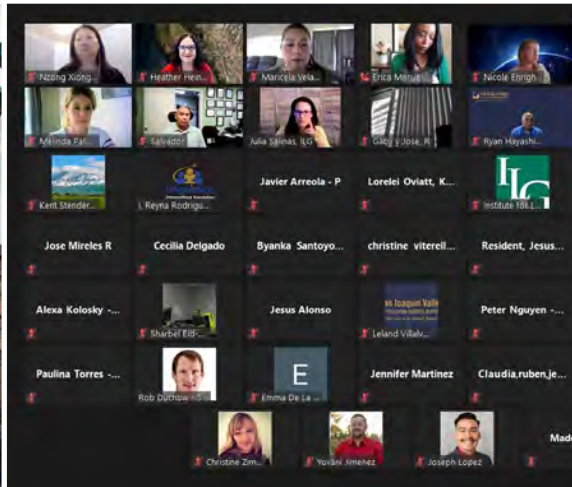


Community Air Protection Program ANNUAL REPORT



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

GRANT # G17-CAPP-26

GRANT # G18-CAPP-26

REPORT # 3

**Community Air Protection Program
Annual Report
San Joaquin Valley Air Pollution Control District
Grant # G18-CAPP-26
Grant #G19-CAPP-26
Report # 3**

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**Community Air Protection Program
Annual Report
San Joaquin Valley Air Pollution Control District
Grant # G18-CAPP-26
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Report # 3**

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	2021 Report
Total Grant Award	33,100,000
Interest Earned	413,203
Total Revenue	33,513,203
Program Implementation Costs:	Actual
Services, Supplies and Equipment Purchases	6,000,967
Staffing and Support Resources	19,710,593
Total Costs	25,711,560
Available Balance as of April 30, 2021	7,801,643

IMPLEMENTATION OF STATE MANDATES UNDER AB 617:

Since 2018, CARB has selected fifteen (15) communities for AB 617 implementation statewide, including the San Joaquin Valley communities of South Central Fresno, Shafter, Stockton, and most recently Arvin/Lamont. As required under AB 617, the San

Joaquin Valley Air Pollution Control District's (District) Governing Board adopted the South Central Fresno and Shafter Community Emission Reduction Programs (CERPs) in September 2019, and CARB subsequently approved the CERPs in February 2020. In March 2021, the District's Governing Board adopted the Stockton CERP as the District's third community to transition to implementation.

The CERPs adopted for Valley communities were developed in consultation with Community Steering Committees (CSCs) to address community air pollution concerns and priorities. Since adoption of the CERPs for South Central Fresno and Shafter, the District has been working closely with the CSCs and local partners to implement CERP measures designed to reduce air pollution and exposure in the communities. The AB 617 community of Stockton began transitioning to the implementation phase after the CERP was adopted by the District Governing Board in March 2021. In addition to the CERP implementation work, the District has worked diligently to implement the Community Air Monitoring Plans in consultation with the CSCs, with extensive air monitoring now being deployed and conducted in each of the communities and shared with the public on the District's community-specific webpages.

On February 25, 2021, CARB selected the community of Arvin/Lamont as the fourth community in the San Joaquin Valley under the AB 617 program. The addition of Arvin/Lamont will continue to add to the District's ongoing work in implementing the AB 617 program. Working collaboratively with Arvin/Lamont community stakeholders, the District's early work in this community will be to establish a Community Steering Committee, finalize the community boundary, and establish the Community Steering Committee charter. Throughout the rest of the year, the District will work in consultation with the Arvin/Lamont CSC to develop a CERP and air monitoring plan to help address the needs of the community and meet the goals of AB 617 while moving forward with CERP and air monitoring implementation in the three other AB 617 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, community-based organizations, public agencies, environmental justice organizations, and other stakeholders within selected communities are fully engaged through the CSC in each community. The District has ensured that the CSCs are designed to facilitate inclusive and balanced public engagement by providing:

- 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 languages requested by CSC members and members of the public, which to date is English, Spanish, and American Sign Language
- To address CSC recommendations for enhancing the availability of translation, District staff have moved up agenda setting meetings to provide for meeting materials to be prepared, translated, and delivered with more time for member review prior to meetings
- Extensive community-level participation and involvement by partner agencies and organizations, such as CARB, State Department of Pesticide Regulation (DPR), City of Fresno, City of Shafter, City of Stockton, Councils of Governments (COGs), Office of Environmental Health Hazard Assessment (OEHHA), Pacific Gas and Electric, Grid Alternatives, Community Action Partnership of Kern, Tree Fresno, Tree Foundation of Kern, the Port of Stockton, and others.
- A comprehensive and dedicated bilingual webpage 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
- Board-approved stipend program for volunteer resident members of AB 617 CSCs (subject to availability of state AB 617 funding and approved allocations in the District's Budget), to help encourage sustained and meaningful community engagement
- Weekly phone calls and text exchanges with our Spanish speaking CSC members to ensure they are engaged in the process
- In response to the Governor's COVID-19 shelter-in-place order in March 2020, the District was first region in state to transition to virtual CSC meetings beginning in April 2020. These virtual meetings have been well-attended by committee members as well as other community stakeholders, with a wide range of agenda topics covered and extensive participation by meeting attendees.
- Understanding that some CSC members were limited in their ability to participate in the virtual meetings, and in coordination with community-based organizations, developed program to lend laptop computers and internet access to members of the CSC to allow full participation

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, Shafter, and Stockton approved in the CERPs. Additionally, the District has begun meeting regularly with the Arvin/Lamont 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 looked for ways to continue engaging residents 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).

One recent example is the virtual Friday Night Live event held on Zoom and streamed live on Facebook, allowing residents and business members from across Shafter and South Central Fresno to learn about incentive opportunities available immediately and gather contact info and generate interest in upcoming funding opportunities. Attendees learned about AB 617 and where to find grant applications, shared their contact info and overall were informed about all of the great work occurring in the Valley's AB 617 communities. The District used targeted social media advertising to alert the AB 617 communities, provided all of the information in both English and Spanish and offered prizes to increase interest in the fun virtual event.



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.

Ongoing Response to COVID-19 and meeting participation

In March of 2020, the global COVID-19 pandemic forced the District to discontinue in-person community steering committee meetings. To address this challenge and to move forward with the important work of continuing the implementation of AB 617, District staff surveyed each steering committee and found a consistent strong desire by CSC members to continue implementing AB 617, virtually, in all three of the selected communities.

As a result of this feedback, the District held a few practice meetings to familiarize the CSC's with a new "virtual" meeting platform and began moving all meetings to Zoom. 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 help facilitate a high level of discussion and interaction, which were keys to success for the in-person meetings.

The District also learned through CSC feedback that certain committee members could not participate in virtual meetings due to a lack of technology and connectivity in their home and has since been able to lend laptops with internet access to those members to allow them to attend virtually and participate in regularly scheduled AB 617 Steering Committee meetings and subcommittees.

With almost a year of zoom meetings now complete, staff, CSC members and public participants are better acquainted with the Zoom meeting process, including how to access interpretation and provide comments, as well as enjoy the convenience of attending evening meetings from the location of their choice.

Additionally, the District's Board approved stipend program to help cover time and expenses for community resident steering committee members that attend AB 617 meetings. In most cases, steering committee meetings occur in the evenings and may draw attendees away from their families and other obligations. Prior to the stipend program, Community resident steering committee members were not paid and did not have expenses reimbursed to participate in steering committee meetings. Providing stipends is an important way to support the critical participation that is needed as well as encourage sustained and meaningful community engagement throughout these processes.

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 Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants (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, as well as the Year Two community of Stockton, and has begun the community engagement process for the selected Year Three community of Arvin-Lamont. 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 South Central Fresno, Shafter, and Stockton communities. The District is currently preparing the inventory data for Arvin-Lamont alongside the development of the formal community boundaries. 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 Year One and Year Two 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>
- Emissions Inventory Data for Stockton:
<http://community.valleyair.org/selected-communities/stockton/>

The District is currently preparing the emissions inventory for the Arvin-Lamont community, alongside the development of the formal community boundaries.

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 example screen shots of the mapping tools from the community pages.

Image 1: 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:

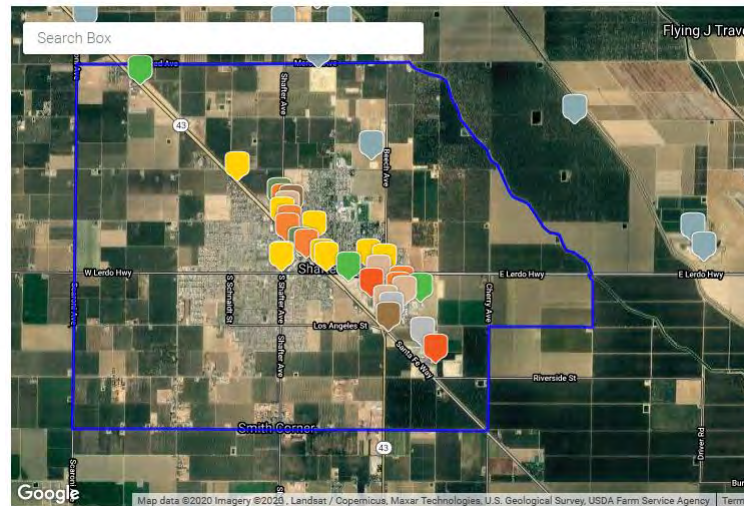
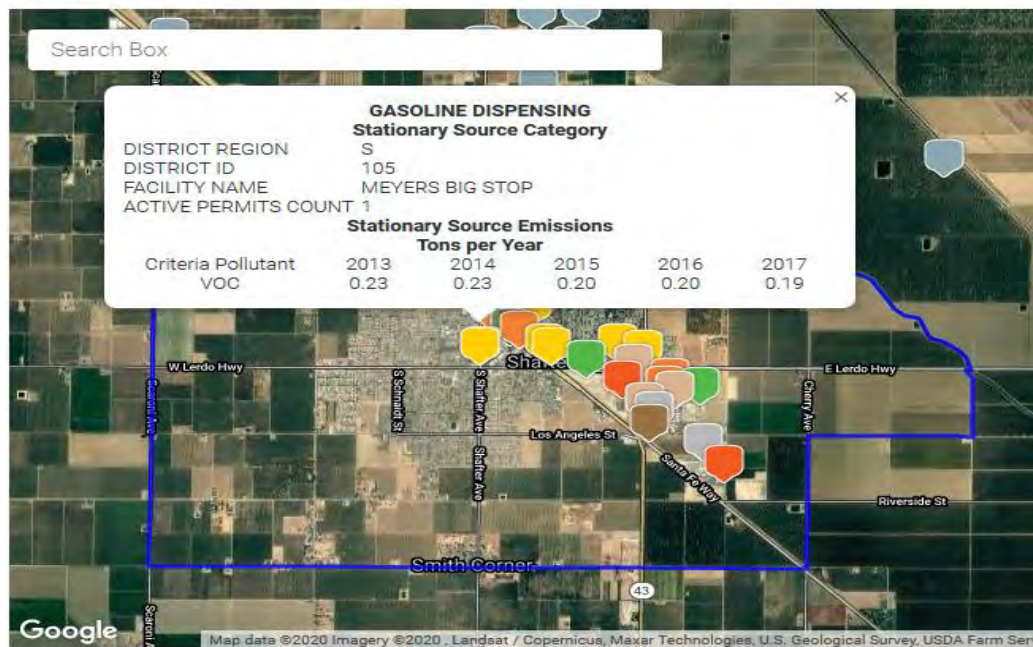


Image 2: General Map Emissions Inventory Data Functionality Demonstration:

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 communities, 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 communities, 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: Map Emissions Inventory Functionality Demonstration:

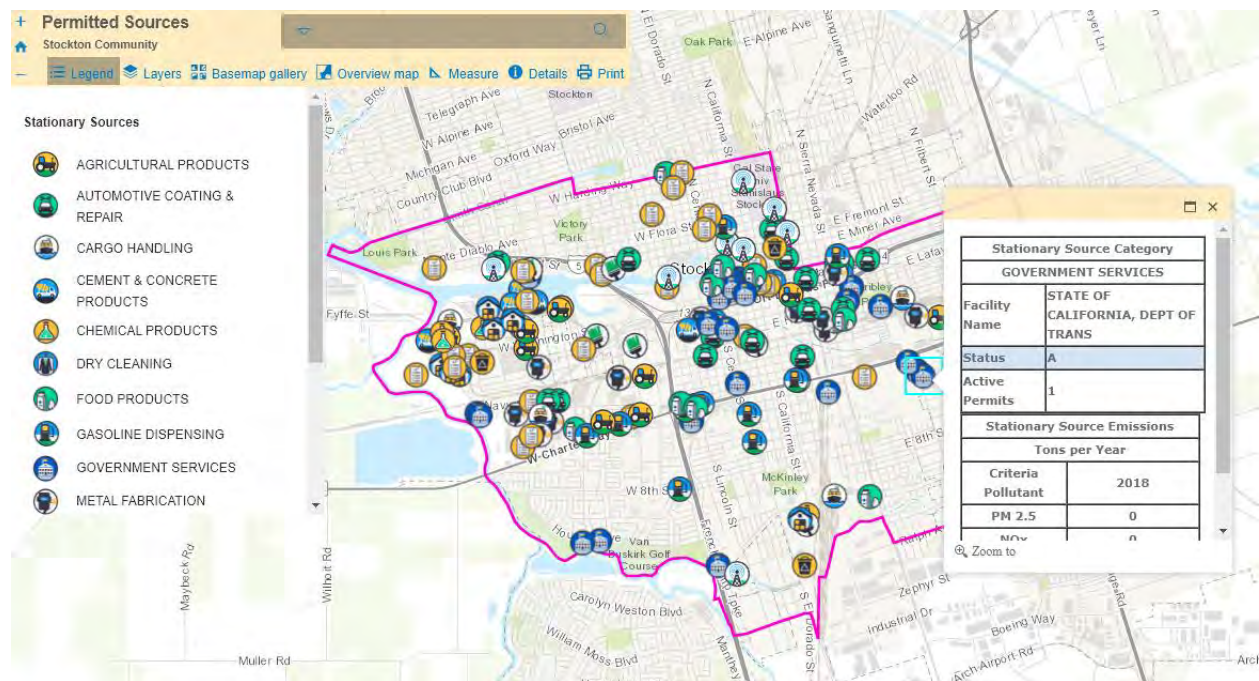
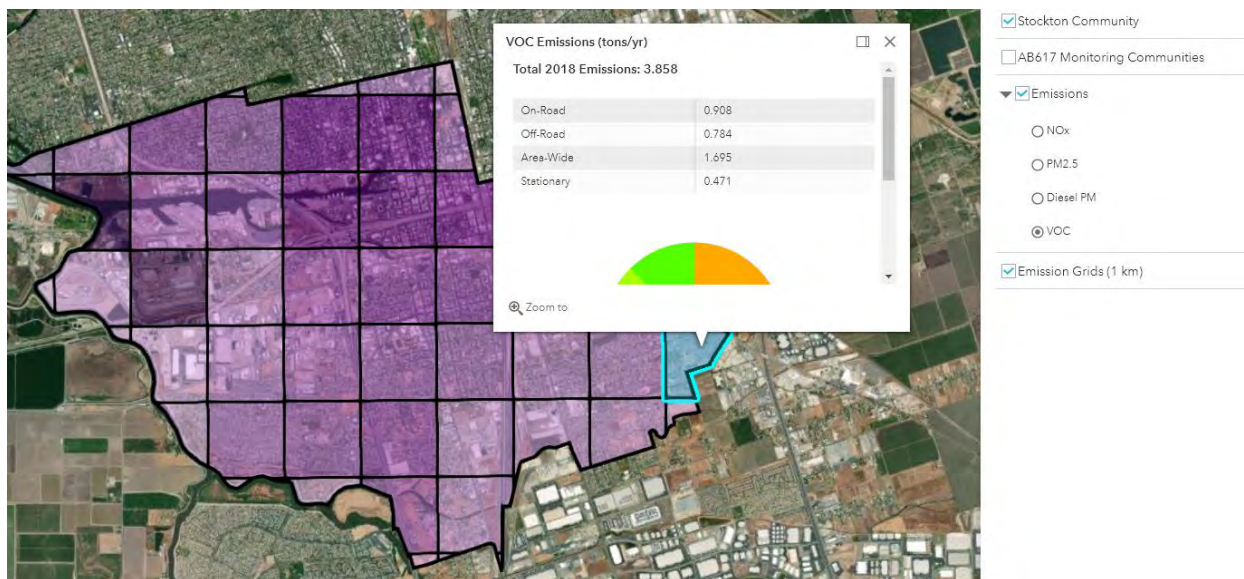


Image 4: Map Emissions Inventory Data Functionality Demonstration:



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, Shafter, and Stockton 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. 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. The District provides ongoing updates at the CSC meetings regarding progress in preparations for implementing the community networks.

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, Shafter, and Stockton.

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 PM_{2.5} monitors, VOC and PM_{2.5} speciation equipment, 5 multi-pollutant compact air monitoring systems, 3 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 South Central Fresno, Shafter, and Stockton.

- **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.
- *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.

- *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. On June 23, 2020, VOC and PM2.5 speciation air monitoring efforts were shifted to the air monitoring trailer at Malaga Elementary School.
- *Orange Center School (Multi-Pollutant Compact System)*: On September 2019, District staff presented a proposal to the superintendent and the board of the Orange Center School District. On February 13, 2020, the superintendent informed District staff that the school board had voted and denied the request due to a high number of ongoing projects already in progress at the school. In the interim, the air monitoring van was utilized to monitor areas nearby this location. As an alternative, the steering committee approved installation of the air monitoring system at West Fresno Middle School, only about a mile away from Orange Center Elementary School. The District worked with Washington Unified School District to install the compact multi-pollutant air monitoring system at West Fresno Middle School, located on the southwest corner of South Ivy Avenue and East Annadale Avenue. Operation of this system began on September 29, 2020.
- *Heaton Elementary School (PM2.5)*: The District has placed a real-time, standalone PM2.5 monitor on the roof of Heaton Elementary near the corner of McKinley Avenue and San Pablo Avenue. Operation of this analyzer began in June 2020. Prior to installing the monitor, the air monitoring van was utilized to monitor areas nearby this location.
- *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 placed a real-time, standalone PM2.5 monitor at Yosemite Middle School near the intersection of Olive Avenue and North 9th Street. Operation of this analyzer began in June

2020. Prior to installing the monitor, the air monitoring van was utilized to monitor air quality in areas nearby this location.

- *Malaga Elementary School (Air Monitoring Trailer):* The District worked with Fowler Unified School District to install the multi-pollutant air monitoring trailer at Malaga Elementary School on the corner of South Ward Avenue and East Central Avenue. Operation of this trailer began on June 18, 2020. In the interim, the air monitoring van was utilized to monitor areas nearby this location. On June 23, 2020, the District shifted its VOC and PM_{2.5} speciation sampling operations from the Fresno-Foundry site to the Malaga Elementary School site, which will build an understanding of the relative comparison between the constituents that comprise the VOC and PM_{2.5} concentrations present in this area of the community.
- *Madison Elementary School (PM_{2.5}):* The District has placed a real-time, standalone PM_{2.5} monitor at the school on the corner of S. Brawley Avenue and W. Madison Avenue. Operation of this analyzer began in February 2021. Prior to installing the monitor, the air monitoring van was utilized to monitor areas nearby this location.
- *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 (PM_{2.5}, VOC/PM_{2.5} speciation):* The District has placed a real-time PM_{2.5} 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 PM_{2.5} speciation sampling at this location to begin to

build an understanding of the relative comparison between the constituents that make-up the VOC and PM_{2.5} concentrations being experienced in the community. These speciation measurements began in November 2019. In October 2020, upon CSC request, the District redeployed the EBAM for ongoing real-time PM₁₀ monitoring.

- *Grimmway Academy (PM_{2.5})*: The District has placed a real-time PM_{2.5} 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.
- *Sequoia Elementary (Multi-Pollutant Compact System)*: The District has worked with the Richland Unified School District to place a compact monitoring system at Sequoia Elementary on the corner of Mannel Avenue and Fresno Avenue. Operation of the compact monitoring system began in February 2021. Prior to installation of this system, the air monitoring van was 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 (PM_{2.5})*: The District has placed a real-time PM_{2.5} monitor at Golden Oak Elementary on the corner of S Wall Street and Lerdo Highway. Operation of this analyzer began in February 2021. Prior to installing the monitor, the air monitoring van was utilized to monitor areas nearby this location.
- *North Shafter Farm Labor Center (Air Monitoring Trailer)*: The District worked with the Housing Authority of Kern County to install the multi-pollutant air monitoring trailer at the North Shafter Farm Labor Center near Merced Avenue and Highway. Operation of this trailer began in February 2021. In the interim, the air monitoring van was utilized to monitor areas nearby this location.
- *Mexican Colony (PM_{2.5})*: The Community Steering Committee worked with the District to develop recommended locations for an additional fixed PM_{2.5} 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. Kern County has recently purchased a property in the middle of Mexican Colony where they will be installing a pocket park. The District is having conversations regarding the possibility of installing the monitor at this location and has been talking with CSC members regarding this site. Until such a time that the permanent monitor can be installed, the District is using the mobile air monitoring van to monitor PM_{2.5} 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.

Stockton

Beginning in May 2020, the District worked closely with the CSC to develop the Community Air Monitoring Plan. After extensive review and several meetings, in April 2021, the following locations that are all in the Stockton Unified School District were selected based on CSC recommendations:

- Victory Elementary (PM2.5, VOC Speciation Sampling)
- Washington Elementary (Air Monitoring Trailer)
- Hazelton Elementary (Multi-pollutant Compact System)
- Roosevelt Elementary (PM2.5)
- Taylor Elementary (PM2.5)
- Taft Elementary (PM2.5)
- Merlo Institute of Environmental Technology (Multi-pollutant Compact System)

The District is currently working closely with Stockton Unified School District to deploy air monitoring at these locations.

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. Air monitoring operations with the mobile van began in April 2021. In addition, the air monitoring van will 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.

Community Emissions Reduction Program Development and Implementation

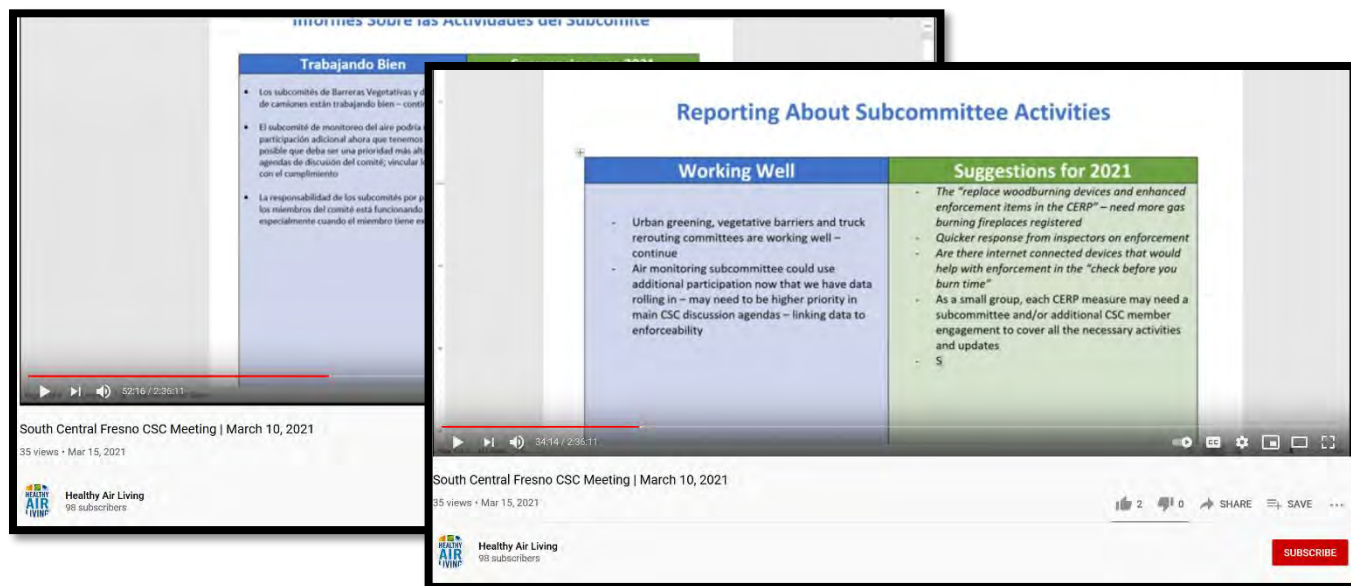
CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including PM2.5 and TACs. As specified in CARB's Community Air Protection Program Blueprint, Appendix C (Criteria for Community Emission Reduction Programs), the 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 District has been working with the CSCs and partners to develop details and implement the measures included in the adopted CERPs, including engaging with Valley residents, businesses, agencies, and other stakeholders to identify and implement clean air measures and investments in the South Central Fresno, Shafter, and Stockton communities. The adopted CERPs in all three communities include a wide range of strategies to reduce air pollution and exposure. These strategies include incentive funding measures, regulatory strategies, public engagement strategies, enforcement strategies, and a number of additional strategies to be implemented in partnership with CARB, DPR, cities, counties, other agencies, community-based organizations, and other local partners. Many of the measures in the CERPs are incentive-based and require CARB's approval prior to being able to fund these measures. As the implementation of approved CERPs progresses, District staff has continued to engage with the CSCs in a number of areas, including:

- Development of incentive project plans for a variety of incentive-based measures in accordance with Community Air Protection incentive guidelines to enable the District to make available AB 617 funding for community-driven clean air projects
- Conducting targeted air quality-related outreach to promote available clean air programs, educate community regarding tools available to protect themselves during poor air quality episodes, and increase community engagement and participation in efforts to improve air quality
- Accelerating progress towards fulfillment of truck rerouting studies
- Facilitating community engagement with DPR and CARB on pesticide mitigation pilot projects and electronic notifications
- Enhanced community engagement and air quality considerations regarding land use decisions by cities and counties
- Development of school filtration program and deployment of electric school bus grant program
- Conducting education on energy efficiency opportunities for community residents
- Developing plans for vegetative barriers and urban greening in community-identified areas in partnership with local tree organizations and local agencies
- Conducting significant regulatory work, with added focus on sources of concern in the communities
- Conducting enhanced enforcement of local, District, and state regulations
- Deployment of extensive community air monitoring network in the Stockton community
- Continuing to enhance community participation and access to air monitoring data in AB 617 communities. Community air monitoring data and air monitoring summaries are available bilingually on a real-time basis on the District's individual AB 617 air monitoring webpages for the South Central Fresno and Shafter communities, and will soon be available for Stockton once deployed.

Additionally, the South Central Fresno Community has taken time the past several months to work through a set of strategic planning exercises to help refocus and reengage with the community on implementation of the CERP. These efforts have included extra meetings aimed at identifying room for improvements in the areas of CERP administration, District communication, and strategy prioritization. During these meetings, live notes were displayed in both English and Spanish for all CSC members to have full and meaningful participation in the brainstorming exercises.



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.

Community-Identified Project Plans for Adopted CERP Measures

Prior to being able to fund community-identified projects in CERPs, the District must develop and submit community-identified project plans in accordance with CARB’s Community Air Protection Incentive Guidelines and they must be approved by CARB. Since CARB approved the South Central Fresno and Shafter CERPs in February 2020, District staff have been working with CARB staff on development of these project plans. The District worked closely with CARB staff on the development of the Community Air Protection Incentive Guidelines for community-identified projects and were the first air district in the state to submit a project plan (South Central Fresno Truck Re-Route Study) using the draft guidelines. After the guidelines were finalized, the District’s Truck Re-Route Project Plan became the first one to be approved in the state on August 12, 2020. Since then, the District has been working with CARB and the CSC members and have developed and submitted nine additional project plans:

- Commercial Lawn and Garden Equipment Replacement Program (CARB Approved)
- Residential Lawn and Garden Equipment Replacement Program (CARB Approved)

- Alternatives to the Open Burning of Agricultural Materials (CARB Approved)
- Low Dust Nut Harvester Emission Reduction Program (CARB Approved)
- Vegetative Barriers and Urban Greening (Awaiting CARB Approval)
- Heavy-Duty Truck Replacement (Awaiting CARB Approval)
- Zero Emission Yard Truck Replacement Program (Awaiting CARB Approval)
- Charge Up Electric Vehicle Charger Incentive (Awaiting CARB Approval)
- Educational Training for Electric Vehicle Mechanics (Awaiting CARB Approval)

District staff continue to work closely with CSC members to illicit valuable information needed to complete incentive project plans and, as a result, the District will be submitting several additional community-identified project plans. Additionally, the District is now working with the Stockton CSC on prioritizing the measures included in their CERP, several of which will also require the development of community-identified project plans.

Arvin/ Lamont Selected as Year Three Community

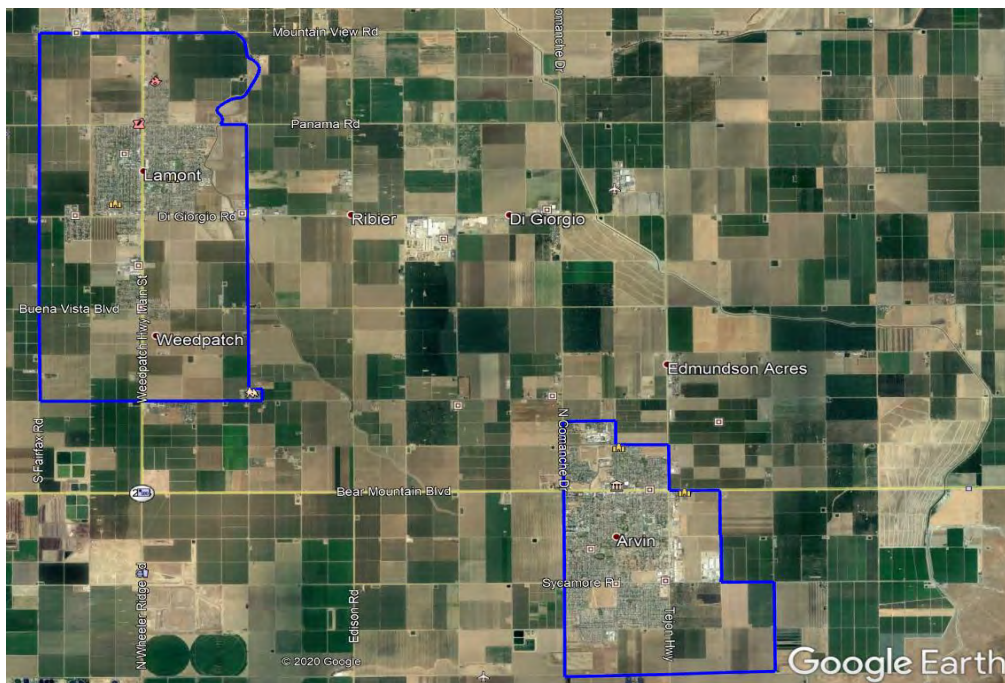
Under state law, CARB was required to select additional communities for action under the third round of funding for AB 617 by January 1, 2020. In the District's development of Year Three community recommendations the District performed an extensive public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through multiple public workshops. These efforts resulted in the District's Governing Board officially nominating the Arvin/Lamont area as a Year Three community, which was officially selected by CARB's Board in February 2021.

The City of Arvin and nearby Lamont are part of a small, rural community in Southeast Kern County, and have long been recognized as one of the most air quality impacted areas of the Valley. A number of heavily trafficked highways pass nearby, including Hwy 184 and Hwy 223, contributing to overall emissions in the community. The community is also surrounded by agricultural operations, industrial sources, and emissions traveling downwind from the City of Bakersfield to the northwest.

The proposed community of Arvin/Lamont (Figure 1) is approximately 17 square miles and has an estimated population of 37,000. The Arvin/Lamont community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen tool, the census tracts located within the proposed community rank in the top 15% statewide for overall CalEnviroScreen score, weighted for PM2.5 and ozone impacts, 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). Additionally, the Arvin/Lamont community was selected for the Institute for Local Government's Boost Program in collaboration with the Strategic Growth Council, which has afforded them technical assistance with capacity building for air quality improvement and energy

reduction. These efforts in the community allow the District and community to leverage resources to maximize benefits under AB 617.

Community of Arvin/Lamont



Just like the other three communities, the District will continue to closely engage with the Arvin/Lamont CSC throughout the year to build a community air monitoring plan and Community Emissions Reduction Program. Meetings began in March 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, developing 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 of 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).

Sixteen rules either have been, or are currently being, analyzed 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

On July 30, 2020, the District held a public workshop to provide an update on BARCT rule evaluations. District Rules 4454 (Refinery Process Unit Turnaround), 4641 (Cutback, Slow Cure, and Emulsified Asphalt, and Paving and Maintenance Operations), and 4104 (Reduction of Animal Matter) were determined to satisfy BARCT.

The District began a rule making process in 2020 for Rules 4409 (Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities), 4455 (Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants), 4623 (Storage of Organic Liquids), 4624 (Transfer of Organic Liquids), and 4401 (Steam Enhanced Crude Oil Production Wells) to explore opportunities to enhance the stringency of these rules and to ensure the continued implementation of BARCT. The District also began a rule making process in 2020 to enhance the stringency of Rule 4702 (Internal Combustion Engines) to satisfy BARCT.

On April 20, 2021, the District held a public workshop to provide an update on BARCT evaluations for Rules 4694 (Wine Fermentation and Storage Tanks), 4603 (Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts), 4601 (Architectural Coatings), and 4566 (Organic Material Composting Operations).

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.

Since 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 targeted enforcement efforts in Shafter (including the seven-mile buffer) and in South Central Fresno during each 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.

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 PM_{2.5} 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 2020-21 wood burning curtailment season (November 1, 2020, through February 28, 2021), 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 targeted enforcement of illegal residential burning in Shafter and in South Central Fresno during each quarter of the 2020 calendar year, in addition to responding to citizen complaints regarding open burning.

Promoting Implementation of Conservation Tillage Practices

District staff partnered 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 workshops, District staff provided training to attendees on the purpose and requirements of Rule 4550 – Conservation Management Practices, the first rule of its kind 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 workshops 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, 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 2021 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 # G18-CAPP-26
Grant #G19-CAPP-26
Report #3**

Appendix A

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



Agenda for Shafter Community Steering Committee Meeting #31

Monday, May 10, 2021 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Gustavo Aguirre Jr., Community Co-host
- 5:15 p.m. Standing Updates**
Community Air Monitoring Update
Mexican Colony Air Monitoring Site Update
Interest in Subcommittee Meeting
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates
Department of Pesticide Regulation
Local Agencies
CARB
- 6:00 p.m. Open Floor CSC Feedback on CERP Measure Implementation**
CSC open discussion on measures included in CERP [tracker](#)
- 6:45 p.m. Correspondence on Behalf of the AB 617 Committee**
Discuss the need for any correspondence being sent out
- 6:50 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, June 14, 2021 via Zoom
Meeting topics: Implementation and Incentives Budget, Enforcement Update
- 6:55 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #31

Lunes, 10 de mayo de 2021 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Para participar **solamente por teléfono** en Español:
Llamada gratuita: 888-240-3210
Código de acceso: 3373645#

- 5:00 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Gustavo Aguirre Jr., Co-anfitrión de la Comunidad
- 5:15 p.m. Actualizaciones Permanentes**
Actualización del Monitoreo del Aire de la Comunidad
Actualización del Sitio de Monitoreo del Aire de la Colonia Mexicana
Interés en la Reunión del Subcomité
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias
Departamento de Regulación de Pesticidas (DPR)
Agencias Locales
CARB
- 6:00 p.m. Discusión Abierta para Comentarios del Comité sobre la Implementación de las Medidas del CERP**
Discusión abierta del Comité en las medidas incluidas en el [informe de medidas](#) del CERP
- 6:45 p.m. Correspondencia en Nombre del Comité AB 617**
Discutir la necesidad de enviar cualquier tipo de correspondencia
- 6:50 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 14 de junio de 2021 a través de Zoom
Temas de la reunión: Implementación y Presupuesto de Incentivos,
Actualización de Cumplimiento
- 6:55 p.m. Comentario Público**

Aprende más: community.valleyair.org



Agenda for Shafter Community Steering Committee Meeting #30

Monday, April 12, 2021 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Janet Herrera, Central California Asthma Collaborative, Community Co-host
- 5:15 p.m. Standing Updates**
Community Air Monitoring Update
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates
Department of Pesticide Regulation
Local Agencies
CARB
- 6:00 p.m. CSC Feedback on CERP Measure Implementation**
Update and CSC discussion on measures included in CERP [tracker](#)

C.1, C.2, C.3: Incentive Measures for Passenger Vehicles
Valley Air District Incentives Staff

O.1, O.2, RB.2: Outreach Measures
Valley Air District Outreach Staff
- 6:50 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, May 10, 2021 via Zoom
Virtual Town Hall: Friday, April 30 via Zoom
- 6:55 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #30

Lunes, 12 de abril de 2021 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
ID de la Reunión: 932 4293 4733
Contraseña: 617

Para participar **solamente por teléfono** en Español:
Llamada gratuita: 888-240-3210
Código de acceso: 3373645#

- 5:00 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Janet Herrera, Central California Asthma Collaborative, Co-anfitriona de la Comunidad
- 5:15 p.m. Actualizaciones Permanentes**
Actualización del Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias
Departamento de Regulación de Pesticidas (DPR)
Agencias Locales
CARB
- 6:00 p.m. Comentarios del Comité sobre la Implementación de las Medidas del CERP**
Actualización y discusión del Comité sobre las medidas incluidas en el [Informe de Medidas](#) del CERP
- C.1, C.2, C.3: Medidas de Incentivos para Vehículos de Pasajeros**
Personal de Incentivos del Distrito del Aire del Valle
- O.1, O.2, RB.2: Medidas de Alcance**
Personal de Alcance del Distrito del Aire del Valle
- 6:50 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 10 de mayo de 2021 a través de Zoom
Evento Virtual: viernes, 30 de abril de 2021 a través de Zoom
- 6:55 p.m. Comentario Público**

Aprende más: community.valleyair.org

Community Emission Reduction Program

Light-Duty Vehicles Measures

Shafter Community Steering Committee

April 12, 2021

AB 617 Program Plan Process

- CARB requires program plans for each incentive measure not currently approved under state guidelines
- District has created and submitted program plans based on priorities of the community
 - Plans incorporate feedback from the steering committee
- Program plans are submitted to CARB for final approval
 - Once approved the incentive program will be implemented in the community and the District can utilize AB 617 funds

Status of Shafter Program Plans

- Approved

- Residential Lawn and Garden
- Commercial Lawn and Garden
- Low Dust Nut Harvester
- Alternatives to Ag Burning

- Submitted

- Electric Vehicle Charging
- Electric Vehicle Mechanics Training
- Heavy Duty Truck Replacement
- Zero Emission Yard Truck
- Vegetative Barriers/Urban Greening

- In Progress

- Vehicle Repairs
- Passenger Vehicle Replacement with Electric or Plug In
- Public Fleet Replacement
- Car Share Program
- Bike Lanes
- Road Dust and Road Paving
- Residential Wood Burning Device replacement

CERP Measure C.3 Installation of Electric Vehicle Charging Infrastructure

Measure C.3 – Installation of EV Charging Infrastructure

- Provide a combination of Level 2 and Level 3 electric vehicle charging infrastructure necessary to support the deployment of battery electric and plug in hybrid vehicles in the Shafter community
- \$850,000 in AB 617 funding provided for the installation of up to 78 electric vehicle chargers
- Target reductions:
 - No direct emission reductions associated with this measure, but supports the emission reductions associated with electric vehicle deployment

EV Charging Infrastructure Program Incentives

FUNDING

Charger Type	*Maximum Amount Per Unit	Minimum Cost Share
Level 2 Single Port	\$5,000	None
Level 2 Dual Port	\$6,000	None
Level 3/DC Fast Charger	\$25,000	30% of total cost
FUNDING CAP:	\$50,000 annually per applicant/site	

**Actual reimbursement of funds to applicant may be reduced depending on final eligible invoiced costs. The District maintains the right to waive funding caps of a case by case basis.*

EV Charging Infrastructure Program Requirements

- Applicant may not purchase or install any chargers prior to obtaining an approved voucher from the District
- Applicant must be a public agency, business, or a multi-unit dwelling
- Site requirements:
 - Must be publicly accessible, a place of employment for the purpose of workplace charging, or a combination of both
 - Accessible 24 hours a day/7 days a week if the project includes a Level 3 EV charger
 - Must be owned by the applicant or the applicant must provide written permission by the property owner that the installation of the EV chargers is allowed
 - Residential properties are ineligible

EV Charging Infrastructure Program Process

- Apply:
 - Must submit a completed voucher application
- Application review:
 - First-come, first-serve basis until program funds are exhausted
- Application approval:
 - A voucher will be issued upon approval of application
- Installation
 - Participant purchases and installs their EV charger
- Voucher Redemption:
 - Applicant has one year to purchase and install EV chargers from the voucher execution date to complete the project
 - Once complete, participant will submit a Claim for Payment packet for reimbursement
 - Reimbursement will be issued to the participant

Next Steps

- CARB to review and approve Program Plan
- District will make program available following CARB approval with funding dedicated only available to Shafter community
- District to work closely with CSC on an outreach strategy to ensure that community members are aware and fully participate

CERP Measure C.1 Tune-In Tune-Up Program in Shafter Community

Measure C.1 - Tune In Tune Up Program

- Tune-In Tune-Up program within Shafter Community to reduce emissions of high emitting passenger vehicles that may be in need of emissions-related repairs
- Measure would provide \$400,000 in funding for program aimed at repairing up to 500 vehicles in Shafter community
- Target reductions:
 - NOx: 4.6 tons

Vehicle Repair Program Incentives

- The voucher issued to eligible participants will pay up to \$850 worth of emissions-related repairs at participating STAR certified smog shop
 - Any costs over the \$850 limit, as well as repairs that are not related to emissions, will come as an out-of-pocket expense to be paid by the participant
 - Participant has the option to decline repairs if out-of-pocket expenses are not affordable
- Shafter Transmission and Smog recently added as participating smog shop

Vehicle Repair Program Requirements

- Failed emissions test from participating smog shop
 - The test result must indicate that emissions measured from vehicle were higher than acceptable levels resulting in a “fail”
 - Functional failures (loose gas cap, tampered) are not eligible for the program
- Participant must have owned and operated the vehicle for at least six months
 - Must provide proof of ownership (i.e. DMV registration, title, etc.)
 - Vehicle must be registered within the Shafter community targeted area
- Participant must be a resident within AB 617 Shafter community
- Participant must not have already received emissions-related repairs through the District’s vehicle repair program within the past 12 months

Vehicle Repair Program Process

- Tune In Tune Up event model within community of Shafter
 - Participant brings vehicle to designated event location
 - Vehicle will receive a free emissions screening
 - If the vehicle fails for emissions, participant will receive a voucher for repairs
 - If the vehicle passes for emissions, the vehicle is not eligible for repairs
 - If voucher is received, participant will schedule an appointment with a program participating STAR certified smog shop
 - A smog test and diagnostic exam will be performed on the vehicle to determine the types of repairs needed
 - Smog shop will complete the necessary repairs on the vehicle
 - A final smog test is completed to ensure that the vehicle passes smog and that emission reductions are achieved

Next Steps

- Due to ongoing COVID-19 public health and safety requirements weekend events have been suspended, the vehicle repair program would be implemented as follows until events are able to resume:
 - Call program partner Valley Clean Air Now (Valley CAN) at 1-800-806-2004 or complete online form at <http://valleyair.org/drivecleaninthesanjoaquin/repair>
 - Valley CAN will schedule an appointment with the participant to go to one of the participating STAR certified smog shops
 - A smog test and diagnostic exam will be performed to determine the types of repairs needed
 - Smog shop will complete the necessary repairs on the vehicle and perform a final smog test
- Program plan will be submitted to CARB late April for review and approval
- District to present program to District Governing Board to update program admin
- Upon approval, launch program with dedicated funding for program implementation in Shafter community
- District to work closely with CSC on an outreach strategy to ensure that community residents are aware and fully participate

CERP Measure C.2

Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles

Measure C.2 – Replacement of Passenger Vehicles with Battery Electric or Plug-In Hybrid Vehicles

- Replace old, high-polluting passenger vehicles with battery electric or plug-in hybrid vehicles
- \$6,000,000 in AB 617 funding provided for the replacement of up to 300 vehicles (up to \$20,000 per vehicle)
- Measure to use existing Board-approved criteria, with an enhanced incentive amount for Shafter community residents for new vehicles
 - Would build on highly successful existing program for replacing vehicles throughout Valley communities
- Target reductions:
 - PM2.5: 0.08 tons
 - NOx: 2.88 tons

Proposed Vehicle Replacement Program

- Limit to one replacement allowed per household
- Old vehicle requirements:
 - Model year 1999 or older, with an emission failure within 6 months
- Participant requirements:
 - Resident of Shafter AB 617 community with current driver's license
 - Meet income criteria
 - Owned the old vehicle for at least 6 month
 - Provide most recent 2 years proof of vehicle usage
 - Be able to secure finances to pay for costs that exceed the incentive
 - Maintain ownership of the new replacement vehicle for a minimum of 30 months from date of purchase

Proposed Vehicle Replacement Program

- Qualifying income levels (consistent with current program):

	Percentage Above the Federal Poverty Level		
Household / Family Size	225%	300%	400%
1	\$28,980	\$38,640	\$51,520
2	\$39,195	\$52,260	\$69,680
3	\$49,410	\$65,880	\$87,840
4	\$59,625	\$79,500	\$106,000
5	\$69,840	\$93,120	\$124,160
6	\$80,055	\$106,740	\$142,320
7	\$90,270	\$120,360	\$160,480
8	\$100,485	\$133,980	\$178,640
9	\$110,700	\$147,600	\$196,800
10	\$120,915	\$161,220	\$214,960

*Based on 2021 Federal Poverty Level as established by USDHHS <https://aspe.hhs.gov/poverty-guidelines>

*For information regarding additional incentives that may be available, please visit:

<https://driveclean.ca.gov/search-incentives>

Proposed Vehicle Replacement Program – New Enhanced Vehicle Incentive for Shafter Community Residents

AB 617 Shafter Community Replacement Incentive			
Federal Poverty Level	225%	300%	400%
<i>*New for Shafter Residents*</i>			
New EV/PHEV Purchase	\$20,000	\$18,000	\$16,000
<i>*Current Program Funding*</i>			
Used EV/PHEV Purchase	\$9,500	\$7,500	\$5,500

Proposed Vehicle Replacement Program – New Enhanced Vehicle Incentive for Shafter Community Residents

- Qualifying new replacement vehicle must be:
 - A Plug-in Hybrid Electric Vehicle (PHEV) or Battery Electric Vehicle (BEV)
 - A new vehicle (not used)
 - Purchased by participant and must be registered under the participant's name
 - Co-signers permitted
 - Insured as required by state law

Proposed Vehicle Replacement Program Process

- How participant can apply:
 - Online application or paper application
 - Call District for assistance completing application
 - Program partner assistance
- Application approval:
 - Selection criteria: Request for Application process or first-come first-serve process
 - If approved, application approval letter will be generated with list of participating dealership(s) and mailed or emailed to participant

Proposed Vehicle Replacement Program Process (cont.)

- Replacement Vehicle Selection:
 - Participant works with a participating dealership to select an eligible new/used replacement vehicle
- District will provide incentive for the participant to put towards the purchase of the new replacement vehicle
- Complete final transaction with dealership
 - Surrender old vehicle to dealership for dismantling

Next Steps

- District developed initial concepts for the program plan for discussion with Steering Committee
- Additional discussion with Steering Committee on the concepts for program implementation
- Finalize program plan for submittal to CARB for their review and approval
- District to present recommended program to District Governing Board for the review and approval
- District to launch program in community, including working with Steering Committee, program administrator, and local auto dealerships for participation in the program

Programa de Reducción de Emisiones de la Comunidad

Medidas de Vehículos Ligeros

Comité Directivo Comunitario de Shafter
12 de abril de 2021

Proceso del Plan del Programa AB 617

- CARB requiere planes de programa para cada medida de incentivo que actualmente no esté aprobada según las pautas estatales
- El Distrito ha creado y sometido planes de programas basados en las prioridades de la comunidad
 - Los planes incorporan comentarios del comité directivo
- Los planes del programa se envían a CARB para su aprobación final
 - Una vez aprobado, el programa de incentivos se implementará en la comunidad y el Distrito podrá utilizar los fondos de AB 617

Estado de los Planes del Programa de Shafter

- Aprobado

- Césped y Jardín Residencial
- Césped y Jardín Comercial
- Cosechadora de Nueces de Bajo Polvo
- Alternativas a la Quema Agrícola

- Sometido

- Cargadores de vehículos eléctricos
- Capacitación en Mecánica de Vehículos Eléctricos
- Reemplazo de Camiones de Servicio Pesado
- Camión de Patio de Cero Emisiones
- Barreras Vegetativas/Ecologización Urbana

- En Progreso

- Reparaciones de Vehículos
- Reemplazo de Vehículos de Pasajeros con Eléctrico o de Enchufe
- Reemplazo de Flotilla Publica
- Programa de Vehículo Compartido
- Carriles de Bicicleta
- Polvo de Carreteras y Pavimentación de Carreteras
- Reemplazo de Aparato de Quema de Leña Residencial

Medida C.3 del CERP

Instalación de Infraestructura de Carga de Vehículos Eléctricos

Medida C.3 – Instalación de Infraestructura de Carga de Vehículos Eléctricos

- Proporcionar una combinación de la infraestructura de carga de vehículos eléctricos de Nivel 2 y Nivel 3 necesaria para respaldar el despliegue de vehículos híbridos enchufables y eléctricos de batería en la comunidad de Shafter
- \$850,000 en fondos AB 617 proporcionados para la instalación de hasta 78 cargadores de vehículos eléctricos
- Objetivo de Reducciones:
 - No hay reducciones de emisiones directas asociadas con esta medida, pero respalda las reducciones de emisiones asociadas con el despliegue de vehículos eléctricos

Incentivos del Programa de Infraestructura de Carga de Vehículos Eléctricos

FONDOS

Tipo de Cargador	*Cantidad Máxima por Unidad	Costo Compartido Mínimo
Nivel 2 con un Puerto	\$5,000	Ninguno
Nivel 2 con dos Puertos	\$6,000	Ninguno
Nivel 3/DC Cargador Rápido	\$25,000	30% del costo total
LÍMITE DE FINANCIACIÓN:	\$50,000 anualmente por solicitante/sitio	

**El reembolso real de fondos al solicitante puede reducirse dependiendo de los costos finales facturados elegibles. El Distrito se reserva el derecho de renunciar a los límites de financiación caso por caso.*

Requisitos del Programa de Infraestructura de Carga de Vehículos Eléctricos

- El solicitante no puede comprar ni instalar ningún cargador antes de obtener un vale aprobado del Distrito
- El solicitante debe ser una agencia pública, un negocio o una vivienda de varias unidades
- Requisitos del sitio:
 - Debe tener acceso al público, un lugar de trabajo con el propósito de cargar durante el trabajo o una combinación de ambos
 - Accesible las 24 horas del día/7 días a la semana si el proyecto incluye un cargador para vehículos eléctricos de Nivel 3
 - Debe ser propiedad del solicitante o el solicitante debe proporcionar un permiso por escrito del propietario de que se permite la instalación de los cargadores de vehículos eléctricos
 - Las propiedades residenciales no son elegibles

Proceso del Programa de Infraestructura de Carga de Vehículos Eléctricos

- Aplicar:
 - Debe enviar una solicitud de vale completa
- Revisión de la Solicitud:
 - Por orden de llegada hasta que se agoten los fondos del programa
- Aprobación de la solicitud:
 - Se emitirá un vale tras la aprobación de la solicitud
- Instalación
 - El participante compra e instala su cargador de Vehículos Eléctricos
- Intercambio del Vale:
 - El solicitante tiene un año para comprar e instalar cargadores de vehículos eléctricos a partir de la fecha de ejecución del vale para completar el proyecto
 - Una vez completado, el participante enviará un paquete de Reclamo de Pago para reembolso
 - El reembolso se emitirá al participante

Próximos Pasos

- CARB revisará y aprobará el Plan del Programa
- El Distrito hará que el programa esté disponible después de la aprobación de CARB con fondos dedicados solo disponibles para la comunidad de Shafter
- El Distrito trabajará en estrecha colaboración con el Comité Directivo en una estrategia de alcance para garantizar que los miembros de la comunidad estén conscientes y participen plenamente

Medida C.1 del CERP Programa Tune-In Tune-Up en la Comunidad de Shafter

Medida C.1 – Programa Tune In Tune Up

- Programa Tune-In Tune-Up dentro de la Comunidad de Shafter para reducir las emisiones de los vehículos de pasajeros con altas emisiones que pueden necesitar reparaciones relacionadas con las emisiones
- La medida proporcionaría \$400,000 en fondos para el programa destinado a reparar hasta 500 vehículos en la comunidad de Shafter
- Objetivo de Reducciones:
 - NOx: 4.6 toneladas

Incentivos del Programa de Reparación de Vehículos

- El vale emitido a los participantes elegibles pagará hasta \$850 en reparaciones relacionadas con las emisiones en la tienda de smog certificada por STAR participante
 - Cualquier costo que supere el límite de \$850, así como las reparaciones que no estén relacionadas con las emisiones, serán un gasto de bolsillo a cargo del participante
 - El participante tiene la opción de rechazar las reparaciones si los gastos de bolsillo no son asequibles
- Shafter Transmission and Smog fueron agregados recientemente como taller de smog participante

Requisitos del Programa de Reparación de Vehículos

- Prueba de emisiones fallida del taller de smog participante
 - El resultado de la prueba debe indicar que las emisiones medidas del vehículo fueron más altas que los niveles aceptables, lo que resultó en una "falla"
 - Las fallas funcionales (tapa de gas suelta, alterada) no son elegibles para el programa
- El participante debe haber sido propietario y haber operado el vehículo durante al menos seis meses
 - Debe proporcionar prueba de propiedad (es decir, registro del DMV, título, etc.)
 - El vehículo debe estar registrado dentro del área de orientación de la comunidad Shafter
- El participante debe ser residente de la comunidad AB 617 de Shafter
- El participante no debe haber recibido reparaciones relacionadas con las emisiones a través del programa de reparación de vehículos del Distrito en los últimos 12 meses

Proceso del Programa de Reparación de Vehículos

- Tune In Tune Up evento dentro de la comunidad de Shafter
 - El participante lleva el vehículo al lugar designado para el evento
 - El vehículo recibirá un examen de emisiones gratuito
 - Si el vehículo falla por emisiones, el participante recibirá un vale para reparaciones
 - Si el vehículo pasa por las emisiones, el vehículo no es elegible para reparaciones
 - Si se recibe el vale, el participante programará una cita con un taller de smog certificado por STAR participante del programa
 - Se realizará una prueba de contaminación y un examen diagnóstico en el vehículo para determinar los tipos de reparaciones necesarias
 - El taller de smog completará las reparaciones necesarias en el vehículo
 - Se hará una prueba final de smog para garantizar que el vehículo pase el smog y que se logren reducciones de emisiones

Próximos Pasos

- Debido a los requisitos de seguridad y salud pública de COVID-19 en curso, se han suspendido los eventos de fin de semana, el programa de reparación de vehículos se implementaría de la siguiente manera hasta que los eventos puedan reanudarse:
 - Llame al socio del programa *Valley Clean Air Now (Valley CAN)* al 1-800-806-2004 o complete el formulario en línea en <http://valleyair.org/drivecleaninthesanjoaquin/repair>
 - Valley CAN programará una cita con el participante para ir a una de los talleres de smog certificadas por STAR participantes
 - Se realizará una prueba de contaminación y un examen de diagnóstico para determinar los tipos de reparaciones necesarias
 - El taller de smog completará las reparaciones necesarias en el vehículo y realizará una prueba final de smog
- El plan del programa se enviará a CARB a fines de abril para su revisión y aprobación
- El Distrito presentará el programa a la Mesa Directiva del Distrito para actualizar el administrador del programa
- Una vez aprobado, lanzar el programa con fondos específicos para la implementación del programa en la comunidad de Shafter
- El Distrito trabajará en colaboración con el Comité Directivo en una estrategia de alcance para garantizar que los residentes de la comunidad estén conscientes y participen plenamente

Medida C.2 del CERP

Reemplazo de Vehículos de Pasajeros con Vehículos Eléctricos de Batería o Híbridos Enchufables

Medida C.2 – Reemplazo de Vehículos de Pasajeros por Vehículos Eléctricos con Batería o Híbridos Enchufables

- Reemplazar los vehículos de pasajeros viejos y altamente contaminantes con un vehículo híbrido enchufable o eléctrico de batería
- \$6,000,000 en fondos AB 617 proporcionados para el reemplazo de hasta 300 vehículos (hasta \$20,000 por vehículo)
- Medida utilizará los criterios existentes aprobados por la Mesa Directiva, con un monto de incentivo mejorado para los residentes de la comunidad de Shafter para vehículos nuevos
 - Se basaría en un programa existente de gran éxito para reemplazar vehículos en todas las comunidades del Valle
- Objetivo de Reducciones:
 - PM2.5: 0.08 toneladas
 - NOx: 2.88 toneladas

Programa de Reemplazo de Vehículos Propuesto

- Límite de un reemplazo permitido por hogar
- Requisitos de vehículo antiguo:
 - Modelo del año 1999 o más antiguo, con una falla de emisión dentro de los 6 meses
- Requisitos del participante:
 - Residente de la comunidad AB 617 de Shafter con licencia de conducir vigente
 - Cumplir con los criterios de ingresos
 - Ser propietario del vehículo antiguo durante al menos 6 meses
 - Proporcione la prueba de uso del vehículo más reciente de 2 años
 - Ser capaz de asegurar las finanzas para pagar los costos que excedan el incentivo
 - Mantener la propiedad del nuevo vehículo de reemplazo durante un mínimo de 30 meses a partir de la fecha de compra

Programa de Reemplazo de Vehículos Propuesto

- Niveles de ingresos que califican (de acuerdo con el programa actual):

	Porcentaje por Encima del Nivel Federal de Pobreza		
Tamaño del Hogar/Familia	225%	300%	400%
1	\$28,980	\$38,640	\$51,520
2	\$39,195	\$52,260	\$69,680
3	\$49,410	\$65,880	\$87,840
4	\$59,625	\$79,500	\$106,000
5	\$69,840	\$93,120	\$124,160
6	\$80,055	\$106,740	\$142,320
7	\$90,270	\$120,360	\$160,480
8	\$100,485	\$133,980	\$178,640
9	\$110,700	\$147,600	\$196,800
10	\$120,915	\$161,220	\$214,960

*Basado en el Nivel Federal de Pobreza 2021 según lo establecido por USDHHS

<https://aspe.hhs.gov/poverty-guidelines>

*Para obtener información sobre incentivos adicionales que pueden estar disponibles, visite:

<https://driveclean.ca.gov/search-incentives>

Programa de Reemplazo de Vehículos Propuesto – Nuevo Incentivo Mejorado para Vehículos para los Residentes de la Comunidad de Shafter

Incentivo de Reemplazo Comunitario AB 617 de Shafter			
Nivel Federal de Pobreza	225%	300%	400%
<i>*Nuevo para Residentes de Shafter*</i>			
Nueva Compra de Vehículos Eléctricos/Híbrido Enchufable	\$20,000	\$18,000	\$16,000
<i>*Incentivos del Programa Actual*</i>			
Compra de Vehículos Eléctricos/Híbrido Enchufable Usados	\$9,500	\$7,500	\$5,500

Programa de Reemplazo de Vehículos Propuesto – Nuevo Incentivo Mejorado para Vehículos para los Residentes de la Comunidad de Shafter

- El vehículo de reemplazo nuevo que califica debe ser:
 - Un Vehículo Eléctrico Híbrido Enchufable (PHEV) o Vehículo Eléctrico con Batería (BEV)
 - Un vehículo nuevo (no usado)
 - Comprado por el participante y debe estar registrado a nombre del participante
 - Co-firmantes permitidos
 - Asegurado según como lo requiere la ley estatal

Proceso para el Propuesto Programa de Reemplazo de Vehículos

- Cómo puede aplicar el participante :
 - Solicitud en línea o en papel
 - Llame al Distrito para obtener ayuda para completar la solicitud
 - Asistencia de socios del programa
- Aprobación de la solicitud :
 - Criterios de selección: Proceso de Pedir una Solicitud o proceso por orden de llegada
 - Si se aprueba, se generará una carta de aprobación de la solicitud con la lista de concesionarios participantes y se enviará por correo postal o por correo electrónico al participante

Proceso para el Propuesto Programa de Reemplazo de Vehículos (cont.)

- Selección de Vehículo de Reemplazo :
 - El participante trabaja con un concesionario participante para seleccionar un nuevo/usado vehículo de reemplazo elegible
- El Distrito proporcionará un incentivo para que el participante invierta en la compra del nuevo vehículo de reemplazo
- Complete la transacción final con el concesionario
 - Entregue el vehículo antiguo al concesionario para que lo desmantele

Próximos Pasos

- El Distrito desarrolló conceptos iniciales para el plan del programa para su discusión con el Comité Directivo
- Discusión adicional con el Comité Directivo sobre los conceptos para la implementación del programa
- Finalizar el plan del programa para enviarlo a CARB para su revisión y aprobación
- El Distrito presentará el programa recomendado a la Mesa Directiva del Distrito para su revisión y aprobación
- El Distrito lanzará el programa en la comunidad, incluido el trabajo con el Comité Directivo, el administrador del programa y los concesionarios de automóviles locales para participar en el programa



CENTRAL CALIFORNIA
ASTHMA COLLABORATIVE

Our Mission

CCAC's mission is to provide education and direct services, build regional capacity and advocate for sensible policies that improve health and address inequities by reducing environmental impacts and emphasizing the prevention and management of chronic disease.

Our Vision

We see a San Joaquin Valley where the health of every resident is our foremost concern. We envision environments and systems of support for health reflected in the resources, information, activities and policies in every community.



CCAC Projects

- Asthma Impact Model (AIM)
- Clean Vehicle Empowerment Collaborative (CVEC)
 - EV Navigator Program
- Community Air Grant (CAG)
 - SJVAir Monitoring Network
- Children's Health and Air Pollution Study (CHAPS)
- SUMMATION

Community Air Grant (CAG) Program

Community Air Monitoring Network:

CCAC and its partners are in the process of implementing a Community Air Monitoring Network (SJVAIR) to collect and display real-time PM_{2.5} data in disadvantaged communities across the San Joaquin Valley. The network is focused on communities that are not located near an existing regulatory monitor and will provide easy access (website and text message alerts) to residents living in these underserved, predominantly rural communities.



The Asthma Impact Model (AIM) is CCAC's flagship program and addresses our goals as listed below.

EDUCATION

- Public/Communities/Institutions
- Individual/Family

DIRECT SERVICE

- Clinical
- Air Quality & Chronic Disease Behavior Change
- Individual/Family/Institutions

SYSTEM CHANGE & POLICY

DEVELOPMENT

- Advocacy

INCREASE CAPACITY

- CCAC Sustainability
- Regional Capacity

Asthma Impact Model (AIM)

A multi-component asthma intervention strategy composed of:

- In home environmental evaluations, health education, case management, testing and utilization review.

Partnerships with local Managed Care Organizations, agencies and clinicians.

Calculates and reports intervention outcomes and costs, determine policy implications, assess feasibility of scaling, and develop specific policy goals for sustainability.



"After the home assessment, it has been about a year since my son has had any symptoms."
—Janet Magana, Mother of AIM participant.



CENTRAL CALIFORNIA
ASTHMA COLLABORATIVE



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CENTRAL CALIFORNIA
ASTHMA COLLABORATIVE

Nuestra Mision

La mision de CCAC es proveer education y servicios directos, construir capacidad regional y abogar para policas sensibles que mejoren la sauld y dirigir conversaciones sobere falta de equidad por reducir impactos ambientales y enfatizar la prevencion y manejoamiento de enfermedades cronicas.

Nuestra Vision

Nosotros vemos a un Valle de San Joaquin donde la salud de cada residente es nuestra preocupacion principal. Nosotros visualizamos ambientes y sistemas de soporte para salud reflejada en los recursos, informacion, actividades, y policas en cada comunidad.



CCAC Proyectos

- Modelo de impacto del asma (AIM)
- Colaboración en el empoderamiento de vehículos limpios (CVEC)
- Programa EV Navigator
- Subvención aérea comunitaria (CAG)
- Red de monitoreo de SJVAir
- Estudio sobre la salud de los niños y la contaminación del aire (CHAPS)
- SUMMATION

Programa de Subvenciones Aéreas Comunitarias (CAG)

Red de monitoreo del aire de la comunidad: Ccac y sus socios están en el proceso de implementar una Red Comunitaria de Monitoreo del Aire (SJVAIR) para recopilar y mostrar datos pm2.5 en tiempo real en comunidades desfavorecidas en todo el Valle de San Joaquín. La red se centra en comunidades que no se encuentran cerca de un monitor regulatorio existente y proporcionarán fácil acceso (mensajes de sitio web y mensajes de texto) a los residentes que viven en estas comunidades desatendidas, predominantemente rurales.



El Modelo de Impacto del Asma (AIM) es el programa insignia del CCAC y aborda nuestros objetivos como se indica a continuación.

Educación

Público/Comunidades/Instituciones

Individuo/Familia

SERVICIO DIRECTO

Clínico

Calidad del aire y cambio crónico de
comportamiento de la enfermedad

Individuo/Familia/Instituciones

CAMBIO DE SISTEMA y DESARROLLO
DE POLÍTICAS

Abogacía

AUMENTAR LA CAPACIDAD

Sostenibilidad del CCAC

Capacidad regional

Modelo de impacto del asma (AIM)

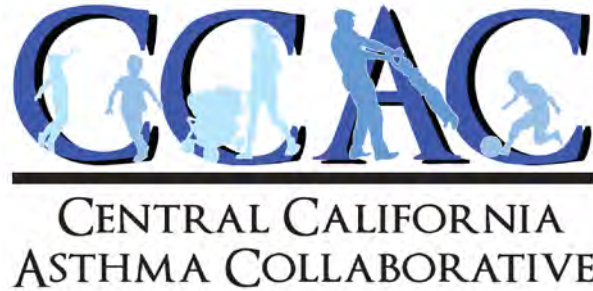
Una estrategia multicomponente de intervención para el asma compuesta por:
En evaluaciones ambientales en el hogar, educación para la salud, gestión de casos, pruebas y revisión de utilización.

Asociaciones con organizaciones locales de atención administrada, agencias y médicos.

Calcula e informa los resultados y costos de intervención, determina las implicaciones de las políticas, evalúa la viabilidad de la escala y desarrolla objetivos de política específicos para la sostenibilidad.



"Después de la evaluación del hogar, ha pasado aproximadamente un año desde que mi hijo ha tenido algún síntoma."
—Janet Magana, madre del participante de AIM.



Janet Herrera

Trabajadora de salud comunitaria

Central California Asthma Collaborative

400 Truxtun Ave, Suite 104 | Bakersfield, CA 93301

Office: (559) 272-4874 Fax: (559) 492-3802

Cell: (661)

Email: janet.herrera@centralcalasthma.org



Agenda for Shafter Community Steering Committee Meeting #29

Monday, March 8, 2021 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
John Guinn, Wonderful Real Estate Development, Community Co-host
- 5:15 p.m. Standing Updates**
Community Air Monitoring Update
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates
Department of Pesticide Regulation
CARB
- 6:00 p.m. Update on Land Use Strategies**
Short update from Kern County Public Works Department regarding their efforts to support the land use measures in the CERP in coordination with the CSC and the City of Shafter
Yolanda Alcantar, Kern County Public Works Manager
- 6:20 p.m. Open Floor Discussion of CERP Strategy Progress**
Using the latest status updates included in the CERP [tracker](#), open floor discussion among CSC members, District staff, CARB and other agencies to discuss and clarify CERP strategies and next steps.
Hanna Stelmakhovych, Facilitator
- 6:50 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, April 12, 2021 via Zoom
- 6:55 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #29

Lunes, 8 de marzo de 2021 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Para participar **solamente por teléfono** en Español:
Llamada gratuita: 888-240-3210
Código de acceso: 3373645#

- 5:00 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
John Guinn, Wonderful Real Estate Development, Co-anfitrión de la Comunidad
- 5:15 p.m. Actualizaciones Permanentes**
Actualización del Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias
Departamento de Regulación de Pesticidas
CARB
- 6:00 p.m. Actualización sobre las Estrategias de Uso del Suelo**
Breve actualización del Departamento de Obras Públicas del Condado de Kern con respecto a sus esfuerzos para apoyar las medidas de uso del suelo en el CERP en coordinación con el Comité Directivo y la Ciudad de Shafter
Yolanda Alcantar, Gerente de Obras Públicas del Condado de Kern
- 6:20 p.m. Discusión Abierta Sobre el Progreso de la Estrategia del CERP**
Usando las últimas actualizaciones de estado incluidas en el [Informe de Medidas](#) del CERP, discusión abierta entre los miembros del Comité Directivo, el personal del Distrito, CARB y otras agencias para discutir y aclarar las estrategias del CERP y los próximos pasos.
Hanna Stelmakhovych, Facilitadora
- 6:50 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 12 de abril de 2021 a través de Zoom
- 6:55 p.m. Comentario Público**

Aprende más: community.valleyair.org



Agenda for Shafter Community Steering Committee Meeting #28

Monday, February 8, 2021 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Anabel Marquez, Community Co-host
- 5:15 p.m. Standing Updates**
Community Air Monitoring Update
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates — Department of Pesticide Regulation, CARB
- 6:00 p.m. Update on Enforcement Activities**
District and CARB will each report on enforcement activities in the community over the last quarter and seek feedback for future enforcement efforts
Valarie Ballard, Valley Air District
Justin Shields, CARB
- 6:20 p.m. Present New Shafter Tracker**
Present and discuss the [new tracker](#) for Shafter and current priorities
Valley Air District Staff
- 6:45 p.m. New CSC Members**
Discuss applications received and potential next steps
Valley Air District Staff
- 6:55 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, March 8, 2021 via Zoom

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #28

Lunes, 8 de febrero de 2021 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Para participar **solamente por teléfono** en Español:
Llamada gratuita: 888-240-3210
Código de acceso: 3373645#

- 5:00 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Anabel Marquez, Co-anfitriona de la Comunidad
- 5:15 p.m. Actualizaciones Permanentes**
Actualización del Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias — Departamento de Regulación de Pesticidas (DPR), CARB
- 6:00 p.m. Actualización sobre actividades de Cumplimiento**
El Distrito y CARB informarán sobre las actividades de cumplimiento en la comunidad durante el último trimestre y buscarán comentarios para futuros esfuerzos de cumplimiento.
Valarie Ballard, Personal del Distrito del Aire
Justin Shields, CARB
- 6:20 p.m. Presentar el Nuevo Informe de Medidas**
Presentar y discutir el [nuevo Informe de Medidas](#) de Shafter y las prioridades actuales
Personal del Distrito del Aire
- 6:45 p.m. Nuevos Miembros del Comité Directivo**
Discutir las solicitudes recibidas y los posibles próximos pasos
Personal del Distrito del Aire
- 6:55 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 8 de marzo de 2021 a través de Zoom

Aprende más: community.valleyair.org



Agenda for Shafter Community Steering Committee Meeting #27

Monday, January 11, 2021 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Martha Murrieta, Community Co-host
- 5:10 p.m. Standing Updates**
Community Air Monitoring Update
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates — Department of Pesticide Regulation, CARB
- 5:40 p.m. CERP Measure Mapping Exercise with City of Shafter**
Group discussion and mapping exercise using Social Pinpoint to identify additional areas for consideration by the City of Shafter for potential CERP measure related public works projects
Valley Air District Staff
Michael James, Director of Public Works
- 6:30 p.m. Commercial & Residential Lawn and Garden Equipment**
Discuss opportunities available to residents and contractors with these approved incentive measures in the Shafter CERP
Valley Air District Staff
- 6:50 p.m. Annual Enforcement Report**
Briefly present and discuss the [annual enforcement report](#)
Valley Air District Staff
- 6:55 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, February 8, 2021 via Zoom

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #27

Lunes, 11 de enero de 2021 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Para participar **solamente por teléfono** en Español:
Llamada gratuita: 888-240-3210
Código de acceso: 3373645#

- 5:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Martha Murrieta, Co-anfitriona de la Comunidad
- 5:10 p.m. Actualizaciones Permanentes**
Actualización del Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias — Departamento de Regulación de Pesticidas (DPR), CARB
- 5:40 p.m. Actividad de Mapeo de Medidas del CERP con la Ciudad de Shafter**
Discusión de grupo y actividad de mapeo utilizando *Social Pinpoint* para identificar áreas adicionales para consideración de la Ciudad de Shafter para posibles proyectos de obras públicas relacionados con las medidas del CERP
Personal del Distrito del Aire
Michael James, Director de Obras Públicas
- 6:30 p.m. Equipo de Jardín y Césped Comercial y Residencial**
Discutir las oportunidades disponibles para residentes y contratistas con estas medidas de incentivo aprobadas en el CERP de Shafter
Personal del Distrito del Aire del Valle
- 6:50 p.m. Informe Anual de Cumplimiento**
Presentar y discutir brevemente el [informe anual de cumplimiento](#)
Personal del Distrito del Aire del Valle
- 6:55 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 8 de febrero de 2021 a través de Zoom

Aprende más: community.valleyair.org

Meeting Highlights*
AB 617 Shafter Community Steering Committee Meeting #26
December 14, 2020, 5:00pm - 7:00pm
Virtual Zoom Meeting

Action items for the Shafter Community Steering Committee (CSC):

- Send recommended locations for overnight monitoring by the van

Action items for the San Joaquin Valley Air Pollution Control District (District):

- Mail weekly Spanish monitoring reports to the CSC before each meeting
- Schedule meeting for more in-depth conversation with CSC and City of Shafter about proposed projects
- Provide the CSC with maps of all air monitoring locations
- Provide fully translated enforcement report to CSC by next meeting

Welcome and Introductions:

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, the District
Lynnda Martin, Community Co-host, Shafter Community Member

Hanna welcomed the Shafter CSC participants and introduced herself and the ILG team. She gave an overview of Zoom instructions, Spanish translation services, and provided an agenda overview.

Ryan thanked the CSC for participating in the final meeting of the year and expressed hope for 2021 and continued progress with the CERP implementation. Community co-host, Lynnda Martin, introduced herself and shared photos of the Shafter community, her perspective on the AB 617 impact on the region and how parts of the community could benefit from sidewalks and urban greening.

Standing Updates

Community Air Monitoring Update:

Chay Thao, Program Manager, the District

Chay gave an update on continued community air monitoring. Presentation highlights included:

- The District is continuing to monitor various locations with the van
- Working with Richland School District to install the electrical software at Sequoia and Golden Oak Elementary Schools
- Working with Shafter Labor Camp and electrical contractors in order to proceed with deploying an air monitoring trailer in that location
- Ammonia sampling has been completed at the DMV and mobile ammonia monitoring detected .6 PPM
- In the process of exploring how to integrate community air monitors with existing regulatory monitors in the RAAN system

Question: How is the District approaching the ammonia monitoring and in what locations?

District Answer: The CSC requested that we monitor on the west side. The District is using the same canisters we use for the VOC speciation collection.

Question from Spanish-speaker: In total, how many monitors are detecting the contamination?

District Answer: We have three at the schools. We already have some units installed at Shafter DMV for PM 10 and PM 2.5.

Follow up question from Spanish-speaker: Can the District give the CSC a list of locations?

District Answer: Yes, that is available on the website and we can give you a map of specific locations.

Question: Do you conduct the mobile monitoring during business hours or after hours? For Mexican Colony, it would be nice to know what is happening in the evenings. How many times have you gone there during the week and at what times?

District Answer: The District is starting to schedule a combination of times in the afternoon and evening at that location. We already have quite a few Mexican Colony locations for the van monitoring. But if the CSC has any additional locations to suggest, please send them so we can begin to schedule overnight monitoring.

School Filtration & Bus Subcommittee:

Jaime Holt, Chief Communications Officer, the District

Jaime provided an update on the School Filtration and Bus Subcommittee. Presentation highlights included:

- We are close to opening the application period for the school filtration program
- We have been in discussions with CARB staff about what kind of equipment can remove ozone/pollutants and viruses from the air in schools
- The District is continuing to work with Richland School District; they recently ordered a number of EV school buses and are exploring the possibility of ordering more

Question: Is the filtration only for schools, not residents? Can the program include children from 0-5 years?

District Answer: At this time, the program is only for schools and it is only for K-12.

Pesticide Monitoring Update:

Nan Singhasemanon, Assistant Director, Department of Pesticide Regulation (DPR)

Nan gave an update on pesticide monitoring. Presentation highlights included:

- Shafter has inspired other AB 617 communities so DPR is starting work with additional cities
- DPR kicked off the first monitoring study for the Mitigation pilot project on 1-3,D right near Shafter
- DPR will review data and evaluate the individual monitor studies
- First field study in Shafter should be made public in or around February
- DPR will return to a CSC meeting to share information from the presentation given at the recent regulation presentation
- DPR is currently conducting the air monitoring site selection review; they are focusing on 2021 and Shafter is one of the four sites DPR is considering

Question: If the state moves forward with legislation and passes some kind of notification process, would Shafter attempt a pilot so that when statewide legislation passes, they can point to us?

DPR Answer: That is the plan. If we can establish a local notification pilot in Shafter, we want to learn from that and scale it in other areas.

Question: Is the monitor at Sequoia still reading telone? There is a grower-to-grower notification process currently in place for the county. Is DPR looking at that same structure?

DPR Answer: The one constant has always been telone. DPR is trying to push back our air monitoring network to what it was before, which was 31 pesticides. On the notification front, I have heard a lot from the CSC about what you want to see. DPR is well aware of the elements of the notification and what the CSC is interested in and what has worked with the county in the past. Those conversations are going to play out a bit more before I can report back to you on a definitive direction.

Question from Spanish-speaker: We have been operating from theories and people keep dying. Do you believe that a pilot notification would be good in this case?

DPR Answer: I am not as familiar with the specifics of that program and its options right now, but I look forward to providing more specifics on that.

CARB Update:

Skott Wall, Office of Community Air Protection, California Air Resources Board (CARB)

Skott provided a CARB agency update. Presentation highlights included:

- Big changes to the CARB Board last week
- Tania Pacheco-Werner is replacing Dr. Sherriffs and Liane Randolph is replacing Mary Nichols

City of Shafter:

Jaime Holt, Chief Communications Officer, the District

Michael James, Public Works Director, City of Shafter

Jaime presented the Shafter CERP at-a-glance document and showcased measures that align with work the City of Shafter is doing. The City of Shafter representative spoke to the CSC about projects on the horizon with the city. Presentation highlights include:

- The District put together a CERP overview and shared it with the CSC; Jaime highlighted the specific CERP elements that relate to projects the City is currently working on
- The City of Shafter is working on street improvements in North Shafter
- Public Works is studying the feasibility of curbs and sidewalks throughout Shafter communities
- The city is extending its street sweeping services
- Kern County is contributing \$50,000 to the City to develop a safe and accessible parking lot off Lerdo Highway

Question from Spanish-speaker: Where is the location of the shared parking station?

City of Shafter Answer: There will be a parking lot that the county transit station will utilize near Lerdo Highway.

Question from Spanish-speaker: Can the City consider a project for Shafter Avenue? It has little to no sidewalks from the center to Mexican Colony, but a lot of kids walk home from school along that route.

City of Shafter Answer: I am sure residents from Mexican Colony and other communities that are unincorporated are well aware that the County of Kern has secured a grant to extend the city sewer system to these communities. That project is being engineered right now. We have to be careful to make sure that whatever street improvements we have put in place won't be compromised by the future sewer project. That is definitely a consideration.

Comment: I support the city's proposition of putting a sidewalk and bike path along Highway 43 so kids can safely get to the new park at Fresno Avenue.

City of Shafter Answer: The City is actively developing a grant application to develop a new park at that parcel. We have conducted five public workshops to get community feedback. Assuming we are successful, having a park would make the Highway 43 corridor improvements that much more important.

Question: Will there be ongoing conversations between the City and the CSC? If so, would it be ok to have a deeper conversation offline?

District Answer: We are definitely open to that and will look for times to schedule more conversation.

Question: Is Public Works the department that actually goes out and shovels? Based on the CERP, the rerouting has been a major issue for residents. Including the residents in these conversations is crucial. Has the City gone out and actually mapped possible locations where rerouting can happen?

City of Shafter Answer: If it involves anything in a public right-of-way or streets, it involves Public Works. There are active conversations and planning efforts underway to provide better traffic circulation for existing and future communities.

Comment from Spanish-speaker: I am worried about the idea of doing construction in the areas of Shafter and Central because it will take away some green areas and recreation in that community.

City of Shafter Answer: If we are referring to the park site, the City Council made it very clear that they want to retain visual curb appeal.

Comment from Community co-host: Thank you to the City of Shafter for presenting tonight. The CSC doesn't always get to hear about these projects. I hope we can all work together to move some of these projects forward in our community. I am in favor of a smaller committee to keep these discussions top of mind.

Low Dust Harvesting Equipment & Alternatives to Agricultural Burning:

Todd DeYoung, Director of Strategies & Incentives, the District

Todd gave an update on two CERP measures. Presentation highlights included:

- The District presented to its board in November and requested approval of the low dust harvester incentive program measure
- Authorization was given to open a district-wide program with additional funding and enhancements included in the Shafter CERP
- There is \$2.5 million in dedicated funding for this program in the Shafter area
- The program for Shafter pays up to 75% of cost of equipment
- For outreach, the Almond Board will provide a specific list of growers who operate in the area
- The District is still waiting on final approval from CARB
- As an alternative to ag burns, this program will provide incentives to growers to chip and reincorporate the material into the soil
- This funding is only for Shafter, so we won't be waiting for other projects from the Valley

Comment: Thank you for going above and beyond and asking CARB for additional funding.

District Response: Thank you. We need your help in the outreach for these programs. Please let us know if there are specific organizations we need to be talking to make this successful.

Annual Enforcement Report:

Ryan Hayashi, Deputy Air Pollution Control Officer, the District

Ryan reviewed the annual report and the comments received to date. Presentation highlights included:

- The District will have the report to the CSC by next meeting, fully translated
- Despite COVID, the District is still responding to complaints and monitoring

Public Comment:

No public comment.

Wrap Up/Next Steps:

Hanna Stelmakhovych, Facilitator, ILG

Hanna thanked everyone for participating in the meeting and thanked Lynnda for co-hosting. Lynnda thanked the CSC for their time and participation and expressed appreciation for working together through Zoom despite the year's challenges.

Reminders:

The next CSC meeting is Jan. 11 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*
Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #26
14 de diciembre de, 2020, 5:00pm - 7:00pm
Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Shafter (Comité):

- Enviar las ubicaciones recomendadas para el seguimiento nocturno por camioneta

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Enviar por correo los informes de monitoreo en español semanales al Comité antes de cada reunión
- Programar una reunión para una conversación más profunda con Comité y la Ciudad de Shafter sobre los proyectos propuestos
- Proporcionar al Comité mapas de todas las ubicaciones de monitoreo del aire
- Proporcionar un informe de cumplimiento completamente traducido al Comité para la próxima reunión

Bienvenida e Introducciones:

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Lynnda Martin, Coanfitriona Comunitaria, Miembro de la Comunidad de Shafter

Hanna dio la bienvenida a los participantes del Comité Directivo de Shafter y se presentó a sí misma y al equipo de ILG. Ella dio una descripción general de las instrucciones de Zoom, los servicios de traducción en español y proporcionó una descripción general de la agenda.

Ryan agradeció al Comité por participar en la reunión final del año y expresó su esperanza para el 2021 y el progreso continuo con la implementación del CERP. La coanfitriona de la comunidad, Lynnda Martin, se presentó y compartió fotos de la comunidad de Shafter, su perspectiva sobre el impacto de AB 617 en la región y cómo partes de la comunidad podrían beneficiarse de las aceras y la ecología urbana.

Actualizaciones Permanentes

Actualización de Monitoreo del Aire de la Comunidad:

Chay Thao, Gerente de Programa, el Distrito

Chay dio una actualización sobre el monitoreo continuo del aire de la comunidad. Puntos importantes de la presentación:

- El Distrito continúa monitoreando varios lugares con la camioneta
- Trabajando con el distrito escolar de Richland para instalar el software eléctrico en Sequoia y Golden Oak Elementary
- Trabajar con el Campo de Trabajo de Shafter y los contratistas eléctricos para proceder con el despliegue de un remolque de monitoreo de aire en esa ubicación.
- Se completó el muestreo de amoníaco en el DMV y se detectó monitoreo de amoníaco móvil .6 PPM

- En el proceso de explorar cómo integrar los monitores de aire de la comunidad con los monitores regulatorios existentes en el sistema RAAN

Pregunta: ¿Cómo se está acercando el Distrito al monitoreo de amoníaco y en qué ubicaciones?

Respuesta del Distrito: El Comité solicitó que monitoreáramos el lado oeste. El Distrito está usando los mismos recipientes que usamos para la colección de especiación de VOC.

Pregunta de Hispanohablante: En total, ¿cuántos monitores están detectando la contaminación?

Respuesta del Distrito: Tenemos tres en las escuelas. Ya tenemos algunas unidades instaladas en Shafter DMV para PM 10 y PM 2.5.

Pregunta de seguimiento de un hispanohablante: ¿Puede el Distrito darle al Comité una lista de ubicaciones?

Respuesta del Distrito: Sí, eso está disponible en el sitio web y podemos darle un mapa de ubicaciones específicas.

Pregunta: ¿Se realiza el monitoreo móvil durante el horario comercial o fuera del horario laboral?

Para la Colonia Mexicana, sería bueno saber lo que sucede por las noches. ¿Cuántas veces has ido durante la semana y a qué horas?

Respuesta del Distrito: El Distrito está comenzando a programar una combinación de horarios por la tarde y por la noche en ese lugar. Ya tenemos bastantes ubicaciones de colonias mexicanas para el monitoreo de camionetas. Pero si el Comité tiene ubicaciones adicionales para sugerir, envíelas para que podamos comenzar a programar el monitoreo nocturno.

Subcomité de Filtración y Autobuses Escolares:

Jaime Holt, Directora de Comunicaciones, el Distrito

Jaime presentó una actualización sobre el Subcomité de Filtración y Autobuses Escolares. Puntos importantes de la presentación:

- Estamos cerca de abrir el plazo de solicitud del programa de filtración escolar
- Hemos estado en conversaciones con el personal de CARB sobre qué tipo de equipo puede eliminar el ozono/contaminantes y virus del aire en las escuelas.
- El Distrito continúa trabajando con el Distrito Escolar de Richland; Recientemente ordenaron varios autobuses escolares EV y están explorando la posibilidad de pedir más

Pregunta: ¿La filtración es solo para escuelas, no para residentes? ¿El programa puede incluir niños de 0 a 5 años?

Respuesta del Distrito: En este momento, el programa es solo para escuelas y es solo para K-12.

Actualización de Monitoreo de Pesticidas:

Nan Singhasemanon, Subdirector, Departamento de Regulación de Pesticidas (DPR)

Nan dio una actualización sobre el monitoreo de pesticidas. Puntos importantes de la presentación:

- Shafter ha inspirado a otras comunidades de AB 617, por lo que el DPR está comenzando a trabajar con ciudades adicionales
- El DPR inició el primer estudio de monitoreo para el proyecto piloto de mitigación en 1-3, D, cerca de Shafter
- El DPR revisará los datos y evaluará los estudios de monitores individuales.
- El primer estudio de campo en Shafter debería hacerse público en febrero o alrededor de esa fecha.

- El DPR regresará a una reunión del Comité para compartir información de la presentación dada en la reciente presentación del reglamento.
- El DPR está llevando a cabo actualmente la revisión de selección del sitio de monitoreo del aire; se están enfocando en 2021 y Shafter es uno de los cuatro sitios que el DPR está considerando

Pregunta: Si el estado avanza con la legislación y aprueba algún tipo de proceso de notificación, ¿Shafter intentaría un piloto para que cuando se apruebe la legislación estatal, puedan señalarnos?

Respuesta de DPR: Ese es el plan. Si podemos establecer un piloto de notificación local en Shafter, queremos aprender de eso y escalarlo en otras áreas.

Pregunta: ¿El monitor de Sequoia sigue leyendo telone? Actualmente existe un proceso de notificación de productor a productor para el condado. ¿El DPR está mirando esa misma estructura?

Respuesta de DPR: La única constante siempre ha sido telone. El DPR está tratando de hacer retroceder nuestra red de monitoreo del aire a lo que era antes, que eran 31 pesticidas. En cuanto a las notificaciones, he escuchado mucho del Comité sobre lo que desea ver. El DPR conoce bien los elementos de la notificación y lo que le interesa al Comité y lo que ha funcionado con el condado en el pasado. Esas conversaciones se desarrollarán un poco más antes de que pueda informarles sobre una dirección definitiva.

Pregunta de Hispanohablante: Hemos estado operando desde teorías y la gente sigue muriendo. ¿Cree que una notificación piloto sería buena en este caso?

Respuesta de DPR: No estoy tan familiarizado con los detalles de ese programa y sus opciones en este momento, pero espero brindar más detalles al respecto.

Actualización de CARB:

Skott Wall, Oficina de Protección del Aire de la Comunidad, Junta de Recursos del Aire de California (CARB)

Skott proporcionó una actualización de la agencia CARB. Puntos importantes de la presentación:

- Grandes cambios en la Junta de CARB la semana pasada
- Tania Pacheco-Werner reemplaza al Dr. Sherriffs y Liane Randolph reemplaza a Mary Nichols

Ciudad de Shafter:

Jaime Holt, Directora de Comunicaciones, el Distrito

Michael James, Director de Obras Públicas, Ciudad de Shafter

Jaime presentó el documento del CERP de Shafter de un vistazo y mostró medidas que se alinean con el trabajo que está haciendo la ciudad de Shafter. El representante de City of Shafter habló con el Comité sobre proyectos en el horizonte con la ciudad. Puntos importantes de la presentación incluyen:

- El Distrito elaboró una descripción general del CERP y la compartió con el Comité; Jaime destacó los elementos específicos del CERP que se relacionan con los proyectos en los que la Ciudad está trabajando actualmente.
- La ciudad de Shafter está trabajando en mejoras de calles en North Shafter
- Obras Públicas está estudiando la viabilidad de bordillos y aceras en las comunidades de Shafter
- La ciudad está expandiendo sus servicios de barrido de calles

- El Condado de Kern está contribuyendo con \$50,000 a la ciudad para desarrollar un estacionamiento seguro y accesible junto a la autopista Lerdo.

Pregunta de un Hispanohablante: ¿Dónde está la ubicación de la estación de estacionamiento compartido?

Respuesta de la Ciudad de Shafter: Habrá un estacionamiento que la estación de tránsito del condado utilizará cerca de la autopista Lerdo.

Pregunta de un Hispanohablante: ¿Puede la Ciudad considerar un proyecto para Shafter Avenue? Tiene poca o ninguna acera desde el centro hasta la Colonia Mexicana, pero muchos niños caminan a casa desde la escuela a lo largo de esa ruta.

Respuesta de la Ciudad de Shafter: Estoy seguro de que los residentes de la Colonia Mexicana y otras comunidades que no están incorporadas saben muy bien que el Condado de Kern ha obtenido una subvención para extender el sistema de alcantarillado de la ciudad a estas comunidades. Ese proyecto se está diseñando ahora mismo. Tenemos que tener cuidado de asegurarnos de que las mejoras en las calles que hayamos implementado no se verán comprometidas por el futuro proyecto de alcantarillado. Eso es definitivamente una consideración.

Comentario: Apoyo la propuesta de la ciudad de poner una acera y un carril para bicicletas a lo largo de la autopista 43 para que los niños puedan llegar con seguridad al nuevo parque en Fresno Avenue.

Respuesta de la Ciudad de Shafter: La Ciudad está desarrollando activamente una solicitud de subvención para desarrollar un nuevo parque en esa parcela. Hemos realizado cinco talleres públicos para obtener comentarios de la comunidad. Suponiendo que tengamos éxito, tener un parque haría que las mejoras del corredor de la autopista 43 fueran mucho más importantes.

Pregunta: ¿Habrá conversaciones en curso entre la Ciudad y el Comité? Si es así, ¿estaría bien tener una conversación más profunda sin conexión?

Respuesta del Distrito: Definitivamente estamos abiertos a eso y buscaremos horarios para programar más conversaciones.

Pregunta: ¿Obras Públicas es el departamento que realmente sale a palear? Según el CERP, el cambio de ruta ha sido un problema importante para los residentes. Incluir a los residentes en estas conversaciones es crucial. ¿Ha salido la ciudad y realmente ha mapeado posibles ubicaciones donde pueden ocurrir cambios de ruta?

Respuesta de la Ciudad de Shafter: Si involucra algo en un derecho de paso público o calles, involucra Obras Públicas. Hay conversaciones activas y esfuerzos de planificación en curso para proporcionar una mejor circulación del tráfico para las comunidades existentes y futuras.

Comentario de un Hispanohablante: Me preocupa la idea de hacer construcción en las áreas de Shafter y Central porque quitará algunas áreas verdes y recreación en esa comunidad.

Respuesta de la Ciudad de Shafter: Si nos referimos al sitio del parque, el Ayuntamiento dejó muy claro que quieren mantener el atractivo visual de la acera.

Comentario del Coanfitrión de la Comunidad: Gracias a la Ciudad de Shafter por presentar esta noche. El Comité no siempre se entera de estos proyectos. Espero que todos podamos trabajar juntos para hacer avanzar algunos de estos proyectos en nuestra comunidad. Estoy a favor de un comité más pequeño para tener en cuenta estas discusiones.

Equipos de Cosecha de Polvo Bajo y Alternativas a la Quema Agrícola:

Todd DeYoung, Director de Estrategias e Incentivos, el Distrito

Todd dio una actualización sobre dos medidas del CERP. Puntos importantes de la presentación:

- El Distrito presentó a su mesa directivo en noviembre y solicitó la aprobación de la medida del programa de incentivos para cosechadoras de polvo bajo
- Se otorgó autorización para abrir un programa en todo el distrito con financiamiento adicional y mejoras incluidas en el CERP de Shafter
- Hay \$2.5 millones en fondos dedicados para este programa en el área de Shafter
- El programa de Shafter paga hasta el 75% del costo del equipo
- Para alcance, la Junta de Almendras proporcionará una lista específica de productores que operan en el área.
- El Distrito todavía está esperando la aprobación final de CARB
- Como alternativa a las quemaduras agrícolas, este programa proporcionará incentivos a los productores para que astillen y reincorporen el material al suelo.
- Esta financiación es solo para Shafter, por lo que no estaremos esperando otros proyectos del Valle.

Comentario: Gracias por ir más allá y pedirle a CARB fondos adicionales.

Respuesta del Distrito: Gracias. Necesitamos su ayuda en el alcance de estos programas. Háganos saber si hay organizaciones específicas con las que debemos hablar para que esto sea exitoso.

Informe Anual de Cumplimiento:

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Ryan revisó el informe anual y los comentarios recibidos hasta la fecha. Puntos importantes de la presentación:

- El Distrito tendrá el informe al Comité para la próxima reunión, completamente traducido.
- A pesar de COVID, el Distrito todavía está respondiendo a las quejas y monitoreando

Comentario Público:

No hay comentarios públicos.

Conclusión/Próximos pasos:

Hanna Stelmakhovych, Facilitadora, ILG

Hanna agradeció a todos por participar en la reunión y agradeció a Lynnda por ser coanfitriona. Lynnda agradeció al Comité por su tiempo y participación y expresó su agradecimiento por trabajar juntos a través de Zoom a pesar de los desafíos del año.

Recordatorios:

La próxima reunión del Comité es el 11 de enero a través de Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

* Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.



Agenda for Shafter Community Steering Committee Meeting #26

Monday, December 14, 2020 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Lynnda Martin, Community Co-host
- 5:10 p.m. Standing Updates**
Community Air Monitoring Update
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates — Department of Pesticide Regulation, CARB
- 5:40 p.m. City of Shafter**
Presentation – Potential City of Shafter public works projects and opportunities to partner with Shafter Community Emissions Reduction Program measures
Michael James, Director of Public Works
- 6:40 p.m. Low Dust Harvesting Equipment & Alternatives to Agricultural Burning**
Discuss plans and timeframes for outreach and implementation of these incentive measures adopted in the CERP
Valley Air District Staff
- 6:50 p.m. Annual Enforcement Report**
Briefly present and discuss the annual enforcement report
Valley Air District Staff
- 6:55 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, January 11, 2021 via Zoom

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #26

Lunes, 14 de diciembre de 2020 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 8872455#

- 5:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Lynnda Martin, Co-anfitriona de la Comunidad
- 5:10 p.m. Actualizaciones Permanentes**
Actualización del Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias — Departamento de Regulación de Pesticidas (DPR), CARB
- 5:40 p.m. Ciudad de Shafter**
Presentación – Posibles proyectos de obras públicas de la Ciudad de Shafter y oportunidades para asociarse con las medidas del Programa de Reducción de Emisiones de la Comunidad de Shafter
Michael James, Director de Obras Públicas
- 6:40 p.m. Equipo de Cosecha de Bajo Polvo y Alternativas a la Quema Agrícola**
Discutir planes y plazos para el alcance e implementación de estos incentivos adoptados en el CERP
Personal del Distrito del Aire del Valle
- 6:50 p.m. Informe Anual de Cumplimiento**
Presentar y discutir brevemente el informe anual de cumplimiento
Personal del Distrito del Aire del Valle
- 6:55 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 11 de enero de 2021 a través de Zoom

Aprende más: community.valleyair.org



336 Pacific Avenue, Shafter, California, 93263

December 3, 2020

Jaime Holt
Chief Communications Officer
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93726

Dear Ms. Holt:

As a follow-up to our recent virtual meeting held on November 17, 2020, I've prepared some background and details on potential projects within the City of Shafter. These projects could fulfill at least some of the key objectives that have been identified by the AB 617 Steering Committee. If possible, I would appreciate the opportunity to discuss these potential partnerships with the Committee at one of their regular meetings.

Thank you for your time and consideration. Please feel free to contact me with any questions, issues, or requests.

Sincerely,

Michael James
Public Works Director

Project No. 1 – Highway 43 Pedestrian and Bicycle Path Improvements at North Shafter

Description:

Construct a new paved shoulder and bicycle lane, curb and gutter, and sidewalk along the west side of State Route 43 between Mayer Lane and West Tulare Avenue.

Benefits:

- Facilitates and promotes safe and reliable pedestrian and bicycle transportation between the North Park and North Shafter communities and the Core City services, such as schools, shopping, and restaurants.
- Improves street drainage
- Reduces dust generation from vehicles.
- Complements proposed new park and drainage retention basin.

Anticipated Cost: \$1,000,000

Anticipated Completion If Funded: One year upon award.

Figure 1 – Highway 43 Project Location Map



Figure 2 – Highway 43 Addition to City Street Sweeping Schedule

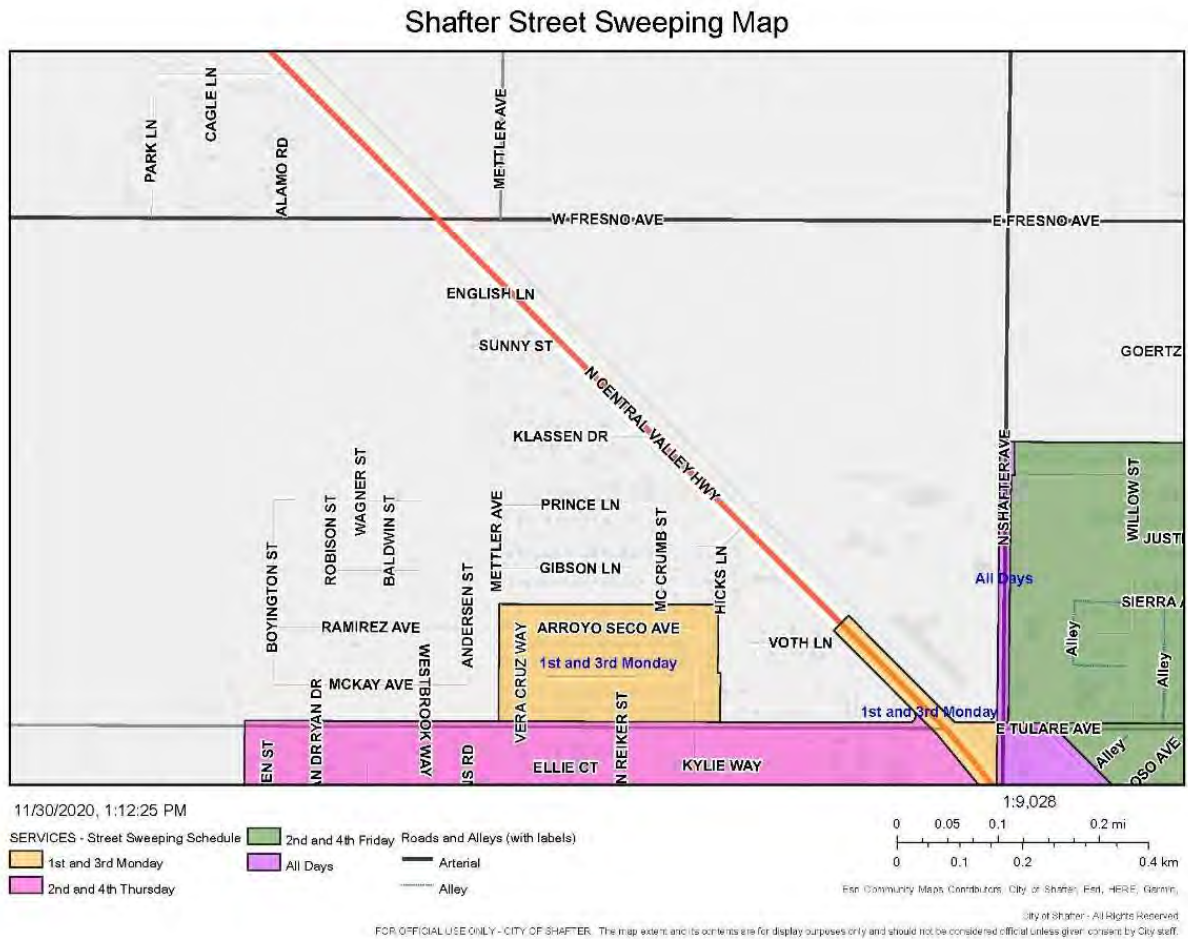


Figure 3 - Highway 43 School Bus Stop



Figure 4 - Existing Highway 43 Shoulder Looking North



Project No. 2 – Highway 43/Santa Fe Way Roundabout Intersection Right-of-Way Utility Relocations and Right-of-Way Acquisition

Description:

Relocate existing underground and above-ground utilities and purchase right-of-way to facilitate roundabout intersection project currently being designed by Caltrans for the intersection of State Route 43 at Santa Fe Way.

Benefits:

- Air pollution reduction through improved traffic movement efficiency.
- Improved safety with the removal of the Beech Avenue connection to the intersection.

Anticipated Cost: \$2,000,000

Anticipated Completion If Funded: One year upon award.

Figure 5 - Existing Roundabout Intersection



Figure 6 - Proposed Roundabout Intersection Layout

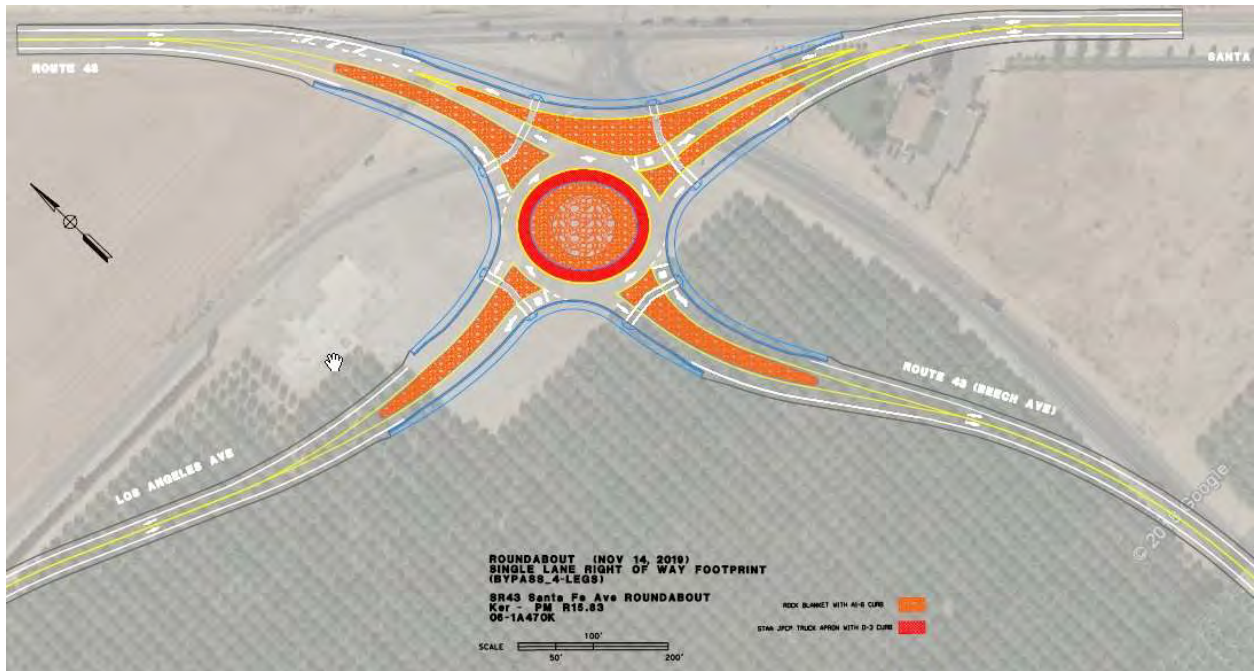
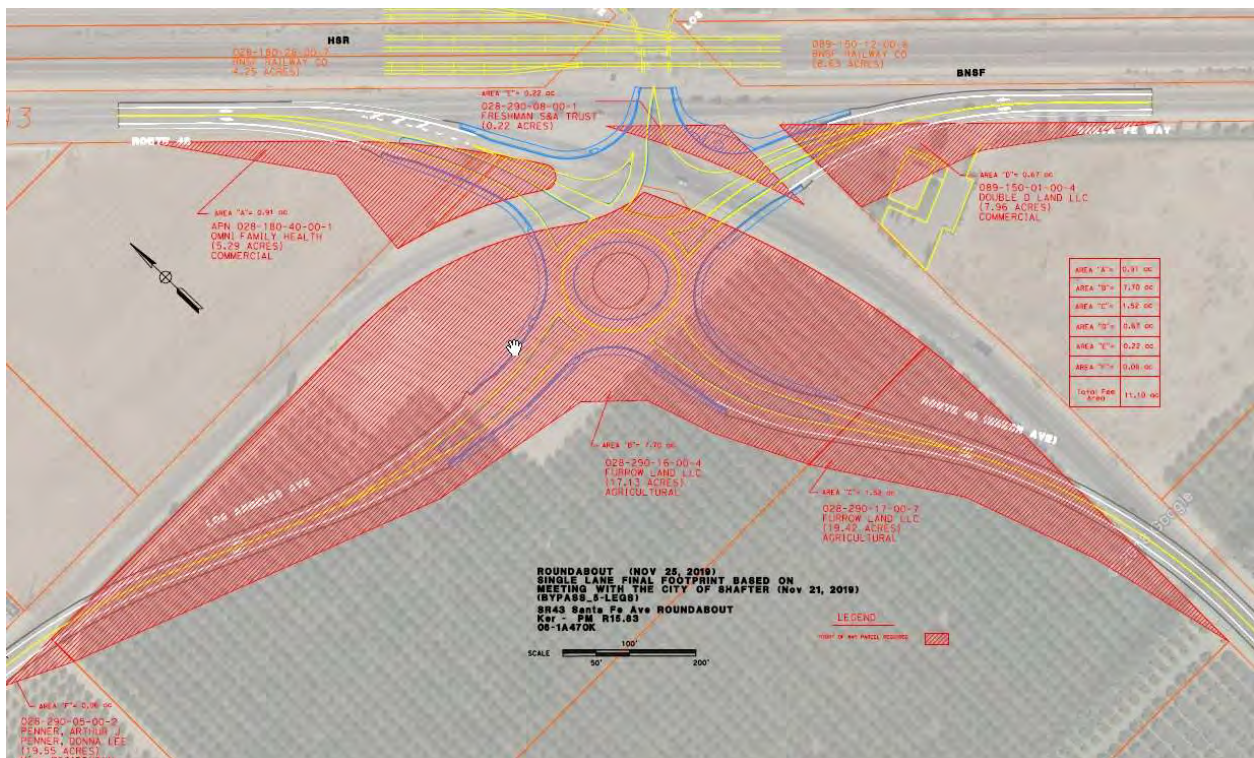


Figure 7 - Proposed Roundabout Right-of-Way Acquisition



Project No. 3 – Regional Electric Vehicle Charging Station

Description:

Equip as many as 40 existing City-owned parking spaces with electric vehicle charging stations.

