community concerns, and solicit ideas for potential emission reduction projects. In the next reporting period, the District will continue working with local partners to utilize more media outlets, outreach tools, and information dissemination channels. The efforts will enhance and broaden the CAPP to increase awareness and obtain additional input for CAPP implementation in Placer County.

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

Currently, the surveillance system is not capable of real-time video or playback functionality. The hard drive containing the video must be retrieved and sent back to CARB in order to be viewed. This makes it difficult to provide timely responses to complainants. Using CAPP funds, the District will investigate vendors to identify an advanced surveillance system to provide real-time video viewing and playback via a secured internet connection. Due to the pandemic, no substantial progress has been made on this task. District staff will continue this effort in the next reporting period.

Task 4 – Engage CARB and UPRR regarding the possibility of updating the Roseville Rail Yard's Health Risk Assessment (HRA). In addition to responding to local community concerns about

potential diesel emissions from the Rail Yard, the District continues to discuss with CARB and UPRR the possibility of updating the Rail Yard's 2004 HRA. The District believes the results of the 2004 HRA are still informative, but it may no longer be accurate due to HRA modeling changes approved by the Office of Environmental Health Hazard Assessment (OEHHA) and changes in the type of locomotives and associated activities in use at the Rail Yard. An updated HRA is needed.

In this reporting period, District staff had several meetings with CARB staff regarding the data acquisition and analysis approaches for the HRA update. CARB has obtained the activity data from UPRR and is evaluating the data quality for further modeling analysis. The District will continue pursuing the HRA update with CARB and UPRR during the next reporting period. The District believes the updated HRA will better describe the total health burden affecting local communities around the Rail Yard.

Task 5 – Develop a community monitoring plan for the Roseville Rail Yard surrounding area. In addition to exploring the possibility of an updated HRA, the District is developing a community monitoring plan to collect air quality data from the Rail Yard neighborhood. The District plans to purchase several low-cost PM monitors for deployment around the Rail Yard to provide instant PM concentration measurements from the Rail Yard's activities. The locations for these PM monitors will be decided based on community feedback. In the next reporting period, District staff will engage the local community to conduct air monitoring and deploy monitoring devices to collect air quality data from neighborhoods surrounding the Rail Yard. The monitoring plan may also use the portable-EBAM and cargo trailer at a temporary site to measure local PM_{2.5} concentrations. The data from these low-cost PM monitors and EBAM could indicate how locomotive activities affect local PM concentrations. This information will help the District investigate complaints and determine where to place additional robust monitoring instrumentation in the future.

Task 6 – Implement mandatory emission reporting regulation under the AB 617 requirement. AB 617 requires CARB to establish a uniform statewide system for annual reporting of criteria pollutant and toxic air contaminants for stationary sources. District staff actively participates in the CAPCOA working group with CARB staff and other air district staff to discuss possible emission data reporting approaches, including two District meetings with CARB staff to discuss the District's emission data reporting practices. The Criteria Air Pollutants and Toxic Air Contaminants Reporting Regulation (or CTR Regulation) was adopted by the CARB Board on December 14, 2018, and became effective January 1, 2020.

During this reporting period, the District worked with Placer's permitted facilities subject to CTR Regulation reporting requirements, to submit their emission reports to CARB in August 2020.

The District is now working with the facilities to collect data to meet the 2021 reporting deadline. Also, the District is working on upgrading the permitting database to satisfy the CTR Regulation's requirements. The upgrade will provide on-line functions to allow facility operators to report all CTR Regulation required data directly into the District's permitting database. This upgrade should streamline the data reporting process, avoid mistakes during data transfer, and produce accurate facility emission reports meeting the CTR Regulation requirements.

The District also continues to participate in the CAPCOA working group to collaborate with CARB staff on the CTR Regulation amendment for further applicability requirements covering more types of facilities. The amendment will ensure accurate and comprehensive inventories to support CAPP implementation and improve data transparency and public data access.

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

Task 8 – Administer Program Implementation. The grant agreement has the administrative requirements for program implementation. This includes 1) preparing grant disbursement requests, 2) tracking program funding payments and earned interest, 3) developing a program work plan, 4) identifying program-related tasks, 5) coordinating the District resources for program implementation, and 6) preparing and submitting reports to CARB for program implementation. These are on-going efforts, and District staff will continue working on them through the end of the grant term or until all funds are expended.

2. Summary of expenditures associated with each specific task

For the third annual reporting period, the District's expenditures were staff hours spent on task development and implementation. The following table summarizes the staff hours spent on each task and its associated costs from February 29, 2020 to February 26, 2021.

Specific Task	Staff Hours	Costs
#1 Grant Agreement Approval	18	\$2,302
#2 Public Meeting and Outreach	47	\$5,363
#3 Surveillance Camera System at Railyard	14	\$1,860
#4 Railyard HRA Update	35	\$4,066
#5 Railyard Monitoring Plan	33	\$3,987
#6 BARCT Review and Emission Reporting Regulation	63	\$7,295
#7 Working Groups Participation	17	\$2,377
#8 Program Administration	37	\$3,910
Total	264.0	\$31,160

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

The District’s funding to date to implement the CAPP-23 program, including interest earned, is \$231,164. As of February 26, 2021, associated program implementation expenditures were \$199,492 in total. Accordingly, the \$97,092 grant award received in FY 18-19 (G17-CAPP-23), and the \$82,138 grant award received in FY 19-20 (G18-CAPP-23) have been expended. The current remaining balance of the grant over the three years is \$31,672. The following table summarizes the funds received, spent, and remaining balance of February 26, 2021.

CAPP-23 Grant Funding Tracking (All-Time)	
G17-CAPP-23 (Year 1) grant request (5/1/2018)	\$62,092
G17-CAPP-23 (Year 1) grant request (2/19/2019)	\$35,000
G18-CAPP-23 (Year 2) grant request (9/27/2019)	\$82,138
G19-CAPP-23 (Year 3) grant request (12/14/2020)	\$48,590
Interest Earned (FY 18-19)	\$1,256
Interest Earned (FY 19-20)	\$1,518
Interest Earned (FY 20-21)	\$570
Program expenditure (4/27/2018~3/1/2019)	-\$46,975
Program expenditure (3/2/2019~2/28/2020)	-\$79,210
Program expenditure (2/29/2020~2/26/2021)	-\$31,160
EBAM Purchase (May 2019)	-\$12,983
Monitoring Trailer (May 2019)	-\$4,164
Health Education Council (January 2020)	-\$15,000
Health Education Council (February 2021)	-\$10,000
Remaining balance	\$31,672

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