Benefits:

- Large-scale and centrally-located facility to facilitate and promote electric vehicle usage.

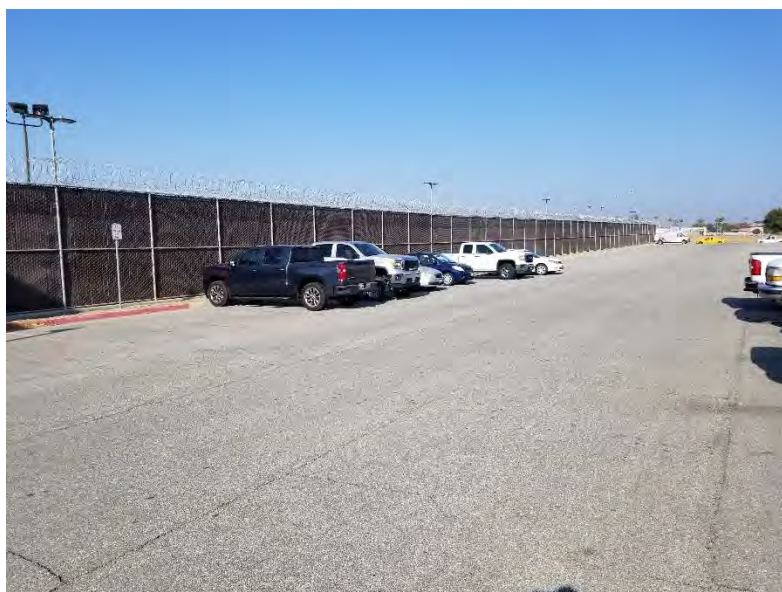
Anticipated Cost: \$300,000

Anticipated Completion If Funded: One year upon award.

Figure 8 - Existing City Parking Lot Location



Figure 9 - Existing Parking Spaces



Project No. 4 – Future Transit Center Upgrades and Amenities

Description:

Add features to a planned parking lot and transit station at Stringham Park, including a transit rider kiosk, shaded benches, and possibly an electric vehicle charging station for those that visit downtown merchants and restaurants.

Benefits:

- Facilitates and promotes local and regional transit ridership.
- Complements City and County funding dedicated to developing a parking lot and transit center.

Anticipated Cost: \$100,000

Anticipated Completion If Funded: One year upon award.





336 Pacific Avenue, Shafter, California, 93263

3 de diciembre de 2020

Jaime Holt
Directora de Comunicaciones
Distrito de Control de la Contaminación del Aire del Valle de San Joaquín
1990 E. Gettysburg Ave.
Fresno, CA 93726

Estimada Sra. Holt:

Como seguimiento de nuestra reciente reunión virtual el 17 de noviembre de 2020, he preparado algunos antecedentes y detalles sobre posibles proyectos dentro de la Ciudad de Shafter. Estos proyectos podrían cumplir al menos algunos de los objetivos clave que han sido identificados por el Comité Directivo de AB 617. Si es posible, agradecería la oportunidad de discutir estas posibles asociaciones con el Comité en una de sus reuniones regulares.

Gracias por su tiempo y consideración. No dude en ponerse en contacto conmigo con cualquier pregunta, problema o solicitud.

Sinceramente,

Michael James
Director de Obras Públicas

Proyecto Núm. 1– Mejoras en la Ruta para Peatones y Bicicletas de la Autopista 43 en North Shafter

Descripción:

Construir un nuevo arcén pavimentado y carril para bicicletas, bordillo y alcantarilla, acera a lo largo del lado oeste de la ruta estatal 43 entre Mayer Lane y West Tulare Avenue.

Beneficios:

- Facilita y promueve el transporte seguro y confiable para peatones y ciclistas entre las comunidades de North Park y North Shafter y los servicios de Core City, como escuelas, tiendas y restaurantes.
- Mejora el drenaje de las calles.
- Reduce la generación de polvo de los vehículos.
- Complementa el nuevo parque propuesto y la cuenca de retención de drenaje.

Costo anticipado: \$1,000,000

Finalización Anticipada si se Financia: Menos de un año después de que se otorgue la financiación.

Figura 1 – Mapa de Ubicación del Proyecto Highway 43



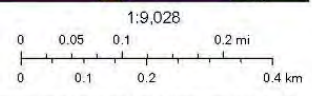
Figura 2 – Adición de la Autopista 43 al Horario de Barrido de Calles de la Ciudad

Mapa de Barrido de Calles de Shafter



11/30/2020, 1:12:25 PM
SERVICIOS - Barrido de Calles
 Primer y Tercer Lunes
 Segundo y Cuarto Jueves

Segundo y Cuarto Viernes
 Todos los Días
Carreteras y callejones (con etiquetas)
 Arterial
 Callejón



FOR OFFICIAL USE ONLY - CITY OF SHAFER. The map extent and its contents are for display purposes only and should not be considered official unless given consent by City staff.
 City of Shafter - All Rights Reserved

Figura 3 - Parada de Autobús Escolar en la Autopista 43

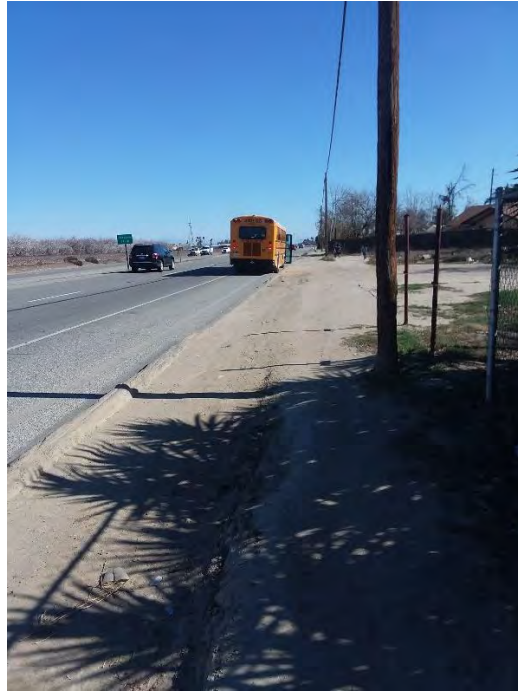


Figura 4 - Arcén Existente de la Autopista 43 Mirando al Norte



Proyecto Núm. 2 – Autopista 43 / Intersección de la Rotonda de Santa Fe Way Reubicaciones de Servicios Públicos de Derecho de Paso y Adquisición de Derecho de Paso

Descripción:

Reubicar los servicios públicos subterráneos y sobre el suelo existentes y comprar el derecho de paso para facilitar el proyecto de intersección de la rotonda que Caltrans está diseñando actualmente para la intersección de la ruta estatal 43 en Santa Fe Way.

Beneficios:

- Reducción de la contaminación del aire mediante la mejora de la eficiencia del movimiento del tráfico.
- Seguridad mejorada con la eliminación de la conexión de Beech Avenue a la intersección.

Costo anticipado: \$2,000,000

Finalización Anticipada si se Financia: Menos de un año después de que se otorgue la financiación.

Figura 5 - Intersección de Rotonda Existente



Figura 6 - Diseño Propuesto de la Intersección de la Rotonda

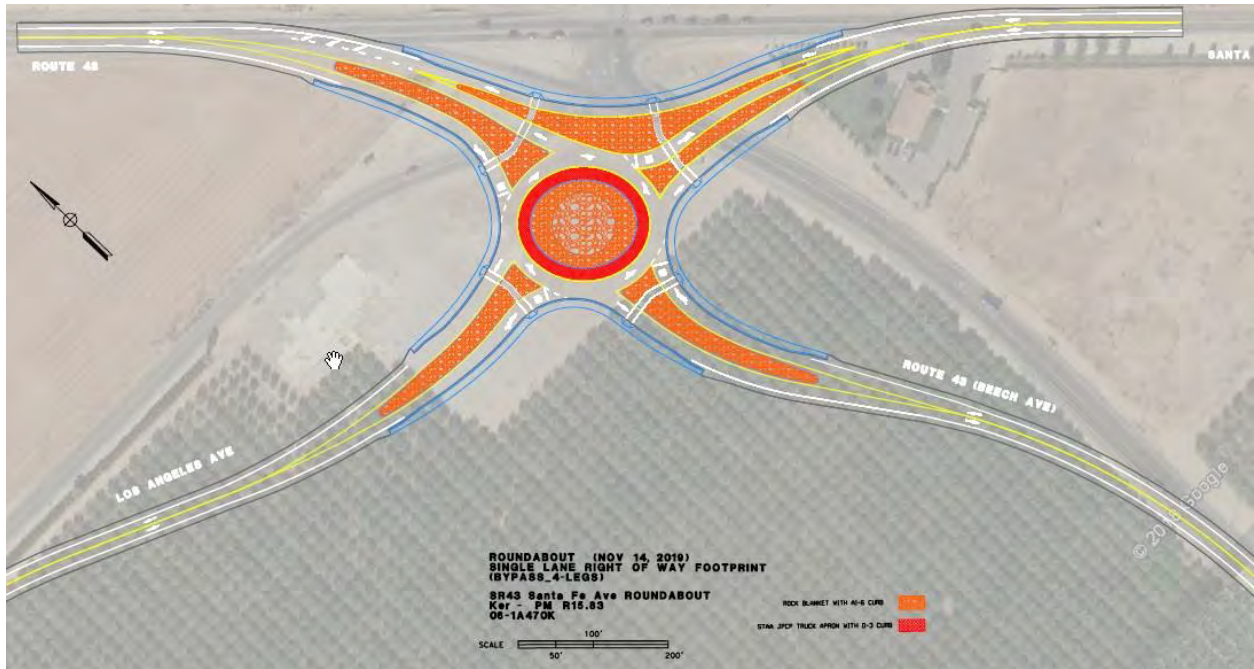
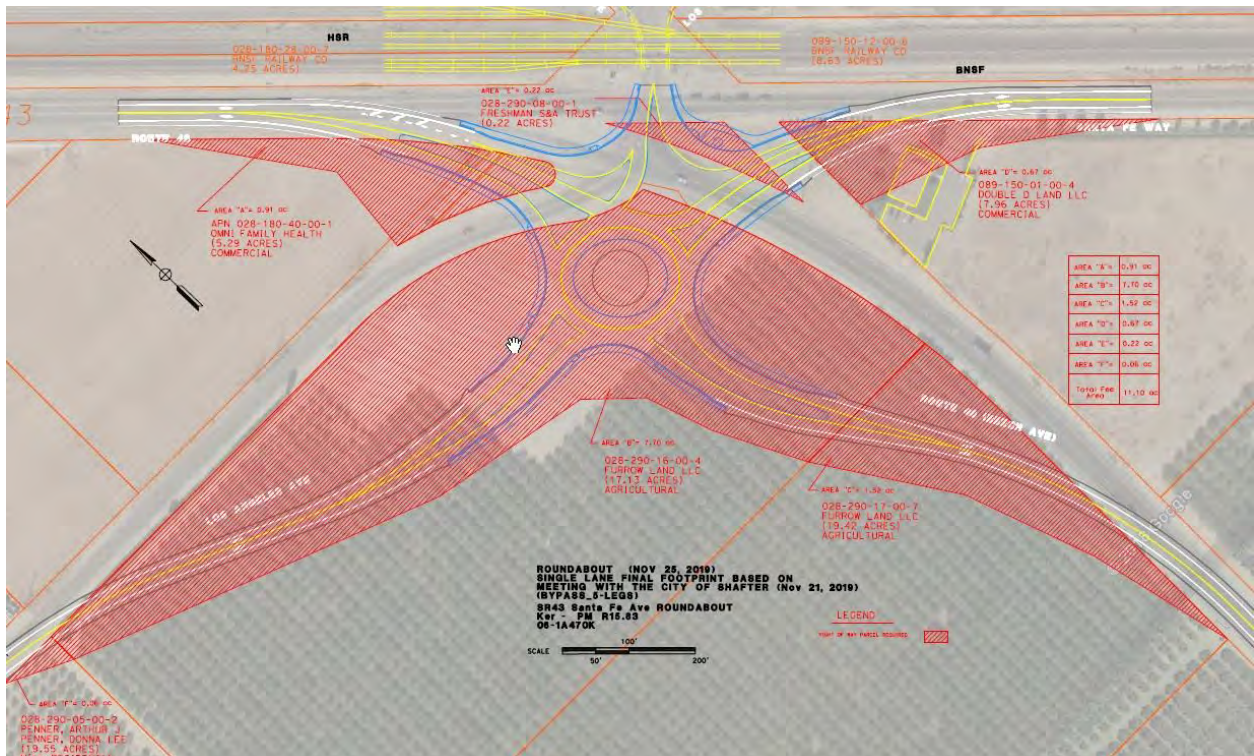


Figura 7 - Propuesta de Adquisición de Derecho de Paso de Rotonda



Proyecto Núm. 3 – Estación Regional de Carga de Vehículos Eléctricos

Descripción:

Equipar hasta 40 espacios de estacionamiento existentes de propiedad de la Ciudad con estaciones de carga de vehículos eléctricos.

Beneficios:

- Instalación a gran escala y ubicada en el centro para facilitar y promover el uso de vehículos eléctricos.

Costo Anticipado: \$300,000

Finalización anticipada si se financia: Menos de un año después de que se otorgue la financiación.

Figura 8 - Ubicación del Estacionamiento de la Ciudad Existente



Figura 9 - Espacios de Estacionamiento Existentes



Proyecto Núm. 4 – Mejoras y Comodidades Futuras del Centro de Tránsito

Descripción:

Agregar características al estacionamiento planificado y la estación de tránsito en Stringham Park, incluyendo el quiosco de pasajeros de tránsito, bancas con sombra y posiblemente una estación de carga de vehículos eléctricos para aquellos que visitan los comercios y restaurantes del centro.

Beneficios:

- Facilita y promueve la cantidad de pasajeros en tránsito local y regional.
- Complementa los fondos de la Ciudad y el Condado dedicados al desarrollo de un estacionamiento y un centro de tránsito.

Costo Anticipado: \$100,000

Finalización Anticipada si se Financia: Menos de un año después de que se otorgue la financiación.



Meeting Highlights*
AB 617 Shafter Community Steering Committee Meeting #25
November 9, 2020, 5:00 pm - 7:00 pm
Virtual Zoom Meeting

Action items for the Shafter Community Steering Committee (CSC):

- Provide input on possible sites for trees placed as part of urban greening efforts
- Email the District with any additional feedback on the annual report

Action items for San Joaquin Valley Air Pollution Control District (District):

- Share results of ammonia monitoring at next CSC meeting
- Distribute a survey for feedback about where trees will be most beneficial in Shafter

Welcome and Introductions:

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, the District
Angie Nelson, Community Co-host, Shafter Community Member

Hanna welcomed the Shafter CSC participants and introduced herself and the ILG team. She gave an overview of Zoom instructions and Spanish translation services. Hanna welcomed special guests Sandy Berg (CARB Board Member) and Dr. Alex Sherriffs (Board Member with CARB and the District).

Erica Manuel with ILG gave an overview of the agenda and meeting timeline. Ryan thanked the CSC for participating in the meeting and thanked the special guests for attending. He noted that the District staff is looking forward to feedback on and discussion about the annual report. Community co-host, Angie Nelson, introduced herself and her role with Community Action Partnership of Kern (CAPK). She thanked the CSC for allowing her to co-host the meeting.

Standing Updates

Air Monitoring Plan:

Jon Klassen, Director of Strategies and Incentives, the District

Jon gave an update on community air monitoring. Presentation highlights:

- The District is continuing to work with Richland School District to get the equipment set up at Sequoia Elementary School and Golden Oak Elementary School
- Staff is working with Shafter Labor Camp to install new equipment there
- There are new sites coming online soon and more data coming in about the Shafter area
- Based on requests from the CSC, the District has been doing some ammonia monitoring in the past week; samples are being sent to a lab and staff will share those results with CSC when they are available
- The purple air unit at the Shafter DMV site was not operating at the last meeting; it was just replaced and is now operational again
- Whenever one of the air monitoring sites or pieces of equipment isn't operating, the District will let the CSC know and begin investigation and repair

School Filtration & Bus Subcommittee:

Jaime Holt, Chief Communications Officer, the District

Jaime presented an update on the School Filtration and Bus Subcommittee. Presentation highlights:

- The District will launch the application for the school filtration program in a couple of weeks
- Staff learned they do not need to upgrade all school filters to MERV 14, they just need to ensure that the new filters are better filters than the school had before
- The District is looking at the Richland School District about electric school buses; Richland has participated in the school bus program in the past and staff is hoping to build upon those actions
- The District is working to get all schools in the Shafter area enrolled in the schools program, which includes getting some additional idling signs to those schools

Question: With regard to the school filter replacement, is that per season, per classroom, or do some schools just have better HVAC systems? What is the determinant of that? For the folks that can't have those filters, is the last resort the portable air filtration systems? What is the reality of retrofitting an entire HVAC system?

District Answer: Assessment is performed on a school by school basis. Most schools are trying to put in the higher filter levels, but some of the older schools have very old HVAC systems and can't accommodate the newer filters. The schools have to have assessments performed by a third party contractor to do an entire retrofit; the District would then bring the proposal back to the CSC, since large retrofits would eat a big chunk of funding.

Question: Has staff done any outreach to the 0-5yo daycares that service the agricultural or lower-income community?

District Answer: We can definitely look into that if it is something the CSC wants. We are focused on K-12 to begin with. The CAPP guidelines specifically say K-12.

Question from Spanish-speaker: Can the CSC have a specific amount of money allocated to the schools?

District Answer: Yes, we have \$250,000 in incentive funding for schools in Shafter.

Follow-up question: Do you believe that is the right amount of funding, given that there are not a lot of schools in our district?

District Answer: We have ten schools in the district within the Shafter boundaries and we think that will be enough money for those ten schools. Things can change and if they do change, staff will return to the CSC and share that.

Pesticide Monitoring Update:

Nan Singhasemanon, Assistant Director, Department of Pesticide Regulation (DPR)

Nan gave an update on pesticide monitoring. Presentation highlights:

- At the last scientific review panel meeting for AB 617, there was a presentation regarding the 1,3-D mitigation pilot
- DPR has entered into the fieldwork phase of the pilot, which means staff is working to identify fields and applicators with growers, commodity groups, and County Ag Commissioners to find those fields and approve them for study
- DPR has site criteria that has to be met in order to select a field and decide the location for monitoring

- DPR staff has identified a few fields already and is hoping to pick up one particular application soon
- DPR is hoping to do as many as five or six fields during the study
- The notification conversations have been picking up and there will be more details to discuss at the next CSC meeting

Question: Will CSC members know what areas are going to be in the pilot or is it after the fact that we will know?

DPR Answer: I can get back to you about that. Typically, it is purely a scientific study, so from a safety perspective DPR doesn't want folks to know and possibly visit the sites. I can get back to you on the specifics.

CARB Update:

Skott Wall, Office of Community Air Protection, California Air Resources Board (CARB)

Skott provided a CARB agency update. Presentation highlights:

- The blueprint is the guidance document that lays out the criteria for an emissions reduction program
- A subcommittee of the consultation group is meeting Nov. 18 from 1-4pm and CARB is looking for public participation

Vegetative Barriers and Urban Greening:

Melissa Iger, Tree Foundation of Kern

Melissa shared a presentation on the Tree Foundation of Kern. Presentation highlights:

- Tree Foundation of Kern has been planting trees to help mitigate air pollution since 1994
- There are numerous human benefits of trees
- SoCalGas has donated \$1,000 toward trees for Shafter

Question from Spanish-speaker: How many trees can we get? The streets and houses don't have any green coverage and sadly, Shafter doesn't help us upkeep vegetative barriers.

Guest-Speaker Answer: Bay laurel is a good tree for providing protection. Bushes and trees are the best vegetative barriers and you should have people go out every couple of weeks to hose them off.

District Comment: Maintenance for the trees and long-term irrigation needs to be looked into. The District is going to be starting the process of prioritizing this. It requires the District to submit a program plan to CARB. Staff will start working on that and partner with someone to do a survey of where these trees will be most beneficial.

Update on Incentive CERP Strategies and Outreach:

Brian Dodds, Program Manager, the District

Jaime Holt, Chief Communications Officer, the District

Brian gave an update on CERP strategies and the tracker. Jaime gave an overview of outreach. Presentation highlights:

- The measure tracker is on the Shafter community webpage, in both English and Spanish
- All CERP measures are identified and updated regularly
- The District welcomes feedback and questions
- CSC has already provided feedback on outreach strategies; the first round of outreach efforts included communications related to burning trash and the District put up a highly visible billboard to educate residents
- The District heard from the CSC that direct mail pieces in Shafter might be appropriate; a piece was drafted in both English and Spanish connecting people to the free solar option the CSC heard about from GRID Alternatives
- District is exploring the viability of publishing print advertisements
- Staff have put together a full outreach plan to discuss many of the strategies

Question: Can anybody find out how many registered wood stove inserts or freestanding wood stoves are in Shafter? On the open ag burning, I feel that the District should make special effort within the seven mile radius to contact the farmers who are pushing trees over and see what their plans are—they will be asking permission to burn very shortly. Lastly, there are 20 miles of grapevines ready to be burned within the boundary. There are dozens of homes and this field should not be burned.

District Answer: You are right on track with your comments. In regard to the wood stove devices, for the entire valley portion of Kern County, the number is just over 1,500 and there are four in Shafter. Thank you for the input, we have made note of it.

Final Draft of Annual Report:

Deputy Air Pollution Control Officer, the District

Ryan reviewed the annual report and the comments received. Presentation highlights:

- The report is 54 pages of detailed information summarizing the many discussions about the CERP measures developed by the CSC, the community air monitoring plan that was developed directly with the CSC, and the deployment of that equipment and implementation of those individual measures
- The District recalled the CSC request to see draft materials well in advance of the due date
- The District also recalled the CSC request to ensure timely translation of documents. For that reason, not only did the District post those documents online, but they also sent physical copies to Spanish-speaking CSC members
- The District did receive feedback on the documents and has been working to incorporate it
- Within a week or so, air monitoring data at the DMV site will be available in real time
- The annual report will go to the District board in November and CARB board in December

Comment: The progress that has been made is really good. Great job keeping up with everything.

District Response: Thank you.

Comment: I am drafting a letter to the residents in Shafter asking for their ideas about air quality. I am willing to walk and go door to door to give them that letter.

District Response: We love that idea and would love for you to help get the message out. Maybe we can package the letter with District materials so they also get the information on the solar program and all the things they can take advantage of.

Wrap Up/Next Steps:

Hanna Stelmakhovych, Facilitator, ILG

Hanna thanked everyone for participating in the meeting and thanked Angie for co-hosting. Ryan thanked the special guests for attending and offered them a chance to address the CSC.

Reminders:

The next CSC meeting is Dec. 14 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment:

No public comment.

Puntos Importantes de la Reunión*
Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #25
9 de noviembre de 2020, 5:00 pm - 7:00 pm
Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Shafter (Comité):

- Proporcionar información sobre posibles sitios para árboles colocados como parte de los esfuerzos de ecologización urbana
- Enviar un correo electrónico al Distrito con cualquier comentario adicional sobre el informe anual

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Compartir los resultados del monitoreo de amoníaco en la próxima reunión del Comité
- Distribuir una encuesta para obtener comentarios sobre dónde los árboles serán más beneficiosos en Shafter

Bienvenida e Introducciones:

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Angie Nelson, Coanfitriona Comunitaria, Miembro de la Comunidad de Shafter

Hanna dio la bienvenida a los participantes del Comité de Shafter y se presentó a sí misma y al equipo de ILG. Dio una descripción general de las instrucciones de Zoom y los servicios de traducción al español. Hanna dio la bienvenida a los invitados especiales Sandy Berg (miembro de la junta de CARB) y el Dr. Alex Sherriffs (miembro de la junta de CARB y el Distrito).

Erica Manuel con ILG dio una descripción general de la agenda y el cronograma de la reunión. Ryan agradeció al Comité por participar en la reunión y agradeció a los invitados especiales por asistir. Señaló que el personal del Distrito espera recibir comentarios y discusiones sobre el informe anual. La coanfitriona de la comunidad, Angie Nelson, se presentó a sí misma y su papel en Community Action Partnership of Kern (CAPK). Agradeció al Comité por permitirle ser coanfitriona de la reunión.

Actualizaciones Permanentes

Plan de Monitoreo del Aire:

Jon Klassen, Director de Estrategias e Incentivos, el Distrito

Jon dio una actualización sobre el monitoreo del aire de la comunidad. Puntos importantes de la presentación:

- El Distrito continúa trabajando con el Distrito Escolar de Richland para instalar el equipo en Sequoia Elementary y la Golden Oak Elementary.
- El personal está trabajando con el Campo de Trabajo de Shafter para instalar nuevos equipos allí.
- Pronto habrá nuevos sitios en línea y más datos sobre el área de Shafter
- Según las solicitudes del Comité, el Distrito ha estado monitoreando el amoníaco la semana pasada; Las muestras se envían a un laboratorio y el personal compartirá esos resultados con el Comité cuando estén disponibles.

- La unidad de aire púrpura en el sitio de Shafter DMV no estaba funcionando en la última reunión; fue reemplazado y ahora está operativo nuevamente
- Siempre que uno de los sitios de monitoreo de aire o piezas de equipo no esté funcionando, el Distrito le informará al Comité y comenzará la investigación y reparación.

Subcomité de Filtración y Autobuses Escolares:

Jaime Holt, Directora de Comunicaciones, el Distrito

Jaime presentó una actualización sobre el Subcomité de Filtración y Autobuses Escolares. Puntos importantes de la presentación:

- El Distrito lanzará la solicitud para el programa de filtración escolar en un par de semanas.
- El personal aprendió que no es necesario actualizar todos los filtros de la escuela a MERV 14, solo deben asegurarse de que los nuevos filtros sean mejores que los que tenía la escuela antes.
- El Distrito está analizando al Distrito Escolar de Richland sobre los autobuses escolares eléctricos; Richland ha participado en el programa de autobuses escolares en el pasado y el personal espera aprovechar esas acciones.
- El Distrito está trabajando para que todas las escuelas del área de Shafter se inscriban en el programa de escuelas, que incluye la instalación de algunos carteles adicionales de “no dejar el motor encendido mientras estacionado” en esas escuelas.

Pregunta: Con respecto al reemplazo del filtro escolar, ¿es por temporada, por salón o algunas escuelas simplemente tienen mejores sistemas de HVAC? ¿Cuál es el determinante de eso? Para las personas que no pueden tener esos filtros, ¿el último recurso son los sistemas portátiles de filtración de aire? ¿Cuál es la realidad de la modernización de un sistema HVAC completo?

Respuesta del Distrito: La evaluación se realiza escuela por escuela. La mayoría de las escuelas están tratando de poner niveles de filtro más altos, pero algunas de las escuelas más antiguas tienen sistemas HVAC muy antiguos y no pueden acomodar los filtros más nuevos. Las escuelas deben tener evaluaciones realizadas por un contratista externo para hacer una modernización completa; el Distrito luego devolvería la propuesta al Comité, ya que las grandes modificaciones consumirían una gran parte de los fondos.

Pregunta: ¿Ha realizado el personal algún contacto con las guarderías de 0-5 años que prestan servicios a la comunidad agrícola o de bajos ingresos?

Respuesta del Distrito: Definitivamente podemos investigar eso si es algo que el Comité quiere. Estamos enfocados en K-12 para empezar. Las pautas de CAPP dicen específicamente K-12.

Pregunta de Hispanohablante: ¿Puede el Comité tener una cantidad específica de dinero asignada a las escuelas?

Respuesta del Distrito: Sí, tenemos \$250,000 en financiamiento de incentivos para escuelas en Shafter.

Siguiente Pregunta: ¿Creen que es la cantidad correcta de fondos, dado que no hay muchas escuelas en nuestro distrito?

Respuesta del Distrito: Tenemos diez escuelas en el distrito dentro de los límites de Shafter y creemos que será suficiente dinero para esas diez escuelas. Las cosas pueden cambiar y si cambian, el personal regresará al Comité y compartirá eso.

Actualización de Monitoreo de Pesticidas:

Nan Singhasemanon, Subdirector, Departamento de Regulación de Pesticidas (DPR)

Nan dio una actualización sobre el monitoreo de pesticidas. Puntos importantes de la presentación:

- En la última reunión del panel de revisión científica para AB 617, hubo una presentación sobre el piloto de mitigación 1,3-D
- El DPR ha entrado en la fase de trabajo de campo del piloto, lo que significa que el personal está trabajando para identificar campos y aplicadores con productores, grupos de productos básicos y comisionados agrícolas del condado para encontrar esos campos y aprobarlos para su estudio.
- El DPR tiene criterios de sitio que deben cumplirse para seleccionar un campo y decidir la ubicación para el monitoreo.
- El personal del DPR ya ha identificado algunos campos y espera recoger pronto una aplicación en particular.
- El DPR espera hacer hasta cinco o seis campos durante el estudio.
- Las conversaciones de notificación se han ido recuperando y habrá más detalles para discutir en la próxima reunión del Comité

Pregunta: ¿Sabrán los miembros de Comité qué áreas van a estar en el piloto o es después del hecho que sabremos?

Respuesta de DPR: Puedo contactarte sobre eso. Por lo general, es un estudio puramente científico, por lo que desde una perspectiva de seguridad, el DPR no quiere que la gente conozca y posiblemente visite los sitios. Puedo contactarte sobre los detalles.

Actualización de CARB:

Skott Wall, Oficina de Protección del Aire de la Comunidad, Junta de Recursos del Aire de California (CARB)

Skott proporcionó una actualización de la agencia CARB. Puntos importantes de la presentación:

- El plano es el documento de orientación que establece los criterios para un programa de reducción de emisiones
- Un subcomité del grupo de consulta se reunirá el 18 de noviembre de 1-4 pm y CARB está buscando la participación del público.

Barreras Vegetativas y Ecologización Urbana:

Melissa Iger, Tree Foundation of Kern

Melissa compartió una presentación sobre Tree Foundation of Kern. Puntos importantes de la presentación:

- Tree Foundation of Kern ha estado plantando árboles para ayudar a mitigar la contaminación del aire desde 1994
- Existen numerosos beneficios humanos de los árboles
- SoCalGas ha donado \$1,000 para árboles para Shafter

Pregunta de Hispanohablante: ¿Cuántos árboles podemos conseguir? Las calles y las casas no tienen cobertura verde y, lamentablemente, Shafter no nos ayuda a mantener las barreras vegetativas.

Respuesta de Orador Invitado: El laurel es un buen árbol para brindar protección. Los arbustos y los árboles son las mejores barreras vegetativas y debe hacer que la gente salga cada dos semanas para limpiarlos con manguera.

Comentario del Distrito: Es necesario estudiar el mantenimiento de los árboles y el riego a largo plazo. El Distrito va a comenzar el proceso de priorizar esto. Requiere que el Distrito envíe un plan de programa a CARB. El personal comenzará a trabajar en eso y se asociará con alguien para hacer una encuesta sobre dónde estos árboles serán más beneficiosos.

Actualización Sobre las Estrategias y el Alcance de Incentivos del CERP:

Brian Dodds, Gerente de Programa, el Distrito

Jaime Holt, Directora de Comunicaciones, el Distrito

Informe de medidas. Jaime dio una descripción general del alcance. Puntos importantes de la presentación:

- El informe de medidas está en la página web de la comunidad de Shafter, tanto en inglés como en español.
- Todas las medidas del CERP se identifican y actualizan periódicamente
- El Distrito agradece comentarios y preguntas
- El Comité ya ha proporcionado comentarios sobre las estrategias de alcance; la primera ronda de esfuerzos de alcance incluyó comunicaciones relacionadas con la quema de basura y el Distrito colocó una valla publicitaria muy visible para educar a los residentes
- El Distrito escuchó del Comité que las piezas de correo directo en Shafter podrían ser apropiadas; se redactó una tarjeta en inglés y español que conecta a las personas con la opción solar gratuita de la que el Comité escuchó de GRID Alternatives
- El Distrito está explorando la viabilidad de publicar anuncios impresos
- El personal ha elaborado un plan de alcance completo para discutir muchas de las estrategias

Pregunta: ¿Alguien puede averiguar cuántos insertos de estufa de leña registrados o estufas de leña independientes hay en Shafter? Sobre la quema abierta, creo que el Distrito debería hacer un esfuerzo especial dentro del radio de siete millas para contactar a los agricultores que están empujando árboles y ver cuáles son sus planes; ellos pedirán permiso para quemar muy pronto. Por último, hay 20 millas de viñas listas para ser quemadas dentro del límite. Hay decenas de viviendas y este campo no se debe quemar.

Respuesta del Distrito: Estás bien al punto con tus comentarios. Con respecto a los aparatos de leña, para toda la porción del valle del condado de Kern, el número es un poco más de 1,500 y hay cuatro en Shafter. Gracias por el aporte, lo hemos tomado nota.

Borrador Final del Informe Anual:

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Ryan revisó el informe anual y los comentarios recibidos. Puntos importantes de la presentación:

- El informe tiene 54 páginas de información detallada que resume las muchas discusiones sobre las medidas del CERP desarrolladas por el Comité, el plan de monitoreo del aire de la comunidad que se desarrolló directamente con el Comité, y el despliegue de ese equipo y la implementación de esas medidas individuales.
- El Distrito recordó la solicitud del Comité de ver los borradores de los materiales mucho antes de la fecha de vencimiento.

- El Distrito también recordó la solicitud de Comité para garantizar la traducción oportuna de los documentos. Por esa razón, el Distrito no solo publicó esos documentos en línea, sino que también envió copias físicas a los miembros de Comité de habla hispana.
- El Distrito recibió comentarios sobre los documentos y ha estado trabajando para incorporarlos.
- Dentro de una semana aproximadamente, los datos de monitoreo del aire en el sitio del DMV estarán disponibles en tiempo real
- El informe anual se enviará a la mesa directiva del Distrito en noviembre y a la junta de CARB en diciembre

Comentario: El progreso que se ha realizado es realmente bueno. Buen trabajo manteniéndome al día con todo.

Respuesta del Distrito: Gracias.

Comentario: Estoy redactando una carta para los residentes de Shafter pidiendo sus ideas sobre la calidad del aire. Estoy dispuesto a caminar e ir de puerta en puerta para darles esa carta.

Respuesta del Distrito: Nos encanta esa idea y nos encantaría que nos ayudaras a difundir el mensaje. Tal vez podamos empaquetar la carta con materiales del Distrito para que ellos también obtengan la información sobre el programa solar y todas las cosas que pueden aprovechar.

Conclusión/Próximos pasos:

Hanna Stelmakhovych, Facilitadora, ILG

Hanna agradeció a todos por participar en la reunión y agradeció a Angie por ser coanfitriona. Ryan agradeció a los invitados especiales por asistir y les ofreció la oportunidad de dirigirse al Comité.

Recordatorios:

La próxima reunión del Comité es el 14 de diciembre a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

** Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*

Comentario Público:

No hay comentarios públicos.



Agenda for Shafter Community Steering Committee Meeting #25

Monday, November 9, 2020 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Angie Nelson, Community Co-host
- 5:10 p.m. Standing Updates**
Monitoring Plan Update — Mobile van activities, upcoming subcommittee meeting
Valley Air District Staff
School Filtration & Bus Subcommittee Update
Valley Air District Staff
Other Agency Updates — Department of Pesticide Regulation (DPR), CARB
- 5:40 p.m. Vegetative Barriers and Urban Greening**
Presentation – Potential opportunities in Shafter
Melissa Iger, Tree Foundation of Kern
- 6:00 p.m. Update on Incentive CERP Strategies and Outreach**
Update on implementation of these incentive measures adopted in the CERP and review of [tracker](#)
Todd DeYoung, Valley Air District
- 6:45 p.m. Final Draft of Annual Report**
Discuss comments from CSC that have been received and incorporated into the [annual report](#)
Valley Air District Staff
- 6:55 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, December 14, Zoom Call

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #25

Lunes, 9 de noviembre de 2020 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733?pwd=UHISYXUzSGgwSkxWc0Z1clgwWU4wUT09>
Meeting ID: 932 4293 4733
Passcode: 617

Para participar **solamente por teléfono** en Español:
Llamada gratuita: 888-240-3210
Código de acceso: 7351704#

- 5:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Angie Nelson, Co-anfitriona de la Comunidad
- 5:10 p.m. Actualizaciones Permanentes**
Actualización del Plan de Monitoreo — Actividades de la camioneta móvil, y próxima reunión del subcomité
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración y Autobuses Escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias — Departamento de Regulación de Pesticidas (DPR), CARB
- 5:40 p.m. Barreras Vegetativas y Ecologización Urbana**
Presentación – Oportunidades potenciales en Shafter
Melissa Iger, Tree Foundation of Kern
- 6:00 p.m. Actualización de las Estrategias Incentivas del CERP y Alcance**
Actualización sobre la implementación de los incentivos adoptados en el CERP y revisión del [reporte de medidas](#)
Todd DeYoung, Distrito del Aire del Valle
- 6:45 p.m. Borrador Final del Informe Anual**
Repasar comentarios del Comité Directivo que se han recibido e incorporado en el [informe anual](#)
Personal del Distrito del Aire del Valle
- 6:55 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes 14 de diciembre por Zoom

Aprende más: community.valleyair.org

Meeting Highlights*

AB 617 Shafter Community Steering Committee Meeting #24

October 12, 2020, 5:00pm-7:00pm

Virtual Zoom Meeting

Action items for the Shafter Community Steering Committee (CSC):

- Brainstorm topics to be discussed at potential future Air Monitoring Subcommittee meetings
- Suggest additional locations for the District to conduct their curtailment enforcement efforts
- Contact the District to receive a printed copy of the draft Annual Progress Report
- Provide feedback on the draft Annual Report by Oct. 23
- Contact the District with suggestions for additions to future CSC meeting agendas
- Give CARB suggestions for placement of “no-idling” signs
- Provide suggestions to CARB about where staff should be looking for heavy duty diesel trucks in the community, when they return to Shafter in Q4

Action items for San Joaquin Valley Air Pollution Control District (District):

- The District will provide more details about data from the air monitoring van at a future CSC meeting

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Martha Murrieta, Community Co-host, Shafter Community Member

Hanna welcomed the Shafter CSC participants and introduced herself and the ILG team. She gave an overview of Zoom instructions and Spanish translation services then reviewed the agenda. Ryan thanked everybody for attending and noted District is looking forward to feedback and discussion on the Annual Report. Community co-host, Martha Murrieta, introduced herself and explained she is looking forward to keeping the community clean and healthy.

Standing Updates: Air Monitoring Update

Chay Thao, Program Manager, Valley Air District

Chay gave a brief update on community air monitoring. Presentation highlights included:

- The District is continuing to monitor at Sequoia Elementary and Golden Oak Elementary
- The District is almost finished reviewing the lease agreement with Shafter Labor Camp
- Staff has started afternoon and evening PM monitoring in the community with the van to balance with morning monitoring
- The District used the van to respond to community inquiries and concerns, including one within the almond harvest area near Mexican Colony; data is on the website
- The Air Monitoring Subcommittee met on Sep. 22; the District compiled a list of questions from CSC members and assembled information to help answer questions related to air monitoring data

Question: The Shafter purple air monitor has been off for more than three weeks. Purple air monitoring is important because it updates every minute and a half and gives you the last ten

minutes average, which is very useful for rapid changes in smoke or dust. Can the PM 10 data accommodate hourly updates?

District Response: We are working on identifying the issue with that particular Purple air monitor. District staff has gone to the site and performed some maintenance on the monitor and will try to get it back online or replaced. The PM10 unit is designed to automatically upload to CARB's network, so we are looking for a way for the PM10 data to be integrated with District's system and to upload automatically

Standing Updates: School Filtration Subcommittee Update

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime presented an update on the School Filtration and Bus Subcommittee. Presentation highlights included:

- The District has been trying to put a grant application together for six public schools in the Shafter community for air filtration. Staff is gathering information about what they already have, what filters might work, and where there might be significant work that needs to be done in the schools
- Staff is trying to get MERV 13 filters into schools before kids head back to in-person instruction; the District has been talking to a company that has worked on this type of program in other parts of the state
- Staff hopes to have a draft grant application to share with the CSC at the next meeting
- The District has electric school buses that have been approved and are coming into the area through the Richmond School District

Standing Updates: Pesticide Monitoring Update

Minh Pham, Pesticides Programs Division, Department of Pesticide Regulation (DPR)

Minh Pham, DPR Supervisor, gave an update on pesticide monitoring. Presentation highlights included:

- The DPR Assistant Director, Nan Singhasemanon, recently presented at the scientific review panel regarding the 1,3-D mitigation pilot and plans moving forward
- DPR has been working closely with growers and applicators in different regions to identify areas to do the pilot program
- The pesticide air monitoring database was just updated with Shafter results at the end of September
- Ambient air monitoring data is coming in faster now and will be updated at the end of this month

Question: There were high readings for 1, 3-D last January in Shafter. Is there any explanation for what went wrong?

DPR Response: DPR did see a higher than normal application spike during the January month, however, that was within the realm of 20 PPB, whereas the acute threshold is in the 110 PPB, so it is well below the actual indicated threshold. DPR is still looking into it because it is a little bit lower than we would like it to be. Staff has looked at a lot of PUR usage reports and we did not see anything unusual.

Standing Updates: CARB Update

Skott Wall, Office of Community Air Protection, California Air Resources Board (CARB)

Skott provided a CARB agency update. Presentation highlights included:

- The Community Air Protection Blueprint, the guidance document that sets out all things related to AB 617, is going through a lengthy process of being reviewed for updates
- There is a subcommittee that brainstormed topics that should be reviewed for updates based upon first year learnings
- The subcommittee will meet on Oct. 15 at 1:00pm on Zoom to delve deeper into the categories of specific updates that need to be made on the Blueprint moving forward

Standing Updates: Enforcement Update

Jason Lawler, Air Quality Compliance Manager, Valley Air District

Justin Shields, Community Outreach & Enforcement, CARB

Jason gave a District enforcement update. Presentation highlights included:

- The District is responsible for five enforcement measures in the CERP: wood burning curtailment, illegal burning of residential waste, statewide anti-idling regulation, inspection frequency of stationary sources, and the pilot program for conducting self-inspections at gasoline stations
- Wood burning curtailment – this measure only happens in the winter, the information provided was for last year’s woodburning season (curtailment season is Nov. 1 through the end of February) District has committed that on each day that a curtailment is declared in Kern County, we will do four hours of enforcement within the Shafter community and was requesting additional feedback on locations, days, and times to focus enforcement from the CSC
- Illegal burning rules – this measure limits the potential for localized PM 2.5 and residential waste; District has completed targeted enforcement efforts of this measure for each of the first three quarters of 2020
- Statewide anti-idling regulation – District works in partnership with CARB to enforce this. The measure reduces localized PM 2.5 and toxic air quality impacts from heavy-duty diesel trucks was requesting additional feedback on locations, days, and times to focus enforcement from the CSC
- Stationary sources – when we adopted the CERP, District agreed to increase the frequency of inspections at permitted facilities within the Shafter community that have had emissions violations within the last 3 years to limit the localized toxic impacts
- Pilot training for self-inspections at gas stations – this is currently on hold, but is intended to provide hands-on training to gas station operators to limit the potential of air quality impacts from vapor recovery defects at gas stations
- In the first half of 2020, there were 12 complaints, which resulted in five enforcement actions

Justin provided a CARB enforcement update. Presentation highlights:

- CARB has “no-idling” signs available; they were designed with Caltrans to post on public roads to deter idling by heavy duty trucks
- CARB would like to know where these signs will have the most impact and can provide them to the community free of charge

- CARB has enhanced idling sweeps to also look at heavy duty diesel trucks to determine compliance, not only with CARB's idling regulation, but also with its truck and bus regulation and the transportation refrigeration unit regulations
- CARB performs desk audits to see if units are compliant
- CARB will update strategies based on feedback from the community
- CARB will be back in Shafter at the end of the year; please suggest where staff should be looking for trucks in the community

Question: Are there no-idling signs available for school zones?

Answer: The CARB no-idling signs can be posted on any public road. We also have no-idling signs specifically for school sites. District also has no-idling signs that they distribute to schools.

Discussion of Annual Progress Report

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime reviewed the latest draft of District's Annual Progress Report to CARB. Presentation highlights include:

- District needs feedback from the CSC by Oct. 23
- Staff will present the report to the District governing board at the November meeting, then it will be forwarded to CARB for their December board meeting
- In addition to the Annual Report, there are two additional attachments from CARB that have been sent to the CSC; please review all three documents
- Staff received a number of comments at the last meeting and have noted those and they will be incorporated into the next draft
- The report narrative includes: AB 617 background information, Shafter community overview, boundary, community engagement, and the transition to virtual meetings
- Technical elements include: community emissions inventory development, community air monitoring, stationary monitors and monitoring van, pesticide monitoring, weekly monitoring update, compliance and enforcement
- The report features a table of CERP enforcement measures and their status; also lists specific strategies in the CERP

Question: In the last CSC meeting, you mentioned that the report is still in draft form. Have you made any changes yet?

District Response: It is still a rough draft. At the time of the last CSC meeting we had just completed the initial draft so none of the CSC had seen it. The District has made changes based on feedback received and will continue to make additional edits to the report based on feedback received by Oct. 23 and will allow ample time for the CSC to comment on it.

Comment: I want to clarify that the item we are talking about for CARB's November board meeting is called the "regulation for reporting criteria air pollutants and toxic air contaminants." It is expanding the level of emissions sources that need to report their emissions to the District and then the District reports them to CARB.

Comment from Spanish-speaker: Everything sounds very good and hopefully soon, we will see new changes here in Shafter.

Question: Are the idling signs bilingual?

CARB Response: The ones that are geared toward heavy-duty diesel trucks are only in English; the other signs, which are geared towards passenger vehicles are also currently only in English. We are exploring how best to get signs in Spanish as well.

District Comment: I want to talk briefly about the impacts of the almond harvest on air quality. When the District receives these complaints, we always send staff out to speak with people conducting the harvest and ask them to implement best practice measures to limit and reduce the amount of dust they are generating. The CSC voted to include a measure that provides incentive funding to replace old equipment with low dust harvesting units. District staff have been collecting the names and contact information of the people harvesting the nuts as the Shafter CERP has a measure to replaced old harvesting equipment with low-dust equipment. We have submitted a project plan to CARB in order to fund this project and will be reaching out to the growers in Shafter.

Stipend Update

Erica Manuel, CEO & Executive Director, ILG

Erica updated the CSC on the stipend program. Presentation highlights:

- Thank you to all CSC residents who have signed up for the stipend program
- A few people are close to the \$600 annual tax reporting limit and ILG needs their W-9s to continue issuing checks
- A resident must be present for 75% of the meeting to receive a stipend for each eligible meeting
- Checks go out once a month usually in the 3rd or 4th week
- Please contact ILG or District any time to sign up for the program; signups will be retroactive and include all eligible meetings in 2020

Wrap Up/Next Steps

Hanna Stelmakhovych, Facilitator, ILG

Hanna thanked everyone for attending the meeting and asked Martha for closing remarks. Martha thanked the CSC and looks forward to co-hosting again in the future now that she has experienced it.

Question: How would District like to receive comments on the report?

District Response: District will accept comments in whatever format CSC members want to provide them. Email, verbal, hard copy, etc.

Reminders:

The next CSC meeting is Nov. 9 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*

Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #24

12 de octubre de 2020, 5:00pm-7:00pm

Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Shafter:

- Realizar una lluvia de ideas sobre temas que se podrían hablar en reuniones futuras del Subcomité de Monitoreo del Aire
- Sugerir ubicaciones adicionales para que el Distrito lleve a cabo sus esfuerzos de cumplimiento de restricciones
- Comuníquese con el Distrito para recibir una copia impresa del borrador del Informe Anual
- Proporcionar comentarios sobre el borrador del Informe Anual antes del 23 de octubre
- Comuníquese con el Distrito con sugerencias para adiciones a futuras agendas de reuniones del Comité Directivo
- Dar sugerencias de CARB para la colocación de carteles de "contra dejar el motor encendido"
- Brindar sugerencias a CARB sobre dónde el personal debería buscar camiones diésel de servicio pesado en la comunidad, cuando regresen a Shafter en el cuarto trimestre

Artículos de Acción para el Distrito del Aire del Valle:

- El Distrito proporcionará más detalles sobre los datos de la camioneta de monitoreo del aire en una futura reunión del Comité Directivo

Bienvenida e Introducciones

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Martha Murrieta, Coanfitriona Comunitaria, Miembro de la Comunidad de Shafter

Hanna dio la bienvenida a los participantes del Comité Directivo de Shafter y se presentó a sí misma y al equipo de ILG. Ella dio una descripción general de las instrucciones de Zoom y los servicios de traducción al español y luego revisó la agenda. Ryan agradeció a todos por asistir y señaló que el Distrito espera recibir comentarios y discusiones sobre el Informe Anual. La coanfitriona de la comunidad, Martha Murrieta, se presentó y explicó que espera mantener la comunidad limpia y saludable.

Actualizaciones Permanentes: Actualización del Monitoreo del Aire

Chay Thao, Gerente del Programa, Distrito del Aire del Valle

Chay dio una breve actualización sobre el monitoreo del aire de la comunidad. Los puntos más importantes de la presentación incluyeron:

- El Distrito continúa monitoreando en las escuelas primarias Sequoia y Golden Oak
- El Distrito casi ha terminado de revisar el contrato de arrendamiento con el Campo de Trabajo de Shafter
- El personal ha comenzado el monitoreo de tarde y noche en la comunidad con la camioneta para equilibrarlo con el monitoreo de la mañana

- El Distrito usó la camioneta para responder a consultas e inquietudes de la comunidad, incluyendo una dentro del área de cosecha de almendras cerca de la Colonia Mexicana; los datos están en el sitio web
- El Subcomité de Monitoreo del Aire se reunió el 22 de septiembre; el Distrito compiló una lista de preguntas de los miembros del Comité Directivo y reunió información para ayudar a responder preguntas relacionadas con los datos de monitoreo del aire

Pregunta: El monitor de Purple Air en Shafter ha estado apagado durante más de tres semanas. El monitoreo de Purple Air es importante porque se actualiza cada minuto y medio y le brinda el promedio de los últimos diez minutos, lo cual es muy útil para cambios rápidos de humo o polvo. ¿Pueden los datos de PM 10 adaptarse a las actualizaciones por hora?

Respuesta del Distrito: Estamos trabajando para identificar el problema con ese monitor de Purple Air en particular. El personal del Distrito ha ido al sitio y ha realizado algún mantenimiento en el monitor e intentará volver a ponerlo en línea o reemplazarlo. La unidad PM10 está diseñada para cargar automáticamente a la red de CARB, por lo que estamos buscando una manera de que los datos de PM10 se integren con el sistema del Distrito y se carguen automáticamente

Actualizaciones Permanentes: Actualización del Subcomité del Filtración en las Escuelas

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime presentó una actualización sobre el Subcomité de Filtración y Autobuses en las escuelas. Los puntos más importantes de la presentación incluyeron:

- El Distrito ha estado tratando de presentar una solicitud de subvención para seis escuelas públicas en la comunidad de Shafter para la filtración de aire. El personal está recopilando información sobre lo que ya tiene, qué filtros podrían funcionar y dónde podría haber trabajo significativo que deba realizarse en las escuelas
- El personal está tratando de introducir filtros MERV 13 en las escuelas antes de que los niños regresen a la instrucción en persona; el Distrito ha estado hablando con una empresa que ha trabajado en este tipo de programa en otras partes del estado
- El personal espera tener un borrador de la solicitud de subvención para compartir con el Comité Directivo en la próxima reunión
- El Distrito tiene autobuses escolares eléctricos que han sido aprobados y están ingresando al área a través del Distrito Escolar de Richmond

Actualizaciones Permanentes: Actualización del Monitoreo de Pesticidas

Minh Pham, División de Programas de Pesticidas, Departamento de Regulación de Pesticidas (DPR)

Minh Pham, Supervisor del DPR, dio una actualización sobre el monitoreo de pesticidas. Los puntos más importantes de la presentación incluyeron:

- El Subdirector del DPR, Nan Singhasemanon, presentó recientemente en el panel de revisión científica sobre el piloto de mitigación de 1,3-D y los planes para avanzar
- El DPR ha estado trabajando en estrecha colaboración con productores y aplicadores en diferentes regiones para identificar áreas para realizar el programa piloto
- La base de datos de monitoreo del aire de pesticidas se actualizó con los resultados de Shafter a fines de septiembre
- Los datos de monitoreo del aire ambiental están llegando más rápido ahora y se actualizarán a fines de este mes

Pregunta: Hubo lecturas altas para 1,3-D en enero pasado en Shafter. ¿Hay alguna explicación para lo que salió mal?

Respuesta del DPR: Sin embargo, el DPR vio un pico de aplicación más alto de lo normal durante el mes de enero, que estuvo dentro del ámbito de 20 PPB, mientras que el umbral agudo está en 110 PPB, por lo que está muy por debajo del umbral real indicado. DPR todavía lo está investigando porque es un poco más bajo de lo que nos gustaría que fuera. El personal ha examinado muchos informes de uso de PUR y no vimos nada inusual.

Actualizaciones Permanentes: Actualización de CARB

Skott Wall, Oficina de Protección del Aire Comunitario, CARB

Skott proporcionó una actualización de la agencia CARB. Los puntos más importantes de la presentación incluyeron:

- El Plan Marco de Protección del Aire de la Comunidad, el documento de orientación que establece todo lo relacionado con AB 617, está pasando por un largo proceso de revisión para actualizaciones
- Hay un subcomité que hizo una lluvia de ideas sobre temas que deben revisarse para obtener actualizaciones basadas en los aprendizajes del primer año
- El subcomité se reunirá el 15 de octubre a la 1:00pm a través de Zoom para profundizar en las categorías de actualizaciones específicas que deben realizarse en el Plan Marco en el futuro

Actualizaciones Permanentes: Actualización de Cumplimiento

Jason Lawler, Gerente de Cumplimiento de la Calidad del Aire, Distrito del Aire del Valle

Justin Shields, Alcance y Cumplimiento Comunitario, CARB

Jason dio una actualización del cumplimiento del Distrito. Los puntos más importantes de la presentación incluyeron:

- El Distrito es responsable de cinco medidas de cumplimiento en el CERP: reducción de la quema de leña, quema ilegal de desechos residenciales, regulación estatal contra dejar el motor encendido, frecuencia de inspección de fuentes estacionarias y el programa piloto para realizar autoinspecciones en estaciones de gasolina
- Restricción de la quema de leña—esta medida solo ocurre en el invierno, la información proporcionada fue para la temporada de quema de leña del año pasado (la temporada de reducción es del 1 de noviembre hasta finales de febrero) El Distrito se ha comprometido a que cada día que se declare una reducción en el Condado de Kern, haremos cuatro horas de cumplimiento dentro de la comunidad de Shafter y estaba solicitando comentarios adicionales sobre ubicaciones, días y horarios para enfocar el cumplimiento del Comité Directivo
- Reglas de quema ilegal—esta medida limita el potencial de PM 2.5 localizado y desechos residenciales; El Distrito ha completado los esfuerzos de cumplimiento específicos de esta medida para cada uno de los primeros tres trimestres de 2020
- Regulación estatal contra dejar el motor encendido—Distrito trabaja en asociación con CARB para hacer cumplir esto. La medida reduce los impactos localizados de PM 2.5 y la calidad del aire tóxico de los camiones diésel de servicio pesado solicitaba comentarios adicionales sobre ubicaciones, días y horarios para enfocar la aplicación del Comité Directivo
- Fuentes estacionarias—cuando adoptamos el CERP, el Distrito acordó aumentar la frecuencia de las inspecciones en las instalaciones permitidas dentro de la comunidad de

Shafter que han tenido infracciones de emisiones en los últimos 3 años para limitar los impactos tóxicos localizados

- Capacitación piloto para autoinspecciones en estaciones de servicio—actualmente está en espera, pero tiene la intención de brindar capacitación práctica a los operadores de estaciones de servicio para limitar el potencial de impactos en la calidad del aire por defectos de recuperación de vapor en las estaciones de servicio
- En el primer semestre de 2020, hubo 12 denuncias, que resultaron en cinco acciones de cumplimiento

Justin proporcionó una actualización del cumplimiento de CARB. Puntos importantes de la presentación:

- CARB tiene letreros de “contra dejar el motor encendido” disponibles; Fueron diseñados con Caltrans para publicar en vías públicas para disuadir a los camiones de servicio pesado de estar con los motores encendidos mientras estacionados
- A CARB le gustaría saber dónde estos carteles tendrán el mayor impacto y puede proporcionárselos a la comunidad sin cargo
- CARB ha mejorado los barridos en contra dejar el motor encendido para observar también los camiones diésel de servicio pesado para determinar el cumplimiento, no solo con la regulación de contra dejar el motor encendido de CARB, sino también con su regulación de camiones y autobuses y las regulaciones de unidades de refrigeración de transporte
- CARB realiza auditorías de escritorio para ver si las unidades cumplen
- CARB actualizará las estrategias basándose en los comentarios de la comunidad
- CARB volverá a Shafter a finales de año; sugiera dónde el personal debería buscar camiones en la comunidad

Pregunta: ¿Hay señales de prohibición de dejar el motor encendido disponibles para las zonas escolares?

Respuesta: Las señales CARB de contra dejar el motor encendido se pueden colocar en cualquier vía pública. También tenemos letreros de contra dejar el motor encendido específicamente para los sitios escolares. El Distrito también tiene letreros de no dejar el motor encendido que distribuyen a las escuelas.

Discusión del Reporte Anual

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime revisó el último borrador del Informe Anual del Distrito a CARB. Los puntos importantes de la presentación incluyen:

- El Distrito necesita comentarios del Comité Directivo antes del 23 de octubre
- El personal presentará el informe a la Mesa Directiva del Distrito en la reunión de noviembre, luego se enviará a CARB para su reunión de diciembre
- Además del Informe Anual, hay dos anexos adicionales de CARB que se han enviado al Comité Directivo; por favor revise los tres documentos
- El personal recibió una serie de comentarios en la última reunión y ha tomado nota y se incorporarán en el próximo borrador
- La descripción del informe incluye: información de antecedentes AB 617, descripción general de la comunidad de Shafter, límites, participación de la comunidad y la transición a reuniones virtuales

- Los elementos técnicos incluyen: desarrollo de inventario de emisiones de la comunidad, monitoreo del aire de la comunidad, monitores estacionarios y camioneta de monitoreo, monitoreo de pesticidas, actualización de monitoreo semanal, y cumplimiento
- El informe presenta una tabla de medidas de ejecución de CERP y su estado; también enumera estrategias específicas en el CERP

Pregunta: En la última reunión del Comité Directivo, mencionó que el informe todavía está en forma de borrador. ¿Ha realizado cambios todavía?

Respuesta del Distrito: Todavía es un borrador. En el momento de la última reunión del Comité Directivo, acabábamos de completar el borrador inicial, por lo que ninguno de los del Comité Directivo lo había visto. El Distrito ha realizado cambios en base a los comentarios recibidos y continuará haciendo modificaciones adicionales al informe en base a los comentarios recibidos hasta el 23 de octubre y dará tiempo suficiente para que el Comité Directivo comente al respecto.

Comentario: Quiero aclarar que el tema del que estamos hablando para la reunión de la Mesa Directiva de CARB en noviembre se llama "reglamento para reportar contaminantes atmosféricos de criterio y contaminantes atmosféricos tóxicos". Está expandiendo el nivel de fuentes de emisiones que necesitan reportar sus emisiones al Distrito y luego el Distrito las reporta a CARB.

Comentario de un Hispanohablante: Todo suena muy bien y con suerte, pronto veremos nuevos cambios aquí en Shafter.

Pregunta: ¿Son bilingües los letreros contra dejar el motor encendido?

Respuesta de CARB: Los que están orientados a camiones diésel de servicio pesado están solo en inglés; los otros letreros, que están dirigidos a vehículos de pasajeros, también están actualmente solo en inglés. También estamos explorando la mejor forma de obtener carteles en español.

Comentario del Distrito: Quiero hablar brevemente sobre los impactos de la cosecha de almendras en la calidad del aire. Cuando el Distrito recibe estas quejas, siempre enviamos personal para que hable con las personas que realizan la cosecha y les pedimos que implementen medidas de mejores prácticas para limitar y reducir la cantidad de polvo que están generando. El Comité Directivo votó a favor de incluir una medida que proporcione fondos de incentivo para reemplazar equipos viejos con unidades de recolección de polvo bajo. El personal del Distrito ha estado recopilando los nombres y la información de contacto de las personas que cosechan las nueces, ya que en el CERP de Shafter tiene una medida para reemplazar el equipo de cosecha viejo con equipo de bajo polvo. Hemos presentado un plan de proyecto a CARB para financiar este proyecto y nos comunicaremos con los productores de Shafter.

Actualización del Estipendio

Erica Manuel, CEO & Directora Ejecutiva, ILG

Erica actualizó al Comité Directivo sobre el programa de estipendios. Puntos importantes de la presentación:

- Gracias a todos los residentes del Comité Directivo que se han inscrito en el programa de estipendios
- Algunas personas están cerca del límite anual de declaración de impuestos de \$600 e ILG necesita sus W-9 para seguir emitiendo cheques
- Un residente debe estar presente durante el 75% de la reunión para recibir un estipendio por cada reunión elegible
- Los cheques salen una vez al mes, generalmente en la tercera o cuarta semana

- Comuníquese con ILG o el Distrito en cualquier momento para inscribirse en el programa; las inscripciones serán retroactivas e incluirán todas las reuniones elegibles en 2020

Concluir/Próximos Pasos

Hanna Stelmakhovych, Facilitadora, ILG

Hanna agradeció a todos por asistir a la reunión y le pidió a Martha por los comentarios finales. Martha agradeció al Comité Directivo y espera ser coanfitriona nuevamente en el futuro ahora que lo ha experimentado.

Pregunta: ¿Cómo le gustaría al Distrito recibir comentarios sobre el informe?

Respuesta del Distrito: El Distrito aceptará comentarios en cualquier formato que los miembros del Comité Directivo quieran proporcionarlo, correo electrónico, verbal, en papel, etc.

Recordatorios:

La próxima reunión del Comité Directivo es el 9 de noviembre a través de Zoom, Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



Agenda for Shafter Community Steering Committee Meeting #24

Monday, October 12, 2020 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/93242934733>

Meeting ID: 932 4293 4733

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
Martha Murrieta, Community Co-host
- 5:15 p.m. Standing Updates**
Monitoring Plan Update — Mobile van activities, upcoming subcommittee meeting
Valley Air District Staff
School Filtration Subcommittee Update
Valley Air District Staff
Other Agency Updates — Department of Pesticide Regulation (DPR), CARB
- 5:45 p.m. Enforcement Update**
Discussion of CARB and District enforcement
Jacob Whitson, Director of Compliance, Valley Air District
Justin Shields, California Air Resources Board (CARB)
- 6:15 p.m. Discussion of Annual Report feedback**
Review questions and comments from CSC regarding draft annual report to the community distributed last meeting.
Valley Air District Staff
- 6:55 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, November 9, Zoom Call

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #24

Lunes, 12 de octubre de 2020 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/93242934733>

Meeting ID: 932 4293 4733

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de acceso: 6559628#

- 5:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
Martha Murrieta, Co-anfitriona de la Comunidad
- 5:15 p.m. Actualizaciones Permanentes**
Actualización del Plan de Monitoreo — Actividades de la camioneta móvil, y próxima reunión del subcomité
Personal del Distrito del Aire del Valle
Actualización del Subcomité de Filtración Escolar
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias — Departamento de Regulación de Pesticidas (DPR), CARB
- 5:45 p.m. Actualización de Cumplimiento**
Discusión de Cumplimiento de CARB y el Distrito
Jacob Whitson, Director de Cumplimiento, Distrito del Aire del Valle
Justin Shields, Junta de Recursos del Aire de California (CARB)
- 6:00 p.m. Discusión del Reporte Anual**
Repasar preguntas y comentarios del Comité Directivo con respecto al borrador del reporte anual para la comunidad distribuido en la última reunión.
Personal del Distrito del Aire del Valle
- 6:45 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes 9 de noviembre por Zoom

Aprende más: community.valleyair.org

Implementation of CERP Enforcement Measures in Shafter Community

AB 617 Community Steering Committee Meeting
October 12, 2020

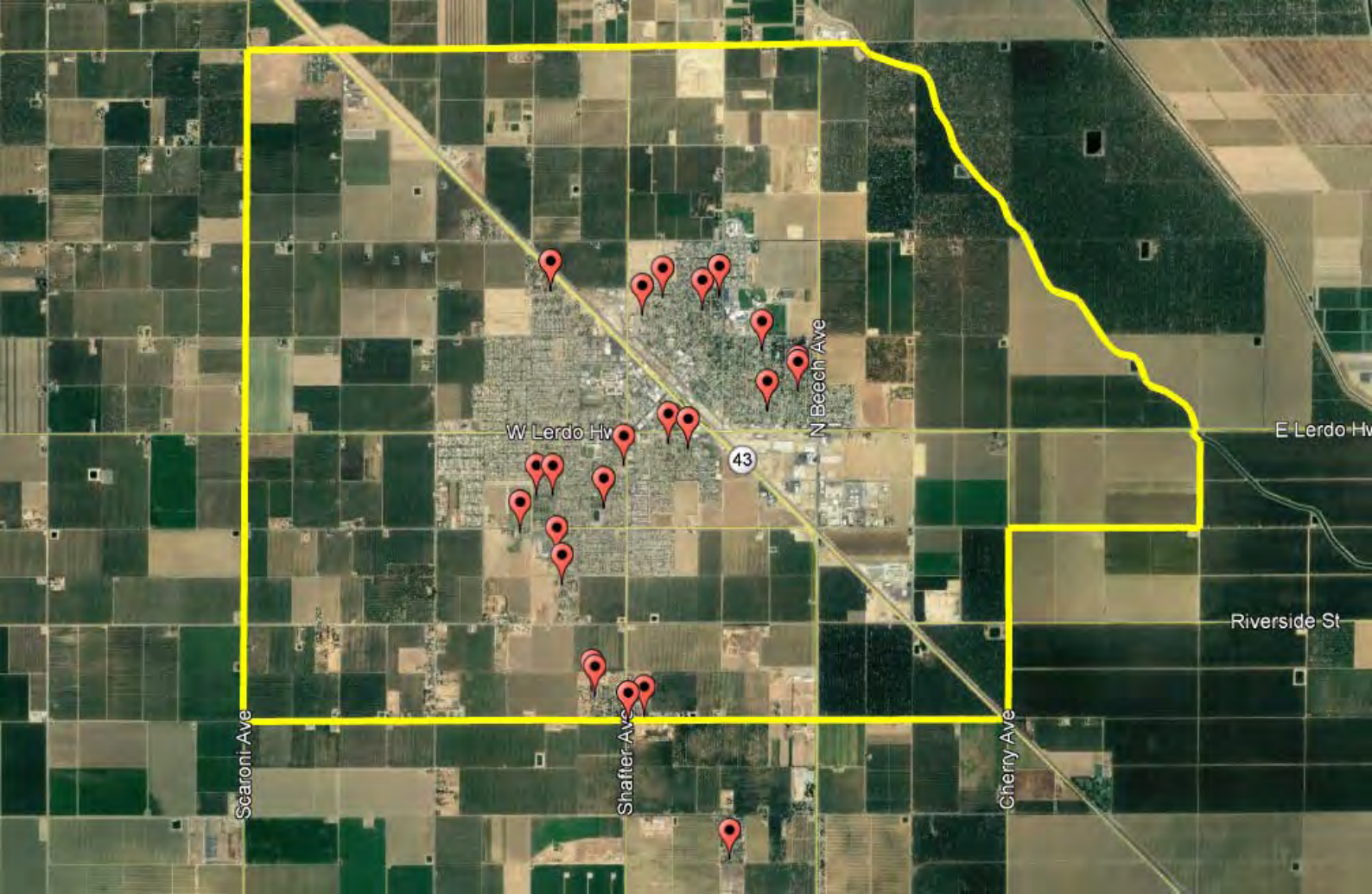
CERP Enforcement Measures in Shafter Community

- RB.3 Enhanced Enforcement of Wood Burning Curtailments
- RB.5 Enhanced Enforcement to Reduce Illegal Burning of Residential Waste
- HD.3 Enhanced Enforcement of Statewide Anti-Idling Regulation
- IS.3 Enhanced Inspection Frequency of Stationary Sources
- IS.4 Pilot Training Program for Conducting Self-Inspections at Gas Stations

Enhanced Enforcement of Wood Burning Curtailments

- Enforcement of residential wood burning curtailments in District Rule 4901 to limit localized PM 2.5 impacts
- Effective each year from November 1 – February 28/29
- Dedicated 4 hours of enforcement in the Shafter Community on each declared curtailment day
- During 2019/2020 season
 - 1 public complaint responded to
 - 23 violations found
- CSC Feedback
 - Where and when should the District focus future enforcement?

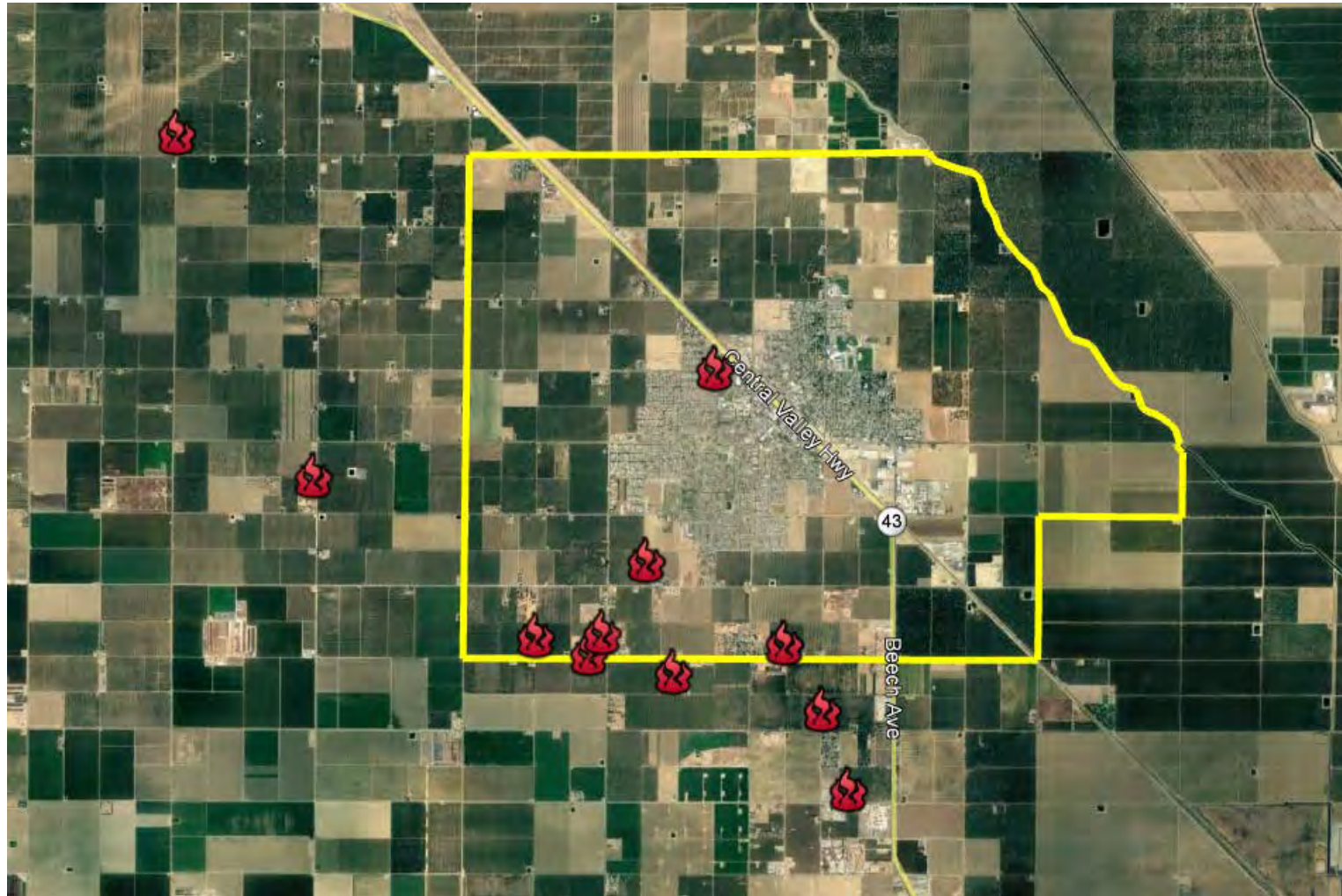
2019/20 Residential Wood Burning Violations



Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

- Enforcement of District Rule 4103 and CCR 93113 requirements to limit the potential for localized PM 2.5 and toxic impacts from illegal open burning of residential waste
- District inspectors conducted targeted enforcement efforts during each of the first three quarters of 2020
- During first half of 2020
 - 7 public complaints of open burning responded to
 - 12 open burning violations found
- CSC Feedback
 - Where and when should the District focus future enforcement?

Open Burning Violations (1st & 2nd Quarter 2020)



Enhanced Enforcement of Statewide Anti-Idling Regulation

- District enforcement, in partnership with CARB, of the State anti-idling regulation for heavy-duty diesel trucks and busses to reduce localized PM 2.5 and toxic air quality impacts
- District inspectors have conducted targeted enforcement efforts during each of the first three quarters of 2020
- Primarily focused around industry with frequent truck traffic
- CSC Feedback
 - What are some idling “hot spots” where the District can focus future enforcement efforts?
 - Are there certain times of day when idling tends to occur?

Enhanced Inspection Frequency of Permitted Stationary Sources

- To limit the potential for localized air quality impacts due to a failure to comply with emission standards established by District permits, rules, or regulations
- Increased frequency of inspections at each permitted facility within the Shafter community that has had an emissions violation in the past three (3) years
- Those facilities will be inspected at least twice per year until four (4) consecutive inspections without an emission violation
- During the first half of 2020 (Jan – Jun)
 - 19 Enforcement actions taken

Pilot Training Program for Conducting Self-Inspections at Gas Stations

- Providing hands-on training to gas station operators in the community to limit the potential for air quality impacts from vapor recovery defects at gasoline dispensing stations
- The District has developed a training outline for instructing gas station operators on conducting thorough self-inspections of the vapor recovery systems at their stations to aid in the identification and timely repair of vapor recovery system defects
- Hands-on training is currently on hold due to COVID-19 social distancing requirements

Response to Public Complaints in Shafter Community

- Complaints can be reported to the District by:
 - Telephone: (800) 926-5550
 - The District website: www.valleyair.org
 - Through the District mobile app
- During the first half of 2020, the District responded to 12 public complaints in the Shafter Community for residential open burning, fugitive dust, odors, and unpermitted equipment
- Five of those complaints resulted in enforcement action being taken

Implementación de Medidas de Cumplimiento del CERP en la Comunidad de Shafter

Reunión del Comité Directivo de la Comunidad AB 617
12 de octubre de 2020

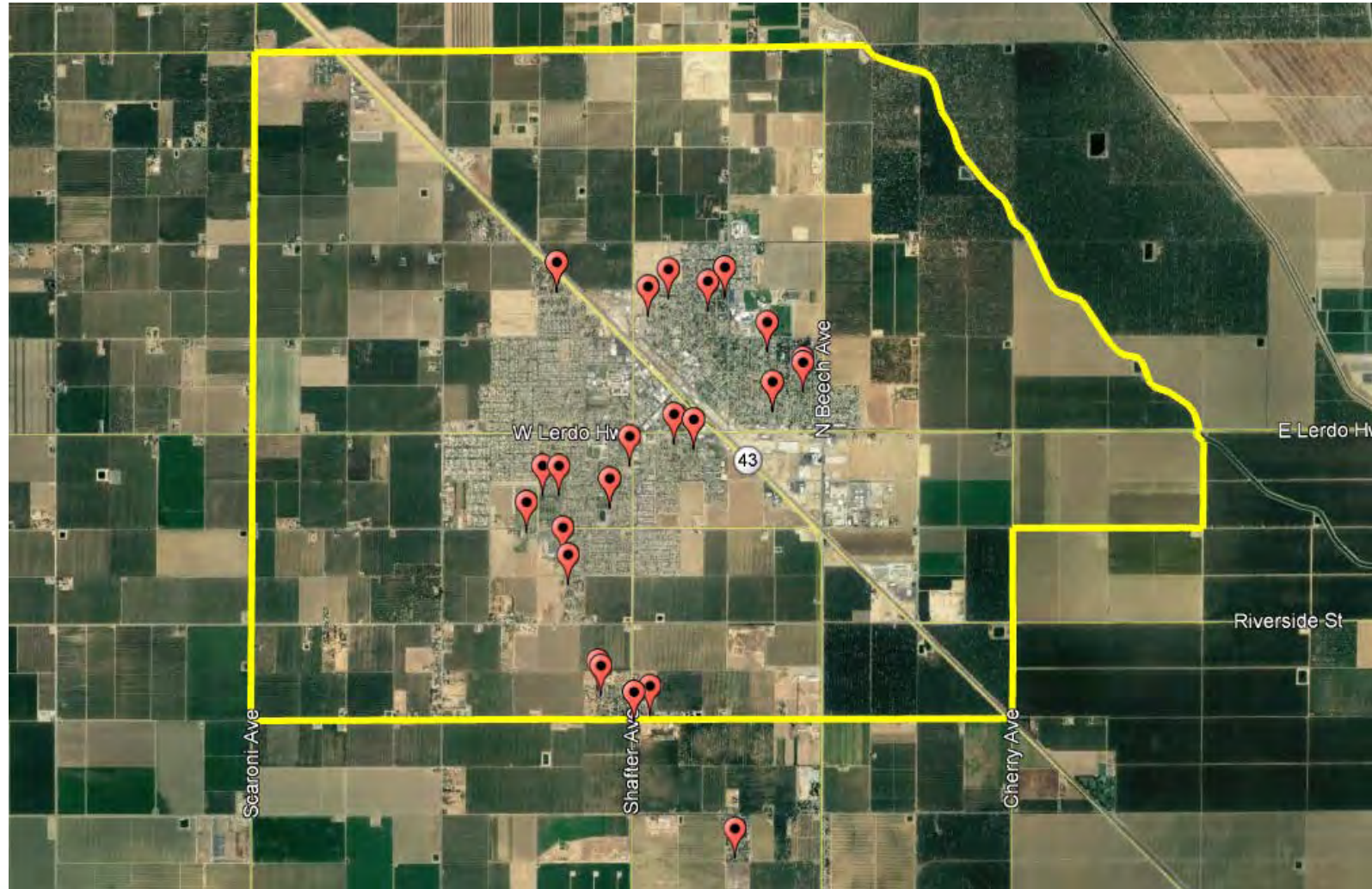
Medidas de Cumplimiento del CERP en la Comunidad de Shafter

- RB.3 Cumplimiento Mejorado para las Reducciones de Quema de Leña
- RB.5 Cumplimiento Mejorado para Reducir la Quema Ilegal de Desechos Residenciales
- HD.3 Cumplimiento Mejorado para la Regulación Estatal Contra Motores Encendidos Mientras Estacionados
- IS.3 Frecuencia de Inspección Mejorada de Fuentes Estacionarias
- IS.4 Programa de Entrenamiento Piloto para la Realización de Autoinspecciones en Gasolineras

Cumplimiento Mejorado para las Reducciones de Quema de Leña

- Cumplimiento de restricciones de la quema de leña residencial en la Regla 4901 del Distrito para limitar los impactos localizados de PM 2.5
- Efectivo cada año del 1 de noviembre al 28/29 de febrero
- Se dedicaron 4 horas de cumplimiento en la comunidad de Shafter en cada día de reducción declarado
- Durante la temporada 2019/2020
 - 1 queja pública respondida
 - 23 infracciones encontradas
- Comentarios de Comité Directivo
 - ¿Dónde y cuándo debería el Distrito enfocar el cumplimiento en el futuro?

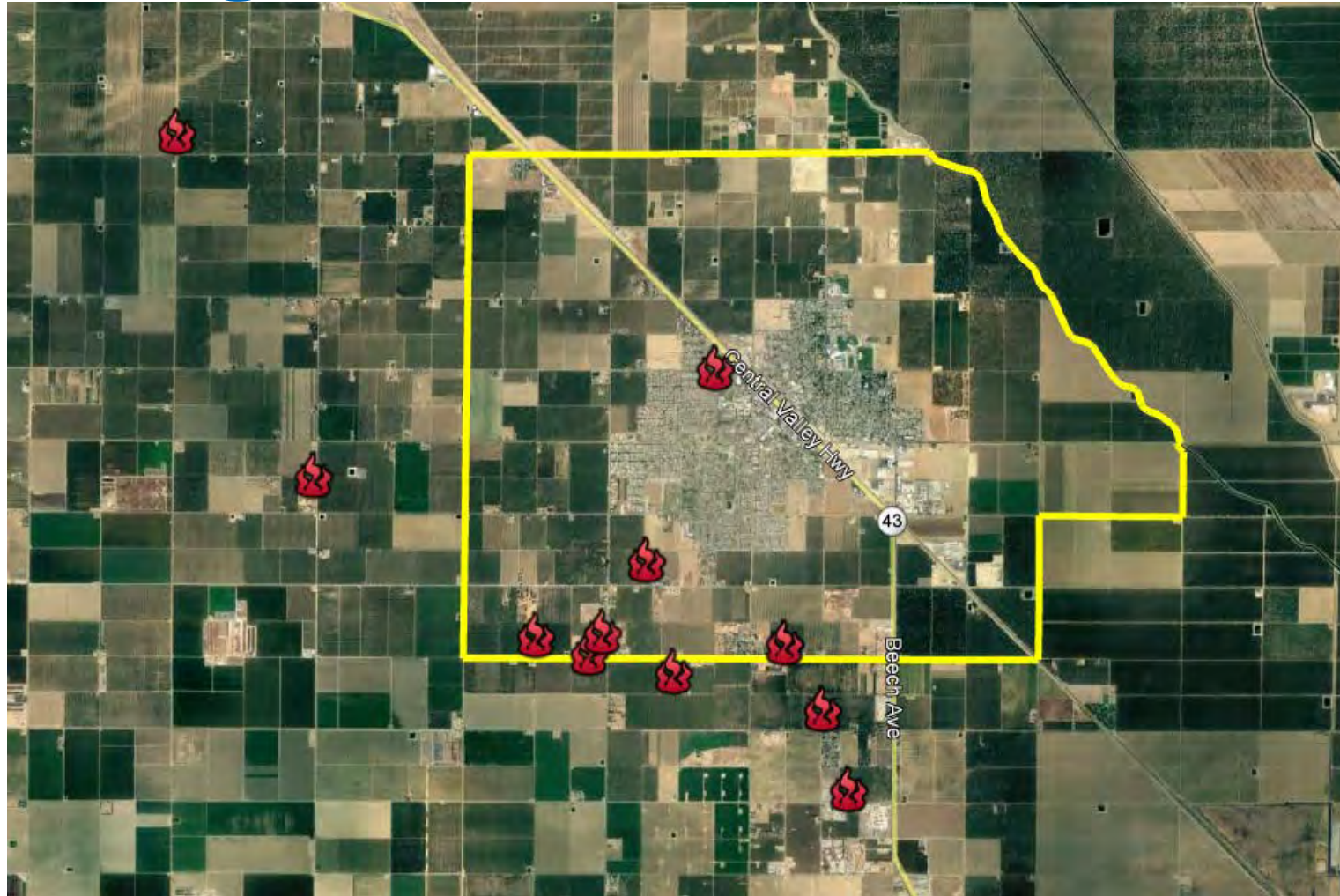
Infracciones de Quema de Leña Residencial 2019/20



Cumplimiento Mejorado para Reducir la Quema Ilegal de Desechos Residenciales

- Cumplimiento de los requisitos de la Regla 4103 del Distrito y CCR 93113 para limitar el potencial de PM 2.5 localizado e impactos tóxicos de la quema ilegal al aire libre de desechos residenciales
- Los inspectores de Distrito llevaron a cabo esfuerzos de cumplimiento específicos durante cada uno de los primeros tres trimestres de 2020
- Durante la primer mitad de 2020
 - 7 quejas públicas de quema al aire libre respondidas
 - 12 infracciones de quema al aire libre encontradas
- Comentarios de Comité Directivo
 - ¿Dónde y cuándo debería el Distrito enfocar el cumplimiento en el futuro?

Infracciones de Quema al Aire Libre (Primer y Segundo Trimestre de 2020)



Cumplimiento Mejorado para la Regulación Estatal Contra Motores Encendidos Mientras Estacionados

- Cumplimiento del Distrito, en asociación con CARB, de la regulación estatal contra motores encendidos mientras estacionados para camiones y autobuses diésel de servicio pesado para reducir el PM 2.5 localizado y los impactos tóxicos en la calidad del aire
- Los inspectores de Distrito han realizado esfuerzos de cumplimiento específicos durante cada uno de los primeros tres trimestres de 2020
- Centrado principalmente en la industria con tráfico frecuente de camiones
- Comentarios de Comité Directivo
 - ¿Cuáles son algunos de las “zonas conflictivas” de motores encendidos mientras estacionados donde el Distrito puede enfocar los esfuerzos futuros de cumplimiento?
 - ¿Hay ciertos momentos del día en los que tiende a ocurrir los motores encendidos mientras estacionados?

Frecuencia de Inspección Mejorada de Fuentes Estacionarias

- Limitar el potencial de impactos localizados en la calidad del aire debido al incumplimiento de los estándares de emisión establecidos por los permisos, reglas o regulaciones del Distrito
- Aumentar la frecuencia de inspecciones en cada instalación permitida dentro de la comunidad de Shafter que ha tenido una infracción de emisiones en los últimos tres (3) años
- Esas instalaciones serán inspeccionadas al menos dos veces al año hasta que cuatro (4) inspecciones consecutivas no tengan ninguna infracción de emisiones
- Durante el primer semestre de 2020 (Enero – Junio)
 - 19 Acciones de Cumplimiento fueron tomadas

Programa de Entrenamiento Piloto para la Realización de Autoinspecciones en Gasolineras

- Brindar entrenamiento activo a los operadores de estaciones de servicio en la comunidad para limitar el potencial de impactos en la calidad del aire por defectos de recuperación de vapor en las estaciones de dispensación de gasolina
- El Distrito ha desarrollado un esquema de entrenamiento para instruir a los operadores de estaciones de servicio en la realización de autoinspecciones exhaustivas de los sistemas de recuperación de vapor en sus estaciones para ayudar en la identificación y reparación oportuna de los defectos del sistema de recuperación de vapor
- El entrenamiento activo está actualmente en espera debido a los requisitos de distanciamiento social de COVID-19

Respuesta a las Quejas Públicas en la Comunidad de Shafter

- Las quejas se pueden reportar al Distrito por:
 - Teléfono: (800) 926-5550
 - El sitio web del Distrito: www.valleyair.org
 - A través de la aplicación móvil del Distrito
- Durante la primera mitad de 2020, el Distrito respondió a 12 quejas públicas en la Comunidad de Shafter por quema al aire libre residencial, polvo fugitivo, olores y equipo no permitido
- Cinco de esas quejas resultaron en la acción de cumplimiento

Meeting Highlights*
AB 617 Shafter Community Steering Committee Meeting #23
September 14, 2020, 5:00pm-7:00pm
Virtual Zoom Meeting

Action items for the Shafter Community Steering Committee (CSC):

- Contact SJVAPCD to request specific agenda items for future meetings
- Email SJVAPCD if you want a printed copy of the draft Annual Report that will go to CARB later this year

Action items for San Joaquin Valley Air Pollution Control District (SJVAPCD):

- Send solar outreach materials via email or mail if requested

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Hanna welcomed the Shafter CSC participants and introduced herself and the ILG team. She gave an overview of Zoom instructions and Spanish translation services then reviewed the agenda, presentations, and timeline of the meeting. Hanna outlined Zoom controls and chat box etiquette. She also reminded CSC members about the attendance requirements to qualify for a stipend for the meeting. Ryan thanked everybody for attending and for their continued support of programs like AB 617 to improve air quality.

Monitoring Plan Update

Jaime Holt, Chief Communications Officer, Valley Air District
Jon Klassen, Director of Strategy & Incentives, Valley Air District

Jaime and Jon presented an update on current air quality, the monitoring plan, and the school filtration and bus subcommittee. Presentation highlights include:

- Wildfire smoke is having significant air quality impacts across the Valley, while still significant, the impacts in Kern County have been slightly less than other parts of the Valley
- To date, 3.2 million acres have burned across the state, which is a new record
- The District advises the public to limit outdoor activity, stay inside as much as possible, and change HVAC filters as often as possible
- For homes without HVAC systems, the District has shared how to make a DIY air filter using an air filter and box fan
- N95 masks are the best masks to protect against smoke and air pollution
- Many serious diseases are linked to this bad air quality
- The CSC requested an air monitoring subcommittee meeting, which is scheduled for Sep. 22 at 4:00pm
- The District has been working with the Richland School District to install air monitoring equipment at the Sequoia Elementary School and Golden Oak Elementary School and hopes to have it up and running soon
- In response to CSC feedback, the District has modified the use of the air monitoring van to ensure that air quality data is collected across all time periods with the highest expected readings

- The District took measurements of the almond harvest in Mexican Colony area and presented this information in the weekly air monitoring updates posted to the website
- The District has contacted all the schools in the Shafter AB 617 community about their interest in air filtration at the schools, and all are very receptive to additional air filtration at the schools
- The District has three electric school buses in the Shafter area approved for funding

Question: Where on the Valley Air webpage are the directions for building your own air filter? When did the Air District start promoting that? I think it is important to promote the better air filters; the \$20 filter is the best you can get.

District Response: We just started promoting it and we put the link in the chat. Good point, thank you.

Question from Spanish-speaker: Can you provide an air quality report, especially since the almond harvest is underway and kids are returning to school?

District Response: The air pollution levels of PM10 and PM2.5 is elevated, primarily due to the wildfires. To respond to the concerns about dust from the almond harvest, the District has moved the air monitoring van to the harvest area to take measurements near the almond orchards.

Pesticide Regulation Update

Nan Singhasemanon, Assistant Director, Department of Pesticide Regulation (DPR)

Nan gave an update on various DPR efforts and pesticide monitoring. Presentation highlights:

- Last week the CSC had a kickoff of the pesticide subcommittee meeting, which went well.
- DPR was able to provide participants with a list of pesticide monitoring data specific to Shafter and answer technical questions and this data (the data was added to the community air monitoring page)
- DPR is presenting about the 1, 3-D mitigation pilot to a scientific review panel on Oct. 9. This topic will be related to AB 617 areas, specifically Shafter
- DPR is working more directly with 1, 3-D applicators and growers to identify the fields where it can conduct field monitoring
- DPR does not have an update yet on the statewide notification but is trying to determine if it will be legislative or rulemaking

Comment: The tactic by the local Ag. Commissioner seems to be stall and delay for the notification. I think CARB and DPR need to jointly stand up to the Commissioner so we can get going. What happened around January of 2020 to give that high reading of 1, 3-D? It is unfortunate that the CSC had to discover the data ourselves.

District Response: The District is always looking to make information easier for the CSC to find. On the air monitoring page of the Shafter CSC page, we included all of the pesticide information.

DPR Response: It is important to evaluate anomalous readings like mentioned. DPR tries to look at the wind speed, direction and environmental factors. We put together a summary and I can see us sharing that in the future when we finish.

CARB Update

Skott Wall, Office of Community Air Protection, CARB

Skott presented about the September CARB Board Meeting. Presentation highlights:

- CARB Board meeting is on Thursday, Sep. 24

- The CSC may want to tune in for an informational update that CARB staff will be providing to the Board on the status of AB 617 implementation in all Year One communities that have had their CERPs approved, including Shafter.
- There are other items on the agenda starting at noon, such as a presentation on the California Air Toxics Program and ongoing efforts to reduce community exposure to toxic air contaminants.
- The meeting will be on Zoom and webinar and the AB 617 agenda item will begin at 4pm.

Comment: If CARB is looking for people to provide a community perspective of the 6-month update or what the CSC has accomplished so far, I am happy to help.

CARB Response: Thank you.

Question from Spanish-speaker: How often do you read the monitors in Shafter?

District Response: The District is continuously evaluating the monitors in Shafter. We visit our sites at least once a week performing maintenance, filter exchanges, and making sure all the instruments are calibrated to ensure that accurate data is being collected and shared with the community.

Question: Why weren't we notified at the beginning of the year?

District Response: The District has been doing updates to this CSC for a while and that is how we have made adjustments based on suggestions. The information is also on the website. The District measures certain things through the air monitoring equipment and DPR measures other things through their equipment.

DPR Response: DPR measures mainly pesticides. COVID obstructed our lab capacity, staff travel and safety and we have made adjustments for the last few months. The frequency of sampling is weekly.

Outreach Strategy for Solar Measures

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime gave an update on the previous solar measures presented to the CSC. Presentation highlights:

- CSC submitted great ideas for how the District can promote solar programs within the Shafter community
- The District put a communications and outreach plan together to accomplish those goals
- The plan targets homeowners who live within a one-mile radius of Shafter
- The District pulled mailing lists of almost 2,000 homes in Shafter
- Based on feedback from the CSC, the District will be developing and sharing a draft postcard that will be used to inform residents about solar programs and how they can call to get more information; the postcard will be in both English and Spanish
- The postcard will cost about \$1,500; this money comes out of District's outreach funds
- The District will also buy social media ads targeted at all Shafter residents, which is about \$800 to reach roughly 17,000 users in the community
- The District will also advertise in the Shafter Press newspaper, which will cost a little more than \$1,000

Comment: The Shafter Press is a great way to get it out to the community. Because of COVID, they have combined Shafter and Wasco.

District Response: The good thing is, even though we are focused on Shafter residents taking advantage of this program, it is also open to Wasco residents.

Question: When the solar information comes out, will you send the information to the CSC or do we have to look for it on the social media platforms?

District Response: It was emailed and/or hard mailed out before the last meeting, but SJVAPCD is more than happy to send it out again.

Annual Report Review and Discussion

Jessica Olsen, Program Manager, Valley Air District

Jessica provided a thorough overview of the draft Annual Progress Report that is required by CARB. Presentation highlights include:

- Printed copies of a Spanish version of the draft report were mailed to the Spanish speakers and should have arrived before the CSC meeting
- Other CSC members should have received an electronic version of the draft report via email
- The Annual Progress Report is a culmination of all the effort and work from the CSC and other community members; it is required but not due for a few weeks
- It has been 7 months since CARB approved the Shafter CERP and the CSC has accomplished a lot in this time frame
- The draft Annual Progress Report is posted on the Shafter community webpage
- The report includes a table of measures along with a status update
- The CARB Enforcement Report for 2019 and Statewide Measures is also posted on the CSC webpage
- CSC members have plenty of time to review the report and provide feedback to the District

Comment: The seven mile radius is stated as not official in this report, but I thought we settled a year ago that the seven mile radius is indeed in the Shafter boundary. The report mentions PM 10 monitoring is temporary, but it was never intended to be temporary. The appendices aren't included yet and I would like to see what is included in them. Last, since this report is concentrating on the last 6 months, the District should have a clear response to the CARB resolution, which did make some changes.

District Response: Thank you for your comments, we will look to make these changes to the report.

Comment from Spanish-speaker: I got my hard copy on Saturday. Is it expected that I should have read it and be ready by this meeting?

District Response: The District does not expect anyone to have read any or all of this by today's meeting. We just wanted to get it in your hands so we could discuss it together. We will be discussing this at the next CSC meeting in October and for however much longer the CSC wants to give feedback.

Question: Is the District looking for the CSC to give verbal feedback on the report or written comments; what are the expectations? If the CSC finds an error in the report, are you open to changing it?

District Response: We will accept whatever kind of feedback and in any type of format you prefer. We are looking to see if the way we put this report together conveys the work that has been done on each of these measures and all of the meetings and efforts that you as a CSC have put forth. Yes, this report is in draft form.

Question: Why is it that you are mentioning the report to be done by next month if the District is going to report back on the 24th?

Answer: The meeting on September 24th is a CARB update to their own CARB Board; it is not related to this annual progress report.

Wrap Up/Next Steps

Hanna Stelmakhovych, Facilitator, ILG

Hanna reiterated the opportunities for engagement for the CSC. Erica Manuel, CEO of ILG, reminded CSC members about the stipend program and encouraged residents to contact ILG with any questions. Sign-ups are still being accepted.

Hanna notified the CSC that this would be Jessica Olsen's last meeting for a few months since she plans to depart for maternity leave in late September.

Reminders:

The Shafter Air Monitoring subcommittee meeting is September 22 at 4:00pm. CARB's Board Meeting is September 24 at 4:00pm. The next CSC meeting is October 12 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*
Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #23
14 de septiembre de 2020, 5:00pm-7:00pm
Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Shafter:

- Comuníquese con el Distrito del Aire para solicitar/sugerir puntos de la agenda para reuniones futuras
- Envíe un correo electrónico al Distrito del Aire si desea una copia impresa del borrador del Informe Anual que se enviará a CARB más adelante este año

Artículos de Acción para el Distrito del Aire del Valle:

- Enviar materiales de alcance sobre solar por correo electrónico o correo postal si se solicita

Bienvenida e Introducciones

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Hanna dio la bienvenida a los participantes del Comité Directivo de Shafter y se presentó a sí misma y al equipo de ILG. Dio una descripción general de las instrucciones de Zoom y los servicios de traducción al español y luego revisó la agenda, las presentaciones y el cronograma de la reunión. Hanna describió los controles de Zoom y la etiqueta de la caja de chat. También recordó a los miembros del Comité Directivo sobre los requisitos de asistencia para calificar para un estipendio para la reunión. Ryan agradeció a todos por asistir y por su continuo apoyo a programas como AB 617 para mejorar la calidad del aire.

Actualización del Plan de Monitoreo

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jon Klassen, Director de Estrategias e Incentivos, Distrito del Aire del Valle

Jaime y Jon presentaron una actualización sobre la calidad actual del aire, el plan de monitoreo y el subcomité de filtración y autobuses escolares. Los puntos más importantes de la presentación incluyen:

- El humo de los incendios forestales está teniendo un impacto significativo en la calidad del aire en todo el Valle, aunque sigue siendo significativo, los impactos en el condado de Kern han sido un poco menores que en otras partes del Valle
- Hasta la fecha, 3.2 millones de acres se han quemado en todo el estado, lo cual es un nuevo récord.
- El Distrito aconseja al público que limite la actividad al aire libre, permanezca adentro tanto como sea posible y cambie los filtros de HVAC con la mayor frecuencia posible
- Para hogares sin sistemas de HVAC, el Distrito ha compartido cómo hacer un filtro de aire hecho en casa usando un filtro de aire y un ventilador de caja
- Las máscaras N95 son las mejores máscaras para proteger contra el humo y la contaminación del aire
- Muchas enfermedades graves están relacionadas con esta mala calidad del aire
- El Comité Directivo solicitó una reunión del subcomité de monitoreo del aire, que está programada para el 22 de septiembre a las 4:00pm

- El Distrito ha estado trabajando con el Distrito Escolar de Richland para instalar equipo de monitoreo de aire en la escuela primaria Sequoia y la escuela primaria Golden Oak y espera tenerlo en funcionamiento pronto
- En respuesta a los comentarios del Comité Directivo, el Distrito ha modificado el uso de la camioneta de monitoreo del aire para asegurar que los datos de la calidad del aire se recopilen en todos los períodos de tiempo con las lecturas más altas esperadas
- El Distrito tomó medidas de la cosecha de almendras en el área de la Colonia Mexicana y presentó esta información en las actualizaciones semanales de monitoreo del aire publicadas en el sitio web
- El Distrito se ha puesto en contacto con todas las escuelas de la comunidad de Shafter bajo AB 617 sobre su interés en la filtración de aire en las escuelas, y todas son muy receptivas a la filtración de aire adicional en las escuelas
- El Distrito tiene tres autobuses escolares eléctricos en el área de Shafter aprobados para financiamiento

Pregunta: ¿En qué lugar de la página web del Distrito del Aire del Valle se encuentran las instrucciones para construir su propio filtro de aire? ¿Cuándo empezó el Distrito del Aire a promover eso? Creo que es importante promover mejores filtros de aire; el filtro de \$20 es lo mejor que puede obtener.

Respuesta del Distrito: Acabamos de empezar a promoverlo y pusimos el enlace en el chat. Buen punto, gracias.

Pregunta de un Hispanohablante: ¿Puede proporcionar un informe de la calidad del aire, especialmente porque la cosecha de almendras está en marcha y los niños están regresando a la escuela?

Respuesta del Distrito: Los niveles de contaminación del aire de PM10 y PM2.5 son elevados, principalmente debido a los incendios forestales. Para responder a las preocupaciones sobre el polvo de la cosecha de almendras, el Distrito ha trasladado la camioneta de monitoreo de aire al área de cosecha para tomar medidas cerca de los huertos de almendros.

Actualización de la Regulación de Pesticidas

Nan Singhasemanon, Subdirector, Departamento de Regulación de Pesticidas (DPR)

Nan dio una actualización sobre varios esfuerzos del DPR y monitoreo de pesticidas. Puntos importantes de la presentación:

- La semana pasada, el Comité Directivo dio inicio a la reunión del subcomité de pesticidas, que fue bien.
- El DPR pudo proporcionar a los participantes una lista de datos de monitoreo de pesticidas específicos de Shafter y responder preguntas técnicas y estos datos (los datos se agregaron a la página de monitoreo del aire de la comunidad)
- El DPR presentará sobre el piloto de mitigación de 1, 3-D a un panel de revisión científica el 9 de octubre. Este tema estará relacionado con las áreas AB 617, específicamente Shafter
- El DPR está trabajando más directamente con los aplicadores y productores de 1, 3-D para identificar los campos donde puede realizar el monitoreo de campo
- El DPR aún no tiene una actualización sobre la notificación a nivel estatal, pero está tratando de determinar si será legislativa o normativa

Comentario: La táctica del Comisionado Agrícola local parece estar retrasado para la notificación. Creo que CARB y DPR deben enfrentarse conjuntamente al Comisionado para que podamos

ponernos en marcha. ¿Qué sucedió alrededor de enero de 2020 para dar esa lectura alta de 1, 3-D? Es lamentable que el Comité Directivo haya tenido que descubrir los datos nosotros mismos.

Respuesta del Distrito: El Distrito siempre busca facilitar la búsqueda de información para el Comité Directivo. En la página de monitoreo del aire de la página del Comité Directivo de Shafter, incluimos toda la información sobre pesticidas.

Respuesta del DPR: Es importante evaluar lecturas anómalas como las mencionadas. DPR intenta observar la velocidad del viento, la dirección y los factores ambientales. Hicimos un resumen y puedo ver que compartiremos eso en el futuro cuando terminemos.

Actualización de CARB

Skott Wall, Oficina de Protección del Aire Comunitario, CARB

Skott presentó sobre la reunión de la Mesa Directiva de CARB de septiembre. Puntos importantes de la presentación:

- La reunión de la Mesa Directiva de CARB es el jueves 24 de septiembre
- Es posible que el Comité Directivo desee sintonizarse para recibir una actualización informativa que el personal de CARB proporcionará a la Mesa sobre el estado de la implementación de AB 617 en todas las comunidades del Año Uno que han aprobado sus CERP, incluyendo Shafter.
- Hay otros puntos en la agenda a partir del mediodía, como una presentación sobre el Programa de Tóxicos del Aire de California y los esfuerzos continuos para reducir la exposición de la comunidad a los contaminantes tóxicos del aire.
- La reunión será a través de Zoom y webinar y el tema de la agenda AB 617 comenzará a las 4pm.

Comentario: Si CARB está buscando personas que brinden una perspectiva comunitaria de la actualización de 6 meses o lo que el Comité Directivo ha logrado hasta ahora, me complace ayudar.

Respuesta de CARB: Gracias.

Pregunta de un Hispanohablante: ¿Con qué frecuencia lee los monitores en Shafter?

Respuesta del Distrito: El Distrito está evaluando continuamente a los monitores en Shafter. Visitamos nuestros sitios al menos una vez a la semana realizando mantenimiento, intercambios de filtros y asegurándonos de que todos los instrumentos estén calibrados para garantizar que se recopilen y compartan datos precisos con la comunidad.

Pregunta: ¿Por qué no nos notificaron a principios de año?

Respuesta del Distrito: El Distrito ha estado actualizando este Comité Directivo por un tiempo y así es como hemos hecho ajustes basados en sugerencias. La información también está en el sitio web. El Distrito mide ciertas cosas a través del equipo de monitoreo del aire y el DPR mide otras cosas a través de su equipo.

Respuesta del DPR: El DPR mide principalmente pesticidas. COVID obstruyó la capacidad de nuestro laboratorio, los viajes del personal y la seguridad, y hemos realizado ajustes durante los últimos meses. La frecuencia de muestreo es semanal.

Estrategia de Alcance para Medidas Solares

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime dio una actualización sobre las medidas solares anteriores presentadas al Comité Directivo. Puntos importantes de la presentación:

- El Comité Directivo presentó grandes ideas sobre cómo el Distrito puede promover programas solares dentro de la comunidad de Shafter
- El Distrito elaboró un plan de comunicación y alcance para lograr esas metas
- El plan se dirige a los propietarios de viviendas que viven en un radio de una milla de Shafter
- El Distrito sacó listas de correo de casi 2,000 hogares en Shafter
- Basado en los comentarios del Comité Directivo, el Distrito desarrollará y compartirá un borrador de postal que se usará para informar a los residentes sobre los programas solares y cómo pueden llamar para obtener más información; la postal estará en inglés y español
- La postal costará alrededor de \$1,500; este dinero proviene de los fondos de alcance del Distrito
- El Distrito también comprará anuncios en las redes sociales dirigidos a todos los residentes de Shafter, que son aproximadamente \$800 para llegar a aproximadamente 17,000 usuarios en la comunidad
- El Distrito también hará publicidad en el periódico Shafter Press, que costará un poco más de \$1,000

Comentario: Shafter Press es una excelente manera de difundirlo entre la comunidad. Debido a COVID, han combinado Shafter y Wasco.

Respuesta del Distrito: Lo bueno es que, aunque estamos enfocados en que los residentes de Shafter aprovechen este programa, también está abierto a los residentes de Wasco.

Pregunta: Cuando salga la información solar, ¿enviará la información al Comité Directivo o tenemos que buscarla en las plataformas de redes sociales?

Respuesta del Distrito: Fue enviado por correo electrónico y/o por correo postal antes de la última reunión, pero el Distrito está más que feliz de enviarlo nuevamente.

Revisión y Discusión del Informe Anual

Jessica Olsen, Gerente de Programas, Distrito del Aire del Valle

Jessica brindó una descripción general completa del borrador del Informe de Progreso Anual requerido por CARB. Los puntos más importantes de la presentación incluyen:

- Se enviaron por correo copias impresas de una versión en español del borrador del informe a los hispanohablantes y deberían haber llegado antes de la reunión del Comité Directivo
- Otros miembros del Comité Directivo deberían haber recibido una versión electrónica del borrador del informe por correo electrónico
- El Informe de Progreso Anual es la culminación de todo el esfuerzo y trabajo del Comité Directivo y otros miembros de la comunidad; es obligatorio, pero no se debe entregar hasta dentro de algunas semanas
- Han pasado 7 meses desde que CARB aprobó el CERP de Shafter y el Comité Directivo ha logrado mucho en este período de tiempo
- El borrador del Informe de Progreso Anual se publica en la página web de la comunidad de Shafter
- El informe incluye una tabla de medidas junto con una actualización de estado
- El Informe de Cumplimiento de CARB para 2019 y las medidas estatales también se publica en la página web del Comité Directivo
- Los miembros del Comité Directivo tienen mucho tiempo para revisar el informe y proporcionar comentarios al Distrito

Comentario: El radio de siete millas se indica como no oficial en este informe, pero pensé que habíamos establecido hace un año que el radio de siete millas se encuentra en el límite de Shafter. El informe menciona que el monitoreo de PM 10 es temporal, pero nunca se pretendió que fuera temporal. Los apéndices aún no están incluidos y me gustaría ver qué se incluye en ellos. Por último, dado que este informe se concentra en los últimos 6 meses, el Distrito debería tener una respuesta clara a la resolución de CARB, que hizo algunos cambios.

Respuesta del Distrito: Gracias por sus comentarios, buscaremos hacer estos cambios en el informe.

Comentario de un Hispanohablante: Recibí mi copia impresa el sábado. ¿Se espera que lo haya leído y esté listo para esta reunión?

Respuesta del Distrito: El Distrito no espera que nadie haya leído nada o todo esto para la reunión de hoy. Solo queríamos tenerlo en sus manos para poder discutirlo juntos. Discutiremos esto en la próxima reunión del Comité Directivo en octubre y durante mucho más tiempo el Comité Directivo quiera dar su opinión.

Pregunta: ¿El Distrito está buscando al Comité Directivo para dar comentarios verbales sobre el informe o comentarios escritos? ¿cuáles son las expectativas? Si el Comité Directivo encuentra un error en el informe, ¿está dispuesto a cambiarlo?

Respuesta del Distrito: Aceptaremos cualquier tipo de comentarios y en el formato que prefiera. Queremos ver si la forma en que elaboramos este informe transmite el trabajo que se ha realizado en cada una de estas medidas y todas las reuniones y esfuerzos que ustedes como el Comité Directivo han presentado. Sí, este informe está en forma de borrador.

Pregunta: ¿Por qué está mencionando el informe que se realizará el próximo mes si el Distrito va a informar el 24?

Respuesta: La reunión del 24 de septiembre es una actualización de CARB para su propia Mesa Directiva de CARB; no está relacionado con este informe de progreso anual.

Concluir/Próximos Pasos

Hanna Stelmakhovych, Facilitadora, ILG

Hanna reiteró las oportunidades de participación para el Comité Directivo. Erica Manuel, Directora Ejecutiva de ILG, recordó a los miembros del Comité Directivo sobre el programa de estipendios y alentó a los residentes a comunicarse con ILG si tienen alguna pregunta. Aún se están aceptando las solicitudes.

Hanna notificó al Comité Directivo que esta sería la última reunión de Jessica Olsen durante unos meses, ya que planea estar fuera unos meses debido a licencia por maternidad a fines de septiembre.

Recordatorios:

La reunión del Subcomité de Monitoreo del Aire de Shafter es el 22 de septiembre a las 4:00pm. La reunión de la Mesa Directiva de CARB es el 24 de septiembre a las 4:00pm. La próxima reunión del Comité Directivo es el 12 de octubre a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



Agenda for Shafter Community Steering Committee Meeting #23

Monday, September 14, 2020 – 5:00 pm – 7:00 pm

Zoom Meeting: <https://zoom.us/j/92164695325>
Meeting ID: 921 6469 5325

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
- 5:20 p.m. Standing Updates**
Monitoring Plan Update — Mobile van activities, upcoming subcommittee meeting
Valley Air District Staff
Subcommittee Update — School filtration and school bus measure updates
Valley Air District Staff
Other Agency Updates — Department of Pesticide Regulation (DPR), CARB
- 5:45 p.m. Outreach Strategy for Solar Measures**
Solicit feedback from CSC on how to best provide information about GRID Alternatives solar programs for Shafter residents
Valley Air District Staff
- 6:00 p.m. Review and Discuss Annual Report**
Discussion with CSC, District, and CARB about the draft annual report to the community. Soliciting feedback on report and how to best communicate progress moving forward.
Valley Air District Staff
- 6:45 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, October 12, Zoom Call

Learn more: community.valleyair.org



Agenda para el Comité Directivo de la Comunidad de Shafter Reunión #23

Lunes, 14 de septiembre de 2020 – 5:00 pm – 7:00 pm

Reunión por Zoom: <https://zoom.us/j/92164695325>

Meeting ID: 921 6469 5325

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 8097028

- 5:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
- 5:20 p.m. Actualizaciones Permanentes**
Actualización de Monitoreo de Aire — Actividades de la camioneta móvil, y próxima reunión del subcomité
Personal del Distrito del Aire del Valle
Actualización del Subcomité — Actualizaciones de las medidas de filtración escolar y autobuses escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias — Departamento de Regulación de Pesticidas (DPR), CARB
- 5:45 p.m. Estrategia de Alcance para Medidas Solares**
Solicitar comentarios del Comité Directivo sobre la mejor manera de proporcionar información sobre los programas solares de GRID Alternatives para los residentes de Shafter
Personal del Distrito del Aire del Valle
- 6:00 p.m. Repasar y Discutir el Reporte Anual**
Discusión con el Comité Directivo, el Distrito y CARB sobre el borrador del reporte anual para la comunidad. Solicitar comentarios sobre el reporte y cómo comunicar mejor el progreso en el futuro.
Personal del Distrito del Aire del Valle
- 6:45 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes 12 de octubre por Zoom

Aprende más: community.valleyair.org

Meeting Highlights*

AB 617 Shafter Community Steering Committee Meeting #22

August 10, 2020, 3:00pm-5:00pm

Virtual Zoom Meeting

Action items for the Shafter Community Steering Committee:

- Contact the Air District to request/suggest agenda items for future meetings

Action items for San Joaquin Valley Air Pollution Control District:

- Organize a special meeting on community air monitoring and consider assembling an air monitoring subcommittee
- Email CSC members with phone numbers and contact information for all energy and solar programs presented
- Consider another CSC member poll about meeting start times about starting meetings later so more members can attend

Welcome and Introductions:

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)

Erica Manuel, CEO & Executive Director, ILG

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Hanna welcomed the Shafter CSC participants, guests, speakers and members of the public and introduced herself and the ILG team. She gave an overview of Zoom instructions and Spanish translation services then reviewed the agenda and timeline of the meeting. Erica outlined Zoom and chat box etiquette. Ryan thanked everybody for attending and continued support of the AB 617 program. Ryan provided a stipend update:

- After state-led efforts to provide resident members of steering committees failed, the Air District found a path to provide stipends to resident members of the CSC
- Stipends will include a \$75 reimbursement per regularly scheduled, full CSC meeting for up to 15 meetings per year, which is equivalent to \$1,125 per calendar year
- Subcommittee meetings do not qualify for reimbursement
- Stipends are subject to the availability of AB 617 funding on an annual basis
- ILG will provide the stipends, which will be retroactive to January 2020
- There will be an application required to receive the stipends
- Stipends can be expected within 30 days of the full CSC meeting
- To qualify for a stipend, a resident member must be present for 75% of the CSC meeting or 90 minutes of a 2 hour meeting
- There will be a record kept of any residents that participate together on the same computer or Zoom screen

Question: What will the resident need to do procedurally or will it be automatic? How will alternates qualify?

District Response: The next step is to go to the Governing Board for approval on Aug. 20. If it is approved, the District will work with ILG to notify all resident members. If a resident is interested in receiving a stipend, ILG will work with them to get the necessary paperwork filed. Alternates qualify when they are filling in for the primary member when they cannot attend. Our understanding is alternates are people who are interested and want to participate in the process, but do not have the time to fully commit to the process.

Monitoring Plan Update:

Chay Thao, Program Manager, Valley Air District

Chay presented an update on community air monitoring and an overview of ozone trends. Presentation highlights include:

- The District is continuing to conduct localized air monitoring in the Shafter community
- The air monitoring van is actively monitoring pollutants in areas of interest and CSC-recommended locations
- The District compared the ozone readings in Shafter to the Bakersfield, Oildale, and the Bakersfield Municipal Airport sites and the readings appear to be consistent between all sites for 2019 and 2020
- The mobile air monitoring van has measured PM2.5, ozone, CO, NO2, and SO2 and all are below the federal allowable standards
- A detailed quarterly report will be available soon and we are working to make it easier for everyone to access the data

Comment: This report would be more useful if it included all the mobile data that has been collected, including data on the same day from different locations around Shafter to see how the measurements vary by location. Federal data seems less relevant at this time. We also recommend developing a special committee where Air District experts can go through the monitoring data.

Question: The Shafter monitor has always been well below Bakersfield for ozone, but this year we have more violations than the Bakersfield monitor. Why has this turned around?

District Response: Typically Bakersfield tends to be one of the higher sites. There hasn't been a rise in Shafter, but you are correct; it's running higher than Bakersfield. Our initial analysis has been looking at vehicle miles traveled (VMT) on the freeways and how it affects ozone as it relates to the shelter-in-place orders. The site at Bakersfield, being closer to Highway 99 should be more sensitive to the changes in the shelter-in-place orders due to decreased traffic, which could partially explain the decrease seen there, whereas activities around the Shafter area do not appear to have been impacted to the same degree due to the shelter-in-place order.

Comment: Looking at regional and statewide trends during this pandemic, there has been a decline in air pollution. If the information is available, can we look at the data for this same timeframe from a year ago and see how the pandemic has played a role in this decline? I second the motion to having a subcommittee for the community air monitoring plan.

District Response: In the next couple of months, we will have data to compare with the previous year and will be able to look at the impact of the pandemic on emissions.

Question: When you use the mobile air monitoring van, is it during business hours or after-hours?

District Response: It has been during business hours, however, we will take hours into consideration for future monitoring to ensure we are fully capturing the spectrum of monitoring information.

School Filtration and School Bus Measures Update:

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime gave an overview of the school filtration subcommittee meeting. Presentation highlights:

- The District has developed an application for school filtration based on the guidelines for AB 617 that have come from CARB

- The District has been contacting all the schools to connect with them and understand their individual circumstances and capabilities to install new air filters
- The District will be circling back on school buses, currently we have three electric buses currently headed to Shafter

Pesticide Measures Update:

Nan Singhasemanon, Department of Pesticide Regulation (DPR)

Nan mentioned a recent in-person meeting between a few CSC members and the Kern County Farm Bureau about pesticide notifications and gave a brief update. Presentation highlights include:

- There have been a number of meetings about the mitigation pilot and they are on track to look at applications this fall
- Work will occur in the Shafter area
- The next standing update will have more to report

Comment: If the group wants to have a subcommittee on pesticides, are CARB, and DPR are willing to participate?

Question from Spanish-Speaker: She received a letter for solar energy and was breaking down the percentage of low income requirements and is wondering if an elderly person who makes more than is stated can qualify?

ILG Response: You are taking us into our next agenda item and we will answer that question shortly.

Solar and Energy Efficiency:

Bertha Aguilar, GRID Alternatives

Sarah Sharpe, California Public Utilities Commission (CPUC)

Jessica Olsen, Program Manager, Valley Air District

Todd Payne, Community Action Partnership of Kern (CPAK)

Jessica provided an overview of some items included in the Shafter CERP--seeking incentives for local businesses and homeowners to install solar panels and energy storage, weatherization, and enhanced energy efficiency. Three guest speakers with related opportunities and programs presented to the group.

GRID Alternatives presentation highlights:

- GRID Alternatives aims to help families save up to 80% on their electric bills
- All systems are provided at no cost due to a DAC-SASH program, which is a single family solar homes program
- All GRID Alternatives' programs are income-based
- GRID Alternatives offers energy education and training for employment in the solar industry

Question: The cost on an older home's breaker box and some re-wiring could cost the homeowner. Solar should not be put on a roof unless the roof has at least a 15-20 year life expectancy. A lot of people have an adequate roof, but it might not last 10-15 more years. Is there money for these other costs as well?

GRID Alternatives Response: We have a construction person who ensures the roof is in good condition. If it is not, they let the homeowner know. If breaker boxes are older and won't pass the city inspection, we include that in the cost and upgrade the box.

Hanna prompted the CSC with a question about how we can help promote this program and let the rest of the Shafter community know about it.

Comment/Question: We have to fully understand the program before we can promote it. If someone goes to solar, they are probably also considering electric vehicles and electrifying their entire house. How much over the last year or two of usage do you allow the homeowner to go? Can they go 30% over what the usage was assuming they are going to use more electricity and less fuel like gasoline for a car and natural gas for a house?

GRID Alternatives Response: We calculate usage for the last 12 months and design the system accordingly. Bringing in an electric vehicle would require a completely different calculation.

CPUC Presentation Highlights:

- The CPUC has a Disadvantaged Community Advisory Group and has adopted an Environmental and Social Justice Action Plan
- The DAC-Green Tariff package makes solar energy available to people who cannot put it on their home, such as renters or people who have an old roof
- The utilities purchase green energy from a solar farm and the CPUC sells it to the community members who sign up and live in a disadvantaged community
- The CPUC just adopted a program to automatically enroll people into this DAC-Green Tariff program
- There are roughly 180 households in Shafter that are qualified
- The DAC-Community Solar program just launched and is meant for people who cannot put solar on their own home
- To qualify, they must live in the vicinity of a solar facility and have a community sponsor who puts solar on their property and signs up low-income communities within its vicinity—up to 40 miles away
- The Self-Generation Incentive Program provides battery storage on a home and there is \$1 billion available through 2024

Question: With regard to electrification of home heating, hot water, and cooking, what state programs are coming down the road to help people fully electrify their home?

CPUC Response: What you're talking about would fall under "building de-carbonization". There was legislation passed last year directing the CPUC to develop some programs. Those are being developed right now and we are happy to have you as a party in the proceeding.

CAPK Presentation Highlights:

- CAPK has utility assistance and weatherization programs, funded by state and federal dollars
- A client can call in, request information, receive the application, and schedule a time to meet one of the techs to help with set up
- If someone qualifies for either of the programs, they qualify for both—they have the same income guidelines
- Once a year, CAPK can pay one utility bill for clients
- For weatherization, CAPK will come out and do a home assessment, see what the house qualifies for and replace everything for free

Comment: There have been complaints in the San Joaquin Valley about solar fraud. The CPUC is happy to help people file complaints. If you have received solar and were told it was free, but later found out you had debt on your mortgage, please contact the CPUC.

CERP Measures Tracker Update:

Jessica Olsen, Program Manager, Valley Air District

Todd DeYoung, Director of Strategy & Incentives, Valley Air District

Jessica presented the CERP Measures Tracker, which has been posted on the main Shafter webpage. Presentation highlights:

- The tracker is in English and Spanish and has been designed to track the progress of every single measure in the CERP
- Based on the type of measure, the measure number and the description as written in the CERP, anyone can see the details of what we wanted to accomplish in the CERP at the time, then a status update on implementation, as of the date of publication
- Links are included if there was a recent presentation on that measure
- With regard to the CERP measure incentive program development, the funding that goes along with the CERP is tied to the community air protection program (CAPP) guidelines
- For programs that don't fit within the existing CAP guidelines, there is a process for getting community identified projects approved so state funding can be used; many of the incentive-based measures identified in Shafter fall into that bucket
- The District has 12-13 measures in the development process of right now and once submitted, will need to work with CARB staff to get them approved
- Draft program plans will be posted on the community webpage so CSC members can see what is being proposed, in addition to being emailed out to the committee

Question: Is the tracker something that's currently running at the Shafter 617 portal? Is there methodology or criteria on how different metrics are being implemented?

District Response: Yes. As we are developing the individual measures and submitting them to CARB. The measures have a lot more detail, so as they are posted CSC members can dive into each one and see exactly what is being proposed.

Wrap Up/Next Steps:

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)

Hanna reiterated the request from the CSC to have an air monitoring-specific subcommittee meeting and thanked everybody for participating in the meeting.

Question: Is it possible to consider moving our meeting time to later in the day?

District Response: We took a poll to select this start time, but we are happy to re-evaluate and see if another time works better for CSC members.

Comment: I run a small community solar company based in Fresno and we are looking for community partners that might be able to collaborate on community-designed and community-owned solar projects. I will put my info in the chat if anyone wants to follow up.

Reminders:

Next meeting is September 14 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*

Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #22

10 de agosto de 2020, 3:00pm-5:00pm

Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Shafter:

- Comuníquese con el Distrito del Aire para solicitar/sugerir puntos de la agenda para reuniones futuras

Artículos de Acción para el Distrito del Aire:

- Organizar una reunión especial sobre monitoreo del aire de la comunidad y considerar la posibilidad de formar un subcomité de monitoreo del aire
- Enviar un correo electrónico a los miembros del Comité Directivo con números de teléfono e información de contacto para todos los programas de energía y energía solar presentados
- Considerar otra encuesta de los miembros del Comité Directivo sobre las horas de inicio de las reuniones sobre cómo comenzar las reuniones más tarde para que puedan asistir más miembros

Bienvenida e Introducciones

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Erica Manuel, CEO & Director Ejecutivo, ILG

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Hanna dio la bienvenida a los participantes del Comité Directivo de Shafter, invitados, oradores y miembros del público y se presentó a sí misma y al equipo de ILG. Ella dio una descripción general de las instrucciones de Zoom y los servicios de traducción en español y luego repasó la agenda y el cronograma de la reunión. Erica describió la etiqueta de Zoom y el chat. Ryan agradeció a todos por asistir y continuar apoyando el programa AB 617. Ryan proporcionó una actualización del estipendio:

- Después de que fracasaron los esfuerzos dirigidos por el estado para proporcionar miembros residentes de los comités directivos, el Distrito del Aire encontró un camino para proporcionar estipendios a los miembros residentes del Comité Directivo
- Los estipendios incluirán un reembolso de \$75 por reunión del Comité Directivo programada regularmente para hasta 15 reuniones por año, lo que equivale a \$1,125 por año calendario
- Las reuniones del subcomité no califican para reembolso
- Los estipendios están sujetos a la disponibilidad de fondos AB 617 anualmente
- ILG proporcionará los estipendios, que serán retroactivos a enero de 2020
- Se requerirá una solicitud para recibir los estipendios
- Se pueden esperar estipendios dentro de los 30 días posteriores a la reunión completa del Comité Directivo
- Para calificar para un estipendio, un miembro residente debe estar presente durante el 75% de la reunión del Comité Directivo o 90 minutos de una reunión de 2 horas
- Se mantendrá un registro de los residentes que participen juntos en la misma computadora o pantalla Zoom

Pregunta: ¿Qué deberá hacer el residente de manera procesal o será automático? ¿Cómo calificarán los suplentes?

Respuesta del Distrito: El siguiente paso es ir a la Mesa Directiva para su aprobación el 20 de agosto. Si se aprueba, el Distrito trabajará con ILG para notificar a todos los miembros residentes. Si un residente está interesado en recibir un estipendio, ILG trabajará con él para que se presente la documentación necesaria. Los suplentes califican cuando están reemplazando al miembro principal cuando no pueden asistir. Entendemos que los suplentes son personas que están interesadas y quieren participar en el proceso, pero no tienen el tiempo para comprometerse completamente con el proceso.

Actualización del Plan de Monitoreo:

Chay Thao, Gerente de Programa, Distrito del Aire del Valle

Chay presentó una actualización sobre el monitoreo del aire de la comunidad y una descripción general de las tendencias del ozono. Los puntos importantes de la presentación incluyen:

- El Distrito continúa llevando a cabo un monitoreo del aire localizado en la comunidad de Shafter
- La camioneta de monitoreo del aire está monitoreando activamente los contaminantes en áreas de interés y ubicaciones recomendadas por el Comité Directivo
- El Distrito comparó las lecturas de ozono en Shafter con los sitios de Bakersfield, Oildale y el Aeropuerto Municipal de Bakersfield y las lecturas parecen ser consistentes entre todos los sitios para 2019 y 2020
- La camioneta de monitoreo de aire móvil ha medido PM2.5, ozono, CO, NO2 y SO2 y todos están por debajo de los estándares federales permitidos
- Pronto estará disponible un informe trimestral detallado y estamos trabajando para que sea más fácil para todos acceder a los datos

Comentario: Este informe sería más útil si incluyera todos los datos móviles que se han recopilado, incluidos los datos del mismo día de diferentes ubicaciones alrededor de Shafter para ver cómo varían las mediciones según la ubicación. Los datos federales parecen menos relevantes en este momento. También recomendamos desarrollar un comité especial donde los expertos del Distrito del Aire puedan revisar los datos de monitoreo.

Pregunta: El monitor de Shafter siempre ha estado muy por debajo de Bakersfield para el ozono, pero este año tenemos más violaciones que el monitor Bakersfield. ¿Por qué ha cambiado esto?

Respuesta del Distrito: Normalmente, Bakersfield tiende a ser uno de los sitios más altos. No ha habido un aumento en Shafter, pero tienes razón; está corriendo más alto que Bakersfield. Nuestro análisis inicial ha estado analizando las millas recorridas por vehículos (VMT) en las autopistas y cómo afecta el ozono en lo que respecta a las órdenes de refugio en el lugar. El sitio en Bakersfield, al estar más cerca de la autopista 99, debería ser más sensible a los cambios en las órdenes de refugio en el lugar debido a la disminución del tráfico, lo que podría explicar parcialmente la disminución observada allí, mientras que las actividades alrededor del área de Shafter no parecen haberse visto afectado en el mismo grado debido a la orden de refugio en el lugar.

Comentario: Al observar las tendencias regionales y estatales durante esta pandemia, ha habido una disminución en la contaminación del aire. Si la información está disponible, ¿podemos mirar los datos para este mismo período de tiempo de hace un año y ver cómo la pandemia ha jugado un papel en esta disminución? Apoyo la moción de tener un subcomité para el plan de monitoreo del aire de la comunidad.

Respuesta del Distrito: En los próximos meses, tendremos datos para comparar con el año anterior y podremos observar el impacto de la pandemia en las emisiones.

Pregunta: Cuando usa la camioneta de monitoreo de aire móvil, ¿es durante el horario laboral o fuera del horario laboral?

Respuesta del Distrito: Ha sido durante el horario laboral, sin embargo, tomaremos en consideración las horas para el monitoreo futuro para asegurarnos de que estamos capturando completamente el espectro de información de monitoreo.

Actualización de Medidas de Filtración Escolar y Autobuses Escolares:

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime dio una descripción general de la reunión del subcomité de filtración escolar. Puntos importantes de la presentación:

- El Distrito ha desarrollado una aplicación para filtración escolar basada en las pautas para AB 617 que provienen de CARB
- El Distrito se ha puesto en contacto con todas las escuelas para conectarse con ellos y comprender sus circunstancias y capacidades individuales para instalar nuevos filtros de aire
- El Distrito regresará al tema de los autobuses escolares, actualmente tenemos tres autobuses eléctricos que se dirigen a Shafter

Actualización de las Medidas de Pesticidas:

Nan Singhasemanon, Departamento de Regulación de Pesticidas (DPR)

Nan mencionó una reunión en persona reciente entre algunos miembros del Comité Directivo y la Oficina Agrícola del Condado de Kern sobre las notificaciones de pesticidas y brindó una breve actualización. Los puntos importantes de la presentación incluyen:

- Ha habido una serie de reuniones sobre el piloto de mitigación y están en camino de analizar las aplicaciones este otoño
- El trabajo se llevará a cabo en el área de Shafter
- La próxima actualización permanente tendrá más que informar

Comentario: Si el grupo quiere tener un subcomité sobre pesticidas, ¿están el CARB y el DPR dispuestos a participar?

Pregunta de Hispanohablante: Recibió una carta sobre energía solar y estaba desglosando el porcentaje de requisitos de bajos ingresos y se pregunta si una persona mayor que gana más de lo que se indica puede calificar.

Respuesta de ILG: Nos está llevando a nuestro próximo punto de la agenda y responderemos esa pregunta en breve.

Eficiencia Solar y Energética:

Bertha Aguilar, GRID Alternatives

Sarah Sharpe, Comisión de Servicios Públicos de California (CPUC)

Jessica Olsen, Gerente de Programas, Distrito del Aire del Valle

Todd Payne, Community Action Partnership of Kern (CPAK)

Jessica proporcionó una descripción general de algunos elementos incluidos en el CERP de Shafter—que buscan incentivos para que las empresas locales y los propietarios de viviendas instalen paneles solares y almacenamiento de energía, climatización y una mayor eficiencia energética. Tres oradores invitados con oportunidades y programas relacionados presentaron al grupo.

Puntos importantes de la presentación de GRID Alternatives:

- GRID Alternatives tiene como objetivo ayudar a las familias a ahorrar hasta un 80% en sus facturas de electricidad
- Todos los sistemas se proporcionan sin costo debido a un programa DAC-SASH, que es un programa de viviendas solares unifamiliares
- Todos los programas de GRID Alternatives se basan en los ingresos
- GRID Alternatives ofrece educación y formación energética para el empleo en la industria solar

Pregunta: El costo de la caja de disyuntores de una casa antigua y algunos cambios de cableado podrían costarle al propietario. La energía solar no debe colocarse en un techo a menos que el techo tenga al menos una esperanza de vida de 15 a 20 años. Mucha gente tiene un techo adecuado, pero puede que no dure entre 10 y 15 años más. ¿Hay dinero para estos otros costos también?

Respuesta de GRID Alternatives: Contamos con una persona de construcción que se asegura de que el techo esté en buenas condiciones. Si no es así, se lo informan al propietario. Si las cajas de interruptores son más antiguas y no pasan la inspección de la ciudad, lo incluimos en el costo y mejoramos la caja.

Hanna impulsó al Comité Directivo con una pregunta sobre cómo podemos ayudar a promover este programa y dejar que el resto de la comunidad Shafter lo sepa.

Comentario/Pregunta: Tenemos que comprender completamente el programa antes de poder promoverlo. Si alguien va a la energía solar, probablemente también esté considerando los vehículos eléctricos y la electrificación de toda su casa. ¿Cuánto durante los últimos dos años de uso le permite al propietario ir? ¿Pueden superar el 30% del uso asumiendo que van a usar más electricidad y menos combustible como gasolina para un automóvil y gas natural para una casa?

Respuesta de GRID Alternatives: Calculamos el uso de los últimos 12 meses y diseñamos el sistema de acuerdo. Llevar un vehículo eléctrico requeriría un cálculo completamente diferente.

Puntos Importantes de la Presentación de la CPUC:

- La CPUC tiene un Grupo Asesor de Comunidades Desfavorecidas y ha adoptado un Plan de Acción de Justicia Social y Ambiental
- El paquete de DAC-Green Tariff hace que la energía solar esté disponible para las personas que no pueden instalarla en su hogar, como inquilinos o personas que tienen un techo viejo
- Los servicios públicos compran energía verde de una granja solar y la CPUC la vende a los miembros de la comunidad que se inscriben y viven en una comunidad desfavorecida
- La CPUC acaba de adoptar un programa para inscribir automáticamente a las personas en el programa DAC-Green Tariff
- Hay aproximadamente 180 hogares en Shafter que están calificados
- El programa DAC-Community Solar acaba de lanzarse y está destinado a personas que no pueden instalar energía solar en su propia casa
- Para calificar, deben vivir en las cercanías de una instalación solar y tener un patrocinador comunitario que coloque energía solar en su propiedad y registre comunidades de bajos ingresos dentro de su vecindad—hasta a 40 millas de distancia
- El Self-Generation Incentive Program proporciona almacenamiento de batería en un hogar y hay \$1 mil millones disponibles hasta 2024

Pregunta: Con respecto a la electrificación de la calefacción, el agua caliente y cocinar en el hogar, ¿qué programas estatales se avocan para ayudar a las personas a electrificar completamente su hogar?

Respuesta de la CPUC: De lo que está hablando se incluiría en la "descarbonización de edificios". El año pasado se aprobó una legislación que ordena a la CPUC que desarrolle algunos programas. Estos se están desarrollando en este momento y nos complace tenerlos como parte del procedimiento.

Puntos importantes de la presentación CAPK:

- CAPK tiene programas de climatización y asistencia de servicios públicos, financiados con dólares estatales y federales
- Un cliente puede llamar, solicitar información, recibir la solicitud y programar una cita para reunirse con uno de los técnicos para ayudar con la configuración
- Si alguien califica para cualquiera de los programas, califica para ambos—tienen las mismas pautas de ingresos
- Una vez al año, CAPK puede pagar una factura de servicios públicos para los clientes
- Para la climatización, CAPK saldrá y hará una evaluación del hogar, verá para qué califica la casa y reemplazará todo gratis

Comentario: Ha habido quejas en el Valle de San Joaquín sobre el fraude solar. La CPUC se complace en ayudar a las personas a presentar quejas. Si recibió energía solar y le dijeron que era gratis, pero luego descubrió que tenía una deuda en su hipoteca, comuníquese con la CPUC.

Actualización del Reporte de las Medidas del CERP:

Jessica Olsen, Gerente de Programa, Distrito del Aire del Valle

Todd DeYoung, Director de Estrategia e Incentivos, Distrito del Aire del Valle

Jessica presentó el Reporte de las Medidas del CERP, que se ha publicado en la página web principal de Shafter. Puntos importantes de la presentación:

- El reporte de las medidas está en inglés y español y ha sido diseñado para monitorear el progreso de cada medida en el CERP
- Según el tipo de medida, el número de la medida y la descripción tal como está escrita en el CERP, cualquiera puede ver los detalles de lo que queremos lograr en el CERP en ese momento, luego una actualización del estado de implementación, a la fecha de publicación
- Se incluyen enlaces si hubo una presentación reciente sobre esa medida
- Con respecto al desarrollo del programa de las medidas de incentivos del CERP, el financiamiento que acompaña al CERP está vinculado a las directrices del programa comunitario de protección del aire (CAPP, por sus siglas en inglés)
- Para los programas que no se ajustan a las pautas existentes del CAP, existe un proceso para obtener la aprobación de proyectos identificados por la comunidad para que se puedan utilizar los fondos estatales; muchas de las medidas basadas en incentivos identificadas en Shafter caen en ese grupo
- El Distrito tiene 12-13 medidas en el proceso de desarrollo en este momento y una vez enviadas, deberá trabajar con el personal de CARB para obtener su aprobación
- El borrador de los planes del programa se publicarán en la página web de la comunidad para que los miembros del Comité Directivo puedan ver lo que se propone, además de enviarse por correo electrónico al comité

Pregunta: ¿El reporte de las medidas es algo que se está ejecutando actualmente en el portal de Shafter 617? ¿Existe una metodología o criterios sobre cómo se están implementando las diferentes métricas?

Respuesta del Distrito: Sí. A medida que desarrollamos las medidas individuales y las presentamos a CARB. Las medidas tienen mucho más detalle, por lo que a medida que se publican, los miembros del Comité Directivo pueden profundizar en cada una y ver exactamente lo que se propone.

Resumen/Próximos Pasos:

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Hanna reiteró la solicitud del Comité Directivo de tener una reunión del subcomité específico de monitoreo del aire y agradeció a todos por participar en la reunión.

Pregunta: ¿Es posible considerar cambiar la hora de nuestra reunión para más tarde en el día?

Respuesta del Distrito: Realizamos una encuesta para seleccionar esta hora de inicio, pero nos complace volver a evaluar y ver si otra hora funciona mejor para los miembros del Comité Directivo.

Comentario: Yo dirijo una pequeña empresa de energía solar comunitaria con sede en Fresno y estamos buscando socios comunitarios que puedan colaborar en proyectos solares diseñados y de propiedad comunitaria. Pondré mi información en el chat si alguien quiere hacer un seguimiento.

Recordatorios:

La próxima reunión es el 14 de septiembre a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



Agenda for Shafter Community Steering Committee Meeting #22

Monday, August 10, 2020 – 3:00 pm – 5:00 pm

Zoom Meeting: <https://zoom.us/j/92578037702>

Meeting ID: **925 7803 7702**

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 3:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
- 3:10 p.m. Resident Community Steering Committee member stipends**
Ryan Hayashi, Valley Air District
- 3:20 p.m. Standing Updates**
Monitoring Plan Update — Mobile van activities, ozone season trends
Valley Air District Staff
Subcommittee Update — School filtration and school bus measure updates
Valley Air District Staff
Other Agency Updates — *Department of Pesticide Regulation (DPR), CARB*
- 3:45 p.m. Solar and Energy Efficiency**
Partners from California Public Utilities Commission (CPUC) and Grid Alternatives to present on opportunities for residents to access programs to immediately reduce energy bills, take advantage of solar programs. Looking for feedback on how to engage the community.
CPUC
Grid Alternatives
- 4:45 p.m. Review Measures Tracker and Status Updates**
Valley Air District Staff
- 4:55 p.m. Wrap Up/Next Steps**
Next Meeting: Monday, September 14, 3pm-5pm Zoom Call

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #22

lunes, 10 de agosto de 2020 – 3:00 p.m. a 5:00 p.m.

Reunión por Zoom: <https://zoom.us/j/92578037702>
Meeting ID: **925 7803 7702**

Para participar solamente por teléfono en Español:
Llamada gratuita: 888-431-3632
Código de acceso: 1237790

- 3:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
- 3:10 p.m. Estipendios para Miembros Residentes del Comité Directivo de la Comunidad**
Ryan Hayashi, Distrito del Aire del Valle
- 3:20 p.m. Actualizaciones Permanentes**
Actualizacion del Plan de Monitoreo — Actividades de las camioneta móvil, tendencias de la temporada de ozono
Personal del Distrito del Aire del Valle
Actualizacion del Subcomite — Actualizaciones de medidas de filtración escolar y autobuses escolares
Personal del Distrito del Aire del Valle
Otras Actualizaciones de Agencias: Departamento de Regulación de Pesticidas (DPR), CARB
- 3:45 p.m. Eficiencia Solar y Energética**
Socios de la Comisión de Servicios Públicos de California (CPUC, por sus siglas en inglés) y Grid Alternatives ofrecen oportunidades para que los residentes accedan a programas para reducir de inmediato las facturas de energía, aprovechando los programas solares. Buscando comentarios sobre cómo involucrar a la comunidad.
CPUC
Grid Alternatives
- 4:45 p.m. Revisar el Reporte de Medidas y Actualizaciones de Estado**
Personal del Distrito del Aire del Valle
- 4:55 p.m. Concluir/Próximos Pasos**
Próxima Reunión: lunes, 14 de septiembre, 3pm-5pm por Zoom

Aprende más: community.valleyair.org

Shafter AB 617 Community Air Monitoring Update

Community Steering Committee Meeting
August 10, 2020

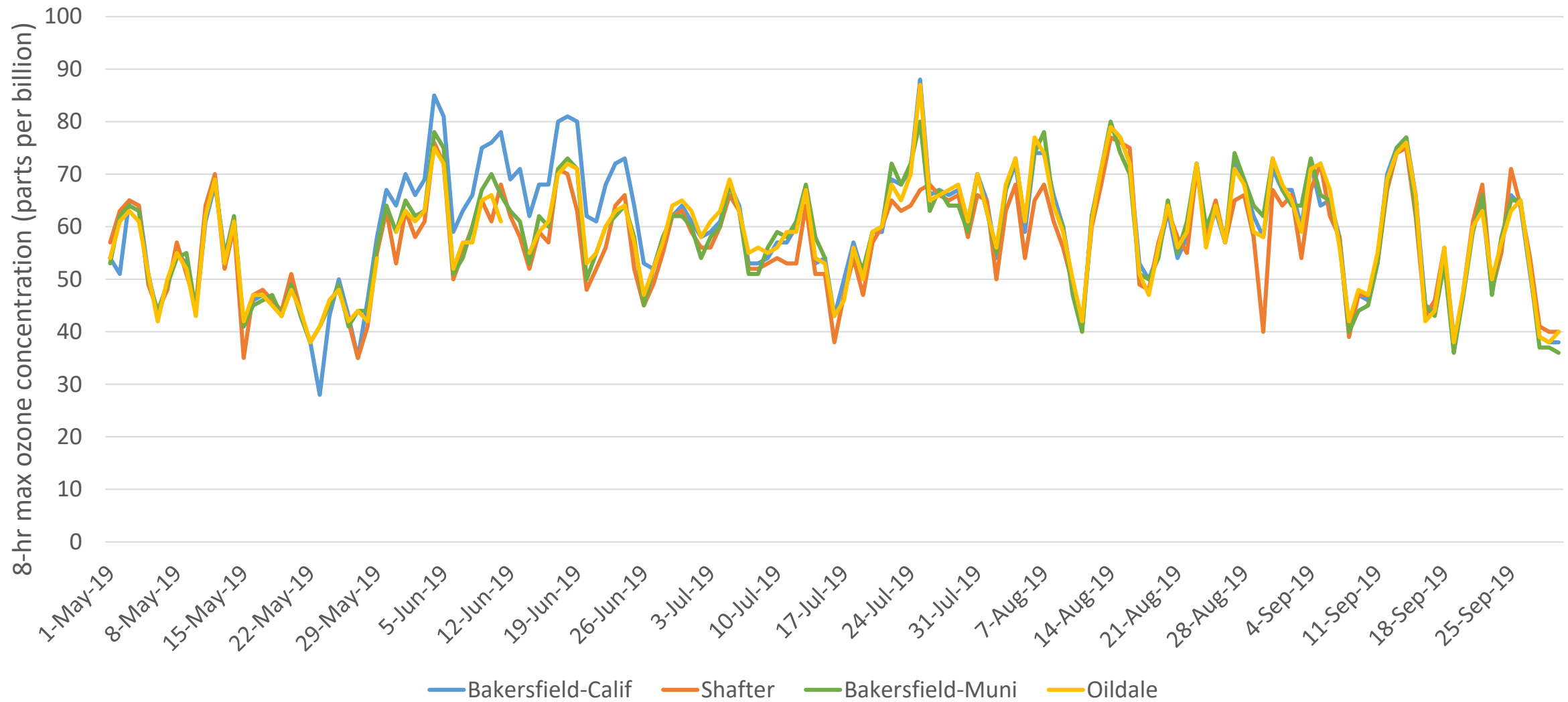
Ongoing Community Air Monitoring

- District continuing to conduct localized air monitoring in the Shafter community
- Richland School District Governing Board will review to approve the Districts plan to install monitors at Golden Oak and Sequoia Elementary on August 10th
- Lease agreement has been sent to North Shafter Migrant Labor Center for Trailer installation
- Air monitoring van actively being used to regularly monitor pollutants in areas of interest of the community and near recommended site locations for network design
- Intensive PM_{2.5} and VOC speciation sampling and laboratory analysis being conducted since late 2019

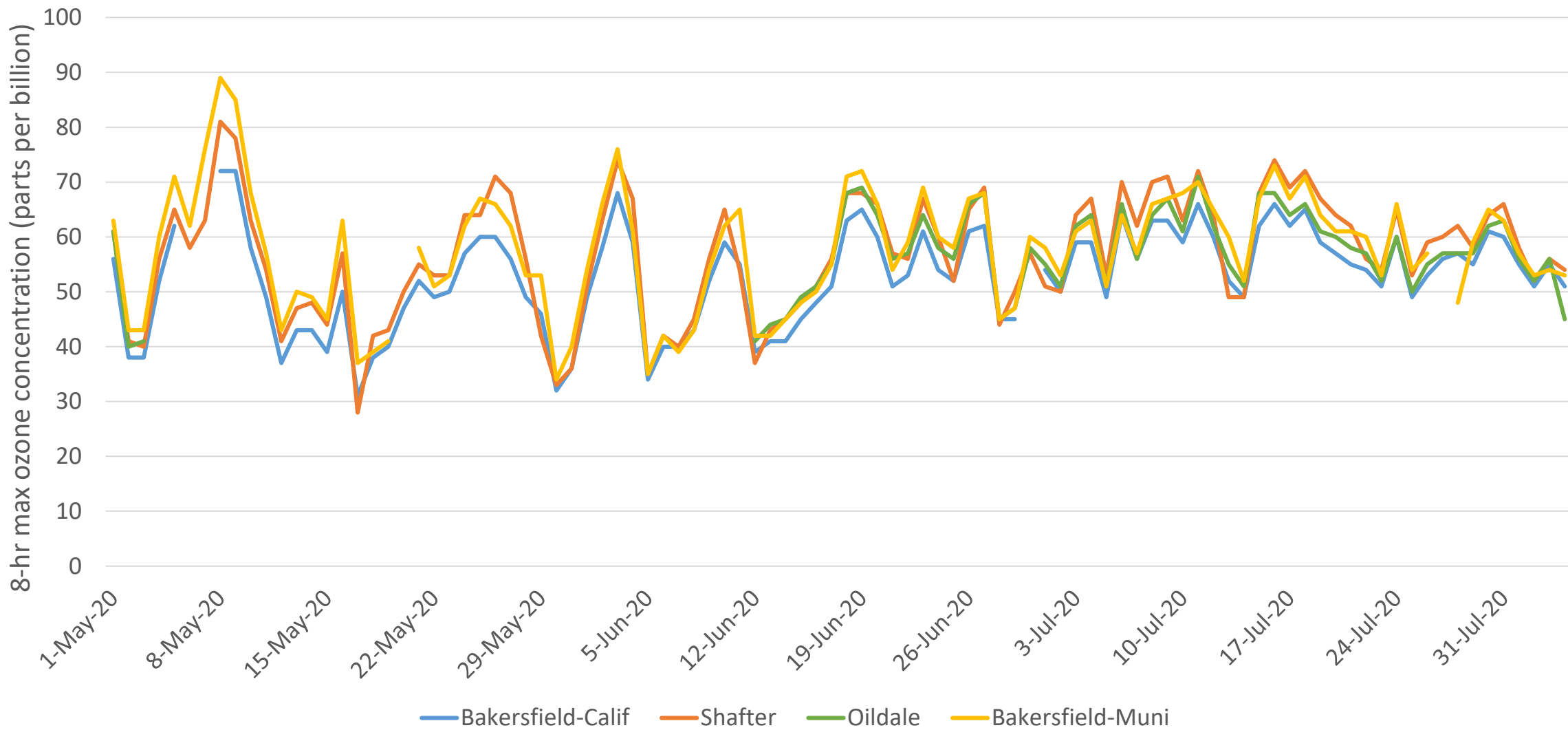
Ozone in Shafter Comparison

- Compared Ozone in Shafter with other nearby areas
 - Bakersfield California
 - Bakersfield Municipal Airport
 - Oildale
- For 2019 and 2020, ozone is fairly consistent between all areas

8-hr Ozone Comparison (May-Sept 2019)



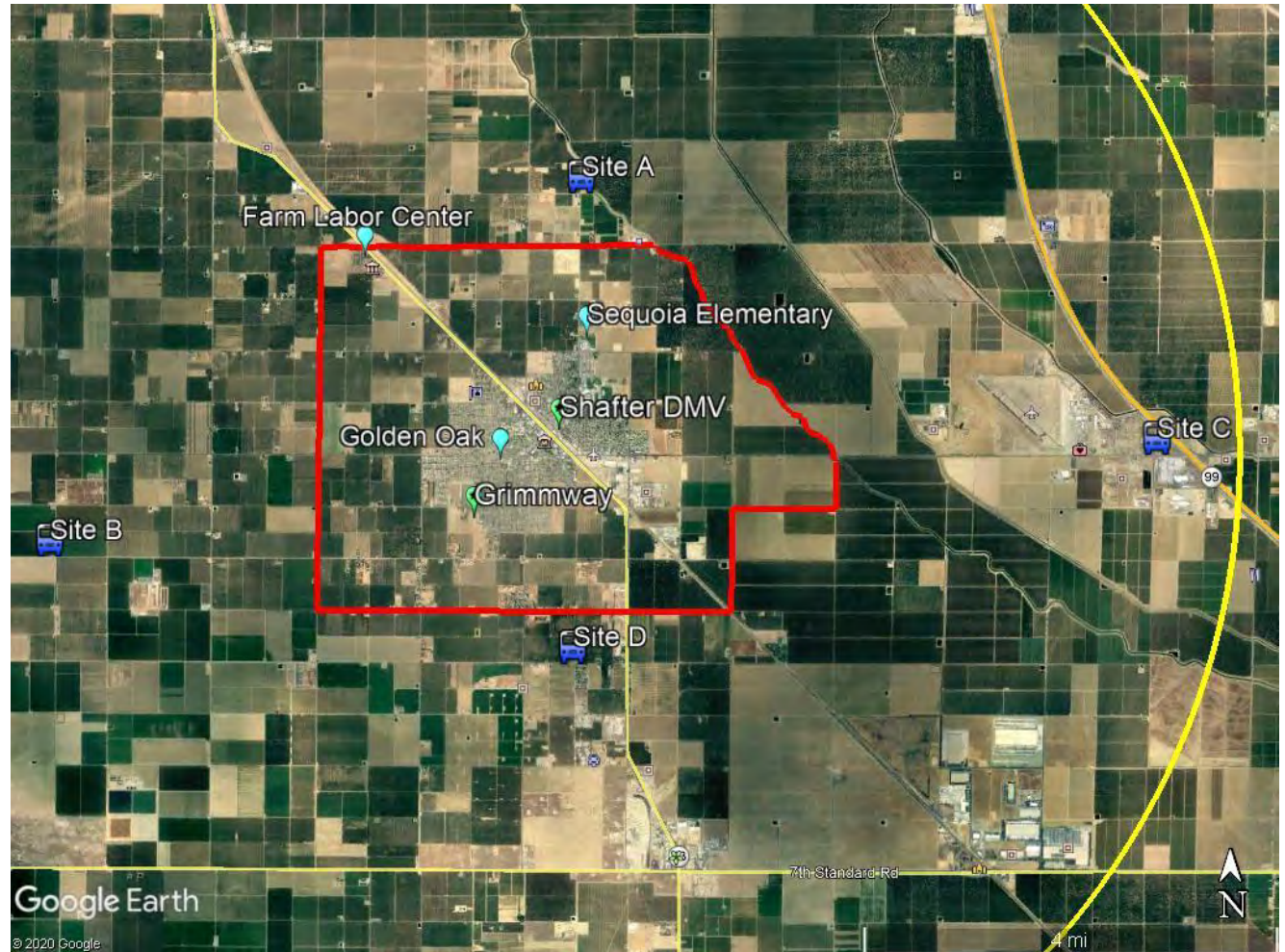
8-hr Ozone Comparison (May-August 4th 2020)



Mobile Air Monitoring Van Activities

- The mobile air monitoring vans has been monitoring at Golden Oak, Farm Labor Center, and Sequoia Elementary until the site is approved to be developed.
- Site A: North Shafter site focusing on measuring Agriculture sites*
- Site B: Centered around 4 dairies
- Site C: Airport and Industrial area
- Site D: Mexican Colony

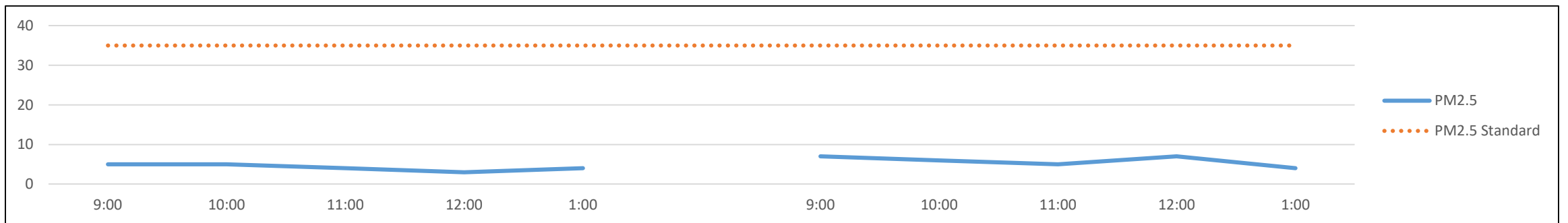
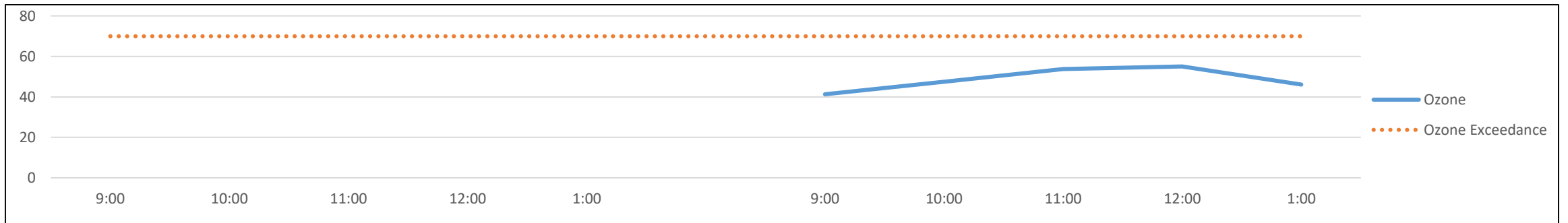
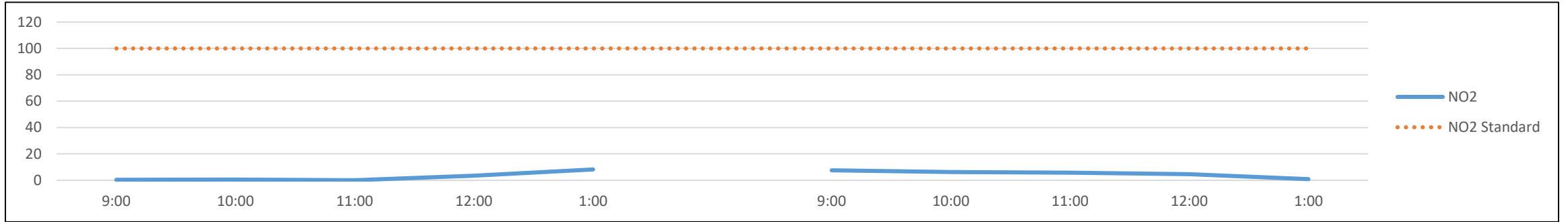
*Minimal monitoring. Resources currently used to temporarily monitor Farm Labor Center & Sequoia



Mobile Air Monitoring Van Activities (cont'd)

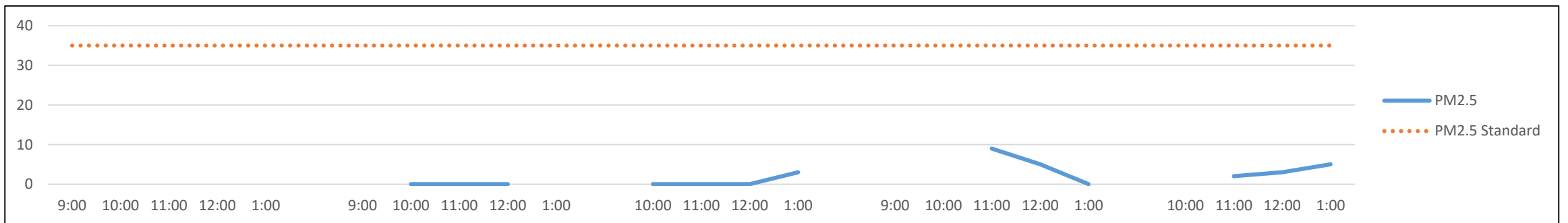
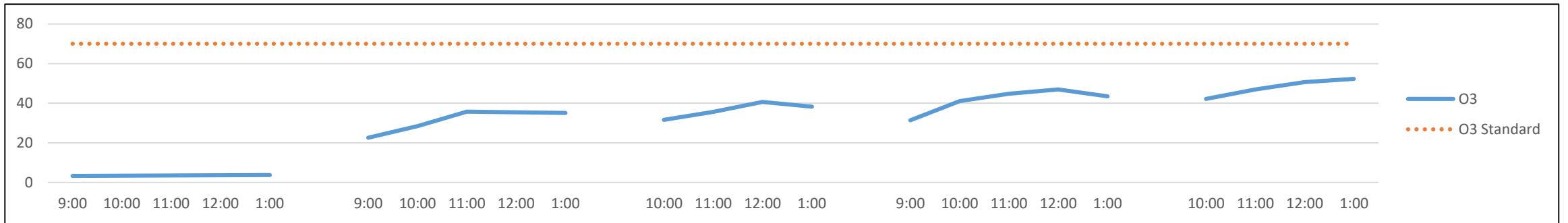
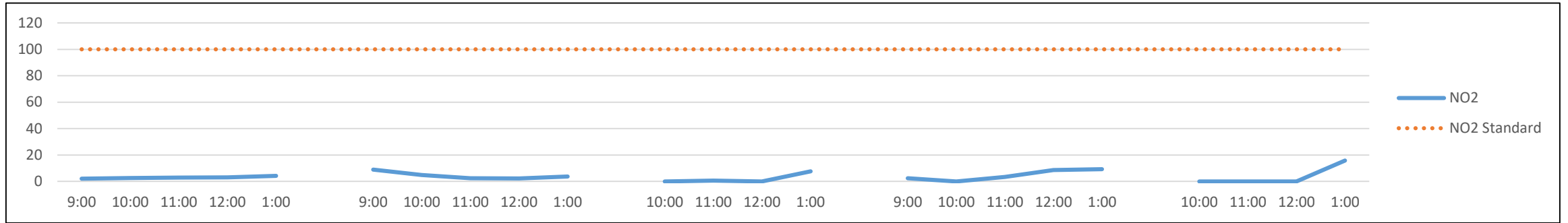
- Monitoring in the van has been occurring since January 2020
- The concentrations of pollutants measured for all locations are as follow:
 - PM2.5 highest reading of 16 $\mu\text{g}/\text{m}^3$, below the federal standard of 35 $\mu\text{g}/\text{m}^3$
 - Ozone highest reading of 64 ppb, below the federal 8-hr ozone standard of 70 ppb
 - CO highest reading of 0.4 ppm, below the federal 1-hr CO standard of 35 ppmv
 - NO2 highest reading of 37 ppb, below the federal 1-hr NO2 standard of 100 ppb
 - SO2 highest reading of 3.1 ppb, below the federal 1-hr SO2 standard of 75 ppb
 - VOC analyzers did not detect any measurable benzene, toluene, ethylbenzene, or xylene (BTEX) emissions at selected locations during this monitoring period

North Shafter Farm Labor Center



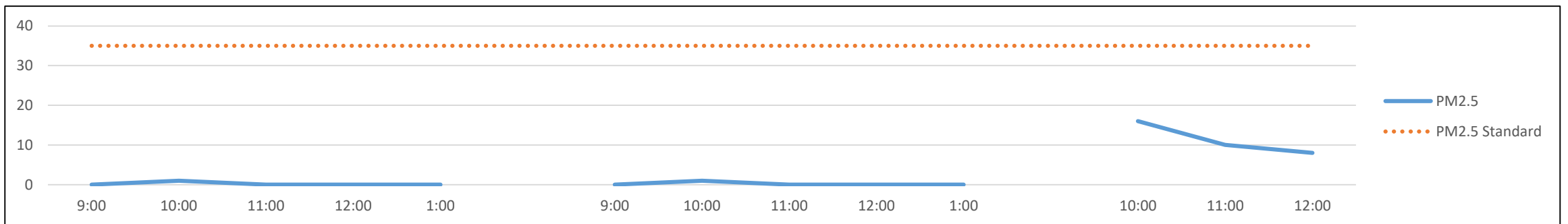
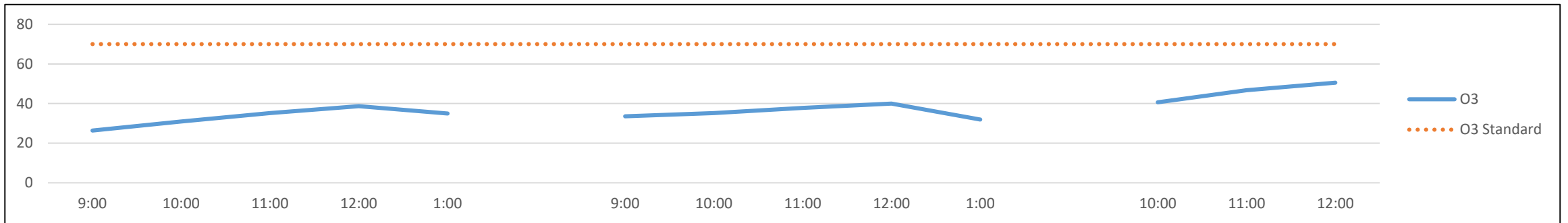
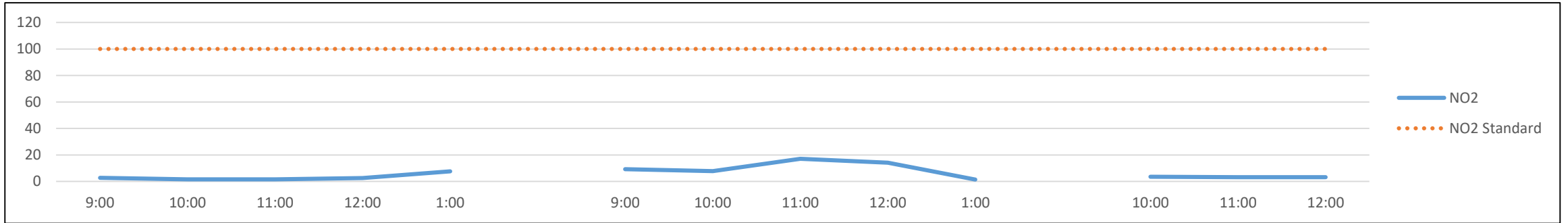
- Monitoring occurred March 31; April 16

Golden Oak Elementary



- Monitoring occurred March 11; April 9, 23; May 20; June 25

Sequoia Elementary



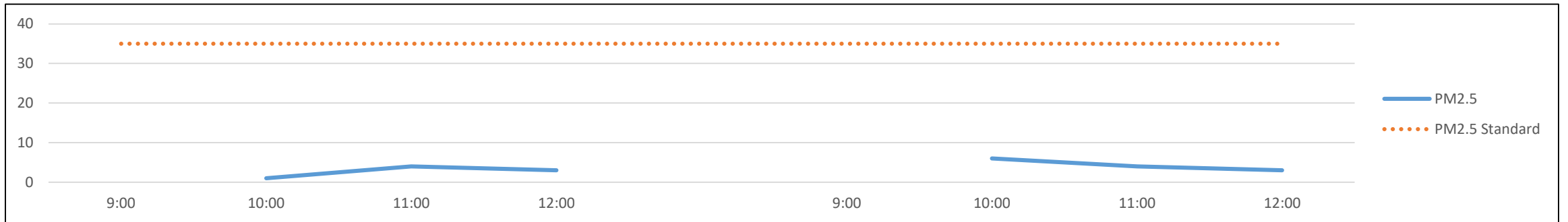
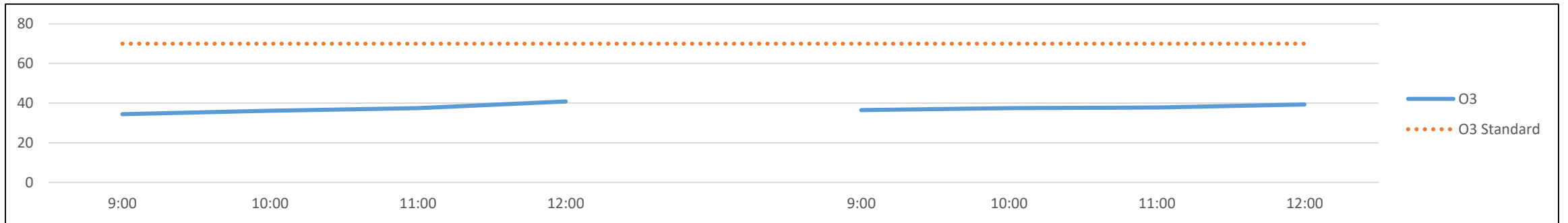
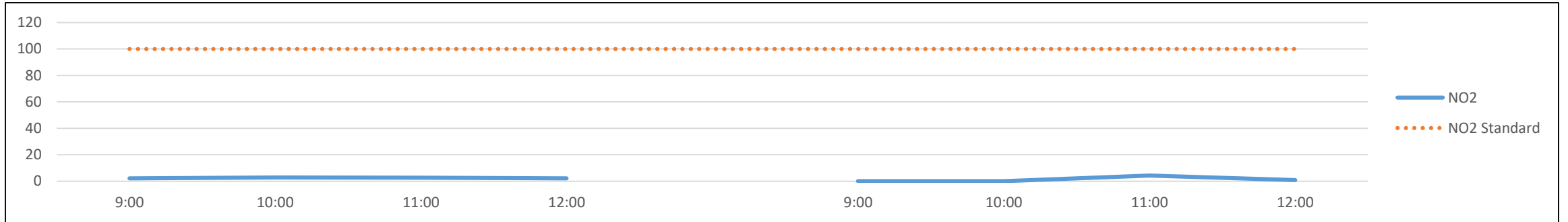
- Monitoring occurred April 23, May 14, June 25

Site B: West Side Dairies



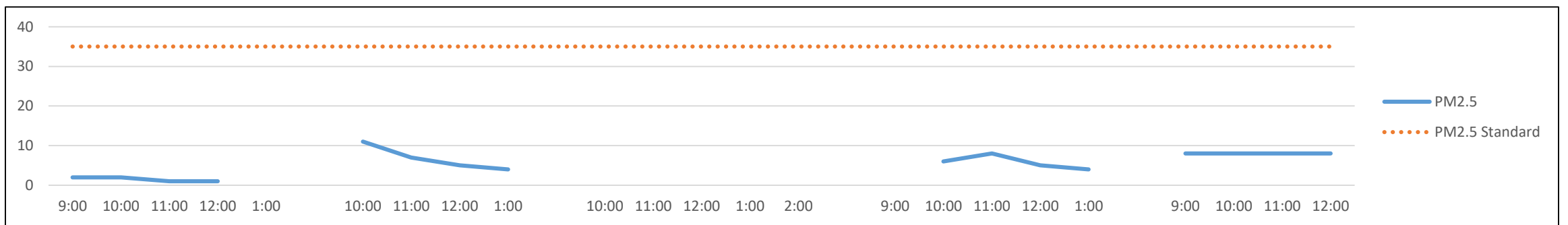
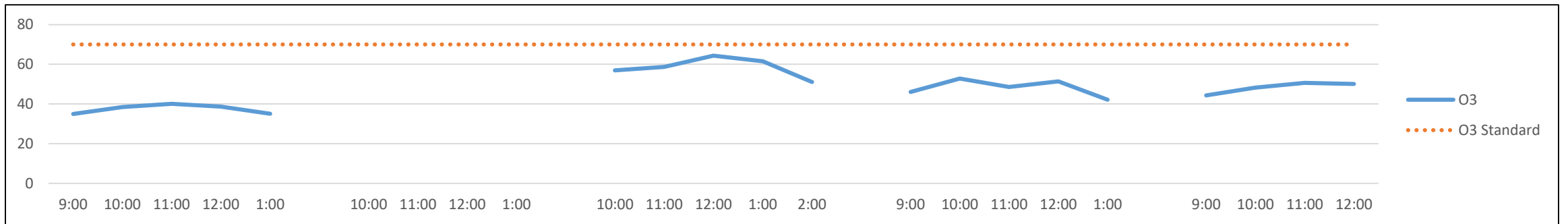
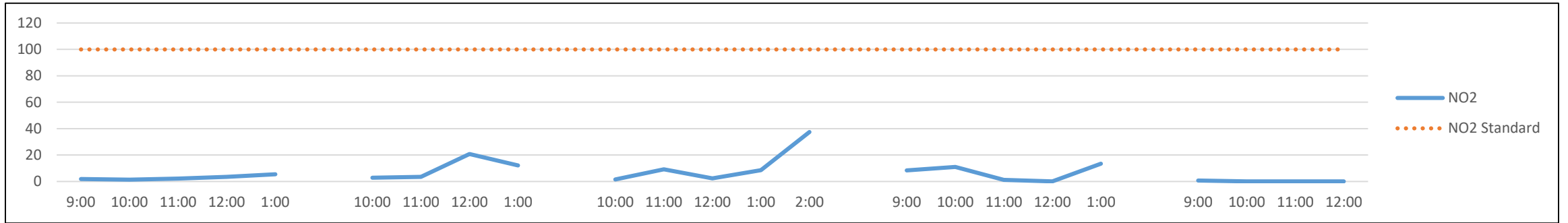
- Monitoring occurred March 31; April 29; May 20; June 30

Site C: Airport/Industrial Area Monitoring



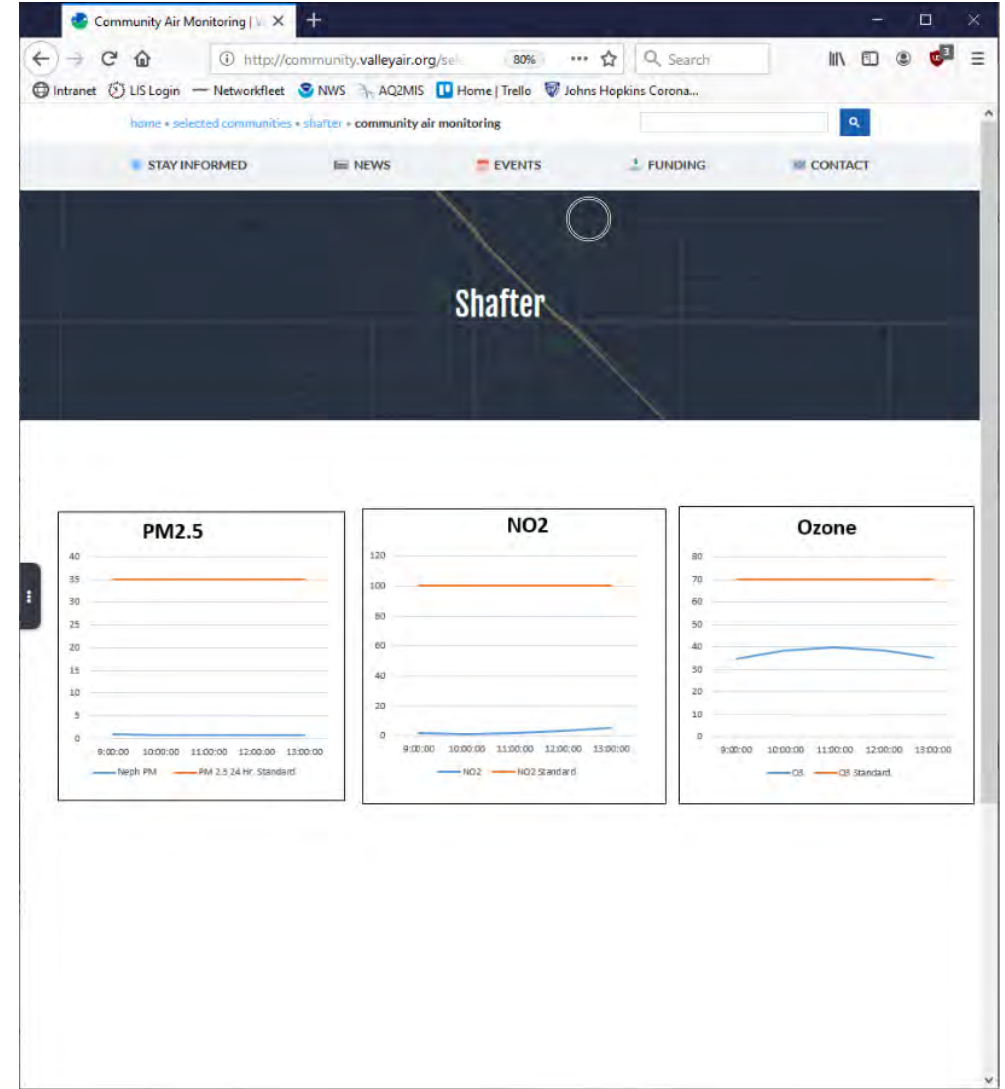
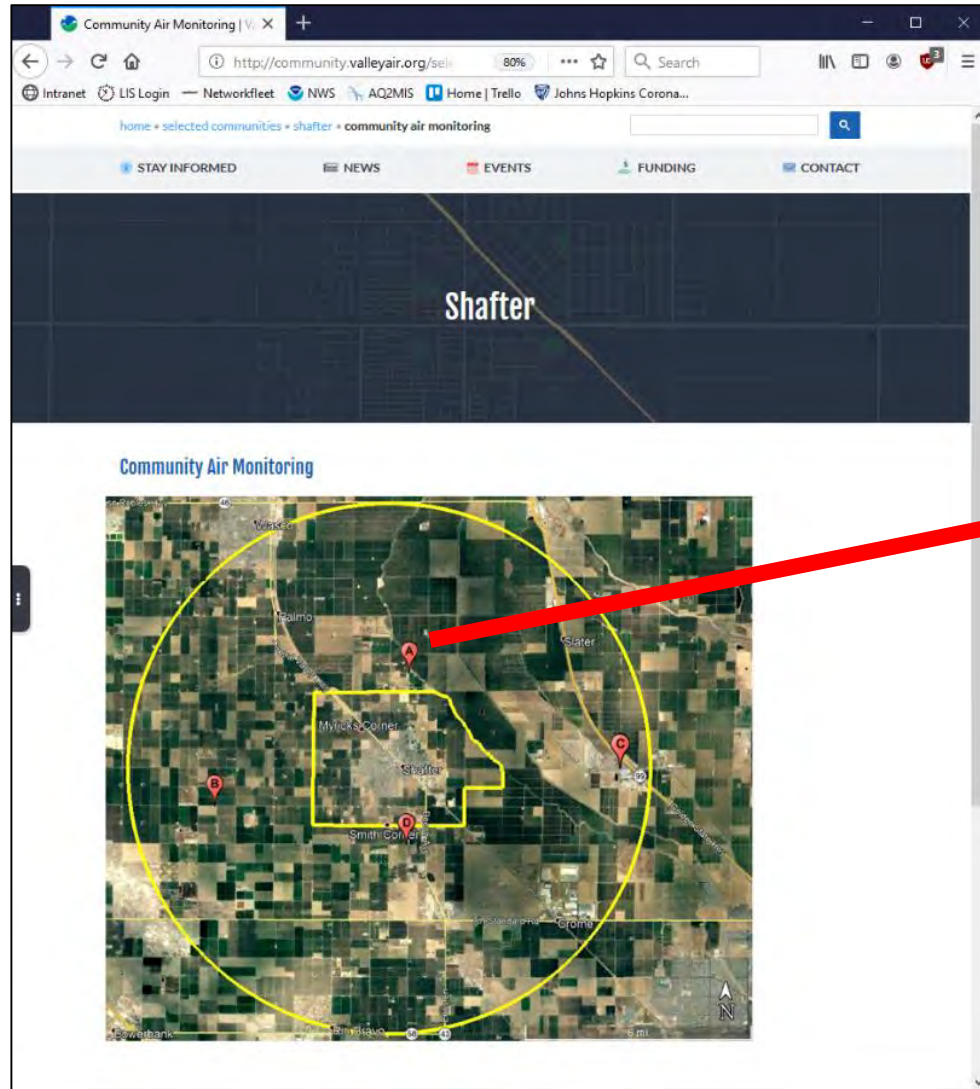
- Monitoring occurred April 2, May 14

Site D: Mexican Colony Monitoring



- Monitoring occurred March 25; April 16, 29; June 30; July 29

Proposed Website Tools for Mobile Monitoring



Comments/Questions?

Actualización del Monitoreo del Aire Comunitario de Shafter AB 617

Reunión del Comité Directivo Comunitarios
10 de Agosto de 2020

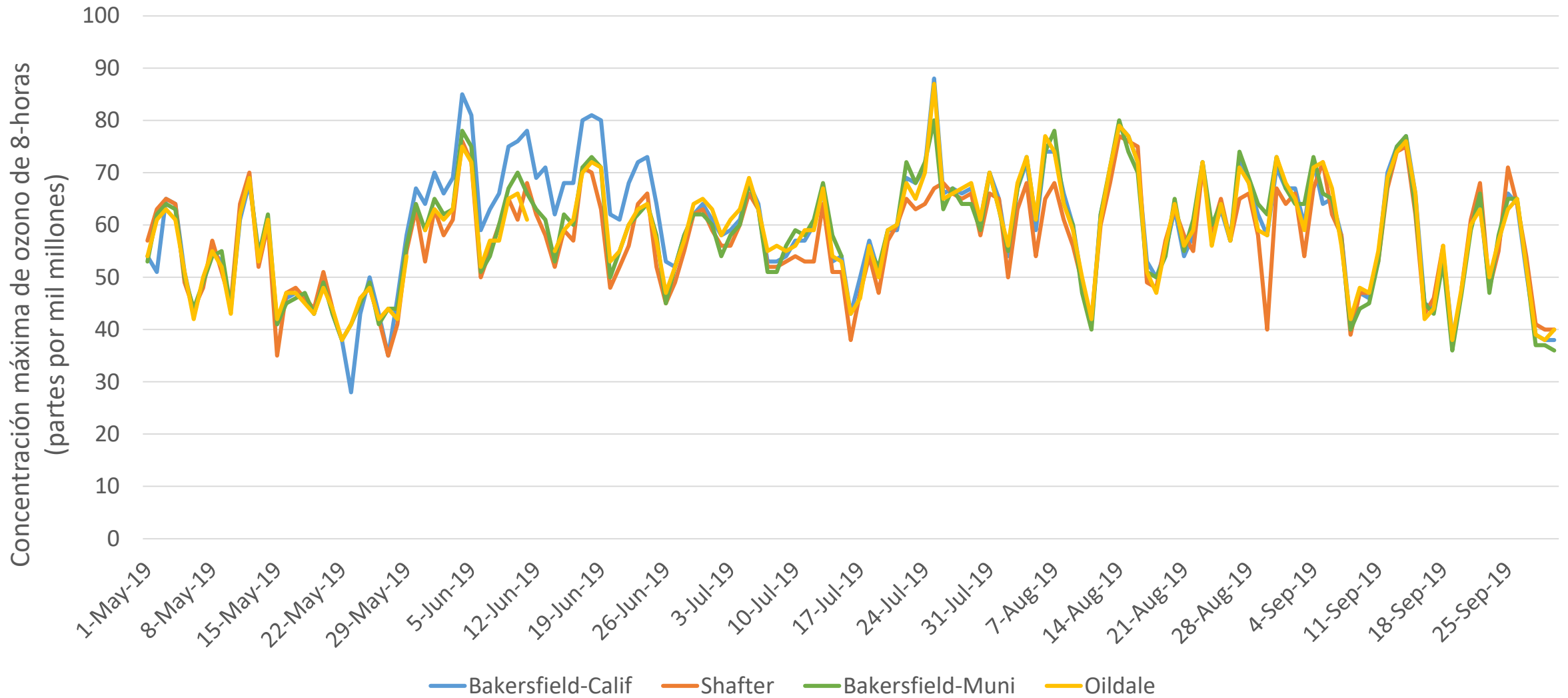
Monitoreo Continuo del Aire de la Comunidad

- El Distrito continúa realizando un monitoreo del aire localizado en la comunidad de Shafter
- La Mesa Directiva del Distrito Escolar de Richland revisará para aprobar el plan del Distrito para instalar monitores en Golden Oak y Sequoia Elementary el 10 de agosto
- El contrato de arrendamiento se ha enviado al Centro de Trabajo Migratorio de North Shafter para la instalación del remolque
- La camioneta de monitoreo del aire se usa actualmente para monitorear regularmente los contaminantes en áreas de interés de la comunidad y cerca de las ubicaciones recomendadas para el diseño de la red
- Muestreo intensivo de especiación de PM2.5 y VOC y análisis de laboratorio que se están realizando desde fines de 2019

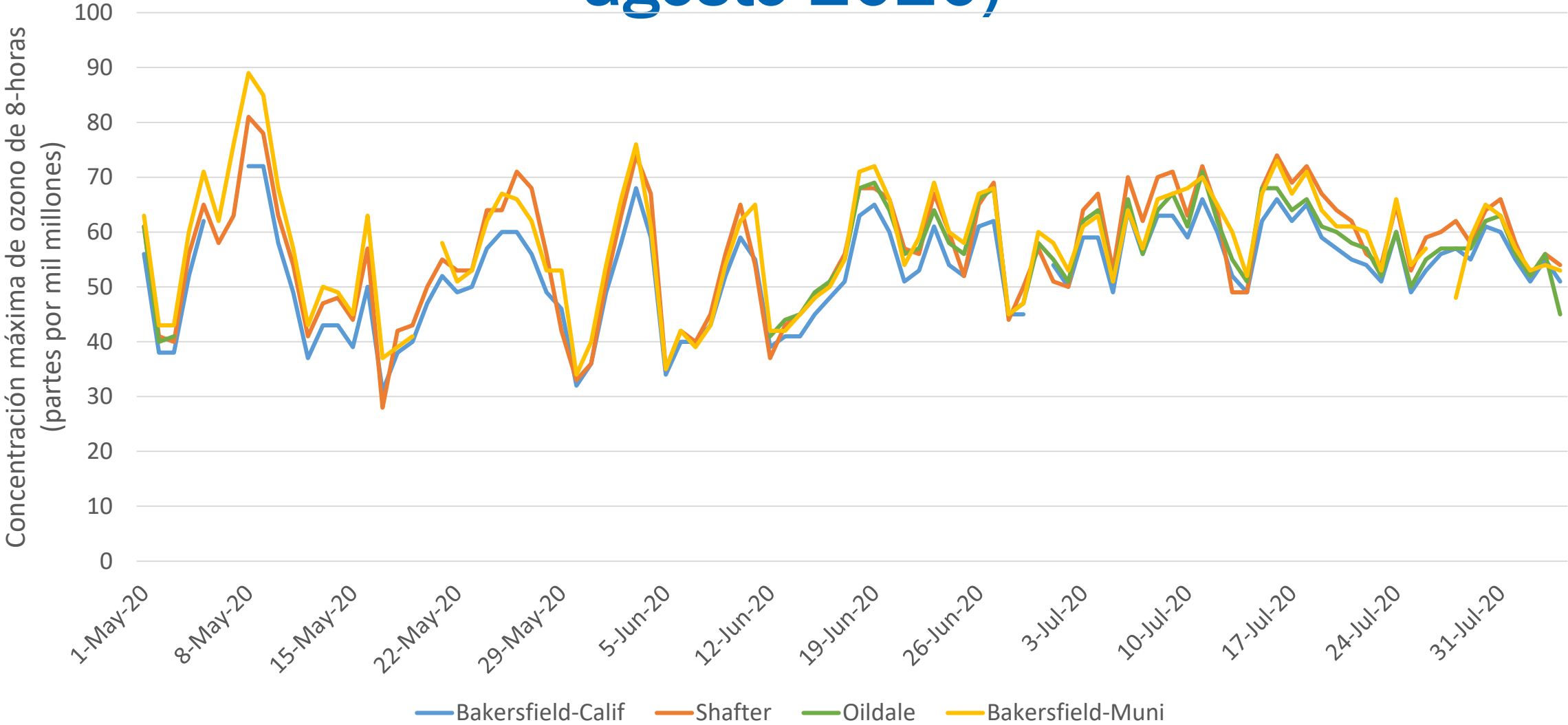
Comparación de Ozono en Shafter

- Comparación de Ozono en Shafter con otras áreas cercanas
 - Bakersfield California
 - Bakersfield Municipal Airport
 - Oildale
- Para 2019 y 2020, el ozono es bastante constante en todas las áreas

Comparación de Ozono de 8-horas (mayo-sept 2019)



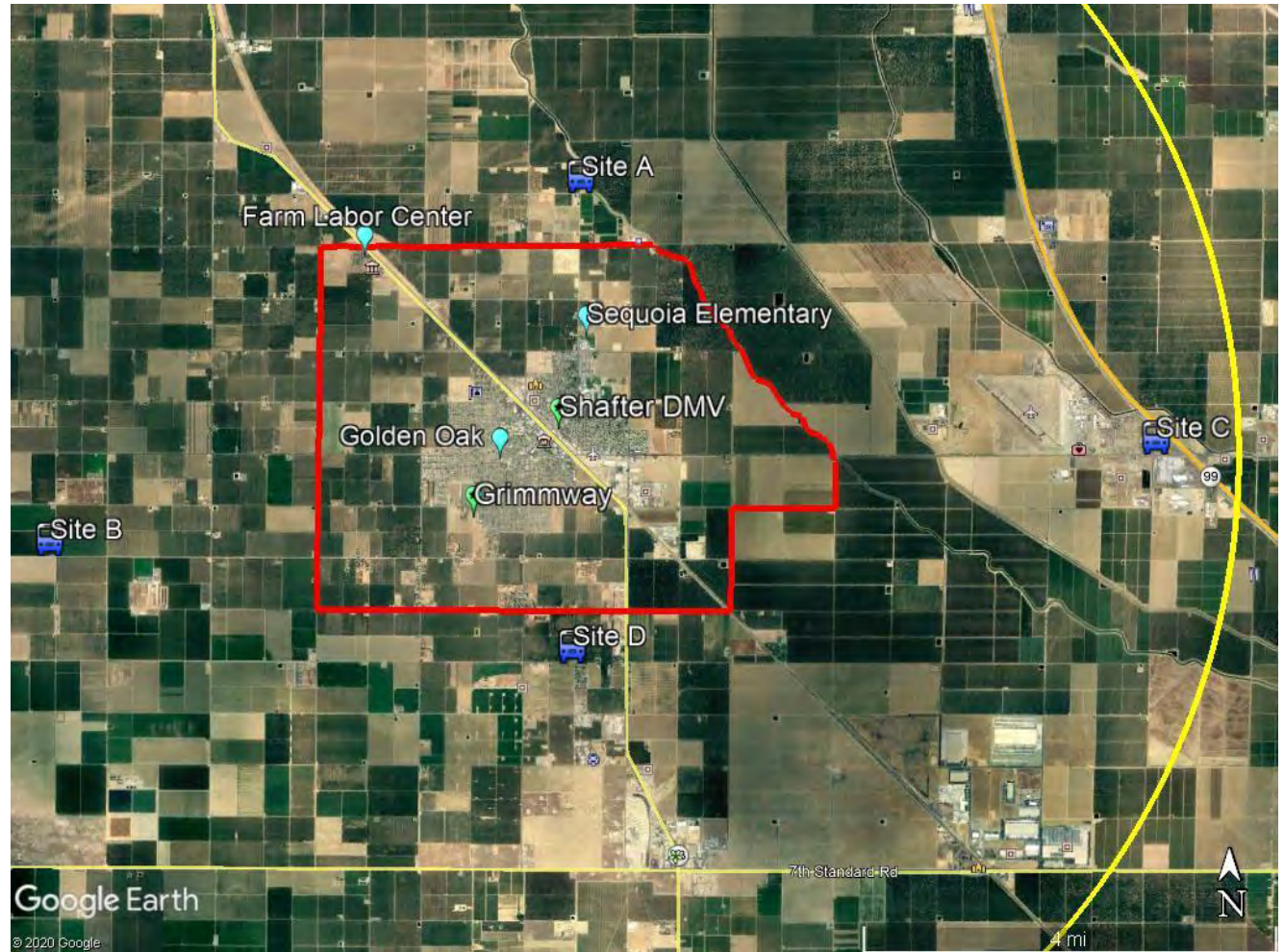
Comparación de Ozono de 8-horas (mayo-4 de agosto 2020)



Actividades de la Camioneta de Monitoreo del Aire Móvil

- Las camionetas móviles de monitoreo de aire han estado monitoreando en Golden Oak, Centro de Trabajo y Sequoia Elementary hasta que se apruebe el desarrollo del sitio.
- Sitio A: Sitio de North Shafter centrado en medir sitios de agricultura*
- Sitio B: Centrado alrededor de 4 lecherías
- Sitio C: Aeropuerto y área industrial
- Sitio D: Mexican Colony

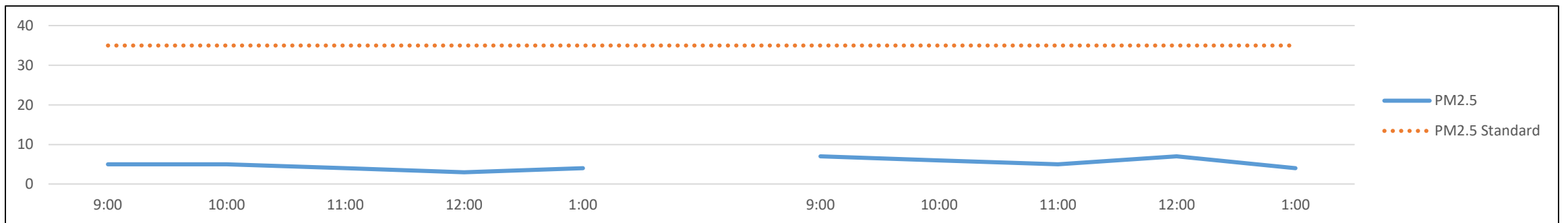
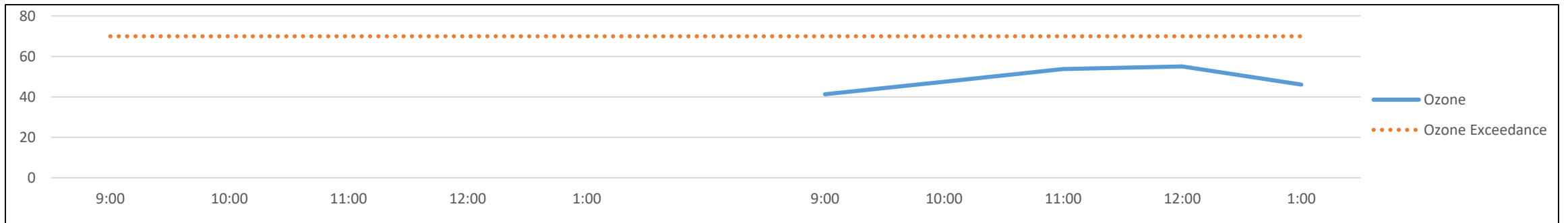
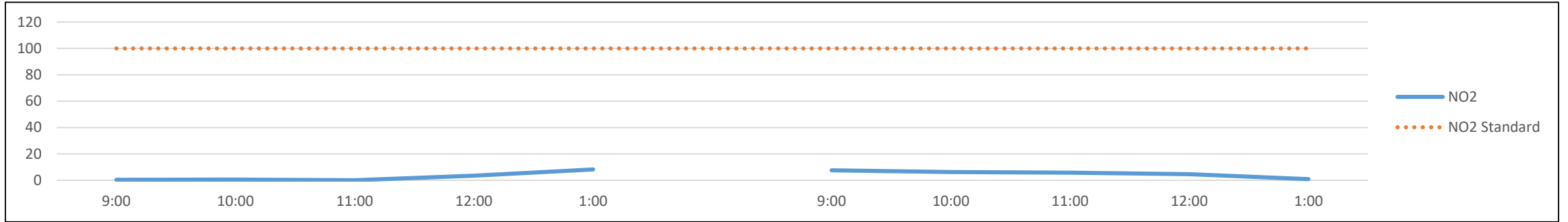
*Seguimiento mínimo. Recursos utilizados actualmente para monitorear temporalmente el Centro de Trabajo y Sequoia



Actividades de la Camioneta de Monitoreo del Aire Móvil (cont.)

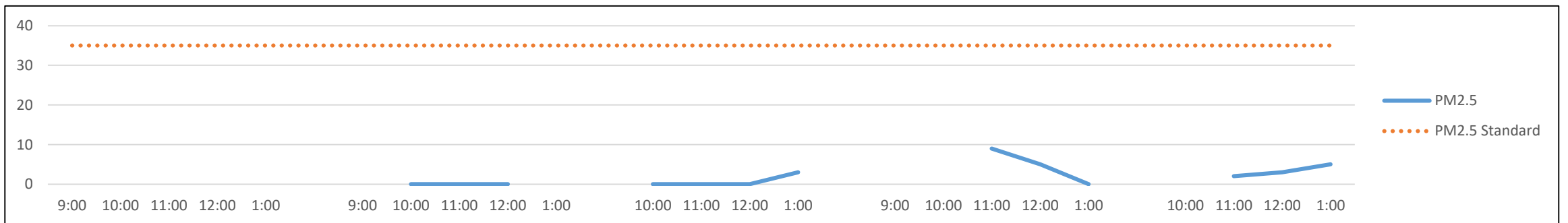
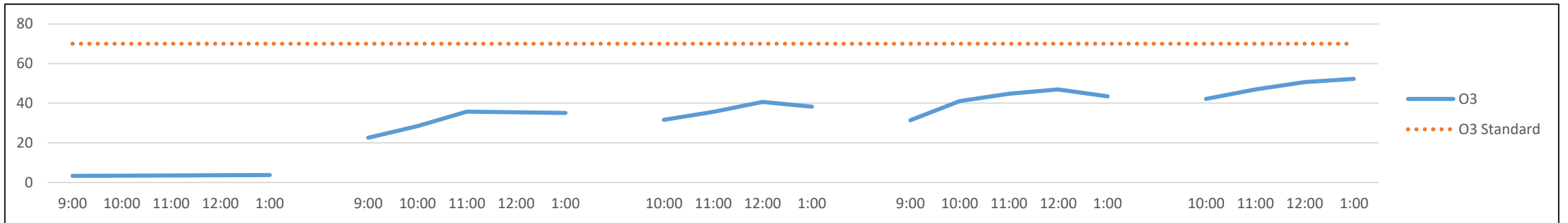
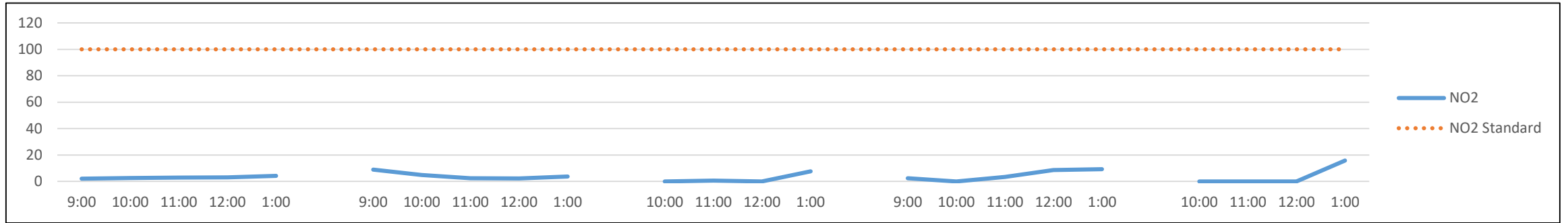
- El monitoreo en la camioneta ha estado ocurriendo desde enero de 2020
- Las concentraciones de contaminantes medidas para todas las ubicaciones son las siguientes:
 - Lectura más alta de PM2.5, 16 $\mu\text{g}/\text{m}^3$, por debajo del estándar federal de 35 $\mu\text{g}/\text{m}^3$
 - Lectura más alta de ozono de 64 ppb, por debajo del estándar federal de ozono de 8-horas de 70 ppb
 - Lectura más alta de CO de 0.4 ppm, por debajo del estándar federal de CO de 1-hora de 35 ppmv
 - Lectura más alta de NO2 de 37 ppb, por debajo del estándar federal de NO2 de 1- hora de 100 ppb
 - Lectura más alta de SO2 de 3.1 ppb, por debajo del estándar federal de SO2 de 1 hora de 75 ppb
 - Los analizadores de VOC no detectaron emisiones mensurables de benceno, tolueno, etilbenceno o xileno (BTEX) en ubicaciones seleccionadas durante este período de monitoreo

Centro de Trabajo en North Shafter



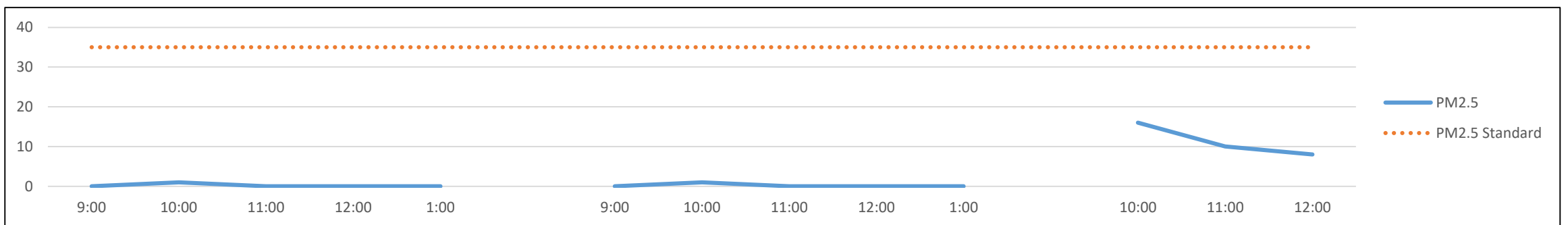
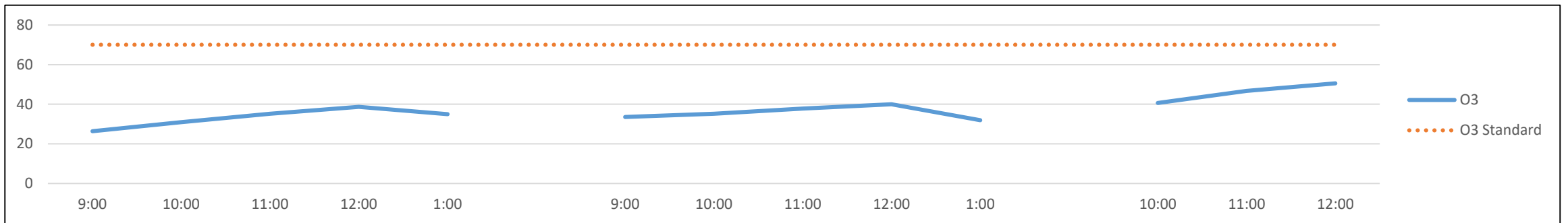
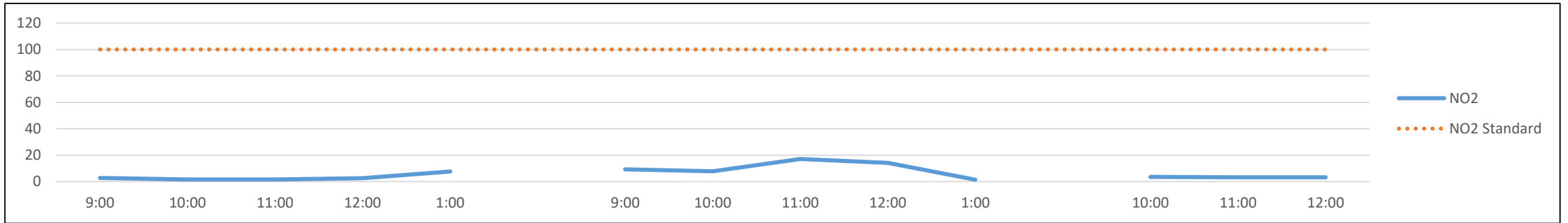
- Monitoreo ocurrió 31 de marzo; 16 de abril

Golden Oak Elementary



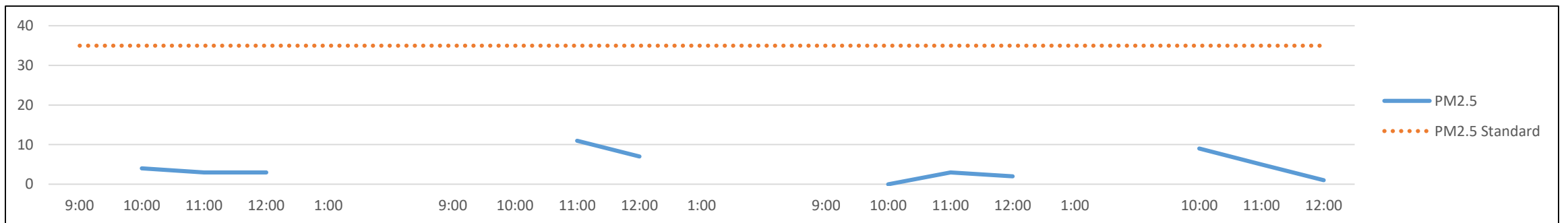
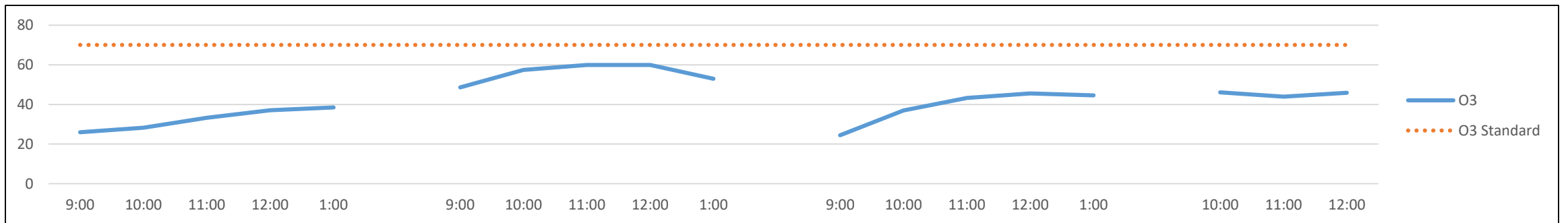
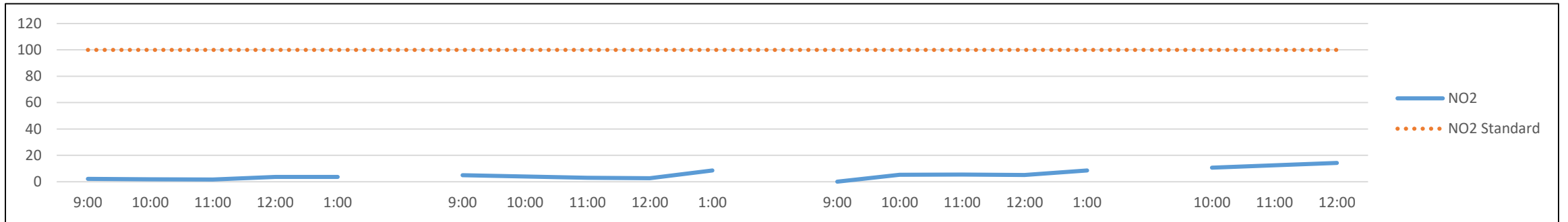
- Monitoreo ocurrió 11 de marzo; 9, 23 de abril; 20 de mayo; 25 de junio

Sequoia Elementary



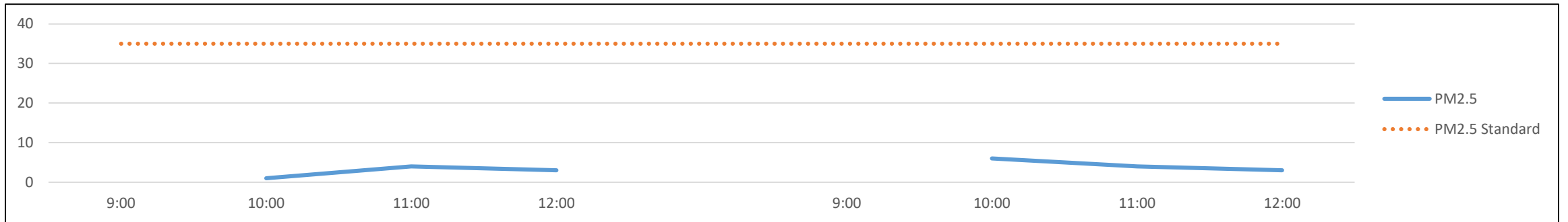
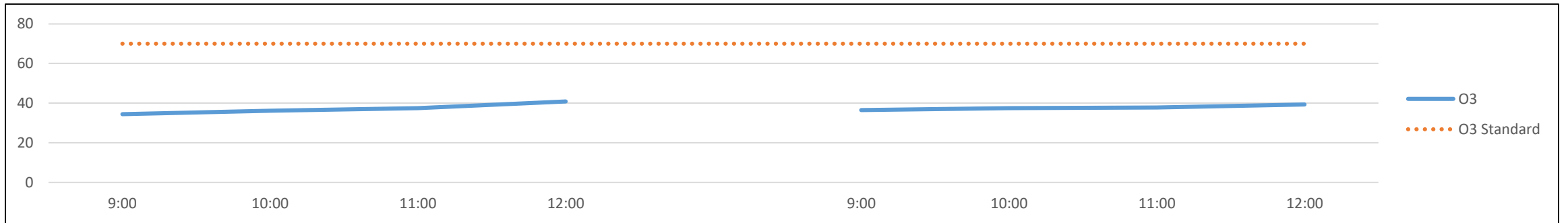
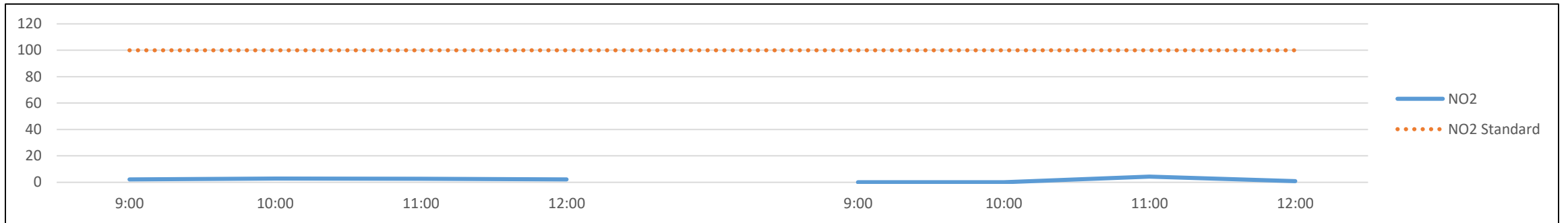
- Monitoreo ocurrió 23 de abril, 14 de mayo, 25 de junio

Sitio B: Lecherías en el lado Oeste



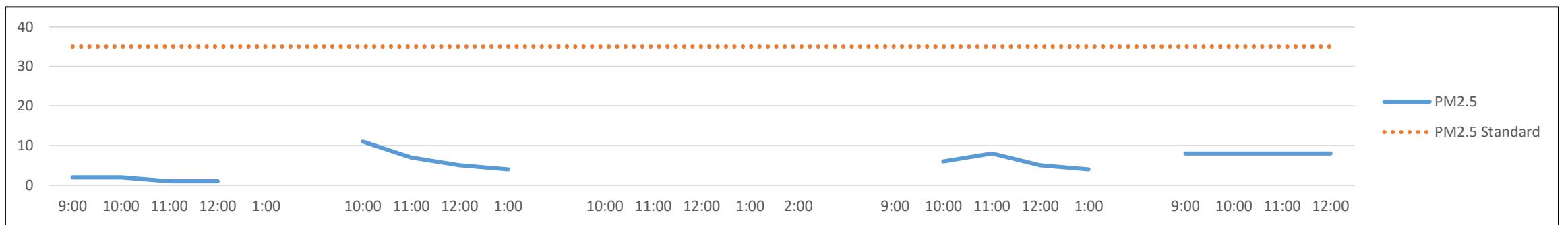
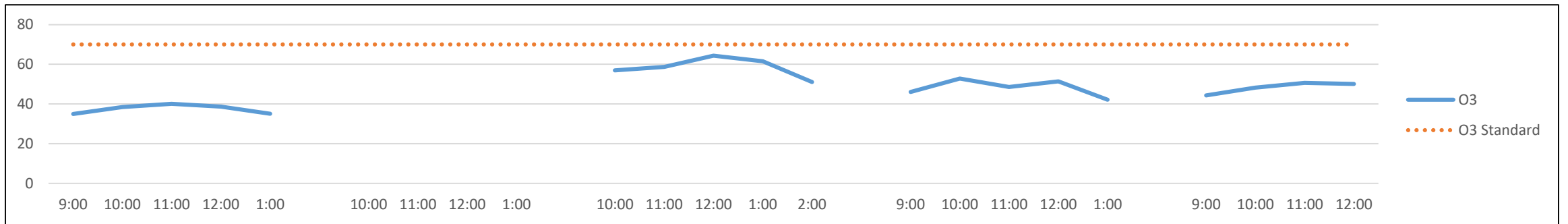
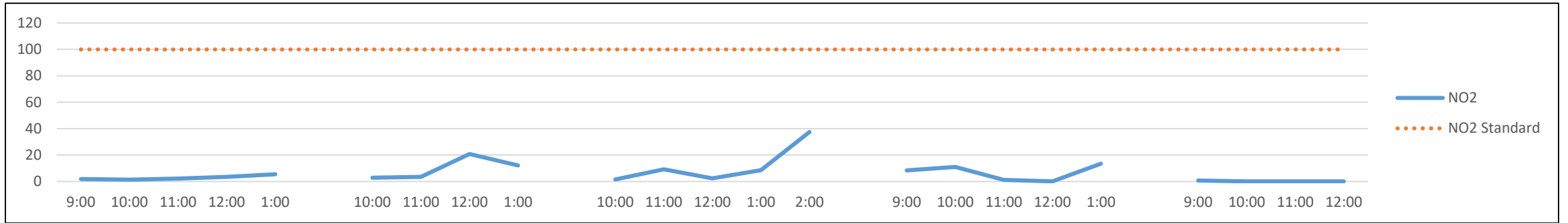
- Monitoreo ocurrió 31 de marzo; 29 de abril; 20 de mayo; 30 de junio

Sitio C: Monitoreo en Aeropuerto/Área Industrial



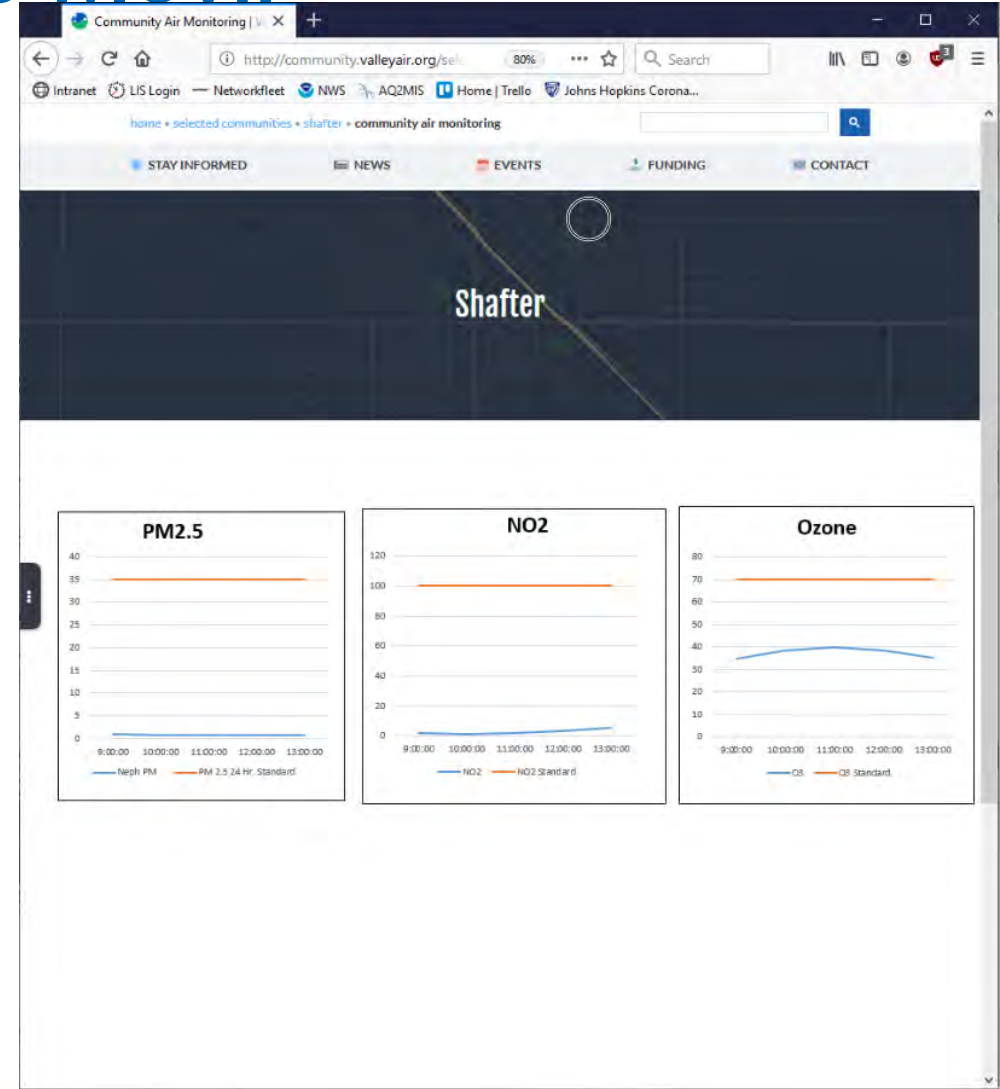
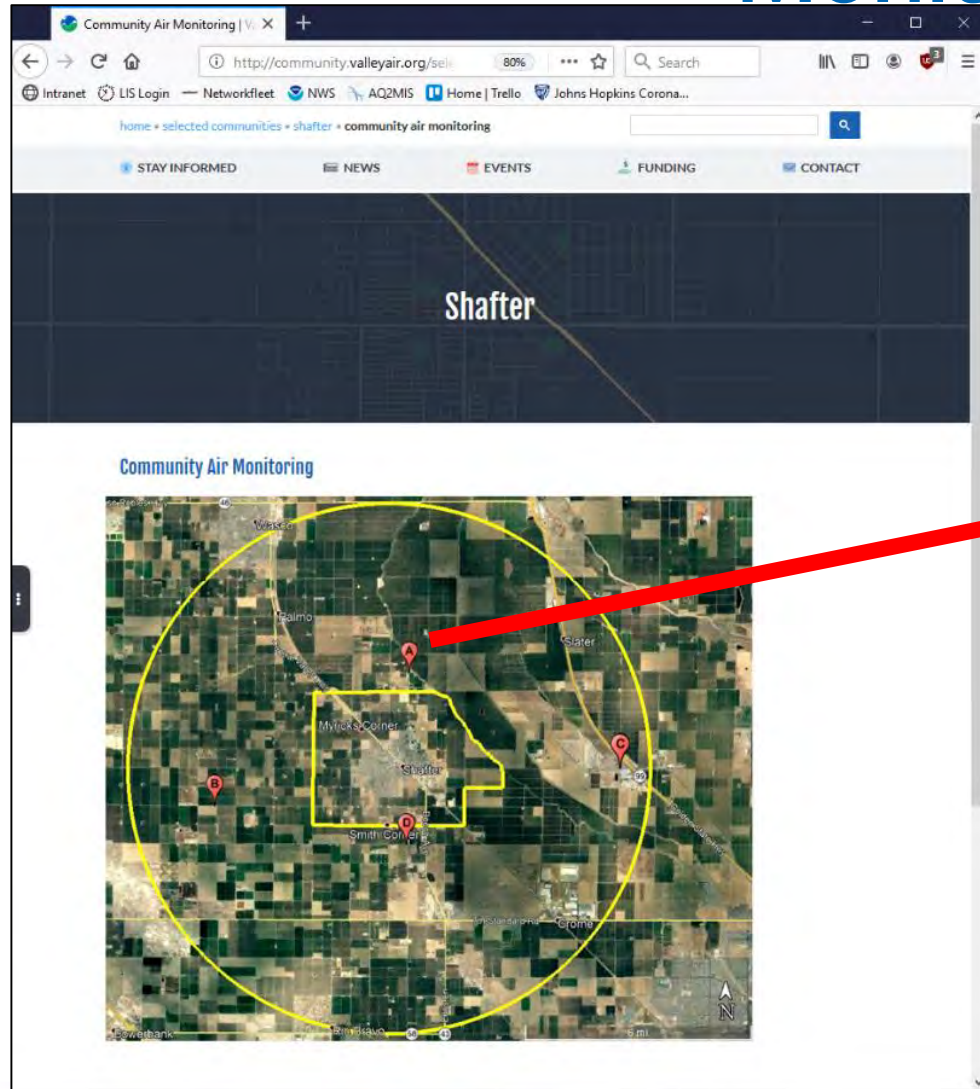
- Monitoreo ocurrió 2 de abril, 14 de mayo

Sitio D: Monitoreo en Mexican Colony



- Monitoreo ocurrió 25 de marzo; 16, 29 de abril; 30 de junio; 29 de julio

Herramientas de Sitio Web Propuestas para Monitoreo Móvil



Comentarios/¿Preguntas?



AB 617- Energy Opportunities for Shafter



Sarah Sharpe
Senior Advisor, Commissioner Martha Guzman Aceves
California Public Utilities Commission (CPUC)
August 10, 2020





About the CPUC

- The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.



Electric and
Natural Gas
Utilities



Communications



Rail



Passenger
& Moving



Water





Background

- Disadvantaged Communities Advisory Group (DACAG) joint group with Energy Commission- established March 2018
- CPUC Environmental Social Justice Action Plan- adopted February 2019





Intro

- AB 617 Report- November 25,2019 available at: www.cpuc.ca.gov/Guzman_Aceves/
- Clarify which Investor Owned Utility (IOU) Territory for each community
- Identify relevant IOU programs based on emissions profile and community priorities
- Increase coordination between CPUC, CARB and regional air districts.





COVID19 Protections

Implementing Resolution M-4842 and Residential and Small Commercial Customer Protections, including:

- (1) Disconnections moratoria,
- (2) Waiver of all deposits and late fees,
- (3) Payment plan options,
- (4) Support of low income and vulnerable populations through increased enrollment in CARE, FERA, medical baseline, and Energy Savings Assistance (ESA) programs,
- (5) Enhanced public outreach, and
- (6) CCA/DA/IOU cost recovery / sharing arrangements.

Complete listing of all COVID protections available at: <https://www.cpuc.ca.gov/covid19protections/>





Clean Energy Deployment - Net Energy Metering(NEM) for DACs

DAC-Community Solar (DAC-CS)

- Solar facility must be located in a top 25% DAC or San Joaquin Valley pilot community
- Open to residential customers in top 25% DACs within 5 miles of the solar facility (or 40 miles for SJV pilot communities)
- At least 50% of subscribers must be low-income
- Subscribers receive 20% discount on their overall electric bill
- Can serve up to 41 MW and 6800 customers statewide
- Sponsor must be a non-profit or local governmental entity (could be school or Community Choice Aggregator)
- PG&E just completed first cycle of RFO, selections announced soon.
- Another cycle planned this year





Zero-Emission Vehicle Deployment

- **Direct Current Fast Chargers (DCFC) Make Ready Program**
 - \$22.4M total budget, 5-year implementation
 - Install make-ready infrastructure at 54 sites to support 234 DCFC stations
 - 25% of sites must be located in a DAC
 - Provides up to \$25,000 rebate to sites to support the purchase of DCFC
 - Requires all DCFC to be publicly accessible
- **EV Charge Schools (AB 1082)**
 - \$5.76M total budget, 2-year implementation
 - 88-132 level 2 (L2) ports at 22 schools.
 - 40% of sites must be located in a DAC
 - Will target schools located in Alameda, Fresno, and San Joaquin counties, but can broaden outreach to other schools located in a DAC.
- **EV Charge Parks (AB 1083)**
 - \$5.54M total budget, 2-year implementation
 - 40 L2 ports and 3 DCFC at 15 state parks
 - 25% of sites must be located in a DAC
- **Empower EV - no DAC target, but all customers will be low-moderate income.**
 - \$4.13M total budget, 1-year implementation
 - Approximately 2,000 L2 chargers and 800 panel upgrades.
 - Provides a \$500 point of sale rebate for low-moderate income (LMI) customers to purchase and install residential L2 chargers and \$2,000 rebate for a panel upgrades.
 - Income threshold defined by customers at or under 400% of the Federal Poverty Level.
 - Available to home owners and tenants living at a rental property.
 - PG&E will partner with Community Based Organizations to perform outreach to LMI customers.
- If you also interested in medium duty/heavy duty programs, below is some information on PG&E's Fleet Ready program
- **Fleet Ready**
 - \$236M total budget, 5-year implementation
 - Minimum 700 sites and support the electrification of at least 6,500 MD/HD fleet vehicles
 - 25% of program budget must be spent on infrastructure installed in a DAC
 - 50% of EVSE cost rebate for DAC sites and sites that will support electric school and transit buses.





CPUC Former & Future Pilots & Programs

Clean Energy Deployment

- San Joaquin Valley (SJV) Proceeding Phase III
- SB 1477 Building Decarbonization Pilots
 - Building Initiative for Low-Emissions Development (BUILD)
 - Technology and Equipment for Clean Heating (TECH)

Zero-Emission Vehicle Deployment

- SB 350 Transportation Electrification Plug-in Electric Vehicle (PEV) Submetering Pilot
- PG&E and SCE Demand Response Pilots
- Department of Defense Vehicle-to-Grid (V2G) PilotProjects

Demand Response

- Disadvantaged Communities Demand Response (DAC-DR) Pilot- South Fresno

Agriculture Programs

- Dairy Biomethane Pilot Program
- Agricultural Internal Combustion Engine Conversion Incentive (AG-ICE)





Questions?



Sarah Sharpe
Sarah.Sharpe@cpuc.ca.gov
(559)355-8933





CPUC Program Options to Promote Clean Energy and Reduce Air Pollution in AB 617 Environmental and Social Justice Communities

The Office of California Public Utilities Commission (CPUC) [Commissioner Martha Guzman Aceves](#) has issued a report on agency program options with the potential to expand the benefits of clean energy and help reduce emissions in Assembly Bill (AB) 617 communities.

EXECUTIVE SUMMARY

This report develops a typology of air pollution source sectors affecting the initial 10 communities selected pursuant to AB 617 for air monitoring and community emissions reduction programs through the [California Air Resources Board \(CARB\)'s Community Air Protection Program](#). The typology organizes the key pollution sources identified in each community's air monitoring and emissions reduction programs and is used to identify programs of the CPUC with the potential to reduce emissions and promote clean energy in each community. Pending and former CPUC programs with potential applications for the relevant emission source sectors are also discussed as policy opportunities for consideration.

Although this report is primarily a guide for regional air districts to navigate CPUC program options for reducing emissions, recommendations for regional and state decisionmakers are also offered. Whereas this document identifies CPUC program options with relevance to the challenges faced by AB 617 communities, additional analysis is needed at the community level to evaluate the effectiveness and the cost implications of each program.



The implementation of the Community Air Protection Program comes at a critical juncture for the CPUC with the CPUC's recent adoption of its [Environmental and Social Justice Action Plan](#) and its expanded focus on serving the needs of disadvantaged communities (DACs) pursuant to Senate Bill (SB) 350. As regional air districts prepare to implement their proposed plans for the Program's first-year and CARB prepares to consider selection of additional communities, there is a significant role for the CPUC to collaborate with CARB and the air districts while considering how to leverage agency programs to improve environmental and social justice outcomes statewide.

Download the report at: <https://www.cpuc.ca.gov/GuzmanAceves/>

CONTACT

For more information, please contact:

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CURRENT PROGRAMS

The following programs may be available to provide benefits in AB 617 ESJ communities:

Clean Energy Deployment

- Solar on Multifamily Affordable Housing (SOMAH)
- DAC-Single Family Solar Homes (DAC-SASH)
- DAC-Green Tariff (DAC-GT)
- Green Tariff Shared Renewables (GTSR) in DACs
- Community Solar Green Tariff (CSGT)
- California Solar Initiative Thermal (CSI-T)
- Self-Generation Incentive Program (SGIP)
- Electric Program Investment Charge (EPIC)

Low-Emission Nonrenewables

- Net Energy Metering Fuel Cell (NEMFC)

Zero-Emission Vehicle Deployment

- Plug-in Electric Vehicle (PEV) Time-of-Use Rates
- Low-Carbon Fuel Standard PEV Rates
- SDG&E Champions for Clean Air
- SB 350 Electrification Projects
- EV Infrastructure Pilot Programs: Power Your Drive, Charge Ready, EV Charge Network
- Infrastructure Pilot Programs at Schools and State Parks and Beaches

Energy Efficiency

- Energy Savings Assistance (ESA)
- Utility Energy Efficiency Programs

Demand Response

- DAC-Demand Response (DAC-DR)



AB 617- Oportunidades en Energía para Shafter



Sarah Sharpe
Consejera Sénior, Comisaria Martha Guzman Aceves
California Public Utilities Commission (CPUC)
10 de agosto de 2020





About the CPUC

- The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.



Electric and
Natural Gas
Utilities



Communications



Rail



Passenger
& Moving



Water





Antecedentes

- Grupo Asesor de Comunidades Desfavorecidas (DACAG) grupo conjunto con la Comisión de Energía- establecido en marzo de 2018
- Plan de Acción de Justicia Social y Ambiental de la CPUC- adoptado en febrero de 2019





Introducción

- AB 617 Informe- 25 de noviembre de 2019 disponible en: www.cpuc.ca.gov/Guzman_Aceves/
- Aclarar para cada comunidad a cual territorio de Utilidad Poseído del Inversores (IOU) pertenece
- Identificar relevantes IOU Programas basado en el perfil de emisiones y las prioridades de la comunidad
- Aumentar la coordinación entre CPUC, CARB y los distritos de aire regionales.





Protecciones durante COVID19

Implementación de la Resolución M-4842 y Protección de Clientes Residenciales y Pequeños Negocios, incluyendo:

- (1) Moratoria de Desconexiones,
- (2) Exención de todos los depósitos y cargos por mora,
- (3) Opciones de planes de pago,
- (4) Apoyo a poblaciones de bajos ingresos y vulnerables a través del aumento de las programas de CARE, FERA, medical baseline, and Energy Savings Assistance (ESA)
- (5) Mayor divulgación pública, y
- (6) CCA/DA/IOU acuerdos de recuperación/compartición de costos.

Lista completa de todas las protecciones COVID disponibles en:

<https://www.cpuc.ca.gov/covid19protections/>





Despliegue de energía limpia - Medición neta de energía (NEM) para DACs

Se crearon beneficios de la energía solar para familias de bajos ingresos en DACs que no podían instalar energía solar en su techo.

DAC-Green Tariff (DAC-GT)

- Decisión de autoinscriba pasó el mes pasado, los avisos deberían salir este mes
- ~18.500 hogares en territorio PG&E estarán inscritos para un descuento adicional del 20% en la factura y 100% de energía limpia de proyectos solares (**aproximadamente 180 hogares en Shafter de 3 distritos censales**)
- Los factores utilizados para determinar el alto riesgo de desconexión de los clientes para la inscripción automática incluyen:
 - Ubicado en uno de los distritos censales más importantes de CalEnviroScreen ubicados en el territorio de servicio de PG&E;
 - Ocho o más avisos de morosidad que desencadenan de tres a seis procesos de cobro por año;
 - Dos o menos pagos "Return to Maker" (es decir, cheques devueltos);
 - Dos o menos desconexiones dentro de 12 meses;
 - Seis o más pagos en los últimos 12 meses (indicando el esfuerzo de pago de un cliente); Y
 - "Saldo total adeudado" es mayor que \$0 (sin saldo de crédito a cuenta).





Despliegue de energía limpia - Medición neta de energía (NEM) para DACs

DAC- Solar Comunitaria (DAC-CS)

- Las instalaciones solares deben estar ubicadas en una comunidad del superior 25% de DACs o comunidad piloto de San Joaquín Valley
- Abierto a clientes residenciales en los superior 25% de DACs del dentro de 5 millas de la instalación solar (o 40 millas para las comunidades piloto de SJV)
- Al menos el 50% de los suscriptores deben ser de bajos ingresos
- Los suscriptores reciben un 20% de descuento en su factura eléctrica general
- Puede atender hasta 41 MW y 6800 clientes en todo el estado
- El Patrocinador debe ser una entidad gubernamental local o sin fines de lucro (podría ser una escuela o un agregador de opciones comunitarias)
- PG&E acaba de completar el primer ciclo de RFO, las selecciones anunciadas pronto.
- Otro ciclo planeado este año





Despliegue de energía limpia - Medición neta de energía (NEM) para DAC

Esfuerzos para ampliar el acceso a la energía solar para familias de bajos ingresos e inquilinos.

Solar en viviendas asequibles multifamiliares (SOMAH)- www.calsomah.org

- Equipo de Administradores del Programa: Asociación para la Asequibilidad Energética (AEA), el Centro de Energía Sostenible (CSE) y **LAS Alternativas GRID (GRID)**, Alternativas a la Cuadrícula
- **DAC-Hogares solares para familias individuales (DAC-SASH)-**
- Program Administrator: **Grid Alternatives**
- El programa proporciona \$8.5 millones en incentivos anualmente hasta 2030, para ayudar a los propietarios de viviendas en comunidades desfavorecidas a ser solares, para ser financiados por ingresos de derechos de emisión de gases de efecto invernadero de servicios públicos o fondos del programa de propósito público.





Despliegue de energía limpia -Almacenamiento

Programa de Incentivos a la Autogeneración (SGIP) - www.pge.com/sgip

El almacenamiento de la batería puede ser un componente importante de un plan de preparación para emergencias más robusto en caso de un corte de energía.

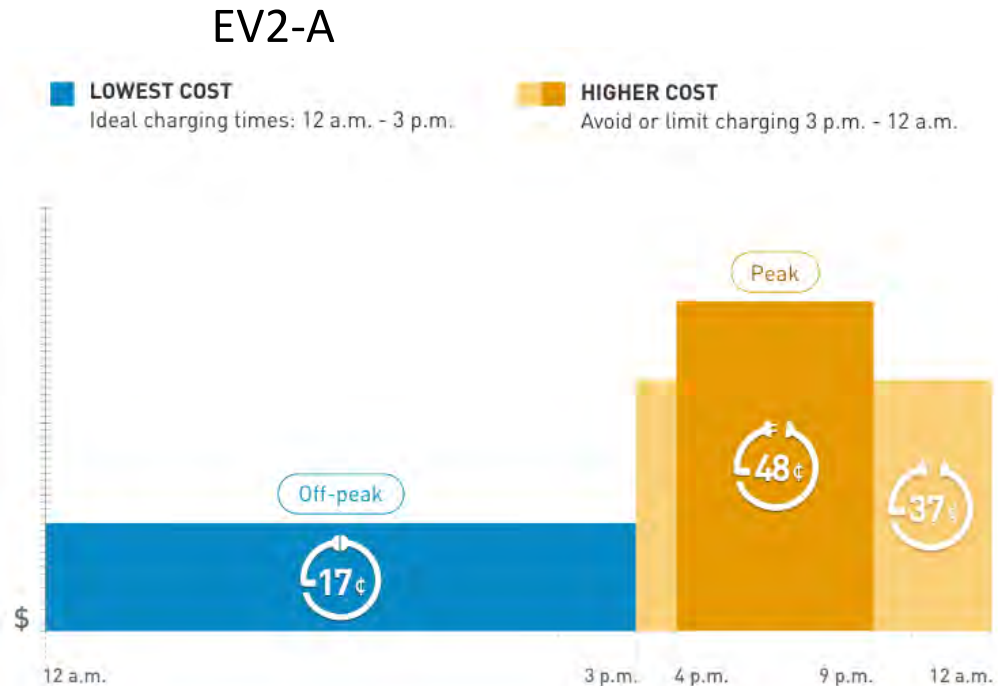
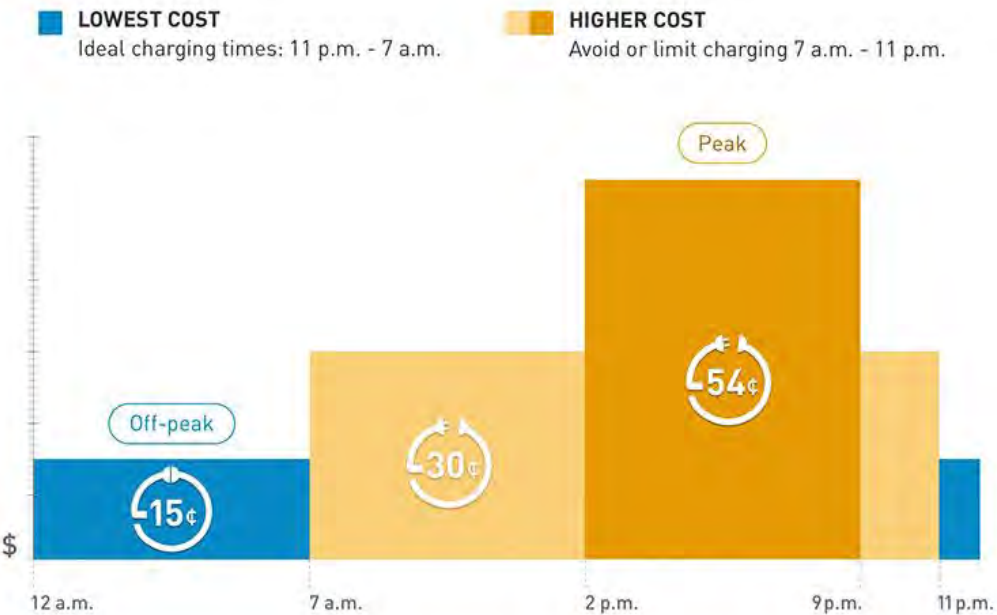
- Ofrece descuentos para instalar tecnología de almacenamiento de energía en instalaciones residenciales y no residenciales.
 - Las tecnologías de almacenamiento incluyen sistemas de almacenamiento de baterías que pueden funcionar durante un corte de energía.
 - En preparación para la próxima temporada de incendios forestales, la CPUC ha autorizado una financiación de más de 1.000 millones de dólares hasta 2024 para SGIP.
 - Este financiamiento incluye la priorización de las comunidades que viven en áreas de alta amenaza contra incendios, comunidades que han experimentado dos o más eventos de cierre de energía de seguridad pública (PSPS, por sus", por sus", por sus cuentas, por sus alrededores), así como clientes de **bajos ingresos y médicamente vulnerables**. Los fondos también están disponibles para "instalaciones críticas" que apoyan la resiliencia de la comunidad en caso de un PSPS o un incendio forestal.
- 9 • Dependiendo de la batería y cuánto la esté utilizando, las baterías pueden proporcionar energía durante varias horas o más.





Despliegue de vehículos sin emisiones

- Reembolsos DE PEV estándar de combustible de bajo carbono- <https://ev.pge.com/incentives/>
- Vehículo eléctrico enchufable (PEV) Tasas de tiempo de uso:
 - 2 tarifas disponibles
 - EV-B





Despliegue de vehículos sin emisiones

- **Programa de Cargadores Rápidos de Corriente Directa (DCFC) Make Ready**
 - \$22,4 millones de presupuesto total, ejecución a 5 años
 - Instale la infraestructura lista en 54 sitios para apoyar 234 DCFC stations
 - El 25% de los sitios deben estar ubicados en un DAC
 - Proporciona hasta \$25,000 de reembolso a sitios para apoyar la compra de DCFC
 - Requiere que todos los DCFC sean accesibles al público
- **Escuelas de Carga EV (AB 1082)**
 - \$5.76M presupuesto total, ejecución a 2 años
 - 88-132 puertos de nivel 2 (L2) en 22 escuelas.
 - El 40% de los sitios deben estar ubicados en un DAC
 - Se dirigirá a las escuelas ubicadas en los condados de Alameda, Fresno y San Joaquín, pero puede ampliar el alcance a otras escuelas ubicadas en un DAC.
- **Parques de carga EV (AB 1083)**
 - \$5.54M presupuesto total, ejecución a 2 años
 - 40 puertos L2 y 3 DCFC en 15 parques estatales
 - El 25% de los sitios deben estar ubicados en un DAC
- **Empoderar EV - *no tiene como objetivo DAC, pero todos los clientes tendrán ingresos bajos y moderados.***
 - \$4.13M presupuesto total, implementación a 1 año
 - Aproximadamente 2.000 cargadores L2 y 800 actualizaciones de paneles.
 - Proporciona un reembolso de \$500 punto de venta para que los clientes de bajos y moderados ingresos (LMI) compren e instalen cargadores L2 residenciales y un reembolso de \$2,000 para actualizaciones de un panel.
 - Umbral de ingresos definido por los clientes en o por debajo del 400% del Nivel Federal de Pobreza.
 - Disponible para propietarios de casas y inquilinos que viven en una propiedad de alquiler.
 - PG&E se asociará con organizaciones comunitarias para realizar actividades de divulgación a los clientes de LMI.





Despliegue de vehículos sin emisiones

Si también está interesado en programas de servicio medio/servicio pesado, a continuación encontrará información sobre el programa Fleet Ready de PG&E.

Fleet Ready

- Presupuesto total de \$236M, implementación a 5 años
- Mínimo 700 sitios y apoyar la electrificación de al menos 6.500 vehículos de flota MD/HD
- El 25% del presupuesto del programa debe destinarse a la infraestructura instalada en un DAC
- 50% de los reembolsos de costos de EVSE para sitios y sitios de DAC que apoyarán a la escuela eléctrica y los autobuses de tránsito.





Energy Efficiency

- **Asistencia para el ahorro de energía (ESA)**

- Los participantes en el programa CARE también pueden calificar para el programa de Asistencia de Ahorro de Energía.
- Si vives en una casa, apartamento o casa móvil de cinco años o más, podrías recibir mejoras gratuitas para hacer que tu hogar sea más eficiente energéticamente, seguro y cómodo.
- Tanto los inquilinos como los propietarios son elegibles.
- Debido a COVID19 todas las OME están permitiendo temporalmente la autocertificación de ingresos a través de una declaración jurada para el programa e
-





CPUC Former & Future Pilots & Programs

Clean Energy Deployment

- Procedimiento Valle de San Joaquín (SVJ) Fase III
- SB 1477 Pilotos de descarbonización de edificios
 - Iniciativa de construcción para el desarrollo de bajas emisiones (BUILD)
 - Tecnología y equipo para calefacción limpia (TECH)

Zero-Emission Vehicle Deployment

- SB 350 Piloto de submestro de vehículo eléctrico enchufable de electrificación de transporte (PEV)
- Departamento de Defensa Vehículo a Cuadrícula (V2G) Pilot Projects

Agriculture Programs

- Incentivo a la conversión del motor de combustión interna agrícola (AG-ICE)





¿Preguntas?



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Opciones de Programas del CPUC para promover la energía limpia y reducir la contaminación del aire en comunidades de justicia ambiental y social de AB 617

La Comisaria [Martha Guzman Aceves](#) de la Comisión de Servicios Públicos de California (CPUC), ha publicado un informe sobre opciones de los programas de agencia con el potencial de ampliar los beneficios de las energías limpias y ayudar a reducir las emisiones en las comunidades de la Ley de la Asamblea (AB) 617.

RESUMEN EJECUTIVO

Este informe desarrolla una clasificación de fuentes de contaminación del aire que afectan a las 10 comunidades seleccionadas por el AB 617 para programas de monitoreo del aire y reducción de emisiones comunitarias a través de [California Air Resources Board \(CARB\)'s Community Air Protection Program](#). La clasificación organiza las fuentes de contaminación identificadas por el monitoreo del aire y reducción de emisiones de cada comunidad y se utiliza para identificar programas del CPUC con el potencial de reducir las emisiones y promover la energía limpia en cada comunidad. Los programas de CPUC pendientes y anteriores con aplicaciones potenciales para los sectores de fuentes de emisión también están en consideración para pólizas nuevas.

Aunque este informe es principalmente una guía para los distritos regionales del aire que navegan las opciones que ofrece CPUC que puedan apoyar a reducir las emisiones, también ofrece recomendaciones para los encargados a niveles regionales y estatales. Aunque este documento identifica los programas del CPUC que pueden mejorar los problemas que enfrentan las comunidades de la AB 617, se necesita un análisis adicional a nivel comunitario para evaluar la eficacia y las implicaciones de costos de cada programa.



La implementación del Programa Comunitario de Protección del Aire se presenta durante un tiempo importante en el CPUC, especialmente que el CPUC implemento el [Environmental and Social Justice Action Plan](#) y se enfoca en atender las necesidades de las comunidades desfavorecidas (DAC) identificadas por el Proyecto de Ley del Senado (SB) 350. A medida que los Distritos de Aire Regionales se preparan para implementar sus planes propuestos para el primer año del Programa y CARB se prepara para considerar la selección de comunidades adicionales, el CPUC tiene la oportunidad de colaborar con CARB y los Distritos de Aire para aprovechar los programas de la agencia en asistir obtener la justicia ambiental y social en todo el estado.

Descargue el informe en: https://www.cpuc.ca.gov/Guzman_Aceves/

Contacto

Para obtener más información, por favor contacte a:

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Deidre.Cyprian@cpuc.ca.gov

PROGRAMAS ACTUALES

Los siguientes programas quizás estén disponibles para proporcionar beneficios en las comunidades del AB 617 ESJ:

Despliegue de energía limpia

- Solar en viviendas multifamiliares económico s(SOMAH)
- Casas solares para familias individuales DAC (DAC-SASH)
- Dac-Tarifa Verde (DAC-GT)
- Tarifa Verde, Energías renovables compartidas (GTSR) en los DAC
- Solar Comunitario Tarifa Verde (CSGT)
- Iniciativa Solar Térmica California (CSI-T)
- Programa de Incentivos de Autogeneración (SGIP)
- Cargo por inversión del Programa Eléctrico (EPIC)

No renovables de bajas emisiones

- Celda de combustible de medición de energía neta (NEMFC)

Despliegue de vehículos sin emisiones

- Tarifas de tiempo de uso para vehículos eléctricos enchufables (PEV)
- Tarifas de PEV estándar de combustible de bajo carbono
- Campeones de ODS&E por aire limpio
- PROYECTOS de Electrificación SB 350
- Programas piloto de infraestructura EV: Encienda su Manejada, Listo para Cargar, Red de Carga EV
- Programas piloto de infraestructura en escuelas y parques y playas estatales

Eficiencia energética

- Asistencia para el Ahorro de Energía (ESA)
- Programas de Eficiencia Energética de Servicios Públicos

Respuesta a la demanda

- Dac-Respuesta a la Demanda (DAC-DR)

Save money with the sun!

You may qualify for programs that can help **save you money** on electricity and fuel costs!



Lower your electric bills

PEOPLE IN YOUR HOUSEHOLD	ANNUAL HOUSEHOLD INCOME
1	\$34,480
3	\$54,300
4	\$65,500
5	\$76,700
6	\$87,900
7	\$99,100
8	\$XX,XXX

Save up to 90% on your monthly electric bills and bring clean energy to your neighborhood.

If you own your own home and your household income is within these limits, you may qualify to receive a solar electric system **at NO COST** through GRID Alternatives' Energy for All Program.

Spend less on gas

PEOPLE IN YOUR HOUSEHOLD	ANNUAL HOUSEHOLD INCOME
1	\$49,960
2	\$67,640
3	\$85,320
4	\$103,000
5	\$120,680
6	\$XXX,XXX
7	\$XXX,XXX

Electric cars combat climate change, replacing cars that pollute our neighborhoods.

[Program name] helps qualified residents retire their older cars and replace them with clean, efficient electric vehicles. Your household income will determine the amount of money you can receive from this program.



CLEAN CARS FOR ALL



Savings for you, clean power for your community.

ENERGY FOR ALL

A program of GRID Alternatives

GRID Alternatives **Central Valley**
1170 Ocean Ave, Suite 200
Oakland, CA 94608

Contact us today and find out if you qualify for these savings programs!

Call **Alice Gonzalez at (559) 465-2864**
Or visit gridalternatives.org/centralvalley

GRID Alternatives is a fully licensed solar contractor, California LIC # 867533

State Funded Solar Systems!

Lower Your Electric Bill!



ENERGY FOR ALL
A program of GRID Alternatives

Eligibility Requirements

- You must own and live in your home.
- Your roof must be suitable for a solar electric system.
- You must reside in Southern California Edison territory.
- Your total household income must be at or below 80% of the county's median income.

HOUSEHOLD SIZE	ANNUAL GROSS INCOME
1	\$39,150
2	\$44,750
3	\$50,350
4	\$55,900
5	\$60,400
6	\$64,850
7	\$69,350
8	\$73,800

2020 HUD Income Limits for Tulare & Kings Counties.



Contact us today to find out if you qualify for our energy saving program

Bertha Aguilar

(559) 490-2391 (559) 776-9091

GRID Alternatives Central Valley | 4140 N. Brawley Avenue #108 Fresno, CA 93722 | gridalternatives.org | (559) 261-4743

GRID Alternatives is a fully licensed solar contractor, CA license number 867533



Hasain Rasheed Photography

Do you pay more than you can afford for electricity?

You might qualify for a statewide program to help you save on your energy bills.

If you own your home and are at or below these income requirements, you can save up to **80%** on your electric bill!

Do you qualify?

PEOPLE IN YOUR HOUSEHOLD	ANNUAL HOUSEHOLD INCOME
1-2	\$33,820
3	\$42,661
4	\$51,501
5	\$60,341
6	\$69,181
7	\$78,021

Household limits expire June 1, 2020.

THE ENERGY FOR ALL PROGRAM WILL HELP YOU:

- Save money
- Invest in your home
- Bring clean power to your neighborhood
- Be a clean energy leader in your community

Contact us today and find out if you qualify for our energy savings program:

Call **Bertha Aguilar**
(559) 490-2391

Helping You and Your Neighbors



Disadvantaged Communities - Single-Family Solar Homes (DAC-SASH) program is overseen by the California Public Utilities Commission and

administered by GRID Alternatives through the **Energy for All Program**. GRID Alternatives is a community-based nonprofit organization with offices throughout California. EnergyForAllProgram.org



Savings for you, clean power for your community.

ENERGY FOR ALL

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GRID Alternatives **Central Valley**

4140 N. Brawley Avenue, Ste. 108 • Fresno, CA 93722

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¡Ahorre dinero con el sol!

Puede calificar para programas que pueden ayudarlo a **ahorrar dinero en costos de electricidad y gasolina.**

Rebaje el costo de sus facturas eléctricas

TAMANO DEL HOGAR	INGRESO TOTAL
1-2	\$34,480
3	\$54,300
4	\$65,500
5	\$76,700
6	\$87,900
7	\$99,100
8	\$XX,XXX

Ahorre hasta un 90% en sus facturas mensuales de electricidad y lleve energía limpia y renovable a su vecindario.

Si es dueño de su propia casa y los ingresos de su hogar son iguales o menos a los ingresos anuales máximos presentados en este cuadro, puede calificar para recibir un sistema de paneles solares SIN COSTO a través de Energy for All Program de GRID Alternatives.

Gaste menos en gasolina

TAMANO DEL HOGAR	INGRESO TOTAL
1	\$49,960
2	\$67,640
3	\$85,320
4	\$103,000
5	\$120,680
6	\$XXX,XXX
7	\$XXX,XXX

Los autos eléctricos combaten el cambio climático, reemplazando los autos que contaminan nuestros vecindarios.

[Program name] ayuda a los residentes calificados de [region] a retirar sus autos más viejos y reemplazarlos por vehículos eléctricos limpios y eficientes. Los ingresos de su hogar determinarán la cantidad de dinero que puede recibir de este programa.



GRID Alternatives **Central Valley**
1170 Ocean Ave, Suite 200
Oakland, CA 94608

¡Comuníquese con nosotros hoy y descubra si califica para estos programas de ahorro!

Llame a **Alice Gonzalez al (559) 490-2410**
O visite **gridalternatives.org/centralvalley**

GRID Alternatives es una contratista de energía solar plenamente autorizado, con número de licencia CA 867533

¡Sistemas Solares Patrocinados por el Estado!

¡Baje Su Factura De Electricidad!



ENERGY FOR ALL
A program of GRID Alternatives

Requisitos de Programa

- Debe ser propietario y vivir en la casa.
- El techo debe ser adecuado para un sistema eléctrico solar.
- Debe recibir su servicio eléctrico de Southern California Edison.
- El ingreso total del hogar debe ser de un 80 % del ingreso promedio del país o menos.

HOUSEHOLD SIZE	ANNUAL GROSS INCOME
1	\$39,150
2	\$44,750
3	\$50,350
4	\$55,900
5	\$60,400
6	\$64,850
7	\$69,350
8	\$73,800

2020 HUD Income Limits for Tulare & Kings Counties.



Contáctenos hoy y descubra si califica para nuestro programa de ahorro de energía

Bertha Aguilar al;
(559) 490-2391 o (559) 776-9091



¿Paga más de lo que puede pagar por la electricidad?

Puede calificar para un programa estatal para reducir su cuenta de energía.

Si es dueño de su casa y sus ingresos están al o debajo de los requisitos, podría ahorrar hasta un **80%** de su cuenta de energía!



PERSONAS EN SU HOGAR	INGRESO ANUAL DE SU HOGAR
1-2	\$33,820
3	\$42,661
4	\$51,501
5	\$60,341
6	\$69,181
7	\$78,021

Los límites de los hogares expiran el 1 de junio de 2020.

EL PROGRAMA DE ENERGY FOR ALL LE AYUDARA:

- A ahorrar dinero
- Invertir en su casa
- Traer energía limpia a su comunidad
- Ser un líder de energía limpia

Contactenos hoy y averigüe si califica para nuestro programa de ahorro de energía:

Llame al **Bertha Aguilar**
(559) 490-2391

Ayudándolos a Ustedes y a sus Vecinos



Disadvantaged Communities - Single-Family Solar Homes (DAC-SASH) program es supervisado por la Comisión de Servicios Públicos de California y administrado por GRID

Alternativas a través del programa **Energy for All** (Energía para Todos). GRID Alternatives es una organización comunitaria sin fines de lucro con oficinas a lo largo y ancho de California. EnergyForAllProgram.org/es



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Meeting Highlights*

AB 617 Shafter Community Steering Committee Meeting #21

July 13, 2020 3:00pm-5:00pm

Zoom Virtual Meeting

Action items for the Shafter Community Steering Committee:

- Contact the Valley Air District if interested in being a community co-host for a future meeting.
- Let the Valley Air District know if you're interested in continuing PM 10 monitoring in Shafter.
- Continue to inform the Valley Air District
 - About particular locations where CSC members have observed residential burning.
 - Whether open burning is more prevalent at particular times of the day.
 - About particular locations where CSC members have observed residential burning.
 - Whether illegal idling is more prevalent at particular times of the day.
 - Where the District should focus future enforcement efforts.

Action items for San Joaquin Valley Air Pollution Control Air District:

- Report back to the CSC with the number of facilities with past violations on illegal burning and fireplaces that will be inspected more frequently in the seven-mile radius.
- Provide a tool that shows where implementation of measures is taking place.

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Hanna welcomed the all participants, introduced the ILG team, and gave an agenda overview and Zoom instructions. Translation instructions were given for Spanish speaking members. Ryan provided a welcome and thanked everyone for attending.

Enforcement Measures Update

Jake Felton, Director of Compliance, Valley Air District

Helena Rhim, Air Protection Specialist, California Air Resources Board (CARB)

Jake presented on the status of implementation of Community Emission Reduction Program (CERP) enforcement measures and solicited feedback. Presentation highlights:

- The District performs enforcement on a full suite of compliance assurance and assistance activities
- The District encourages everyone to share air pollution concerns
- Stationary source inspections and complaint investigations are conducted to determine compliance with health protective local, state, and federal regulations that target criteria and toxic air pollutants
- There was enhanced enforcement of District Rule 4901 during the 2019/20 wood burning fireplace and wood burning heaters curtailment season performed in the Shafter community to limit localized PM2.5 impacts because there have been additional violations recorded in

the past year, which consisted of 4 hours of surveillance performed on each day a curtailment was declared by the District

- Ongoing enhanced enforcement will focus where residential wood burning is most prevalent and in areas of concern identified by CSC and members of the public
- Enhanced enforcement of open burning is performed by trained field staff that look to immediately address any type of open burning non-compliance in the Shafter community and to take appropriate enforcement action when confirmed
- A few questions for the CSC to consider:
 - Are there particular locations where CSC members have observed residential burning?
 - Where should the District focus future enforcement efforts?
 - Is open burning more prevalent at particular times of the day?
- The District has been performing enhanced inspections of permitted facilities with emissions violations
- The District developed a pilot training program to assist gas station operators with conducting thorough self-inspections of the vapor recovery systems at their stations, however, due to the COVID-19 pandemic and the need to work closely with the facility staff to provide the training, the training has been postponed
- The District and CARB enforcement staff have been conducting enhanced enforcement of the state's heavy duty vehicle anti-idling regulations.
- A few questions for the CSC to consider:
 - Are there particular locations where CSC members have observed illegal idling?
 - Where should the District focus future enforcement efforts?
 - Is idling more prevalent at particular times of day?

Question: On the 4901 fireplace violations that we found last year and the 4103 illegal burning, (about 17 total) were any fines paid because of those violations?

Answer: The statistics only reflect enforcement during the 19/20 season and violations result in monetary penalties.

Question: What about the 4103 illegal burning that includes burning on farms that has not been properly permitted?

Answer: Any violations of Rule 4103 documented by District staff, whether by a resident, business, or a farmer, results in the District taking enforcement action against the person or party.

Question: When the person is inspecting four hours a day for fireplace violations, are they looking at them for other illegal burning around Shafter?

Answer: Yes. Regardless of what particular enforcement activity is being performed, if any other potential non-compliance is observed, trained District staff will investigate the matter and take appropriate enforcement action when necessary.

Question: Of the facilities that have past violations that are now going to be inspected more frequently, can you tell me how many there are in the seven-mile radius?

Answer: I don't have that number on hand, but can get it to you.

CARB's Helena Rhim provided training to the CSC on proper filing of environmental complaints. Presentation highlights included:

- When CARB or District staff aren't around to witness a reportable air pollution violation, there are options
- You are your community's biggest resource and enforcement's biggest tool
- After filing the complaint, the complaint will be investigated or referred to the correct regulatory agency for follow-up
- Be as descriptive as possible when reporting a complaint
- A district inspector will be assigned the complaint
- The inspector will contact the reporting party, investigate the complaint, take appropriate action, and then follow-up with the reporting party
- Not all complaints can be resolved immediately; please be patient and continue to file complaints if a violation reoccurs
- One household can complain once per day about a specific complaint
- In 2019 in Shafter, CARB conducted 213 program inspections on heavy-duty diesel vehicles and found 204 were in compliance
- CARB conducted an idling sweep in the first quarter of 2020 and didn't find any idling violations

Question: Who would be the appropriate agency to complain to when the smoke levels in Shafter were measured a couple hundred times above any health standards on July 4th?

Answer: The Valley Air District.

Chat Question: Are there follow up tracking codes or names that we can ask for when making a complaint, especially if there is no update on a complaint after some time has passed?

Chat Answer: Whenever you make a complaint to California Environmental Protection Agency (CalEPA) you will be given a complaint number for follow-up (COMP-####). You are welcome to contact me (Helena Rhim) about your claim status. When subject to Valley Air District requirements, the District inspector will contact you before/after your complaint is investigated and will follow up with findings. If you call to file a complaint, please ask for the complaint number. If you submit a complaint online or via our mobile app, the complaint number will be provided to you.

Breakout Groups:

The facilitators described the breakout group process and all attendees transitioned to smaller breakout groups for more in-depth discussion about enforcement measures that are happening or need to happen in Shafter community.

Highlights from the Group Discussion Report Outs:

Group #1:

- The group spoke a lot about idle trucks and their path through Shafter. They discussed sensitive areas in front of Golden Oaks Elementary School, how heavy traffic affects how long diesel trucks are there, and how the accumulated emissions affect the air near the school.

They also covered a few points on the increased audits and inspections for sites that have known histories of violations as well.

Group #2:

- Fireworks are a big issue. The smoke seems to have been extremely bad this year. There was a lot of smoke from legal and illegal fireworks in June. These issues seem to continue well before and after major holidays.
- The group also discussed legal and illegal burning that goes on around the community (mostly in the country). Trees that are burned legally are supposed to be dry, but we also see the burning of green and wet trees. There appears to be no real enforcement of that once the permit is given. There is also legal burning of tires and pesticide bags that pollute the air.

Group #3:

- The group had a back and forth discussion about the extensive Committee work and input provided since the beginning, and about CERP implementation measures that mostly appear to be existing District projects.
- The group did not focus on types and locations of the emission reduction measures and would like to have future opportunity to do that.

Group #4:

- The group members are eager to see progress on the implementation of the CERP measures.
- The group recalled that the District will be submitting a report to CARB in a few weeks and would like to have another meeting to discuss that report, review it and provide feedback.

CARB Resolution and September Report to CARB

Skott Wall, Community Liaison, CARB

Skott provided an update on the CARB resolution on the Shafter CERP and focused on several board-directed action items related to incentives and pesticides. These action items include:

- Develop a process for making adjustments to incentive measures based on the priorities of the steering committee.
- Develop specific criteria for project selection and funding amounts and consider community priorities.
- Provide flexibility in the passenger vehicle replacement program.
- Provide resources in the urban greening strategy.
- The Department of Pesticide Regulation (DPR) will work to implement a pilot study for 1,3-D and include mitigation methods that achieve reductions equivalent to Totally Impermeable Film (TIF) tarping.
- DPR will identify options for a suitable pesticide notification system in the Shafter area
- Continue to develop local emissions information.

- Update program's technical description of pesticide authorities to be consistent with state's language.

District: All the points made by CARB regarding the Resolution will require a significant coordination with CARB, the District, and DPR and the District looks forward to working together with the CSC on these efforts.

Question: Given the Resolution that we just heard, what is the timeline of incentivizing individuals to change the house heating system from natural gas to an electric heat pump?

District: One of the processes we have to go through is determining if there are any existing incentive programs that have already been approved by CARB. If not, then the new program guidelines have to be approved. We are working closely with CARB to expedite this process.

Standing Updates

Val Dolcini, Director, California Department of Pesticide Regulation (CDPR)

Jon Klassen, Director of Air Quality Science and Planning, Valley Air District

Jaime Holt, Chief Communication Officer, Valley Air District

Jessica Olsen, Program Manager, Valley Air District

Val gave a brief update on pesticide notifications. Presentation highlights:

- Mitigation pilots are moving forward.
- DPR has had conversations with the chemical manufacturers, Agricultural Commissioners, growers, applicators, etc.
- We are working towards mitigation pilots that would begin in September and would seek to achieve the same effectiveness as TIF tarping.
- Many conversations are already taking place. The goal is to build a strong foundation for improvements to the pilot notification program. We're meeting with some CSC members, the Kern County Ag Commissioner, other advocates in the Central Valley, CARB, and the Kern County Farm Bureau.
- This will be a slow process, but one that we are committed to.
- It may be tough to measure our process, but we're excited to be engaged in collaborative conversations for the first time ever.
- We will report back as we make progress.

Question: What is the update from the Agricultural Commissioner on the notification? That's a big part of the notification coming from DPR.

Answer: The Commissioner will need to be at the table with a wide range of people to hear from the community about what they would like to see in the notification system.

Jon gave a brief update on PM10 monitoring in Shafter. Presentation highlights:

- Last year, we monitored from approximately August through the end of the year to capture emissions from the harvest season in the Shafter area.

- We need feedback from the CSC to know if you are interested in having us follow the same process this year.

Comment: Some CSC members have not been able to discuss this deeply, but I think there is strong support for this. The reason it is needed became clear when we saw a minimum of four PM10 violations in Shafter in the fall. The Air District claims to be in compliance with that standard, yet four violations a year is in clear violation of that standard. We need another season or two of data and would ideally like to have at least five years of data going forward.

Jaime gave a brief update on the CERP implementation and the School Air Filtration and School Bus Replacement Subcommittee. Presentation highlights:

- The kick off meeting took place this month.
- There is a need to better understand the inventory at various schools, site needs and the costs associated with improvements.
- Some schools may be newer and it may be as easy as giving them an inexpensive air filter; some schools that are older may have complex systems that don't allow us to easily do that.
- We have already begun to do some outreach based on the CSC ideas shared at January CSC meeting, including securing a billboard (CERP strategy), to educate the community about trash burning.
- We are also actively advertising on social media and we have launched the real time air advisory network app.

Jessica gave a brief update on the CERP Strategies Tracker. Presentation highlights:

- The Valley Air District has developed a document that tracks CERP implementation progress. The document will be translated in Spanish and posted on the website shortly.
- Besides staying informed about the implementation updates and the District's work and outcomes, CSC members will be able to use this tool as a menu of options to identify discussion items for the next committee meetings and review summaries from these discussions.

Question: Is it possible to have another CSC meeting before the August meeting? We want to go over the CARB report and do our follow up.

Answer: There will be a verbal progress report given in September to the CARB Board followed by the comprehensive written annual report for Valley Air District board meeting in October. There will be an opportunity and time (more than several weeks) for the Committee to review and provide input on the annual report.

Wrap Up/Next Steps

Hanna Stelmakhovich, ILG

Hanna thanked everybody for participating in the meeting.

Public Comment:

No public comment.

Reminders:

The next meeting is August 10 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*
Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #21
13 de julio de 2020 3:00pm-5:00pm
Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Shafter:

- Comuníquese con el Distrito del Aire del Valle si está interesado en ser un coanfitrión de la comunidad para una reunión futura.
- Informe al Distrito del Aire del Valle si está interesado en continuar con el monitoreo de PM 10 en Shafter.
- Continuar informando al Distrito del Aire del Valle
 - Acerca de lugares particulares donde los miembros del Comité han observado incendios residenciales.
 - Si la quema al aire libre es más frecuente en determinados momentos del día.
 - Acerca de lugares particulares donde los miembros del Comité han observado incendios residenciales.
 - Si el dejar el motor encendido ilegal es más frecuente en determinados momentos del día.
 - Dónde el Distrito debería enfocar los esfuerzos futuros de cumplimiento.

Artículos de Acción para el Distrito del Aire:

- Informar al Comité con el número de instalaciones con infracciones pasadas sobre quema ilegal y chimeneas que serán inspeccionadas con más frecuencia en el radio de siete millas.
- Proporcionar una herramienta que muestre dónde se está llevando a cabo la implementación de las medidas.

Bienvenida e Introducciones

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)
Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle

Hanna dio la bienvenida a todos los participantes, presentó al equipo de ILG y dio una descripción general de la agenda y las instrucciones de Zoom. Se dieron instrucciones de traducción para miembros de habla hispana. Ryan dio la bienvenida y agradeció a todos por asistir.

Actualización de las Medidas de Cumplimiento

Jake Felton, Director de Cumplimiento, Distrito del Aire del Valle
Helena Rhim, Especialista de Protección del Aire, Junta de Recursos del Aire de California (CARB)

Jake presentó el estado de implementación de las medidas de cumplimiento del Programa de Reducción de Emisiones Comunitarias (CERP) y solicitó comentarios. Puntos importantes de la presentación:

- El Distrito realiza el cumplimiento de un conjunto completo de actividades de asistencia y garantía de cumplimiento

- El Distrito anima a todos a compartir sus preocupaciones sobre la contaminación del aire.
- Se realizan inspecciones de fuentes estacionarias e investigaciones de quejas para determinar el cumplimiento de las regulaciones locales, estatales y federales de protección de la salud que se enfocan en los contaminantes criterio y tóxicos del aire.
- Se mejoró el cumplimiento de la Regla 4901 del Distrito durante la temporada 2019/20 de restricción de chimeneas y aparatos de leña que se llevó a cabo en la comunidad de Shafter para limitar los impactos de PM2.5 localizados porque se han registrado infracciones adicionales en el último año, que consistieron en 4 horas de vigilancia realizadas cada día en que el Distrito declaró una restricción
- El cumplimiento mejorado continua se enfocará donde la quema de leña residencial es más frecuente y en áreas de preocupación identificadas por el Comité y miembros del público.
- El cumplimiento mejorado de la quema al aire libre es realizado por personal de campo capacitado que busca abordar de inmediato cualquier tipo de incumplimiento de la quema al aire libre en la comunidad de Shafter y tomar las medidas de cumplimiento apropiadas cuando se confirma.
- Algunas preguntas para que el Comité las considere:
 - ¿Hay lugares particulares donde los miembros del Comité hayan observado incendios residenciales?
 - ¿Dónde debe enfocar el Distrito los esfuerzos futuros de cumplimiento?
 - ¿La quema al aire libre es más frecuente en determinados momentos del día?
- El Distrito ha estado realizando inspecciones mejoradas de instalaciones permitidas con infracciones de emisiones.
- El Distrito desarrolló un programa de capacitación piloto para ayudar a los operadores de estaciones de servicio a realizar autoinspecciones exhaustivas de los sistemas de recuperación de vapor en sus estaciones, sin embargo, debido a la pandemia de COVID-19 y la necesidad de trabajar en estrecha colaboración con el personal de la instalación para proporcionar la capacitación, la capacitación se ha pospuesto
- El personal del Distrito y de CARB ha estado llevando a cabo un cumplimiento mejorado de las regulaciones estatales contra dejar el motor encendido de vehículos de servicio pesado.
- Algunas preguntas para que el Comité las considere:
 - ¿Hay lugares en particular donde los miembros del Comité hayan observado motores encendidos mientras estacionados ilegal?
 - ¿Dónde debe enfocar el Distrito los esfuerzos futuros de cumplimiento?
 - ¿El dejar el motor encendido mientras estacionado es más frecuente en determinados momentos del día?

Pregunta: Sobre las infracciones (Regla 4901) de chimeneas que encontramos el año pasado y las quemas ilegales (Reglad 4103), (alrededor de 17 en total) ¿se pagaron multas debido a esas infracciones?

Respuesta: Las estadísticas solo reflejan el cumplimiento durante la temporada 19/20 y las infracciones dan lugar a sanciones monetarias.

Pregunta: ¿Qué pasa con la quema ilegal (Regla 4103) que incluye la quema en granjas que no ha sido debidamente permitida?

Respuesta: Cualquier infracción de la Regla 4103 documentada por el personal del Distrito, ya sea por un residente, una empresa o un agricultor, tiene como resultado que el Distrito tome medidas de cumplimiento contra la persona o parte.

Pregunta: Cuando la persona está inspeccionando cuatro horas al día en busca de infracciones de chimeneas, ¿están mirando por otras quemas ilegales alrededor de Shafter?

Respuesta: Sí. Independientemente de la actividad de cumplimiento en particular que se esté realizando, si se observa cualquier otro incumplimiento potencial, el personal capacitado del Distrito investigará el asunto y tomará las medidas de cumplimiento apropiadas cuando sea necesario.

Pregunta: De las instalaciones que han tenido infracciones pasadas que ahora serán inspeccionadas con más frecuencia, ¿puede decirme cuántas hay en el radio de siete millas?

Respuesta: No tengo ese número a mano, pero puedo dárselo.

Helena Rhim de CARB brindó capacitación al Comité sobre la presentación adecuada de quejas ambientales. Puntos importantes de la presentación incluyeron:

- Cuando el personal de CARB o del Distrito no está presente para presenciar una infracción denunciante de contaminación del aire, existen opciones
- Eres el recurso más grande de tu comunidad y la herramienta más grande para hacer cumplir la ley
- Después de presentar la queja, la queja será investigada o remitida a la agencia reguladora correspondiente para su seguimiento.
- Sea lo más descriptivo posible al informar una queja
- Se asignará la queja a un inspector de distrito
- El inspector se pondrá en contacto con la parte informante, investigará la queja, tomará las medidas adecuadas y luego hará un seguimiento con la parte denunciante.
- No todas las quejas se pueden resolver de inmediato; tenga paciencia y continúe presentando quejas si se repite una infracción
- Un hogar puede quejarse una vez al día sobre una queja específica
- En 2019 en Shafter, CARB llevó a cabo 213 inspecciones del programa en vehículos diésel de servicio pesado y encontró que 204 cumplían
- CARB realizó un barrido de motores encendidos mientras estacionados en el primer trimestre de 2020 y no encontró ninguna infracción de inactividad

Pregunta: ¿Quién sería la agencia apropiada para quejarse cuando los niveles de humo en Shafter se midieron un par de cientos de veces por encima de los estándares de salud el 4 de julio?

Respuesta: El Distrito del Aire del Valle.

Pregunta por Chat: ¿Existen códigos de seguimiento o nombres que podamos solicitar al presentar una queja, especialmente si no se actualiza una queja después de un tiempo?

Respuesta por Chat: Siempre que presente una queja ante la Agencia de Protección Ambiental de California (CalEPA), se le dará un número de queja para seguimiento (COMP-####). Puede ponerse en contacto conmigo (Helena Rhim) sobre el estado de su reclamo. Cuando esté sujeto a los

requisitos del Distrito de Aire del Valle, el inspector del Distrito se comunicará con usted antes o después de que se investigue su queja y hará un seguimiento de los hallazgos. Si llama para presentar una queja, solicite el número de queja. Si envía una queja en línea o mediante nuestra aplicación móvil, se le proporcionará el número de queja.

Grupos de Trabajo:

Los facilitadores describieron el proceso de los grupos de trabajo y todos los asistentes pasaron a grupos de trabajo más pequeños para una discusión más profunda sobre las medidas de cumplimiento que están sucediendo o deben suceder en la comunidad de Shafter.

Puntos importantes de los informes de los grupos de trabajo:

Grupo #1:

- El grupo habló mucho sobre camiones con motores encendidos mientras estacionados y su camino a través de Shafter. Hablaron sobre áreas sensibles frente a la Escuela Golden Oaks, cómo el tráfico pesado afecta el tiempo que los camiones diésel están allí y cómo las emisiones acumuladas afectan el aire cerca de la escuela. También cubrieron algunos puntos sobre el aumento de auditorías e inspecciones para sitios que también tienen antecedentes conocidos de infracciones.

Grupo #2:

- Los fuegos artificiales son un gran problema. El humo parece haber sido extremadamente malo este año. Había mucho humo de fuegos artificiales legales e ilegales en junio. Estos problemas parecen continuar mucho antes y después de los principales días feriados.
- El grupo también discutió las quemas legales e ilegales que ocurren en la comunidad (principalmente en el campo). Se supone que los árboles que se queman legalmente están secos, pero también vemos la quema de árboles verdes y húmedos. No parece haber un cumplimiento real de eso una vez que se otorga el permiso. También existe la quema legal de neumáticos y bolsas de pesticidas que contaminan el aire.

Grupo #3:

- El grupo tuvo una discusión sobre el extenso trabajo del Comité y los aportes proporcionados desde el principio, y sobre las medidas de implementación del CERP que en su mayoría parecen ser proyectos existentes del Distrito.
- El grupo no se centró en los tipos y ubicaciones de las medidas de reducción de emisiones y le gustaría tener una oportunidad futura para hacerlo.

Grupo #4:

- Los miembros del grupo están ansiosos por ver el progreso de la implementación de las medidas del CERP.
- El grupo recordó que el Distrito enviará un informe a CARB en unas pocas semanas y le gustaría tener otra reunión para discutir ese informe, revisarlo y proporcionar comentarios.

Resolución de CARB e Informe de septiembre a CARB

Skott Wall, Enlace Comunitario, CARB

Skott proporcionó una actualización sobre la resolución de CARB sobre el CERP de Shafter y se centró en varios elementos de acción dirigidos por la Mesa relacionados con incentivos y pesticidas. Estos elementos de acción incluyen:

- Desarrollar un proceso para hacer ajustes a los incentivos basados en las prioridades del comité directivo.
- Desarrollar criterios específicos para la selección de proyectos y montos de financiamiento y considerar las prioridades de la comunidad.
- Brindar flexibilidad en el programa de reemplazo de vehículos de pasajeros.
- Aportar recursos en la estrategia de ecologización urbana.
- El Departamento de Regulación de Pesticidas (DPR) trabajará para implementar un estudio piloto para 1,3-D e incluirá métodos de mitigación que logren reducciones equivalentes a la lona de Plástico Totalmente Impermeable (TIF).
- El DPR identificará opciones para un sistema de notificación de pesticidas adecuado en el área de Shafter
- Continuar desarrollando información sobre emisiones locales.
- Actualizar la descripción técnica del programa de las autoridades de pesticidas para que sea consistente con el lenguaje del estado.

Distrito: Todos los puntos hechos por CARB con respecto a la Resolución requerirán una coordinación significativa con CARB, el Distrito y el DPR y el Distrito espera trabajar junto con el Comité en estos esfuerzos.

Pregunta: Dada la Resolución que acabamos de escuchar, ¿cuál es el cronograma para incentivar a las personas a cambiar el sistema de calefacción de la casa de gas natural a una bomba de calor eléctrica?

Distrito: Uno de los procesos por los que tenemos que pasar es determinar si hay programas de incentivos existentes que ya hayan sido aprobados por CARB. Si no es así, se deben aprobar las nuevas directrices del programa. Estamos trabajando en estrecha colaboración con CARB para acelerar este proceso.

Actualizaciones Permanentes

Val Dolcini, Director, Departamento de Regulación de Pesticidas de California (CDPR)

Jon Klassen, Director de Ciencia y Planificación de la Calidad del Aire, Distrito del Aire

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jessica Olsen, Gerente de Programas, Distrito del Aire del Valle

Val dio una breve actualización sobre las notificaciones de pesticidas. Puntos importantes de la presentación:

- Los pilotos de mitigación están avanzando.
- El DPR ha tenido conversaciones con los fabricantes de productos químicos, los comisionados agrícolas, los productores, los aplicadores, etc.
- Estamos trabajando hacia pilotos de mitigación que comenzarían en septiembre y buscarían lograr la misma efectividad que la lona TIF.

- Ya se están llevando a cabo muchas conversaciones. El objetivo es construir una base sólida para mejorar el programa piloto de notificaciones. Nos reuniremos con algunos miembros del Comité, el Comisionado de Agricultura del Condado de Kern, otros defensores en el Valle Central, CARB y la Oficina Agrícola del Condado de Kern.
- Este será un proceso lento, pero con el que estamos comprometidos.
- Puede ser difícil medir nuestro proceso, pero estamos entusiasmados de participar en conversaciones colaborativas por primera vez.
- Informaremos a medida que avancemos.

Pregunta: ¿Cuál es la actualización del Comisionado de Agricultura sobre la notificación? Esa es una gran parte de la notificación que proviene del DPR.

Respuesta: El Comisionado deberá estar en la mesa con una amplia gama de personas para escuchar a la comunidad sobre lo que les gustaría ver en el sistema de notificación.

Jon dio una breve actualización sobre el monitoreo de PM10 en Shafter. Puntos importantes de la presentación:

- El año pasado, monitoreamos desde aproximadamente agosto hasta el final del año para capturar las emisiones de la temporada de cosecha en el área de Shafter.
- Necesitamos comentarios del Comité para saber si está interesado en que sigamos el mismo proceso este año.

Comentario: Algunos miembros del Comité no han podido discutir esto en profundidad, pero creo que hay un fuerte apoyo para esto. La razón por la que se necesita quedó clara cuando vimos un mínimo de cuatro infracciones de PM10 en Shafter en el otoño. El Distrito del Aire afirma estar en cumplimiento con ese estándar, sin embargo, cuatro infracciones al año es una clara violación de ese estándar. Necesitamos otra temporada o dos de datos e idealmente nos gustaría tener al menos cinco años de datos en el futuro.

Jaime dio una breve actualización sobre la implementación del CERP y el Subcomité de Filtración de Aire Escolar y Reemplazo de Autobuses Escolares. Puntos importantes de la presentación:

- La reunión inicial tuvo lugar este mes.
- Existe la necesidad de comprender mejor el inventario en varias escuelas, las necesidades del sitio y los costos asociados con las mejoras.
- Algunas escuelas pueden ser más nuevas y puede ser tan fácil como darles un filtro de aire económico; algunas escuelas que son más antiguas pueden tener sistemas complejos que no nos permiten hacer eso fácilmente.
- Ya hemos comenzado a hacer alcance basado en las ideas del Comité compartidas en la reunión del Comité de enero, incluyendo la obtención de una valla publicitaria (estrategia del CERP), para educar a la comunidad sobre la quema de basura.
- También estamos publicitando activamente en las redes sociales y hemos lanzado la aplicación del sistema de la calidad del aire en tiempo real.

Jessica dio una breve actualización sobre Reporte de las Estrategias del CERP. Puntos importantes de la presentación:

- El Distrito del Aire del Valle ha desarrollado un documento que monitorea el progreso de la implementación del CERP. El documento se traducirá al español y se publicará en el sitio web próximamente.
- Además de mantenerse informados sobre las actualizaciones de implementación y el trabajo y los resultados del Distrito, los miembros del Comité podrán utilizar esta herramienta como un menú de opciones para identificar elementos de discusión para las próximas reuniones del comité y revisar resúmenes de estas discusiones.

Pregunta: ¿Es posible tener otra reunión del Comité antes de la reunión de agosto? Queremos repasar el informe de CARB y hacer nuestro seguimiento.

Respuesta: Habrá un informe de progreso verbal entregado en septiembre a la Junta de CARB seguido de un informe anual completo por escrito para la reunión de la Mesa Directiva del Distrito del Aire del Valle en octubre. Habrá una oportunidad y tiempo (más de varias semanas) para que el Comité revise y proporcione comentarios sobre el informe anual.

Resumen/Próximos Pasos

Hanna Stelmakhovych, ILG

Hanna agradeció a todos por participar en la reunión.

Comentario público:

Ningún comentario público.

Recordatorios:

La próxima reunión es el 10 de agosto a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

* *Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



Agenda for Shafter Community Steering Committee Meeting #21

Monday, July 13, 2020 – 3:00 pm – 5:00 pm

Zoom Meeting: <https://zoom.us/j/92524913516>
Meeting ID: 925 2491 3516

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 3:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 3:10 p.m. Enforcement Measures Update**
Discussion of CARB and District enforcement measures, including feedback on upcoming enforcement activities and discussion on how to file a complaint
Justin Shields, California Air Resources Board (CARB)
Jake Felton, Director of Compliance, Valley Air District
- Breakout Groups**
- 4:10 p.m. CARB Resolution and September Report to CARB**
Walk through the Board Resolution adopted by CARB in approval of the Shafter Community Emissions Reduction Program (CERP) and discuss September update to CARB
Valley Air District Staff
CARB Staff
- 4:35 p.m. Standing Updates**
Department of Pesticide Regulation (DPR): Pesticide notification update
Monitoring Plan: PM10 monitoring discussion
- 4:55 p.m. Wrap Up/Next Steps**
Next Meeting August 10, 2020: Zoom Call

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #21

Lunes, 13 de julio de 2020 – 3:00 pm a 5:00 pm

Reunión por Zoom: <https://zoom.us/j/92524913516>

Meeting ID: **925 2491 3516**

Teleconferencia: 888 788 0099 US (Llamada gratuita en inglés)

Para participar solamente por teléfono en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 7406354

3:00 p.m.

Bienvenida e Introducciones

Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

3:10 p.m.

Actualización de las Medidas de Cumplimiento

Discusión de la implementación de la medida de cumplimiento del Distrito y CARB, incluyendo la solicitud de comentarios sobre las próximas actividades de cumplimiento y discusión sobre cómo presentar una queja

Justin Shields, Junta de Recursos del Aire de California (CARB)

Jake Felton, Director de Cumplimiento, Distrito del Aire del Valle

Discusiones en Grupo

4:10 p.m.

Resolución de CARB e Informe de septiembre a CARB

Repasar la Resolución de la Mesa adoptada por CARB en la aprobación del Programa de Reducción de Emisiones Comunitarias de Shafter (CERP) y hablar acerca de la actualización de septiembre a CARB

Personal del Distrito del Aire del Valle

Personal de CARB

4:35 p.m.

Actualizaciones

Departamento de Reglamentación de Pesticidas (DPR): Actualización de notificación de pesticidas

Plan de Monitoreo: Discusión de monitoreo de PM10

4:55 p.m.

Concluir/Próximos Pasos

Próxima Reunión 10 de agosto de 2020: Llamada por Zoom

Aprende más: community.valleyair.org

Implementation of CERP Enforcement Measures in Shafter Community

AB 617 Community Steering Committee Meeting
July 13, 2020

Enforcement Program

- The District performs a full suite of enforcement and compliance assurance/assistance activities:
 - Inspections (routine and start-up) of both permitted and unpermitted sources
 - Equipment breakdown investigations
 - Source test observations
 - District-conducted monitoring and source testing
 - Complaint investigations

Enforcement Program (cont'd)

- Inspections and investigations are conducted to determine compliance with a multitude of health-protective local, state, and federal air quality regulations targeting both criteria and toxic pollutants. These include:
 - District rules and permit requirements, including Nonattainment New Source Review and Prevention of Significant Deterioration requirements
 - ARB's Airborne Toxic Control Measures
 - ARB's greenhouse gas regulations affecting landfills; oil and gas production, processing, transmission, and storage facilities; and refrigeration systems
 - Federal New Source Performance Standards, National Emission Standards for Hazardous Air Pollutants, and Maximum Available Control Technology standards

Elements of Enforcement Program

- Inspections and investigations of permitted sources
 - Advanced detection and monitoring equipment, CEMS
- Investigations of public complaints
- Enforcement of residential wood burning curtailments
- Enforcement of open burning prohibitions
- Conservation Management Practices program
- Fugitive dust program
- Portable equipment registration/inspection program
- Enforcement of federal asbestos standard
- Gasoline dispensing facility program
- Enforcement of consumer product and point-of-sale regulations
- Commercial diesel idling enforcement
- Indirect Source Review enforcement

Enhanced Enforcement of District Rule 4901 (Wood Burning Fireplace and Wood Burning Heaters) Curtailments

- To limit the potential for localized PM_{2.5} impacts associated with the failure to comply with mandatory episodic wood burning curtailments, District staff will conduct at least four (4) hours of surveillance within the Shafter community on each declared curtailment day for the next five (5) winter seasons to enhance the enforcement of District Rule 4901. The District will work with the Community Steering Committee to focus surveillance efforts in areas where wood burning is more prevalent.

Enhanced Enforcement of District Rule 4103 (Open Burning)

- To limit the potential for localized PM2.5 and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the Shafter community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in the Shafter community at least once per quarter for the next five (5) years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

Enhanced Enforcement of District Rule 4103 (Open Burning) (cont'd)

- Feedback?
 - Are there particular locations where CSC has observed residential burning?
 - Where should District focus future enforcement efforts?
 - Is open burning more prevalent at particular times of day?

Fireplace and Open Burning Violations

Calendar Year
2020-Q1

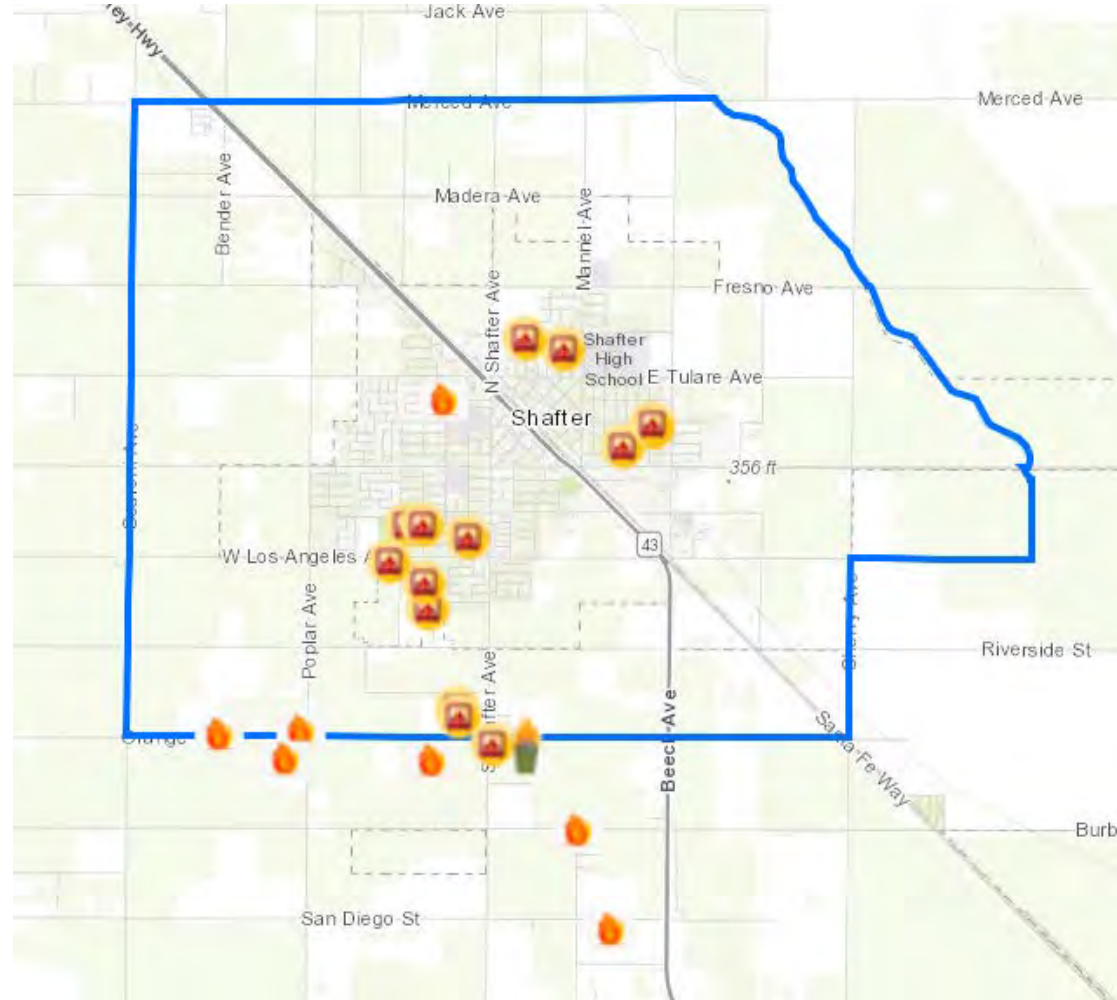
Rule 4901



Rule 4103



CCR 93113



Enhanced Inspection Frequency of Permitted Sources

- 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 will increase 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 four (4) consecutive inspections without an emission violation, whichever occurs first.

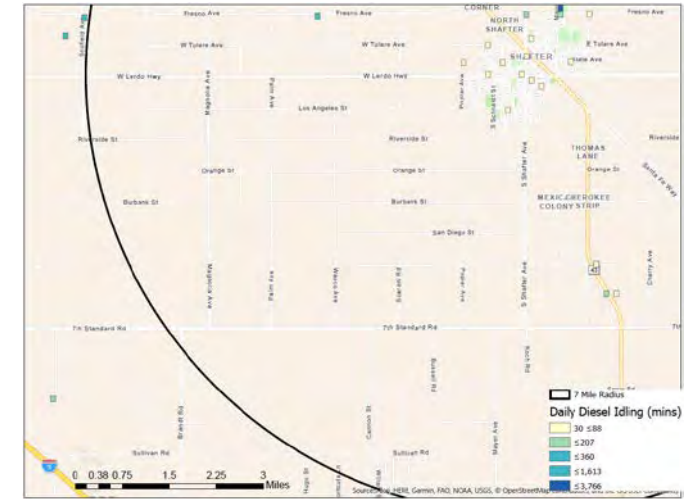
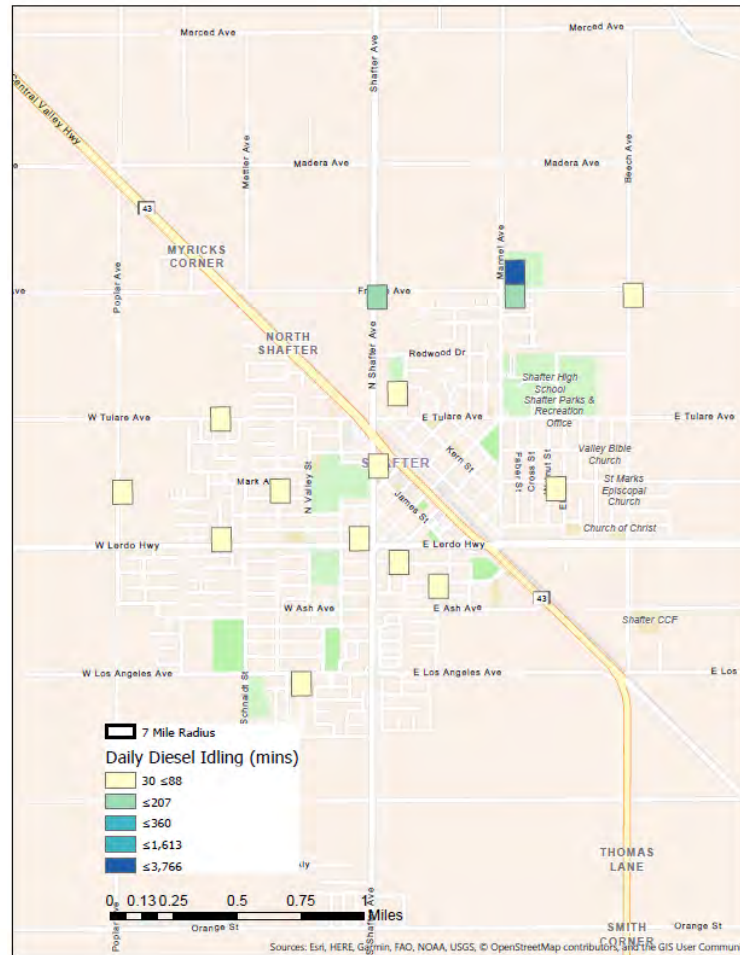
Pilot Training Program for Conducting Self-Inspections at Gas Stations

- To limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing stations, the District will develop a pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems at their stations to aid in the identification and timely repair of vapor recovery system defects. The District will provide this hands-on training to each gas station operator in the community.

Enhanced Enforcement of the State's Heavy-Duty Vehicle Anti-Idling Regulation

- To limit the potential for localized PM2.5 and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Shafter community at least once per quarter for the next five (5) years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling “hot spots,” especially those near schools, to aid in focusing the enforcement efforts.

Enhanced Enforcement of the State's Heavy-Duty Vehicle Anti-Idling Regulation (cont'd)



Enhanced Enforcement of the State's Heavy-Duty Vehicle Anti-Idling Regulation (cont'd)

- Feedback?
 - Are there particular locations where CSC has observed illegal idling?
 - Where should District focus future enforcement efforts?
 - Is idling more prevalent at particular times of day?

Implementación de Medidas de Cumplimiento del CERP en la Comunidad de Shafter

Reunión del Comité Directivo de la Comunidad AB 617
13 de julio de 2020

Programa de Cumplimiento

- El Distrito realiza un conjunto completo de actividades de aseguramiento/asistencia de cumplimiento:
 - Inspecciones (rutina y de inicio) de fuentes permitidas y no permitidas
 - Investigaciones de equipos descompuestos
 - Observaciones de prueba de fuente
 - Monitoreo conducido por el Distrito y pruebas de fuente
 - Investigaciones de quejas

Programa de Cumplimiento (cont)

- Se realizan inspecciones e investigaciones para determinar el cumplimiento de una multitud de regulaciones protectoras de la salud de calidad del aire locales, estatales y federales que se enfocan tanto en los criterios como en los contaminantes tóxicos. Éstos incluyen:
 - Reglas del Distrito y requisitos de permisos, incluidos los requisitos de Revisión de Nueva Fuente de Incumplimiento y requisitos de Prevención de Deterioro Significativo
 - Medidas de Control de Tóxicos de Aire de ARB
 - Las regulaciones de gases de efecto invernadero de ARB que afectan a los vertederos; instalaciones de producción, procesamiento, transmisión y almacenamiento de petróleo y gas; y sistemas de refrigeración
 - Estándares Federales de Desempeño de Nuevas Fuentes, Estándares Nacionales de Emisión para Contaminantes Peligrosos del Aire y Estándares de Tecnología de Control Máxima Disponible

Elementos del Programa de Cumplimiento

- Inspecciones e investigaciones de fuentes permitidas
 - Equipos avanzados de detección y monitoreo, CEMS
- Investigaciones de quejas públicas
- Cumplimiento de la reducción de quema de leña residencial
- Cumplimiento de prohibiciones de quema al aire libre
- Programa de Prácticas de Manejo de Conservación
- Programa de polvo fugitivo
- Programa de registro/inspección de equipos portátiles
- Cumplimiento de la regla federal de asbesto
- Programa de instalación de dispensación de gasolina
- Cumplimiento de las regulaciones de productos de consumo y puntos de venta
- Cumplimiento de camiones de diesel comerciales estacionados con el motor encendido
- Cumplimiento de revisión de fuentes indirectas

Cumplimiento Mejorado de la Regla 4901 del Distrito (chimenea de leña y calentadores de leña)

- Reducciones para limitar el potencial de impactos localizados de PM2.5 asociados con el incumplimiento de las restricciones obligatorias episódicas para la quema de leña, el personal del Distrito realizará al menos cuatro (4) horas de vigilancia dentro de la comunidad Shafter en cada día de restricción declarada durante las próximas cinco (5) temporadas de invierno para mejorar el cumplimiento de la Regla 4901 del Distrito. El Distrito trabajará con el Comité Directivo de la Comunidad para enfocar los esfuerzos de vigilancia en áreas donde la quema de leña es más frecuente.

Cumplimiento mejorado de la Regla 4103 del Distrito (Quema al Aire Libre)

- Para limitar el potencial de PM2.5 localizado y los impactos tóxicos asociados con la quema ilegal al aire libre de residuos residenciales, el Distrito llevará a cabo esfuerzos de vigilancia específicos dentro de la comunidad Shafter. Sobre la base de los esfuerzos existentes de vigilancia y respuesta de quejas del Distrito, el Distrito llevará a cabo esfuerzos de vigilancia específicos adicionales en la comunidad Shafter al menos una vez por trimestre durante los próximos cinco (5) años. El Distrito trabajará con el Comité Directivo de la Comunidad para enfocar los esfuerzos de vigilancia en áreas donde históricamente se han hecho quemadas residenciales ilegales al aire libre.

Cumplimiento mejorado de la Regla 4103 del Distrito (Quema al Aire Libre) (cont)

- ¿Comentarios?
 - ¿Hay lugares particulares donde el Comité Directivo de la comunidad ha observado quemas residenciales?
 - ¿Dónde debe enfocar el Distrito los esfuerzos futuros de cumplimiento?
 - ¿La quema al aire libre es más frecuente en ciertas horas del día?

Violaciones de Chimenea y Quemadas al Aire Libre

Calendar Year
2020-Q1

Rule 4901



Rule 4103



CCR 93113



Frecuencia de Inspección Mejorada de Fuentes Permitidas

- Para limitar el potencial de impactos localizados en la calidad del aire asociados con el incumplimiento de los estándares de emisiones establecidos por el permiso, la regla o la regulación del Distrito, el Distrito aumentará la frecuencia de la inspección en cada instalación que haya tenido una violación de emisiones en los últimos tres (3) años. Estas instalaciones serán inspeccionadas al menos dos veces por año de calendario durante los próximos cinco (5) años o hasta que la instalación tenga cuatro (4) inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero.

Programa Piloto de Capacitación para Realizar Autoinspecciones en Gasolineras

- 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, el Distrito desarrollará un programa de capacitación piloto para instruir a los operadores de estaciones de servicio en la realización de autoinspecciones exhaustivas de los sistemas de recuperación de vapor en sus estaciones para ayudar en la identificación y reparación oportuna de defectos del sistema de recuperación de vapor. El Distrito proporcionará esta capacitación práctica a cada operador de estación de servicio en la comunidad.

Mejora de Cumplimiento de la Regulación Estatal Contra Dejar el Motor Encendido para Vehículos de Servicio Pesado

- Para limitar el potencial de PM2.5 localizado y los impactos tóxicos a la calidad del aire asociados con el incumplimiento de la regulación estatal contra el dejar el motor encendido de vehículos de servicio pesado, el Distrito se asociará con CARB para llevar a cabo esfuerzos adicionales de cumplimiento de la ley contra el dejar el motor encendido en la comunidad de Centro-Sur Fresno al menos una vez por trimestre durante los próximos 5 años. El Distrito y CARB trabajarán con el Comité Directivo para identificar las “zonas conflictivas” donde dejan el motor encendidos de vehículos de servicio pesado, especialmente aquellos cerca de las escuelas, para ayudar a enfocar los esfuerzos de cumplimiento.

Mejora de Cumplimiento de la Regulación Estatal Contra Dejar el Motor Encendido para Vehículos de Servicio Pesado (cont)



Mejora de Cumplimiento de la Regulación Estatal Contra Dejar el Motor Encendido para Vehículos de Servicio Pesado (cont'd)

- ¿Comentarios?
 - ¿Hay lugares particulares donde el Comité Directivo ha observado vehículos con el motor encendido ilegalmente?
 - ¿Dónde debe enfocar el Distrito los esfuerzos futuros de cumplimiento?
 - ¿El dejar el motor encendido es más frecuente en ciertos momentos del día?

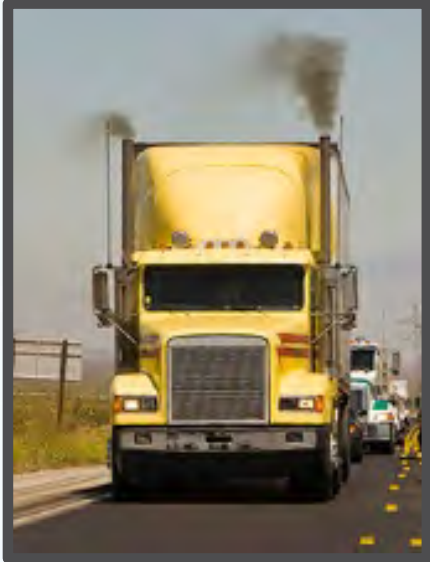


Enforcement Division

07/13/2020

Shafter

**Community Outreach and
Enforcement Section**



Air pollution examples



YOU are your community's biggest resource

What air pollution issues do you see around YOUR community?



What can we all do about these concerns?

Reporting Environmental Complaints

Remember the 5 Ws:

- ✓ WHAT is your complaint about?
- ✓ WHERE does it occur?
- ✓ WHEN does it occur? Is it ongoing?
- ✓ WHO is the potential source?
- ✓ WHY should you complain?

It's okay to complain if it's simply a nuisance!



SJVAPCD

Call: 1-800-926-5550

Go online: *<https://www.valleyair.org>*



CARB/CalEPA

Call: 1-800-END-SMOG

Go online:

<https://calepa.ca.gov/enforcement/complaints/>

San Joaquin Valley's Complaint

Air Quality Complaint Form

Form:

In order for us to quickly resolve your complaint, please complete all required fields with as much detail as possible.

Your Information

Privacy

Phone: *

Email: *

First Name:

Address:

City:

Asbestos
Dust

Gas Stations

Idling Diesel Trucks/Buses

Odors

Other/Not Listed

Smoke from Agricultural

Burning

Smoke from

Business/Industry

Smoke from

Fireplaces/Woodstoves

For confidentiality purposes, please

Complaint Type: *

Helpful Tips

Description:

The more information you can give, the better, but even a little is helpful!

Date Observed: *

Time Observed:

Occurring Now

Property Owner or Business Name (if known):

Address: *

Cross Streets:

&

City:

County: *

I would like to receive a report upon completion of this complaint investigation

I would like to include a photo/video of this incident

* Required fields

Submit

Reset

Thank you for providing this information so that we may resolve your complaint.


CalEPA Complaint Form


Start Details Complete Confirmation


Language Preference/Preferencia de Idioma
English


SELECT AN IMAGE TO REPORT A PROBLEM


More than one may be selected

Air 

Water 

Toxic Substances 

Pesticides 

Solid Waste 

IS THIS AN EMERGENCY?

ARE YOU REPORTING WATER WASTE?

IS THIS REGARDING PROPOSITION 65?

Complaint Details →

<https://calepa.ca.gov/enforcement/complaints/>

CalEPA Complaint Form Cont.



Are you reporting a Spill?

No

Is this complaint related to a Refinery?

No

Complaint

Please describe complaint (What happened, what materials or substances were involved, how much is involved, where did the materials or substances go, who else have you reported this to and what was the outcome? Provide any information that will help our inspectors determine the most timely and effective response. Text only.)

Complaint Description *

Please describe the issue in as much detail as possible.

If you previously submitted this complaint, please indicate the organization(s) or local government entity you contacted.

List organizations that you have previously reported this problem to.

CalEPA Complaint Form Cont.

Complaint Location

Provide information about this complaint. If you do not know the address, please provide a description of the location (like "corner of 1st St. and River Blvd.").

Address

City

State

Zip

Location Description

CalEPA Complaint Form Cont.

Responsible Party
Provide any information about the facility, company, or person who is allegedly responsible for this problem.

Responsible Person Name: Responsible Company Name:

Same address as above?

Address:

City: State: Zip:

Your "Air" Concern
Additional Information

Mobile or Stationary?

Air Complaint Source:

Date of Occurrence

Timeframe:

Date of Occurrence & Approximate Time

March 2019						
Sa	Mo	Tu	We	Th	Fr	Sa
24	25	26	27	28	29	30
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

Ongoing Occurrence?

Attach Files
Please include any relevant images or documents.

[About](#) [Privacy](#)

CalEPA Complaint Form Cont.

Name *

First Last

Address

City State Zip

Home Phone

Mobile

Email Address

Confirm Email Address

Do you wish to receive further updates regarding this complaint?

Role of the Inspector

1. A district inspector will be assigned the complaint.
2. The inspector will contact the reporting party to obtain additional information and to let them know that the complaint was received.
3. The inspector will investigate the complaint.
4. The inspector will take appropriate action if required for complaint resolution.
5. The inspector will follow-up with the reporting party and inform them of the resolution.

After the Complaint

What happens next at the air district or state level?

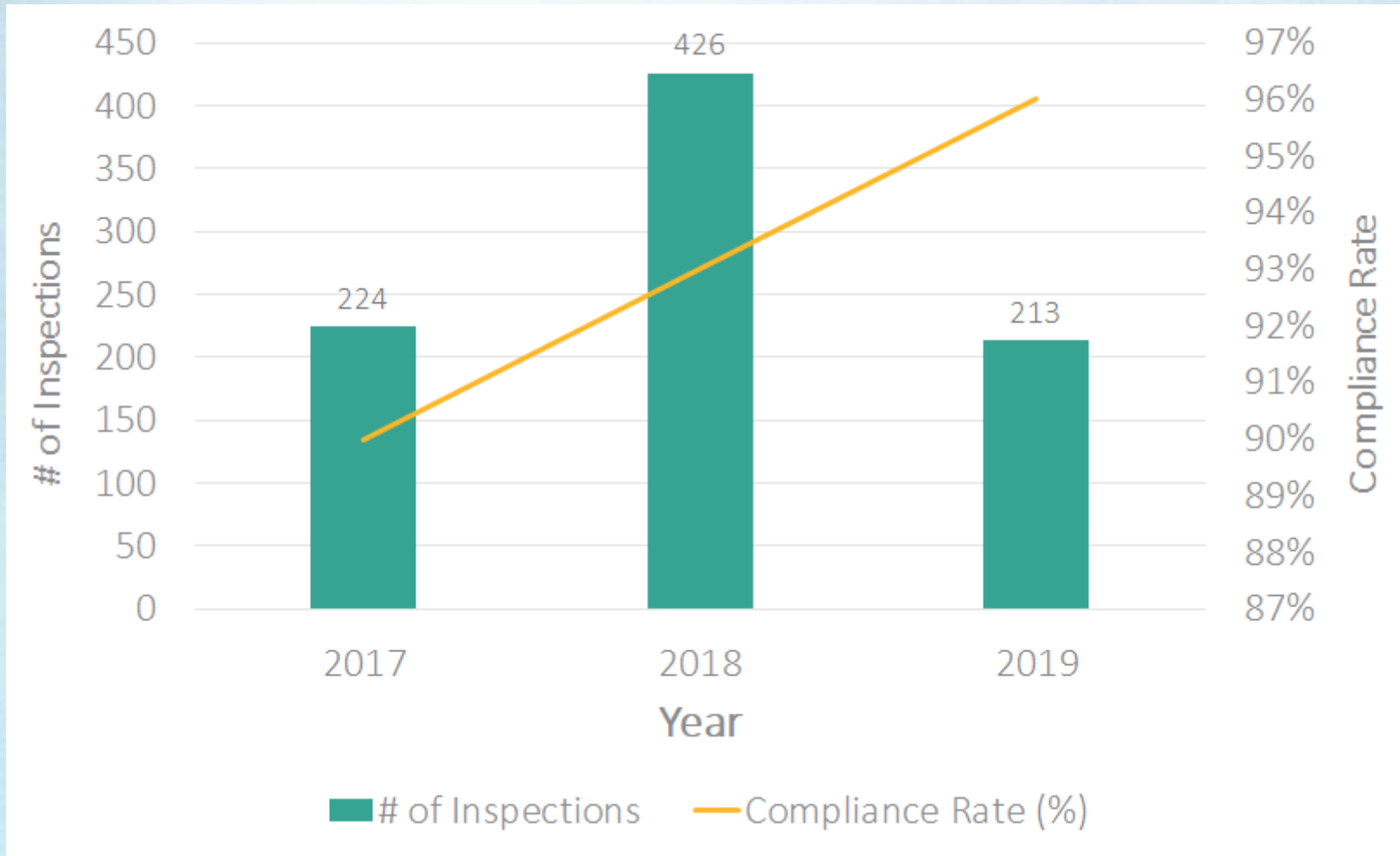
Complaints do not always get resolved following the initial investigation, so it is important to:

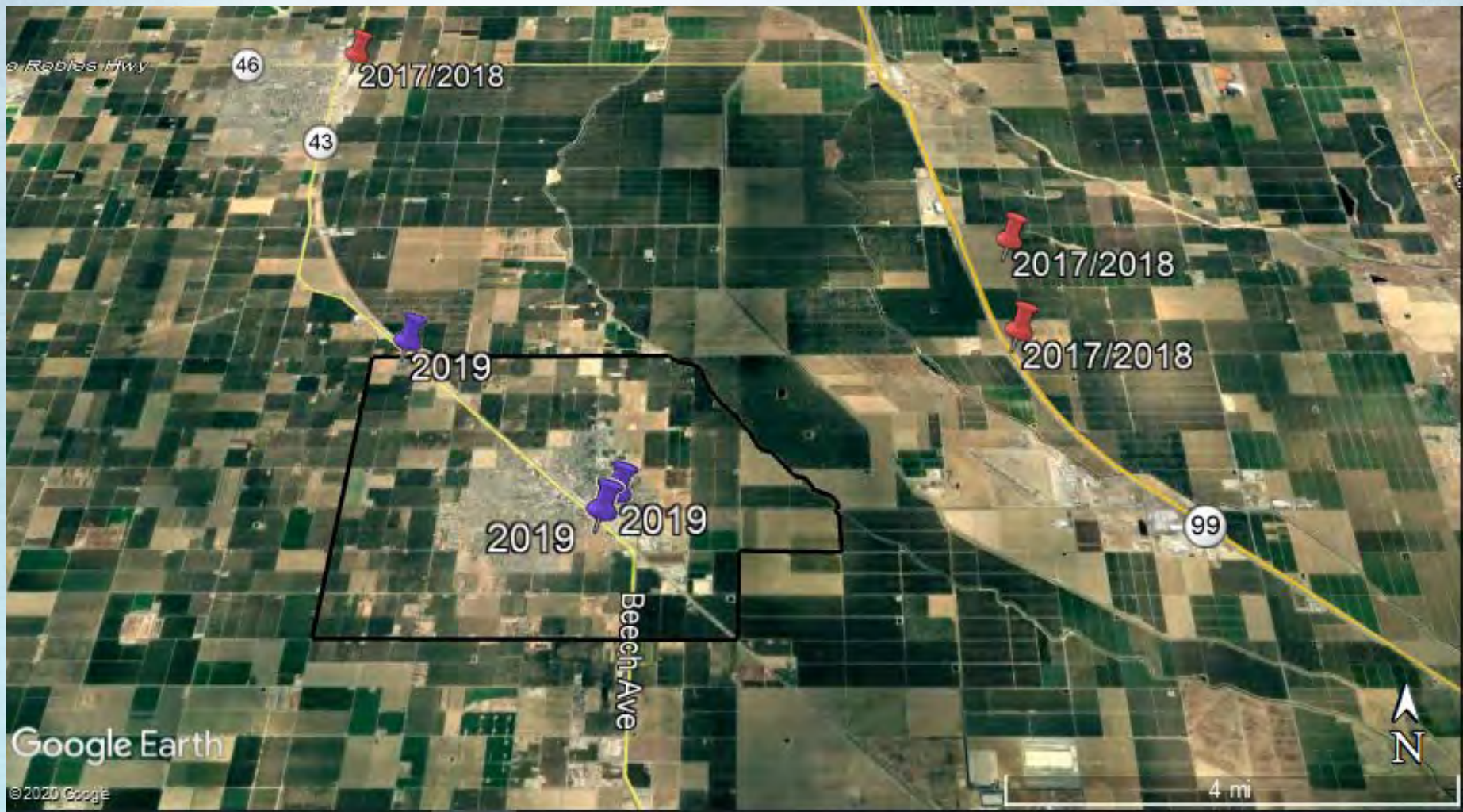
1. Continue to file complaints when it reoccurs.
2. Be patient, not everything can be fixed immediately.

2019 Enforcement Update

Program	Inspections	Compliant	Violations		Compliance Rate
			Emission	Non-Emission	
Heavy-Duty Vehicle Inspection Program (HDVIP)	146	142	1	3	97%
Off-Road	4	4	0	0	100%
Smart Way	14	14	0	0	100%
Solid Waste Collection Vehicle (SWCV)	1	1	0	0	100%
Transportation Refrigeration Unit (TRU)	6	4	1	1	67%
Truck & Bus	42	39	3	0	93%
Total	213	204	5	4	96%

Enforcement History





2020 1st Quarter Idling Sweep

- CARB staff participated in Idling sweeps with the District.
- CARB looked at:
 - **53 vehicles within the boundary**
 - No idling violations were discovered during the sweep
 - **4 Transportation Refrigeration Units (TRUs)**
 - 1 was and is still currently pending verification
 - **1 Off-Road vehicle**
 - Equipment Identification Number (EIN) not found in DOORS

Thank you for helping protect Californians by improving our air quality!

CARB Contacts:

Justin Shields, APS,
Enforcement Liaison

Justin.shields@arb.ca.gov

V

(916) 229-0399

Helena Rhim, APS

Helena.rhim@arb.ca.gov

(916) 229-0391

How else can we help?

- Basic air contamination information
- Pollution from agriculture
- Pollution from other industries – which ones?

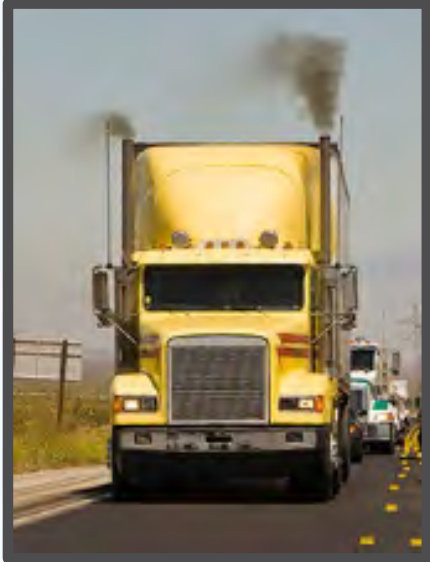


Division de Cumplimiento

7/13/2020

Shafter

Sección de Alcance y
Cumplimiento de la
Comunidad



Ejemplos de Contaminación del Aire



USTED es el mejor recurso de su comunidad

¿Qué problemas de contaminación del aire ves alrededor de TU comunidad?



¿Qué podemos hacer todos con respecto a estas preocupaciones?

Como reportar quejas ambientales

Recuerda cinco datos:

- ✓ ¿DE QUE se trata su queja?
- ✓ ¿DÓNDE ocurre?
- ✓ ¿CUÁNDO ocurre? ¿Está en curso?
- ✓ ¿QUIÉN es la fuente potencial?
- ✓ ¿POR QUÉ debería quejarse?

Está bien quejarse si es simplemente una molestia



Distrito de control de la contaminación del aire del valle de San Joaquín

Por Telefono: 1-800-926-5550

Sitio de web: <https://www.valleyair.org>



CARB/CalEPA (Agencia Estatal)

Por Telefono: 1-800-END-SMOG

Sitio de web:

<https://calepa.ca.gov/enforcement/complaints/>

Forma del Valle de San Joaquin

Air Quality Complaint Form

In order for us to quickly resolve your complaint, please complete all required fields with as much detail as possible.

Your Information

Privacy

Phone: * Email: *

First Name:

Address:

City:

Asbestos

Polvo

Gasolineras

Trocas/Autobuses encendidos

Olores

Humo de quemazones

de agricultura

Quemazones

Humo de

fabricas/negocios

Humo de

chimeneas/estufas de

leña

For confidentiality purposes, please

Complaint Type: *

Helpful Tips

Description:

Cuanta mas informacion pueda dar mejor, pero poca informacion tambien es util.

Date Observed: * Time Observed: Occurring Now

Property Owner or Business Name (if known):

Address: *

Cross Streets: &

City: County: *

I would like to receive a report upon completion of this complaint investigation

I would like to include a photo/video of this incident

* Required fields

Submit

Reset

Thank you for providing this information so that we may resolve your complaint.


Forma de Quejas de CalEPA

Language Preference/Preferencia de Idioma


Spanish

ELIJA UNA IMAGEN PARA REPORTAR UN PROBLEMA


Aire ?




Agua ?




Tóxico ?



Plaguicidas ?



Residuos sólidos ?



<https://calepa.ca.gov/enforcement/complaints/>

Continuacion de la Forma de Quejas de CalEPA



¿Está usted reportando un derrame?

No

¿Esta queja tiene que ver con una Refinería?

No

Queja

Favor de describir la queja (qué sucedió, qué materiales o sustancias se usaron, cuánto se usó, a dónde fueron los materiales o las sustancias, a quién más ha usted reportado esto y cuál fue el resultado de su reporte? De cualquier información que puede ayudar a nuestros inspectores a determinar la respuesta más oportuna y efectiva. Únicamente texto.)

Descripción de la queja *

Favor de describir el problema lo más detalladamente posible

Si usted previamente presentó esta queja, favor de indicar la(s) organización(es) u oficina del gobierno local con la que se comunicó.

Escriba una lista de las organizaciones a las que ha reportado previamente este problema.

Continuacion de la Forma de Quejas de CalEPA

Ubicación de la Queja

Dara información sobre esta queja. Si usted no sabe la dirección, favor de dar una descripción de la ubicación (como "esquina de la calle 1 y River Blvd").

Dirección

Calle

Ciudad

Ciudad

Estado

California

Código postal

Código postal

Descripción de la ubicación

Descripción de la ubicación

Continuacion de la Forma de Quejas de CalEPA

Parte responsable
Dar información sobre la instalación, empresa o persona presuntamente responsable de este problema.

Nombre de la persona responsable:

Nombre de la empresa responsable:

¿Es la misma dirección que la indicada arriba?

Dirección:

Ciudad:

Estado:

Código postal:

Su Inquietud Sobre el "Aire"
Información Adicional

¿De vehículo o fuente industrial?

¿Fuente de la Queja Sobre el Aire?

Fecha del Suceso

Marco temporal:

Fecha del Suceso y Hora Aproximada

June 2020						
Su	Mo	Tu	We	Th	Fr	Sa
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

12:00 AM

¿Suceso continuó?

Continuacion de la Forma de Quejas de CalEPA

¿Quiere permanecer en el anonimato?

Nombre *

Nombre de pila

Apellido

Teléfono en casa

Dirección

Teléfono celular

Ciudad

Estado

Código postal

Dirección Electrónica

Confirme su Dirección Electrónica

¿Desea recibir más actualizaciones sobre esta queja?

Responsabilidad del Inspector

1. A un inspector del distrito se le asignará la queja
2. El inspector se pondrá en contacto con el/la informante para obtener información adicional y para hacerles saber que la queja fue recibida.
3. El inspector investigará la queja.
4. El inspector tomará las medidas apropiadas si es necesario para la resolución de quejas.
5. El inspector hará un seguimiento con el/la informante y le informará de la resolución.

Después de la Queja

¿Qué sucede después a nivel del distrito del aire o estatal?

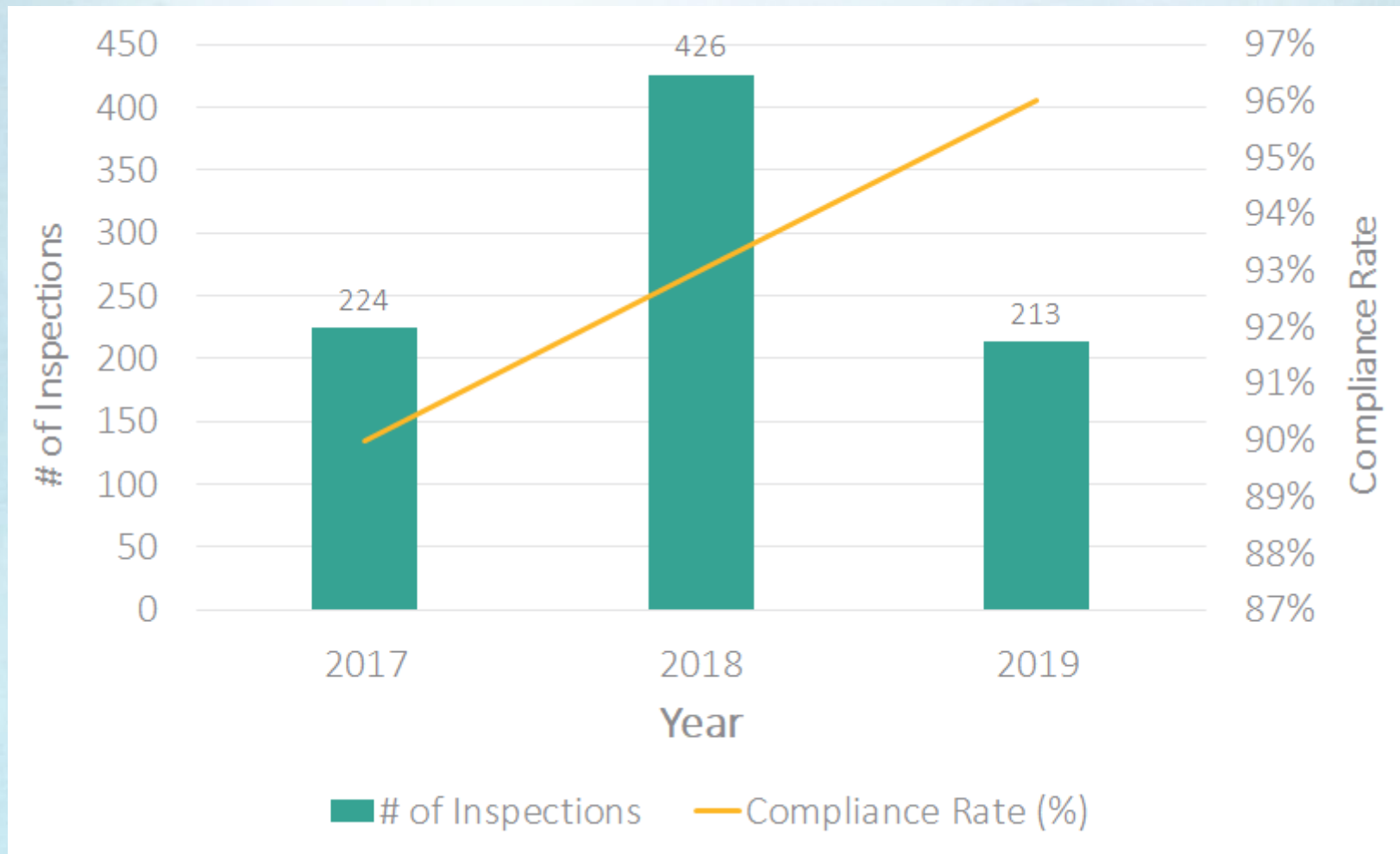
Las quejas no siempre se resuelven después de la investigación inicial, por lo que es importante:

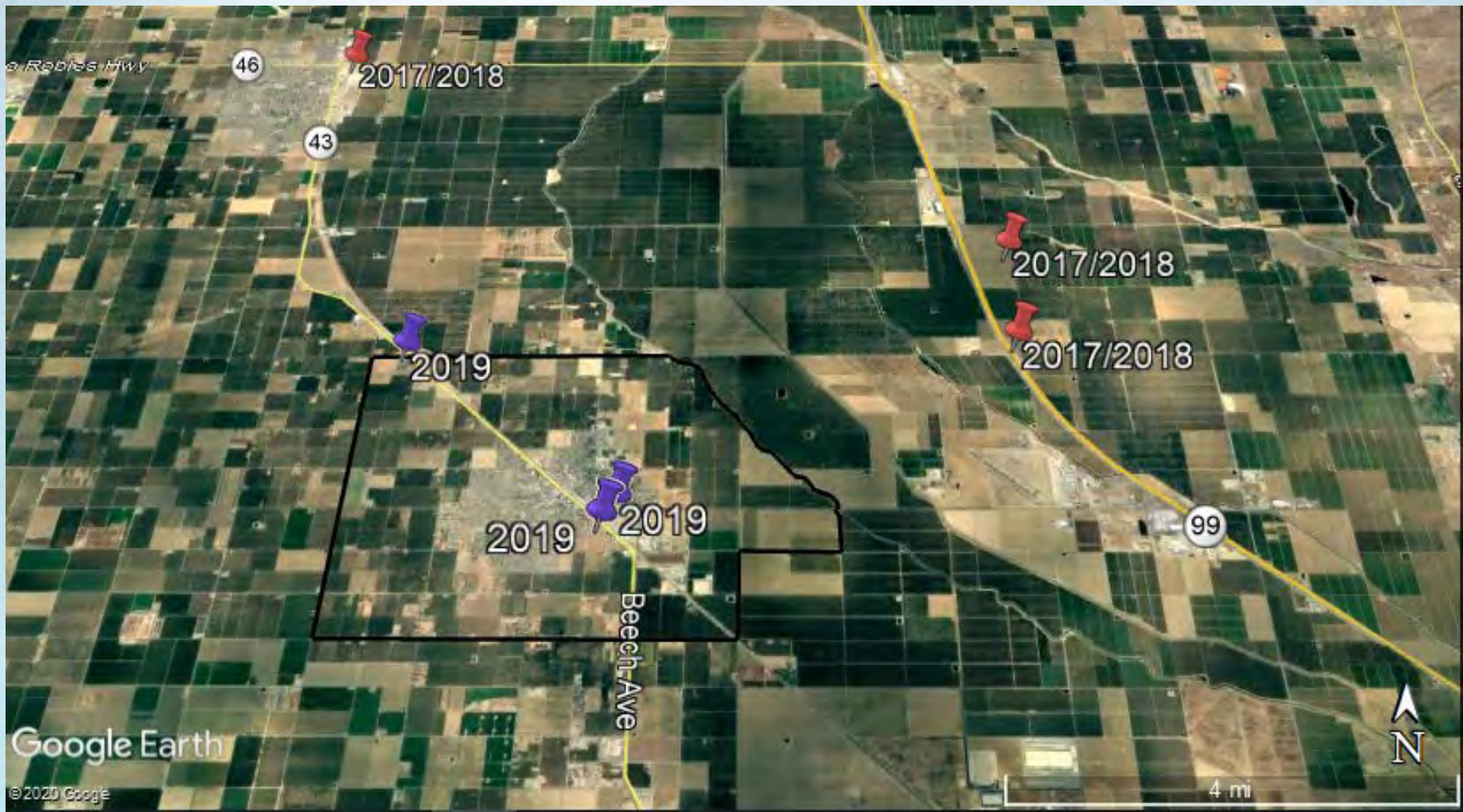
1. Continúe presentando quejas cuando vuelva a ocurrir.
2. Sea paciente, no todo se puede arreglar de inmediato.

Datos de cumplimiento del 2019

Programa	Inspecciones	En cumplimiento	Violaciones		Tasa de cumplimiento
			Emisión	No - Emisión	
Programa de Inspecciones a Vehículos de uso Pesado (HDVIP por sus siglas en inglés)	146	142	1	3	97%
Fuera de la carretera	4	4	0	0	100%
Smart Way	14	14	0	0	100%
Vehículo de Recolección de Residuos Sólidos (SWCV por sus siglas en inglés)	1	1	0	0	100%
Unidades de Transporte Refrigeradas (TRU por sus siglas en inglés)	6	4	1	1	67%
Camiones y Autobuses	42	39	3	0	93%
Total	213	204	5	4	96%

Comparacion de años





2020 1er trimestre barrido de motores encendidos

- El personal de CARB participó en barridos de motores encendidos con el Distrito.
- CARB miró :
 - **53 vehiculos dentro de la area**
 - No se descubrieron violaciones de motores encendidos
 - **4 Unidades de Refrigeracion (TRUs por sus siglas en ingles)**
 - Uno estaba y todavia esta pendiente de verificacion
 - **1 Vehiculo Fuera de la Carretera**
 - Numero de identificacion del equipo (EIN) no fue encontrado en (DOORS)

¡Gracias por ayudar a proteger a los californianos mejorando nuestra calidad del aire!

Contactos de CARB:

Justin Shields, APS,
Enforcement Liaison

Justin.shields@arb.ca.gov

V

(916) 229-0399

Helena Rhim, APS

Helena.rhim@arb.ca.gov

(916) 229-0391

¿De qué otra manera podemos ayudar?

- Información básica sobre la contaminación del aire
- Contaminación de la agricultura
- Contaminación de otras industrias ¿cuáles?

Meeting Highlights*
AB 617 Shafter Community Steering Committee Meeting #20
June 1, 2020, 3:00 pm – 5:00 pm
Zoom Virtual Meeting

Action items/reminders for the Shafter Community Steering Committee:

- Submit interest in participating in a subcommittee for the school filtration measures

Action items for the Valley Air District:

- Provide an answer on the pesticide measures update
- Provide information on dairy monitoring
- Provide an update on the pilot notification for Shafter
- Follow up on number of IC engines in the CRC oil field
- Give the steering committee another opportunity to discuss the response to the comment letter
- Prioritize getting resident participant stipend figured out with CARB

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, ILG

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Hanna welcomed the Shafter Community Steering Committee (CSC) participants, went over the Zoom instructions for participation, thanked everyone for attending and held the roll call. Ryan thanked the attendees on behalf of the San Joaquin Valley Air Pollution Control District (District) for their continued participation in AB 617.

Pesticide Measures Update:

Minh Pham, CA Dept. of Pesticide Regulations

Minh provided an update on the mitigation of 1,3-Dichloropropene and the implementation of a pilot study DPR is aiming for early fall. Questions were held until the end. Presentation highlights:

- 1,3-Dichloropropene (1,3-D) is a pre-plant fumigant used to control nematodes, insects, and disease organisms in the soil, which is specific to the Shafter area; the majority comes from fruit and nut trees
- There are restrictions in place for the use of the material
- DPR is going to be assessing additional control measures to mitigate 1,3-D usage
- DPR is working to set up additional monitoring at the Sequoia Elementary School in Shafter as part of its pilot, but had to change its sampling methodology because they do not have the lab capability right now
- There is currently no viable commercially scalable alternative to 1,3-D and proposing various mitigation options will have a cost effect and may not achieve the results in terms of emissions reductions
- DPR is aiming to reduce 60% of 1,3-D emissions
- Several members of the Shafter community have been vocal about their support for totally impermeable film (TIF) tarping, so DPR looked at the benefits of tarping

- DPR looked at three options for the pilot program, which allow more efficacy and flexibility depending on the crop—70% field capacity, a water seal either post or pre-treatment, and a 24-inch depth injection so the fumigant goes further down and is not able to escape the earth
- The pilot program objectives are to collect and evaluate monitoring data for these new methods and validate what DPR has done on a computer modeling estimate

Question: Interested in hearing slightly more about the scale monitoring and how that looks in Shafter. If it continues, will it be the same amount of constituents being monitored or is that going to decrease as well?

DPR Response: Budget cuts will not affect our ambient air monitoring, we have committed to being in Shafter—it's one of the four sites we were able to save with the budgetary constraints. We will absolutely continue ambient air monitoring. As far as the constituents, normally we would be monitoring for 32 pesticides right now, but because the lab has scaled down, there is nobody doing analysis for us, so right now the only thing that we can do is 1,3-D. We should be coming back online and re-doing all 32 pesticides after COVID-19 travel restrictions are up.

Air Monitoring Plan Update:

Brad Dawson, Supervising Air Quality Instrument Specialist, Valley Air District

Brad presented an update on the AB 617 Community Air Monitoring. Presentation highlights:

- There was a letter sent out recently by a couple of CSC members and this group will be discussing some of those topics in this presentation
- The District is continuing to conduct localized air monitoring for the Shafter community
- The District is actively using the air monitoring van throughout the Shafter community in areas identified as a priority by the steering committee
- Since late 2019, the District has been conducting bi-weekly speciation air sampling and sending filters and canisters to an independent lab to analyze for VOCs and PM2.5
- A PM2.5 monitor will be deployed soon at Sequoia Elementary School
- Pending monitoring sites include: Golden Oak Elementary School, Sequoia Elementary School, and Farm Labor Camp
- The daily PM2.5 is trending very well in the first quarter of 2020
- Our sites on average for the quarter were a couple micrograms per meters cubed cleaner than surrounding communities with sites near Shafter
- During monitoring van outings, the District has not detected any measurements that exceeded the federal standard
- From all of the sampling conducted for 68 different tested compounds, the District only detected nine
- CARB is building a data portal called AQ view
- The District will have quarterly reports available online

Question: We did ask for PM10 monitoring to be in place very quickly so it would be there for the almond harvest and never intended for it to stop at the end of December. We really need to get that back for this coming summer. PM10 is dust. We are already finding dust on our tabletops and we would really like to know what is in our air, so please ask CARB. Another question I have on the

PM2.5 speciation, you have black carbon and organic carbon, which one of those would be from wood burning.

District Response: Organic carbon comes from many different sources, predominantly from fuels consisting of wood. Diesel soot would be primarily black carbon.

Question: So what I noticed is a lot of organic carbon seems to taper off in the warmer months when there is less wood burning for heating, so we'd like to know if there's a relationship there between the winter months and the organic carbon that's in the air and wood burning.

District Response: Once the District gets additional seasonal data and continues to give reports to this steering committee, we will be better able to answer that question.

Question: I noticed a lot of ammonium sulfate rivaling ammonium nitrate. What is the source and is this normal throughout the Valley?

District Response: It is premature to be able to pinpoint where it is coming from exactly; the summer months may provide a better picture. The District will continue to dig into the data to see what the PM speciation profile looks like in Shafter versus Bakersfield or Fresno.

Comment: Although methanol was detected below the hazardous level, we would really like to know where that methanol is coming from.

District Response: We have seen these compounds be prevalent in Fresno as well. Once we have more seasonal impact data, we will be able to see the trends. I can say that methanol is prevalent in pretty much everything.

Question: Does anyone have an update on the pilot notification for Shafter?

District Response: All unanswered questions will be captured and followed up on at a future meeting.

Question: When are our CERP programs going to start implementation? Are we going to vote on which ones we are going to bring forward as a committee?

District Response: Implementation has already begun. There is a timeline associated with the funding that's available for this particular year. The District been working with CARB to see if there is any way to look at some sort of COVID related delays and the impact that's had on the industry. In terms of what we're doing with getting certain CERP measures off the ground, there are a certain number of those that we are working on now. Those are included in the community air protection guidelines. CARB is about to approve Chapter 6 guidance and we are working with them on that framework.

Question: We had bumped up the money for Shafter for school filtration systems--will that be part of chapter 6 or can that happen now?

District Response: Those are already included and do not have to go through this new process. We are already moving forward with looking at contractors and working with the school districts.

Question: Is there an outline available for us to see the prioritization somewhere on the District website?

District Response: We shared the prioritization a couple meetings ago, but we are trying to make them front and center. We would like to send out a comprehensive reminder of all the measures that still need to go through that guidance process and then maybe that will give us an idea of what this group wants to hear about at the upcoming meetings. We were thinking of getting a group subcommittee and soliciting this group to see who would want to be involved.

Comment Letter Response Review

Jessica Olsen, Program Manager, Valley Air District

Jessica gave a high-level overview of the comprehensive process that went into answering the questions submitted by a few CSC members. Presentation highlights:

- The first couple of questions are follow-ups to the inventory request that CARB and the Air District needed to provide answers to
- There are questions about dairies and how we will continue to get more information about these dairies
- The second question came with an attachment and we located the units that were requested from the facility and our knowledge of all of the different emissions inventory data for all of those units, which hopefully answers the question
- Question three was about IC engines and Ag pumps. One of our measures is to replace anything that runs off natural gas or diesel with electricity, so understanding what the emissions are currently will help us understand what is available to be replaced
- The response to the fourth question should provide detailed information regarding IC dairy engines
- Question five was a specific question about this facility, so it was comprehensive as question two as well
- Question six was a repeat of a request last year; the district and CARB worked together to put together an area-wide and facility source list that breaks down emission by month
- We provide links for those that want to see the monthly uploaded data
- Purple air sensors--we have one in Shafter that is next to the regulatory air monitoring station; we show the tracking of the purple air and the regulatory air monitoring and how they track in each of the quarters
- You can see the different hourly average readings for the pollutants that we measured in the van outside of Golden Oak Elementary. Same with Mexican Colony
- There is monitoring being performed near the local dairies and this information is captured in the quarterly air monitoring reports
- We have provided links to the real-time data and hourly monitoring and this data is updated monthly, while we wait for CARB's AQview system to be begin working again
- We have some DMV information about the types of vehicles registered in Shafter and vehicle age
- The same goes for CARB gathering the yard locomotive and yard tractor questions
- We did provide a summary of all the incentives provided within the seven-mile radius over the past five years. All of the details are attached

Question: I was wondering how the CARB / Railway group meetings went. They had talked about possibly getting the trains to stop doing their back and forth, since it backs up all the traffic.

District Response: Unfortunately, those meetings have been deferred due to COVID. They will resume once we can all get back together and do in-person meetings. CARB's rail group put together a response and will make sure that it gets translated and goes out to the committee.

Question: Regarding the agriculture stationary internal combustion engines, I am still disappointed that we are not getting an answer on how many of those are there in the seven-mile radius. We are just getting numbers on total emissions. We want to know how many engines there are because a lot of money has been allocated for switching those engines to electric. On JP oil facilities, happy to see you have information for us that was missing. From what I read, there are 22 stationary IC

engines pumping oil in the JP oil field and they all burn field gas. Can anybody tell me how field gas differs from the gas people burn in homes?

District Response: Without knowing the specific makeup of that particular field, the quality of the gas varies greatly depending on the field. We did not do an analysis of the gas makeup in this case. At this point, we cannot fully answer that question.

Question: I am assuming there is sulfur in the gas that would not be allowed in the natural gas we burn in our home. Why are they allowed to burn gas with such a high sulfur content? We asked the question about IC engines in the CRC oil field; the District and CARB should have gotten back to us, we asked the question for a reason. I do not know how you can disrespect us so much.

District Response: No disrespect was intended. You can be critical of the process; we probably could have and should have done more. We will take this opportunity to look at it further and get back with the information.

Wrap Up/Next Steps

Hanna Stelmakhovych, Facilitator, ILG

The District would really like to get going on many of these incentive measures. One of the big ones we can get going on is the school filtration measure. If CSC members could use their raise hand function now to indicate their interest in being a part of a subcommittee for this measure, please do so.

Similarly, the details will go out very soon from the District on the rest of the measures and we can use that to help prioritize what we talk about at the next meeting, including following up on any of the other admissions inventory data.

Reminders:

Next meeting is July 13 via Zoom

Puntos Importantes de la Reunión*

Reunión del Comité Directivo de la Comunidad AB 617 de Shafter #20

1 de junio de 2020, 3:00 pm – 5:00 pm

Reunión Virtual por Zoom

Artículos de Acción/Recordatorios para el Comité Directivo de la Comunidad de Shafter:

- Someter interés en participar en un subcomité de medidas de filtración escolar

Artículos de Acción para el Distrito del Aire:

- Proporcionar una respuesta sobre la actualización de las medidas de pesticidas
- Proporcionar información sobre el monitoreo de lecherías
- Proporcionar una actualización sobre la notificación piloto para Shafter
- Seguimiento de la cantidad de motores de combustión interna en el campo petrolero CRC
- Darle al comité directivo otra oportunidad para discutir la respuesta a la carta de comentarios
- Priorizar la obtención del estipendio de participante residente con CARB

Bienvenida e Introducciones

Hanna Stelmakhovych, Facilitadora, ILG

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito del Aire del Valle

Hanna dio la bienvenida a los participantes del Comité Directivo de la Comunidad Shafter (Comité Directivo), repasó las instrucciones de Zoom para la participación, agradeció a todos por asistir y pasó lista. Ryan agradeció a los asistentes en nombre del Distrito del Control de la Contaminación del Aire del Valle de San Joaquín (Distrito) por su participación continua en AB 617.

Actualización de las Medidas de Pesticidas:

Minh Pham, Departamento de Regulaciones de Pesticidas de CA

Minh proporcionó una actualización sobre la mitigación del 1,3-dicloropropeno y la implementación de un estudio piloto que el DPR apunta a principios del otoño. Las preguntas se mantuvieron hasta el final. Puntos importantes de la presentación:

- El 1,3-dicloropropeno (1,3-D) es un fumigante previo a la siembra que se usa para controlar nematodos, insectos y organismos patógenos en el suelo, que es específico del área de Shafter; la mayoría proviene de árboles frutales y de nueces
- Existen restricciones para el uso del material
- El DPR evaluará medidas de control adicionales para mitigar el uso de 1,3-D
- El DPR está trabajando para establecer un monitoreo adicional en la Sequoia Elementary School en Shafter como parte de su piloto, pero tuvo que cambiar su metodología de muestreo porque no tienen la capacidad de laboratorio en este momento
- Actualmente no existe una alternativa viable comercialmente escalable al 1,3-D y proponer varias opciones de mitigación tendrá un efecto en los costos y es posible que no logre los resultados en términos de reducción de emisiones
- DPR tiene como objetivo reducir el 60% de las emisiones de 1,3-D
- Varios miembros de la comunidad Shafter han expresado su apoyo a la lona de plástico totalmente impermeable (TIF), por lo que el DPR analizó los beneficios de la lona.

- El DPR analizó tres opciones para el programa piloto, que permiten una mayor eficacia y flexibilidad según el cultivo – 70% de la capacidad de campo, un sello de agua ya sea después o antes del tratamiento, y una inyección de profundidad de 24 pulgadas para que el fumigante baje más y no puede escapar de la tierra
- Los objetivos del programa piloto son recopilar y evaluar datos de monitoreo para estos nuevos métodos y validar lo que ha hecho el DPR en una estimación de modelado por computadora

Pregunta: Interesado en escuchar un poco más sobre el monitoreo de escala y cómo se ve en Shafter. Si continúa, ¿se controlará la misma cantidad de componentes o también disminuirá?

Respuesta del DPR: Los recortes presupuestarios no afectarán nuestro monitoreo del aire ambiental, nos hemos comprometido a estar en Shafter, es uno de los cuatro sitios que pudimos ahorrar con las restricciones presupuestarias. Continuaremos absolutamente con el monitoreo del aire ambiental. En cuanto a los componentes, normalmente estaríamos monitoreando 32 pesticidas en este momento, pero debido a que el laboratorio se ha reducido, no hay nadie haciendo análisis por nosotros, así que ahora lo único que podemos hacer es 1,3-D. Deberíamos volver a estar en línea y rehacer los 32 pesticidas después de que las restricciones de viaje de COVID-19 hayan levantado.

Actualización del Plan de Monitoreo del Aire:

Brad Dawson, Especialista Supervisor en Instrumentos de Calidad del Aire, Distrito del Aire del Valle

Brad presentó una actualización sobre el monitoreo del aire comunitario de AB 617. Puntos importantes de la presentación:

- Recientemente, un par de miembros del Comité Directivo enviaron una carta y este grupo discutirá algunos de esos temas en esta presentación
- El Distrito continúa realizando un monitoreo de aire localizado para la comunidad de Shafter
- El Distrito está utilizando activamente la camioneta de monitoreo del aire en toda la comunidad de Shafter en áreas identificadas como una prioridad por el comité directivo
- Desde finales de 2019, el Distrito ha estado llevando a cabo muestreos de aire de especiación quincenales y enviando filtros y recipientes a un laboratorio independiente para analizar VOC y PM2.5
- Pronto se implementará un monitor de PM2.5 en Sequoia Elementary School
- Los sitios de monitoreo pendientes incluyen: Golden Oak Elementary School, Sequoia Elementary School y Campo de Trabajo Agrícola
- El PM2.5 diario tiene una muy buena tendencia en el primer trimestre de 2020
- Nuestros sitios en promedio para el trimestre fueron un par de microgramos por metro cúbico más limpios que las comunidades circundantes con sitios cerca de Shafter
- Durante el monitoreo de las salidas en camioneta, el Distrito no ha detectado ninguna medición que exceda el estándar federal
- De todo el muestreo realizado para 68 compuestos probados diferentes, el Distrito solo detectó nueve
- CARB está construyendo un portal de datos llamado AQ-*view
- El Distrito tendrá informes trimestrales disponibles en línea

Pregunta: Pedimos que el monitoreo de PM10 estuviera en su lugar muy rápidamente para que estuviera allí para la cosecha de almendras y nunca tuvimos la intención de que se detuviera a fines de diciembre. Realmente necesitamos recuperar eso para el próximo verano. PM10 es polvo. Ya estamos encontrando polvo en nuestras mesas y realmente nos gustaría saber qué hay en nuestro aire, así que pregúntenle a CARB. Otra pregunta que tengo sobre la especiación PM2.5, tiene carbono negro y carbono orgánico, cuál de esos sería de la quema de leña.

Respuesta del Distrito: El carbono orgánico proviene de muchas fuentes diferentes, principalmente de combustibles compuestos de leña. El hollín diésel sería principalmente carbón negro.

Pregunta: Entonces, lo que noté es que una gran cantidad de carbono orgánico parece disminuir en los meses más cálidos, cuando se quema menos leña para calefacción, por lo que nos gustaría saber si existe una relación entre los meses de invierno y el carbono orgánico que se encuentra en el aire y la quema de leña.

Respuesta del Distrito: Una vez que el Distrito obtenga datos adicionales de la temporada y continúe dando informes a este comité directivo, estaremos en mejores condiciones para responder esa pregunta.

Pregunta: Noté que una gran cantidad de sulfato de amonio rivalizaba con el nitrato de amonio. ¿Cuál es la fuente? ¿Es esto normal en todo el Valle?

Respuesta del Distrito: Es prematuro poder señalar de dónde proviene exactamente; los meses de verano pueden proporcionar una mejor imagen. El Distrito continuará investigando los datos para ver cómo se ve el perfil de especiación de PM en Shafter en comparación con Bakersfield o Fresno.

Comentario: Aunque se detectó metanol por debajo del nivel peligroso, realmente nos gustaría saber de dónde viene ese metanol.

Respuesta del Distrito: Hemos visto que estos compuestos también prevalecen en Fresno. Una vez que tengamos más datos de impacto estacional, podremos ver las tendencias. Puedo decir que el metanol prevalece en casi todo.

Pregunta: ¿Alguien tiene una actualización sobre la notificación piloto de Shafter?

Respuesta del Distrito: Todas las preguntas sin respuesta se capturarán y se les dará seguimiento en una reunión futura.

Pregunta: ¿Cuándo comenzarán a implementarse nuestros programas del CERP? ¿Vamos a votar cuáles vamos a presentar como comité?

Respuesta del Distrito: La implementación ya ha comenzado. Hay un cronograma asociado con la financiación que está disponible para este año en particular. El Distrito ha estado trabajando con CARB para ver si hay alguna forma de ver algún tipo de demora relacionada con COVID y el impacto que ha tenido en la industria. En términos de lo que estamos haciendo para poner en marcha ciertas medidas CERP, hay un cierto número de ellas en las que estamos trabajando ahora. Estos están incluidos en las pautas de protección del aire de la comunidad. CARB está a punto de aprobar la guía del Capítulo 6 y estamos trabajando con ellos en ese marco.

Pregunta: Habíamos aumentado el dinero de Shafter para los sistemas de filtración de la escuela – ¿será eso parte del capítulo 6 o puede suceder ahora?

Respuesta del Distrito: Esos ya están incluidos y no tienen que pasar por este nuevo proceso. Ya estamos avanzando en la búsqueda de contratistas y trabajando con los distritos escolares.

Pregunta: ¿Hay un esquema disponible para que podamos ver la priorización en algún lugar del sitio web del Distrito?

Respuesta del Distrito: Compartimos la priorización hace un par de reuniones, pero estamos tratando de que estén al frente y al centro. Nos gustaría enviar un recordatorio completo de todas las medidas que aún deben pasar por ese proceso de orientación y luego tal vez eso nos dé una idea de lo que este grupo quiere escuchar en las próximas reuniones. Estábamos pensando en conseguir un subcomité de grupo y solicitar a este grupo para ver quién querría participar.

Revisión de Respuesta de Carta de Comentario

Jessica Olsen, Gerente del Programa, Distrito del Aire del Valle

Jessica brindó una descripción general de alto nivel del proceso integral que se llevó a cabo para responder las preguntas enviadas por algunos miembros del Comité Directivo. Puntos importantes de la presentación:

- Las primeras dos preguntas son seguimientos a la solicitud de inventario que CARB y el Distrito del Aire necesitaban para responder
- Hay preguntas sobre las lecherías y cómo continuaremos obteniendo más información sobre estas lecherías
- La segunda pregunta vino con un archivo adjunto y ubicamos las unidades que se solicitaron de la instalación y nuestro conocimiento de todos los diferentes datos del inventario de emisiones para todas esas unidades, lo que con suerte responde a la pregunta
- La pregunta tres se refería a motores de combustión interna y bombas agrícolas. Una de nuestras medidas es reemplazar cualquier cosa que funcione con gas natural o diésel con electricidad, por lo que comprender cuáles son las emisiones actualmente nos ayudará a comprender qué hay disponible para ser reemplazado
- La respuesta a la cuarta pregunta proporciona información detallada sobre los motores de combustión interna en lecherías
- La pregunta cinco era una pregunta específica sobre esta instalación, por lo que también era completa como la pregunta dos
- La pregunta seis fue una repetición de una solicitud del año pasado; el Distrito y CARB trabajaron juntos para armar una lista de fuentes de instalaciones y de toda el área que analiza las emisiones por mes
- Proporcionamos enlaces para aquellos que desean ver los datos cargados mensualmente
- Sensores de Purple Air: tenemos uno en Shafter que está al lado de la estación reguladora de monitoreo del aire; mostramos el seguimiento del Purple Air y el control del aire regulatorio y cómo se rastrean en cada uno de los trimestres
- Puede ver las diferentes lecturas promedio por hora de los contaminantes que medimos en la camioneta fuera de Golden Oak Elementary. Lo mismo con la Mexican Colony
- Se está realizando un monitoreo cerca de las lecherías locales y esta información se captura en los informes trimestrales de monitoreo del aire
- Hemos proporcionado enlaces a los datos en tiempo real y al monitoreo por hora, y estos datos se actualizan mensualmente, mientras esperamos que el sistema AQview de CARB comience a funcionar nuevamente
- Tenemos información del DMV sobre los tipos de vehículos registrados en Shafter y la antigüedad del vehículo
- Lo mismo ocurre con CARB que reúne las preguntas sobre locomotoras y tractores de patio
- Proporcionamos un resumen de todos los incentivos proporcionados dentro del radio de siete millas durante los últimos cinco años. Todos los detalles se adjuntan

Pregunta: Me preguntaba cómo fueron las reuniones del grupo CARB/Railway. Habían hablado de la posibilidad de que los trenes dejaran de hacer su ida y vuelta, ya que esto detiene todo el tráfico.

Respuesta del Distrito: Desafortunadamente, esas reuniones se han aplazado debido a COVID. Se reanudarán una vez que podamos volver a estar juntos y hacer reuniones en persona. El grupo ferroviario de CARB preparó una respuesta y se asegurará de que se traduzca y se envíe al comité.

Pregunta: Con respecto a los motores agrícolas de combustión interna estacionarios, todavía estoy decepcionado de que no obtengamos una respuesta sobre cuántos de ellos hay en el radio de siete millas. Solo estamos obteniendo cifras sobre las emisiones totales. Queremos saber cuántos motores hay porque se ha asignado mucho dinero para cambiar esos motores a eléctricos. En las instalaciones de JP Oil, feliz de ver que tiene información para nosotros que faltaba. Por lo que leí, hay 22 motores de combustión interna estacionarios que bombean petróleo en el campo petrolífero de JP y todos queman gas de campo. ¿Alguien puede decirme en qué se diferencia el gas de campo del gas que la gente quema en los hogares?

Respuesta del Distrito: Sin conocer la composición específica de ese campo en particular, la calidad del gas varía mucho según el campo. En este caso, no hicimos un análisis de la composición de gas. En este punto, no podemos responder completamente esa pregunta.

Pregunta: Supongo que hay azufre en el gas que no estaría permitido en el gas natural que quemamos en nuestra casa. ¿Por qué se les permite quemar gas con un contenido de azufre tan alto? Hicimos la pregunta sobre los motores de combustión interna en el campo petrolero CRC; el Distrito y CARB deberían habernos contactado, hicimos la pregunta por una razón. No se como pueden faltarnos tanto al respeto.

Respuesta del Distrito: No se pretendía faltarle el respeto. Puede ser crítico con el proceso; probablemente podríamos y deberíamos haber hecho más. Aprovecharemos esta oportunidad para analizarlo más a fondo y volver con la información.

Concluir/Próximos Pasos

Hanna Stelmakhovych, Facilitadora, ILG

Al Distrito realmente le gustaría poner en marcha muchas de estas medidas de incentivo. Uno de la medidas más grande que podemos poner en marcha es la medida de filtración escolar. Si los miembros del Comité Directivo pudieran usar su función de levantar la mano ahora para indicar su interés en ser parte de un subcomité para esta medida, hágalo ahorita por favor.

Del mismo modo, los detalles del Distrito se darán a conocer muy pronto sobre el resto de las medidas y podemos usar eso para ayudar a priorizar lo que hablamos en la próxima reunión, incluyendo el seguimiento de cualquiera de los otros datos del inventario de admisiones.

Recordatorios:

La próxima reunión es el 13 de julio a través de Zoom



Agenda for Shafter Community Steering Committee Meeting #20

Monday, June 1, 2020 – 3:00 pm – 5:00 pm

Zoom Meeting: <https://zoom.us/j/96219236845>
Meeting ID: 962 1923 6845

Teleconference Dial In: 888 788 0099 US (Toll-free)

- 3:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 3:10 p.m. Pesticide Measures Update**
Update from the Department of Pesticide Regulation (DPR) on the pesticide measures in the adopted CERP
DPR Staff
- 3:50 p.m. Air Monitoring Plan Update**
Brad Dawson, Supervising Air Quality Instrument Specialist, Valley Air District
- 4:30 p.m. Comment Letter Response Review**
Walk through to response to [this letter](#) from some CSC members requesting monitoring and inventory data
Valley Air District Staff
CARB Staff
- 4:50 p.m. Wrap Up/Next Steps**
Next Meeting July 13, 2020: Zoom Call

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Shafter Reunión #20

1 de junio de 2020 – 3:00 p.m. – 5:00 p.m.

Reunión por Zoom: <https://zoom.us/j/96219236845>

Meeting ID: 962 1923 6845

Teleconferencia: 888 788 0099 US (Llamada gratuita)

Para participar solamente por teléfono en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 3762529

- 3:00 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
- 3:10 p.m. Actualización de las Medidas acerca de Pesticidas**
Actualización del Departamento de Regulación de Pesticidas (DPR) acerca de las medidas acerca de los pesticidas en el CERP adoptado
Personal de DPR
- 3:50 p.m. Actualización del Plan de Monitoreo del Aire**
Brad Dawson, Especialista de Instrumentos de Calidad del Aire, Distrito del Aire del Valle
- 4:30 p.m. Repaso a la Respuesta a la Carta de Comentarios**
Repaso a la respuesta a [esta carta](#) solicitando datos de monitoreo e inventario de algunos miembros del Comité Directivo
Personal del Distrito del Aire del Valle
Personal de CARB
- 4:50 p.m. Concluir/Próximos Pasos**
Próxima Reunión 13 de julio de 2020: Reunión por Zoom

Aprende más: community.valleyair.org



Update on the Mitigation of 1,3-Dichloropropene and Pilot Studies

Minh Pham

June 1, 2020

Shafter AB617 Community
Steering Committee Meeting



Presentation Outline

- Background
- Mitigation Approach
- Mitigation Options
- Pilot Studies
- Q&A



Background: 1,3-Dichloropropene

- Pre-plant fumigant used to control nematodes, insects, and disease organisms in the soil.
- Major uses in California include fruit and nut trees, strawberries, grapes, and carrots crops.
- Listed as a restricted material.
- In part due to recent elevated 1,3-D measured air concentrations, DPR is proposing additional control measures to mitigate 1,3-D acute health effects to bystanders.



Mitigation Approach and Available Options

- DPR used HYDRUS and AERFUM computer models to identify various mitigation measures.
 - DPR's use of HYDRUS and AERFUM went through an intensive external peer review process coordinated by the University of California.

- Options Available to Address Acute Exposures:
 - Limit or prohibit 1,3-D applications
 - Require use of TIF tarps
 - Increase buffer zone distances
 - Require stringent application documentation
 - Set minimum soil moisture content threshold for applications
 - Use of new reduced-emission application methods



Image: Shutterstock.com

Pilot Program

- Considerations:
 - 1,3-D is extensively used with annual average of 12.6m lbs applied (2011-2015).
 - No currently available viable commercial-scale alternatives to 1,3-D.
 - Proposed mitigation measures could be costly and may not achieve the desired emission reduction targets.
- DPR will be conducting a pilot program in selected high-use regions located near DPR air monitoring sites in Shafter, Parlier, and Delhi to test effectiveness and feasibility of proposed mitigation options.
- Applications of 1,3-D in the selected regions during the pilot program timeframe will need to adhere to DPR proposed mitigation options.
- The pilot program will begin in September 2020 and will run for one year.

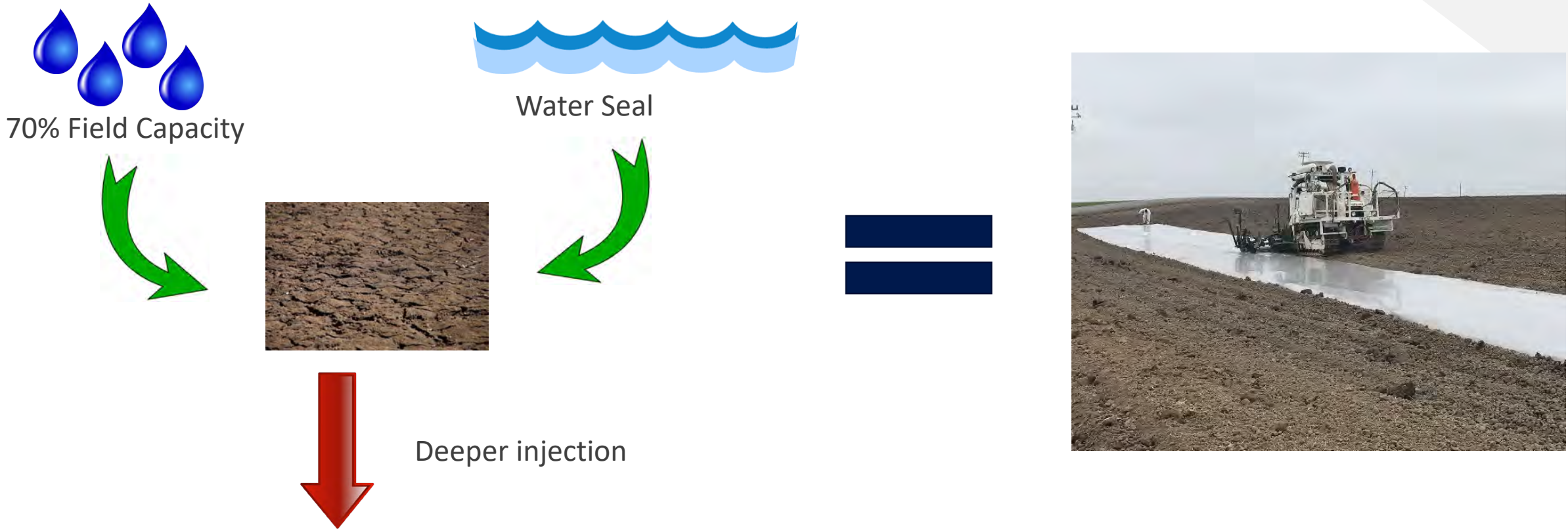
Reducing 1,3-D Emissions

- Both US EPA and DPR offer a 60% buffer zone reduction credit when applicators use TIF tarps in certain fumigant applications.
- Computer modeling conducted by DPR show that 60% emission reduction equates to at least a 60% buffer zone reduction for most field sizes or application rates.
- Therefore, for this mitigation effort, DPR aims to reduce 1,3-D emissions by at least 60% compared to the standard 18" deep untarped application.
- DPR has identified several options that result in 1,3-D emission reductions of at least 60% compared to untarped fumigations.



Reducing 1,3-D Emissions in Shafter

- What are the equivalent technology(s) for emission reductions that provide similar results to tarping?



- One of these options could potentially provide similar reductions to tarping

Identified Mitigation Options

1. Use of TIF tarps

- This method would require application field to be covered with DPR-approved TIF tarps.

2. Pre-application moisture content of 70% field capacity

- Field irrigation to create a “barrier” or “cap” of soil moisture at **3-9” below the soil surface**.
- The exact irrigation volume required to meet 70% of “field capacity” (FC) depends on pre-existing soil conditions.

3. Post-application water seal

- Irrigation creates a zone of high moisture near the soil surface (“water seal”), slowing fumigant emissions.

4. Require fumigant injection at lower depths

- Under this option, 1,3-D is injected at a depth of at least 24” below the soil surface.
- Greater depth of injection increases the amount of time the fumigant spends in the soil and leads to lower emissions.

Identified Mitigation Options

5. **24" injection depth combined with post-application water seal**
 - This option is a combination of *Mitigation Options 3 and 4*.

6. **50% of the field covered with TIF combined with standard 18" injection method**
 - A field is entirely fumigated, but rows are alternately sealed with TIF
 - 100% of the field area is fumigated: 50% will be covered by TIF, and 50% will be uncovered.

7. **50% of the field covered with TIF combined with deeper 24" injection method**
 - Same as above but injection depth is set at 24".

8. **Pre-application 70% FC moisture cap combined with 50% of field covered with TIF**
 - This option is a combination of *Mitigation Options 2 and 6*.

Identified Mitigation Options

9. **Pre-application 70% FC moisture cap combined with 24" injection method and 50% TIF**
 - This option is a combination of *Mitigation Options 2, 4, and 6*.
10. **Pre-application 70% FC moisture cap combined with 24" injection method and post-application water seal**
 - This option is a combination of *Mitigation Options 2, 3, and 4*.
11. **Untarped fumigation at injection depth of 18" (FFM 1206) with expanded buffer zones or reduced application size**
 - Based on application rate and field size, buffer zones ranging up to ¼ mile may be required.
12. **Untarped fumigation at injection depth of 12" (FFM 1201) with expanded buffer zones or reduced application size**
 - Based on application rate and field size, buffer zones ranging up to ¼ mile may be required.

Note: DPR continues to work to refine identified options and continues to seek input on additional options to explore.

Identified Mitigation Options



Application Method Options	Application rate (lb/ac)							
	100	110	125	150	200	250	300	332
1. TIF (FFM1242 or FFM 1247)	MR	MR	MR	MR	MR	MR	MR	MR
2. 70% FC moisture cap & 18" Injection	MR	MR	MR	MR	45 MR (200ft)	20 40 (200ft)	10 25 (200ft)	5 20 (200ft)
3. Post-application water seal & 18" Injection	MR	MR	MR	MR	MR	50 MR (200ft)	30 50 (200ft)	20 35 (200ft)
4. 24" injection	MR	MR	MR	MR	MR	40 70 (200ft)	25 40 (200ft)	15 30 (200ft)
5. 24" injection & post-application water seal	MR	MR	MR	MR	MR	MR	60 MR (200ft)	40 70 (200ft)
6. 50% TIF & 18" injection	MR	MR	MR	MR	70 MR (200ft)	35 55 (200ft)	20 35 (200ft)	10 25 (200ft)
7. 50% TIF & 24" injection	MR	MR	MR	MR	MR	MR	MR	MR
8. 50% TIF & 70% FC moisture cap & 18" injection	MR	MR	MR	MR	MR	65 MR (200ft)	40 65 (200ft)	30 50 (200ft)
9. 50% TIF & 70% FC moisture cap & 24" injection	MR	MR	MR	MR	MR	MR	MR	MR
10. 24" injection & 70% FC & water seal	MR	MR	MR	MR	MR	MR	MR	MR
11. Standard 18" Injection (FFM1206)	MR	65 MR (200ft) MR (500ft)	45 70 (200ft) MR (500ft)	25 40 (200ft) MR (500ft)	10 20 (200ft) 55 (500ft)	5 10 (200ft) 30 (500ft)	3 5 (200ft) 20 (500ft)	2 5 (200ft) 15 (500ft)
12. Standard 12" injection (FFM1201)	10 20 (200ft) 55 (500ft)	10 15 (200ft) 45 (500ft)	5 10 (200ft) 35 (500ft)	4 5 (200ft) 25 (500ft)	2 4 (200ft) 10 (500ft)	2 3 (200ft) 5 (500ft)	1 2 (200ft) 5 (500ft)	NA 1 (200ft) 5 (500ft)

Numbers on table refer to maximum application block size allowed per given method and application rate combination.

NA = Not Allowed

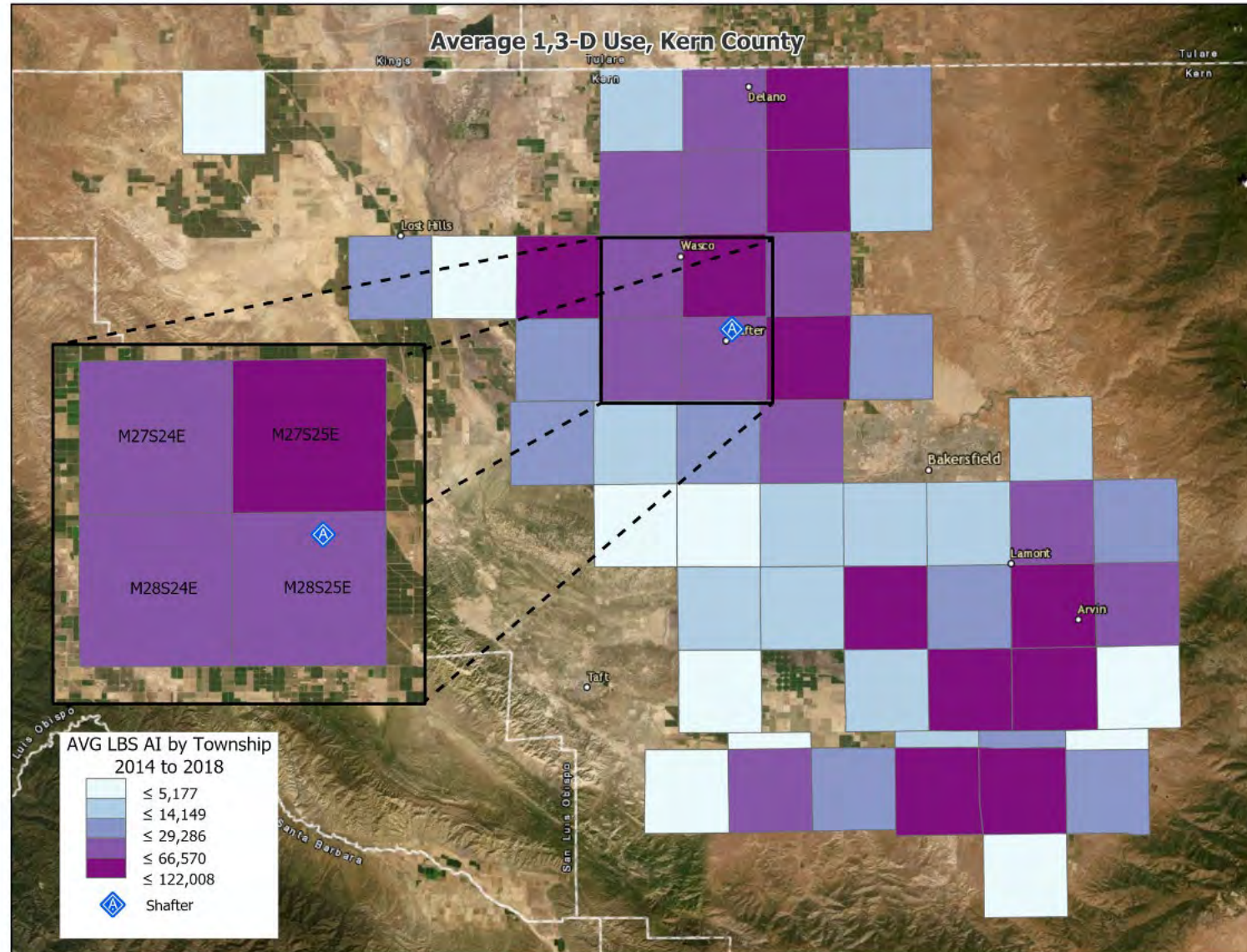
MR = Minimum Restrictions = Application blocks ≤ 80 ac and 100 ft. buffer zone for 7 d.

Objectives of Pilot Program and Enhanced Monitoring Efforts

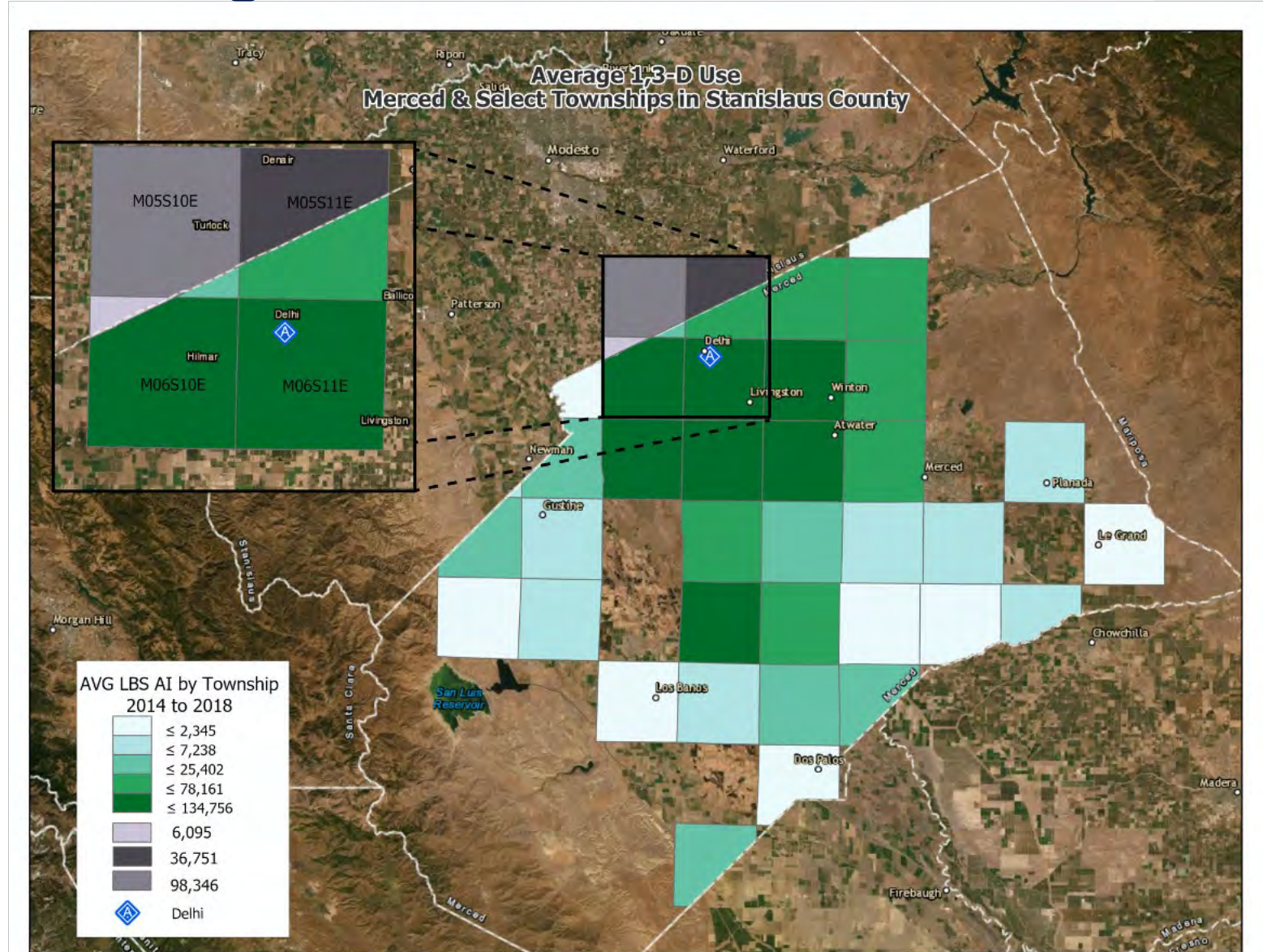
- Pilot program objectives:
 - To collect and evaluate monitoring data from new methods to validate computer modeling estimates, and
 - To evaluate feasibility of proposed mitigation options, and
 - To evaluate effectiveness of mitigation options aimed towards reducing emissions of 1,3-D for statewide implementation.
- Enhanced monitoring efforts during pilot program:
 - Continued ambient air monitoring efforts in the area.
 - Intensive ambient air monitoring during high-use season.
 - Application-site monitoring studies to measure and validate estimated emissions from new application methods.



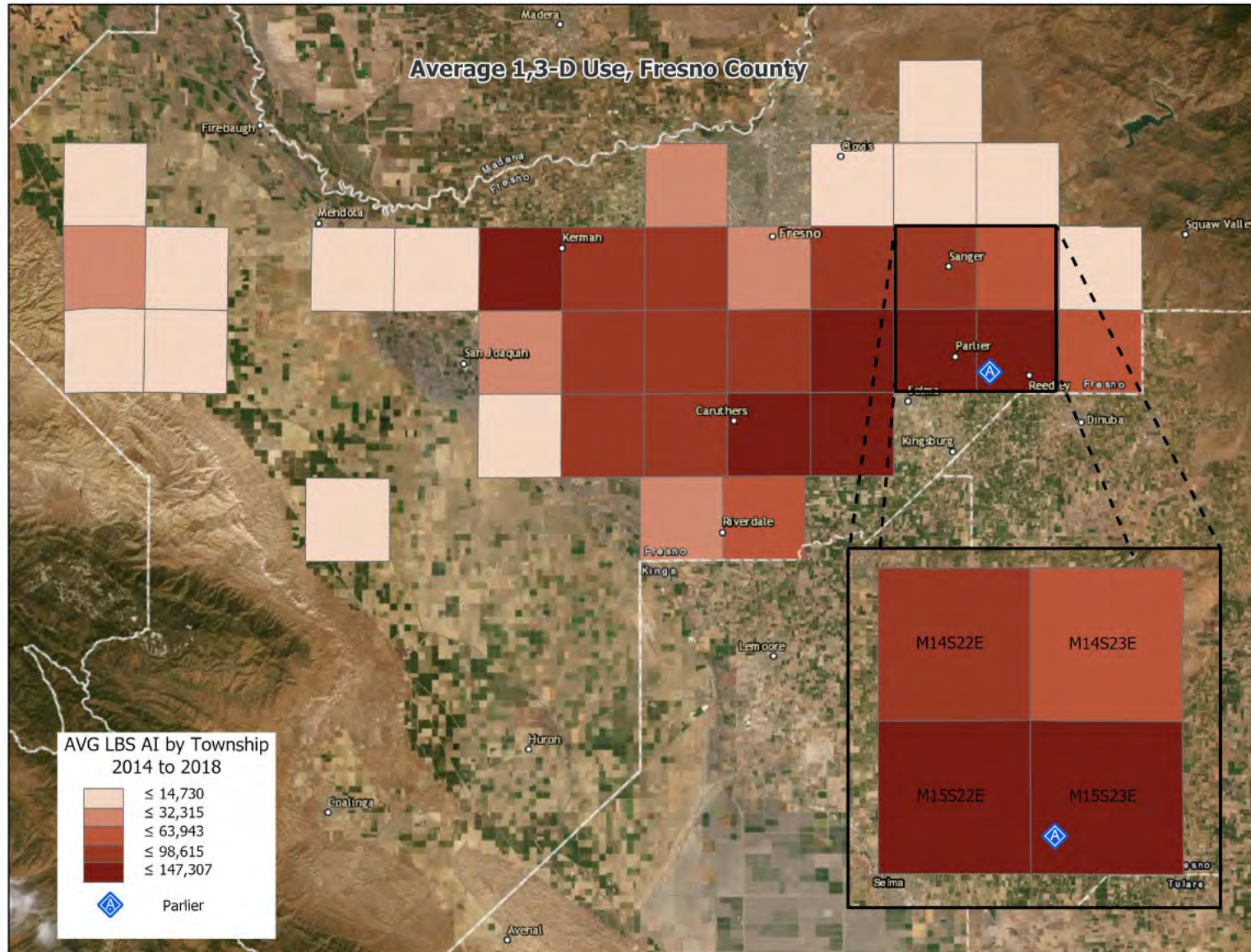
Selected Pilot Program Area: Kern County



Selected Pilot Program Area: Merced-Stanislaus Counties



Selected Pilot Program Area: Fresno County



Questions?





Actualización sobre la Mitigación del 1,3-Dicloropropeno y Estudios Piloto

Minh Pham

1 de junio de 2020

Reunión del Comité Directivo Comunitario de Shafter AB617



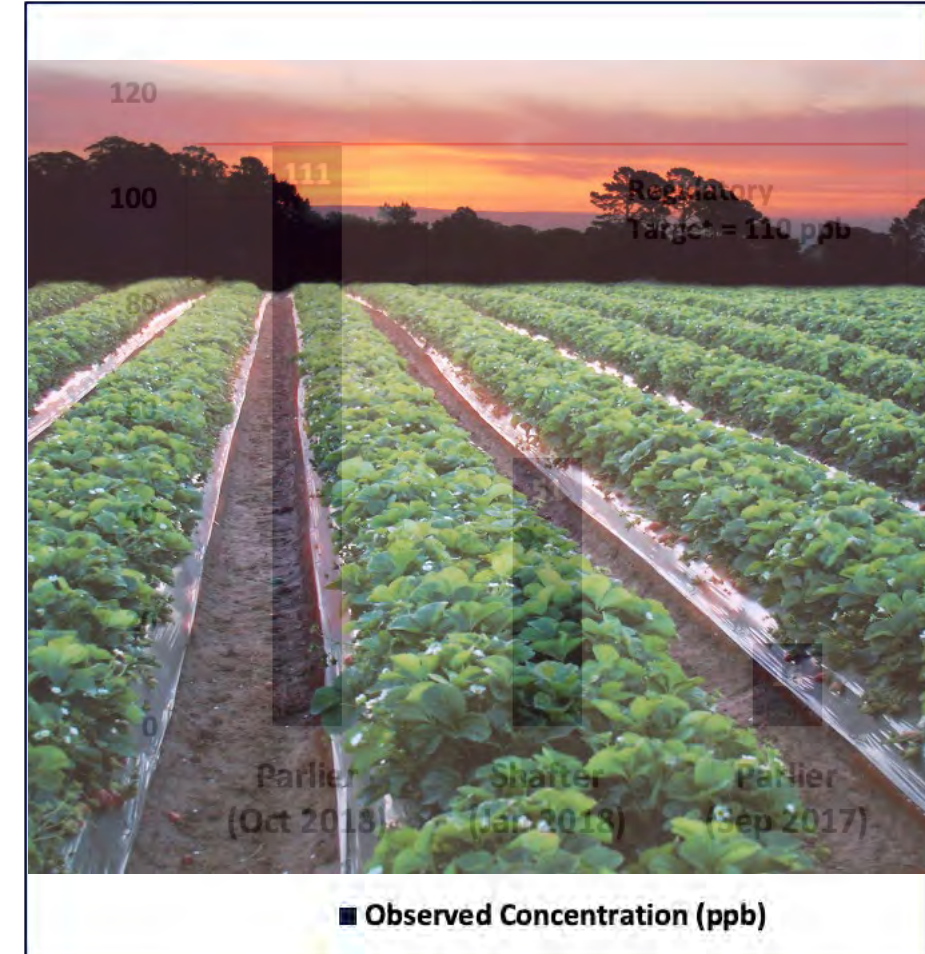
Resumen de la Presentación

- Antecedentes
- Enfoque de Mitigación
- Opciones de Mitigación
- Estudios Piloto
- Preguntas y Respuestas



Antecedentes: 1,3-Dicloropropeno

- Fumigante antes de la siembra utilizado para controlar nematodos, insectos y organismos patógenos en el suelo.
- Los usos principales en California incluyen arboles de fruta y nueces, fresas, uvas y zanahorias.
- Listado como material restringido.
- En parte debido a las recientes elevadas concentraciones de 1,3-D en el aire medidas, el DPR propone medidas de control adicionales para mitigar los efectos agudos sobre la salud de 1,3-D a los transeúntes.



Enfoque de Mitigación y Opciones Disponibles

- El DPR utilizó modelos informáticos HYDRUS y AERFUM para identificar diversas medidas de mitigación.
 - El uso de DPR de HYDRUS y AERFUM pasó por un proceso intensivo de revisión externo por pares coordinado por la Universidad de California.
- Opciones Disponibles para Abordar Exposiciones Agudas :
 - Limitar o prohibir las aplicaciones de 1,3-D
 - Requerir el uso de lonas TIF
 - Aumentar las distancias de la zona de amortiguamiento
 - Requerir documentación de aplicación estricta
 - Establecer el umbral mínimo de contenido de humedad del suelo para aplicaciones
 - Uso de nuevos métodos de aplicación de menos emisiones



Image: Shutterstock.com

Programa Piloto

- Consideraciones:
 - 1,3-D se usa ampliamente con un promedio anual de 12.6 millones de libras aplicadas (2011-2015).
 - Actualmente no hay alternativas viables a escala comercial para 1,3-D.
 - Las medidas de mitigación propuestas podrían ser costosas y podrían no alcanzar los objetivos de reducción de emisiones deseados.
- El DPR llevará a cabo un programa piloto en regiones seleccionadas de alto uso ubicadas cerca de los sitios de monitoreo del aire de DPR en Shafter, Parlier y Delhi para evaluar la efectividad y la viabilidad de las opciones de mitigación propuestas.
- Las aplicaciones de 1,3-D en las regiones seleccionadas durante el plazo del programa piloto deberán cumplir con las opciones de mitigación propuestas por el DPR.
- El programa piloto comenzará en septiembre de 2020 y tendrá una duración de un año.

Reducción de Emisiones de 1,3-D

- Tanto la EPA como DPR ofrecen un crédito de reducción de la zona de amortiguamiento de 60% cuando los aplicadores usan lonas TIF en ciertas aplicaciones de fumigantes.
- El modelado por computadora realizado por DPR muestra que una reducción de emisiones del 60% equivale a por lo menos una reducción de la zona de amortiguamiento del 60% para la mayoría de los tamaños de los campos o las tasas de aplicación.
- Por lo tanto, para este esfuerzo de mitigación, el DPR tiene como objetivo reducir las emisiones de 1,3-D por lo menos un 60% en comparación con la aplicación estándar de 18" sin interrupciones.
- DPR ha identificado varias opciones que resultan en reducciones de emisiones de 1,3-D de al menos 60% en comparación con las fumigaciones sin interrupción.



Reducción de las Emisiones de 1,3-D en Shafter

- ¿Cuáles son las tecnologías equivalentes para la reducción de emisiones que brindan resultados similares al usar lonas?



- Una de estas opciones podría proporcionar reducciones similares a lonas.

Opciones de Mitigación Identificadas

1. Uso de lonas TIF

- Este método requeriría que el campo de aplicación esté cubierto con lonas TIF aprobadas por DPR.

2. Contenido de humedad previo a la aplicación del 70% de capacidad de campo

- Riego de campo para crear una "barrera" o "capa" de humedad del suelo a **3-9" debajo de la superficie del suelo.**
- El volumen exacto de riego requerido para cumplir con el 70% de la "capacidad de campo" (FC) depende de las condiciones del suelo preexistentes.

3. Sello de agua después de aplicación

- El riego crea una zona de alta humedad cerca de la superficie del suelo ("sello de agua"), desacelerando emisiones de fumigantes.

4. Requiere inyección de fumigante a profundidades más bajas

- Bajo esta opción, se inyecta 1,3-D a una profundidad de al menos 24" debajo de la superficie del suelo.
- Una mayor profundidad de inyección aumenta la cantidad de tiempo que el fumigante pasa en el suelo y reduce las emisiones.

Opciones de Mitigación Identificadas

5. **Profundidad de inyección de 24" combinada con sello de agua posterior a la aplicación**
 - Esta opción es una combinación de las *Opciones de Mitigación 3 y 4*.

6. **50% del campo cubierto con TIF combinado con el método de inyección estándar de 18"**
 - Un campo es completamente fumigado, pero las filas se sellan alternativamente con TIF
 - El 100% del área de campo es fumigado: el 50% es cubierto por TIF y el 50% estará descubierto.

7. **50% del campo cubierto con TIF combinado con un método de inyección más profundo de 24"**
 - Lo mismo que el anterior, pero la profundidad de inyección se establece a 24".

8. **Pre-aplicación del límite de humedad de capacidad de campo de 70% combinada con 50% de campo cubierto con TIF**
 - Esta opción es una combinación de las *Opciones de Mitigación 2 y 6*.

Opciones de Mitigación Identificadas

9. Pre-aplicación del límite de humedad de capacidad de campo de 70% combinada con el método de inyección de 24" y 50% de TIF

- Esta opción es una combinación de las *Opciones de Mitigación 2, 4 y 6*.

10. Pre-aplicación del límite de humedad de capacidad de campo de 70% combinada con un método de inyección de 24" y sello de agua posterior a la aplicación

- Esta opción es una combinación de las *Opciones de Mitigación 2, 3 y 4*.

11. Fumigación sin lona a una profundidad de inyección de 18" (FFM 1206) con zonas de amortiguación expandidas o tamaño de aplicación reducido

- Según la tasa de aplicación y el tamaño del campo, es posible que se requieran zonas de amortiguación de hasta ¼ de milla.

12. Fumigación sin lona a una profundidad de inyección de 12" (FFM 1201) con zonas de amortiguación expandidas o tamaño de aplicación reducido

- Según la tasa de aplicación y el tamaño del campo, es posible que se requieran zonas de amortiguación de hasta ¼ de milla.

Nota: DPR continúa trabajando para refinar las opciones identificadas y continúa buscando información sobre opciones adicionales para explorar.

Opciones de Mitigación Identificadas



Opciones de Método de Aplicación	Rango de Aplicación (lb/ac)							
	100	110	125	150	200	250	300	332
1. TIF (FFM1242 o FFM 1247)	MR	MR	MR	MR	MR	MR	MR	MR
2. Límite de humedad de capacidad de campo de 70% e inyección de 18"	MR	MR	MR	MR	45 MR (200ft)	20 40 (200ft)	10 25 (200ft)	5 20 (200ft)
3. Sello de agua posterior a la aplicación e inyección de 18"	MR	MR	MR	MR	MR	50 MR (200ft)	30 50 (200ft)	20 35 (200ft)
4. Inyección de 24"	MR	MR	MR	MR	MR	40 70 (200ft)	25 40 (200ft)	15 30 (200ft)
5. Inyección de 24" y sello de agua posterior a la aplicación	MR	MR	MR	MR	MR	MR	60 MR (200ft)	40 70 (200ft)
6. 50% TIF e inyección de 18"	MR	MR	MR	MR	70 MR (200ft)	35 55 (200ft)	20 35 (200ft)	10 25 (200ft)
7. 50% TIF e inyección de 24"	MR	MR	MR	MR	MR	MR	MR	MR
8. 50% TIF y límite de humedad de capacidad de campo de 70% y 18" de inyección	MR	MR	MR	MR	MR	65 MR (200ft)	40 65 (200ft)	30 50 (200ft)
9. 50% TIF y límite de humedad de capacidad de campo de 70% y 24" de inyección	MR	MR	MR	MR	MR	MR	MR	MR
10. Inyección de 24" y 70% de capacidad de campo y sello de agua	MR	MR	MR	MR	MR	MR	MR	MR
11. Inyección estándar de 18" (FFM1206)	MR	65 MR (200ft) MR (500ft)	45 70 (200ft) MR (500ft)	25 40 (200ft) MR (500ft)	10 20 (200ft) 55 (500ft)	5 10 (200ft) 30 (500ft)	3 5 (200ft) 20 (500ft)	2 5 (200ft) 15 (500ft)
12. Inyección estándar de 12" (FFM1201)	10 20 (200ft) 55 (500ft)	10 15 (200ft) 45 (500ft)	5 10 (200ft) 35 (500ft)	4 5 (200ft) 25 (500ft)	2 4 (200ft) 10 (500ft)	2 3 (200ft) 5 (500ft)	1 2 (200ft) 5 (500ft)	NA 1 (200ft) 5 (500ft)

Los números en la tabla se refieren al tamaño máximo de bloque de aplicación permitido por método dado y combinación de tasa de aplicación.

MR = Restricciones mínimas = Bloques de aplicación ≤ 80 ac y 100 pies. Zona de amortiguación durante 7d.

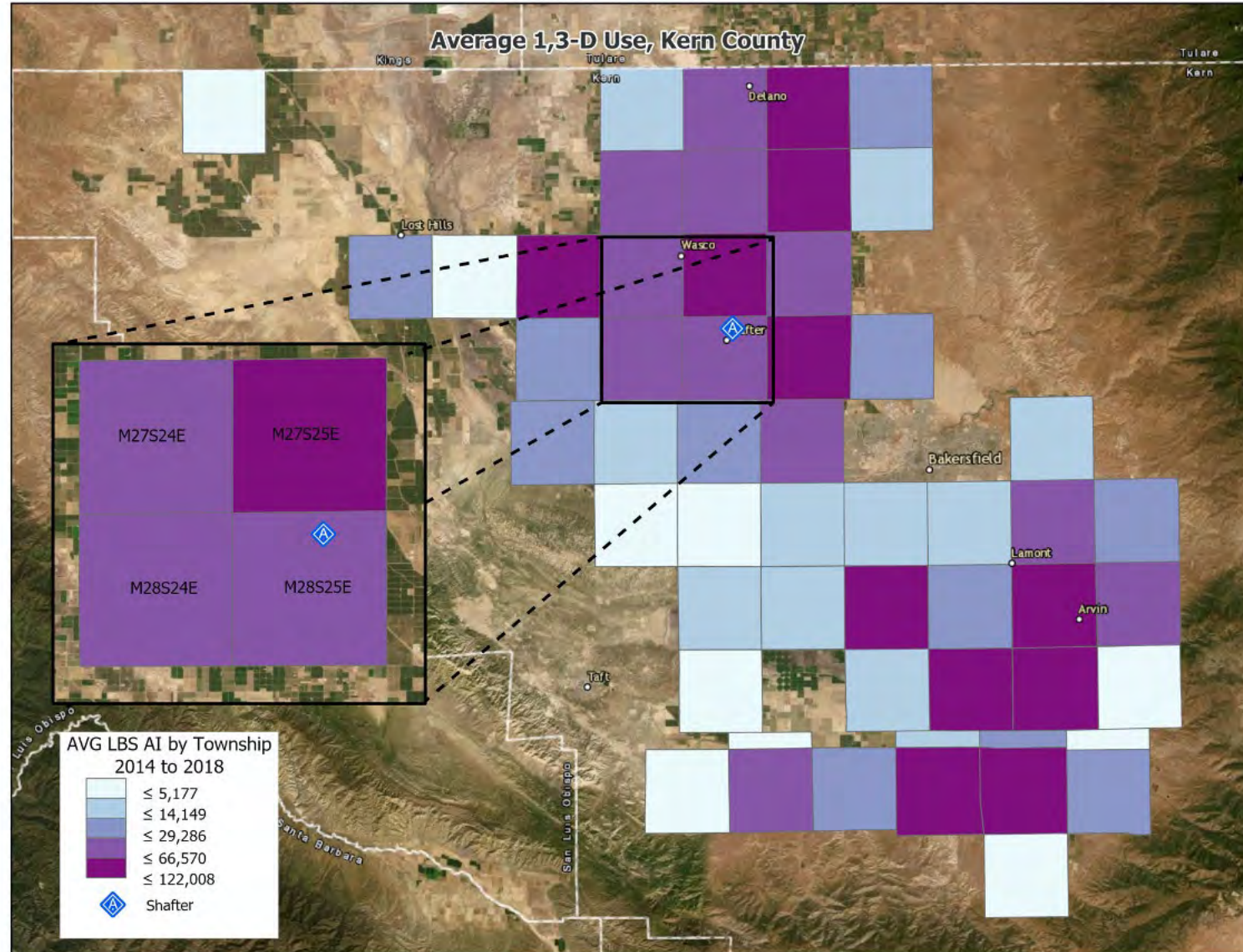
NA = No permitido

Objetivos del Programa Piloto y Esfuerzos de Monitoreo Mejorados

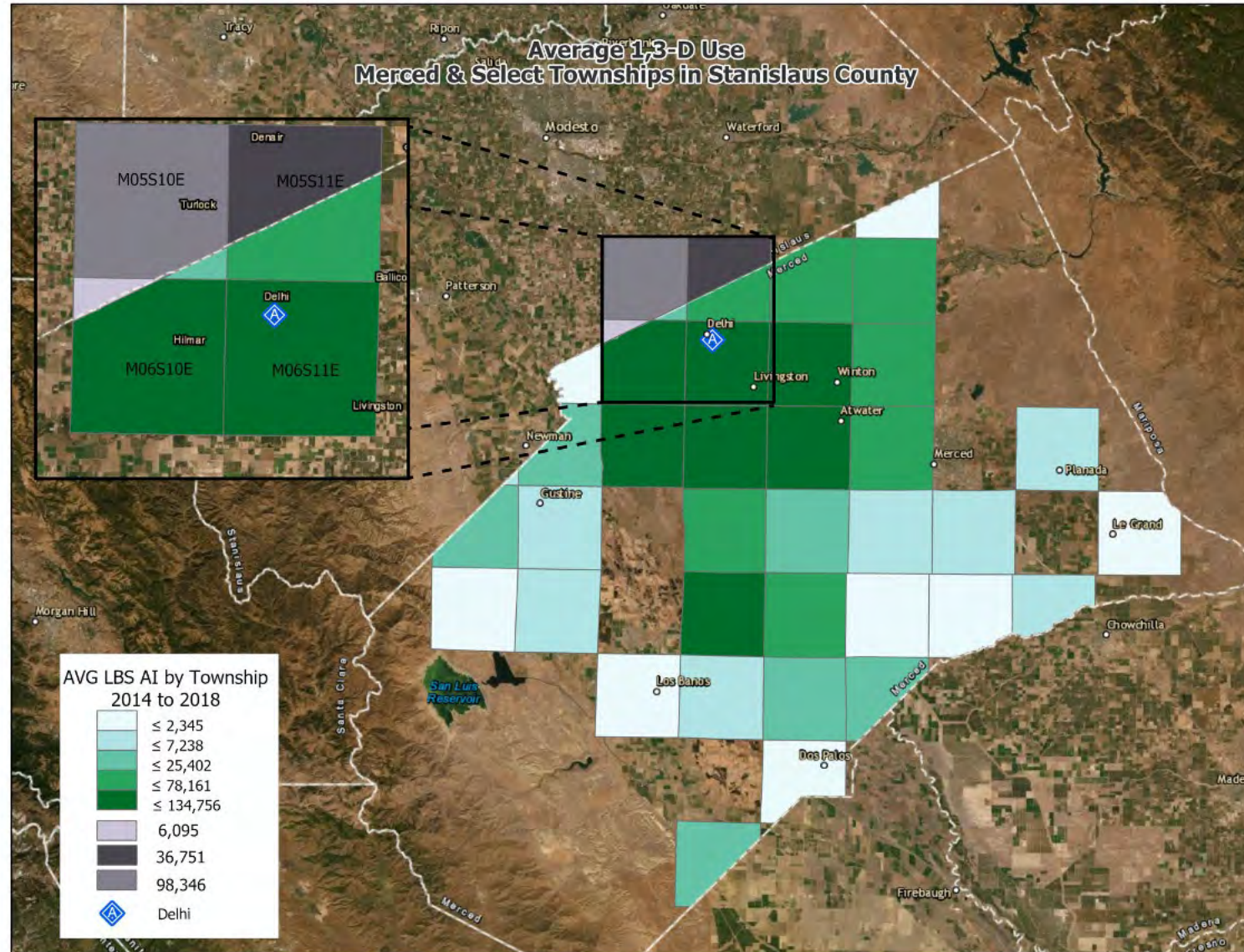
- Objetivos del programa piloto:
 - Para recopilar y evaluar datos de monitoreo de nuevos métodos para validar estimaciones de modelado por computadora, y
 - Evaluar la viabilidad de las opciones de mitigación propuestas, y
 - Evaluar la efectividad de las opciones de mitigación destinadas a reducir las emisiones de 1,3-D para la implementación en todo el estado.
- Esfuerzos de monitoreo mejorados durante el programa piloto:
 - Esfuerzos continuos de monitoreo del aire ambiental en el área.
 - Monitoreo intensivo del aire ambiental durante la temporada de alto uso.
 - Estudios de monitoreo en el sitio de la aplicación para medir y validar las emisiones estimadas de los nuevos métodos de aplicación.



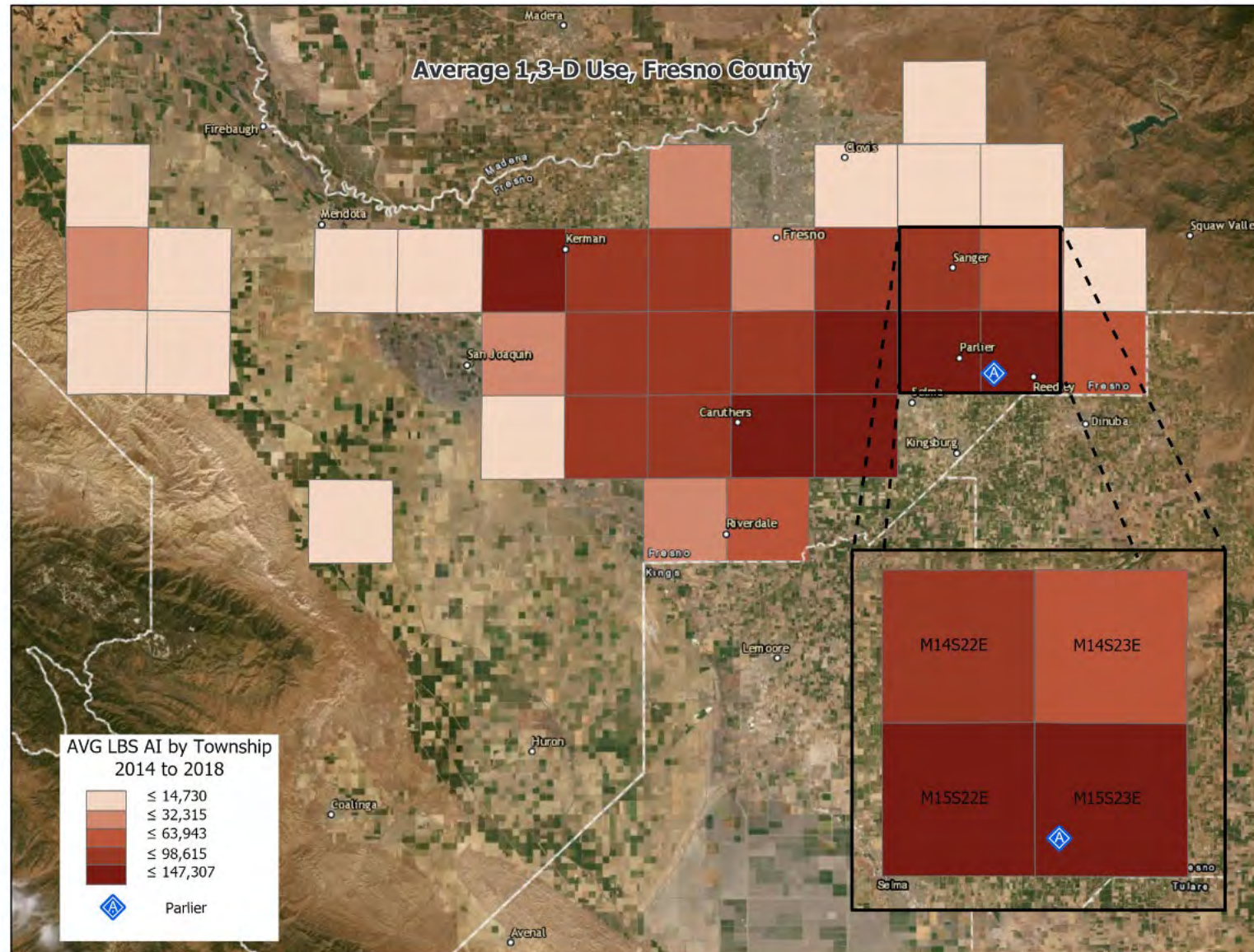
Área Seleccionada del Programa Piloto: Condado de Kern



Área Seleccionada del Programa Piloto: Condados de Merced-Stanislaus



Área Seleccionada del Programa Piloto: Condado de Fresno



¿Preguntas?



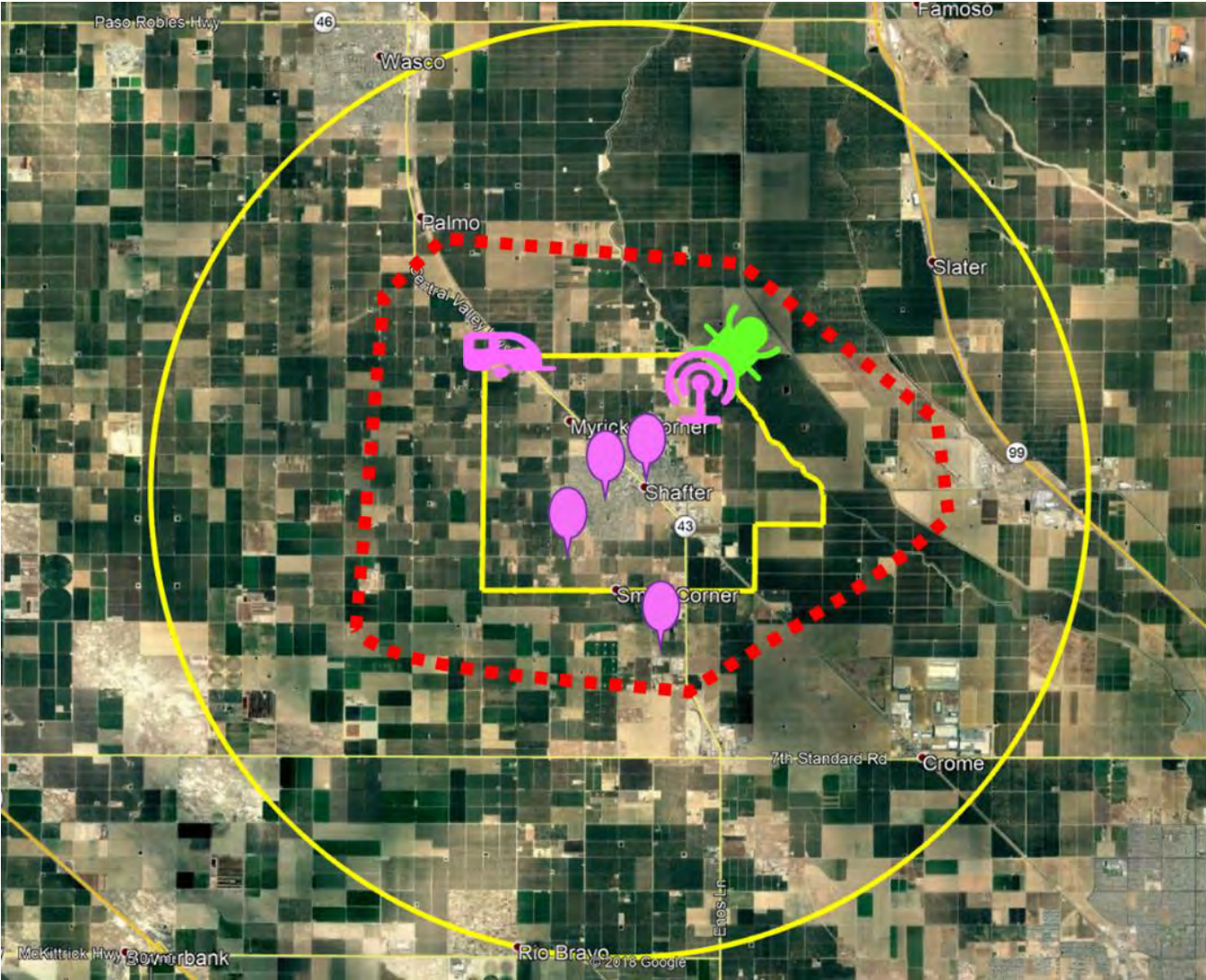
Shafter AB 617 Community Air Monitoring Update

Community Steering Committee Meeting
June 1, 2020


Ongoing Community Air Monitoring

- District continuing to conduct localized air monitoring in the Shafter community
- Working to deploy additional air monitoring platforms across the community, according to Community Steering Committee recommended network design
 - Due to lengthy administrative process in deploying additional equipment at schools, researching nearby alternative locations
- Air monitoring van actively being used to regularly monitor pollutants in areas of interest of the community and near recommended site locations for network design
- Intensive PM_{2.5} and VOC speciation sampling and laboratory analysis being conducted since late 2019

Community Air Monitoring Network Design



-  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

Community Air Monitoring Platforms



Community Air Monitoring Platforms (cont'd)



Community Air Monitoring Platforms (cont'd)



Online Sites in Shafter

Real-Time PM2.5

- PM2.5 at Shafter DMV (PM10 measurements through December 2019)
- PM2.5 at Grimmway Academy

VOC and PM2.5 Speciation

- Shafter DMV
- Measurements to continue here until the Farm Labor Center trailer is in place

Mobile Air Monitoring Van

- Regular measurements in community designated areas of interest and in community selected locations

Pending Sites in Shafter

Real-Time PM2.5

- **Golden Oak Elementary:**
Waiting on Richland School District, working on alternative locations

Compact Multi-Pollutant Air Monitoring System

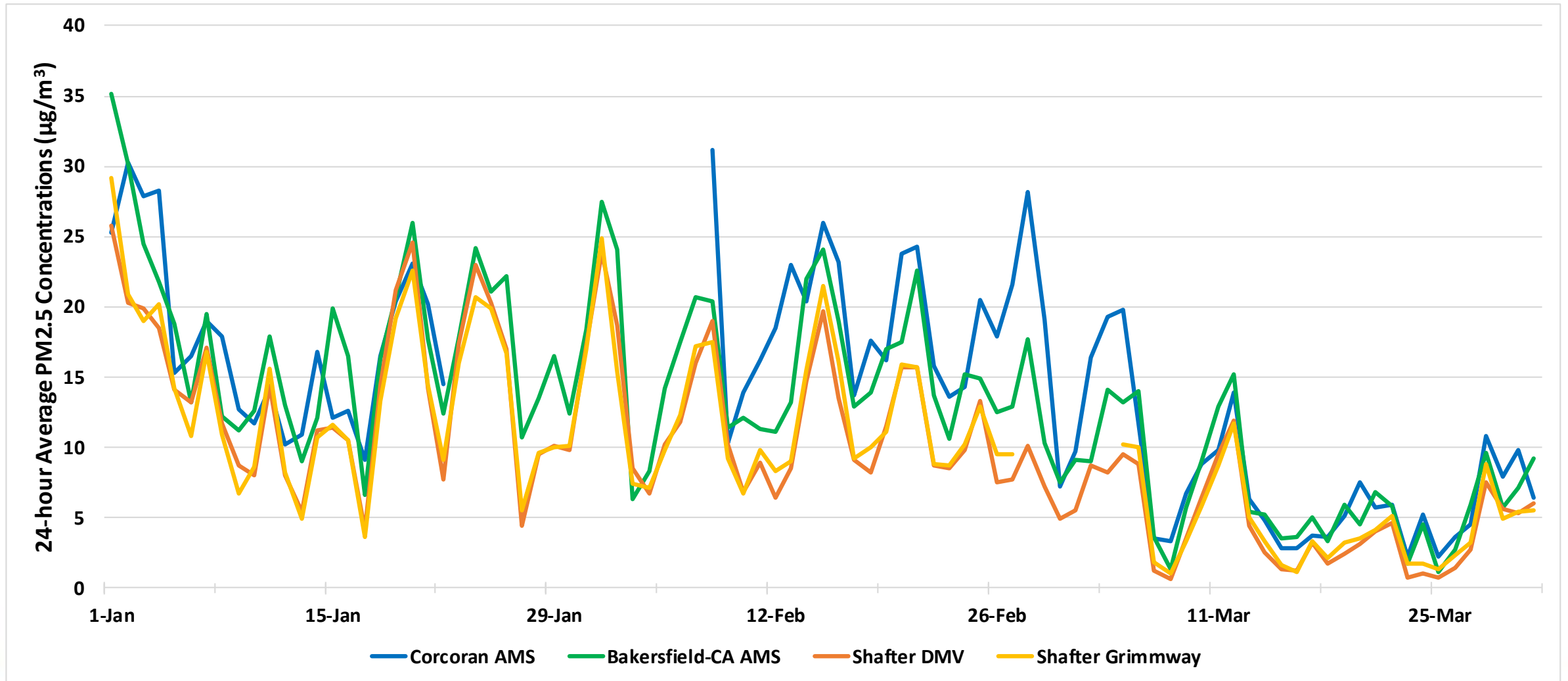
- **Sequoia Elementary School:**
Waiting on Richland School District, working on alternative locations

Air Monitoring Trailer

- **Farm Labor Center:**
Waiting on Kern Housing Authority, working on alternative locations

Daily Average PM2.5 Data Comparison

January 1 – March 31, 2020



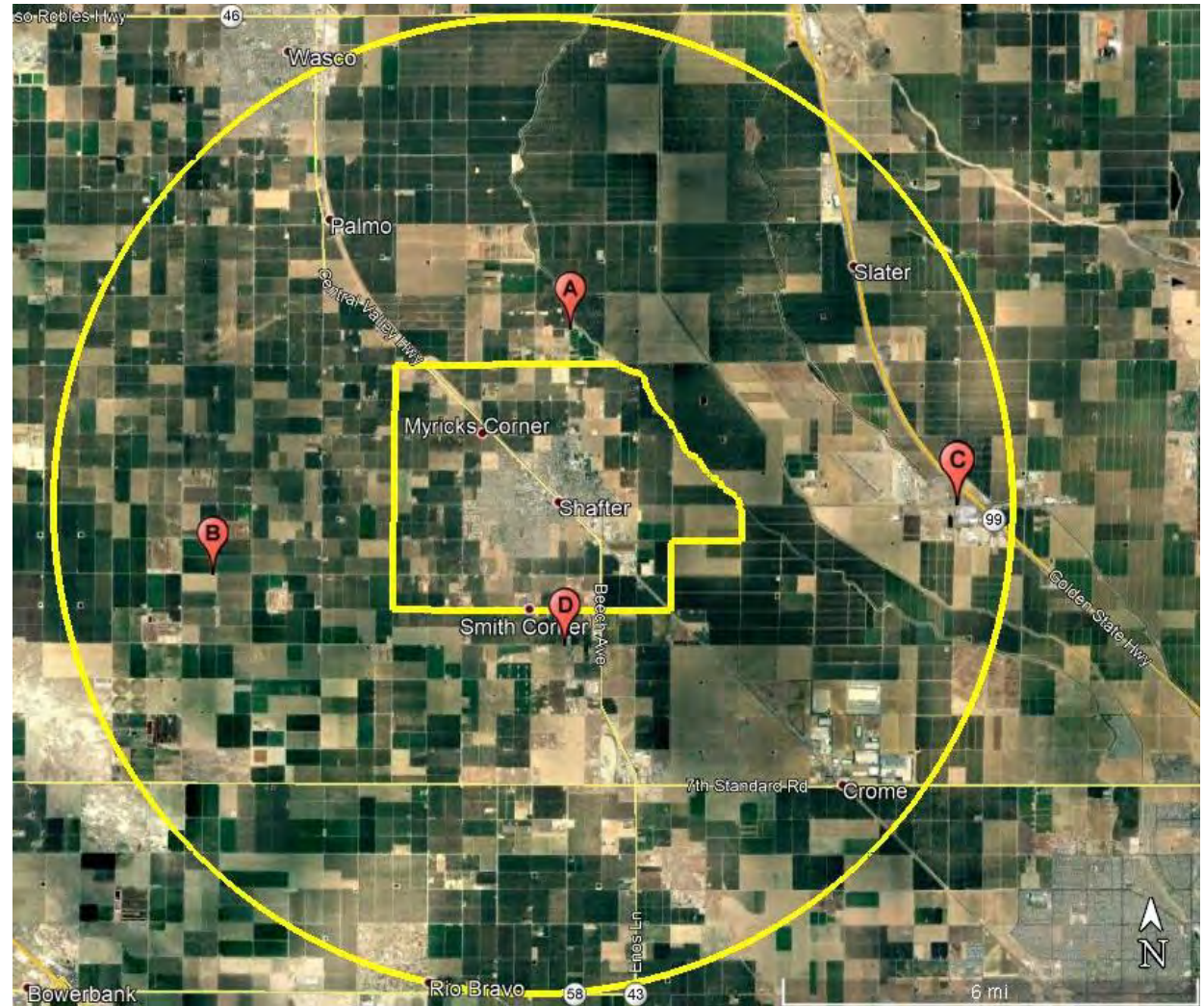
Comparison of Average PM2.5 January 1 – March 31, 2020

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Shafter-DMV	10.0
Shafter-Grimmway	10.3
Bakersfield-California*	13.3
Corcoran*	13.9

*Nearest PM2.5 air monitoring sites to Shafter

Mobile Air Monitoring Van Activities

- Site A: North Shafter site among agricultural operations
- Site B: Centered among dairy operations
- Site C: Airport and Industrial area
- Site D: Mexican Colony

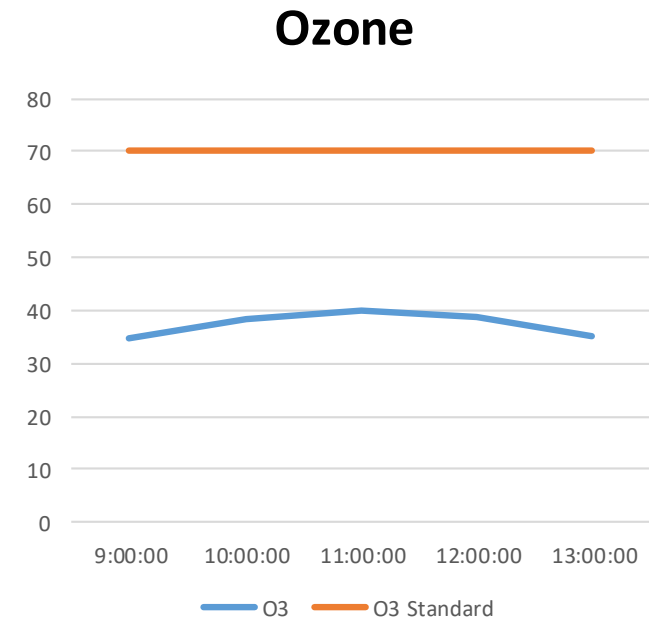
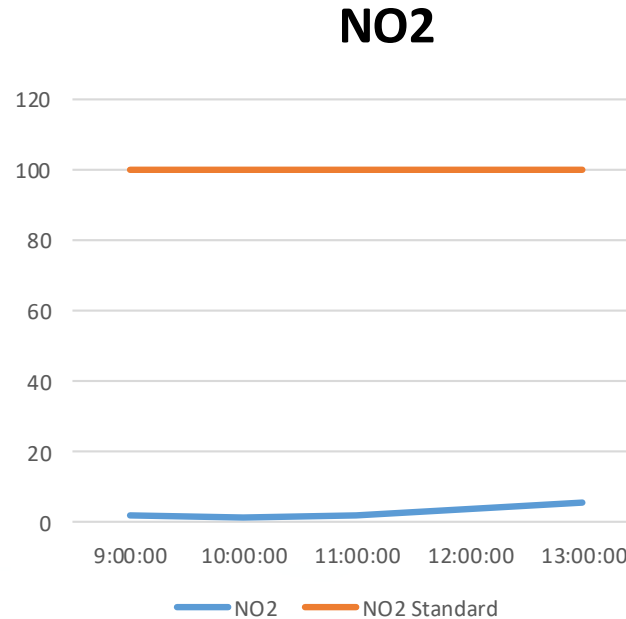
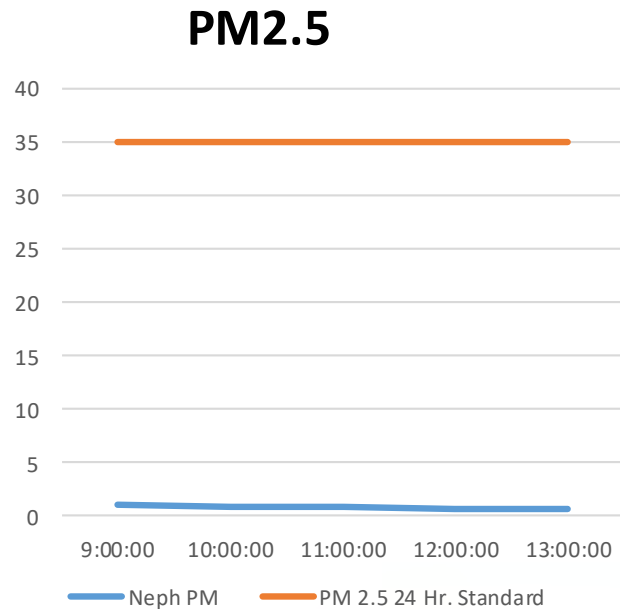


Mobile Air Monitoring Van Activities (cont'd)

- Short-term measurements taken in multiple locations on various days in January 2020
- The concentrations of pollutants measured for all locations were below federal standards during this period:
 - PM2.5 did not exceed $14.5 \mu\text{g}/\text{m}^3$, below the federal 24-hr PM2.5 standard of $35 \mu\text{g}/\text{m}^3$
 - Ozone did not exceed 35 ppb, below the federal 8-hr ozone standard of 70 ppb
 - CO did not exceed 0.3 ppm, below the federal 1-hr CO standard of 35 ppmv
 - NO2 did not exceed 29.6 ppb, below the federal 1-hr NO2 standard of 100 ppb
 - SO2 did not exceed 1.9 ppb, below the federal 1-hr SO2 standard of 75 ppb
 - VOC analyzers did not detect any measurable benzene, toluene, ethylbenzene, or xylene (BTEX) emissions at selected locations during this monitoring period
 - BTEX is a good indicator of VOC concentrations as a whole

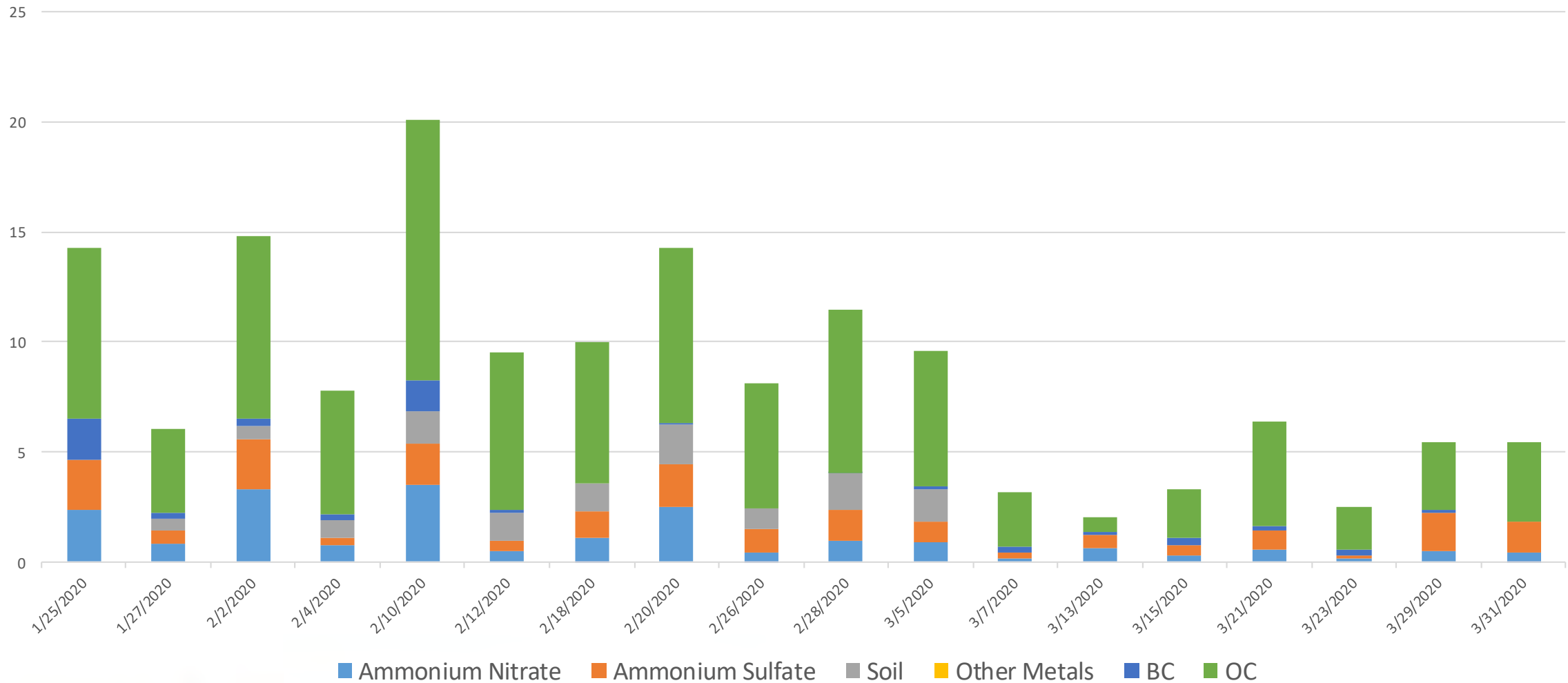
Mobile Air Monitoring Van Activities (cont'd)

- Multiple hour measurements taken at single locations in March 2020
 - Collected data allowed for better comparison with federal air quality standards
 - District focusing these efforts in areas identified in the Community Air Monitoring Plan
- Example: March 25 measurements at Mexican Colony



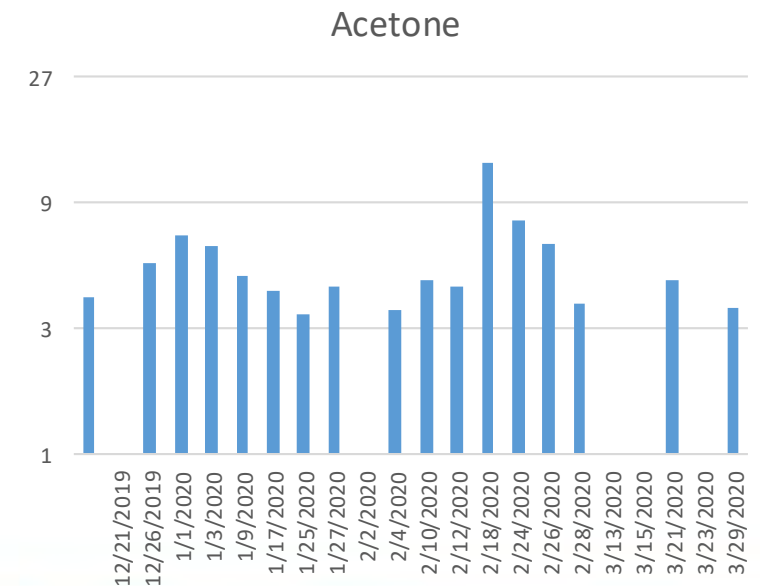
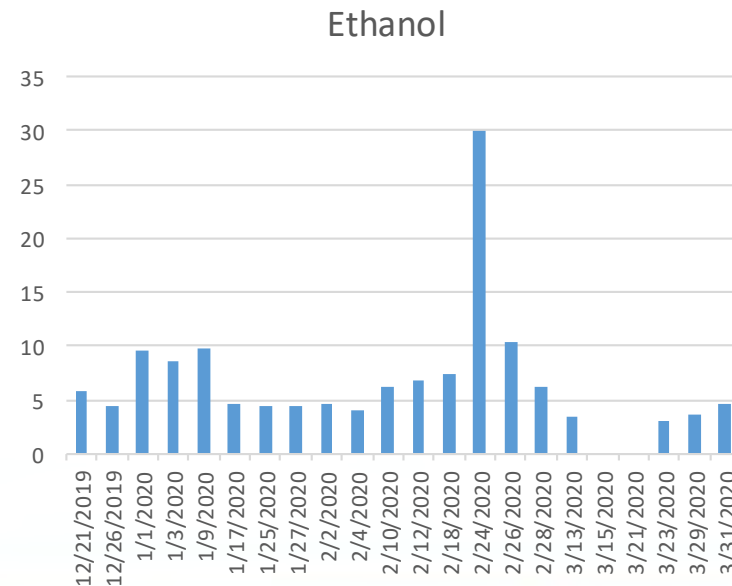
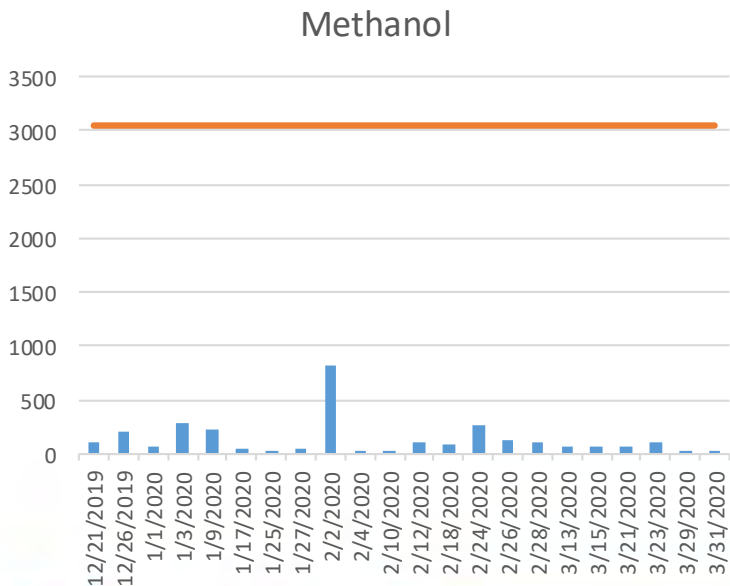
PM2.5 Speciation Analysis

Shafter DMV Site (January 2020 – March 2020)

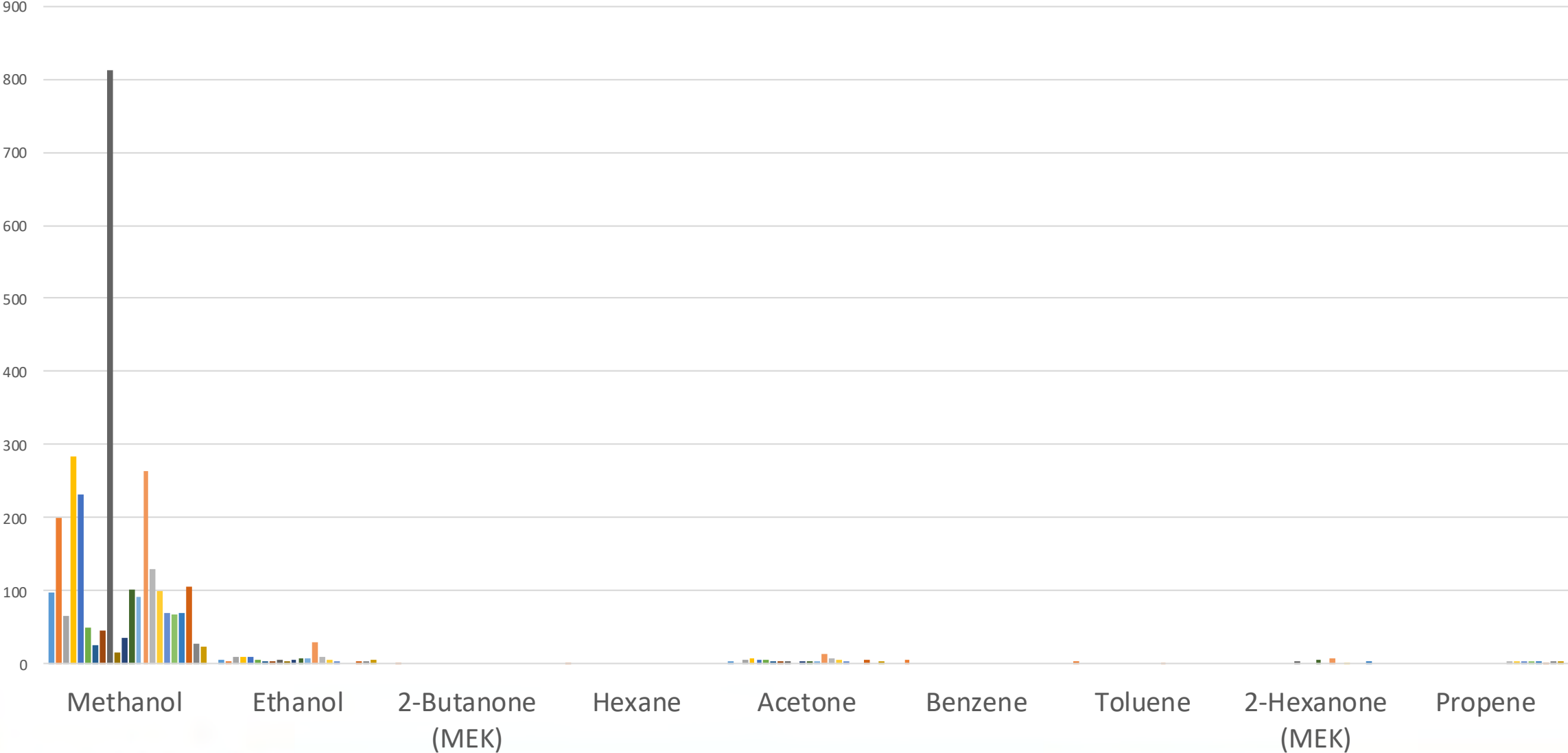


VOC Speciation Analysis

- VOC measurements and speciation laboratory analysis being conducted at Shafter DMV site since December 2019
- Laboratory analysis isolates concentrations of 68 VOC species
 - Results show trace or no detections of most VOC species
 - Focusing results on which species were detected in laboratory analysis



Detected VOC Species



Availability of Collected Community Air Quality Data

- Real-time community air monitoring data available on District AB 617 webpage at:
<http://community.valleyair.org/community-air-monitoring>
- CARB's statewide air quality data portal (AQview) displays and provides community air monitoring data from 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
 - Development ongoing, new features to be added

Development and Availability of Ongoing Reports

- District in the process of delivering a comprehensive quarterly report summarizing air monitoring data collected
 - Quarterly reports will be posted to District AB 617 webpage
- Detailed reports of laboratory PM_{2.5} and VOC speciation analysis also to be posted on District AB 617 webpage
- Report summarizing collected air monitoring data from February 2019 through March 2020 will be available at:

<http://community.valleyair.org/selected-communities/shafter/air-monitoring/>

Comments/Questions?

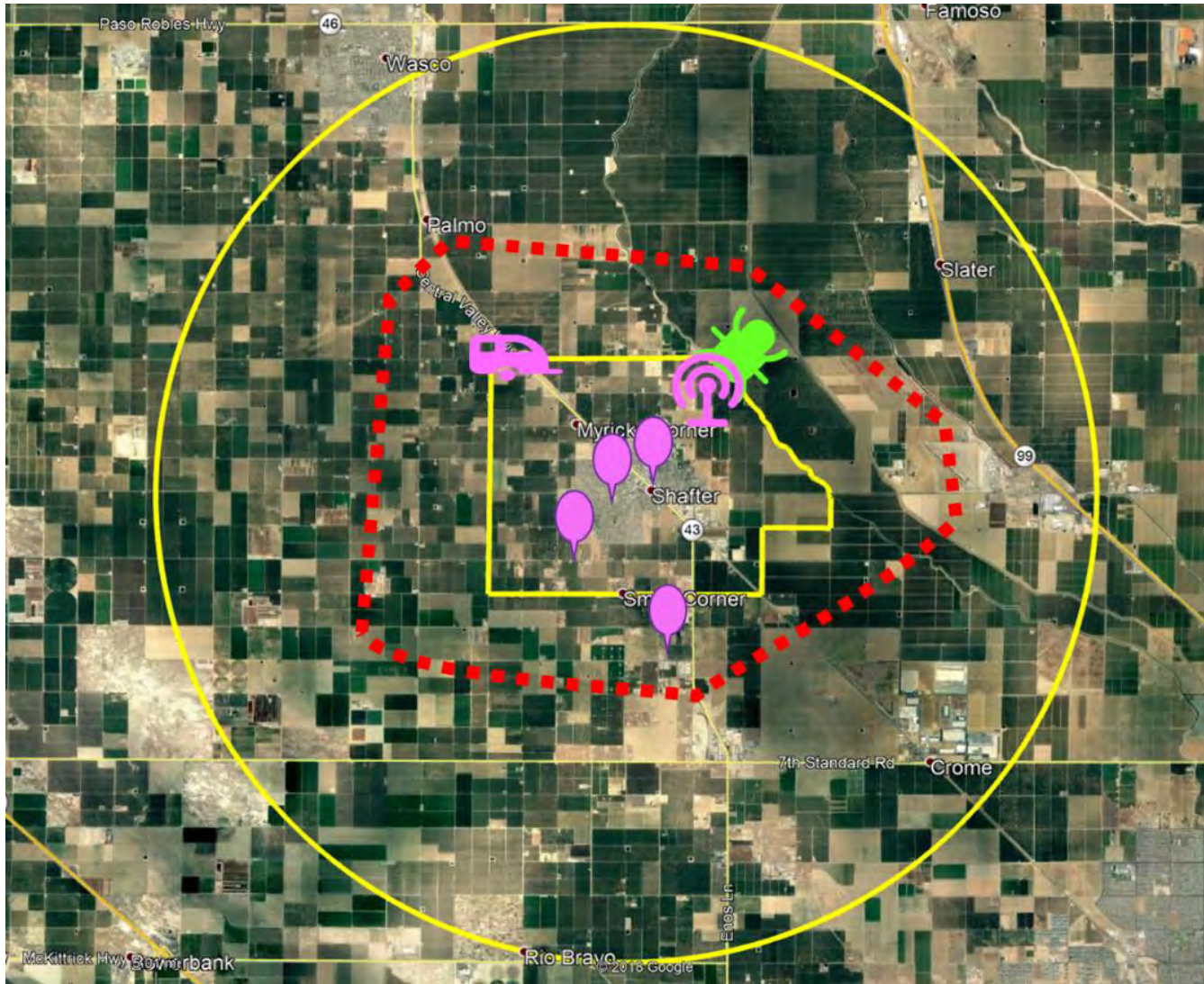
Actualización de Monitoreo del Aire de la Comunidad AB 617 de Shafter

Reunión del Comité Directivo Comunitario
1 de junio de 2020

Monitoreo Continuo del Aire Comunitario

- El Distrito continúa realizando monitoreo de aire localizado en la comunidad de Shafter
- Trabajando para desplegar plataformas de monitoreo de aire adicionales en toda la comunidad, de acuerdo con el diseño de red recomendado por el Comité Directivo de la Comunidad
 - Debido al largo proceso administrativo en el despliegue de equipos adicionales en las escuelas, investigando ubicaciones alternativas cercanas
- Camioneta de monitoreo de aire se esta usando activamente para monitorear regularmente los contaminantes en áreas de interés de la comunidad y cerca de las ubicaciones recomendadas para el diseño de la red
- Pruebas intensivas de especiación de PM_{2.5} y VOC y análisis de laboratorio se han llevado a cabo desde los fines de 2019

Diseño del Sistema de Monitoreo del Aire Comunitario



Monitoreo de Pesticidas de DPR



PM2.5 Independiente



Sistema Compacto de Monitoreo del Aire



Remolque



Camioneta de Monitoreo Móvil

- Conducir en horario regular a través de todo el límite durante todo el año
- Responder a las preocupaciones de la comunidad
- Ruta de enfoque recomendada

Plataformas de Monitoreo del Aire Comunitario



Plataformas de Monitoreo del Aire Comunitario *(cont.)*



Plataformas de Monitoreo del Aire Comunitario *(cont.)*



Sitios en Línea en Shafter

PM2.5 en Tiempo Real

- PM2.5 en DMV de Shafter (Medidas de PM10 hasta diciembre de 2019)
- PM2.5 en Grimmway Academy

Especiación de VOC y PM2.5

- DMV de Shafter
- Las medidas continuarán aquí hasta que el remolque del Farm Labor Center esté en su lugar

Camioneta de Monitoreo del Aire Móvil

- Medidas regulares en áreas de interés designadas por la comunidad y en ubicaciones seleccionadas por la comunidad

Sitios Pendientes en Shafter

PM2.5 en Tiempo Real

- **Golden Oak Elementary:**
Esperando en el Distrito Escolar de Richland, trabajando en ubicaciones alternativas

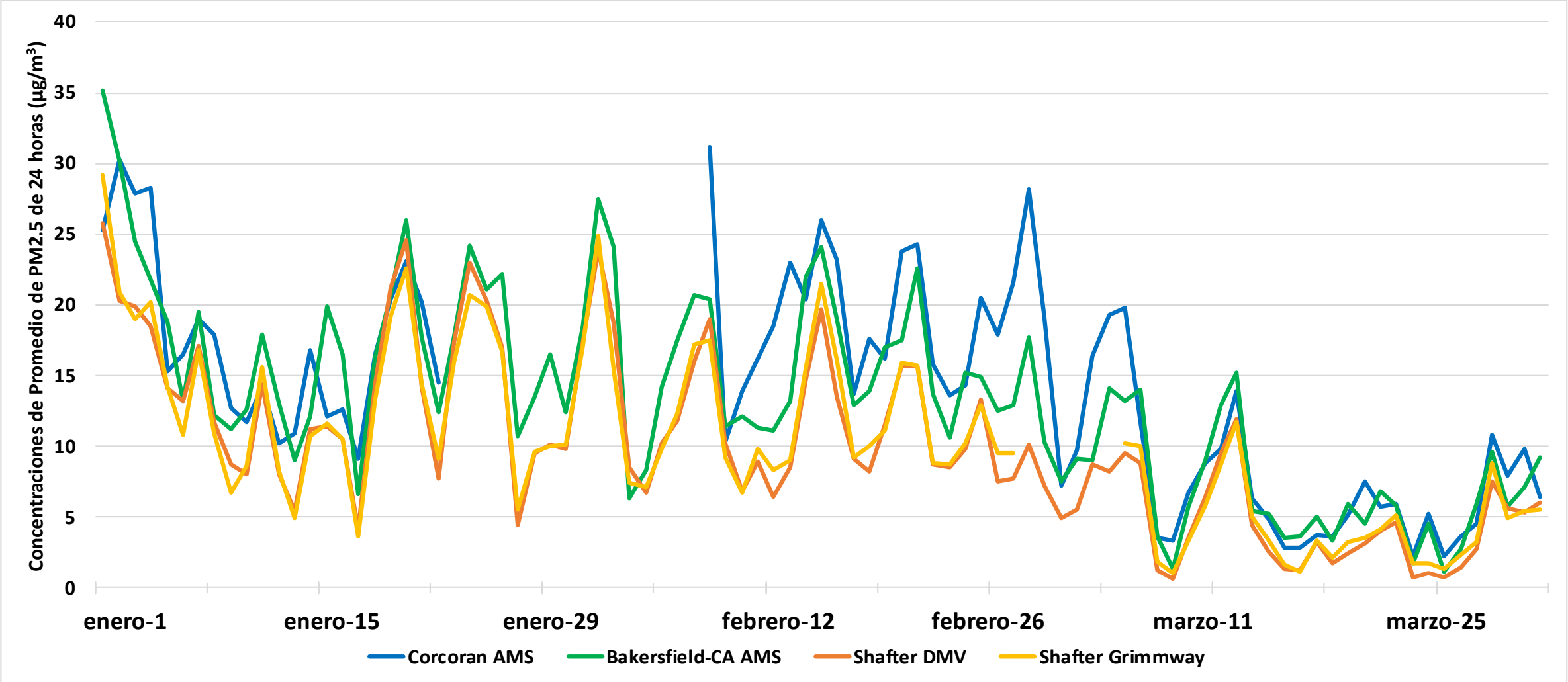
Sistema Compacto de Monitoreo del Aire Multi-Contaminante

- **Sequoia Elementary School:**
Esperando en el Distrito Escolar de Richland, trabajando en ubicaciones alternativas

Remolque de Monitoreo del Aire

- **Farm Labor Center:**
Esperando a la Autoridad de Vivienda de Kern, trabajando en ubicaciones alternativas

Comparación del Promedio Diario de Datos de PM2.5 1 de enero de 2020 - 31 de marzo de 2020



Comparación de Promedio de PM 2.5

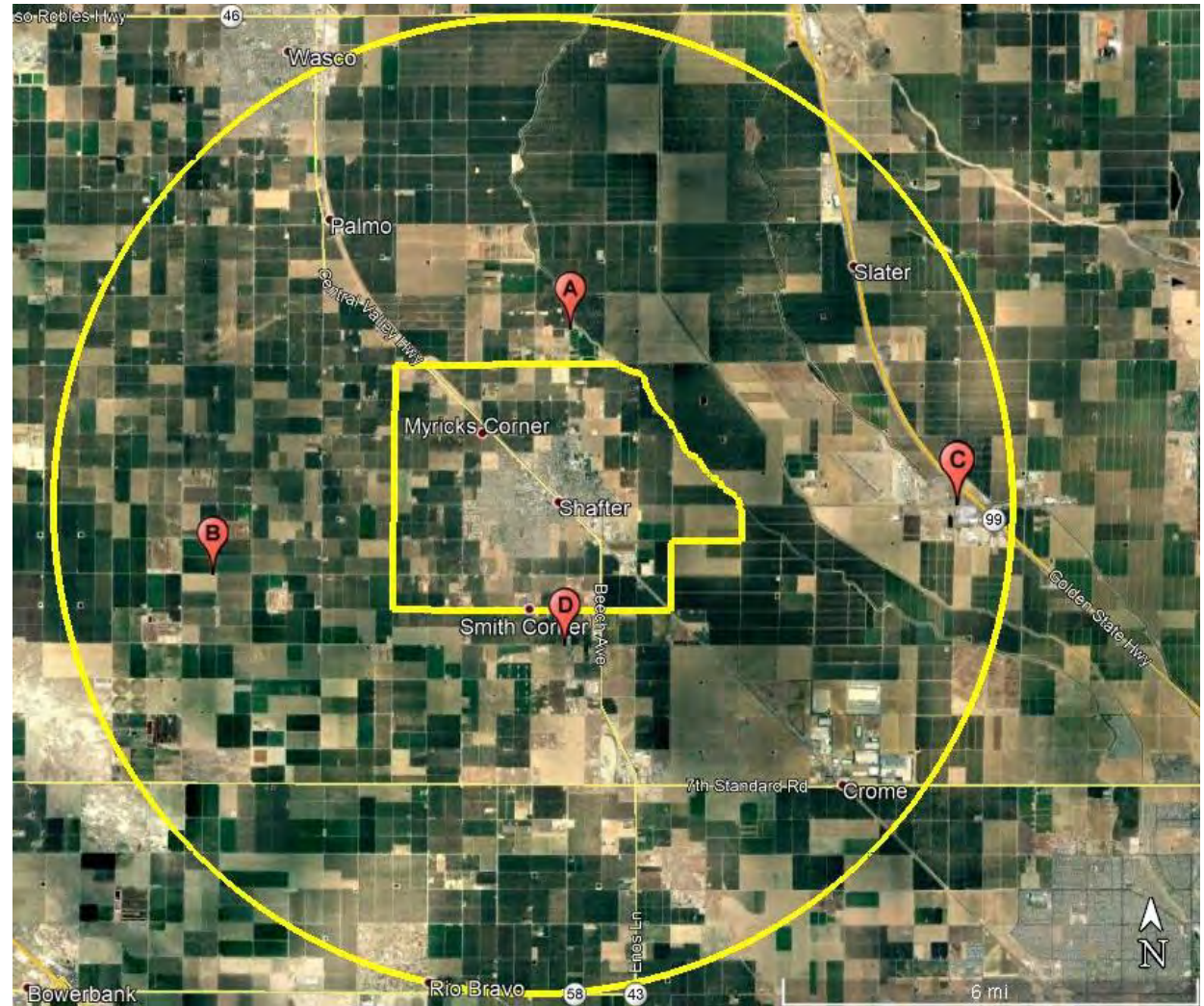
1 de enero - 31 de marzo de 2020

Sitio	Concentración de Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Shafter-DMV	10.0
Shafter-Grimmway	10.3
Bakersfield-California*	13.3
Corcoran*	13.9

*Sitios de monitoreo de aire PM2.5 más cercanos a Shafter

Actividades de Camioneta de Monitoreo del Aire Móvil

- Sitio A: Sitio de North Shafter entre operaciones agrícolas
- Sitio B: Centrado entre las operaciones lácteas
- Sitio C: Aeropuerto y área industrial
- Sitio D: Mexican Colony

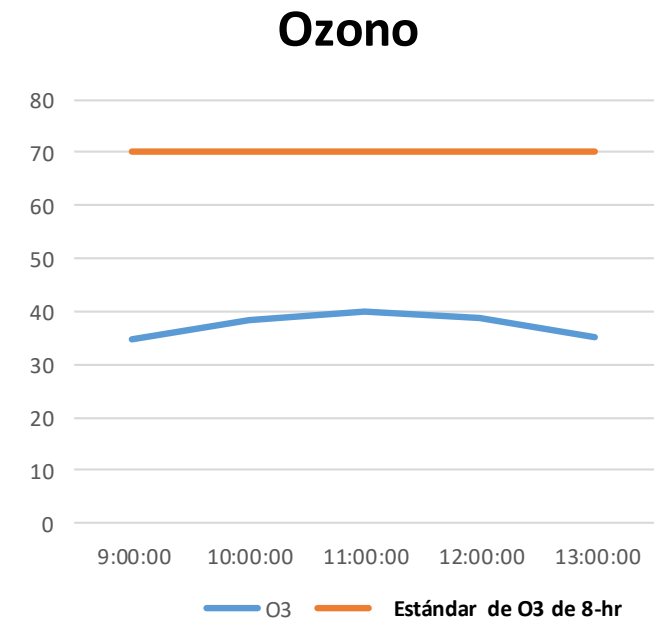
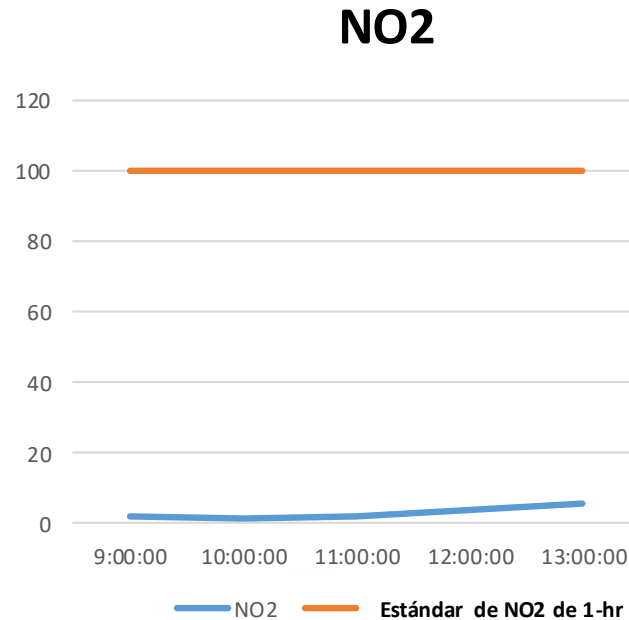
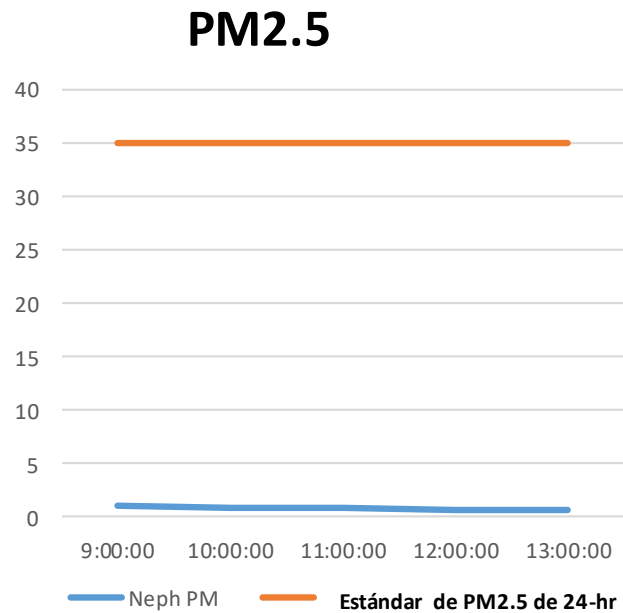


Actividades de Camioneta de Monitoreo del Aire Móvil (cont)

- Medidas de corto plazo tomadas en múltiples ubicaciones en varios días en enero de 2020
- Las concentraciones de contaminantes medidas para todas las ubicaciones estuvieron por debajo de los estándares federales durante este período:
 - PM2.5 no excedió 14.5 $\mu\text{g}/\text{m}^3$, debajo del estándar federal PM2.5 de 24-hr de 35 $\mu\text{g}/\text{m}^3$
 - Ozono no excedió 35 ppb, debajo del estándar federal de ozono de 8-hr de 70 ppb
 - CO no excedió 0.3 ppm, debajo del estándar federal de CO de 1-hr CO de 35 ppmv
 - NO2 no excedió 29.6 ppb, debajo del estándar federal de NO2 de 1-hr de 100 ppb
 - SO2 no excedió 1.9 ppb, debajo del estándar federal de SO2 de 1-hr SO2 de 75 ppb
 - Los analizadores de VOC no detectaron emisiones mensurables de benceno, tolueno, etilbenceno o xileno (BTEX) en ubicaciones seleccionadas durante este período de monitoreo
 - BTEX es un buen indicador de las concentraciones de VOC en su totalidad

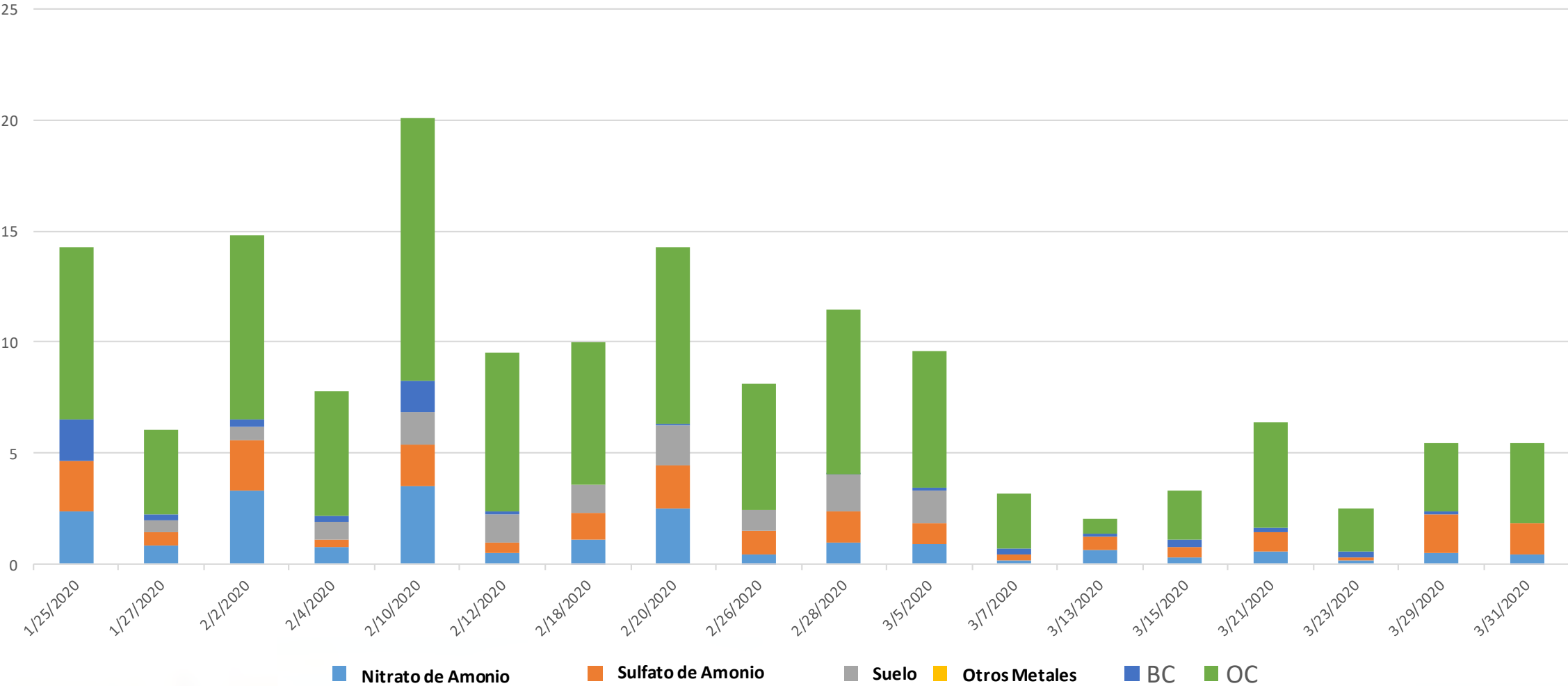
Actividades de Camioneta de Monitoreo del Aire Móvil (cont)

- Medidas de varias horas tomadas en ubicaciones individuales en marzo de 2020
 - Los datos recopilados permitieron una mejor comparación con los estándares federales de calidad del aire
 - Distrito enfocando estos esfuerzos en áreas identificadas en el Plan Comunitario de Monitoreo del Aire
- Ejemplo: medidas del 25 de marzo cerca de la Mexican Colony



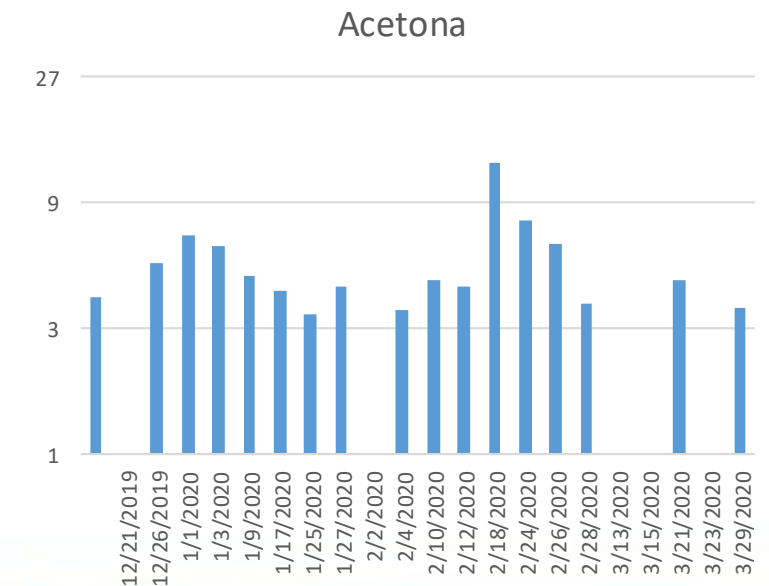
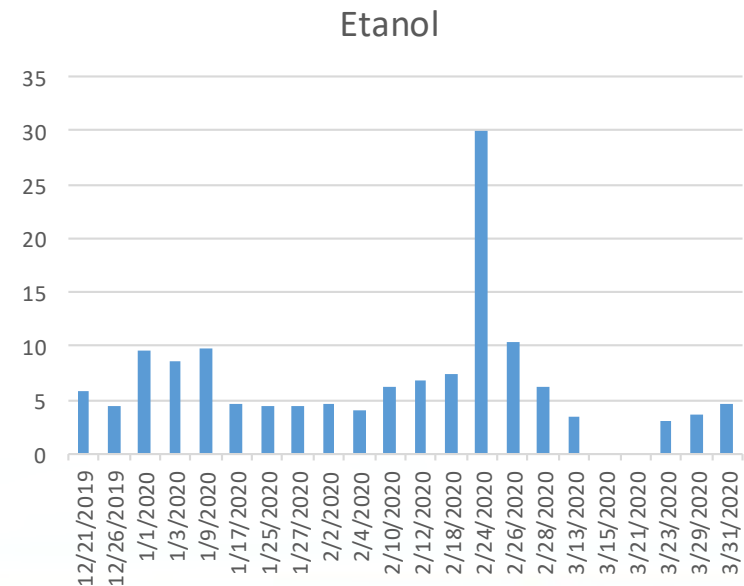
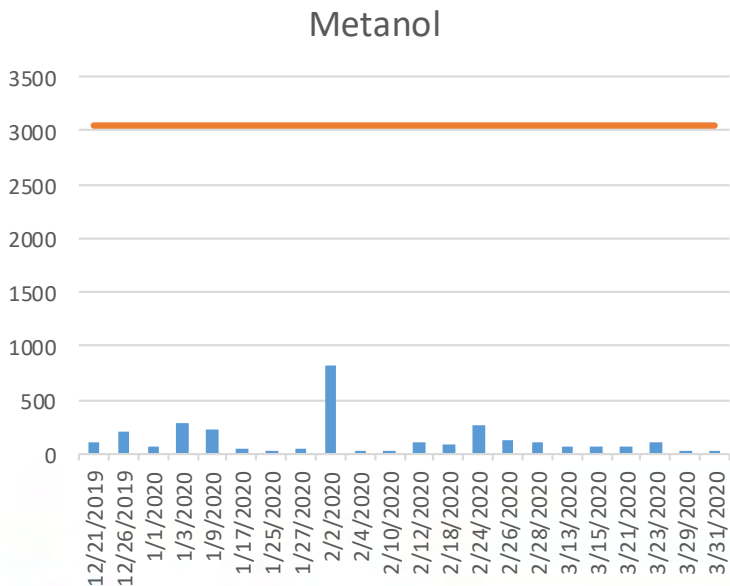
Análisis de Especiación de PM2.5

Sitio de DMV de Shafter (enero 2020 – marzo 2020)

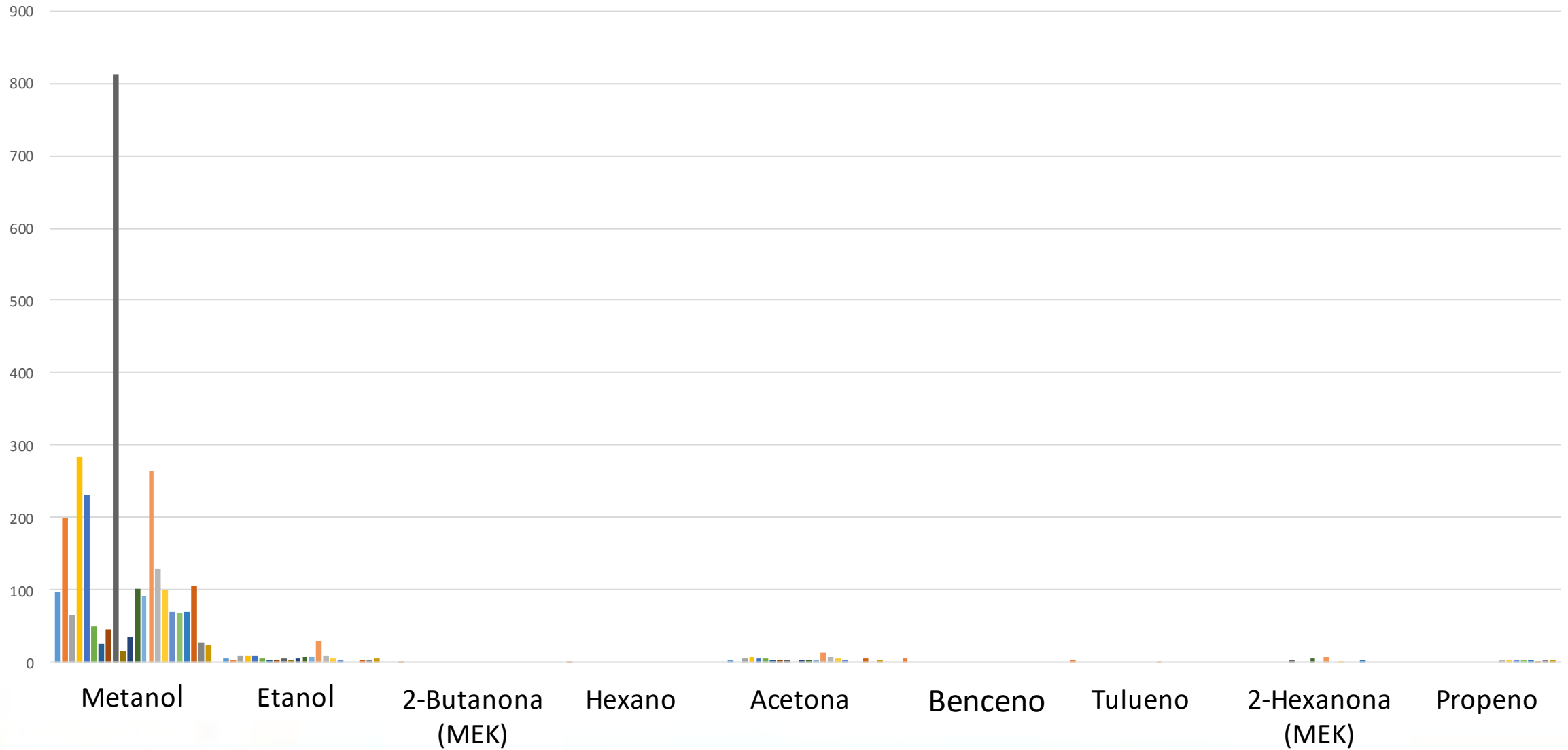


Análisis de Especiación de VOC

- Las medidas de VOC y el análisis de laboratorio de especiación se han llevado a cabo en el sitio de DMV de Shafter desde diciembre 2019
- El análisis de laboratorio aísla las concentraciones de 68 especies de VOC
 - Los resultados muestran trazas o no detecciones de la mayoría de las especies de VOC
 - Enfocando resultados sobre qué especies fueron detectadas en análisis de laboratorio



Especies de VOC Detectadas



Disponibilidad de Datos Recopilados de la Calidad del Aire de la Comunidad

- Datos de monitoreo de aire comunitario en tiempo real disponibles en la página web del Distrito AB 617 en:
<http://community.valleyair.org/community-air-monitoring>
- El portal de datos de calidad del aire de todo el estado de CARB (AQview) muestra y proporciona datos de monitoreo del aire comunitario de las comunidades AB 617
 - Sitio web de AQview ubicado en: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Los datos de calidad del aire de las comunidades AB 617 del Valle ahora están disponibles en este sitio web
 - Los datos mensuales continuarán disponibles a medida que continúe la campaña de monitoreo del aire
 - Desarrollo continuo, nuevas características se agregarán

Desarrollo y Disponibilidad de Reportes Continuos

- Distrito en el proceso de entregar un informe trimestral completo que resume los datos de monitoreo del aire recopilados
 - Los informes trimestrales se publicarán en la página web del Distrito AB 617
- Los informes detallados del análisis de especiación de PM2.5 y VOC de laboratorio también se publicarán en la página web del Distrito AB 617
- El informe que resume los datos recopilados de monitoreo del aire desde febrero de 2019 hasta marzo de 2020 estará disponible en :
<http://community.valleyair.org/selected-communities/shafter/air-monitoring/>

Comentarios/¿Preguntas?

AB617 Shafter Steering Committee Members

March 9, 2020

San Joaquin Valley Air Pollution Control District
California Air Resources Board

Re: Emission Inventory Information Requests

Dear CARB and SJVAPCD,

Outstanding Requests

There are outstanding requests from March of 2019 for information about local pollution sources within the 7-mile radius that have not been adequately answered. Some of these requests below were partially answered and some were not answered at all. Some related information was promised but not yet received.

1. Dairies: There are ten large dairies either within the 7-mile radius or just outside. Please provide the total estimated emissions of VOCs, ammonia, H₂S, N₂O, methane, PM₁₀, PM_{2.5}, and methanol from these ten dairies as a whole. If area-wide emissions from dairies are known then estimating the emissions from these ten dairies should be possible by looking at relative cow numbers that are permitted.
2. JP Oil: Information about this company's emissions of VOCs, PM_{2.5}, NO_x, and TAC's within the 7-mile radius was promised a year ago but nothing has been provided.
3. There are many stationary IC engines pumping water for agricultural within the 7-mile radius. One item in the CERP is incentive money for farmers to convert these engines to electricity. How many of these permitted stationary source IC engines are in the 7-mile radius and what are the estimated emissions of NO_x, PM_{2.5}, and VOCs from these engines. This should be broken down by fuel type as well, basically diesel or natural gas.
4. In addition to the above request on agricultural irrigation pumps, what are the emissions from permitted stationary IC engines at the ten dairies in the area? This should include any permitted IC engines used for mixing feed, pumping water, generating electricity, or other possible uses on the dairy sites.
5. Many IC engines have been observed running oil well pumps or related equipment in both the CRC and JP Oil operations within the 7-mile radius. How many of these have been permitted, what are the associated emissions of NO_x, PM_{2.5}, and VOC's, and how many are within 2500 feet of a grid electricity source?
6. Related to the Shafter emission inventory provided and/or requested, what are the seasonal or monthly breakdown of these emission totals? For example, during peak harvest seasons there is far more trucking activity, field equipment activity, and processing plant activity. Another example is winter time only heating of buildings with natural gas and wood burning.

New Requests (CAMP)

1. All Shafter PM10 monitoring results with hourly and daily averages.
2. A comparison of Purple Air monitoring results (24-hour averages) between the 548 Walker sensor located at the Shafter DMV office and the JPL_Bakersfield_CARB sensor located at the California and Stockdale "official" monitoring location.
3. Results of monitoring emissions such as diesel soot and PM2.5 from Lerdo Hwy traffic at Golden Oak Elementary. This monitoring should be ongoing at either the Kindergarten or Pre-school playgrounds, each located immediately adjacent to stop signs.
4. Results of monitoring at the Mexican Colony.
5. Results of monitoring near to local dairies such as the location previously suggested at Magnolia and Burbank where there exists a fenced cell phone tower area with electricity.
6. Results of monitoring at the Labor Camp on Merced and Hwy 43.
7. Results of monitoring at the industrial sites near Lerdo Hwy and Hwy 99.
8. All hourly data from the PM2.5 monitors at Grimmway Academy and the DMV site.
8. Please provide DMV information about the number of private vehicles registered in Shafter by age.
9. How many yard locomotives are being currently used more than 100 hours per year (or some other comparative number) within the 7-mile radius and what tier engines do they each have?
10. How many yard tractors are being currently used more than 100 hours per year (or some other comparative number) within the 7-mile radius?
11. Please provide detailed information about all air district or CARB incentive funding spent during the past five years within the 7-mile radius of Shafter including the type of equipment replaced, dollar amounts, quantities, and emission reductions. With the emission reductions show emissions reduced compared to incentive money spent and details, including formulas, of how these numbers were calculated.


Responses to all 17 requests above should be given in writing at least one week before the next meeting of the Shafter Steering Committee so that they can be discussed at that meeting.

Sincerely,


Tom Frantz
Gustavo Aguirre Jr,
Byanka Santoyo

AB 617 Emission Inventory, Shafter
 Letter dated March 9 2020, Tom Frantz and Gustavo Aguirre, Jr.
 Re: AB 617 Shafter Emission Inventory Requests
 Received on March 9, 2020

Question	Topic/Category	Response																		
2019 Outstanding Requests:																				
1.	Dairy	<p>CARB’s emissions inventory for Shafter included area-wide emission estimates for all dairy sources in the community (7-mile radius) for both criteria pollutants and toxics, including ammonia. The planning level emission inventory for area and mobile sources are available under the “California Air Resources Board Data” at http://community.valleyair.org/selected-communities/shafter</p> <table border="1"> <thead> <tr> <th></th> <th>NOx (tpy)</th> <th>ROG (tpy)</th> <th>PM10 (tpy)</th> <th>PM2.5 (tpy)</th> <th>NH3 (tpy)</th> </tr> </thead> <tbody> <tr> <td>Dairy Cattle</td> <td>0.00</td> <td>85.83</td> <td>19.58</td> <td>2.24</td> <td>310.24</td> </tr> <tr> <td>Silage – Unspecified</td> <td>0.00</td> <td>133.28</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> </tbody> </table> <p>CARB/District developed area source emission methodologies are available at https://ww2.arb.ca.gov/index-methodologies-major-category</p> <p>CARB/District methodologies for farming operations are available here: https://ww2.arb.ca.gov/arb-miscellaneous-process-methodologies-livestock</p> <p>The above link includes a link to SJVAPCD’s Dairy VOC Emission Factors Report.</p> <p>Additionally, as part of implementing the CERP, the District will be working with CDFA, NRCS, CDQAP, and local dairies in the community to implement emission reduction opportunities identified in the CERP, including examining the potential and feasibility of various alternative manure management practices to reduce emissions and to promote these practices at dairies near the community of Shafter. In the future, dairy-specific information will be collected through the Criteria and Air Toxics Reporting Regulation and AB 2588 Hot Spots updates.</p>		NOx (tpy)	ROG (tpy)	PM10 (tpy)	PM2.5 (tpy)	NH3 (tpy)	Dairy Cattle	0.00	85.83	19.58	2.24	310.24	Silage – Unspecified	0.00	133.28	0.00	0.00	0.00
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2.	JP Oil	<p>JP Oil has multiple operational sites in the Shafter 7-mile radius area. Under the annual emissions inventory program, the District consolidates, under the main facility, emissions inventory data from the different sites</p>																		

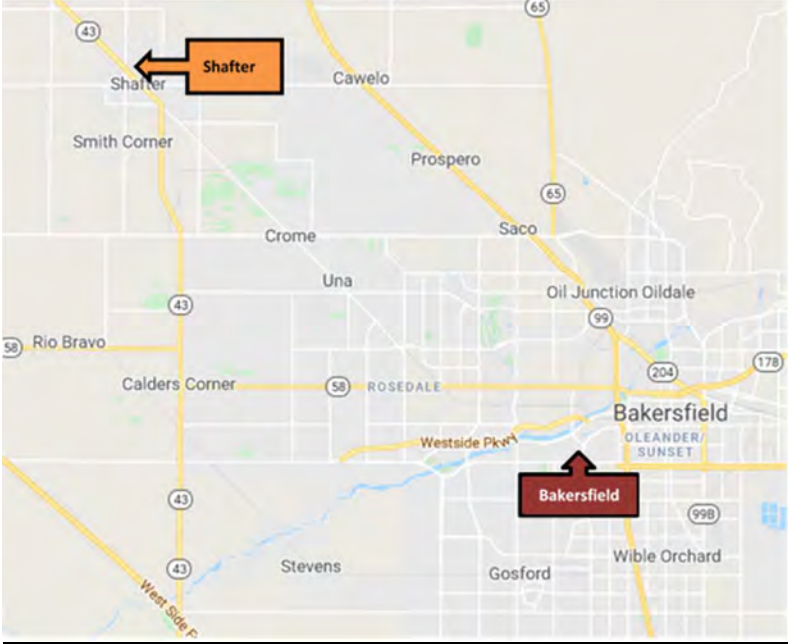
	Question	Topic/Category	Response
	<p>and TAC's within the 7-mile radius was promised a year ago but nothing has been provided.</p> <p>Original 2019 Question: The emissions of permitted sources do not include JP Oil located on the south side of Shafter and within the 7-mile boundary. This information needs to be included. For JP Oil, flaring emissions per year for the past five years should be included. CRC emissions from flaring should also be a separate category by year and type of emission for the past five years.</p>		<p>located in the area. The District has compiled a report of the emissions inventory data from JP Oil under the specific sites located within the Shafter 7-mile radius area.</p> <p>The map below is a reference for the approximate location of each unit reported in the attached JP Oil Emissions Inventory starting on page A-1.</p> 
3.	<p>There are many stationary IC engines pumping water for agricultural within the 7-mile radius. One item in the CERP is incentive money for</p>	<p>Incentives - IC Engines Ag Pumps</p>	<p>CARB's emissions inventory for Shafter included area-wide emission estimates for ag engines; emissions for some pollutants are summarized here. The planning level emission inventory for area and mobile sources are available under the "California Air Resources Board Data" at http://community.valleyair.org/selected-communities/shafter. Facility specific reported emissions is currently not available.</p> <p>(continued on next page)</p>

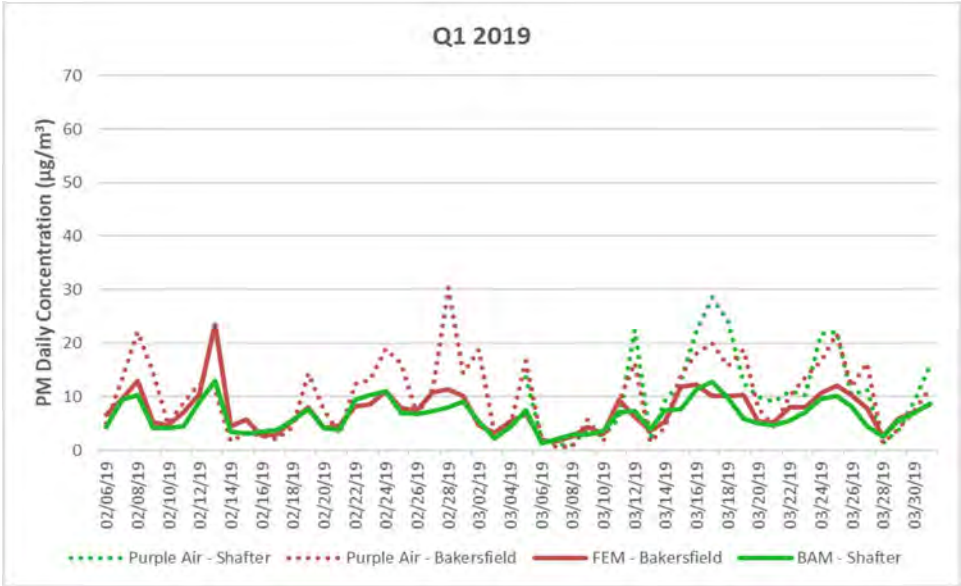
	Question	Topic/Category	Response																																																					
	farmers to convert these engines to electricity. How many of these permitted stationary source IC engines are in the 7-mile radius and what are the estimated emissions of NOx, PM2.5, and VOCs from these engines. This should be broken down by fuel type as well, basically diesel or natural gas.		<table border="1" data-bbox="783 298 1850 410"> <thead> <tr> <th></th> <th>NOx (tpy)</th> <th>ROG (tpy)</th> <th>PM10 (tpy)</th> <th>PM2.5 (tpy)</th> </tr> </thead> <tbody> <tr> <td>Stationary Ag Pump</td> <td>10.71</td> <td>0.84</td> <td>0.34</td> <td>0.33</td> </tr> <tr> <td>Portable Ag Pump</td> <td>14.10</td> <td>1.76</td> <td>0.76</td> <td>0.74</td> </tr> </tbody> </table> <p data-bbox="783 451 1944 516">CARB/District area source methodologies for IC engines in the agricultural sector is available here: https://ww2.arb.ca.gov/fuel-combustion-methodologies</p> <p data-bbox="783 557 2062 654">As part of implementing the CERP, the District will be working with agricultural sources in the community to implement emission reduction opportunities identified in the CERP, including the electrification of engines where feasible.</p>						NOx (tpy)	ROG (tpy)	PM10 (tpy)	PM2.5 (tpy)	Stationary Ag Pump	10.71	0.84	0.34	0.33	Portable Ag Pump	14.10	1.76	0.76	0.74																																		
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4.	In addition to the above request on agricultural irrigation pumps, what are the emissions from permitted stationary IC engines at the ten dairies in the area? This should include any permitted IC engines used for mixing feed, pumping water, generating electricity, or other possible uses on the dairy sites.	Dairy – IC Engines	<p data-bbox="783 805 1192 833">Please see response to question 3.</p> <p data-bbox="783 873 2039 1149">The District has gathered emissions data from the 5 dairies located within the 7-mile radius of Shafter and the District is providing permitted emissions data from IC Engines at these sources. The emissions are based on all permitted equipment, including operations and equipment at the dairy and, for dairies with engines permitted at the source, the emissions from those as well. When reviewing the data, it is important to note that these are maximum emissions allowed by permit and for the many of the dairies, actual emissions could be considerably less. Actual emissions data from the individual dairies is presently unavailable. In the future, dairy-specific information will be collected through the Criteria and Air Toxics Reporting Regulation and AB 2588 Hot Spots updates.</p> <table border="1" data-bbox="783 1190 2045 1456"> <thead> <tr> <th>FACILITY NAME</th> <th>Engines</th> <th>NO_x (lb/yr)</th> <th>SO_x (lb/yr)</th> <th>PM₁₀ (lb/yr)</th> <th>CO (lb/yr)</th> <th>VOC (lb/yr)</th> </tr> </thead> <tbody> <tr> <td>AUKEMAN DAIRY</td> <td>1</td> <td>772</td> <td>0</td> <td>37</td> <td>235</td> <td>88</td> </tr> <tr> <td>FAIAL FARMS 2</td> <td>1</td> <td>1,213</td> <td>1</td> <td>58</td> <td>369</td> <td>138</td> </tr> <tr> <td>OASIS HOLSTEIN DAIRY</td> <td>1</td> <td>882</td> <td>0</td> <td>44</td> <td>268</td> <td>101</td> </tr> <tr> <td>SKYVIEW DAIRY</td> <td>2</td> <td>3,163</td> <td>16</td> <td>152</td> <td>27,878</td> <td>458</td> </tr> <tr> <td>TJAARDA DAIRY</td> <td>3</td> <td>1,377</td> <td>15</td> <td>93</td> <td>485</td> <td>130</td> </tr> <tr> <td colspan="2">Total/Year</td> <td>7,407</td> <td>32</td> <td>384</td> <td>29,235</td> <td>915</td> </tr> </tbody> </table>					FACILITY NAME	Engines	NO _x (lb/yr)	SO _x (lb/yr)	PM ₁₀ (lb/yr)	CO (lb/yr)	VOC (lb/yr)	AUKEMAN DAIRY	1	772	0	37	235	88	FAIAL FARMS 2	1	1,213	1	58	369	138	OASIS HOLSTEIN DAIRY	1	882	0	44	268	101	SKYVIEW DAIRY	2	3,163	16	152	27,878	458	TJAARDA DAIRY	3	1,377	15	93	485	130	Total/Year		7,407	32	384	29,235	915
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	Question	Topic/Category	Response
5.	<p>Many IC engines have been observed running oil well pumps or related equipment in both the CRC and JP Oil operations within the 7-mile radius. How many of these have been permitted, what are the associated emissions of NOx, PM2.5, and VOC's, and how many are within 2500 feet of a grid electricity source?</p>	<p>IC Engines in Ag, Oil Production (CRC & JP Oil)</p>	<p>Based on discussions with CRC, the oil wells are driven by electric motors and they do not operate any IC engines for this purpose in the 7-mile radius.</p> <p>JP Oil has multiple operational sites in the Shafter 7-mile radius area. Under the annual emissions inventory program, the District consolidates under the main facility emissions inventory data from the different sites, located in the area. However, to address the request, the District is has compiled a report the emissions inventory data from JP Oil under the specific sites located within the Shafter 7-mile radius area.</p> <p>The map below is a reference for the approximate location of each unit reported in the attached JP Oil Emissions Inventory starting on page A-1, where 19 of these units are IC Engines.</p> 

	Question	Topic/Category	Response
6.	<p>Related to the Shafter emission inventory provided and/or requested, what are the seasonal or monthly breakdown of these emission totals? For example, during peak harvest seasons there is far more trucking activity, field equipment activity, and processing plant activity. Another example is winter time only heating of buildings with natural gas and wood burning.</p>	<p>Temporal Emissions</p>	<p>The 2017 emission inventory for Shafter included annual emissions in tons per year for all source categories in the Shafter 7-mile radius. The emission inventory is available at http://community.valleyair.org/selected-communities/shafter. CARB and District staff have looked at stationary point (facilities) and area-wide emissions and have developed a monthly emission profile for these sources.</p> <p><u>District Permitted Sources:</u> The annual emissions inventory data received from permitted facilities contains information regarding facility monthly activity level. District staff has reconciled the facility monthly activity level information contained in the emission inventory database, when available, to establish monthly emissions inventory for each facility in the Shafter AB 617 project area.</p> <p><u>Please see attached PDF “Facility Emissions” starting on page A-6 for more details.</u></p> <p><u>CARB Area Sources:</u> Using established temporal data annual area source emissions can be resolved by month, week, day and hour. Temporal data are stored in CARB’s emission inventory database. Each local air district assigns temporal data for all processes at each facility in their district to represent when emissions at each process occur. CARB or district staff also assign temporal data for each area source category by county/air basin/district. CARB has developed monthly emissions for some of the top area source categories.</p> <p><u>Please see attached PDF “Shafter Top Areawide Categories Monthly Emissions” starting on page A-12 for more details.</u></p>

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All monitored hourly values have been uploaded to the CARB AQView site on a monthly basis and are available for download here: https://aqview.arb.ca.gov/data.html</p> <p><u>Additionally, the District presented this information at community steering committee #17 on January 13, 2020.</u></p>	Day of the Month	August	September	October	November	December	1		33.75	32.88	87.29	6.88	2		33.46	43.58	76.96	14.17	3		40.13	49.04	65.08	24.08	4		49.58	41.63	55.04	10.83	5		50.96	52.04	64.08	8.71	6		39.33	47.58	66.38	13.46	7		43.88	48.58	84.38	15.79	8		87.17	66.42	92.75	6.79	9		24.04	72.38	88.08	17.25	10		30.75	101.92	71.96	24.79	11		35.00	69.00	55.25	47.96	12		45.33	55.40	68.21	26.58	13		57.17	43.25	74.88	22.17	14		55.67	43.54	66.75	32.75	15	18.79	39.46	63.17	28.71	9.17	16	21.46	29.67	66.04	33.00	14.67	17	23.42	51.38	49.13	49.79	30.67	18	16.92	41.79	64.38	59.13	23.33	19	10.42	32.33	33.67	69.08	21.29	20	10.89	36.63	29.92	24.96	20.67	21		34.83	30.08	9.33	31.79	22	52.67	37.71	46.29	21.13	256.50	23	47.50	40.13	56.63	32.50	18.13	24	44.38	56.42	57.38	45.29	9.46	25	28.79	53.79	56.50	59.96	16.75	26	35.75	70.71	49.96	215.21	3.54	27	49.46	45.42	143.08	23.96	9.21	28	38.71	35.29	179.96	8.17	15.50	29	39.25	52.96	109.96	43.88	14.83	30	40.58	26.08	614.00	8.75	20.92	31	49.67		73.08		27.13
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13		57.17	43.25	74.88	22.17																																																																																																																																																																																														
14		55.67	43.54	66.75	32.75																																																																																																																																																																																														
15	18.79	39.46	63.17	28.71	9.17																																																																																																																																																																																														
16	21.46	29.67	66.04	33.00	14.67																																																																																																																																																																																														
17	23.42	51.38	49.13	49.79	30.67																																																																																																																																																																																														
18	16.92	41.79	64.38	59.13	23.33																																																																																																																																																																																														
19	10.42	32.33	33.67	69.08	21.29																																																																																																																																																																																														
20	10.89	36.63	29.92	24.96	20.67																																																																																																																																																																																														
21		34.83	30.08	9.33	31.79																																																																																																																																																																																														
22	52.67	37.71	46.29	21.13	256.50																																																																																																																																																																																														
23	47.50	40.13	56.63	32.50	18.13																																																																																																																																																																																														
24	44.38	56.42	57.38	45.29	9.46																																																																																																																																																																																														
25	28.79	53.79	56.50	59.96	16.75																																																																																																																																																																																														
26	35.75	70.71	49.96	215.21	3.54																																																																																																																																																																																														
27	49.46	45.42	143.08	23.96	9.21																																																																																																																																																																																														
28	38.71	35.29	179.96	8.17	15.50																																																																																																																																																																																														
29	39.25	52.96	109.96	43.88	14.83																																																																																																																																																																																														
30	40.58	26.08	614.00	8.75	20.92																																																																																																																																																																																														
31	49.67		73.08		27.13																																																																																																																																																																																														

	Question	Topic/Category	Response
2.	<p>A comparison of Purple Air monitoring results (24-hour averages) between the 548 Walker sensor located at the Shafter DMV office and the JPL_Bakersfield_CARB sensor located at the California and Stockdale “official” monitoring location.</p>	<p>Monitoring</p>	<p>Two Purple Air sensors are sampling outdoor concentrations of PM_{2.5} near regulatory monitors located in Shafter and Bakersfield.</p>  <p>Bakersfield-CA is the closest regulatory PM_{2.5} monitor. A similar monitor has been placed on the roof of the DMV office at Shafter. The two monitors show similar trends throughout the year. The Shafter Purple Air sensor began collecting data March 5, 2019. The following charts are a breakdown of each regulatory monitor and Purple Air sensor within each quarter from Feb. 6, 2019, until Feb. 29, 2020.</p> <p>The dotted lines depict the Purple Air sensors; while the solid lines depict the regulatory and the regulatory equivalent monitors. “FEM” means the monitor is in the regulatory network. “BAM” is the same type of monitor in the community network.</p> <p>Purple Air sensors are useful for spatial evaluation of trends (i.e. are we seeing elevated PM in part of a community?). However, these sensors are not a suitable substitute for the regulatory monitors deployed by the District and CARB. The District’s PM_{2.5} monitors, including the two regulatory-grade monitoring sites in the graphs below, are routinely calibrated and maintained by trained technicians, and show relatively</p>

	Question	Topic/Category	Response
			<p>consistent levels across the analysis period. The purple air sensors, which are not regulatory-grade and are not capable of being calibrated, lack the same level of quality assurance as the regulatory monitors. As a result, studies have shown that the data tends to be more volatile, especially at higher concentrations. Which can be seen during the higher PM2.5 months of Q4 2019 and Q1 2020. The District is continuing to evaluate Purple Air sensors in other locations in the Valley as a part of the Technical Evaluation of Sensor Technology (TEST) program, all of which have shown a similar trend of over-estimating PM2.5 concentrations during elevated periods.</p> <p>For more information on the District’s TEST program, please visit: https://www.valleyair.org/aqmonitoring/test/</p> 

	Question	Topic/Category	Response
			<div data-bbox="779 269 1734 792"> <p style="text-align: center;">Q2 2019</p> <p style="text-align: center;">Q3 2019</p> </div>

	Question	Topic/Category	Response
			<div style="text-align: center;"> <p>Q4 2019</p> </div> <div style="text-align: center;"> <p>Q1 2020</p> </div>

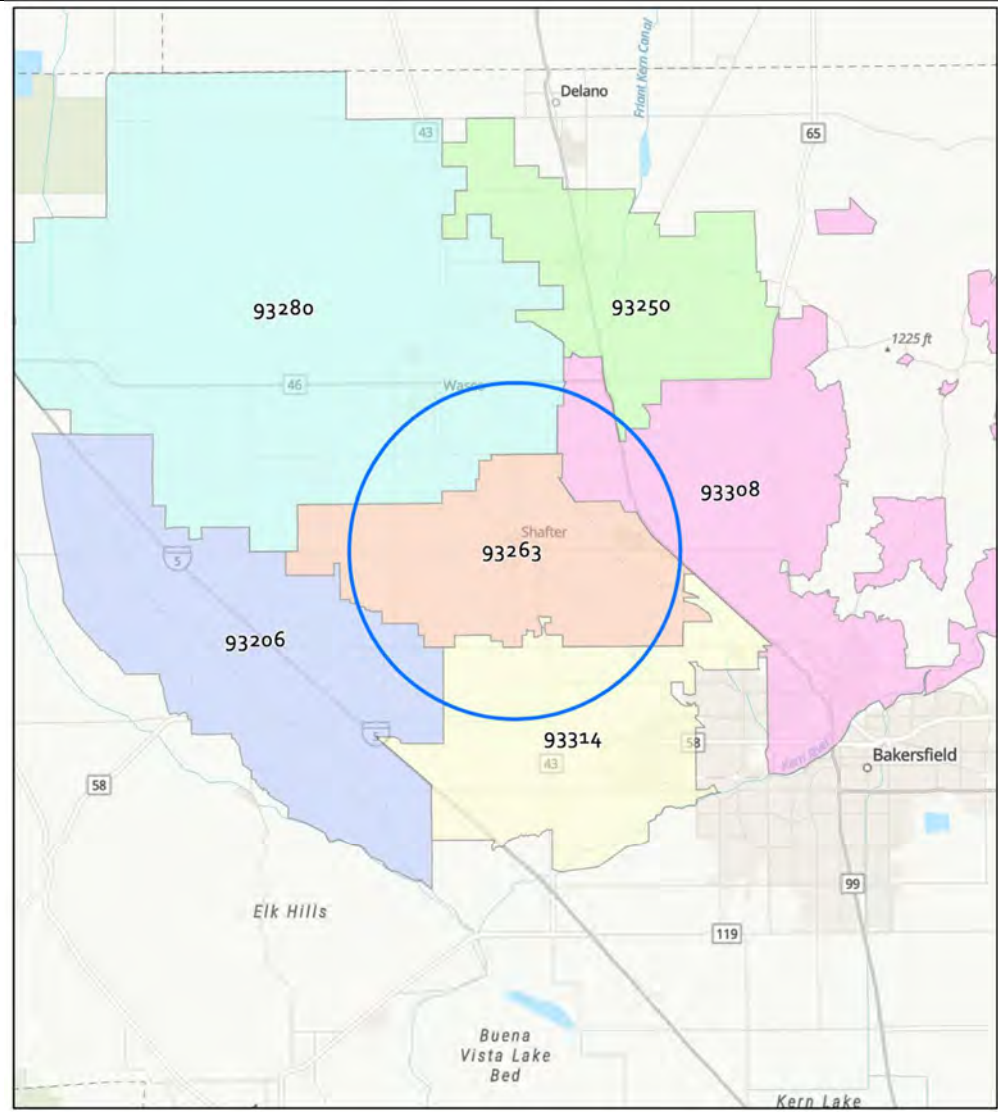
	Question	Topic/Category	Response																																																																																																																																				
3.	Results of monitoring emissions such as diesel soot and PM2.5 from Lerdo Hwy traffic at Golden Oak Elementary. This monitoring should be ongoing at either the Kindergarten or Pre-school playgrounds, each located immediately adjacent to stop signs.	Monitoring	<p>Hourly Average Reading on March 11, 2020</p> <table border="1" data-bbox="779 334 1986 683"> <thead> <tr> <th>Time</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m³)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>8:00:00</td> <td>0.27</td> <td>4.7</td> <td>14.5</td> <td>14.4</td> <td>42.9</td> <td>57.3</td> <td>2.4</td> <td>0.5</td> </tr> <tr> <td>9:00:00</td> <td>0.18</td> <td>1.6</td> <td>12.8</td> <td>2.1</td> <td>1.1</td> <td>3.2</td> <td>3.3</td> <td>0.2</td> </tr> <tr> <td>10:00:00</td> <td>0.18</td> <td>2.7</td> <td>14.3</td> <td>2.5</td> <td>2.3</td> <td>4.7</td> <td>3.4</td> <td>0.1</td> </tr> <tr> <td>11:00:00</td> <td>0.17</td> <td>1.8</td> <td>13.5</td> <td>2.8</td> <td>2.8</td> <td>5.6</td> <td>3.5</td> <td>0.2</td> </tr> <tr> <td>12:00:00</td> <td>0.18</td> <td>0.8</td> <td>13.1</td> <td>3</td> <td>3.3</td> <td>6.3</td> <td>3.6</td> <td>0.2</td> </tr> <tr> <td>13:00:00</td> <td>0.21</td> <td>0.8</td> <td>13.1</td> <td>4.1</td> <td>5.1</td> <td>9.2</td> <td>3.7</td> <td>0.2</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p> <p>Hourly Average Reading on April 27, 2020</p> <table border="1" data-bbox="779 789 1986 1138"> <thead> <tr> <th>Time</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m³)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.16</td> <td>0.7</td> <td>3.0</td> <td>0.1</td> <td>6.4</td> <td>6.5</td> <td>27.2</td> <td>0.6</td> </tr> <tr> <td>10:00:00</td> <td>0.17</td> <td>0.6</td> <td>2.4</td> <td>0.0</td> <td>1.8</td> <td>1.4</td> <td>31.6</td> <td>0.6</td> </tr> <tr> <td>11:00:00</td> <td>0.14</td> <td>0.5</td> <td>2.6</td> <td>0.5</td> <td>3.3</td> <td>3.8</td> <td>35.6</td> <td>0.6</td> </tr> <tr> <td>12:00:00</td> <td>0.14</td> <td>0.7</td> <td>3.1</td> <td>0.0</td> <td>1</td> <td>0.7</td> <td>40.6</td> <td>0.8</td> </tr> <tr> <td>13:00:00</td> <td>0.23</td> <td>0.5</td> <td>2.9</td> <td>7.6</td> <td>12.9</td> <td>20.5</td> <td>38.2</td> <td>0.8</td> </tr> <tr> <td>14:00:00</td> <td>0.37</td> <td>1.3</td> <td>4.4</td> <td>25.2</td> <td>33.5</td> <td>58.7</td> <td>37.6</td> <td>1.5</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p>							Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	8:00:00	0.27	4.7	14.5	14.4	42.9	57.3	2.4	0.5	9:00:00	0.18	1.6	12.8	2.1	1.1	3.2	3.3	0.2	10:00:00	0.18	2.7	14.3	2.5	2.3	4.7	3.4	0.1	11:00:00	0.17	1.8	13.5	2.8	2.8	5.6	3.5	0.2	12:00:00	0.18	0.8	13.1	3	3.3	6.3	3.6	0.2	13:00:00	0.21	0.8	13.1	4.1	5.1	9.2	3.7	0.2	Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.16	0.7	3.0	0.1	6.4	6.5	27.2	0.6	10:00:00	0.17	0.6	2.4	0.0	1.8	1.4	31.6	0.6	11:00:00	0.14	0.5	2.6	0.5	3.3	3.8	35.6	0.6	12:00:00	0.14	0.7	3.1	0.0	1	0.7	40.6	0.8	13:00:00	0.23	0.5	2.9	7.6	12.9	20.5	38.2	0.8	14:00:00	0.37	1.3	4.4	25.2	33.5	58.7	37.6	1.5
Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)																																																																																																																															
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14:00:00	0.37	1.3	4.4	25.2	33.5	58.7	37.6	1.5																																																																																																																															

4.	Results of monitoring at the Mexican Colony.	Monitoring	Short-term Monitoring						
			Date	Time	O3 (ppm)	CO (ppb)	NO2 (µg/m³)	SO2 (ppb)	H2S (ppb)
			1-8-20	14:20-14:55	23.7	0.16	-	0.4	0.0
			1-14-20	14:10-14:46	34.9	0.12	0.0	1.4	0.3
			1-24-20	13:20-14:00	9.8	0.1	28.7	1.5	3.0
			1-29-20	13:41-14:20	33.4	0.17	-	1.3	0.3
			2-4-20	14:15-14:54	32.9	0.27	0.0	0.0	1.4
			<i>BTEX measured but not detected during this period.</i>						
			Hourly Average Reading on March 25, 2020						
			Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)
9:00:00	0.1	0.0	1.0	1.8	0.9	2.8	34.9	0.6	
10:00:00	0.1	0.0	0.8	1.3	0.6	1.9	38.4	0.5	
11:00:00	0.14	0.0	0.8	2.1	0.3	2.4	40.1	0.5	
12:00:00	0.15	0.0	0.7	3.5	0.4	4	38.6	0.7	
13:00:00	0.18	0.0	0.7	5.5	5	10.5	35.1	0.7	
<i>BTEX measured but not detected during this period.</i>									
Hourly Average Reading on April 16, 2020									
Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	
9:00:00	0.22	0.7	0.5	8.4	3	11.4	-	-	
10:00:00	0.17	0.3	0.4	2.9	1	4	-	-	
11:00:00	0.16	0.6	0.8	3.5	1.2	4.7	-	-	
12:00:00	0.17	0.6	0.6	20.8	2.1	23	-	-	
13:00:00	0.36	0.6	1	12.2	16.3	28.4	-	-	
14:00:00	0.37	1.9	1.3	33.1	50.4	83.5	-	-	
<i>BTEX measured but not detected during this period.</i>									

	Question	Topic/Category	Response																																																						
			<p>Hourly Average Reading on April 29, 2020</p> <table border="1"> <thead> <tr> <th>Time</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m³)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.19</td> <td>1.3</td> <td>8.2</td> <td>2.6</td> <td>0.1</td> <td>2.7</td> <td>49.3</td> <td>1.8</td> </tr> <tr> <td>10:00:00</td> <td>0.16</td> <td>1</td> <td>7.8</td> <td>1.5</td> <td>0.0</td> <td>1.3</td> <td>56.9</td> <td>1.8</td> </tr> <tr> <td>11:00:00</td> <td>0.19</td> <td>1.1</td> <td>7.7</td> <td>9.2</td> <td>7.7</td> <td>16.9</td> <td>58.7</td> <td>2.1</td> </tr> <tr> <td>12:00:00</td> <td>0.21</td> <td>0.6</td> <td>7.2</td> <td>2.4</td> <td>0</td> <td>2.4</td> <td>64.3</td> <td>1.8</td> </tr> <tr> <td>13:00:00</td> <td>0.29</td> <td>0.8</td> <td>10</td> <td>8.6</td> <td>5.9</td> <td>14.3</td> <td>61.5</td> <td>1.8</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p>	Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.19	1.3	8.2	2.6	0.1	2.7	49.3	1.8	10:00:00	0.16	1	7.8	1.5	0.0	1.3	56.9	1.8	11:00:00	0.19	1.1	7.7	9.2	7.7	16.9	58.7	2.1	12:00:00	0.21	0.6	7.2	2.4	0	2.4	64.3	1.8	13:00:00	0.29	0.8	10	8.6	5.9	14.3	61.5	1.8
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9:00:00	0.19	1.3	8.2	2.6	0.1	2.7	49.3	1.8																																																	
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13:00:00	0.29	0.8	10	8.6	5.9	14.3	61.5	1.8																																																	
5.	Results of monitoring near to local dairies such as the location previously suggested at Magnolia and Burbank where there exists a fenced cell phone tower area with electricity.	Monitoring	<p>Short-term Monitoring</p> <table border="1"> <thead> <tr> <th>Date</th> <th>Time</th> <th>O3 (ppm)</th> <th>CO (ppm)</th> <th>NO2 (ppb)</th> <th>SO2 (ppb)</th> <th>H2S (ppb)</th> </tr> </thead> <tbody> <tr> <td>1-8-20</td> <td>12:26-12:59</td> <td>17.2</td> <td>0.18</td> <td>-</td> <td>0.4</td> <td>0.0</td> </tr> <tr> <td>1-14-20</td> <td>12:26-13:00</td> <td>29.4</td> <td>0.17</td> <td>5.2</td> <td>1.5</td> <td>0.8</td> </tr> <tr> <td>1-24-20</td> <td>11:40-12:20</td> <td>8.8</td> <td>0.2</td> <td>16.6</td> <td>1.4</td> <td>5.1</td> </tr> <tr> <td>1-29-20</td> <td>11:51-12:30</td> <td>28.6</td> <td>0.17</td> <td>-</td> <td>1.3</td> <td>0.2</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p>	Date	Time	O3 (ppm)	CO (ppm)	NO2 (ppb)	SO2 (ppb)	H2S (ppb)	1-8-20	12:26-12:59	17.2	0.18	-	0.4	0.0	1-14-20	12:26-13:00	29.4	0.17	5.2	1.5	0.8	1-24-20	11:40-12:20	8.8	0.2	16.6	1.4	5.1	1-29-20	11:51-12:30	28.6	0.17	-	1.3	0.2																			
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1-14-20	12:26-13:00	29.4	0.17	5.2	1.5	0.8																																																			
1-24-20	11:40-12:20	8.8	0.2	16.6	1.4	5.1																																																			
1-29-20	11:51-12:30	28.6	0.17	-	1.3	0.2																																																			
6.	Results of monitoring at the Labor Camp on Merced and Hwy 43.	Monitoring	<p>Hourly Average Reading on March 12, 2020</p> <table border="1"> <thead> <tr> <th>Time</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m³)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.16</td> <td>0.8</td> <td>4.9</td> <td>0.3</td> <td>3.4</td> <td>3.7</td> <td>0.0</td> <td>0.2</td> </tr> <tr> <td>10:00:00</td> <td>0.16</td> <td>0.6</td> <td>4.8</td> <td>0.6</td> <td>2.8</td> <td>3.4</td> <td>0.0</td> <td>0.3</td> </tr> <tr> <td>11:00:00</td> <td>0.16</td> <td>0.4</td> <td>4.4</td> <td>0.0</td> <td>0.8</td> <td>0.0</td> <td>0.0</td> <td>0.3</td> </tr> <tr> <td>12:00:00</td> <td>0.17</td> <td>0.2</td> <td>3.4</td> <td>3.4</td> <td>4.6</td> <td>8</td> <td>0.0</td> <td>0.2</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p>	Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.16	0.8	4.9	0.3	3.4	3.7	0.0	0.2	10:00:00	0.16	0.6	4.8	0.6	2.8	3.4	0.0	0.3	11:00:00	0.16	0.4	4.4	0.0	0.8	0.0	0.0	0.3	12:00:00	0.17	0.2	3.4	3.4	4.6	8	0.0	0.2									
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	Question	Topic/Category	Response																																																																																				
7.	Results of monitoring at the industrial sites near Lerdo Hwy and Hwy 99.	Monitoring	<p>Short-term Monitoring</p> <table border="1" data-bbox="783 300 1789 630"> <thead> <tr> <th>Date</th> <th>Time</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m³)</th> <th>NO2 (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>1-24-2020</td> <td>9:51-10:29</td> <td>0.3</td> <td>4.1</td> <td>-</td> <td>29.6</td> <td>1.5</td> <td>1.9</td> </tr> <tr> <td>1-29-2020</td> <td>9:49-10:32</td> <td>0.25</td> <td>2.4</td> <td>-</td> <td>-</td> <td>9.5</td> <td>1.6</td> </tr> <tr> <td>2-4-2020</td> <td>10:33-11:11</td> <td>0.09</td> <td>1.0</td> <td>5.8</td> <td>3.45</td> <td>28.7</td> <td>0.0</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p> <p>Hourly Average Reading on April 2, 2020</p> <table border="1" data-bbox="783 735 1789 1003"> <thead> <tr> <th>Time</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m³)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.10</td> <td>0.4</td> <td>0.0</td> <td>2.2</td> <td>0.8</td> <td>3.0</td> <td>34.4</td> <td>0.8</td> </tr> <tr> <td>10:00:00</td> <td>0.09</td> <td>0.3</td> <td>1.0</td> <td>2.8</td> <td>1.8</td> <td>4.6</td> <td>36.1</td> <td>0.9</td> </tr> <tr> <td>11:00:00</td> <td>0.09</td> <td>0.0</td> <td>4.0</td> <td>2.6</td> <td>2.0</td> <td>4.6</td> <td>37.5</td> <td>0.8</td> </tr> <tr> <td>12:00:00</td> <td>0.14</td> <td>0.0</td> <td>3.0</td> <td>2.1</td> <td>0.8</td> <td>2.8</td> <td>40.8</td> <td>0.8</td> </tr> </tbody> </table> <p><i>BTEX measured but not detected during this period.</i></p>								Date	Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	O3 (ppb)	SO2 (ppb)	1-24-2020	9:51-10:29	0.3	4.1	-	29.6	1.5	1.9	1-29-2020	9:49-10:32	0.25	2.4	-	-	9.5	1.6	2-4-2020	10:33-11:11	0.09	1.0	5.8	3.45	28.7	0.0	Time	CO (ppm)	H2S (ppb)	PM2.5 (µg/m³)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.10	0.4	0.0	2.2	0.8	3.0	34.4	0.8	10:00:00	0.09	0.3	1.0	2.8	1.8	4.6	36.1	0.9	11:00:00	0.09	0.0	4.0	2.6	2.0	4.6	37.5	0.8	12:00:00	0.14	0.0	3.0	2.1	0.8	2.8	40.8	0.8
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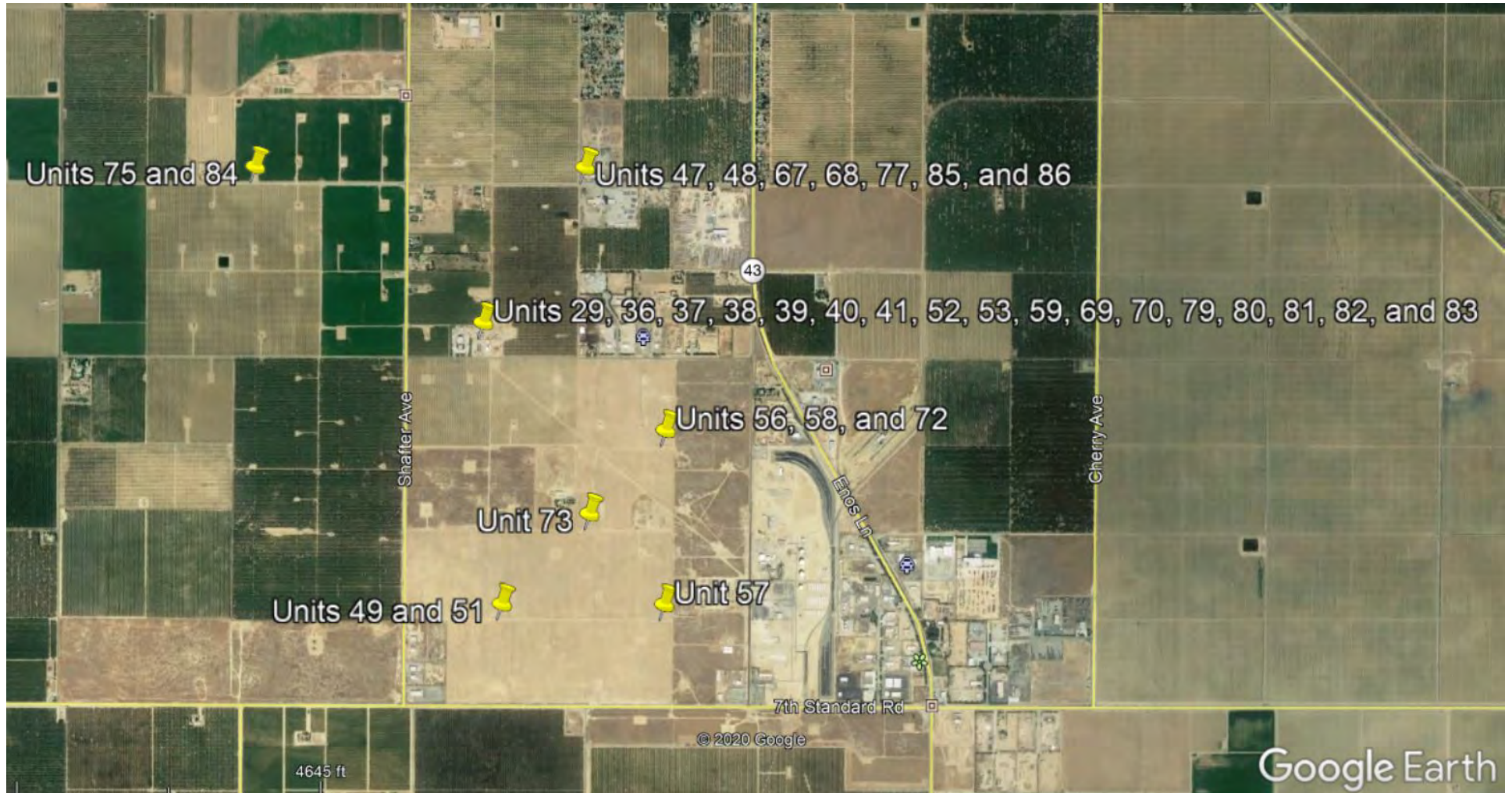
	Question	Topic/Category	Response										
8a .	All hourly data from the PM2.5 monitors at Grimmway Academy and the DMV site	Monitoring	<p>Real-time PM2.5 air monitoring data and air monitoring updates that have been reported quarterly at CSC meetings are available here:</p> <p>http://community.valleyair.org/selected-communities/shafter/air-monitoring/</p> <p>All monitored hourly values are being uploaded to the CARB AQView site on a monthly basis and are available for download here:</p> <p>https://aqview.arb.ca.gov/data.html</p>										
8b .	Please provide DMV information about the number of private vehicles registered in Shafter by age	Vehicle Data	<p>CARB has summarized vehicle population data using 2018 registration data from the California Department of Motor Vehicles (DMV) for ZIP Code 93263 in the Shafter 7-mile radius. The table below provides passenger vehicle population based on registration data. Additionally, for your reference, CARB has also summarized vehicle population data by model year for all on-road vehicles in Zip Code 93263; please see attached Excel file "Shafter Vehicle Population for ZIP Code 93263". Please note that unlike passenger vehicles, many of the on-road vehicle categories (e.g., trucks) may not always operate where they are registered.</p> <table border="1" data-bbox="783 938 1734 1170"> <thead> <tr> <th>Passenger Cars Registered*</th> <th>5,711</th> </tr> </thead> <tbody> <tr> <td><i>Gasoline Internal Combustion Engines (ICE)</i></td> <td>5,680</td> </tr> <tr> <td><i>Diesel ICE</i></td> <td>11</td> </tr> <tr> <td><i>Plug-in Hybrid Electric Vehicles (PHEV - Gasoline)</i></td> <td>14</td> </tr> <tr> <td><i>Battery Electric Vehicles</i></td> <td>6</td> </tr> </tbody> </table> <p>Note: Vehicle registration data was aggregated only for ZIP Code 93263. We did not include data for ZIP Codes 93206, 93250, 93280, 93308, 93314 which partially lie within the 7-mile radius.</p> <p>Please see map on next page.</p>	Passenger Cars Registered*	5,711	<i>Gasoline Internal Combustion Engines (ICE)</i>	5,680	<i>Diesel ICE</i>	11	<i>Plug-in Hybrid Electric Vehicles (PHEV - Gasoline)</i>	14	<i>Battery Electric Vehicles</i>	6
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9.	How many yard locomotives are being currently used more than 100 hours per year (or some other comparative number) within the 7-mile radius and what tier engines do they each have?	Yard Locomotives	<p>CARB does not have information on locomotive activity in the Shafter community; however, for your reference, we have attached a map that includes an inventory of how many railyards surround the community, including Class 3 and Military/Industrial railyards. Please see attached PDF “Railyard Summary Maps for Shafter” starting on page A-18.</p> <p>Additionally, as part of implementing the CERP, the District will be working with local rail yards and locomotive companies to implement emission reduction opportunities identified in the CERP, including examining the potential and feasibility of replacing older, high-polluting railyard switchers with the cleanest available technology near the community of Shafter.</p>																									
10	How many yard tractors are being currently used more than 100 hours per year (or some other comparative number) within the 7-mile radius?	Yard Tractors	<p>CARB does not collect detailed facility specific data on yard tractors. However, CARB’s In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-road Regulation) and Mobile Cargo Handling Equipment Regulation do have reporting requirements for fleets subject to these regulations. Based on fleets who have reported in the Diesel Off-Road Online Reporting System (DOORS), the reporting system for the Off-Road Regulation, there are four yard trucks reported for ZIP Codes 93314 and 93308. Please note that under this regulation, fleets do not have to report where the vehicles are being used, rather they are reported as a statewide fleet under the company location. Some fleets may report by location, but not all. Fleets also do not report usage information, unless they are claiming low-use which is less than 200 hours/year.</p> <p>The table below lists the company name and address for the four yard trucks reported in DOORS. However, none of these locations fall within the Shafter 7-mile radius. The closest facility is about 0.85 miles outside the boundary, Frito-Lay facility at 28801 Highway 58. The others are more than 3 miles away.</p> <table border="1" data-bbox="783 1084 2064 1325"> <thead> <tr> <th>Company name</th> <th>Mailing address</th> <th>City</th> <th>State</th> <th>ZIP</th> </tr> </thead> <tbody> <tr> <td>Johasee Rebar, LP</td> <td>18059 Rosedale Hwy</td> <td>Bakersfield</td> <td>CA</td> <td>93314</td> </tr> <tr> <td>Frito-Lay North America, Inc.</td> <td>28801 Highway 58</td> <td>Bakersfield</td> <td>CA</td> <td>93314</td> </tr> <tr> <td>Frito-Lay North America, Inc.</td> <td>28801 Highway 58</td> <td>Bakersfield</td> <td>CA</td> <td>93314</td> </tr> <tr> <td>C&J Well Services, Inc.</td> <td>7515 Rosedale Highway</td> <td>Bakersfield</td> <td>CA</td> <td>93308</td> </tr> </tbody> </table>	Company name	Mailing address	City	State	ZIP	Johasee Rebar, LP	18059 Rosedale Hwy	Bakersfield	CA	93314	Frito-Lay North America, Inc.	28801 Highway 58	Bakersfield	CA	93314	Frito-Lay North America, Inc.	28801 Highway 58	Bakersfield	CA	93314	C&J Well Services, Inc.	7515 Rosedale Highway	Bakersfield	CA	93308
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11	Please provide detailed information about all air district or CARB incentive funding spent during the past five years within the 7-mile radius of Shafter including the type of equipment replaced, dollar amounts, quantities, and emission reductions. With the emission reductions show emissions reduced compared to incentive money spent and details, including formulas, of how these numbers were calculated.	Incentives	<p>The table below summarizes the incentive projects within the 7-mile radius over the last 5 years. Emission reductions were calculated using approved program calculation methodology.</p> <table border="1" data-bbox="871 370 1974 699"> <thead> <tr> <th>Program Type</th> <th>Number of Contracts</th> <th>Dollar Amount of Contracts</th> <th>Lifetime Emission Reductions (Tons of NOX, ROG, PM)</th> </tr> </thead> <tbody> <tr> <td>Burn Cleaner</td> <td>41</td> <td>\$92,500</td> <td>16.71</td> </tr> <tr> <td>Heavy Duty Diesel</td> <td>122</td> <td>\$6,073,914.55</td> <td>551.44</td> </tr> <tr> <td>Lawn and Garden</td> <td>6</td> <td>\$975.00</td> <td>0.00</td> </tr> <tr> <td>Passenger Vehicles</td> <td>38</td> <td>\$181,080.00</td> <td>.47</td> </tr> <tr> <td>Public Benefit</td> <td>11</td> <td>\$165,555.94</td> <td>.00</td> </tr> <tr> <td>Total</td> <td>218</td> <td>\$6,514,025.49</td> <td>568.63</td> </tr> </tbody> </table> <p>Please see attached spreadsheet titled "Shafter Incentives" starting on page A-20 for more information.</p>	Program Type	Number of Contracts	Dollar Amount of Contracts	Lifetime Emission Reductions (Tons of NOX, ROG, PM)	Burn Cleaner	41	\$92,500	16.71	Heavy Duty Diesel	122	\$6,073,914.55	551.44	Lawn and Garden	6	\$975.00	0.00	Passenger Vehicles	38	\$181,080.00	.47	Public Benefit	11	\$165,555.94	.00	Total	218	\$6,514,025.49	568.63
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JP Oil Unit Locations and Emissions Information



Facility Totals

CAS	Pollutant Name	Emissions			
42101	Carbon Monoxide	1.46E+01	TONS-YR	1.18E-02	TONS-HR
42603	Oxides of Nitrogen	8.89E-01	TONS-YR	2.11E-03	TONS-HR
42401	Oxides of sulfur	2.96E-01	TONS-YR	1.55E-04	TONS-HR
85101	Particulate Matter (10 Microns or Less)	3.12E+00	TONS-YR	5.25E-04	TONS-HR
16113	Reactive Organic Gas	1.99E+00	TONS-YR	1.30E-04	TONS-HR
75070	Acetaldehyde	5.70E-01	LB-YR	1.96E-03	LB-HR
107028	Acrolein	1.33E-01	LB-YR	4.56E-04	LB-HR
71432	Benzene	2.11E+00	LB-YR	7.25E-03	LB-HR
100414	Ethyl benzene	1.91E+01	LB-YR	6.57E-02	LB-HR
50000	Formaldehyde	1.55E+01	LB-YR	5.34E-02	LB-HR
110543	Hexane	3.85E-01	LB-YR	1.32E-03	LB-HR
91203	Naphthalene	1.46E-01	LB-YR	5.02E-04	LB-HR
1151	PAHs, total, w/o individ. components reported [Treated	1.86E-01	LB-YR	6.39E-04	LB-HR
115071	Propylene	3.24E+01	LB-YR	1.11E-01	LB-HR
108883	Toluene	7.69E-01	LB-YR	2.65E-03	LB-HR
1330207	Xylenes (mixed)	3.85E-01	LB-YR	1.32E-03	LB-HR

MT = Metric Ton = 2,204.6 pounds

Emission Statement - Calendar Year 2018 Emissions

Date 2/28/2019
Time 1:50:49 PM

Facility ID # : S-2865
TAD # : 15-2865
SIC : 1311
Facility Name : J P OIL COMPANY INC
Toxic ID # :

Please return to:
San Joaquin Valley Unified APCD
1990 East Gettysburg Avenue
Fresno, CA 93726

UTM
Zone : 11
East : 248.33252
North : 3900.9112

Check Box If Process Rates are Confidential :

Device ID #	Process Number	Equipment Type	Yearly Process Rate	Units	NOX lb / Unit	VOC Lb / Unit	SOX lb / Unit	CO lb / Unit	PM10 Lb / Unit	NH3* Lb / Unit	* Please Note: Emissions for NH3 are reported in Lbs / Year.
				Source Classification Code							
29	1	Truck Loadout- OIL	8668.63	1000 GALS TRANSFERRED	0.00	0.18	0.00	0.00	0.00	0.00	Tons/Yr.
				40400150	0.00	0.78	0.00	0.00	0.00	0.00	
36	2	49.9 MMBtu/Hr Flare - Produced Gas Combustion	13.26	MILLION CUBIC FEET BURNED	91.20	3.63	5.72	469.20	10.19	0.00	Tons/Yr.
				30600904	0.60	0.02	0.04	3.11	0.07	0.00	
37	1	31,500 Gal Fixed Roof Oil Wash Tank#5	8668.63	1000 GALLONS THROUGHPUT	0.00	0.02	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
38	1	750 BBL Fixed Roof Oil Storage Tank#1	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
39	1	750 BBL Fixed Roof Oil Storage Tank#2	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
40	1	750 BBL Fixed Roof Oil Storage Tank#3	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
41	1	750 BBL Fixed Roof Oil Storage Tank#4	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
47	1	195 bhp IC Engine - Field Gas Rich Burn (SN 86386)	7.64	MILLION CUBIC FT BURNED	24.95	0.04	2.55	144.05	29.84	0.00	Tons/Yr.
				20200702	0.10	0.00	0.01	0.55	0.11	0.00	
48	1	195 bhp IC Engine - Field Gas Rich Burn	12.11	MILLION CUBIC FT BURNED	0.40	0.04	2.23	112.61	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.01	0.68	0.18	0.00	
49	1	195 bhp IC Engine - Field Gas Rich Burn	12.03	MILLION CUBIC FT BURNED	0.72	0.04	2.23	65.26	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.01	0.39	0.18	0.00	
51	1	195 bhp IC Engine - Field Gas Rich Burn	12.12	MILLION CUBIC FT BURNED	0.52	0.64	2.55	201.35	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.02	1.22	0.18	0.00	
52	1	750 BBL Fixed Roof Oil Storage Tank#5	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
53	1	750 BBL Fixed Roof Oil Storage Tank#6	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
55	1	195 bhp IC Engine - Field Gas Rich Burn	12.15	MILLION CUBIC FT BURNED	0.36	3.18	2.39	108.63	29.84	0.00	Tons/Yr.
				20200702	0.00	0.02	0.01	0.66	0.18	0.00	
56	1	195 bhp IC Engine - Field Gas Rich Burn	11.47	MILLION CUBIC FT BURNED	0.12	0.52	2.23	83.96	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.01	0.48	0.17	0.00	
57	1	195 bhp IC Engine - Field Gas Rich Burn	0.26	MILLION CUBIC FT BURNED	3.58	1.19	3.18	39.00	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.00	0.01	0.00	0.00	
58	1	195 bhp IC Engine - Field Gas Rich Burn	12.14	MILLION CUBIC FT BURNED	0.20	1.19	3.18	71.63	29.84	0.00	Tons/Yr.
				20200702	0.00	0.01	0.02	0.43	0.18	0.00	
59	1	195 bhp IC Engine - Field Gas Rich Burn	12.10	MILLION CUBIC FT BURNED	0.12	0.04	2.55	131.32	65.66	0.00	Tons/Yr.
				20200702	0.00	0.00	0.02	0.79	0.40	0.00	

69	1	195 bhp IC Engine - Field Gas-Rich Burn	12.10	MILLION CUBIC FT BURNED	3.69	9.01	2.46	120.80	30.71	0.00	Tons/Yr.
				20200702	0.02	0.05	0.01	0.73	0.19	0.00	
70	1	195 bhp IC Engine - Field Gas-Rich Burn	11.87	MILLION CUBIC FT BURNED	0.84	4.38	2.39	163.55	29.84	0.00	Tons/Yr.
				20200702	0.00	0.03	0.01	0.97	0.18	0.00	
72	1	215 bhp IC Engine - Field Gas-Rich Burn	12.21	MILLION CUBIC FT BURNED	0.48	7.04	3.02	58.89	29.84	0.00	Tons/Yr.
				20200702	0.00	0.04	0.02	0.36	0.18	0.00	
73	1	215 bhp IC Engine - Field Gas-Rich Burn	12.10	MILLION CUBIC FT BURNED	0.08	3.50	3.10	149.22	29.84	0.00	Tons/Yr.
				20200702	0.00	0.02	0.02	0.90	0.18	0.00	
75	1	215 bhp IC Engine - Field Gas-Rich Burn	3.18	MILLION CUBIC FT BURNED	5.89	15.86	4.31	90.08	24.84	0.00	Tons/Yr.
				20200702	0.01	0.03	0.01	0.14	0.04	0.00	
77	1	215 bhp IC Engine - Field Gas-Rich Burn	11.93	MILLION CUBIC FT BURNED	11.98	1.39	2.23	181.06	29.84	0.00	Tons/Yr.
				20200702	0.07	0.01	0.01	1.08	0.18	0.00	
78	1	195 bhp IC Engine - Field Gas-Rich Burn	12.25	MILLION CUBIC FT BURNED	8.87	0.04	2.31	78.39	29.84	0.00	Tons/Yr.
				20200702	0.05	0.00	0.01	0.48	0.18	0.00	
79	1	750 BBL Salt Water Disposal Tank #3	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
80	1	750 BBL Salt Water Disposal Tank #5	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
81	1	750 BBL Salt Water Disposal Tank #2	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
82	1	750 BBL Salt Water Disposal Tank #6	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
83	1	750 BBL Salt Water Disposal Tank #4	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
84	1	195 bhp IC Engine - Field Gas-Rich Burn	12.09	MILLION CUBIC FT BURNED	0.44	39.79	4.78	141.66	29.84	0.00	Tons/Yr.
				20200702	0.00	0.24	0.03	0.86	0.18	0.00	
85	1	225 bhp IC Engine - Field Gas-Rich Burn	10.38	MILLION CUBIC FT BURNED	0.99	15.08	2.67	140.07	29.84	0.00	Tons/Yr.
				20200702	0.01	0.08	0.01	0.73	0.15	0.00	
86	1	215 bhp IC Engine - Field Gas-Rich Burn	9.79	MILLION CUBIC FEET	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				20200202	0.00	0.00	0.00	0.00	0.00	0.00	
Totals For the Facility (Tons/Year)					0.89	1.99	0.30	14.58	3.12	0.00	

Contact	Cal Seneca
Company	J P OIL COMPANY INC
Address	P O BOX 52584
City,State,Zip	LAFAYETTE, LA 70505
Telephone	(337) 234-1170
Email Address	cseneca@jpoil.com
Location of facility if different from above	LIGHT OIL CENTRAL

FACILITY WIDE RELATIVE MONTHLY ACTIVITY

If the facility has the same operating schedule year round, then check the Default Monthly Activity box. Otherwise, provide the percentage and months the facility operates. Note: The total percentage for the year must add up to 100%.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	DEFAULT MONTHLY ACTIVITY	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33
	RELATIVE MONTHLY ACTIVITY	0	0	0	0	0	0	0	0	0	0	0

Daily Activity
Please indicate normal operating schedule:

Number of hours worked each day:

24	Sunday
24	Monday
24	Tuesday
24	Wednesday
24	Thursday
24	Friday
24	Saturday

Facility Emissions

District Permitted Facilities Within Shafter Boundary NOx tons per year

DISTRICT REGION	DISTRICT ID	Ag facility	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017
S	2183		AHDI ENTERPRISES CORP DBA SHAFTER SHELL	GASOLINE DISPENSING	1	
S	8291		BROWN - BRYANT	SOIL AND GROUNDWATER REMEDIATION	1	
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - MERCED AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	6	2.096
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - OAK CT)	CRUDE OIL AND NATURAL GAS PRODUCTION	1	
S	3701		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.012
S	3745		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.005
S	3362		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.027
S	3364		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.026
S	3365		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.019
S	2599		CODE PRECAST PRODUCTS INC	CONCRETE BATCH PLANT	2	
S	7322		CON-FAB CALIFORNIA LLC	CONCRETE PRODUCTS	7	0.031
S	8952		FOREVERBOARD CALIFORNIA INC	DRYWALL MANUFACTURING	1	
S	2139		FOX PETROLEUM INC.	GASOLINE DISPENSING	1	
S	6593		GLOBAL FABRICATORS	METAL FABRICATION	3	
S	8071		GOLDEN LIVING CENTER - SHAFTER	SKILLED NURSING CARE FACILITY	1	0.003
S	8067		GREG'S PETROLEUM	GASOLINE DISPENSING FACILITY	1	
S	3474		HELENA CHEMICAL COMPANY	AGRICULTURAL CHEMICALS	1	
S	2369		JACO HILL	GASOLINE DISPENSING	1	
S	2417		JEFFRIES BROTHERS INC	GASOLINE DISPENSING	1	
S	239		JEFFY'S STORE	GASOLINE DISPENSING	1	
S	3881		JOSE LUIS ALBERTO	AUTO BODY COATING OPERATION	1	
S	2443		KERN COUNTY FIRE STATION #32	FIRE PROTECTION	1	
S	105		MEYER'S BIG STOP	GASOLINE DISPENSING	1	
S	7801		OMNI FAMILY HEALTH	HEALTH AND ALLIED SERVICES	2	0.003
S	1167		PACIFIC BELL TELEPHONE CO (DBA AT-T CA)	TELECOMMUNICATIONS	1	0.015
S	1288		S - J QUICK STOP	GASOLINE DISPENSING	1	
S	1732		S & A MARKET	GASOLINE DISPENSING	1	
S	7834		SHAFTER COLLISION	AUTOMOTIVE BODY REPAIR AND PAINT SHOP	1	
S	539		SHAFTER-WASCO GINNING COMPANY	COTTON GINNING	2	
S	7041		SHAR CRAFT, INC.	SPECIAL TRADE CONTRACTORS	4	
S	7674		VERIZON WIRELESS "NORTH SHAFTER"	TELECOMMUNICATIONS	1	0.002
S	1301		WILBUR-ELLIS COMPANY	AGRICULTURAL CHEMICALS	1	

Facility with Modified Operating Schedule													Total
Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec		
												2.096	
0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	2.096	
0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.012	
0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.005	
0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.027	
0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.026	
0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.019	
0.00087	0.00102	0.00158	0.00167	0.00185	0.00232	0.00226	0.00346	0.00337	0.00433	0.00426	0.00392	0.031	
0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.003	
0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.003	
0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.015	
0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.002	
0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000	
												2.239	

District Permitted Facilities Within 7-Mile Radius NOx tons per year

DISTRICT REGION	DISTRICT ID	Ag facility	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017
S	9156		ALLIANCE READY MIX, INC.	CONCRETE BATCH PLANT	4	
S	4152		APSG WHOLESALE	AUTO BODY SPRAY COATING	2	
S	7573		ARGO CHEMICAL INC	CHEMICAL RECEIVING, STORAGE, AND DISTRIBUTION	2	0.000
S	3161		AT-T MOBILITY	TELECOMMUNICATIONS	1	0.002
S	6698		AT-T MOBILITY	TELECOMMUNICATIONS	1	0.012
S	5211	X	AUKEMAN DAIRY	DAIRY FARMS	6	
S	8022		BAKER HUGHES OILFIELD OPERATIONS LLC	CHEMICAL RECEIVING, STORAGE AND DISTRIBUTION	2	
S	1392		BAYER CROP SCIENCE	AGRICULTURAL PRODUCTS PROCESSING	2	0.023
S	704		BAYER CROPSCIENCE	COTTON GINNING	1	
S	2501		BIDART COLD STORAGE INC	AGRICULTURAL PRODUCTS	2	
S	1872		BKSPD QUALITY DISTRIBUTION CENTER INC	AGRICULTURAL PRODUCTS PREPARATION	4	
S	7351		B-L CASING SERVICE, LLC	OIL AND GAS FIELD SERVICES	1	
S	3461		BUILDING MATERIALS MFG. CORP. (dba GAF)	FIBERGLASS MAT MANUFACTURING OPERATION	3	0.001
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - JACK AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2	
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - MANNEL AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	4	
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - SHAFTER AV)	CRUDE OIL AND NATURAL GAS PRODUCTION	2	
S	7895		CAL COAST ACIDIZING SERVICE	OIL & GAS FIELD SERVICES	2	
S	7122		CALIFORNIA PAPER PRODUCTS, LLC	ASPHALT FELTS AND COATINGS	2	0.319
S	3915		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.060
S	6910		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.037
S	8394		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.005
S	9051		CLEAN ENERGY SYSTEMS KIMBERLINA, INC.	BIOGAS UPGRADING PLANT	2	
S	6849		CLEAN ENERGY SYSTEMS, INC.	ELECTRIC POWER GENERATION	1	

Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
0.00012	0.00023	0.00012	0.00012	0.00012	0.00012	0.00012	0.00023	0.00012	0.00012	0.00012	0.00012	0.002
0.00035	0.00042	0.00259	0.00039	0.00046	0.00046	0.00039	0.00046	0.00452	0.00108	0.00039	0.00000	0.012
0.00290	0.00290	0.00290	0.00290	0.00290	0.00000	0.00000	0.00000	0.00000	0.00290	0.00290	0.00290	0.023
0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.001
0.02550	0.02869	0.01913	0.04144	0.02869	0.02869	0.02550	0.02550	0.02231	0.03507	0.01913	0.01913	0.319
0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.060
0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.037
0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.005

Facility Emissions

DISTRICT REGION	DISTRICT ID	Ag facility	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	
S	6935		DENBESTE MANUFACTURING, INC.	METAL PARTS AND PRODUCTS COATING OPERATION	1															
S	2813		DJ'S FOOD MART	GASOLINE DISPENSING	1															
S	2033		ELK CORPORATION OF TEXAS	ASPHALT FELTS AND COATINGS	12	0.413	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.413
S	6639	X	FAIAL FARMS 2	DAIRY	6															
S	3860		GMC ROOFING - PAPER PRODUCTS	ASPHALT FELTS AND COATINGS	7															
S	1183		GOLDEN EMPIRE CONCRETE COMPANY	READY-MIX CONCRETE	4															
S	5281		HYPONEX CORPORATION	AGRICULTURAL CHEMICALS	8															
S	4283		INDUSTRIAL DESIGN - CONSTRUCTION INC	METAL PARTS AND PRODUCTS COATING	1															
S	1736		INLAND CROP DUSTER INC	CROP SERVICES - AERIAL DUSTING	2															
S	4291		J. R. BODY WORK'S VOC EDUCATION	AUTO BODY SPRAY COATING	1															
S	2360		JACO HILL	GASOLINE DISPENSING	1															
S	8716		JEFFRIES BROTHERS INC	COMMUNICATION SERVICES	1	0.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
S	2865		JP OIL CO INC	OIL & GAS PRODUCTION	35	0.449	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.449
S	8561		JP OIL CO INC	NATURAL GAS PROCESSING	4															
S	3778		JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS	PHOSPHATIC FERTILIZERS	3															
S	7433		KERN SCHOOLS FEDERAL CREDIT UNION	CREDIT UNION	1	0.008	0.00064	0.00064	0.00064	0.00080	0.00064	0.00064	0.00080	0.00064	0.00064	0.00080	0.00064	0.00080	0.00064	0.008
S	7516		LARRY BASHOR SANDBLASTING	ABRASIVE BLASTING AND SPRAY PAINTING	5															
S	3562		LERDO CHEVRON	GASOLINE DISPENSING	1															
S	9202		LKMP PROPERTIES	GASOLINE DISPENSING	1															
S	7748		LUFKIN INDUSTRIES INC.	OILFIELD SERVICES	2															
S	4803	X	MARTIN HEIN RANCH COMPANY - PA2	AGRICULTURAL CROP PRODUCTION	10	2.837	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	2.837
S	7995		M-I SWACO	OIL AND GAS FIELD SERVICES	12															
S	8		NIKKEL IRON WORKS INC	FABRICATED METAL PRODUCTS	2															
S	7876		NORRIS PRODUCTION SOLUTIONS	METAL PARTS AND PRODUCTS COATING OPERATION	1															
S	1316		NORTH OF RIVER SANITARY DIST	SEWERAGE SYSTEM	3	0.667	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.667
S	5141	X	OASIS HOLSTEIN DAIRY	DAIRY FARM	6															
S	6058	X	OHANNESON ENTERPRISES	GENERAL FARMS, PRIMARILY CROP	5															
S	4170		PAGE INDUSTRIAL SERVICES INC	AUTO BODY SPRAY COATING	2	0.493	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.493
S	6646		PERFORMANCE FOOD GROUP	GROCERIES, WHOLESALE	1	0.374	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.374
S	5257		PHOENIX CEMENT COMPANY	CONSTRUCTION MATERIALS	2															
S	2012		PILOT TRAVEL CENTERS LLC	GASOLINE DISPENSING	1															
S	71		PLAINS LPG SERVICES LP	NATURAL GAS PRODUCTION	28	11.531	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	11.531
S	3919		PREMIER SANDS LLC	SAND AND GRAVEL	23															
S	7886		RESA POWER SOLUTIONS	ELECTRICAL SERVICES	1															
S	8480		ROLL REAL ESTATE DEVELOPMENT LLC	DISTRIBUTION CENTER	2															
S	8529		ROSS STORES INC	DISTRIBUTION CENTER	3	0.117	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.117
S	872		SAVAGE COAL SERVICE CORP	NONMETALLIC MINERALS	7	0.005	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.005
S	82		SHELL PIPELINE COMPANY LP	PETROLEUM PIPELINES	3	0.047	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.047
S	876		SJV QUALITY COTTON	FEDERAL GOVERNMENT RESEARCH	2															
S	6706	X	SKYVIEW DAIRY	DAIRY FARMS	7															
S	3152		SOUTH VALLEY ALMOND COMPANY LLC	TREE NUTS	6															
S	4755	X	STARRH and STARRH COTTON GROWERS	COTTON FARM	43															
S	4297		SUN WORLD INTERNATIONAL	AGRICULTURAL PRODUCTS PROCESSING	4	0.004	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.004
S	3934		TARGET DISTRIBUTION CENTER	DEPARTMENT STORE	3	0.185	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.185
S	5060	X	TJAARDA DAIRY	DAIRY FARMS	10															
S	3395		VERIZON WIRELESS- SHAFER	TELECOMMUNICATIONS	1	0.002	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.002
S	8231		WEATHERFORD ARTIFICIAL LIFT SYSTEMS, LLC	OIL AND GAS FIELD SERVICE	6															
S	2935		WEST COAST PIPE INSPECTION	GASOLINE DISPENSING	1															
S	8367		WONDERFUL ORCHARDS LLC	AGRICULTURAL PRODUCTS PROCESSING	1															
S	9080		WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1															
S	9081		WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1															
																			17.590	

Facility Emissions

District Permitted Facilities Within Shafter Boundary PM2.5 tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	
S	2183	AHDI ENTERPRISES CORP DBA SHAFTER SHELL	GASOLINE DISPENSING	1															
S	8291	BROWN - BRYANT	SOIL AND GROUNDWATER REMEDIATION	1															
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MERCED AV)	CRUDE OIL AND NATURAL GAS PRODUCTION	6	0.616	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.616	
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - OAK CT)	CRUDE OIL AND NATURAL GAS PRODUCTION	1															
S	3701	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000	
S	3745	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000	
S	3362	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.002	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.002	
S	3364	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.001	
S	3365	CITY OF SHAFTER	GOVERNMENT SERVICES	2														0.000	
S	2599	CODE PRECAST PRODUCTS INC	CONCRETE BATCH PLANT	2	0.017	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.017	
S	7322	CON-FAB CALIFORNIA LLC	CONCRETE PRODUCTS	7	0.301	0.00843	0.00993	0.01535	0.01625	0.01806	0.02258	0.02197	0.03371	0.03281	0.04214	0.04154	0.03823	0.301	
S	8952	FOREVERBOARD CALIFORNIA INC	DRYWALL MANUFACTURING	1	0.016	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.016	
S	2139	FOX PETROLEUM INC.	GASOLINE DISPENSING	1															
S	6593	GLOBAL FABRICATORS	METAL FABRICATION	3	2.857	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	2.857	
S	8071	GOLDEN LIVING CENTER - SHAFTER	SKILLED NURSING CARE FACILITY	1															
S	8067	GREG'S PETROLEUM	GASOLINE DISPENSING FACILITY	1															
S	3474	HELENA CHEMICAL COMPANY	AGRICULTURAL CHEMICALS	1															
S	2369	JACO HILL	GASOLINE DISPENSING	1															
S	2417	JEFFRIES BROTHERS INC	GASOLINE DISPENSING	1															
S	239	JEFF'S STORE	GASOLINE DISPENSING	1															
S	3881	JOSE LUIS ALBERTO	AUTO BODY COATING OPERATION	1															
S	2443	KERN COUNTY FIRE STATION #32	FIRE PROTECTION	1															
S	105	MEYER'S BIG STOP	GASOLINE DISPENSING	1															
S	7801	OMNI FAMILY HEALTH	HEALTH AND ALLIED SERVICES	2	0.0001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.0001	
S	1167	PACIFIC BELL TELEPHONE CO (DBA AT-T CA)	TELECOMMUNICATIONS	1	0.001	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.001	
S	1288	S - J QUICK STOP	GASOLINE DISPENSING	1															
S	1732	S & A MARKET	GASOLINE DISPENSING	1															
S	7834	SHAFTER COLLISION	AUTOMOTIVE BODY REPAIR AND PAINT SHOP	1	0.002	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.002	
S	539	SHAFTER-WASCO GINNING COMPANY	COTTON GINNING	2	0.512	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.09413	0.19799	0.19901	0.02046	0.00000	0.512	
S	7041	SHAR CRAFT, INC.	SPECIAL TRADE CONTRACTORS	4	1.170	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	1.170	
S	7674	VERIZON WIRELESS "NORTH SHAFTER"	TELECOMMUNICATIONS	1	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000	
S	1301	WILBUR-ELLIS COMPANY	AGRICULTURAL CHEMICALS	1															

District Permitted Facilities Within 7-Mile Radius PM2.5 tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	
S	9156	ALLIANCE READY MIX, INC.	CONCRETE BATCH PLANT	4															
S	4152	APSG WHOLESALE	AUTO BODY SPRAY COATING	2	0.638	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.638	
S	7573	ARGO CHEMICAL INC	CHEMICAL RECEIVING, STORAGE, AND DISTRIBUTION	2															
S	3161	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.000	
S	6698	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.000	0.00001	0.00002	0.00009	0.00001	0.00002	0.00002	0.00001	0.00002	0.00016	0.00004	0.00001	0.00000	0.000	
S	5211	AUKEMAN DAIRY	DAIRY FARMS	6															
S	8022	BAKER HUGHES OILFIELD OPERATIONS LLC	CHEMICAL RECEIVING, STORAGE AND DISTRIBUTION	2	5.062	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	5.062	
S	1392	BAYER CROP SCIENCE	AGRICULTURAL PRODUCTS PROCESSING	2	0.079	0.00994	0.00994	0.00994	0.00994	0.00994	0.00000	0.00000	0.00000	0.00000	0.00994	0.00994	0.00994	0.079	
S	704	BAYER CROPSCIENCE	COTTON GINNING	1	0.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000	
S	2501	BIDART COLD STORAGE INC	AGRICULTURAL PRODUCTS	2															
S	1872	BKSFQ QUALITY DISTRIBUTION CENTER INC	AGRICULTURAL PRODUCTS PREPARATION	4	0.463	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.463	
S	7351	B-L CASING SERVICE, LLC	OIL AND GAS FIELD SERVICES	1	0.001	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.001	
S	3461	BUILDING MATERIALS MFG. CORP. (dba GAF)	FIBERGLASS MAT MANUFACTURING OPERATION	3	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000	
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - JACK AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2															
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MANNEL AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	4															
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - SHAFTER AV)	CRUDE OIL AND NATURAL GAS PRODUCTION	2															
S	7895	CAL COAST ACIDIZING SERVICE	OIL & GAS FIELD SERVICES	2															
S	7122	CALIFORNIA PAPER PRODUCTS, LLC	ASPHALT FELTS AND COATINGS	2	0.490	0.03920	0.04410	0.02940	0.06370	0.04410	0.04410	0.03920	0.03920	0.03430	0.05390	0.02940	0.02940	0.490	
S	3915	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.001	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.001	
S	6910	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.000	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.000	

Facility Emissions

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	8394	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	9051	CLEAN ENERGY SYSTEMS KIMBERLINA, INC.	BIOGAS UPGRADING PLANT	2														
S	6849	CLEAN ENERGY SYSTEMS, INC.	ELECTRIC POWER GENERATION	1														
S	6935	DENBESTE MANUFACTURING, INC.	METAL PARTS AND PRODUCTS COATING OPERATION	1	0.269	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.269
S	2813	DJ'S FOOD MART	GASOLINE DISPENSING	1														
S	2033	ELK CORPORATION OF TEXAS	ASPHALT FELTS AND COATINGS	12	1.028	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	1.028
S	6639	FAIAL FARMS 2	DAIRY	6														
S	3860	GMC ROOFING - PAPER PRODUCTS	ASPHALT FELTS AND COATINGS	7	2.166	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	2.166
S	1183	GOLDEN EMPIRE CONCRETE COMPANY	READY-MIX CONCRETE	4	0.082	0.00337	0.00493	0.00657	0.00649	0.00476	0.00977	0.00912	0.01117	0.00567	0.00600	0.00715	0.00698	0.082
S	5281	HYPONEX CORPORATION	AGRICULTURAL CHEMICALS	8	3.374	0.18558	0.37117	0.37117	0.37117	0.37117	0.37117	0.37117	0.18558	0.18558	0.18558	0.18558	0.18558	3.341
S	4283	INDUSTRIAL DESIGN - CONSTRUCTION INC	METAL PARTS AND PRODUCTS COATING	1	0.514	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.514
S	1736	INLAND CROP DUSTER INC	CROP SERVICES - AERIAL DUSTING	2														
S	4291	J. R. BODY WORK'S VOC EDUCATION	AUTO BODY SPRAY COATING	1	0.004	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.004
S	2360	JACO HILL	GASOLINE DISPENSING	1														
S	8716	JEFFRIES BROTHERS INC	COMMUNICATION SERVICES	1	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	2865	JP OIL CO INC	OIL & GAS PRODUCTION	35	2.326	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	2.326
S	8561	JP OIL CO INC	NATURAL GAS PROCESSING	4														
S	3778	JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS	PHOSPHATIC FERTILIZERS	3	0.355	0.04155	0.04155	0.04155	0.02095	0.00710	0.00710	0.00710	0.01065	0.02095	0.05220	0.05220	0.05220	0.355
S	7433	KERN SCHOOLS FEDERAL CREDIT UNION	CREDIT UNION	1	0.000	0.00001	0.00001	0.00001	0.00002	0.00001	0.00001	0.00002	0.00001	0.00001	0.00002	0.00001	0.00002	0.000
S	7516	LARRY BASHOR SANDBLASTING	ABRASIVE BLASTING AND SPRAY PAINTING	5	0.708	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.708
S	3562	LERDO CHEVRON	GASOLINE DISPENSING	1														
S	9202	LKMP PROPERTIES	GASOLINE DISPENSING	1														
S	7748	LUFKIN INDUSTRIES INC.	OILFIELD SERVICES	2														
S	4803	MARTIN HEIN RANCH COMPANY - PA2	AGRICULTURAL CROP PRODUCTION	10														
S	7995	M-I SWACO	OIL AND GAS FIELD SERVICES	12	0.077	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.077
S	8	NIKKEL IRON WORKS INC	FABRICATED METAL PRODUCTS	2	0.006	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00042	0.006
S	7876	NORRIS PRODUCTION SOLUTIONS	METAL PARTS AND PRODUCTS COATING OPERATION	1														
S	1316	NORTH OF RIVER SANITARY DIST	SEWERAGE SYSTEM	3	0.115	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.115
S	5141	OASIS HOLSTEIN DAIRY	DAIRY FARM	6														
S	6058	OHANNESON ENTERPRISES	GENERAL FARMS, PRIMARILY CROP	5														
S	4170	PAGE INDUSTRIAL SERVICES INC	AUTO BODY SPRAY COATING	2	0.614	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.614
S	6646	PERFORMANCE FOOD GROUP	GROCERIES, WHOLESAL	1	0.013	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.013
S	5257	PHOENIX CEMENT COMPANY	CONSTRUCTION MATERIALS	2	0.106	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.106
S	2012	PILOT TRAVEL CENTERS LLC	GASOLINE DISPENSING	1														
S	71	PLAINS LPG SERVICES LP	NATURAL GAS PRODUCTION	28	5.089	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	5.089
S	3919	PREMIER SANDS LLC	SAND AND GRAVEL	23	0.002	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.002
S	7886	RESA POWER SOLUTIONS	ELECTRICAL SERVICES	1	0.017	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.017
S	8480	ROLL REAL ESTATE DEVELOPMENT LLC	DISTRIBUTION CENTER	2														
S	8529	ROSS STORES INC	DISTRIBUTION CENTER	3	0.004	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.004
S	872	SAVAGE COAL SERVICE CORP	NONMETALLIC MINERALS	7	0.004	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.004
S	82	SHELL PIPELINE COMPANY LP	PETROLEUM PIPELINES	3	0.020	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.020
S	876	SJV QUALITY COTTON	FEDERAL GOVERNMENT RESEARCH	2	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	6706	SKYVIEW DAIRY	DAIRY FARMS	7														
S	3152	SOUTH VALLEY ALMOND COMPANY LLC	TREE NUTS	6	1.137	0.06822	0.06822	0.06822	0.06822	0.06822	0.06822	0.06822	0.13644	0.13644	0.13644	0.13644	0.13644	1.137
S	4755	STARRH and STARRH COTTON GROWERS	COTTON FARM	43														
S	4297	SUN WORLD INTERNATIONAL	AGRICULTURAL PRODUCTS PROCESSING	4	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	3934	TARGET DISTRIBUTION CENTER	DEPARTMENT STORE	3	0.009	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.009
S	5060	TJAARDA DAIRY	DAIRY FARMS	10														
S	3395	VERIZON WIRELESS- SHAFTER	TELECOMMUNICATIONS	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	8231	WEATHERFORD ARTIFICIAL LIFT SYSTEMS, LLC	OIL AND GAS FIELD SERVICE	6	0.017	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.017
S	2935	WEST COAST PIPE INSPECTION	GASOLINE DISPENSING	1														
S	8367	WONDERFUL ORCHARDS LLC	AGRICULTURAL PRODUCTS PROCESSING	1														
S	9080	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														
S	9081	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														

Facility Emissions

District Permitted Facilities Within Shafter Boundary VOC tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	2183	AHDI ENTERPRISES CORP DBA SHAFTER SHELL	GASOLINE DISPENSING	1	0.219	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.219
S	8291	BROWN - BRYANT	SOIL AND GROUNDWATER REMEDIATION	1	0.022	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.022
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MERCED AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	6	2.712	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	2.712
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - OAK CT)	CRUDE OIL AND NATURAL GAS PRODUCTION	1														
S	3701	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.001
S	3745	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.001
S	3362	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.002	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.002
S	3364	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.002	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.002
S	3365	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.001
S	2599	CODE PRECAST PRODUCTS INC	CONCRETE BATCH PLANT	2														
S	7322	CON-FAB CALIFORNIA LLC	CONCRETE PRODUCTS	7	0.002	0.00005	0.00006	0.00009	0.00009	0.00010	0.00013	0.00012	0.00019	0.00019	0.00024	0.00023	0.00022	0.002
S	8952	FOREVERBOARD CALIFORNIA INC	DRYWALL MANUFACTURING	1														
S	2139	FOX PETROLEUM INC.	GASOLINE DISPENSING	1	1.720	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	1.720
S	6593	GLOBAL FABRICATORS	METAL FABRICATION	3	2.100	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	2.100
S	8071	GOLDEN LIVING CENTER - SHAFTER	SKILLED NURSING CARE FACILITY	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	8067	GREG'S PETROLEUM	GASOLINE DISPENSING FACILITY	1	0.613	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.613
S	3474	HELENA CHEMICAL COMPANY	AGRICULTURAL CHEMICALS	1	0.113	0.00678	0.00678	0.01017	0.01356	0.01130	0.01130	0.01130	0.01130	0.01017	0.00678	0.00678	0.00678	0.113
S	2369	JACO HILL	GASOLINE DISPENSING	1	1.313	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	1.313
S	2417	JEFFRIES BROTHERS INC	GASOLINE DISPENSING	1	0.160	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.160
S	239	JEFFRY'S STORE	GASOLINE DISPENSING	1	0.145	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.145
S	3881	JOSE LUIS ALBERTO	AUTO BODY COATING OPERATION	1	0.005	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.005
S	2443	KERN COUNTY FIRE STATION #32	FIRE PROTECTION	1	0.001	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.001
S	105	MEYER'S BIG STOP	GASOLINE DISPENSING	1	0.191	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.191
S	7801	OMNI FAMILY HEALTH	HEALTH AND ALLIED SERVICES	2	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	1167	PACIFIC BELL TELEPHONE CO (DBA AT-T CA)	TELECOMMUNICATIONS	1	0.002	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.002
S	1288	S - J QUICK STOP	GASOLINE DISPENSING	1	0.260	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.260
S	1732	S & A MARKET	GASOLINE DISPENSING	1	0.069	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.069
S	7834	SHAFTER COLLISION	AUTOMOTIVE BODY REPAIR AND PAINT SHOP	1	0.008	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.008
S	539	SHAFTER-WASCO GINNING COMPANY	COTTON GINNING	2														
S	7041	SHAR CRAFT, INC.	SPECIAL TRADE CONTRACTORS	4	0.714	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.714
S	7674	VERIZON WIRELESS "NORTH SHAFTER"	TELECOMMUNICATIONS	1														
S	1301	WILBUR-ELLIS COMPANY	AGRICULTURAL CHEMICALS	1	0.018	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.018
10.394																		

District Permitted Facilities Within 7-Mile Radius VOC tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	9156	ALLIANCE READY MIX, INC.	CONCRETE BATCH PLANT	4														
S	4152	APSG WHOLESALE	AUTO BODY SPRAY COATING	2	0.266	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.266
S	7573	ARGO CHEMICAL INC	LIQUID RECEIVING, STORAGE, AND DISTRIBUTION	2	0.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
S	3161	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.001	0.00007	0.00014	0.00007	0.00007	0.00007	0.00007	0.00007	0.00014	0.00007	0.00007	0.00007	0.00007	0.001
S	6698	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.007	0.00021	0.00025	0.00155	0.00023	0.00028	0.00028	0.00023	0.00028	0.00270	0.00065	0.00023	0.00000	0.007
S	5211	AUKEMAN DAIRY	DAIRY FARMS	6														
S	8022	BAKER HUGHES OILFIELD OPERATIONS LLC	LIQUID RECEIVING, STORAGE AND DISTRIBUTION	2	0.014	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.014
S	1392	BAYER CROP SCIENCE	AGRICULTURAL PRODUCTS PROCESSING	2	0.001	0.00016	0.00016	0.00016	0.00016	0.00016	0.00000	0.00000	0.00000	0.00000	0.00016	0.00016	0.00016	0.001
S	704	BAYER CROPSCIENCE	COTTON GINNING	1														
S	2501	BIDART COLD STORAGE INC	AGRICULTURAL PRODUCTS	2														
S	1872	BKSFQ QUALITY DISTRIBUTION CENTER INC	AGRICULTURAL PRODUCTS PREPARATION	4														
S	7351	B-L CASING SERVICE, LLC	OIL AND GAS FIELD SERVICES	1	0.002	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.002
S	3461	BUILDING MATERIALS MFG. CORP. (dba GAF)	FIBERGLASS MAT MANUFACTURING OPERATION	3	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - JACK AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MANNEL AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	4														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - SHAFTER AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2														
S	7895	CAL COAST ACIDIZING SERVICE	OIL & GAS FIELD SERVICES	2														
S	7122	CALIFORNIA PAPER PRODUCTS, LLC	ASPHALT FELTS AND COATINGS	2	0.349	0.02794	0.03143	0.02096	0.04540	0.03143	0.03143	0.02794	0.02794	0.02445	0.03842	0.02096	0.02096	0.349
S	3915	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.002	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.002
S	6910	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.001	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.001
S	8394	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	9051	CLEAN ENERGY SYSTEMS KIMBERLINA, INC.	BIOGAS UPGRADING PLANT	2														
S	6849	CLEAN ENERGY SYSTEMS, INC.	ELECTRIC POWER GENERATION	1														

Facility Emissions

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	6935	DENBESTE MANUFACTURING, INC.	METAL PARTS AND PRODUCTS COATING OPERATION	1	1.471													
S	2813	DJ'S FOOD MART	GASOLINE DISPENSING	1	0.123	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.123
S	2033	ELK CORPORATION OF TEXAS	ASPHALT FELTS AND COATINGS	12	15.707	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	15.707
S	6639	FAIAL FARMS 2	DAIRY	6														
S	3860	GMC ROOFING - PAPER PRODUCTS	ASPHALT FELTS AND COATINGS	7	2.991	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	2.991
S	1183	GOLDEN EMPIRE CONCRETE COMPANY	READY-MIX CONCRETE	4														
S	5281	HYPONEX CORPORATION	AGRICULTURAL CHEMICALS	8														
S	4283	INDUSTRIAL DESIGN - CONSTRUCTION INC	METAL PARTS AND PRODUCTS COATING	1	0.359	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.359
S	1736	INLAND CROP DUSTER INC	CROP SERVICES - AERIAL DUSTING	2	0.144	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.144
S	4291	J. R. BODY WORK'S VOC EDUCATION	AUTO BODY SPRAY COATING	1	0.028	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.028
S	2360	JACO HILL	GASOLINE DISPENSING	1	0.640	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.640
S	8716	JEFFRIES BROTHERS INC	COMMUNICATION SERVICES	1	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	2865	JP OIL CO INC	OIL & GAS PRODUCTION	35	1.762	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	1.762
S	8561	JP OIL CO INC	NATURAL GAS PROCESSING	4														
S	3778	JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS	PHOSPHATIC FERTILIZERS	3														
S	7433	KERN SCHOOLS FEDERAL CREDIT UNION	CREDIT UNION	1	0.001	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.001
S	7516	LARRY BASHOR SANDBLASTING	ABRASIVE BLASTING AND SPRAY PAINTING	5	0.070	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.070
S	3562	LERDO CHEVRON	GASOLINE DISPENSING	1	0.248	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.248
S	9202	LKMP PROPERTIES	GASOLINE DISPENSING	1														
S	7748	LUFKIN INDUSTRIES INC.	OILFIELD SERVICES	2	0.000	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.000
S	4803	MARTIN HEIN RANCH COMPANY - PA2	AGRICULTURAL CROP PRODUCTION	10	2.701	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	2.701
S	7995	M-I SWACO	OIL AND GAS FIELD SERVICES	12	0.015	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.015
S	8	NIKKEL IRON WORKS INC	FABRICATED METAL PRODUCTS	2	0.546	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.546
S	7876	NORRIS PRODUCTION SOLUTIONS	METAL PARTS AND PRODUCTS COATING OPERATION	1	0.001	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.001
S	1316	NORTH OF RIVER SANITARY DIST	SEWERAGE SYSTEM	3	0.712	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.712
S	5141	OASIS HOLSTEIN DAIRY	DAIRY FARM	6														
S	6058	OHANNESON ENTERPRISES	GENERAL FARMS, PRIMARILY CROP	5														
S	4170	PAGE INDUSTRIAL SERVICES INC	AUTO BODY SPRAY COATING	2	1.145	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	1.145
S	6646	PERFORMANCE FOOD GROUP	GROCERIES, WHOLESALE	1	0.021	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.021
S	5257	PHOENIX CEMENT COMPANY	CONSTRUCTION MATERIALS	2														
S	2012	PILOT TRAVEL CENTERS LLC	GASOLINE DISPENSING	1	1.520	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	1.520
S	71	PLAINS LPG SERVICES LP	NATURAL GAS PRODUCTION	28	11.533	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	11.533
S	3919	PREMIER SANDS LLC	SAND AND GRAVEL	23	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	7886	RESA POWER SOLUTIONS	ELECTRICAL SERVICES	1	0.074	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.074
S	8480	ROLL REAL ESTATE DEVELOPMENT LLC	DISTRIBUTION CENTER	2														
S	8529	ROSS STORES INC	DISTRIBUTION CENTER	3	0.004	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.004
S	872	SAVAGE COAL SERVICE CORP	NONMETALLIC MINERALS	7	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	82	SHELL PIPELINE COMPANY LP	PETROLEUM PIPELINES	3	0.048	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.048
S	876	SJV QUALITY COTTON	FEDERAL GOVERNMENT RESEARCH	2	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	6706	SKYVIEW DAIRY	DAIRY FARMS	7														
S	3152	SOUTH VALLEY ALMOND COMPANY LLC	TREE NUTS	6	0.023	0.00138	0.00138	0.00138	0.00138	0.00138	0.00115	0.00115	0.00275	0.00275	0.00275	0.00275	0.00275	0.023
S	4755	STARRH and STARRH COTTON GROWERS	COTTON FARM	43														
S	4297	SUN WORLD INTERNATIONAL	AGRICULTURAL PRODUCTS PROCESSING	4	0.000	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.000
S	3934	TARGET DISTRIBUTION CENTER	DEPARTMENT STORE	3	0.015	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.015
S	5060	TJAARDA DAIRY	DAIRY FARMS	10														
S	3395	VERIZON WIRELESS- SHAFTER	TELECOMMUNICATIONS	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	8231	WEATHERFORD ARTIFICIAL LIFT SYSTEMS, LLC	OIL AND GAS FIELD SERVICE	6	0.072	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.072
S	2935	WEST COAST PIPE INSPECTION	GASOLINE DISPENSING	1	0.001	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.001
S	8367	WONDERFUL ORCHARDS LLC	AGRICULTURAL PRODUCTS PROCESSING	1	0.111	0.00823	0.00812	0.00956	0.00823	0.00900	0.00934	0.01001	0.01223	0.01089	0.00923	0.00812	0.00823	0.111
S	9080	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														0.000
S	9081	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														0.000

41.261

Monthly Emissions for Top Area Source Categories in Shafter - PM2.5

Category	EIC Description	2017 PM2.5 tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
FARMING OPERATIONS		114.57	0.68	1.33	1.75	0.83	0.92	1.09	1.37	1.26	43.36	46.38	9.54	6.05
62061554000000	HARVEST OPERATIONS - DUST	87.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.95	43.52	1.57	0.00
62061454000000	TILLING OPERATIONS - DUST	21.38	0.17	0.81	1.24	0.32	0.41	0.58	0.86	0.75	0.90	2.35	7.46	5.54
62061802620103	LIVESTOCK HUSBANDRY - FEEDLOT CATTLE	3.22	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
62061802620101	LIVESTOCK HUSBANDRY - DAIRY CATTLE	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
62061802620102	LIVESTOCK HUSBANDRY - RANCH CATTLE	0.71	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
FUGITIVE WINDBLOWN DUST		21.47	0.20	0.38	0.25	6.27	4.26	2.09	1.84	1.94	1.74	1.47	0.71	0.31
65065054000000	AGRICULTURAL LANDS (NON-PASTURE) - WINDBLOWN DUST	20.68	0.17	0.35	0.23	6.18	4.18	2.01	1.76	1.86	1.65	1.39	0.64	0.27
65065154000000	AGRICULTURAL LANDS (PASTURE) - WINDBLOWN DUST	0.05	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.00	0.00
65065254000000	UNPAVED ROADS AND ASSOCIATED AREAS - WINDBLOWN DUST	0.74	0.03	0.03	0.02	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.06	0.04
PAVED ROAD DUST		21.13	1.60	1.60	1.60	1.71	1.81	1.92	1.92	1.92	1.85	1.81	1.75	1.64
64064354000000	PAVED ROAD TRAVEL - RURAL STREETS	8.12	0.62	0.62	0.62	0.66	0.70	0.74	0.74	0.74	0.71	0.70	0.67	0.63
64063754000000	PAVED ROAD TRAVEL - MAJOR STREETS - DUST	5.85	0.44	0.44	0.44	0.47	0.50	0.53	0.53	0.53	0.51	0.50	0.48	0.45
64064154000000	PAVED ROAD TRAVEL - LOCAL STREETS - DUST	5.62	0.43	0.43	0.43	0.45	0.48	0.51	0.51	0.51	0.49	0.48	0.46	0.44
64063954000000	PAVED ROAD TRAVEL - COLLECTOR STREETS - DUST	0.85	0.06	0.06	0.06	0.07	0.07	0.08	0.08	0.08	0.07	0.07	0.07	0.07
64063554000000	PAVED ROAD TRAVEL - FREEWAYS - DUST	0.70	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05
COOKING		10.69	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
69068060000000	COMMERCIAL CHARBROILING	8.45	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
69068460000000	COOKING (UNSPECIFIED)	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
UNPAVED ROAD DUST		7.96	0.35	0.36	0.32	0.71	0.71	0.76	0.80	0.76	0.80	0.88	0.96	0.56
64564654000000	UNPAVED ROAD TRAVEL - FARM ROADS - DUST	4.07	0.17	0.18	0.12	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.35	0.23
64564554000000	UNPAVED TRAFFIC AREA - AGRICULTURE - DUST	1.47	0.04	0.04	0.08	0.05	0.04	0.09	0.13	0.09	0.14	0.20	0.40	0.17
64563854000000	UNPAVED ROAD TRAVEL - CITY AND COUNTY ROADS - DUST	1.37	0.06	0.06	0.04	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.08
64564854000000	UNPAVED ROAD TRAVEL - (UNSPECIFIED) - DUST	0.79	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
64564754000000	UNPAVED TRAFFIC AREA - PRIVATE - DUST	0.27	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.02
MANAGED BURNING AND DISPOSAL		5.81	0.66	1.11	0.90	0.40	0.28	0.17	0.11	0.11	0.13	0.41	0.81	0.74
67066802009886	AGRICULTURAL BURNING - WEED ABATEMENT-TUMBLEWEEDS	2.78	0.19	0.52	0.61	0.27	0.13	0.02	0.03	0.03	0.04	0.20	0.34	0.38
67066002629892	AGRICULTURAL BURNING - PRUNINGS- VINEYARD REMOVAL	1.82	0.33	0.36	0.10	0.02	0.08	0.09	0.05	0.04	0.05	0.14	0.34	0.23
67066002629842	AGRICULTURAL BURNING - PRUNINGS- ATTRITION	0.78	0.09	0.16	0.12	0.07	0.04	0.04	0.03	0.03	0.02	0.04	0.08	0.08
67066002629862	AGRICULTURAL BURNING - PRUNINGS- ORCHARD REMOVAL	0.23	0.02	0.04	0.03	0.02	0.02	0.01	0.00	0.01	0.02	0.01	0.03	0.03
67066802009872	AGRICULTURAL BURNING - WEED ABATEMENT- PONDING/LEVEE BANKS/DITCHBANK/CANAL	0.11	0.01	0.02	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01
67067002000000	NON-AGRICULTURAL OPEN BURNING	0.06	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
67066002629884	AGRICULTURAL BURNING - PRUNINGS- TREE PRUNINGS	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066802009858	AGRICULTURAL BURNING - WEED ABATEMENT- NOXIOUS WEEDS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67099502409868	OTHER WASTE BURNING - PESTICIDE/SEED SACKS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629874	AGRICULTURAL BURNING - PRUNINGS- RAISIN TRAYS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066402000000	AGRICULTURAL BURNING - RANGE IMPROVEMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RESIDENTIAL FUEL COMBUSTION		3.53	0.78	0.52	0.19	0.11	0.10	0.08	0.07	0.06	0.06	0.12	0.63	0.81
61060202300000	RESIDENTIAL WOOD COMBUSTION - FIREPLACES	1.19	0.31	0.19	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.28	0.34
61060002300000	RESIDENTIAL WOOD COMBUSTION - WOOD STOVES	1.10	0.28	0.18	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.26	0.32
61060801100000	RESIDENTIAL NATURAL GAS COMBUSTION - WATER HEATING	0.54	0.09	0.07	0.05	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.04	0.07
61060601100000	RESIDENTIAL NATURAL GAS COMBUSTION - SPACE HEATING	0.52	0.08	0.07	0.05	0.04	0.03	0.03	0.03	0.03	0.02	0.03	0.04	0.06
61061001100000	RESIDENTIAL NATURAL GAS COMBUSTION - COOKING	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
61099501100000	RESIDENTIAL NATURAL GAS COMBUSTION - OTHER	0.06	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
61099501200000	RESIDENTIAL L.P.G. COMBUSTION (UNSPECIFIED)	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
61060612200000	RESIDENTIAL DISTILLATE OIL COMBUSTION - SPACE HEATING	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONSTRUCTION AND DEMOLITION		1.43	0.09	0.09	0.12	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.12	0.10
63062254000000	BUILDING CONSTRUCTION - RESIDENTIAL - DUST	0.83	0.05	0.05	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.07	0.06
63062854000000	BUILDING CONSTRUCTION - INSTITUTIONAL - DUST	0.30	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
63062454000000	BUILDING CONSTRUCTION - COMMERCIAL - DUST	0.17	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
63063454000000	ROAD CONSTRUCTION - DUST	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
63062654000000	BUILDING CONSTRUCTION - INDUSTRIAL - DUST	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FOOD AND AGRICULTURAL PROCESSING		1.07	0.05	0.05	0.05	0.12	0.12	0.12	0.14	0.14	0.14	0.04	0.04	0.04
5204212000011	AGRICULTURAL IRRIGATION I.C. ENGS-DIESEL-PORTABLE	0.74	0.03	0.03	0.03	0.09	0.09	0.09	0.10	0.10	0.10	0.03	0.03	0.03
5204212000010	AGRICULTURAL IRRIGATION I.C. ENGS-DIESEL-STATIONARY	0.33	0.01	0.01	0.01	0.04	0.04	0.04	0.04	0.04	0.04	0.01	0.01	0.01
SERVICE AND COMMERCIAL		0.31	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03
6002001100000	COMMERCIAL NATURAL GAS COMBUSTION - SPACE HEATING	0.18	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02
6003001100000	COMMERCIAL NATURAL GAS COMBUSTION - WATER HEATING	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
6099512200000	COMMERCIAL DISTILLATE OIL COMBUSTION	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6099501100000	COMMERCIAL NATURAL GAS COMBUSTION - OTHER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6099501200000	COMMERCIAL L.P.G. COMBUSTION	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
51050669020000	CONSUMER PRODUCTS - OTHER CLEANERS/DEGREASERS/SOLVENTS	0.24	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665350000	CONSUMER PRODUCTS - AUTOMOTIVE WAXES/POLISHES/SEALANTS/GLAZES	0.22	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667400000	CONSUMER PRODUCTS - ASTRINGENTS/TONERS	0.22	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665050000	CONSUMER PRODUCTS - CONSTRUCTION AND PANEL ADHESIVES	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665190000	CONSUMER PRODUCTS - OTHER SEALANTS AND CHULKES	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666250000	CONSUMER PRODUCTS - INSECT REPELLANTS - AEROSOLS	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665570000	CONSUMER PRODUCTS - TIRE SEALANTS AND INFLATORS	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666110000	CONSUMER PRODUCTS - FLYING INSECT INSECTICIDE - AEROSOLS	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050090000000	CONSUMER PRODUCTS - AEROSOL - COATINGS (UNSPECIFIED)	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050669050000	CONSUMER PRODUCTS - OTHER MISC. HOUSEHOLD PRODUCTS	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050090510000	CONSUMER PRODUCTS - AEROSOL - CLEAR COATINGS (UNSPECIFIED)	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667700000	CONSUMER PRODUCTS - NAIL COATINGS	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667920000	CONSUMER PRODUCTS - HEAVY DUTY HAND CLEANER OR SOAP	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665140000	CONSUMER PRODUCTS - OTHER ADHESIVES	0.18	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666680000	CONSUMER PRODUCTS - OTHER LAUNDRY PRODUCTS	0.17	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666340000	CONSUMER PRODUCTS - FABRIC REFRESHER - NON-AEROSOL	0.17	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666530000	CONSUMER PRODUCTS - GENERAL PURPOSE DEGREASERS - AEROSOLS	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667970000	CONSUMER PRODUCTS - WITCH HAZEL	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667010000	CONSUMER PRODUCTS - SILICONE BASED MULTI-PURPOSE LUBRICANT	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666570000	CONSUMER PRODUCTS - METAL POLISHES/CLEANSERS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665380000	CONSUMER PRODUCTS - AUTOMOTIVE RUBBING OR POLISHING COMPOUNDS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666380000	CONSUMER PRODUCTS - SPOT REMOVERS - AEROSOLS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667020000	CONSUMER PRODUCTS - PENETRANT	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667650000	CONSUMER PRODUCTS - HAIR MOUSSES	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666580000	CONSUMER PRODUCTS - OVEN CLEANERS - AEROSOLS	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665180000	CONSUMER PRODUCTS - ADHESIVE REMOVERS - SPECIALTY	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665600000	CONSUMER PRODUCTS - AUTO. WINDSHIELD WASHER FLUIDS - NON TYPE A	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667810000	CONSUMER PRODUCTS - SHAVING CREAMS	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666160000	CONSUMER PRODUCTS - CRAWLING BUG INSECTICIDES - NON-AEROSOLS	0.12	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667030000	CONSUMER PRODUCTS - SPECIALTY LUBRICANT	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666820000	CONSUMER PRODUCTS - FLOOR POLISH OR WAX	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666860000	CONSUMER PRODUCTS - FURNITURE MAINTENANCE PRODUCTS - OTHER FORMS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667420000	CONSUMER PRODUCTS - SUN SCREEN/TANNING PRODUCTS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667410000	CONSUMER PRODUCTS - HAND AND BODY LOTIONS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666400000	CONSUMER PRODUCTS - TOILET/URINAL CARE PRODUCT (NON-PARA)	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050090710000	CONSUMER PRODUCTS - AEROSOL - HIGH TEMPERATURE COATINGS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667690000	CONSUMER PRODUCTS - HAIR STYLING PRODUCTS - ALL OTHER FORMS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666390000	CONSUMER PRODUCTS - SPOT REMOVERS - NON-AEROSOLS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666300000	CONSUMER PRODUCTS - FABRIC SOFTENER DRYER SHEET	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665220000	CONSUMER PRODUCTS - INSULATING AND SEALING FOAM	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667100000	CONSUMER PRODUCTS - SINGLE PHASE AEROSOL AIR FRESHENERS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666510000	CONSUMER PRODUCTS - GENERAL PURPOSE CLEANERS - AEROSOLS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667660000	CONSUMER PRODUCTS - HAIR SHINES	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050090840000	CONSUMER PRODUCTS - AEROSOL - EXACT MATCH AUTOMOTIVE COATINGS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666550000	CONSUMER PRODUCTS - GLASS CLEANERS - AEROSOLS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666360000	CONSUMER PRODUCTS - CARPET AND UPHOLSTERY CLEANERS - NON-AEROSOLS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665640000	CONSUMER PRODUCTS - MOTOR VEHICLE WASH	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666500000	CONSUMER PRODUCTS - FLOOR WAX STRIPPERS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665830000	CONSUMER PRODUCTS - ELECTRICAL CLEANER	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666330000	CONSUMER PRODUCTS - FABRIC REFRESHER - AEROSOL	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666350000	CONSUMER PRODUCTS - CARPET AND UPHOLSTERY CLEANERS - AEROSOLS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666170000	CONSUMER PRODUCTS - INSECTICIDE FOGGERS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666000000	CONSUMER PRODUCTS - NON-SELECTIVE HERBICIDES/DEFOLIANTS	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665580000	CONSUMER PRODUCTS - AUTOMOTIVE UNDERCOATINGS - AEROSOLS	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666730000	CONSUMER PRODUCTS - ANTI-STATIC PRODUCT - AEROSOL	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666400000	CONSUMER PRODUCTS - FABRIC PROTECTANTS - AEROSOL	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090210000	CONSUMER PRODUCTS - AEROSOL - AUTO BODY PRIMERS	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665650000	CONSUMER PRODUCTS - WINDSHIELD WASHER REPELLENT	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667560000	CONSUMER PRODUCTS - TEMP HAIR COLOR	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666800000	CONSUMER PRODUCTS - DUSTING AIDS - AEROSOLS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666450000	CONSUMER PRODUCTS - FLOOR MAINTENANCE PRODUCT	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666140000	CONSUMER PRODUCTS - LAWN AND GARDEN INSECTICIDES	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090820000	CONSUMER PRODUCTS - AEROSOL - AUTO BUMPER AND TRIM COATINGS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665840000	CONSUMER PRODUCTS - ELECTRONIC CLEANER	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665150000	CONSUMER PRODUCT - ADHESIVE REMOVERS - FLOOR AND WALL COVERING	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090830000	CONSUMER PRODUCTS - AEROSOL - EXACT MATCH ENGINE ENAMEL	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666890000	CONSUMER PRODUCTS - FOOTWEAR OR LEATHER CARE PRODUCT - SOLID	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667680000	CONSUMER PRODUCTS - HAIR STYLING PRODUCT - AEROSOL/PUMP SPRAY	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667510000	CONSUMER PRODUCTS - PERSONAL FRAGRANCE PRODUCT (FRAGRANCE > 20%)	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
51050090800000	CONSUMER PRODUCTS - AEROSOL - FLUORESCENT COATINGS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665330000	CONSUMER PRODUCTS - AUTOMOTIVE HARD PASTE WAXES	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666100000	CONSUMER PRODUCTS - FLEA AND TICK INSECTICIDE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666590000	CONSUMER PRODUCTS - OVEN CLEANERS - NON-AEROSOLS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090810000	CONSUMER PRODUCTS - AEROSOL - ART FIXATIVES AND SEALANTS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050669090000	CONSUMER PRODUCTS - OTHER AIR FRESHENERS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665370000	CONSUMER PRODUCTS - RUBBER AND VINYL PROTECTANTS - NON-AEROSOLS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665070000	CONSUMER PRODUCTS - GENERAL PURPOSE ADHESIVE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666880000	CONSUMER PRODUCTS - FOOTWEAR OR LEATHER CARE PRODUCTS - AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090850000	CONSUMER PRODUCTS - AEROSOL - VINYL/FABRIC/LEATHER/POLYCARB COAT	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665880000	CONSUMER PRODUCTS - ODOR REMOVER/ELIMINATOR	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665170000	CONSUMER PRODUCTS - ADHESIVE REMOVERS - GENERAL PURPOSE	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665390000	CONSUMER PRODUCTS - TIRE AND WHEEL CLEANERS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666420000	CONSUMER PRODUCTS - FABRIC PROTECTANT - NON-AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665120000	CONSUMER PRODUCTS - CONTACT ADHESIVE - GENERAL PURPOSE	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666810000	CONSUMER PRODUCTS - DUSTING AIDS - NON-AEROSOLS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665720000	CONSUMER PRODUCTS - GRAFFITI REMOVER - AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665360000	CONSUMER PRODUCTS - RUBBER AND VINYL PROTECTANTS - AEROSOLS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666900000	CONSUMER PRODUCTS - FOOTWEAR OR LEATHER CARE PRODUCT - ALL OTHER FORMS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667950000	CONSUMER PRODUCTS - BRUSH CLEANER	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666300000	CONSUMER PRODUCTS - TOILET/URINAL CARE PRODUCT (PARA-ONLY)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665130000	CONSUMER PRODUCTS - CONTACT ADHESIVE - SPECIAL PURPOSE	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665160000	CONSUMER PRODUCT - GASKET OR THREAD LOCKING	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665730000	CONSUMER PRODUCTS - GRAFFITI REMOVERS - NON-AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666120000	CONSUMER PRODUCTS - FLYING INSECT INSECTICIDE - NON-AEROSOLS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666840000	CONSUMER PRODUCTS - WOOD FLOOR WAX/POLISH	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050669080000	CONSUMER PRODUCTS - LAWN AND GARDEN PRODUCTS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665400000	CONSUMER PRODUCTS - ENGINE DEGREASERS - NON-AEROSOLS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665590000	CONSUMER PRODUCTS - AUTOMOTIVE UNDERCOATINGS - NON-AEROSOLS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665300000	CONSUMER PRODUCTS - BUG AND TAR REMOVERS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665850000	CONSUMER PRODUCTS - ENERGIZED ELECTRICAL CLEANER	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666910000	CONSUMER PRODUCTS - WOOD CLEANER - AEROSOL	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665340000	CONSUMER PRODUCTS - AUTOMOTIVE INSTANT DETAILERS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666920000	CONSUMER PRODUCTS - WOOD CLEANER - NON-AEROSOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666740000	CONSUMER PRODUCTS - ANTI-STATIC PRODUCT - NON-AEROSOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667960000	CONSUMER PRODUCTS - PRESSURIZED GAS DUSTER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667720000	CONSUMER PRODUCTS - NAIL POLISH REMOVERS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ARCHITECTURAL COATINGS AND RELATED PROCESS SOLVENTS		25.17	1.71	1.71	1.92	2.11	2.32	2.51	2.51	2.51	2.32	2.11	1.71	1.71
52052092600000	ARCHITECTURAL COATINGS - NONFLAT - LOW GLOSS/MEDIUM GLOSS	4.01	0.25	0.25	0.30	0.34	0.38	0.42	0.42	0.42	0.38	0.34	0.25	0.25
52052283500000	ARCHITECTURAL - CLEANING SOLVENT	4.01	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
52052092590000	ARCHITECTURAL COATINGS (WATER BASED) - FLAT COATINGS	2.48	0.16	0.16	0.18	0.21	0.24	0.26	0.26	0.26	0.24	0.21	0.16	0.16
52052283020000	ARCHITECTURAL - THINNING SOLVENT	1.80	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
52052091310000	ARCHITECTURAL COATINGS - STAINS - CLEAR/SEMITRSPARENT	1.71	0.11	0.11	0.13	0.14	0.16	0.18	0.18	0.18	0.16	0.14	0.11	0.11
52052091260000	ARCHITECTURAL COATINGS - RUST PREVENTATIVE	1.14	0.07	0.07	0.08	0.10	0.11	0.12	0.12	0.12	0.11	0.10	0.07	0.07
52052092050000	ARCH. COATINGS (WATER BASED) - PRIMERS_SEALERS_AND_UNDERCOATERS	1.10	0.07	0.07	0.08	0.09	0.10	0.12	0.12	0.12	0.10	0.09	0.07	0.07
52052091720000	ARCHITECTURAL COATINGS (OIL) - INDUSTRIAL MAINTENANCE COATINGS	1.07	0.07	0.07	0.08	0.09	0.10	0.11	0.11	0.11	0.10	0.09	0.07	0.07
52052091410000	ARCHITECTURAL COATINGS - VARNISHES - CLEAR/SEMITRSPARENT	0.92	0.06	0.06	0.07	0.08	0.09	0.10	0.10	0.10	0.09	0.08	0.06	0.06
52052091000000	ARCHIT. COATINGS (OIL) - ORGANIC SOLVENT BASED COATINGS(UNSP)	0.83	0.05	0.05	0.06	0.07	0.08	0.09	0.09	0.09	0.08	0.07	0.05	0.05
52052091530000	ARCHITECTURAL COATINGS (OIL BASED) - QUICK DRY ENAMEL COATINGS	0.71	0.04	0.04	0.05	0.06	0.07	0.07	0.07	0.07	0.07	0.06	0.04	0.04
52052091730000	ARCHITECTURAL COATINGS (OIL BASED) - METALLIC PIGMENTED COATINGS	0.51	0.03	0.03	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.04	0.03	0.03
52052091180000	ARCHITECTURAL COATINGS - WATERPROOFING CONCRETE/MASONRY SEALERS	0.42	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
52052091080000	ARCHITECTURAL COATINGS - SPECIALTY PRIMERS_SEALERS_AND_UNDERCOATERS	0.34	0.02	0.02	0.02	0.03	0.03	0.04	0.04	0.04	0.03	0.03	0.02	0.02
52052092760000	ARCHITECTURAL COATINGS (WATER BASED) - TRAFFIC COATINGS	0.31	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052092610000	ARCHITECT. COATINGS (WATER BASED) - HIGH GLOSS NONFLAT COATINGS	0.30	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052091570000	ARCHITECTURAL COATINGS - LACQUERS	0.28	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052091060000	ARCHIT. COATINGS (OIL) - QUICK DRY PRIMERS_SEALERS_&_UNDERCOATERS	0.25	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.02	0.02
52052091700000	ARCHITECTURAL COATINGS (OIL BASED) - FORM RELEASE COATINGS	0.23	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092130000	ARCHITECTURAL COATINGS - WATERPROOFING SEALERS	0.21	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092720000	ARCHIT. COATINGS (WATER BASED) - INDUSTRIAL MAINTENANCE COATINGS	0.20	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091050000	ARCHITECTURAL COATINGS (OIL) - PRIMERS_SEALERS_AND_UNDERCOATERS	0.20	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091770000	ARCHITECTURAL COATINGS - WOOD PRESEVATIVES	0.18	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
52052092000000	ARCHI. COATINGS (WATER BASED) - COATINGS (UNSPECIFIED)	0.16	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
52052091130000	ARCHITECTURAL COATINGS - WATERPROOFING SEALERS	0.15	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.01	0.01
52052092690000	ARCHITECTURAL COATINGS (WATER BASED) - FLOOR COATINGS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052283100000	ARCHITECTURAL - ADDITIVES	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092360000	ARCHITECTURAL COATINGS (WATER BASED) - STAINS - OPAQUE	0.12	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092180000	ARCHITECTURAL COATINGS - WATERPROOFING CONCRETE/MASONRY SEALERS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092310000	ARCHITECTURAL COATINGS - STAINS - CLEAR/SEMITRSPARENT	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092220000	ARCHITECTURAL COATINGS - FAUX FINISHING	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

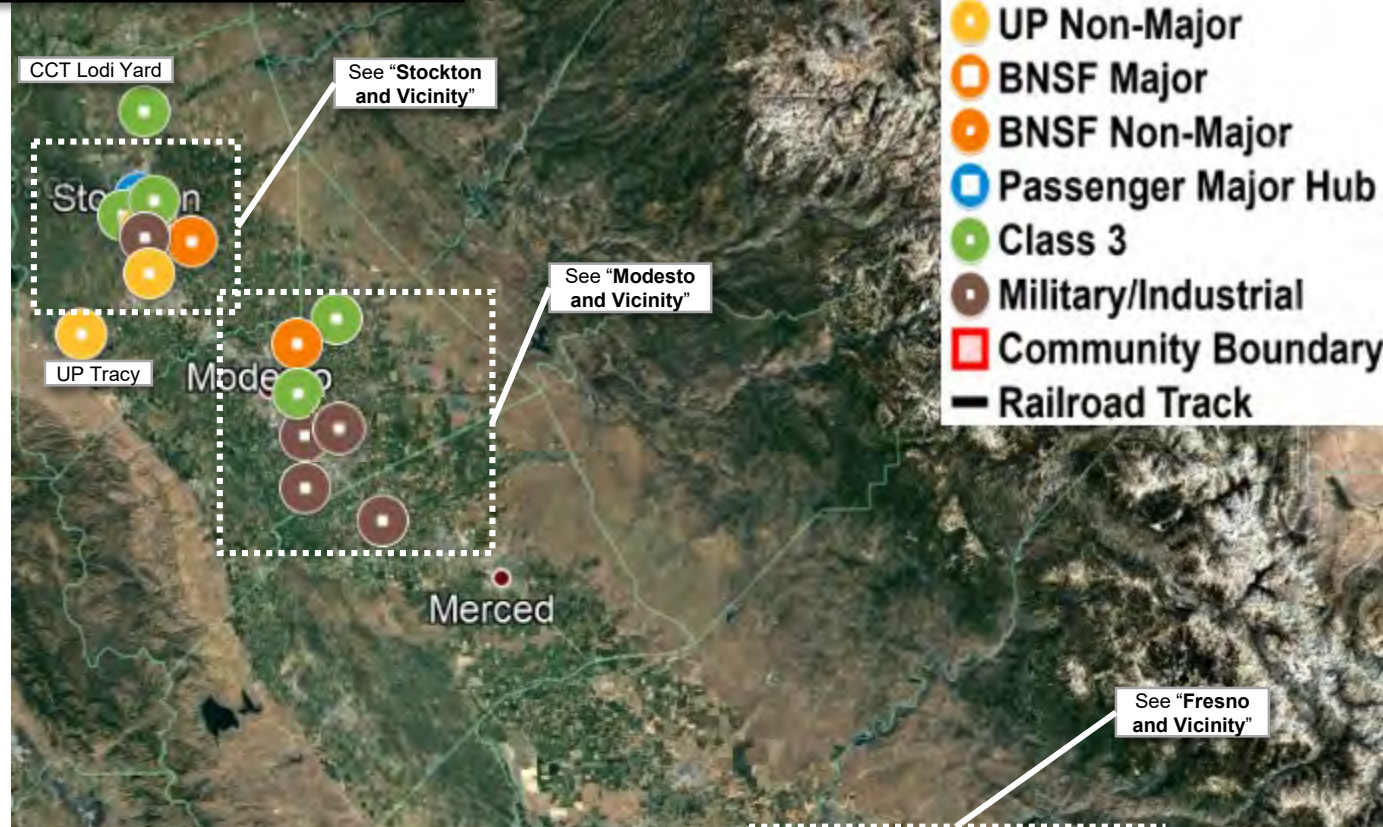
Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
52052092650000	ARCHITECTURAL COATINGS (WATER BASED) - CONCRETE CURING COMPOUNDS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052091600000	ARCHITECTURAL COATINGS - NONFLAT - LOW GLOSS/MEDIUM GLOSS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052091120000	ARCHITECTURAL COATINGS (OIL BASED) - SANDING SEALERS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092410000	ARCHITECTURAL COATINGS - VARNISHES - CLEAR/SEMITRANSSPARENT	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092740000	ARCHITECTURAL COATINGS (WATER BASED) - ROOF COATINGS	0.07	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052092570000	ARCHITECTURAL COATINGS - LACQUERS	0.07	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00
52052091090000	ARCHITECTURAL COATINGS - BITUMINOUS ROOF PRIMER	0.07	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00
52052092080000	ARCHITECTURAL COATINGS -SPECIALTY PRIMERS, SEALERS, AND UNDERCOATERS	0.06	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00
52052091760000	ARCHITECTURAL COATINGS (OIL BASED) - TRAFFIC COATINGS	0.06	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00
52052091660000	ARCHITECTURAL COATINGS (OIL BASED) - DRY FOG COATINGS	0.05	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00
52052091610000	ARCHITECTURAL COATINGS (OIL BASED)- HIGH GLOSS NONFLAT COATINGS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091650000	ARCHITECTURAL COATINGS (OIL BASED)- CONCRETE CURING COMPOUNDS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091690000	ARCHITECTURAL COATINGS (OIL BASED) - FLOOR COATINGS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092660000	ARCHITECTURAL COATINGS (WATER BASED) - DRY FOG COATINGS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092260000	ARCHITECTURAL COATINGS - RUST PREVENTATIVE	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091640000	ARCHITECTURAL COATINGS (OIL BASED)- BITUMINOUS COATINGS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091360000	ARCHITECTURAL COATINGS (OIL BASED)- STAINS - OPAQUE	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091710000	ARCHITECTURAL COATINGS (OIL BASED) - HIGH TEMPERATURE COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092730000	ARCHITECT. COATINGS (WATER BASED) - METALLIC PIGMENTED COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092640000	ARCHITECTURAL COATINGS (WATER BASED)- BITUMINOUS COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091740000	ARCHITECTURAL COATINGS (OIL BASED) - ROOF COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091220000	ARCHITECTURAL COATINGS - FAUX FINISHING	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092120000	ARCHITECTURAL COATINGS (WATER BASED) - SANDING SEALERS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092230000	ARCHITECTURAL COATINGS - FORM RELEASE COMPOUNDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091590000	ARCHITECTURAL COATINGS (OIL BASED)- FLAT COATINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092090000	ARCHITECTURAL COATINGS - BITUMINOUS ROOF PRIMER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092770000	ARCHITECTURAL COATINGS - WOOD PRESERVATIVES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092060000	ARCH. COATINGS (WATER) - QUICK DRY PRIMERS, SEALERS, & UNDERCOATERS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OIL AND GAS PRODUCTION		10.75	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
31030116000000	OIL WELLS - FUGITIVES - MUD DEGASSING	2.12	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
31099516000000	OIL PRODUCTION - TANKS - FUGITIVE LOSSES	2.08	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
31030016000000	OIL PRODUCTION FUGITIVE LOSSES - SUMPS AND PITS	2.00	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
31032016000000	OIL PRODUCTION VAPOR RECOVERY/FLARES/CASING GAS VENTING	1.44	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
31039316000000	OIL PRODUCTION - TANK TRUCK/RAILCAR LOADING: CRUDE OIL	0.97	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
31030816000000	OIL PRODUCTION FUGITIVE LOSSES - COMPRESSORS	0.45	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
31032501000000	OIL & GAS PRODUCTION - STORAGE TANKS: CONDENSATE	0.42	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31031101000000	GAS PRODUCTION PNEUMATIC DEVICES / CONTROLLERS	0.34	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31031116000000	OIL PRODUCTION PNEUMATIC DEVICES / CONTROLLERS	0.32	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31033301000000	DEHYDRATORS	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31031301000000	GAS WELL PNEUMATIC PUMPS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31030316000000	OIL PRODUCTION - FUGITIVES - FLANGES	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31030416000000	OIL PRODUCTION FUGITIVE LOSSES - FITTINGS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31031016000000	OIL PRODUCTION FUGITIVE LOSSES - WELL HEADS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31031216000000	OIL PRODUCTION FUGITIVE LOSSES - WELL CELLARS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31039301000000	GAS PRODUCTION - TANK TRUCK/RAILCAR LOADING: CONDENSATE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030101000000	GAS WELLS - FUGITIVES - MUD DEGASSING	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031701000000	GAS WELL VENTING - BLOWDOWNS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031516000000	OIL PRODUCTION - FUGITIVES - OPEN ENDED LINES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31035201000000	WET GAS STRIPPING/FIELD SEPARATOR FUGITIVE LOSSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030201000000	GAS PRODUCTION - FUGITIVE LOSSES - VALVES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030301000000	GAS PRODUCTION - FUGITIVES - FLANGES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031601000000	GAS PRODUCTION - MISCELLANEOUS FUGITIVE LOSSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030401000000	GAS PRODUCTION - FUGITIVE LOSSES - FITTINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031501000000	GAS PRODUCTION - FUGITIVES - OPEN ENDED LINES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COATINGS AND RELATED PROCESS SOLVENTS		8.02	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
23099590000000	INDUSTRIAL COATINGS (UNSPECIFIED)	3.58	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
23021890000000	AUTO REFINISHING - COATINGS	3.39	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
23023290000000	WOOD FURNITURE AND FABRICATED PRODUCTS COATINGS	0.89	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
23024083000000	THINNING AND CLEANUP SOLVENT USES	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
PRINTING		6.85	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
24099580000000	PRINTING	6.85	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PETROLEUM MARKETING		6.63	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
33031801100000	PETROLEUM MARKETING - NATURAL GAS TRANSMISSION LOSSES	4.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
33039511000000	CARGO TANKS - PRESSURE RELATED - FUGITIVE	1.73	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14
33039711000000	CARGO TANKS - PRODUCT HOSE - FUGITIVE	0.39	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
33037411000000	GASOLINE DISPENSING TANKS - WORKING LOSSES	0.29	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
33038111000000	VEHICLE REFUELING - HOSE PERMEATION	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
33039611000000	CARGO TANKS - VAPOR HOSE - FUGITIVE	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
33037611000000	GASOLINE DISPENSING TANKS - BREATHING LOSSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
ASPHALT PAVING / ROOFING		6.49	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54
54056604000000	ASPHALT PAVING - EMULSIFIED ASPHALT	3.08	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
54056204000000	ASPHALT PAVING - ROAD OILS	2.32	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
54059004000000	ASPHALT ROOFING OPERATIONS	0.52	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
54056004000000	ASPHALT PAVING - CUTBACK ASPHALT	0.47	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
54056404000000	ASPHALT PAVING - HOT-MIX ASPHALT	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
MANAGED BURNING AND DISPOSAL		6.09	0.71	1.17	0.92	0.40	0.29	0.18	0.12	0.11	0.14	0.43	0.85	0.77
67066802009886	AGRICULTURAL BURNING - WEED ABATEMENT-TUMBLEWEEDS	2.76	0.19	0.51	0.61	0.27	0.13	0.02	0.03	0.03	0.04	0.20	0.34	0.38
67066002629892	AGRICULTURAL BURNING - PRUNINGS-VINEYARD REMOVAL	2.01	0.36	0.40	0.11	0.03	0.08	0.10	0.05	0.04	0.05	0.15	0.38	0.26
67066002629842	AGRICULTURAL BURNING - PRUNINGS-ATTRITION	0.88	0.10	0.18	0.13	0.07	0.05	0.04	0.03	0.03	0.02	0.05	0.09	0.08
67066002629862	AGRICULTURAL BURNING - PRUNINGS-ORCHARD REMOVAL	0.25	0.02	0.05	0.04	0.02	0.02	0.01	0.00	0.01	0.02	0.01	0.03	0.03
67066802009872	AGRICULTURAL BURNING - WEED ABATEMENT- PONDING/LEVEE BANKS/DITCHBANK/CANAL	0.11	0.01	0.02	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01
67067002000000	NON-AGRICULTURAL OPEN BURNING	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629884	AGRICULTURAL BURNING - PRUNINGS-TREE PRUNINGS	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066802009858	AGRICULTURAL BURNING - WEED ABATEMENT-NOXIOUS WEEDS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629874	AGRICULTURAL BURNING - PRUNINGS- RAISIN TRAYS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
67099502409868	OTHER WASTE BURNING - PESTICIDE/SEED SACKS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066402000000	AGRICULTURAL BURNING - RANGE IMPROVEMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

San Joaquin Railyards*



¹Class 1 Switchers may be frequently reassigned to a different railyard or a different region for operational needs. Class 1 major railyards switcher counts are from 2007-2009 Health Risk Assessments (HRA). Class 3, Passenger and Military/Industrial based on 2016 staff communication.

*Major railyard: One of selected 18 railyards in 2007-2009 HRA. Non-Major railyard is a Class 1 railyard that is not a Major railyard.

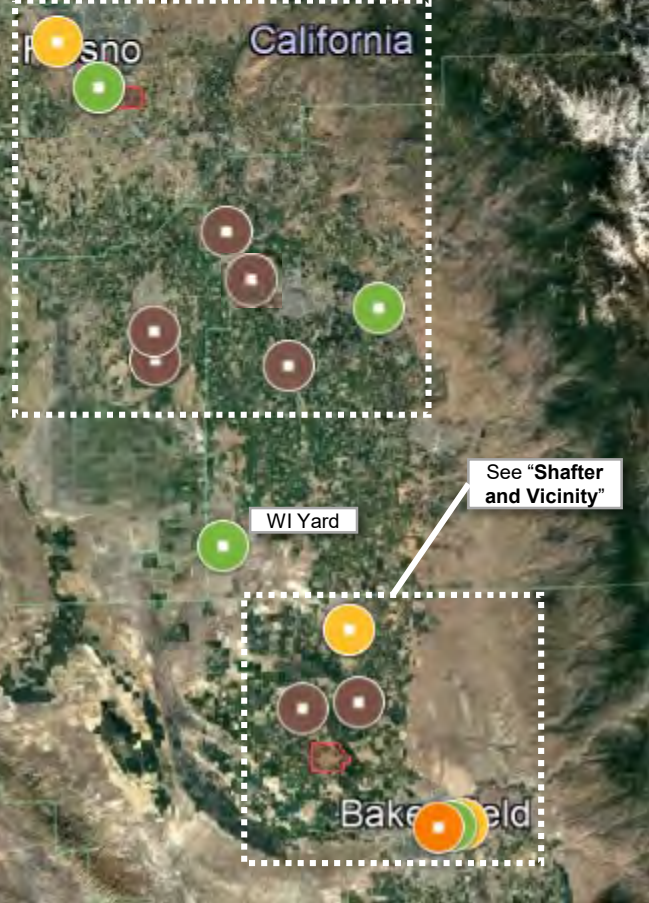
Class 1 Non-Major* Railyards

UP Tracy	
Operations	Classification
Switchers	Contact UP for tiers/count.

Class 3 Railyards

CCT (Central California Traction) Lodi Yard	
Operations	Switching
Switchers ²	5x Pre-Tier 0, 3x Genset (combined with CCT Port of Stockton Yard)

WI (West Isle Railroad) Yard	
Operations	Switching
Switchers ²	1x Pre-Tier 0



* Railyards in this document are locations where switchers operate or maintenance activities occur.

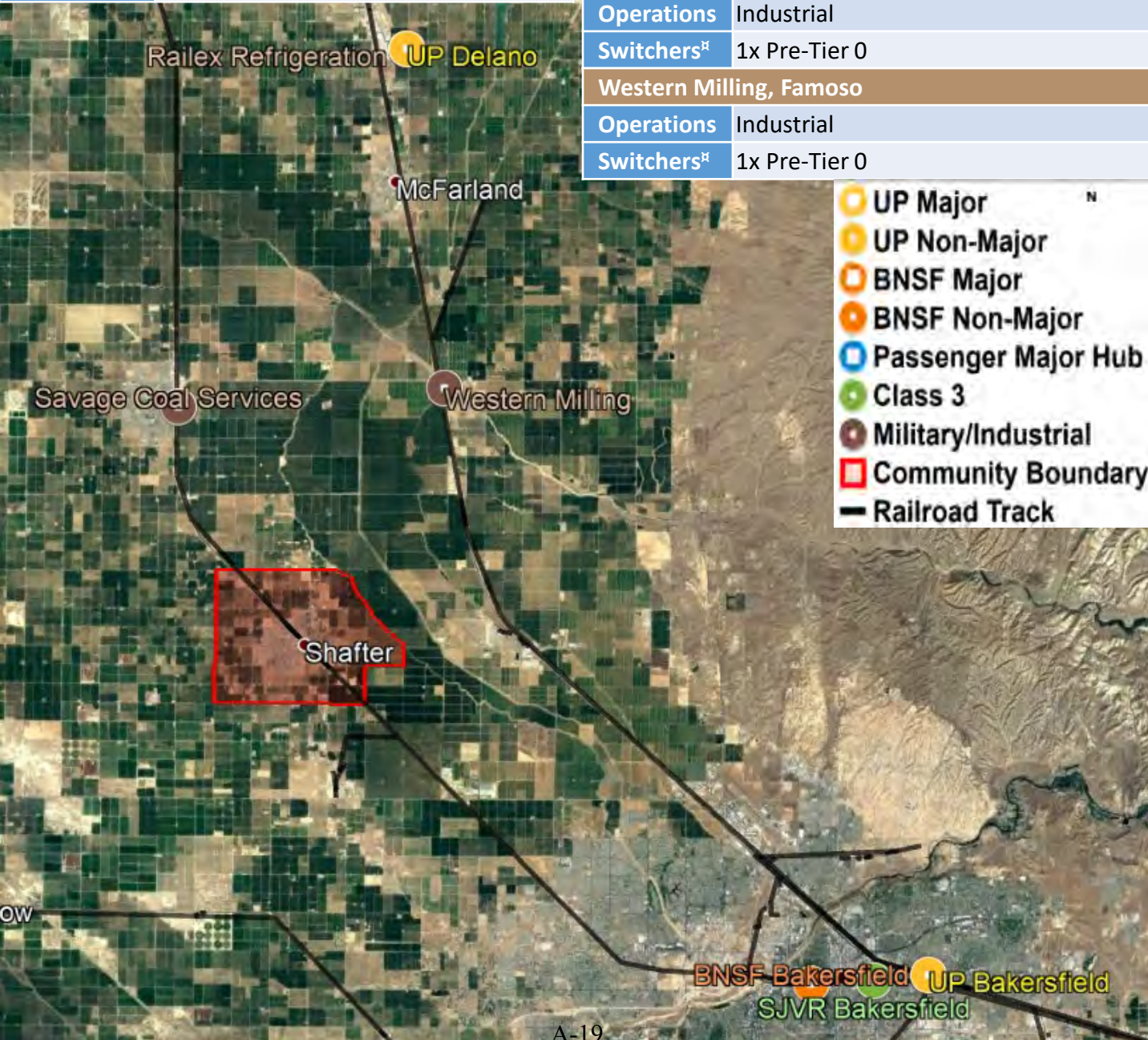
Shafter and Vicinity

Class 1 Non-Major* Railyards

UP Delano	
Operations	Classification
Switchers st	Contact UP for tiers/count.
UP Bakersfield	
Operations	Classification
Switchers st	Contact UP for tiers/count.
BNSF Bakersfield	
Operations	Classification
Switchers st	Contact BNSF for tiers/count.

Class 3 Railyards

SJVR Bakersfield	
Operations	Switching
Switchers st	18x Pre-Tier 0, 4x Tier 4 (all 3 SJVR yards combined)
Military / Industrial	
Railrex Refrigeration	
Operations	Industrial
Switchers st	1x Pre-Tier 0
Savage Coal Services	
Operations	Industrial
Switchers st	1x Pre-Tier 0
Western Milling, Famoso	
Operations	Industrial
Switchers st	1x Pre-Tier 0



- UP Major
- UP Non-Major
- BNSF Major
- BNSF Non-Major
- Passenger Major Hub
- Class 3
- Military/Industrial
- Community Boundary
- Railroad Track

Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
C-35745-1A	1/6/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 2,000.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-27074-1A	1/15/2015	Shafter	93263	Heavy-Duty	On-Road Prop 1B	Vehicle Replacement	Agricultural	\$ 50,000.00	4.85	0.00	0.00	4.85	0	Shafter	CA	93263	Kern	Proposition 1B - Phase 4	
C-29158-1A	2/10/2015	Shafter	93263	Heavy-Duty	On-Road Prop 1B	Vehicle Replacement	Other	\$ 40,000.00	4.04	0.00	0.00	4.04	0	Shafter	CA	93263	Kern	Proposition 1B - Phase 4	
C-37301-1A	2/10/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-37067-1A	2/10/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.30	0.00	0.30	0	Shafter	CA	93263	Kern	Community Incentives	
C-37082-1A	2/10/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-37501-1A	3/2/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-38076-1A	4/13/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.30	0.00	0.30	0	Shafter	CA	93263	Kern	Community Incentives	
C-38398-1A	4/13/2015	Wasco	93280	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Wasco	CA	93280	Kern	Community Incentives	
C-38694-1A	5/18/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-38726-1A	5/18/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-38793-1A	6/18/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.02	0.03	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-39058-1A	6/18/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 49,715.75	1.65	0.03	0.02	1.70	0	Shafter	CA	93263	Kern	AB 2522	
C-25924-1A	6/24/2015	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 16,000.00	2.03	0.12	0.32	2.47	0	Bakersfield	CA	93312	0	Bakersfield	AB 2522
C-39381-1A	6/24/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 26,432.19	0.90	0.03	0.01	0.94	0	Shafter	CA	93263	Kern	AB 2522	
C-25926-1A	7/15/2015	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 16,000.00	1.72	0.10	0.28	2.10	0	Bakersfield	CA	93312	0	Bakersfield	AB 2522
C-39449-1A	7/15/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	4.69	0.00	0.09	4.78	0	Shafter	CA	93263	Kern	AB 2522	
C-39450-1A	7/15/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	3.97	0.00	0.08	4.05	0	Shafter	CA	93263	Kern	AB 2522	
C-39786-1A	7/30/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	2.48	0.00	0.02	2.50	0	Shafter	CA	93263	Kern	AB 2522	
C-39996-1A	8/4/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-27174-1A	9/3/2015	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Swathers	\$ 14,800.00	1.30	0.11	0.24	1.65	0	Shafter	CA	93263	Kern	AB 2522	
C-40397-1A	9/8/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-39452-1A	9/10/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	4.63	0.00	0.09	4.72	0	Shafter	CA	93263	Kern	AB 2522	
C-40046-1A	10/8/2015	Bakersfield	93314	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Bakersfield	CA	93314	Kern	Mobile Source Incentives	
C-27172-1A	10/8/2015	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Swathers	\$ 14,800.00	1.31	0.12	0.26	1.69	0	Shafter	CA	93263	Kern	AB 2522	
C-40428-1A	11/2/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-41005-1A	11/24/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,030.49	1.81	0.00	0.04	1.85	0	Shafter	CA	93263	Kern	AB 2522	
C-42352-1A	12/8/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-42766-1A	1/6/2016	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-39727-1A	1/26/2016	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 11,670.75	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
C-43845-1A	2/22/2016	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-41349-1A	3/30/2016	Shafter	93263	Heavy-Duty	School Bus	Alt Fuel Tank Replacement	Tank Replacement	\$ 16,531.88	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	SB 709	
C-45174-1A	4/7/2016	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	AB 2522	
C-45248-1A	4/25/2016	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	AB 2522	
C-45318-1A	4/25/2016	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,984.63	2.87	0.00	0.02	2.89	0	Shafter	CA	93263	Kern	AB 2522	
C-45319-1A	4/25/2016	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,984.63	3.50	0.00	0.03	3.53	0	Shafter	CA	93263	Kern	AB 2522	
C-45320-1A	6/29/2016	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,984.63	2.54	0.00	0.02	2.56	0	Shafter	CA	93263	Kern	AB 2522	
C-46571-1A	6/30/2016	Bakersfield	93314	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	1.43	0.00	1.43	0	Bakersfield	CA	93314	Kern	Community Incentives	
C-30427-1B	9/8/2016	Bakersfield	93314	Heavy-Duty	School Bus	Vehicle Replacement	Public School Bus-SBIRp13	\$ 83,637.03	0.93	0.04	0.02	0.99	0	Bakersfield	CA	93314	Kern	AB 2522	
C-24753-1A	9/12/2016	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 70,000.00	13.64	0.59	1.50	15.73	0	Bakersfield	CA	93312	0	Moyer - SJV	
C-46603-1A	9/12/2016	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Grape Harvester	\$ 31,000.00	0.97	0.10	0.25	1.32	0	Shafter	CA	93263	0	AB 2522	
C-43182-1A	9/15/2016	Shafter	93263	Heavy-Duty	On-Road Prop 1B	Vehicle Replacement	Building or Construction Materials	\$ 60,000.00	5.46	0.00	0.00	5.46	0	Shafter	CA	93263	Kern	Proposition 1B - Phase 5	
C-47493-1A	10/6/2016	Shafter	93263	Lawn & Garden	Residential	Replacement	Lawn Mower	\$ 250.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-30306-2A	10/26/2016	Shafter	93263	Heavy-Duty	School Bus	Vehicle Replacement	Public School Bus-SBIRp13	\$ 90,200.88	0.22	0.01	0.00	0.23	0	Shafter	CA	93263	Kern	AB 2522	
C-47772-A	12/7/2016	Bakersfield	93314	Light-Duty	Van Pool	Voucher	Van Pool Subsidy	\$ 1,080.00	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93309	Kern	SB 709	
C-30306-1A	12/7/2016	Shafter	93263	Heavy-Duty	School Bus	Vehicle Replacement	Public School Bus-SBIRp13	\$ 90,200.88	0.76	0.03	0.01	0.80	0	Shafter	CA	93263	Kern	AB 2522	
C-48528-1A	12/7/2016	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	AB 2522	
C-45862-1A	12/7/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 13,383.75	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-45862-2A	12/7/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 13,383.75	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-45862-3A	12/7/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 12,093.75	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-45862-4A	12/12/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 20,000.00	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-49911-1A	1/3/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.08	0.00	0.08	0	Shafter	CA	93263	Kern	Community Incentives	VERA
C-50634-1A	1/26/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	VERA
C-51196-1A	2/23/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.12	0.00	0.12	0	Shafter	CA	93263	Kern	Community Incentives	VERA
C-51715-1A	3/15/2017	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	AB 2522	
C-51963-1A	4/4/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.12	0.00	0.12	0	Shafter	CA	93263	Kern	EPA Settlements - Estes Express Lines - Community Incentives - Ph. 1	
C-51707-1A	4/17/2017	Bakersfield	93314	Lawn & Garden	Residential	Replacement	Lawn Mower	\$ 250.00	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	Community Incentives	
C-53553-1A	5/15/2017	Shafter	93263	Light-Duty	EFMP	Replacement	Day Forward Replacement	\$ 5,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	ARB - Enhanced Fleet Modernization Program - Plus Up - Ph. 2	
C-49801-1A	6/1/2017	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 35,000.00	2.70	0.17	0.39	3.26	0	Bakersfield	CA	93390	0	VERA	
C-54018-1A	6/1																		

Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
C-51812-2A	6/11/2018	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 14,607.83	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
C-51812-3A	6/11/2018	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 12,923.59	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
C-64164-1A	6/27/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	SB 709	
C-65280-1A	8/9/2018	Wasco	93280	Light-Duty	EFMP	Replacement	Day Forward Replacement	\$ 9,500.00	0.00	0.00	0.00	0.00	0	Wasco	CA	93280	Kern	ARB - Enhanced Fleet Modernization Program - Ph. 3	ARB - Enhanced Fleet Modernization Program - Plus Up - Ph. 3
C-65275-1-A1	8/9/2018	Wasco	93280	Lawn & Garden	Residential	Replacement	Lawn Mower	\$ 150.00	0.00	0.00	0.00	0.00	0	Wasco	CA	93280	Kern	Community Incentives	
C-65378-1-A1	9/4/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	SB 709	
G-66497-A1	9/6/2018	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,500.00	0.00	0.92	0.00	0.92	0	Shafter	CA	93263		2016 Air Shed - Wood Burning Devices Replacement	
G-65680-A1	9/6/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	Light-Med. Duty Vehicle	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263		0 SB 709	
C-54863-1A	10/22/2018	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 13,352.63	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
G-68560-A1	10/25/2018	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,500.00	0.00	0.92	0.00	0.92	0	Shafter	CA	93263		2016 Air Shed - Wood Burning Devices Replacement	
G-67324-A1	10/25/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263		0 AB 2522	
G-65817-A1	11/13/2018	Wasco	93280	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.00	0.00	0.00	0.01	0	Wasco	CA	93280		0 SB 709	
G-67365-A1	11/19/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263		0 AB 2522	
G-69467-A1	11/26/2018	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,000.00	0.00	0.25	0.00	0.25	0	Shafter	CA	93263		0 Community Incentives	
G-67814-A1	12/3/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263		0 AB 2522	
G-69707-A1	12/3/2018	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 9,252.89	0.04	0.00	0.07	0.11	0	Shafter	CA	93263	Fresno	FARMER - GGRF	
G-69708-A1	12/6/2018	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 9,252.89	0.24	0.01	0.06	0.31	0	Shafter	CA	93263	Fresno	FARMER - GGRF	
G-69296-A1	12/13/2018	Wasco	93280	Light-Duty	Charge Up	EV Charger-Private	Electric Vehicle Charger MUD	\$ 12,000.00	0.00	0.00	0.00	0.00	0	Clovis	CA	93611		0 AB 2522	
G-70737-A1	1/8/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 12,001.28	0.04	0.00	0.07	0.12	0	Shafter	CA	93263		0 FARMER - GGRF	
G-71971-A1	1/8/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 20,400.00	2.20	3.70	2.60	8.50	0	Shafter	CA	93263		0 Community Incentives	
G-71971-A1	2/12/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 20,400.00	2.20	3.70	2.60	8.50	0	Shafter	CA	93263		0 Community Incentives	
G-71342-A1	2/26/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	1.85	0.00	1.85	0	Shafter	CA	93263		2015 Air Shed - Wood Burning Devices Replacement	Community Incentives
G-73690-A1	2/26/2019	Bakersfield	93314	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,720.99	0.02	0.00	0.03	0.05	0	Bakersfield	CA	93314		0 FARMER - GGRF	
G-73691-A1	2/26/2019	Bakersfield	93314	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 11,389.95	0.02	0.00	0.03	0.05	0	Bakersfield	CA	93314		0 FARMER - GGRF	
G-73725-A1	3/5/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 12,424.38	0.01	0.00	0.02	0.04	0	Shafter	CA	93263		0 FARMER - GGRF	
G-74429-A1	3/25/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.46	0.00	0.46	0	Shafter	CA	93263		0 Community Incentives	
G-73729-A1	3/25/2019	Bakersfield	93314	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,839.07	0.02	0.00	0.04	0.06	0	Bakersfield	CA	93314		0 FARMER - GGRF	
G-73989-A1	3/27/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 12,786.26	0.03	0.00	0.04	0.07	0	Shafter	CA	93263		0 FARMER - GGRF	
G-70511-A1	3/27/2019	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263		0 AB 2522	
G-67506-A1	3/28/2019	Bakersfield	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 40,250.00	7.72	0.41	0.72	8.85	0	Bakersfield	CA	93313		0 Community Air Protection Funds - Phase 1	
G-75329-A1	4/4/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,500.00	0.00	0.12	0.00	0.12	0	Shafter	CA	93263		0 Community Incentives	
G-74712-A1	4/4/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,866.97	0.04	0.00	0.07	0.11	0	Shafter	CA	93263		0 FARMER - GGRF	
G-74714-A1	4/15/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,866.97	0.04	0.00	0.07	0.11	0	Shafter	CA	93263		0 FARMER - GGRF	
G-74988-A1	4/29/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,240.87	0.06	0.00	0.03	0.09	0	Shafter	CA	93263	Kern	FARMER - GGRF	
G-75074-A1	5/13/2019	Wasco	93280	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,960.08	0.08	0.00	0.14	0.22	0	Wasco	CA	93280	Kern	FARMER - GGRF	
G-75076-A1	6/4/2019	Wasco	93280	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,943.59	0.08	0.00	0.14	0.22	0	Wasco	CA	93280	Kern	FARMER - GGRF	
G-76716-A1	6/4/2019	Shafter	93263	Light-Duty	Charge Up	EV Charger-Private	Electric Vehicle Charger	\$ 6,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
G-77828-A1	6/4/2019	Shafter	93263	Light-Duty	Charge Up	EV Charger-Private	Electric Vehicle Charger	\$ 6,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
G-71986-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Low-Dust Harvester Replacement	PTO Driven Harvester	\$ 40,877.94	0.00	43.13	0.00	43.13	0	Bakersfield	CA	93301		0 Community Incentives	
G-69873-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 118,000.00	7.64	0.19	0.38	8.21	0	Shafter	CA	93263	Kern	Community Air Protection Funds - Phase 1	
G-71774-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Windrower	\$ 52,421.70	1.66	0.21	0.27	2.14	0	Shafter	CA	93263		0 Community Air Protection Funds - Phase 1	
G-71775-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Low-Dust Harvester Replacement	PTO Driven Harvester	\$ 44,577.64	0.00	25.37	0.00	25.37	0	Lost Hills	CA	93249		0 Community Incentives	
G-75038-A1	6/11/2019	Shafter	93263	Heavy-Duty	Off-Road	Replacement	PTO Driven Harvester	\$ 35,024.00	0.00	33.04	0.00	33.04	0	Shafter	CA	93263	Kern	Community Incentives	
G-74496-A1	6/14/2019	Wasco	93280	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.02	0.00	0.02	0.04	0	Wasco	CA	93280		0 AB 2522	
G-74936-A1	6/19/2019	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263		0 AB 2522	
G-79581-A1	6/20/2019	Shafter	93263	Lawn & Garden	Residential	Replacement		\$ 250.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263		0 Community Incentives	
G-79353-A1	6/20/2019	Shafter	93263	Lawn & Garden	Residential	New Purchase		\$ 50.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263		0 Community Incentives	
G-75060-A1	7/10/2019	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263		0 AB 2522	
G-66186-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 39,900.00	15.41	1.07	1.47	17.95	0	Bakersfield	CA	93311		0 Community Air Protection Funds - Phase 1	
G-66673-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 33,439.95	6.10	0.30	0.39	6.79	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-66680-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 33,439.95	6.10	0.30	0.39	6.79	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-69032-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 36,750.00	4.23	0.39	0.54	5.16	0	Shafter	CA	93263		0 Community Air Protection Funds - Phase 1	
G-70265-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-70265-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-70267-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-70267-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-70270-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-70270-A1	7/11/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		0 Community Air Protection Funds - Phase 1	
G-76385-A1	7/11/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,675.06	0.02	0.00	0.04	0.07	0	Shafter	CA	93263		0 FARMER - GGRF	
G-76385-A1	7/18/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV												

Shafter Incentives from Jan 2015 to Apr 2020


ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
G-66523-A1	9/4/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 97,500.00	16.53	0.53	1.27	18.33		0 Bakersfield	CA	93301	0	Community Air Protection Funds - Phase 1	
G-66626-A1	9/9/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 39,900.00	10.38	0.27	0.53	11.18		0 Bakersfield	CA	93301	0	Community Air Protection Funds - Phase 1	
G-82521-A1	9/18/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,000.00	0.00	0.96	0.00	0.96		0 Shafter	CA	93263	0	Community Incentives	
G-75675-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	3.14	0.00	0.42	3.56		0 Shafter	CA	93263	Kern	VERA DERA - Heavy Duty Truck Replacement - Ph.	
G-75679-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	1.19	0.00	0.16	1.35		0 Shafter	CA	93263	Kern	VERA	
G-75680-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	3.04	0.00	0.41	3.45		0 Shafter	CA	93263	Kern	VERA	
G-75681-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 22,000.00	0.69	0.00	0.06	0.75		0 Shafter	CA	93263	Kern	VERA	
G-75682-A1	10/7/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	2.47	0.00	0.19	2.66		0 Shafter	CA	93263	Kern	VERA	
G-84252-A1	11/5/2019	Shafter	93263	Light-Duty	Charge Up	EV Charger-Private	Alternative Fuel Vehicle	\$ 6,000.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
G-84954-A1	11/5/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-84954-A1	11/5/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-84954-A1	11/5/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-84954-A1	11/6/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-86063-A1	11/13/2019	Shafter	93263	Lawn & Garden	Residential	New Purchase		\$ 25.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	0	Community Incentives	
G-86455-A1	11/14/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-86746-A1	11/18/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.64	0.00	0.64		0 Shafter	CA	93263	0	ISR	
G-86474-A1	11/18/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-86870-A1	11/20/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-87288-A1	11/20/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-87309-A1	12/2/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-87278-A1	12/2/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 60,000.00	9.63	16.26	11.64	37.53		0 Shafter	CA	93263	0	Community Incentives	VERA
G-87278-A1	12/13/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 60,000.00	9.63	16.26	11.64	37.53		0 Shafter	CA	93263	0	Community Incentives	VERA
G-89020-A1	12/16/2019	Bakersfield	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Bakersfield	CA	93263	0	ISR	
G-88820-A1	12/17/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
C-61452-2-A1	12/18/2019	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 19,766.03	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
G-76935-A1	12/26/2019	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 19,766.03	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
G-89397-A1	1/2/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-89861-A1	1/8/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	1.91	0.00	1.91		0 Shafter	CA	93263	0	ISR	
G-90024-A1	1/9/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-90343-A1	1/10/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-79870-A1	1/15/2020	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Chopper	\$ 308,500.00	12.98	0.35	0.60	13.93		0 Bakersfield	CA	93311	Kern	FARMER - GGRF - Ph.2	
G-90481-A1	1/24/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 1,500.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-91114-A1	2/11/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.48	0.00	0.48		0 Shafter	CA	93263	0	ISR	
G-88689-A1	2/11/2020	Shafter	93263	Light-Duty	Charge Up	EV Charger-Public	Electric Vehicle Charger Level 3 Corridor	\$ 50,000.00	0.00	0.00	0.00	0.00		0 SHAFter	CA	93263	0	AB 2522	
G-89111-A1	2/20/2020	Shafter	93263	Light-Duty	Charge Up	EV Charger-Public	Electric Vehicle Charger	\$ 6,000.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	0	AB 2522	
G-67938-A1	3/9/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 30,985.95	1.79	0.16	0.23	2.18		0 Shafter	CA	93263	0	FARMER - GGRF - Ph.2	
G-69560-A1	3/16/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Back Hoe	\$ 64,350.00	3.80	0.35	0.48	4.63		0 Bakersfield	CA	93301	0	FARMER - GGRF - Ph.2	
G-74085-A1	3/19/2020	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 34,650.00	5.40	0.40	0.70	6.50		0 Bakersfield	CA	93311	0	VERA	
G-74893-A1	3/19/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Wheel Loader	\$ 106,600.00	3.31	0.17	0.21	3.69		0 Shafter	CA	93263	Mobile Equipment	FARMER - GGRF - Ph.2	
G-74895-A1	3/19/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Wheel Loader	\$ 112,450.00	7.83	0.54	0.81	9.18		0 Shafter	CA	93263	Mobile Equipment	FARMER - GGRF - Ph.2	
G-74898-A1	3/25/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Wheel Loader	\$ 101,400.00	8.55	0.45	0.73	9.73		0 Shafter	CA	93263	Mobile Equipment	VERA	
G-92210-A1	4/2/2020	Shafter	93263	Heavy-Duty	On-Road	Truck Repair Pilot	Building or Construction Materials	\$ 6,649.29	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	0	ARB - Heavy Duty Truck Repair	
G-93830-A1	4/2/2020	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02		0 Shafter	CA	93263	0	AB 2522	
G-93788-A1	4/6/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-85058-A1	4/6/2020	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Swathers	\$ 115,500.00	4.06	0.12	0.23	4.41		0 Bakersfield	CA	93314	0	FARMER - ARFVTF	
	2/13/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 826.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 595.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 832.00	0.01	0.01	0.01	0.03		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	5/30/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 752.00	0.01	0.01	0.01	0.02		0 Shafter	CA	93263	Kern	AB 2522	
	5/30/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 643.00	0.00	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	6/6/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	6/13/2015	Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00	0.00	0.00	0.00		0 Bakersfield	CA	93314	Kern	AB 2522	
	6/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 814.00	0.01	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	7/11/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 749.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	7/11/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	9/12/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01	0.01	0.01	0.02		0 Shafter	CA	93263	Kern	AB 2522	
	9/12/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 650.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	9/19/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	9/19/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.0								

Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 756.00	0.01			0.01		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01			0.01	0.02	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00			0.00		Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 380.00	0.00			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 684.00	0.00			0.00	0.00	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.04	0.04	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.03	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 600.00	0.00			0.01	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00			0.00	0.00	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 183.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 108.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 849.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 832.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 840.00	0.01			0.00	0.02	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 481.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 598.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 837.00	0.01			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.02			0.00	0.02	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.02			0.02	0.04	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00			0.00	0.00	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 743.00	0.00			0.00	0.01	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	


Inventario de Emisiones bajo AB 617, Shafter
 Carta fechada el 20 de marzo de 2019, Tom Frantz y Gustavo Aguirre, Jr.
 Sobre: Solicitudes de Inventario de Emisiones bajo AB 617 para Shafter
 Recibido el 9 de marzo de 2020

	Pregunta	Tema/Categoría	Respuesta																		
Solicitudes Pendientes de 2019:																					
1.	Hay diez grandes lecherías dentro del radio de 7 millas o afuera por poco. Por favor indique las emisiones totales estimadas de VOCs, amoníaco, H2S, N2O, metano, PM10, PM2.5 y metanol de estas diez lecherías en su conjunto. Si se conocen las emisiones de las lecherías en toda el área, entonces debería ser posible estimar las emisiones de estas diez lecherías observando los números relativos de vacas permitidas.	Lechería	<p>El inventario de emisiones para Shafter que CARB desarrollo incluye estimaciones de emisiones de área para todas las lecheras en la comunidad (radio de 7 millas) para contaminantes de criterio y toxinas, incluyendo amoníaco. El inventario de emisiones al nivel de planeación para fuentes de área y móviles esta disponible bajo "California Air Resources Board Data" en la página: http://community.valleyair.org/selected-communities/shafter</p> <table border="1" data-bbox="787 727 2066 850"> <thead> <tr> <th></th> <th>NOx (tpy)</th> <th>ROG (tpy)</th> <th>PM10 (tpy)</th> <th>PM2.5 (tpy)</th> <th>NH3 (tpy)</th> </tr> </thead> <tbody> <tr> <td>Vacas Lecheras</td> <td>0.00</td> <td>85.83</td> <td>19.58</td> <td>2.24</td> <td>310.24</td> </tr> <tr> <td>Forraje – No especificado</td> <td>0.00</td> <td>133.28</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> </tbody> </table> <p>Metodologías para emisiones de área desarrolladas por CARB o el Distrito están disponible en https://ww2.arb.ca.gov/index-methodologies-major-category</p> <p>Metodologías para emisiones de operaciones agrícolas desarrolladas por CARB o el Distrito están disponible aquí: https://ww2.arb.ca.gov/arb-miscellaneous-process-methodologies-livestock</p> <p>El enlace antedicho incluye el enlace al reporte de Factores de Emisiones de VOC de Lecheras desarrollado por SJVAPCD.</p> <p>Además, como parte de la implementación del CERP, el Distrito trabajará con CDFA, NRCS, CDQAP y las lecherías locales en la comunidad para implementar oportunidades de reducción de emisiones identificadas en el CERP, incluyendo el examen del potencial y la viabilidad de varias prácticas alternativas de manejo de estiércol para reducir las emisiones y promover estas prácticas en las lecherías cercanas a la comunidad de Shafter. En el futuro, la información específica de las lecherías se recolectará a través del Reglamento de</p>		NOx (tpy)	ROG (tpy)	PM10 (tpy)	PM2.5 (tpy)	NH3 (tpy)	Vacas Lecheras	0.00	85.83	19.58	2.24	310.24	Forraje – No especificado	0.00	133.28	0.00	0.00	0.00
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	Pregunta	Tema/Categoría	Respuesta
			Informes de los Contaminantes de Criterio y Tóxicos del Aire y las actualizaciones de las Zonas Conflictivas de AB 2588.
2.	<p>Hace un año se prometió información sobre las emisiones de VOCs, PM2.5, NOx y TACs de esta compañía dentro del radio de 7 millas, pero no se ha proporcionado nada.</p> <p>Pregunta original de 2019: Las emisiones de las fuentes permitidas no incluyen JP Oil ubicado en el lado sur de Shafter y dentro del límite de 7 millas. Esta información debe ser incluida. Para JP Oil, se deben incluir las emisiones de llamaradas por año durante los últimos cinco años. Las emisiones de CRC de llamaradas también deberían ser una categoría separada por año y</p>	<p>JP Oil</p>	<p>JP Oil tiene múltiples sitios operativos en el área de radio de 7 millas en Shafter. Bajo el programa de inventario de emisiones anuales, el Distrito consolida bajo los datos del inventario de emisiones de las instalaciones principales de los diferentes sitios, ubicados en el área. El Distrito ha compilado un informe de los datos del inventario de emisiones de JP Oil en los sitios específicos ubicados dentro del área del radio de 7 millas en Shafter.</p> <p>El siguiente mapa es una referencia para la ubicación aproximada de cada unidad informada en el documento de JP Oil adjunto. Inventario de Emisiones a partir de la página A-1.</p> 


	Pregunta	Tema/Categoría	Respuesta															
	tipo de emisión durante los últimos cinco años.																	
3.	Hay muchos motores de combustión interna estacionarios que bombean agua para la agricultura dentro del radio de 7 millas. Un elemento del CERP es el dinero de incentivo para que los agricultores conviertan estos motores en electricidad. Cuántos de estos motores de combustión interna de fuente estacionaria permitidos están en el radio de 7 millas y cuáles son las emisiones estimadas de NOx, PM2.5 y VOCs de estos motores. Esto también debe estar separado por tipo de combustible,	Incentivos – Pompas Agrícolas de Motores de Combustión Interna	<p>Emisiones de motores agrícolas son incluidos bajo el inventario de las emisiones de área de CARB; emisiones para algunos contaminantes son resumidos aquí. El inventario de emisiones al nivel de planeación para fuentes de área y móviles esta disponible bajo “California Air Resources Board Data” en la página http://community.valleyair.org/selected-communities/shafter. Reporte de emisiones por instalación actualmente no es disponible.</p> <table border="1"> <thead> <tr> <th></th> <th>NOx (tpy)</th> <th>ROG (tpy)</th> <th>PM10 (tpy)</th> <th>PM2.5 (tpy)</th> </tr> </thead> <tbody> <tr> <td>Bomba Agrícola Estacionaria</td> <td>10.71</td> <td>0.84</td> <td>0.34</td> <td>0.33</td> </tr> <tr> <td>Bomba Agrícola Portátil</td> <td>14.10</td> <td>1.76</td> <td>0.76</td> <td>0.74</td> </tr> </tbody> </table> <p>Metodologías desarrolladas por CARB/El Distrito relacionadas a motores de combustión interna en los sectores de agricultura son disponibles aquí: https://ww2.arb.ca.gov/fuel-combustion-methodologies.</p> <p>Como parte de la implementación del CERP, el Distrito trabajará con fuentes agrícolas en la comunidad para implementar oportunidades de reducción de emisiones identificadas en el CERP, incluyendo la electrificación de motores cuando sea posible.</p>		NOx (tpy)	ROG (tpy)	PM10 (tpy)	PM2.5 (tpy)	Bomba Agrícola Estacionaria	10.71	0.84	0.34	0.33	Bomba Agrícola Portátil	14.10	1.76	0.76	0.74
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	básicamente diésel o gas natural.																																																			
4.	Además de la solicitud anterior sobre las pompas de riego agrícola, ¿cuáles son las emisiones de los motores de combustión interna estacionarios permitidos en las diez lecherías de la zona? Esto debe incluir cualquier motor de combustión interna permitido utilizado para mezclar alimentos, bombear agua, generar electricidad u otros usos posibles en los sitios de lecherías.	Lecherías – Motores de Combustión Interna	<p>Por favor vea la respuesta a la pregunta 3.</p> <p>El Distrito ha recolectado datos de emisiones de las 5 lecherías ubicadas dentro del radio de 7 millas de Shafter y el Distrito está proporcionando datos de emisiones permitidos de estas fuentes. Las emisiones se basan en todo el equipo permitido, incluyendo las operaciones y el equipo en la lechería y, para las lecherías con motores permitidos en la fuente, las emisiones de esos también. Al revisar los datos, es importante tener en cuenta que estas son las emisiones máximas permitidas por el permiso y para muchas de las lecherías, las emisiones reales podrían ser considerablemente menores. Los datos de emisiones reales de las lecherías individuales no están disponibles actualmente. En el futuro, la información específica de las lecherías se recolectará a través del Reglamento de Informes de los Contaminantes de Criterio y Tóxicos del Aire y las actualizaciones de las Zonas Conflictivas de AB 2588.</p> <table border="1"> <thead> <tr> <th>NOMBRE DE INSTALACIÓN</th> <th>Motores</th> <th>NO_x (lb/año)</th> <th>SO_x (lb/año)</th> <th>PM₁₀ (lb/año)</th> <th>CO (lb/año)</th> <th>VOC (lb/año)</th> </tr> </thead> <tbody> <tr> <td>AUKEMAN DAIRY</td> <td>1</td> <td>772</td> <td>0</td> <td>37</td> <td>235</td> <td>88</td> </tr> <tr> <td>FAIAL FARMS 2</td> <td>1</td> <td>1,213</td> <td>1</td> <td>58</td> <td>369</td> <td>138</td> </tr> <tr> <td>OASIS HOLSTEIN DAIRY</td> <td>1</td> <td>882</td> <td>0</td> <td>44</td> <td>268</td> <td>101</td> </tr> <tr> <td>SKYVIEW DAIRY</td> <td>2</td> <td>3,163</td> <td>16</td> <td>152</td> <td>27,878</td> <td>458</td> </tr> <tr> <td>TJAARDA DAIRY</td> <td>3</td> <td>1,377</td> <td>15</td> <td>93</td> <td>485</td> <td>130</td> </tr> <tr> <td colspan="2">Total/ Año</td> <td>7,407</td> <td>32</td> <td>384</td> <td>29,235</td> <td>915</td> </tr> </tbody> </table>	NOMBRE DE INSTALACIÓN	Motores	NO _x (lb/año)	SO _x (lb/año)	PM ₁₀ (lb/año)	CO (lb/año)	VOC (lb/año)	AUKEMAN DAIRY	1	772	0	37	235	88	FAIAL FARMS 2	1	1,213	1	58	369	138	OASIS HOLSTEIN DAIRY	1	882	0	44	268	101	SKYVIEW DAIRY	2	3,163	16	152	27,878	458	TJAARDA DAIRY	3	1,377	15	93	485	130	Total/ Año		7,407	32	384	29,235	915
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5.	Se ha observado que muchos motores de combustión interna funcionan con	Motores de Combustión Interna en Agricultura,	Según las discusiones con CRC, los pozos de petróleo son impulsados por motores eléctricos y no operan ningún motor de combustión interna para este propósito en el radio de 7 millas.																																																	

	Pregunta	Tema/Categoría	Respuesta
	<p>bombas de pozos de petróleo o equipos relacionados en las operaciones de CRC y JP Oil dentro del radio de 7 millas. ¿Cuántos de estos tienen permisos, cuáles son las emisiones asociadas de NOx, PM2.5 y VOC, y cuántos están dentro de 2500 pies de una fuente de electricidad?</p>	<p>Producción de Petróleo (CRC & JP Oil)</p>	<p>JP Oil tiene múltiples sitios operativos en el área de radio de 7 millas en Shafter. Bajo el programa de inventario de emisiones anuales, el Distrito consolida bajo los datos del inventario de emisiones de las instalaciones principales de los diferentes sitios, ubicados en el área. Sin embargo, para abordar la solicitud, el Distrito ha compilado un informe de los datos del inventario de emisiones de JP Oil en los sitios específicos ubicados dentro del área del radio de 7 millas en Shafter. El equipo se opera de manera consistente a las operaciones.</p> <p>El siguiente mapa es una referencia para la ubicación aproximada de cada unidad informada en el Inventario de Emisiones de JP Oil adjunto, donde 19 de estas unidades son Motores de Combustión Interna.</p> 
6.	<p>En relación con el inventario de emisiones de Shafter</p>	<p>Emisiones Temporales</p>	<p>El inventario de emisiones del 2017 para Shafter incluye emisiones anuales en toneladas por año para todas las categorías de fuentes en el radio de 7-millas de Shafter. El inventario de emisiones es disponible aquí: http://community.valleyair.org/selected-communities/shafter. CARB y el Distrito han revisado las fuentes</p>

	Pregunta	Tema/Categoría	Respuesta
	<p>que se ha proporcionado y/o solicitado, ¿cuál es el desglose estacional o mensual de estos totales de emisiones? Por ejemplo, durante las temporadas pico de cosecha, hay mucha más actividad de transporte por camión, actividad de equipo de campo y actividad de planta de procesamiento. Otro ejemplo es la calefacción en el invierno solamente de edificios con gas natural y leña.</p>		<p>de emisiones de instalaciones estacionarias (instalaciones) y fuentes de área y han desarrollado un perfil de emisiones mensuales para estas fuentes.</p> <p><u>Fuentes Permitidas por el Distrito:</u> Los datos de inventario de emisiones anuales recibidos de las instalaciones permitidas contienen información parcial sobre el nivel de actividad mensual de la instalación. El personal del Distrito ha conciliado la lista de las instalaciones con la información del nivel de actividad mensual contenida en la base de datos del inventario de emisiones, cuando esté disponible, para establecer un inventario de emisiones mensual para cada instalación en el área de proyecto de Shafter bajo AB 617.</p> <p><u>Consulte el PDF adjunto “Facility Emissions” empezando en la página A-6 para obtener más detalles.</u></p> <p><u>Fuentes de Área de CARB:</u> Usando datos temporales establecidos, emisiones anuales de área pueden ser convertidos a emisiones por mes, semana, día y hora. Datos temporales son guardados en la base de datos de inventarios de emisiones de CARB. Cada distrito de aire asigna datos temporales para todos los procesos ocurriendo en cada instalación en su distrito para representar cuando ocurren las emisiones por cada proceso. El personal de CARB o el Distrito asignan datos temporales para cada categoría de fuente de área por condado/distrito de aire. CARD ha desarrollado emisiones mensuales para las fuentes de área mayores en la comunidad.</p> <p><u>Favor de ver el PDF adjunto “Shafter Top Area-wide Categories Monthly TPY” empezando en la página A-12 para más detalles.</u></p>

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Nuevas Solicitudes de 2020:																																																																																																																																																																																																			
1.	Todos los resultados de monitoreo de PM10 en Shafter con promedios por hora y por día.	Monitoreo	<p style="text-align: center;">Shafter PM 10 Daily Average 2019 ug/m3 (LC)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Day of the Month</th> <th>August</th> <th>September</th> <th>October</th> <th>November</th> <th>December</th> </tr> </thead> <tbody> <tr><td>1</td><td></td><td>33.75</td><td>32.88</td><td>87.29</td><td>6.88</td></tr> <tr><td>2</td><td></td><td>33.46</td><td>43.58</td><td>76.96</td><td>14.17</td></tr> <tr><td>3</td><td></td><td>40.13</td><td>49.04</td><td>65.08</td><td>24.08</td></tr> <tr><td>4</td><td></td><td>49.58</td><td>41.63</td><td>55.04</td><td>10.83</td></tr> <tr><td>5</td><td></td><td>50.96</td><td>52.04</td><td>64.08</td><td>8.71</td></tr> <tr><td>6</td><td></td><td>39.33</td><td>47.58</td><td>66.38</td><td>13.46</td></tr> <tr><td>7</td><td></td><td>43.88</td><td>48.58</td><td>84.38</td><td>15.79</td></tr> <tr><td>8</td><td></td><td>87.17</td><td>66.42</td><td>92.75</td><td>6.79</td></tr> <tr><td>9</td><td></td><td>24.04</td><td>72.38</td><td>88.08</td><td>17.25</td></tr> <tr><td>10</td><td></td><td>30.75</td><td>101.92</td><td>71.96</td><td>24.79</td></tr> <tr><td>11</td><td></td><td>35.00</td><td>69.00</td><td>55.25</td><td>47.96</td></tr> <tr><td>12</td><td></td><td>45.33</td><td>55.40</td><td>68.21</td><td>26.58</td></tr> <tr><td>13</td><td></td><td>57.17</td><td>43.25</td><td>74.88</td><td>22.17</td></tr> <tr><td>14</td><td></td><td>55.67</td><td>43.54</td><td>66.75</td><td>32.75</td></tr> <tr><td>15</td><td>18.79</td><td>39.46</td><td>63.17</td><td>28.71</td><td>9.17</td></tr> <tr><td>16</td><td>21.46</td><td>29.67</td><td>66.04</td><td>33.00</td><td>14.67</td></tr> <tr><td>17</td><td>23.42</td><td>51.38</td><td>49.13</td><td>49.79</td><td>30.67</td></tr> <tr><td>18</td><td>16.92</td><td>41.79</td><td>64.38</td><td>59.13</td><td>23.33</td></tr> <tr><td>19</td><td>10.42</td><td>32.33</td><td>33.67</td><td>69.08</td><td>21.29</td></tr> <tr><td>20</td><td>10.89</td><td>36.63</td><td>29.92</td><td>24.96</td><td>20.67</td></tr> <tr><td>21</td><td></td><td>34.83</td><td>30.08</td><td>9.33</td><td>31.79</td></tr> <tr><td>22</td><td>52.67</td><td>37.71</td><td>46.29</td><td>21.13</td><td>256.50</td></tr> <tr><td>23</td><td>47.50</td><td>40.13</td><td>56.63</td><td>32.50</td><td>18.13</td></tr> <tr><td>24</td><td>44.38</td><td>56.42</td><td>57.38</td><td>45.29</td><td>9.46</td></tr> <tr><td>25</td><td>28.79</td><td>53.79</td><td>56.50</td><td>59.96</td><td>16.75</td></tr> <tr><td>26</td><td>35.75</td><td>70.71</td><td>49.96</td><td>215.21</td><td>3.54</td></tr> <tr><td>27</td><td>49.46</td><td>45.42</td><td>143.08</td><td>23.96</td><td>9.21</td></tr> <tr><td>28</td><td>38.71</td><td>35.29</td><td>179.96</td><td>8.17</td><td>15.50</td></tr> <tr><td>29</td><td>39.25</td><td>52.96</td><td>109.96</td><td>43.88</td><td>14.83</td></tr> <tr><td>30</td><td>40.58</td><td>26.08</td><td>614.00</td><td>8.75</td><td>20.92</td></tr> <tr><td>31</td><td>49.67</td><td></td><td>73.08</td><td></td><td>27.13</td></tr> </tbody> </table> <p>El PM10 se monitoreó en la ubicación en el DMV de Shafter desde agosto de 2019 hasta diciembre de 2019. Todos los valores por hora monitoreados se suben al sitio <i>CARB AQ View</i> mensualmente y están disponibles para descargar aquí: https://aqview.arb.ca.gov/data.html</p>	Day of the Month	August	September	October	November	December	1		33.75	32.88	87.29	6.88	2		33.46	43.58	76.96	14.17	3		40.13	49.04	65.08	24.08	4		49.58	41.63	55.04	10.83	5		50.96	52.04	64.08	8.71	6		39.33	47.58	66.38	13.46	7		43.88	48.58	84.38	15.79	8		87.17	66.42	92.75	6.79	9		24.04	72.38	88.08	17.25	10		30.75	101.92	71.96	24.79	11		35.00	69.00	55.25	47.96	12		45.33	55.40	68.21	26.58	13		57.17	43.25	74.88	22.17	14		55.67	43.54	66.75	32.75	15	18.79	39.46	63.17	28.71	9.17	16	21.46	29.67	66.04	33.00	14.67	17	23.42	51.38	49.13	49.79	30.67	18	16.92	41.79	64.38	59.13	23.33	19	10.42	32.33	33.67	69.08	21.29	20	10.89	36.63	29.92	24.96	20.67	21		34.83	30.08	9.33	31.79	22	52.67	37.71	46.29	21.13	256.50	23	47.50	40.13	56.63	32.50	18.13	24	44.38	56.42	57.38	45.29	9.46	25	28.79	53.79	56.50	59.96	16.75	26	35.75	70.71	49.96	215.21	3.54	27	49.46	45.42	143.08	23.96	9.21	28	38.71	35.29	179.96	8.17	15.50	29	39.25	52.96	109.96	43.88	14.83	30	40.58	26.08	614.00	8.75	20.92	31	49.67		73.08		27.13
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7		43.88	48.58	84.38	15.79																																																																																																																																																																																														
8		87.17	66.42	92.75	6.79																																																																																																																																																																																														
9		24.04	72.38	88.08	17.25																																																																																																																																																																																														
10		30.75	101.92	71.96	24.79																																																																																																																																																																																														
11		35.00	69.00	55.25	47.96																																																																																																																																																																																														
12		45.33	55.40	68.21	26.58																																																																																																																																																																																														
13		57.17	43.25	74.88	22.17																																																																																																																																																																																														
14		55.67	43.54	66.75	32.75																																																																																																																																																																																														
15	18.79	39.46	63.17	28.71	9.17																																																																																																																																																																																														
16	21.46	29.67	66.04	33.00	14.67																																																																																																																																																																																														
17	23.42	51.38	49.13	49.79	30.67																																																																																																																																																																																														
18	16.92	41.79	64.38	59.13	23.33																																																																																																																																																																																														
19	10.42	32.33	33.67	69.08	21.29																																																																																																																																																																																														
20	10.89	36.63	29.92	24.96	20.67																																																																																																																																																																																														
21		34.83	30.08	9.33	31.79																																																																																																																																																																																														
22	52.67	37.71	46.29	21.13	256.50																																																																																																																																																																																														
23	47.50	40.13	56.63	32.50	18.13																																																																																																																																																																																														
24	44.38	56.42	57.38	45.29	9.46																																																																																																																																																																																														
25	28.79	53.79	56.50	59.96	16.75																																																																																																																																																																																														
26	35.75	70.71	49.96	215.21	3.54																																																																																																																																																																																														
27	49.46	45.42	143.08	23.96	9.21																																																																																																																																																																																														
28	38.71	35.29	179.96	8.17	15.50																																																																																																																																																																																														
29	39.25	52.96	109.96	43.88	14.83																																																																																																																																																																																														
30	40.58	26.08	614.00	8.75	20.92																																																																																																																																																																																														
31	49.67		73.08		27.13																																																																																																																																																																																														

	Pregunta	Tema/Categoría	Respuesta
			<p>Además, el Distrito presentó esta información en la reunión #17 del comité directivo de la comunidad el 13 de enero de 2020.</p>
2.	<p>Una comparación de los resultados de monitoreo de Purple Air (promedios de 24 horas) entre el sensor en 548 Walker ubicado en la oficina del DMV en Shafter y el sensor JPL_Bakersfield_CARB ubicado en la ubicación de monitoreo "oficial" de California y Stockdale.</p>	<p>Monitoreo</p>	<p>Dos sensores de Purple Air están tomando muestras de las concentraciones exteriores de PM2.5 cerca de los monitores regulatorios ubicados en Shafter y Bakersfield.</p>  <p>Bakersfield-CA es el analizador regulatorio de PM2.5 más cercano. Se colocó un analizador similar en el techo de la oficina del DMV en Shafter. Los dos analizadores muestran tendencias similares durante todo el año. El sensor Purple Air en Shafter comenzó a recopilar datos el 5 de marzo de 2019. Los siguientes cuadros son un desglose de cada analizador dentro de cada trimestre desde el 6 de febrero de 2019 hasta el 29 de febrero de 2020.</p>

	Pregunta	Tema/Categoría	Respuesta
			<p>Las líneas punteadas representan los sensores de Purple Air: mientras que las líneas continuas representan los regulatorios y los equivalentes monitores regulatorios. "FEM" significa que el monitor está en el sistema regulatorio. "BAM" es el mismo tipo de monitor en el sistema comunitario.</p> <p>Los sensores de Purple Air son útiles para la evaluación espacial de tendencias (es decir, ¿estamos viendo PM elevado en parte de una comunidad?). Sin embargo, estos sensores no son un sustituto adecuado para los monitores regulatorios implementados por el Distrito y CARB. Los monitores PM2.5 del Distrito, incluyendo los dos sitios de monitoreo de grado regulatorio en los gráficos a continuación, son calibrados y mantenidos de manera rutinaria por técnicos capacitados, y muestran niveles relativamente consistentes durante todo el período de análisis. Los sensores de Purple Air, que no son de grado regulatorio, no pueden calibrarse y carecen del mismo nivel de garantía de calidad que los monitores regulatorios; tienden a ser más volátiles, especialmente a concentraciones más altas. Esto es aún más evidente durante los meses más altos de PM2.5 del cuarto trimestre de 2019 y el primer trimestre de 2020. El Distrito opera y analiza sensores de Purple Air en otros lugares del Valle como parte del programa de Evaluación Técnica de Tecnología de Sensores (TEST, por sus siglas en inglés), todos que han mostrado una tendencia similar de sobreestimar las concentraciones de PM2.5 durante períodos elevados.</p> <p>Para más información acerca del programa TEST del Distrito, por favor visite: https://www.valleyair.org/aqmonitoring/test/</p>

Inventario de Emisiones bajo AB 617 para Shafter
 Carta de Tom Frantz, Gustavo Aguirre, Jr, Byanka Santoyo

	Pregunta	Tema/Categoría	Respuesta
			<div style="text-align: center;"> <p>Q1 2019</p> <p>PM Daily Concentration ($\mu\text{g}/\text{m}^3$)</p> <p> ●●●● Purple Air - Shafter ●●●● Purple Air - Bakersfield — FEM - Bakersfield — BAM - Shafter </p> </div> <hr/> <div style="text-align: center;"> <p>Q2 2019</p> <p>PM Daily Concentration ($\mu\text{g}/\text{m}^3$)</p> <p> ●●●● Purple Air - Shafter ●●●● Purple Air - Bakersfield — FEM - Bakersfield — BAM - Shafter </p> </div>

	Pregunta	Tema/Categoría	Respuesta
			<div style="text-align: center;"> <p>Q3 2019</p> <p>PM Daily Concentration ($\mu\text{g}/\text{m}^3$)</p> <p>Legend: Purple Air - Shafter, Purple Air - Bakersfield, FEM - Bakersfield, BAM - Shafter</p> </div> <hr/> <div style="text-align: center;"> <p>Q4 2019</p> <p>PM Daily Concentration ($\mu\text{g}/\text{m}^3$)</p> <p>Legend: Purple Air - Shafter, Purple Air - Bakersfield, FEM - Bakersfield, BAM - Shafter</p> </div>

	Pregunta	Tema/Categoría	Respuesta																																																															
3.	<p>Los resultados del monitoreo de emisiones tales como hollín diésel y PM2.5 del tráfico de Lerdo Hwy en Golden Oak Elementary. Este monitoreo debe continuar en los patios de juegos de jardín de infantes o preescolar, cada uno ubicado inmediatamente al lado a las señales de alto.</p>	<p>Monitoreo</p>	<p>Lectura Promedio por Hora el 11 de marzo de 2020</p> <table border="1"> <thead> <tr> <th>Hora</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m3)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>8:00:00</td> <td>0.27</td> <td>4.7</td> <td>14.5</td> <td>14.4</td> <td>42.9</td> <td>57.3</td> <td>2.4</td> <td>0.5</td> </tr> <tr> <td>9:00:00</td> <td>0.18</td> <td>1.6</td> <td>12.8</td> <td>2.1</td> <td>1.1</td> <td>3.2</td> <td>3.3</td> <td>0.2</td> </tr> <tr> <td>10:00:00</td> <td>0.18</td> <td>2.7</td> <td>14.3</td> <td>2.5</td> <td>2.3</td> <td>4.7</td> <td>3.4</td> <td>0.1</td> </tr> <tr> <td>11:00:00</td> <td>0.17</td> <td>1.8</td> <td>13.5</td> <td>2.8</td> <td>2.8</td> <td>5.6</td> <td>3.5</td> <td>0.2</td> </tr> <tr> <td>12:00:00</td> <td>0.18</td> <td>0.8</td> <td>13.1</td> <td>3</td> <td>3.3</td> <td>6.3</td> <td>3.6</td> <td>0.2</td> </tr> <tr> <td>13:00:00</td> <td>0.21</td> <td>0.8</td> <td>13.1</td> <td>4.1</td> <td>5.1</td> <td>9.2</td> <td>3.7</td> <td>0.2</td> </tr> </tbody> </table> <p><i>BTEX medido pero no detectado durante este período.</i></p>	Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	8:00:00	0.27	4.7	14.5	14.4	42.9	57.3	2.4	0.5	9:00:00	0.18	1.6	12.8	2.1	1.1	3.2	3.3	0.2	10:00:00	0.18	2.7	14.3	2.5	2.3	4.7	3.4	0.1	11:00:00	0.17	1.8	13.5	2.8	2.8	5.6	3.5	0.2	12:00:00	0.18	0.8	13.1	3	3.3	6.3	3.6	0.2	13:00:00	0.21	0.8	13.1	4.1	5.1	9.2	3.7	0.2
Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)																																																										
8:00:00	0.27	4.7	14.5	14.4	42.9	57.3	2.4	0.5																																																										
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10:00:00	0.18	2.7	14.3	2.5	2.3	4.7	3.4	0.1																																																										
11:00:00	0.17	1.8	13.5	2.8	2.8	5.6	3.5	0.2																																																										
12:00:00	0.18	0.8	13.1	3	3.3	6.3	3.6	0.2																																																										
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	Pregunta	Tema/Categoría	Respuesta																																																																					
			<p>Lectura Promedio por Hora el 27 de abril de 2020</p> <table border="1"> <thead> <tr> <th>Hora</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m3)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.16</td> <td>0.7</td> <td>3.0</td> <td>0.1</td> <td>6.4</td> <td>6.5</td> <td>27.2</td> <td>0.6</td> </tr> <tr> <td>10:00:00</td> <td>0.17</td> <td>0.6</td> <td>2.4</td> <td>0.0</td> <td>1.8</td> <td>1.4</td> <td>31.6</td> <td>0.6</td> </tr> <tr> <td>11:00:00</td> <td>0.14</td> <td>0.5</td> <td>2.6</td> <td>0.5</td> <td>3.3</td> <td>3.8</td> <td>35.6</td> <td>0.6</td> </tr> <tr> <td>12:00:00</td> <td>0.14</td> <td>0.7</td> <td>3.1</td> <td>0.0</td> <td>1</td> <td>0.7</td> <td>40.6</td> <td>0.8</td> </tr> <tr> <td>13:00:00</td> <td>0.23</td> <td>0.5</td> <td>2.9</td> <td>7.6</td> <td>12.9</td> <td>20.5</td> <td>38.2</td> <td>0.8</td> </tr> <tr> <td>14:00:00</td> <td>0.37</td> <td>1.3</td> <td>4.4</td> <td>25.2</td> <td>33.5</td> <td>58.7</td> <td>37.6</td> <td>1.5</td> </tr> </tbody> </table> <p><i>BTEX medido pero no detectado durante este período.</i></p>	Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.16	0.7	3.0	0.1	6.4	6.5	27.2	0.6	10:00:00	0.17	0.6	2.4	0.0	1.8	1.4	31.6	0.6	11:00:00	0.14	0.5	2.6	0.5	3.3	3.8	35.6	0.6	12:00:00	0.14	0.7	3.1	0.0	1	0.7	40.6	0.8	13:00:00	0.23	0.5	2.9	7.6	12.9	20.5	38.2	0.8	14:00:00	0.37	1.3	4.4	25.2	33.5	58.7	37.6	1.5						
Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)																																																																
9:00:00	0.16	0.7	3.0	0.1	6.4	6.5	27.2	0.6																																																																
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13:00:00	0.23	0.5	2.9	7.6	12.9	20.5	38.2	0.8																																																																
14:00:00	0.37	1.3	4.4	25.2	33.5	58.7	37.6	1.5																																																																
4.	Los resultados de monitoreo en Mexican Colony.	Monitoreo	<p>Monitoreo a Corto-Plazo</p> <table border="1"> <thead> <tr> <th>Fecha</th> <th>Hora</th> <th>O3 (ppm)</th> <th>CO (ppb)</th> <th>NO2 (µg/m3)</th> <th>SO2 (ppb)</th> <th>H2S (ppb)</th> </tr> </thead> <tbody> <tr> <td>1-8-20</td> <td>14:20-14:55</td> <td>23.7</td> <td>0.16</td> <td>-</td> <td>0.4</td> <td>0.0</td> </tr> <tr> <td>1-14-20</td> <td>14:10-14:46</td> <td>34.9</td> <td>0.12</td> <td>0.0</td> <td>1.4</td> <td>0.3</td> </tr> <tr> <td>1-24-20</td> <td>13:20-14:00</td> <td>9.8</td> <td>0.1</td> <td>28.7</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>1-29-20</td> <td>13:41-14:20</td> <td>33.4</td> <td>0.17</td> <td>-</td> <td>1.3</td> <td>0.3</td> </tr> <tr> <td>2-4-20</td> <td>14:15-14:54</td> <td>32.9</td> <td>0.27</td> <td>0.0</td> <td>0.0</td> <td>1.4</td> </tr> </tbody> </table> <p><i>BTEX medido pero no detectado durante este período.</i></p> <p>Lectura Promedio por Hora el 25 de marzo de 2020</p> <table border="1"> <thead> <tr> <th>Hora</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m3)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.1</td> <td>0.0</td> <td>1.0</td> <td>1.8</td> <td>0.9</td> <td>2.8</td> <td>34.9</td> <td>0.6</td> </tr> <tr> <td>10:00:00</td> <td>0.1</td> <td>0.0</td> <td>0.8</td> <td>1.3</td> <td>0.6</td> <td>1.9</td> <td>38.4</td> <td>0.5</td> </tr> </tbody> </table>	Fecha	Hora	O3 (ppm)	CO (ppb)	NO2 (µg/m3)	SO2 (ppb)	H2S (ppb)	1-8-20	14:20-14:55	23.7	0.16	-	0.4	0.0	1-14-20	14:10-14:46	34.9	0.12	0.0	1.4	0.3	1-24-20	13:20-14:00	9.8	0.1	28.7	1.5	3.0	1-29-20	13:41-14:20	33.4	0.17	-	1.3	0.3	2-4-20	14:15-14:54	32.9	0.27	0.0	0.0	1.4	Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.1	0.0	1.0	1.8	0.9	2.8	34.9	0.6	10:00:00	0.1	0.0	0.8	1.3	0.6	1.9	38.4	0.5
Fecha	Hora	O3 (ppm)	CO (ppb)	NO2 (µg/m3)	SO2 (ppb)	H2S (ppb)																																																																		
1-8-20	14:20-14:55	23.7	0.16	-	0.4	0.0																																																																		
1-14-20	14:10-14:46	34.9	0.12	0.0	1.4	0.3																																																																		
1-24-20	13:20-14:00	9.8	0.1	28.7	1.5	3.0																																																																		
1-29-20	13:41-14:20	33.4	0.17	-	1.3	0.3																																																																		
2-4-20	14:15-14:54	32.9	0.27	0.0	0.0	1.4																																																																		
Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)																																																																
9:00:00	0.1	0.0	1.0	1.8	0.9	2.8	34.9	0.6																																																																
10:00:00	0.1	0.0	0.8	1.3	0.6	1.9	38.4	0.5																																																																

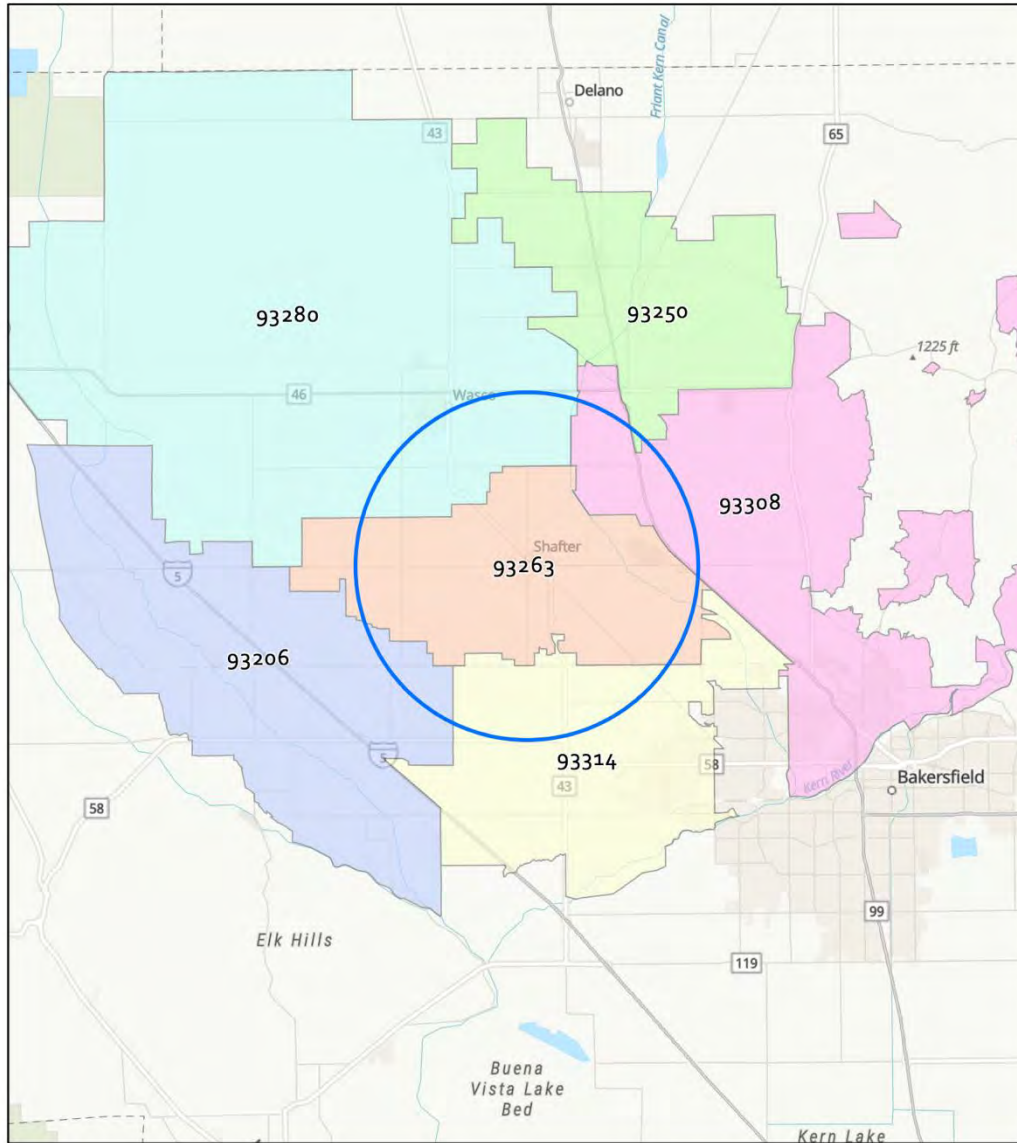
Pregunta	Tema/Categoría	Respuesta									
		11:00:00	0.14	0.0	0.8	2.1	0.3	2.4	40.1	0.5	
		12:00:00	0.15	0.0	0.7	3.5	0.4	4	38.6	0.7	
		13:00:00	0.18	0.0	0.7	5.5	5	10.5	35.1	0.7	
		<i>BTEX medido pero no detectado durante este período.</i>									
		Lectura Promedio por Hora el 16 de abril de 2020									
		Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	
		9:00:00	0.22	0.7	0.5	8.4	3	11.4	-	-	
		10:00:00	0.17	0.3	0.4	2.9	1	4	-	-	
		11:00:00	0.16	0.6	0.8	3.5	1.2	4.7	-	-	
		12:00:00	0.17	0.6	0.6	20.8	2.1	23	-	-	
		13:00:00	0.36	0.6	1	12.2	16.3	28.4	-	-	
		14:00:00	0.37	1.9	1.3	33.1	50.4	83.5	-	-	
		<i>BTEX medido pero no detectado durante este período.</i>									
		Lectura Promedio por Hora el 29 de abril de 2020									
		Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	
		9:00:00	0.19	1.3	8.2	2.6	0.1	2.7	49.3	1.8	
		10:00:00	0.16	1	7.8	1.5	0.0	1.3	56.9	1.8	
		11:00:00	0.19	1.1	7.7	9.2	7.7	16.9	58.7	2.1	
		12:00:00	0.21	0.6	7.2	2.4	0	2.4	64.3	1.8	
		13:00:00	0.29	0.8	10	8.6	5.9	14.3	61.5	1.8	
		<i>BTEX medido pero no detectado durante este período.</i>									

	Pregunta	Tema/Categoría	Respuesta																																													
5.	Los resultados de monitoreo cerca de las lecherías locales como la ubicación sugerida anteriormente en Magnolia y Burbank donde existe un área cercada de la torre de teléfonos celulares con electricidad.	Monitoreo	<p>Monitoreo a Corto-Plazo</p> <table border="1"> <thead> <tr> <th>Fecha</th> <th>Hora</th> <th>O3 (ppm)</th> <th>CO (ppb)</th> <th>NO2 (µg/m3)</th> <th>SO2 (ppb)</th> <th>H2S (ppb)</th> </tr> </thead> <tbody> <tr> <td>1-8-20</td> <td>12:26-12:59</td> <td>17.2</td> <td>0.18</td> <td>-</td> <td>0.4</td> <td>0.0</td> </tr> <tr> <td>1-14-20</td> <td>12:26-13:00</td> <td>29.4</td> <td>0.17</td> <td>5.2</td> <td>1.5</td> <td>0.8</td> </tr> <tr> <td>1-24-20</td> <td>11:40-12:20</td> <td>8.8</td> <td>0.2</td> <td>16.6</td> <td>1.4</td> <td>5.1</td> </tr> <tr> <td>1-29-20</td> <td>11:51-12:30</td> <td>28.6</td> <td>0.17</td> <td>-</td> <td>1.3</td> <td>0.2</td> </tr> </tbody> </table> <p><i>BTEX medido pero no detectado durante este período.</i></p>	Fecha	Hora	O3 (ppm)	CO (ppb)	NO2 (µg/m3)	SO2 (ppb)	H2S (ppb)	1-8-20	12:26-12:59	17.2	0.18	-	0.4	0.0	1-14-20	12:26-13:00	29.4	0.17	5.2	1.5	0.8	1-24-20	11:40-12:20	8.8	0.2	16.6	1.4	5.1	1-29-20	11:51-12:30	28.6	0.17	-	1.3	0.2										
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1-29-20	11:51-12:30	28.6	0.17	-	1.3	0.2																																										
6.	Los resultados de monitoreo en el Campo de Trabajo en Merced y Hwy 43.	Monitoreo	<p>Lectura Promedio por Hora el 12 de marzo de 2020</p> <table border="1"> <thead> <tr> <th>Hora</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m3)</th> <th>NO2 (ppb)</th> <th>NO (ppb)</th> <th>NOx (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>9:00:00</td> <td>0.16</td> <td>0.8</td> <td>4.9</td> <td>0.3</td> <td>3.4</td> <td>3.7</td> <td>0.0</td> <td>0.2</td> </tr> <tr> <td>10:00:00</td> <td>0.16</td> <td>0.6</td> <td>4.8</td> <td>0.6</td> <td>2.8</td> <td>3.4</td> <td>0.0</td> <td>0.3</td> </tr> <tr> <td>11:00:00</td> <td>0.16</td> <td>0.4</td> <td>4.4</td> <td>0.0</td> <td>0.8</td> <td>0.0</td> <td>0.0</td> <td>0.3</td> </tr> <tr> <td>12:00:00</td> <td>0.17</td> <td>0.2</td> <td>3.4</td> <td>3.4</td> <td>4.6</td> <td>8</td> <td>0.0</td> <td>0.2</td> </tr> </tbody> </table> <p><i>BTEX medido pero no detectado durante este período.</i></p>	Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)	9:00:00	0.16	0.8	4.9	0.3	3.4	3.7	0.0	0.2	10:00:00	0.16	0.6	4.8	0.6	2.8	3.4	0.0	0.3	11:00:00	0.16	0.4	4.4	0.0	0.8	0.0	0.0	0.3	12:00:00	0.17	0.2	3.4	3.4	4.6	8	0.0	0.2
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7.	Los resultados de monitoreo en los sitios industriales cerca de Lerdo Hwy y Hwy 99.	Monitoreo	<p>Monitoreo a Corto-plazo</p> <table border="1"> <thead> <tr> <th>Fecha</th> <th>Hora</th> <th>CO (ppm)</th> <th>H2S (ppb)</th> <th>PM2.5 (µg/m3)</th> <th>NO2 (ppb)</th> <th>O3 (ppb)</th> <th>SO2 (ppb)</th> </tr> </thead> <tbody> <tr> <td>1-24-2020</td> <td>9:51-10:29</td> <td>0.3</td> <td>4.1</td> <td>-</td> <td>29.6</td> <td>1.5</td> <td>1.9</td> </tr> </tbody> </table>	Fecha	Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	O3 (ppb)	SO2 (ppb)	1-24-2020	9:51-10:29	0.3	4.1	-	29.6	1.5	1.9																													
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1-24-2020	9:51-10:29	0.3	4.1	-	29.6	1.5	1.9																																									

	Pregunta	Tema/Categoría	Respuesta								
			1-29-2020	9:49-10:32	0.25	2.4	-	-	9.5	1.6	
			2-4-2020	10:33-11:11	0.09	1.0	5.8	3.45	28.7	0.0	
			<i>BTEX medido pero no detectado durante este período.</i>								
			Lectura Promedio por Hora el 2 de abril de 2020								
			Hora	CO (ppm)	H2S (ppb)	PM2.5 (µg/m3)	NO2 (ppb)	NO (ppb)	NOx (ppb)	O3 (ppb)	SO2 (ppb)
			9:00:00	0.10	0.4	0.0	2.2	0.8	3.0	34.4	0.8
			10:00:00	0.09	0.3	1.0	2.8	1.8	4.6	36.1	0.9
			11:00:00	0.09	0.0	4.0	2.6	2.0	4.6	37.5	0.8
			12:00:00	0.14	0.0	3.0	2.1	0.8	2.8	40.8	0.8
			<i>BTEX medido pero no detectado durante este período.</i>								
8a.	Todos los datos por hora de los monitores de PM2.5 en Grimmway Academy y el sitio del DMV.	Monitoreo	Los datos de monitoreo de aire PM2.5 en tiempo real y las actualizaciones de monitoreo de aire que se han informado trimestralmente en las reuniones de CSC están disponibles aquí: http://community.valleyair.org/selected-communities/shafter/air-monitoring/ Todos los valores por hora monitoreados se cargan mensualmente en el portal AQView de CARB y están disponibles para descargar aquí: https://aqview.arb.ca.gov/data.html								
8b.	Proporcione información del DMV	Datos de Vehículos	CARB ha resumido los datos de registro del 2018 del Departamento de Vehículos Motorizados de California (DMV) para el código postal de 93263 dentro de el radio de 7 millas de Shafter. La siguiente tabla								

	Pregunta	Tema/Categoría	Respuesta										
	sobre la cantidad de vehículos privados registrados en Shafter por edad.		<p>proporciona la población de vehículos de pasajeros según los datos de registro. Adicionalmente, para su referencia, CARB también ha resumido los datos de población de vehículos de carretera por año de modelo para todos los vehículos en el código postal de 93263; favor de ver el archivo de Excel “Shafter Vehicle Population for ZIP Code 93263”. Por favor tenga en cuenta que a diferencia a los vehículos de pasajeros, muchas de las categorías de vehículos en la carretera (por ejemplo, camiones) no siempre operan donde están registrados.</p> <table border="1" data-bbox="787 548 1940 777"> <thead> <tr> <th data-bbox="787 548 1818 613">Vehículos de Pasajeros Registrados*</th> <th data-bbox="1818 548 1940 613">5,711</th> </tr> </thead> <tbody> <tr> <td data-bbox="787 613 1818 654"><i>Motores de Gasolina de Combustión Interna (acrónimo en inglés “ICE”)</i></td> <td data-bbox="1818 613 1940 654">5,680</td> </tr> <tr> <td data-bbox="787 654 1818 695"><i>Diesel ICE</i></td> <td data-bbox="1818 654 1940 695">11</td> </tr> <tr> <td data-bbox="787 695 1818 735"><i>Vehículos Eléctricos Híbridos Enchufables de Gasolina (acrónimo en inglés “PHEV”)</i></td> <td data-bbox="1818 695 1940 735">14</td> </tr> <tr> <td data-bbox="787 735 1818 777"><i>Vehículos Eléctricos de Batería</i></td> <td data-bbox="1818 735 1940 777">6</td> </tr> </tbody> </table> <p>Nota: Datos de registración de vehículos fue agregado solo para el código postal de 93263. Datos para códigos postales 93206, 93250, 93280, 93308, 93314 no fueron incluidos siendo que caen parcialmente dentro del radio de 7 millas.</p> <p>Favor de ver el mapa en la siguiente página.</p>	Vehículos de Pasajeros Registrados*	5,711	<i>Motores de Gasolina de Combustión Interna (acrónimo en inglés “ICE”)</i>	5,680	<i>Diesel ICE</i>	11	<i>Vehículos Eléctricos Híbridos Enchufables de Gasolina (acrónimo en inglés “PHEV”)</i>	14	<i>Vehículos Eléctricos de Batería</i>	6
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Inventario de Emisiones bajo AB 617 para Shafter
Carta de Tom Frantz, Gustavo Aguirre, Jr, Byanka Santoyo



SHAFTER COMMUNITY
BOUNDARY

ZIP CODES

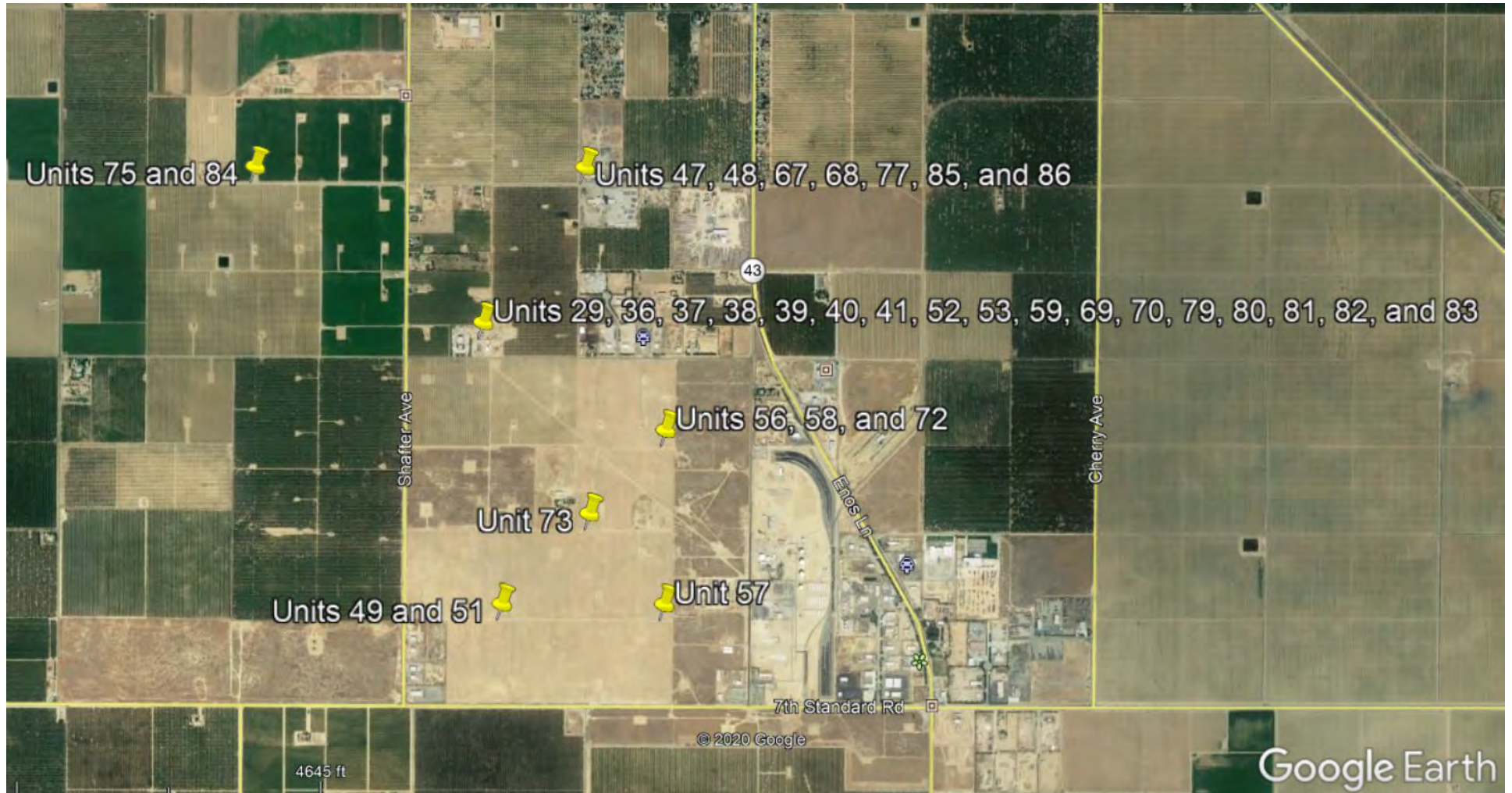
- 93206
- 93250
- 93263

- 93280
- 93308
- 93314

	Pregunta	Tema/Categoría	Respuesta															
9.	¿Cuántas locomotoras de patio se utilizan actualmente más de 100 horas por año (o algún otro número comparativo) dentro del radio de 7 millas y qué nivel de motores tienen cada una?	Locomotoras de Patio	CARB no tiene información sobre la actividad de locomotores en la comunidad Shafter; sin embargo, para su referencia, hemos adjuntado un mapa que incluye un inventario de cuántos patios ferroviarios rodean la comunidad, incluyendo patios ferroviarios de clase 3 y militares / industriales. Favor de ver el PDF adjunto titulado "Railyard Summary Maps for Shafter".															
10.	¿Cuántos tractores de yarda se usan actualmente más de 100 horas por año (o algún otro número comparativo) dentro del radio de 7 millas?	Tractores de Yarda	<p>CARB no colecta datos específicos de instalaciones sobre el uso de tractores de terminal. Sin embargo, el Reglamento de Vehículos Todoterreno de Diesel en Flotas (abreviado en inglés "Off-road Regulation") de CARB y el Reglamento de Equipo de Manejo de Carga Móvil requieren reportar informes para flotas sujetas a estas regulaciones. Según las flotas que informaron el Sistema de Informes en Línea de Vehículos Todoterreno Diesel (acrónimo en inglés "DOORS"), el sistema de informes para el "Off-road Regulation", se reportaron cuatro tractores de terminal para los códigos postales 93314 y 93308. Tengan en cuenta que según este reglamento las flotas no tienen que informar dónde se utilizan los vehículos, sino que se registra una flota estatal según la dirección de envío de la empresa. Algunas flotas pueden informar por ubicación, pero no todas. Las flotas tampoco informan la información de uso, a menos que estén reclamando un uso bajo, lo cual es menos de 200 horas/año.</p> <p>La siguiente tabla anota el nombre y domicilio de las compañías que reportaron los cuatro tractores de terminal en DOORS. Sin embargo, ninguna de estas ubicaciones cae bajo el radio de 7 millas de Shafter. La instalación más cercana cae 0.85 millas fuera del perímetro, esta es la instalación de Frito-Lay en 28801 Highway 58. Las otras instalaciones caen mas de 3 millas del perímetro</p> <table border="1"> <thead> <tr> <th>Company name</th> <th>Mailing address</th> <th>City</th> <th>State</th> <th>ZIP</th> </tr> </thead> <tbody> <tr> <td>Johasee Rebar, LP</td> <td>18059 Rosedale Hwy</td> <td>Bakersfield</td> <td>CA</td> <td>93314</td> </tr> <tr> <td>Frito-Lay North America, Inc.</td> <td>28801 Highway 58</td> <td>Bakersfield</td> <td>CA</td> <td>93314</td> </tr> </tbody> </table>	Company name	Mailing address	City	State	ZIP	Johasee Rebar, LP	18059 Rosedale Hwy	Bakersfield	CA	93314	Frito-Lay North America, Inc.	28801 Highway 58	Bakersfield	CA	93314
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	Pregunta	Tema/Categoría	Respuesta																																
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			C&J Well Services, Inc.	7515 Rosedale Highway	Bakersfield	CA	93308																												
11.	Por favor proporcione información detallada sobre todos los fondos de incentivos del Distrito del Aire o CARB gastados durante los últimos cinco años dentro del radio de 7 millas de Shafter, incluyendo el tipo de equipo reemplazado, cantidades en dólares, cantidades, y reducciones de emisiones. Con las reducciones de emisiones, muestre emisiones reducidas en comparación con el dinero del incentivo gastado y detalles, incluyendo fórmulas, de cómo se calcularon estos números.	Incentivos	<p>La siguiente tabla resume los proyectos de incentivos dentro del radio de 7 millas en los últimos 5 años. Las reducciones de emisiones se calcularon utilizando la metodología de cálculo del programa aprobado.</p> <table border="1"> <thead> <tr> <th>Tipo de Programa</th> <th>Número de Contratos</th> <th>Cantidad Monetaria de Contratos</th> <th>Reducciones Totales de Emisiones</th> </tr> </thead> <tbody> <tr> <td>Burn Cleaner</td> <td>41</td> <td>\$92,500</td> <td>16.71</td> </tr> <tr> <td>Heavy Duty</td> <td>122</td> <td>\$6,073,914.55</td> <td>551.44</td> </tr> <tr> <td>Lawn and Garden</td> <td>6</td> <td>\$975.00</td> <td>0.00</td> </tr> <tr> <td>Light Duty</td> <td>38</td> <td>\$181,080.00</td> <td>.47</td> </tr> <tr> <td>Public Benefit</td> <td>11</td> <td>\$165,555.94</td> <td>.00</td> </tr> <tr> <td>Total</td> <td>218</td> <td>\$6,514,025.49</td> <td>568.63</td> </tr> </tbody> </table> <p>Consulte la hoja de cálculo adjunta titulada "Shafter Incentives" empezando en la página A-20 para obtener más información.</p>					Tipo de Programa	Número de Contratos	Cantidad Monetaria de Contratos	Reducciones Totales de Emisiones	Burn Cleaner	41	\$92,500	16.71	Heavy Duty	122	\$6,073,914.55	551.44	Lawn and Garden	6	\$975.00	0.00	Light Duty	38	\$181,080.00	.47	Public Benefit	11	\$165,555.94	.00	Total	218	\$6,514,025.49	568.63
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JP Oil Unit Locations and Emissions Information



Facility Totals

CAS	Pollutant Name	Emissions			
42101	Carbon Monoxide	1.46E+01	TONS-YR	1.18E-02	TONS-HR
42603	Oxides of Nitrogen	8.89E-01	TONS-YR	2.11E-03	TONS-HR
42401	Oxides of sulfur	2.96E-01	TONS-YR	1.55E-04	TONS-HR
85101	Particulate Matter (10 Microns or Less)	3.12E+00	TONS-YR	5.25E-04	TONS-HR
16113	Reactive Organic Gas	1.99E+00	TONS-YR	1.30E-04	TONS-HR
75070	Acetaldehyde	5.70E-01	LB-YR	1.96E-03	LB-HR
107028	Acrolein	1.33E-01	LB-YR	4.56E-04	LB-HR
71432	Benzene	2.11E+00	LB-YR	7.25E-03	LB-HR
100414	Ethyl benzene	1.91E+01	LB-YR	6.57E-02	LB-HR
50000	Formaldehyde	1.55E+01	LB-YR	5.34E-02	LB-HR
110543	Hexane	3.85E-01	LB-YR	1.32E-03	LB-HR
91203	Naphthalene	1.46E-01	LB-YR	5.02E-04	LB-HR
1151	PAHs, total, w/o individ. components reported [Treated	1.86E-01	LB-YR	6.39E-04	LB-HR
115071	Propylene	3.24E+01	LB-YR	1.11E-01	LB-HR
108883	Toluene	7.69E-01	LB-YR	2.65E-03	LB-HR
1330207	Xylenes (mixed)	3.85E-01	LB-YR	1.32E-03	LB-HR

MT = Metric Ton = 2,204.6 pounds

Emission Statement - Calendar Year 2018 Emissions

Date 2/28/2019
Time 1:50:49 PM

Facility ID # : S-2865
TAD # : 15-2865
SIC : 1311
Facility Name : J P OIL COMPANY INC
Toxic ID # :

UTM
Zone : 11
East : 248.33252
North : 3900.9112

Please return to:
San Joaquin Valley Unified APCD
1990 East Gettysburg Avenue
Fresno, CA 93726



Check Box If Process Rates are Confidential :

Device ID #	Process Number	Equipment Type	Yearly Process Rate	Units	NOX lb / Unit	VOC Lb / Unit	SOX lb / Unit	CO lb / Unit	PM10 Lb / Unit	NH3* Lb / Unit	* Please Note: Emissions for NH3 are reported in Lbs / Year.
				Source Classification Code							
29	1	Truck Loadout- OIL	8668.63	1000 GALS TRANSFERRED	0.00	0.18	0.00	0.00	0.00	0.00	Tons/Yr.
				40400150	0.00	0.78	0.00	0.00	0.00	0.00	
36	2	49.9 MMBtu/Hr Flare - Produced Gas Combustion	13.26	MILLION CUBIC FEET BURNED	91.20	3.63	5.72	469.20	10.19	0.00	Tons/Yr.
				30600904	0.60	0.02	0.04	3.11	0.07	0.00	
37	1	31,500 Gal Fixed Roof Oil Wash Tank#5	8668.63	1000 GALLONS THROUGHPUT	0.00	0.02	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
38	1	750 BBL Fixed Roof Oil Storage Tank#1	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
39	1	750 BBL Fixed Roof Oil Storage Tank#2	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
40	1	750 BBL Fixed Roof Oil Storage Tank#3	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
41	1	750 BBL Fixed Roof Oil Storage Tank#4	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
47	1	195 bhp IC Engine - Field Gas Rich Burn (SN 86386)	7.64	MILLION CUBIC FT BURNED	24.95	0.04	2.55	144.05	29.84	0.00	Tons/Yr.
				20200702	0.10	0.00	0.01	0.55	0.11	0.00	
48	1	195 bhp IC Engine - Field Gas Rich Burn	12.11	MILLION CUBIC FT BURNED	0.40	0.04	2.23	112.61	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.01	0.68	0.18	0.00	
49	1	195 bhp IC Engine - Field Gas Rich Burn	12.03	MILLION CUBIC FT BURNED	0.72	0.04	2.23	65.26	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.01	0.39	0.18	0.00	
51	1	195 bhp IC Engine - Field Gas Rich Burn	12.12	MILLION CUBIC FT BURNED	0.52	0.64	2.55	201.35	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.02	1.22	0.18	0.00	
52	1	750 BBL Fixed Roof Oil Storage Tank#5	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
53	1	750 BBL Fixed Roof Oil Storage Tank#6	1444.77	1000 GALLONS THROUGHPUT	0.00	0.13	0.00	0.00	0.00	0.00	Tons/Yr.
				40301012	0.00	0.09	0.00	0.00	0.00	0.00	
55	1	195 bhp IC Engine - Field Gas Rich Burn	12.15	MILLION CUBIC FT BURNED	0.36	3.18	2.39	108.63	29.84	0.00	Tons/Yr.
				20200702	0.00	0.02	0.01	0.66	0.18	0.00	
56	1	195 bhp IC Engine - Field Gas Rich Burn	11.47	MILLION CUBIC FT BURNED	0.12	0.52	2.23	83.96	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.01	0.48	0.17	0.00	
57	1	195 bhp IC Engine - Field Gas Rich Burn	0.26	MILLION CUBIC FT BURNED	3.58	1.19	3.18	39.00	29.84	0.00	Tons/Yr.
				20200702	0.00	0.00	0.00	0.01	0.00	0.00	
58	1	195 bhp IC Engine - Field Gas Rich Burn	12.14	MILLION CUBIC FT BURNED	0.20	1.19	3.18	71.63	29.84	0.00	Tons/Yr.
				20200702	0.00	0.01	0.02	0.43	0.18	0.00	
59	1	195 bhp IC Engine - Field Gas Rich Burn	12.10	MILLION CUBIC FT BURNED	0.12	0.04	2.55	131.32	65.66	0.00	Tons/Yr.
				20200702	0.00	0.00	0.02	0.79	0.40	0.00	

69	1	195 bhp IC Engine - Field Gas-Rich Burn	12.10	MILLION CUBIC FT BURNED	3.69	9.01	2.46	120.80	30.71	0.00	Tons/Yr.
				20200702	0.02	0.05	0.01	0.73	0.19	0.00	
70	1	195 bhp IC Engine - Field Gas-Rich Burn	11.87	MILLION CUBIC FT BURNED	0.84	4.38	2.39	163.55	29.84	0.00	Tons/Yr.
				20200702	0.00	0.03	0.01	0.97	0.18	0.00	
72	1	215 bhp IC Engine - Field Gas-Rich Burn	12.21	MILLION CUBIC FT BURNED	0.48	7.04	3.02	58.89	29.84	0.00	Tons/Yr.
				20200702	0.00	0.04	0.02	0.36	0.18	0.00	
73	1	215 bhp IC Engine - Field Gas-Rich Burn	12.10	MILLION CUBIC FT BURNED	0.08	3.50	3.10	149.22	29.84	0.00	Tons/Yr.
				20200702	0.00	0.02	0.02	0.90	0.18	0.00	
75	1	215 bhp IC Engine - Field Gas-Rich Burn	3.18	MILLION CUBIC FT BURNED	5.89	15.86	4.31	90.08	24.84	0.00	Tons/Yr.
				20200702	0.01	0.03	0.01	0.14	0.04	0.00	
77	1	215 bhp IC Engine - Field Gas-Rich Burn	11.93	MILLION CUBIC FT BURNED	11.98	1.39	2.23	181.06	29.84	0.00	Tons/Yr.
				20200702	0.07	0.01	0.01	1.08	0.18	0.00	
78	1	195 bhp IC Engine - Field Gas-Rich Burn	12.25	MILLION CUBIC FT BURNED	8.87	0.04	2.31	78.39	29.84	0.00	Tons/Yr.
				20200702	0.05	0.00	0.01	0.48	0.18	0.00	
79	1	750 BBL Salt Water Disposal Tank #3	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
80	1	750 BBL Salt Water Disposal Tank #5	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
81	1	750 BBL Salt Water Disposal Tank #2	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
82	1	750 BBL Salt Water Disposal Tank #6	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
83	1	750 BBL Salt Water Disposal Tank #4	10501.84	1000 GALLONS THROUGHPUT	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				40301099	0.00	0.00	0.00	0.00	0.00	0.00	
84	1	195 bhp IC Engine - Field Gas-Rich Burn	12.09	MILLION CUBIC FT BURNED	0.44	39.79	4.78	141.66	29.84	0.00	Tons/Yr.
				20200702	0.00	0.24	0.03	0.86	0.18	0.00	
85	1	225 bhp IC Engine - Field Gas-Rich Burn	10.38	MILLION CUBIC FT BURNED	0.99	15.08	2.67	140.07	29.84	0.00	Tons/Yr.
				20200702	0.01	0.08	0.01	0.73	0.15	0.00	
86	1	215 bhp IC Engine - Field Gas-Rich Burn	9.79	MILLION CUBIC FEET	0.00	0.00	0.00	0.00	0.00	0.00	Tons/Yr.
				20200202	0.00	0.00	0.00	0.00	0.00	0.00	
Totals For the Facility (Tons/Year)					0.89	1.99	0.30	14.58	3.12	0.00	

Contact	Cal Seneca
Company	J P OIL COMPANY INC
Address	P O BOX 52584
City,State,Zip	LAFAYETTE, LA 70505
Telephone	(337) 234-1170
Email Address	cseneca@jpoil.com
Location of facility if different from above	LIGHT OIL CENTRAL

FACILITY WIDE RELATIVE MONTHLY ACTIVITY

If the facility has the same operating schedule year round, then check the Default Monthly Activity box. Otherwise, provide the percentage and months the facility operates. Note: The total percentage for the year must add up to 100%.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33
	0	0	0	0	0	0	0	0	0	0	0	0

Daily Activity
Please indicate normal operating schedule:

**Number of hours
worked each
day:**

24	Sunday
24	Monday
24	Tuesday
24	Wednesday
24	Thursday
24	Friday
24	Saturday

Facility Emissions

District Permitted Facilities Within Shafter Boundary NOx tons per year

DISTRICT REGION	DISTRICT ID	Ag facility	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017
S	2183		AHDI ENTERPRISES CORP DBA SHAFTER SHELL	GASOLINE DISPENSING	1	
S	8291		BROWN - BRYANT	SOIL AND GROUNDWATER REMEDIATION	1	
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - MERCED AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	6	2.096
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - OAK CT)	CRUDE OIL AND NATURAL GAS PRODUCTION	1	
S	3701		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.012
S	3745		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.005
S	3362		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.027
S	3364		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.026
S	3365		CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.019
S	2599		CODE PRECAST PRODUCTS INC	CONCRETE BATCH PLANT	2	
S	7322		CON-FAB CALIFORNIA LLC	CONCRETE PRODUCTS	7	0.031
S	8952		FOREVERBOARD CALIFORNIA INC	DRYWALL MANUFACTURING	1	
S	2139		FOX PETROLEUM INC.	GASOLINE DISPENSING	1	
S	6593		GLOBAL FABRICATORS	METAL FABRICATION	3	
S	8071		GOLDEN LIVING CENTER - SHAFTER	SKILLED NURSING CARE FACILITY	1	0.003
S	8067		GREG'S PETROLEUM	GASOLINE DISPENSING FACILITY	1	
S	3474		HELENA CHEMICAL COMPANY	AGRICULTURAL CHEMICALS	1	
S	2369		JACO HILL	GASOLINE DISPENSING	1	
S	2417		JEFFRIES BROTHERS INC	GASOLINE DISPENSING	1	
S	239		JIFFY'S STORE	GASOLINE DISPENSING	1	
S	3881		JOSE LUIS ALBERTO	AUTO BODY COATING OPERATION	1	
S	2443		KERN COUNTY FIRE STATION #32	FIRE PROTECTION	1	
S	105		MEYER'S BIG STOP	GASOLINE DISPENSING	1	
S	7801		OMNI FAMILY HEALTH	HEALTH AND ALLIED SERVICES	2	0.003
S	1167		PACIFIC BELL TELEPHONE CO (DBA AT-T CA)	TELECOMMUNICATIONS	1	0.015
S	1288		S - J QUICK STOP	GASOLINE DISPENSING	1	
S	1732		S & A MARKET	GASOLINE DISPENSING	1	
S	7834		SHAFTER COLLISION	AUTOMOTIVE BODY REPAIR AND PAINT SHOP	1	
S	539		SHAFTER-WASCO GINNING COMPANY	COTTON GINNING	2	
S	7041		SHAR CRAFT, INC.	SPECIAL TRADE CONTRACTORS	4	
S	7674		VERIZON WIRELESS "NORTH SHAFTER"	TELECOMMUNICATIONS	1	0.002
S	1301		WILBUR-ELLIS COMPANY	AGRICULTURAL CHEMICALS	1	

Facility with Modified Operating Schedule													Total
Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	
0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	0.17463	2.096	
0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.00098	0.012	
0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.00045	0.005	
0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.00228	0.027	
0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.00213	0.026	
0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.00161	0.019	
0.00087	0.00102	0.00158	0.00167	0.00185	0.00232	0.00226	0.00346	0.00337	0.00433	0.00426	0.00392	0.031	
0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.00023	0.003	
0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.00028	0.003	
0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.015	
0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.002	
0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000	
												2.239	

District Permitted Facilities Within 7-Mile Radius NOx tons per year

DISTRICT REGION	DISTRICT ID	Ag facility	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017
S	9156		ALLIANCE READY MIX, INC.	CONCRETE BATCH PLANT	4	
S	4152		APSG WHOLESALE	AUTO BODY SPRAY COATING	2	
S	7573		ARGO CHEMICAL INC	CHEMICAL RECEIVING, STORAGE, AND DISTRIBUTION	2	0.000
S	3161		AT-T MOBILITY	TELECOMMUNICATIONS	1	0.002
S	6698		AT-T MOBILITY	TELECOMMUNICATIONS	1	0.012
S	5211	X	AUKEMAN DAIRY	DAIRY FARMS	6	
S	8022		BAKER HUGHES OILFIELD OPERATIONS LLC	CHEMICAL RECEIVING, STORAGE AND DISTRIBUTION	2	
S	1392		BAYER CROP SCIENCE	AGRICULTURAL PRODUCTS PROCESSING	2	0.023
S	704		BAYER CROPSCIENCE	COTTON GINNING	1	
S	2501		BIDART COLD STORAGE INC	AGRICULTURAL PRODUCTS	2	
S	1872		BKSPD QUALITY DISTRIBUTION CENTER INC	AGRICULTURAL PRODUCTS PREPARATION	4	
S	7351		B-L CASING SERVICE, LLC	OIL AND GAS FIELD SERVICES	1	
S	3461		BUILDING MATERIALS MFG. CORP. (dba GAF)	FIBERGLASS MAT MANUFACTURING OPERATION	3	0.001
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - JACK AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2	
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - MANNEL AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	4	
S	1737		CA RESOURCES PRODUCTION CORP (N WASCO - SHAFTER AV)	CRUDE OIL AND NATURAL GAS PRODUCTION	2	
S	7895		CAL COAST ACIDIZING SERVICE	OIL & GAS FIELD SERVICES	2	
S	7122		CALIFORNIA PAPER PRODUCTS, LLC	ASPHALT FELTS AND COATINGS	2	0.319
S	3915		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.060
S	6910		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.037
S	8394		CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.005
S	9051		CLEAN ENERGY SYSTEMS KIMBERLINA, INC.	BIOGAS UPGRADING PLANT	2	
S	6849		CLEAN ENERGY SYSTEMS, INC.	ELECTRIC POWER GENERATION	1	

Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
0.00012	0.00023	0.00012	0.00012	0.00012	0.00012	0.00012	0.00023	0.00012	0.00012	0.00012	0.00012	0.002
0.00035	0.00042	0.00259	0.00039	0.00046	0.00046	0.00039	0.00046	0.00452	0.00108	0.00039	0.00000	0.012
0.00290	0.00290	0.00290	0.00290	0.00290	0.00000	0.00000	0.00000	0.00000	0.00290	0.00290	0.00290	0.023
0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.00011	0.001
0.02550	0.02869	0.01913	0.04144	0.02869	0.02869	0.02550	0.02550	0.02231	0.03507	0.01913	0.01913	0.319
0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.00498	0.060
0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.00309	0.037
0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.00042	0.005

Facility Emissions

DISTRICT REGION	DISTRICT ID	Ag facility	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total	
S	6935		DENBESTE MANUFACTURING, INC.	METAL PARTS AND PRODUCTS COATING OPERATION	1															
S	2813		DJ'S FOOD MART	GASOLINE DISPENSING	1															
S	2033		ELK CORPORATION OF TEXAS	ASPHALT FELTS AND COATINGS	12	0.413	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.03443	0.413
S	6639	X	FAIAL FARMS 2	DAIRY	6															
S	3860		GMC ROOFING - PAPER PRODUCTS	ASPHALT FELTS AND COATINGS	7															
S	1183		GOLDEN EMPIRE CONCRETE COMPANY	READY-MIX CONCRETE	4															
S	5281		HYPONEX CORPORATION	AGRICULTURAL CHEMICALS	8															
S	4283		INDUSTRIAL DESIGN - CONSTRUCTION INC	METAL PARTS AND PRODUCTS COATING	1															
S	1736		INLAND CROP DUSTER INC	CROP SERVICES - AERIAL DUSTING	2															
S	4291		J. R. BODY WORK'S VOC EDUCATION	AUTO BODY SPRAY COATING	1															
S	2360		JACO HILL	GASOLINE DISPENSING	1															
S	8716		JEFFRIES BROTHERS INC	COMMUNICATION SERVICES	1	0.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
S	2865		JP OIL CO INC	OIL & GAS PRODUCTION	35	0.449	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.03740	0.449
S	8561		JP OIL CO INC	NATURAL GAS PROCESSING	4															
S	3778		JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS	PHOSPHATIC FERTILIZERS	3															
S	7433		KERN SCHOOLS FEDERAL CREDIT UNION	CREDIT UNION	1	0.008	0.00064	0.00064	0.00064	0.00080	0.00064	0.00064	0.00080	0.00064	0.00064	0.00080	0.00064	0.00080	0.00064	0.008
S	7516		LARRY BASHOR SANDBLASTING	ABRASIVE BLASTING AND SPRAY PAINTING	5															
S	3562		LERDO CHEVRON	GASOLINE DISPENSING	1															
S	9202		LKMP PROPERTIES	GASOLINE DISPENSING	1															
S	7748		LUFKIN INDUSTRIES INC.	OILFIELD SERVICES	2															
S	4803	X	MARTIN HEIN RANCH COMPANY - PA2	AGRICULTURAL CROP PRODUCTION	10	2.837	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	0.23644	2.837
S	7995		M-I SWACO	OIL AND GAS FIELD SERVICES	12															
S	8		NIKKEL IRON WORKS INC	FABRICATED METAL PRODUCTS	2															
S	7876		NORRIS PRODUCTION SOLUTIONS	METAL PARTS AND PRODUCTS COATING OPERATION	1															
S	1316		NORTH OF RIVER SANITARY DIST	SEWERAGE SYSTEM	3	0.667	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.05557	0.667
S	5141	X	OASIS HOLSTEIN DAIRY	DAIRY FARM	6															
S	6058	X	OHANNESON ENTERPRISES	GENERAL FARMS, PRIMARILY CROP	5															
S	4170		PAGE INDUSTRIAL SERVICES INC	AUTO BODY SPRAY COATING	2	0.493	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.04111	0.493
S	6646		PERFORMANCE FOOD GROUP	GROCERIES, WHOLESALE	1	0.374	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.03113	0.374
S	5257		PHOENIX CEMENT COMPANY	CONSTRUCTION MATERIALS	2															
S	2012		PILOT TRAVEL CENTERS LLC	GASOLINE DISPENSING	1															
S	71		PLAINS LPG SERVICES LP	NATURAL GAS PRODUCTION	28	11.531	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	0.96093	11.531
S	3919		PREMIER SANDS LLC	SAND AND GRAVEL	23															
S	7886		RESA POWER SOLUTIONS	ELECTRICAL SERVICES	1															
S	8480		ROLL REAL ESTATE DEVELOPMENT LLC	DISTRIBUTION CENTER	2															
S	8529		ROSS STORES INC	DISTRIBUTION CENTER	3	0.117	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.00972	0.117
S	872		SAVAGE COAL SERVICE CORP	NONMETALLIC MINERALS	7	0.005	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.005
S	82		SHELL PIPELINE COMPANY LP	PETROLEUM PIPELINES	3	0.047	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.00388	0.047
S	876		SJV QUALITY COTTON	FEDERAL GOVERNMENT RESEARCH	2															
S	6706	X	SKYVIEW DAIRY	DAIRY FARMS	7															
S	3152		SOUTH VALLEY ALMOND COMPANY LLC	TREE NUTS	6															
S	4755	X	STARRH and STARRH COTTON GROWERS	COTTON FARM	43															
S	4297		SUN WORLD INTERNATIONAL	AGRICULTURAL PRODUCTS PROCESSING	4	0.004	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.00032	0.004
S	3934		TARGET DISTRIBUTION CENTER	DEPARTMENT STORE	3	0.185	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.01543	0.185
S	5060	X	TJAARDA DAIRY	DAIRY FARMS	10															
S	3395		VERIZON WIRELESS- SHAFER	TELECOMMUNICATIONS	1	0.002	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.00019	0.002
S	8231		WEATHERFORD ARTIFICIAL LIFT SYSTEMS, LLC	OIL AND GAS FIELD SERVICE	6															
S	2935		WEST COAST PIPE INSPECTION	GASOLINE DISPENSING	1															
S	8367		WONDERFUL ORCHARDS LLC	AGRICULTURAL PRODUCTS PROCESSING	1															
S	9080		WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1															
S	9081		WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1															17.590

Facility Emissions

District Permitted Facilities Within Shafter Boundary PM2.5 tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	2183	AHDI ENTERPRISES CORP DBA SHAFTER SHELL	GASOLINE DISPENSING	1														
S	8291	BROWN - BRYANT	SOIL AND GROUNDWATER REMEDIATION	1														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MERCED AV)	CRUDE OIL AND NATURAL GAS PRODUCTION	6	0.616	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.05136	0.616
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - OAK CT)	CRUDE OIL AND NATURAL GAS PRODUCTION	1														
S	3701	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	3745	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	3362	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.002	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.002
S	3364	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012	0.001
S	3365	CITY OF SHAFTER	GOVERNMENT SERVICES	2														0.000
S	2599	CODE PRECAST PRODUCTS INC	CONCRETE BATCH PLANT	2	0.017	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.017
S	7322	CON-FAB CALIFORNIA LLC	CONCRETE PRODUCTS	7	0.301	0.00843	0.00993	0.01535	0.01625	0.01806	0.02258	0.02197	0.03371	0.03281	0.04214	0.04154	0.03823	0.301
S	8952	FOREVERBOARD CALIFORNIA INC	DRYWALL MANUFACTURING	1	0.016	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.00134	0.016
S	2139	FOX PETROLEUM INC.	GASOLINE DISPENSING	1														
S	6593	GLOBAL FABRICATORS	METAL FABRICATION	3	2.857	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	0.23811	2.857
S	8071	GOLDEN LIVING CENTER - SHAFTER	SKILLED NURSING CARE FACILITY	1														
S	8067	GREG'S PETROLEUM	GASOLINE DISPENSING FACILITY	1														
S	3474	HELENA CHEMICAL COMPANY	AGRICULTURAL CHEMICALS	1														
S	2369	JACO HILL	GASOLINE DISPENSING	1														
S	2417	JEFFRIES BROTHERS INC	GASOLINE DISPENSING	1														
S	239	JEFF'S STORE	GASOLINE DISPENSING	1														
S	3881	JOSE LUIS ALBERTO	AUTO BODY COATING OPERATION	1														
S	2443	KERN COUNTY FIRE STATION #32	FIRE PROTECTION	1														
S	105	MEYER'S BIG STOP	GASOLINE DISPENSING	1														
S	7801	OMNI FAMILY HEALTH	HEALTH AND ALLIED SERVICES	2	0.0001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.0001
S	1167	PACIFIC BELL TELEPHONE CO (DBA AT-T CA)	TELECOMMUNICATIONS	1	0.001	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009	0.001
S	1288	S - J QUICK STOP	GASOLINE DISPENSING	1														
S	1732	S & A MARKET	GASOLINE DISPENSING	1														
S	7834	SHAFTER COLLISION	AUTOMOTIVE BODY REPAIR AND PAINT SHOP	1	0.002	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.002
S	539	SHAFTER-WASCO GINNING COMPANY	COTTON GINNING	2	0.512	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.09413	0.19799	0.19901	0.02046	0.00000	0.512
S	7041	SHAR CRAFT, INC.	SPECIAL TRADE CONTRACTORS	4	1.170	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	0.09748	1.170
S	7674	VERIZON WIRELESS "NORTH SHAFTER"	TELECOMMUNICATIONS	1	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	1301	WILBUR-ELLIS COMPANY	AGRICULTURAL CHEMICALS	1														

District Permitted Facilities Within 7-Mile Radius PM2.5 tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	9156	ALLIANCE READY MIX, INC.	CONCRETE BATCH PLANT	4														
S	4152	APSG WHOLESALE	AUTO BODY SPRAY COATING	2	0.638	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.05319	0.638
S	7573	ARGO CHEMICAL INC	CHEMICAL RECEIVING, STORAGE, AND DISTRIBUTION	2														
S	3161	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.000
S	6698	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.000	0.00001	0.00002	0.00009	0.00001	0.00002	0.00002	0.00001	0.00002	0.00016	0.00004	0.00001	0.00000	0.000
S	5211	AUKEMAN DAIRY	DAIRY FARMS	6														
S	8022	BAKER HUGHES OILFIELD OPERATIONS LLC	CHEMICAL RECEIVING, STORAGE AND DISTRIBUTION	2	5.062	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	0.42187	5.062
S	1392	BAYER CROP SCIENCE	AGRICULTURAL PRODUCTS PROCESSING	2	0.079	0.00994	0.00994	0.00994	0.00994	0.00994	0.00000	0.00000	0.00000	0.00000	0.00994	0.00994	0.00994	0.079
S	704	BAYER CROPSCIENCE	COTTON GINNING	1	0.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
S	2501	BIDART COLD STORAGE INC	AGRICULTURAL PRODUCTS	2														
S	1872	BKSFQ QUALITY DISTRIBUTION CENTER INC	AGRICULTURAL PRODUCTS PREPARATION	4	0.463	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.03856	0.463
S	7351	B-L CASING SERVICE, LLC	OIL AND GAS FIELD SERVICES	1	0.001	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.001
S	3461	BUILDING MATERIALS MFG. CORP. (dba GAF)	FIBERGLASS MAT MANUFACTURING OPERATION	3	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - JACK AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MANNEL AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	4														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - SHAFTER AV)	CRUDE OIL AND NATURAL GAS PRODUCTION	2														
S	7895	CAL COAST ACIDIZING SERVICE	OIL & GAS FIELD SERVICES	2														
S	7122	CALIFORNIA PAPER PRODUCTS, LLC	ASPHALT FELTS AND COATINGS	2	0.490	0.03920	0.04410	0.02940	0.06370	0.04410	0.04410	0.03920	0.03920	0.03430	0.05390	0.02940	0.02940	0.490
S	3915	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.001	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.001
S	6910	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.000	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.000

Facility Emissions

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	8394	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	9051	CLEAN ENERGY SYSTEMS KIMBERLINA, INC.	BIOGAS UPGRADING PLANT	2														
S	6849	CLEAN ENERGY SYSTEMS, INC.	ELECTRIC POWER GENERATION	1														
S	6935	DENBESTE MANUFACTURING, INC.	METAL PARTS AND PRODUCTS COATING OPERATION	1	0.269	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.02245	0.269
S	2813	DJ'S FOOD MART	GASOLINE DISPENSING	1														
S	2033	ELK CORPORATION OF TEXAS	ASPHALT FELTS AND COATINGS	12	1.028	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	0.08566	1.028
S	6639	FAIAL FARMS 2	DAIRY	6														
S	3860	GMC ROOFING - PAPER PRODUCTS	ASPHALT FELTS AND COATINGS	7	2.166	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	0.18053	2.166
S	1183	GOLDEN EMPIRE CONCRETE COMPANY	READY-MIX CONCRETE	4	0.082	0.00337	0.00493	0.00657	0.00649	0.00476	0.00977	0.00912	0.01117	0.00567	0.00600	0.00715	0.00698	0.082
S	5281	HYPONEX CORPORATION	AGRICULTURAL CHEMICALS	8	3.374	0.18558	0.37117	0.37117	0.37117	0.37117	0.37117	0.37117	0.18558	0.18558	0.18558	0.18558	0.18558	3.341
S	4283	INDUSTRIAL DESIGN - CONSTRUCTION INC	METAL PARTS AND PRODUCTS COATING	1	0.514	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.04283	0.514
S	1736	INLAND CROP DUSTER INC	CROP SERVICES - AERIAL DUSTING	2														
S	4291	J. R. BODY WORK'S VOC EDUCATION	AUTO BODY SPRAY COATING	1	0.004	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.004
S	2360	JACO HILL	GASOLINE DISPENSING	1														
S	8716	JEFFRIES BROTHERS INC	COMMUNICATION SERVICES	1	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	2865	JP OIL CO INC	OIL & GAS PRODUCTION	35	2.326	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	0.19380	2.326
S	8561	JP OIL CO INC	NATURAL GAS PROCESSING	4														
S	3778	JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS	PHOSPHATIC FERTILIZERS	3	0.355	0.04155	0.04155	0.04155	0.02095	0.00710	0.00710	0.00710	0.01065	0.02095	0.05220	0.05220	0.05220	0.355
S	7433	KERN SCHOOLS FEDERAL CREDIT UNION	CREDIT UNION	1	0.000	0.00001	0.00001	0.00001	0.00002	0.00001	0.00001	0.00002	0.00001	0.00001	0.00002	0.00001	0.00002	0.000
S	7516	LARRY BASHOR SANDBLASTING	ABRASIVE BLASTING AND SPRAY PAINTING	5	0.708	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.05903	0.708
S	3562	LERDO CHEVRON	GASOLINE DISPENSING	1														
S	9202	LKMP PROPERTIES	GASOLINE DISPENSING	1														
S	7748	LUFKIN INDUSTRIES INC.	OILFIELD SERVICES	2														
S	4803	MARTIN HEIN RANCH COMPANY - PA2	AGRICULTURAL CROP PRODUCTION	10														
S	7995	M-I SWACO	OIL AND GAS FIELD SERVICES	12	0.077	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.00639	0.077
S	8	NIKKEL IRON WORKS INC	FABRICATED METAL PRODUCTS	2	0.006	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00055	0.00042	0.006
S	7876	NORRIS PRODUCTION SOLUTIONS	METAL PARTS AND PRODUCTS COATING OPERATION	1														
S	1316	NORTH OF RIVER SANITARY DIST	SEWERAGE SYSTEM	3	0.115	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.00956	0.115
S	5141	OASIS HOLSTEIN DAIRY	DAIRY FARM	6														
S	6058	OHANNESON ENTERPRISES	GENERAL FARMS, PRIMARILY CROP	5														
S	4170	PAGE INDUSTRIAL SERVICES INC	AUTO BODY SPRAY COATING	2	0.614	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.05117	0.614
S	6646	PERFORMANCE FOOD GROUP	GROCERIES, WHOLESAL	1	0.013	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.00107	0.013
S	5257	PHOENIX CEMENT COMPANY	CONSTRUCTION MATERIALS	2	0.106	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.00881	0.106
S	2012	PILOT TRAVEL CENTERS LLC	GASOLINE DISPENSING	1														
S	71	PLAINS LPG SERVICES LP	NATURAL GAS PRODUCTION	28	5.089	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	0.42412	5.089
S	3919	PREMIER SANDS LLC	SAND AND GRAVEL	23	0.002	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.002
S	7886	RESA POWER SOLUTIONS	ELECTRICAL SERVICES	1	0.017	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.00138	0.017
S	8480	ROLL REAL ESTATE DEVELOPMENT LLC	DISTRIBUTION CENTER	2														
S	8529	ROSS STORES INC	DISTRIBUTION CENTER	3	0.004	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.004
S	872	SAVAGE COAL SERVICE CORP	NONMETALLIC MINERALS	7	0.004	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.00035	0.004
S	82	SHELL PIPELINE COMPANY LP	PETROLEUM PIPELINES	3	0.020	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.00163	0.020
S	876	SJV QUALITY COTTON	FEDERAL GOVERNMENT RESEARCH	2	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	6706	SKYVIEW DAIRY	DAIRY FARMS	7														
S	3152	SOUTH VALLEY ALMOND COMPANY LLC	TREE NUTS	6	1.137	0.06822	0.06822	0.06822	0.06822	0.06822	0.05685	0.05685	0.13644	0.13644	0.13644	0.13644	0.13644	1.137
S	4755	STARRH and STARRH COTTON GROWERS	COTTON FARM	43														
S	4297	SUN WORLD INTERNATIONAL	AGRICULTURAL PRODUCTS PROCESSING	4	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	3934	TARGET DISTRIBUTION CENTER	DEPARTMENT STORE	3	0.009	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.00073	0.009
S	5060	TJAARDA DAIRY	DAIRY FARMS	10														
S	3395	VERIZON WIRELESS- SHAFTER	TELECOMMUNICATIONS	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	8231	WEATHERFORD ARTIFICIAL LIFT SYSTEMS, LLC	OIL AND GAS FIELD SERVICE	6	0.017	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.00142	0.017
S	2935	WEST COAST PIPE INSPECTION	GASOLINE DISPENSING	1														
S	8367	WONDERFUL ORCHARDS LLC	AGRICULTURAL PRODUCTS PROCESSING	1														
S	9080	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														
S	9081	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														

Facility Emissions

District Permitted Facilities Within Shafter Boundary VOC tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	2183	AHDI ENTERPRISES CORP DBA SHAFTER SHELL	GASOLINE DISPENSING	1	0.219	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.01821	0.219
S	8291	BROWN - BRYANT	SOIL AND GROUNDWATER REMEDIATION	1	0.022	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.00185	0.022
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MERCED AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	6	2.712	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	0.22599	2.712
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - OAK CT)	CRUDE OIL AND NATURAL GAS PRODUCTION	1														
S	3701	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.00007	0.001
S	3745	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.001
S	3362	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.002	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.00017	0.002
S	3364	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.002	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.00013	0.002
S	3365	CITY OF SHAFTER	GOVERNMENT SERVICES	2	0.001	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.001
S	2599	CODE PRECAST PRODUCTS INC	CONCRETE BATCH PLANT	2														
S	7322	CON-FAB CALIFORNIA LLC	CONCRETE PRODUCTS	7	0.002	0.00005	0.00006	0.00009	0.00009	0.00010	0.00013	0.00012	0.00019	0.00019	0.00024	0.00023	0.00022	0.002
S	8952	FOREVERBOARD CALIFORNIA INC	DRYWALL MANUFACTURING	1														
S	2139	FOX PETROLEUM INC.	GASOLINE DISPENSING	1	1.720	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	0.14335	1.720
S	6593	GLOBAL FABRICATORS	METAL FABRICATION	3	2.100	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	0.17499	2.100
S	8071	GOLDEN LIVING CENTER - SHAFTER	SKILLED NURSING CARE FACILITY	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	8067	GREG'S PETROLEUM	GASOLINE DISPENSING FACILITY	1	0.613	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.05111	0.613
S	3474	HELENA CHEMICAL COMPANY	AGRICULTURAL CHEMICALS	1	0.113	0.00678	0.00678	0.01017	0.01356	0.01130	0.01130	0.01130	0.01130	0.01017	0.00678	0.00678	0.00678	0.113
S	2369	JACO HILL	GASOLINE DISPENSING	1	1.313	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	0.10940	1.313
S	2417	JEFFRIES BROTHERS INC	GASOLINE DISPENSING	1	0.160	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.01333	0.160
S	239	JEFFY'S STORE	GASOLINE DISPENSING	1	0.145	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.01211	0.145
S	3881	JOSE LUIS ALBERTO	AUTO BODY COATING OPERATION	1	0.005	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.00039	0.005
S	2443	KERN COUNTY FIRE STATION #32	FIRE PROTECTION	1	0.001	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.001
S	105	MEYER'S BIG STOP	GASOLINE DISPENSING	1	0.191	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.01593	0.191
S	7801	OMNI FAMILY HEALTH	HEALTH AND ALLIED SERVICES	2	0.000	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.000
S	1167	PACIFIC BELL TELEPHONE CO (DBA AT-T CA)	TELECOMMUNICATIONS	1	0.002	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.00020	0.002
S	1288	S - J QUICK STOP	GASOLINE DISPENSING	1	0.260	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.02168	0.260
S	1732	S & A MARKET	GASOLINE DISPENSING	1	0.069	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.00574	0.069
S	7834	SHAFTER COLLISION	AUTOMOTIVE BODY REPAIR AND PAINT SHOP	1	0.008	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.00068	0.008
S	539	SHAFTER-WASCO GINNING COMPANY	COTTON GINNING	2														
S	7041	SHAR CRAFT, INC.	SPECIAL TRADE CONTRACTORS	4	0.714	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.05953	0.714
S	7674	VERIZON WIRELESS "NORTH SHAFTER"	TELECOMMUNICATIONS	1														
S	1301	WILBUR-ELLIS COMPANY	AGRICULTURAL CHEMICALS	1	0.018	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.00150	0.018
10.394																		

District Permitted Facilities Within 7-Mile Radius VOC tons per year

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	9156	ALLIANCE READY MIX, INC.	CONCRETE BATCH PLANT	4														
S	4152	APSG WHOLESALE	AUTO BODY SPRAY COATING	2	0.266	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.02213	0.266
S	7573	ARGO CHEMICAL INC	LIQUID RECEIVING, STORAGE, AND DISTRIBUTION	2	0.000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.000
S	3161	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.001	0.00007	0.00014	0.00007	0.00007	0.00007	0.00007	0.00007	0.00014	0.00007	0.00007	0.00007	0.00007	0.001
S	6698	AT-T MOBILITY	TELECOMMUNICATIONS	1	0.007	0.00021	0.00025	0.00155	0.00023	0.00028	0.00028	0.00023	0.00028	0.00270	0.00065	0.00023	0.00000	0.007
S	5211	AUKEMAN DAIRY	DAIRY FARMS	6														
S	8022	BAKER HUGHES OILFIELD OPERATIONS LLC	LIQUID RECEIVING, STORAGE AND DISTRIBUTION	2	0.014	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.00119	0.014
S	1392	BAYER CROP SCIENCE	AGRICULTURAL PRODUCTS PROCESSING	2	0.001	0.00016	0.00016	0.00016	0.00016	0.00016	0.00000	0.00000	0.00000	0.00000	0.00016	0.00016	0.00016	0.001
S	704	BAYER CROPSCIENCE	COTTON GINNING	1														
S	2501	BIDART COLD STORAGE INC	AGRICULTURAL PRODUCTS	2														
S	1872	BKSFQ QUALITY DISTRIBUTION CENTER INC	AGRICULTURAL PRODUCTS PREPARATION	4														
S	7351	B-L CASING SERVICE, LLC	OIL AND GAS FIELD SERVICES	1	0.002	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.00018	0.002
S	3461	BUILDING MATERIALS MFG. CORP. (dba GAF)	FIBERGLASS MAT MANUFACTURING OPERATION	3	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - JACK AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - MANNEL AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	4														
S	1737	CA RESOURCES PRODUCTION CORP (N WASCO - SHAFTER AVE)	CRUDE OIL AND NATURAL GAS PRODUCTION	2														
S	7895	CAL COAST ACIDIZING SERVICE	OIL & GAS FIELD SERVICES	2														
S	7122	CALIFORNIA PAPER PRODUCTS, LLC	ASPHALT FELTS AND COATINGS	2	0.349	0.02794	0.03143	0.02096	0.04540	0.03143	0.03143	0.02794	0.02794	0.02445	0.03842	0.02096	0.02096	0.349
S	3915	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.002	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.00016	0.002
S	6910	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.001	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.001
S	8394	CITY OF SHAFTER	GOVERNMENT SERVICES	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	9051	CLEAN ENERGY SYSTEMS KIMBERLINA, INC.	BIOGAS UPGRADING PLANT	2														
S	6849	CLEAN ENERGY SYSTEMS, INC.	ELECTRIC POWER GENERATION	1														

Facility Emissions

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
S	6935	DENBESTE MANUFACTURING, INC.	METAL PARTS AND PRODUCTS COATING OPERATION	1	1.471													
S	2813	DJ'S FOOD MART	GASOLINE DISPENSING	1	0.123	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.01028	0.123
S	2033	ELK CORPORATION OF TEXAS	ASPHALT FELTS AND COATINGS	12	15.707	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	1.30895	15.707
S	6639	FAIAL FARMS 2	DAIRY	6														
S	3860	GMC ROOFING - PAPER PRODUCTS	ASPHALT FELTS AND COATINGS	7	2.991	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	0.24927	2.991
S	1183	GOLDEN EMPIRE CONCRETE COMPANY	READY-MIX CONCRETE	4														
S	5281	HYPONEX CORPORATION	AGRICULTURAL CHEMICALS	8														
S	4283	INDUSTRIAL DESIGN - CONSTRUCTION INC	METAL PARTS AND PRODUCTS COATING	1	0.359	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.02990	0.359
S	1736	INLAND CROP DUSTER INC	CROP SERVICES - AERIAL DUSTING	2	0.144	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.01200	0.144
S	4291	J. R. BODY WORK'S VOC EDUCATION	AUTO BODY SPRAY COATING	1	0.028	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.00236	0.028
S	2360	JACO HILL	GASOLINE DISPENSING	1	0.640	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.05334	0.640
S	8716	JEFFRIES BROTHERS INC	COMMUNICATION SERVICES	1	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	2865	JP OIL CO INC	OIL & GAS PRODUCTION	35	1.762	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	0.14681	1.762
S	8561	JP OIL CO INC	NATURAL GAS PROCESSING	4														
S	3778	JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS	PHOSPHATIC FERTILIZERS	3														
S	7433	KERN SCHOOLS FEDERAL CREDIT UNION	CREDIT UNION	1	0.001	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.001
S	7516	LARRY BASHOR SANDBLASTING	ABRASIVE BLASTING AND SPRAY PAINTING	5	0.070	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.00587	0.070
S	3562	LERDO CHEVRON	GASOLINE DISPENSING	1	0.248	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.02065	0.248
S	9202	LKMP PROPERTIES	GASOLINE DISPENSING	1														
S	7748	LUFKIN INDUSTRIES INC.	OILFIELD SERVICES	2	0.000	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.000
S	4803	MARTIN HEIN RANCH COMPANY - PA2	AGRICULTURAL CROP PRODUCTION	10	2.701	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	0.22506	2.701
S	7995	M-I SWACO	OIL AND GAS FIELD SERVICES	12	0.015	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.00125	0.015
S	8	NIKKEL IRON WORKS INC	FABRICATED METAL PRODUCTS	2	0.546	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.04644	0.546
S	7876	NORRIS PRODUCTION SOLUTIONS	METAL PARTS AND PRODUCTS COATING OPERATION	1	0.001	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.001
S	1316	NORTH OF RIVER SANITARY DIST	SEWERAGE SYSTEM	3	0.712	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.05935	0.712
S	5141	OASIS HOLSTEIN DAIRY	DAIRY FARM	6														
S	6058	OHANNESON ENTERPRISES	GENERAL FARMS, PRIMARILY CROP	5														
S	4170	PAGE INDUSTRIAL SERVICES INC	AUTO BODY SPRAY COATING	2	1.145	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	0.09540	1.145
S	6646	PERFORMANCE FOOD GROUP	GROCERIES, WHOLESALE	1	0.021	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.00174	0.021
S	5257	PHOENIX CEMENT COMPANY	CONSTRUCTION MATERIALS	2														
S	2012	PILOT TRAVEL CENTERS LLC	GASOLINE DISPENSING	1	1.520	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	0.12666	1.520
S	71	PLAINS LPG SERVICES LP	NATURAL GAS PRODUCTION	28	11.533	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	0.96107	11.533
S	3919	PREMIER SANDS LLC	SAND AND GRAVEL	23	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	7886	RESA POWER SOLUTIONS	ELECTRICAL SERVICES	1	0.074	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.00618	0.074
S	8480	ROLL REAL ESTATE DEVELOPMENT LLC	DISTRIBUTION CENTER	2														
S	8529	ROSS STORES INC	DISTRIBUTION CENTER	3	0.004	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.00034	0.004
S	872	SAVAGE COAL SERVICE CORP	NONMETALLIC MINERALS	7	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	82	SHELL PIPELINE COMPANY LP	PETROLEUM PIPELINES	3	0.048	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.00399	0.048
S	876	SJV QUALITY COTTON	FEDERAL GOVERNMENT RESEARCH	2	0.000	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.000
S	6706	SKYVIEW DAIRY	DAIRY FARMS	7														
S	3152	SOUTH VALLEY ALMOND COMPANY LLC	TREE NUTS	6	0.023	0.00138	0.00138	0.00138	0.00138	0.00138	0.00115	0.00115	0.00275	0.00275	0.00275	0.00275	0.00275	0.023
S	4755	STARRH and STARRH COTTON GROWERS	COTTON FARM	43														
S	4297	SUN WORLD INTERNATIONAL	AGRICULTURAL PRODUCTS PROCESSING	4	0.000	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.000
S	3934	TARGET DISTRIBUTION CENTER	DEPARTMENT STORE	3	0.015	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.00124	0.015
S	5060	TJAARDA DAIRY	DAIRY FARMS	10														
S	3395	VERIZON WIRELESS- SHAFTER	TELECOMMUNICATIONS	1	0.000	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.000
S	8231	WEATHERFORD ARTIFICIAL LIFT SYSTEMS, LLC	OIL AND GAS FIELD SERVICE	6	0.072	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.00600	0.072
S	2935	WEST COAST PIPE INSPECTION	GASOLINE DISPENSING	1	0.001	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.001
S	8367	WONDERFUL ORCHARDS LLC	AGRICULTURAL PRODUCTS PROCESSING	1	0.111	0.00823	0.00812	0.00956	0.00823	0.00900	0.00934	0.01001	0.01223	0.01089	0.00923	0.00812	0.00823	0.111
S	9080	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														0.000
S	9081	WONDERFUL REAL ESTATE	GENERAL WAREHOUSING AND STORAGE	1														0.000

41.261

Monthly Emissions for Top Area Source Categories in Shafter - PM2.5

Category	EIC Description	2017 PM2.5 tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
FARMING OPERATIONS		114.57	0.68	1.33	1.75	0.83	0.92	1.09	1.37	1.26	43.36	46.38	9.54	6.05
62061554000000	HARVEST OPERATIONS - DUST	87.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.95	43.52	1.57	0.00
62061454000000	TILLING OPERATIONS - DUST	21.38	0.17	0.81	1.24	0.32	0.41	0.58	0.86	0.75	0.90	2.35	7.46	5.54
62061802620103	LIVESTOCK HUSBANDRY - FEEDLOT CATTLE	3.22	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
62061802620101	LIVESTOCK HUSBANDRY - DAIRY CATTLE	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
62061802620102	LIVESTOCK HUSBANDRY - RANCH CATTLE	0.71	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
FUGITIVE WINDBLOWN DUST		21.47	0.20	0.38	0.25	6.27	4.26	2.09	1.84	1.94	1.74	1.47	0.71	0.31
65065054000000	AGRICULTURAL LANDS (NON-PASTURE) - WINDBLOWN DUST	20.68	0.17	0.35	0.23	6.18	4.18	2.01	1.76	1.86	1.65	1.39	0.64	0.27
65065154000000	AGRICULTURAL LANDS (PASTURE) - WINDBLOWN DUST	0.05	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.00	0.00
65065254000000	UNPAVED ROADS AND ASSOCIATED AREAS - WINDBLOWN DUST	0.74	0.03	0.03	0.02	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.06	0.04
PAVED ROAD DUST		21.13	1.60	1.60	1.60	1.71	1.81	1.92	1.92	1.92	1.85	1.81	1.75	1.64
64064354000000	PAVED ROAD TRAVEL - RURAL STREETS	8.12	0.62	0.62	0.62	0.66	0.70	0.74	0.74	0.74	0.71	0.70	0.67	0.63
64063754000000	PAVED ROAD TRAVEL - MAJOR STREETS - DUST	5.85	0.44	0.44	0.44	0.47	0.50	0.53	0.53	0.53	0.51	0.50	0.48	0.45
64064154000000	PAVED ROAD TRAVEL - LOCAL STREETS - DUST	5.62	0.43	0.43	0.43	0.45	0.48	0.51	0.51	0.51	0.49	0.48	0.46	0.44
64063954000000	PAVED ROAD TRAVEL - COLLECTOR STREETS - DUST	0.85	0.06	0.06	0.06	0.07	0.07	0.08	0.08	0.08	0.07	0.07	0.07	0.07
64063554000000	PAVED ROAD TRAVEL - FREEWAYS - DUST	0.70	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05
COOKING		10.69	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
69068060000000	COMMERCIAL CHARBROILING	8.45	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
69068460000000	COOKING (UNSPECIFIED)	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
UNPAVED ROAD DUST		7.96	0.35	0.36	0.32	0.71	0.71	0.76	0.80	0.76	0.80	0.88	0.96	0.56
64564654000000	UNPAVED ROAD TRAVEL - FARM ROADS - DUST	4.07	0.17	0.18	0.12	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.35	0.23
64564554000000	UNPAVED TRAFFIC AREA - AGRICULTURE - DUST	1.47	0.04	0.04	0.08	0.05	0.04	0.09	0.13	0.09	0.14	0.20	0.40	0.17
64563854000000	UNPAVED ROAD TRAVEL - CITY AND COUNTY ROADS - DUST	1.37	0.06	0.06	0.04	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.08
64564854000000	UNPAVED ROAD TRAVEL - (UNSPECIFIED) - DUST	0.79	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
64564754000000	UNPAVED TRAFFIC AREA - PRIVATE - DUST	0.27	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.02
MANAGED BURNING AND DISPOSAL		5.81	0.66	1.11	0.90	0.40	0.28	0.17	0.11	0.11	0.13	0.41	0.81	0.74
67066802009886	AGRICULTURAL BURNING - WEED ABATEMENT-TUMBLEWEEDS	2.78	0.19	0.52	0.61	0.27	0.13	0.02	0.03	0.03	0.04	0.20	0.34	0.38
67066002629892	AGRICULTURAL BURNING - PRUNINGS- VINEYARD REMOVAL	1.82	0.33	0.36	0.10	0.02	0.08	0.09	0.05	0.04	0.05	0.14	0.34	0.23
67066002629842	AGRICULTURAL BURNING - PRUNINGS- ATTRITION	0.78	0.09	0.16	0.12	0.07	0.04	0.04	0.03	0.03	0.02	0.04	0.08	0.08
67066002629862	AGRICULTURAL BURNING - PRUNINGS- ORCHARD REMOVAL	0.23	0.02	0.04	0.03	0.02	0.02	0.01	0.00	0.01	0.02	0.01	0.03	0.03
67066802009872	AGRICULTURAL BURNING - WEED ABATEMENT- PONDING/LEVEE BANKS/DITCHBANK/CANAL	0.11	0.01	0.02	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01
67067002000000	NON-AGRICULTURAL OPEN BURNING	0.06	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
67066002629884	AGRICULTURAL BURNING - PRUNINGS- TREE PRUNINGS	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066802009858	AGRICULTURAL BURNING - WEED ABATEMENT- NOXIOUS WEEDS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67099502409868	OTHER WASTE BURNING - PESTICIDE/SEED SACKS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629874	AGRICULTURAL BURNING - PRUNINGS- RAISIN TRAYS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066402000000	AGRICULTURAL BURNING - RANGE IMPROVEMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RESIDENTIAL FUEL COMBUSTION		3.53	0.78	0.52	0.19	0.11	0.10	0.08	0.07	0.06	0.06	0.12	0.63	0.81
61060202300000	RESIDENTIAL WOOD COMBUSTION - FIREPLACES	1.19	0.31	0.19	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.28	0.34
61060002300000	RESIDENTIAL WOOD COMBUSTION - WOOD STOVES	1.10	0.28	0.18	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.26	0.32
61060801100000	RESIDENTIAL NATURAL GAS COMBUSTION - WATER HEATING	0.54	0.09	0.07	0.05	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.04	0.07
61060601100000	RESIDENTIAL NATURAL GAS COMBUSTION - SPACE HEATING	0.52	0.08	0.07	0.05	0.04	0.03	0.03	0.03	0.03	0.02	0.03	0.04	0.06
61061001100000	RESIDENTIAL NATURAL GAS COMBUSTION - COOKING	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
61099501100000	RESIDENTIAL NATURAL GAS COMBUSTION - OTHER	0.06	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
61099501200000	RESIDENTIAL L.P.G. COMBUSTION (UNSPECIFIED)	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
61060612200000	RESIDENTIAL DISTILLATE OIL COMBUSTION - SPACE HEATING	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONSTRUCTION AND DEMOLITION		1.43	0.09	0.09	0.12	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.12	0.10
63062254000000	BUILDING CONSTRUCTION - RESIDENTIAL - DUST	0.83	0.05	0.05	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.07	0.06
63062854000000	BUILDING CONSTRUCTION - INSTITUTIONAL - DUST	0.30	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
63062454000000	BUILDING CONSTRUCTION - COMMERCIAL - DUST	0.17	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
63063454000000	ROAD CONSTRUCTION - DUST	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
63062654000000	BUILDING CONSTRUCTION - INDUSTRIAL - DUST	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FOOD AND AGRICULTURAL PROCESSING		1.07	0.05	0.05	0.05	0.12	0.12	0.12	0.14	0.14	0.14	0.04	0.04	0.04
5204212000011	AGRICULTURAL IRRIGATION I.C. ENGS-DIESEL-PORTABLE	0.74	0.03	0.03	0.03	0.09	0.09	0.09	0.10	0.10	0.10	0.03	0.03	0.03
5204212000010	AGRICULTURAL IRRIGATION I.C. ENGS-DIESEL-STATIONARY	0.33	0.01	0.01	0.01	0.04	0.04	0.04	0.04	0.04	0.04	0.01	0.01	0.01
SERVICE AND COMMERCIAL		0.31	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03
6002001100000	COMMERCIAL NATURAL GAS COMBUSTION - SPACE HEATING	0.18	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02
6003001100000	COMMERCIAL NATURAL GAS COMBUSTION - WATER HEATING	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
6099512200000	COMMERCIAL DISTILLATE OIL COMBUSTION	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6099501100000	COMMERCIAL NATURAL GAS COMBUSTION - OTHER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6099501200000	COMMERCIAL L.P.G. COMBUSTION	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
51050669020000	CONSUMER PRODUCTS - OTHER CLEANERS/DEGREASERS/SOLVENTS	0.24	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665350000	CONSUMER PRODUCTS - AUTOMOTIVE WAXES/POLISHES/SEALANTS/GLAZES	0.22	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667400000	CONSUMER PRODUCTS - ASTRINGENTS/TONERS	0.22	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665050000	CONSUMER PRODUCTS - CONSTRUCTION AND PANEL ADHESIVES	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665190000	CONSUMER PRODUCTS - OTHER SEALANTS AND CHULKES	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666250000	CONSUMER PRODUCTS - INSECT REPELLANTS - AEROSOLS	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665570000	CONSUMER PRODUCTS - TIRE SEALANTS AND INFLATORS	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666110000	CONSUMER PRODUCTS - FLYING INSECT INSECTICIDE - AEROSOLS	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050090000000	CONSUMER PRODUCTS - AEROSOL - COATINGS (UNSPECIFIED)	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050669050000	CONSUMER PRODUCTS - OTHER MISC. HOUSEHOLD PRODUCTS	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050090510000	CONSUMER PRODUCTS - AEROSOL - CLEAR COATINGS (UNSPECIFIED)	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667700000	CONSUMER PRODUCTS - NAIL COATINGS	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667920000	CONSUMER PRODUCTS - HEAVY DUTY HAND CLEANER OR SOAP	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665140000	CONSUMER PRODUCTS - OTHER ADHESIVES	0.18	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666680000	CONSUMER PRODUCTS - OTHER LAUNDRY PRODUCTS	0.17	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666340000	CONSUMER PRODUCTS - FABRIC REFRESHER - NON-AEROSOL	0.17	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666530000	CONSUMER PRODUCTS - GENERAL PURPOSE DEGREASERS - AEROSOLS	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667970000	CONSUMER PRODUCTS - WITCH HAZEL	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667010000	CONSUMER PRODUCTS - SILICONE BASED MULTI-PURPOSE LUBRICANT	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666570000	CONSUMER PRODUCTS - METAL POLISHES/CLEANSERS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665380000	CONSUMER PRODUCTS - AUTOMOTIVE RUBBING OR POLISHING COMPOUNDS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666380000	CONSUMER PRODUCTS - SPOT REMOVERS - AEROSOLS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667020000	CONSUMER PRODUCTS - PENETRANT	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667650000	CONSUMER PRODUCTS - HAIR MOUSSES	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666580000	CONSUMER PRODUCTS - OVEN CLEANERS - AEROSOLS	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665180000	CONSUMER PRODUCTS - ADHESIVE REMOVERS - SPECIALTY	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665600000	CONSUMER PRODUCTS - AUTO. WINDSHIELD WASHER FLUIDS - NON TYPE A	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667810000	CONSUMER PRODUCTS - SHAVING CREAMS	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666160000	CONSUMER PRODUCTS - CRAWLING BUG INSECTICIDES - NON-AEROSOLS	0.12	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667030000	CONSUMER PRODUCTS - SPECIALTY LUBRICANT	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666820000	CONSUMER PRODUCTS - FLOOR POLISH OR WAX	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666860000	CONSUMER PRODUCTS - FURNITURE MAINTENANCE PRODUCTS - OTHER FORMS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667420000	CONSUMER PRODUCTS - SUN SCREEN/TANNING PRODUCTS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667410000	CONSUMER PRODUCTS - HAND AND BODY LOTIONS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666400000	CONSUMER PRODUCTS - TOILET/URINAL CARE PRODUCT (NON-PARA)	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050090710000	CONSUMER PRODUCTS - AEROSOL - HIGH TEMPERATURE COATINGS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667690000	CONSUMER PRODUCTS - HAIR STYLING PRODUCTS - ALL OTHER FORMS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666390000	CONSUMER PRODUCTS - SPOT REMOVERS - NON-AEROSOLS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666300000	CONSUMER PRODUCTS - FABRIC SOFTENER DRYER SHEET	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665220000	CONSUMER PRODUCTS - INSULATING AND SEALING FOAM	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667100000	CONSUMER PRODUCTS - SINGLE PHASE AEROSOL AIR FRESHENERS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666510000	CONSUMER PRODUCTS - GENERAL PURPOSE CLEANERS - AEROSOLS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667660000	CONSUMER PRODUCTS - HAIR SHINES	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050090840000	CONSUMER PRODUCTS - AEROSOL - EXACT MATCH AUTOMOTIVE COATINGS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666550000	CONSUMER PRODUCTS - GLASS CLEANERS - AEROSOLS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666360000	CONSUMER PRODUCTS - CARPET AND UPHOLSTERY CLEANERS - NON-AEROSOLS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665640000	CONSUMER PRODUCTS - MOTOR VEHICLE WASH	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666500000	CONSUMER PRODUCTS - FLOOR WAX STRIPPERS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665830000	CONSUMER PRODUCTS - ELECTRICAL CLEANER	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666330000	CONSUMER PRODUCTS - FABRIC REFRESHER - AEROSOL	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666350000	CONSUMER PRODUCTS - CARPET AND UPHOLSTERY CLEANERS - AEROSOLS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666170000	CONSUMER PRODUCTS - INSECTICIDE FOGGERS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666000000	CONSUMER PRODUCTS - NON-SELECTIVE HERBICIDES/DEFOLIANTS	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665580000	CONSUMER PRODUCTS - AUTOMOTIVE UNDERCOATINGS - AEROSOLS	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666730000	CONSUMER PRODUCTS - ANTI-STATIC PRODUCT - AEROSOL	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666400000	CONSUMER PRODUCTS - FABRIC PROTECTANTS - AEROSOL	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090210000	CONSUMER PRODUCTS - AEROSOL - AUTO BODY PRIMERS	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665650000	CONSUMER PRODUCTS - WINDSHIELD WASHER REPELLENT	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667560000	CONSUMER PRODUCTS - TEMP HAIR COLOR	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666800000	CONSUMER PRODUCTS - DUSTING AIDS - AEROSOLS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666450000	CONSUMER PRODUCTS - FLOOR MAINTENANCE PRODUCT	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666140000	CONSUMER PRODUCTS - LAWN AND GARDEN INSECTICIDES	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090820000	CONSUMER PRODUCTS - AEROSOL - AUTO BUMPER AND TRIM COATINGS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665840000	CONSUMER PRODUCTS - ELECTRONIC CLEANER	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665150000	CONSUMER PRODUCT - ADHESIVE REMOVERS - FLOOR AND WALL COVERING	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090830000	CONSUMER PRODUCTS - AEROSOL - EXACT MATCH ENGINE ENAMEL	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666890000	CONSUMER PRODUCTS - FOOTWEAR OR LEATHER CARE PRODUCT - SOLID	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667680000	CONSUMER PRODUCTS - HAIR STYLING PRODUCT - AEROSOL/PUMP SPRAY	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667510000	CONSUMER PRODUCTS - PERSONAL FRAGRANCE PRODUCT (FRAGRANCE > 20%)	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
51050090800000	CONSUMER PRODUCTS - AEROSOL - FLUORESCENT COATINGS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665330000	CONSUMER PRODUCTS - AUTOMOTIVE HARD PASTE WAXES	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666100000	CONSUMER PRODUCTS - FLEA AND TICK INSECTICIDE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666590000	CONSUMER PRODUCTS - OVEN CLEANERS - NON-AEROSOLS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090810000	CONSUMER PRODUCTS - AEROSOL - ART FIXATIVES AND SEALANTS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050669090000	CONSUMER PRODUCTS - OTHER AIR FRESHENERS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665370000	CONSUMER PRODUCTS - RUBBER AND VINYL PROTECTANTS - NON-AEROSOLS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665070000	CONSUMER PRODUCTS - GENERAL PURPOSE ADHESIVE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666880000	CONSUMER PRODUCTS - FOOTWEAR OR LEATHER CARE PRODUCTS - AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090850000	CONSUMER PRODUCTS - AEROSOL - VINYL/FABRIC/LEATHER/POLYCARB COAT	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665880000	CONSUMER PRODUCTS - ODOR REMOVER/ELIMINATOR	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665170000	CONSUMER PRODUCTS - ADHESIVE REMOVERS - GENERAL PURPOSE	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665390000	CONSUMER PRODUCTS - TIRE AND WHEEL CLEANERS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666420000	CONSUMER PRODUCTS - FABRIC PROTECTANT - NON-AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665120000	CONSUMER PRODUCTS - CONTACT ADHESIVE - GENERAL PURPOSE	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666810000	CONSUMER PRODUCTS - DUSTING AIDS - NON-AEROSOLS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665720000	CONSUMER PRODUCTS - GRAFFITI REMOVER - AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665360000	CONSUMER PRODUCTS - RUBBER AND VINYL PROTECTANTS - AEROSOLS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666900000	CONSUMER PRODUCTS - FOOTWEAR OR LEATHER CARE PRODUCT - ALL OTHER FORMS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667950000	CONSUMER PRODUCTS - BRUSH CLEANER	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666300000	CONSUMER PRODUCTS - TOILET/URINAL CARE PRODUCT (PARA-ONLY)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665130000	CONSUMER PRODUCTS - CONTACT ADHESIVE - SPECIAL PURPOSE	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665160000	CONSUMER PRODUCT - GASKET OR THREAD LOCKING	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665730000	CONSUMER PRODUCTS - GRAFFITI REMOVERS - NON-AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666120000	CONSUMER PRODUCTS - FLYING INSECT INSECTICIDE - NON-AEROSOLS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666840000	CONSUMER PRODUCTS - WOOD FLOOR WAX/POLISH	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050669080000	CONSUMER PRODUCTS - LAWN AND GARDEN PRODUCTS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665440000	CONSUMER PRODUCTS - ENGINE DEGREASERS - NON-AEROSOLS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665590000	CONSUMER PRODUCTS - AUTOMOTIVE UNDERCOATINGS - NON-AEROSOLS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665300000	CONSUMER PRODUCTS - BUG AND TAR REMOVERS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665850000	CONSUMER PRODUCTS - ENERGIZED ELECTRICAL CLEANER	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666910000	CONSUMER PRODUCTS - WOOD CLEANER - AEROSOL	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665340000	CONSUMER PRODUCTS - AUTOMOTIVE INSTANT DETAILERS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666920000	CONSUMER PRODUCTS - WOOD CLEANER - NON-AEROSOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666740000	CONSUMER PRODUCTS - ANTI-STATIC PRODUCT - NON-AEROSOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667960000	CONSUMER PRODUCTS - PRESSURIZED GAS DUSTER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667720000	CONSUMER PRODUCTS - NAIL POLISH REMOVERS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ARCHITECTURAL COATINGS AND RELATED PROCESS SOLVENTS		25.17	1.71	1.71	1.92	2.11	2.32	2.51	2.51	2.51	2.32	2.11	1.71	1.71
52052092600000	ARCHITECTURAL COATINGS - NONFLAT - LOW GLOSS/MEDIUM GLOSS	4.01	0.25	0.25	0.30	0.34	0.38	0.42	0.42	0.42	0.38	0.34	0.25	0.25
52052283500000	ARCHITECTURAL - CLEANING SOLVENT	4.01	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
52052092590000	ARCHITECTURAL COATINGS (WATER BASED) - FLAT COATINGS	2.48	0.16	0.16	0.18	0.21	0.24	0.26	0.26	0.26	0.24	0.21	0.16	0.16
52052283020000	ARCHITECTURAL - THINNING SOLVENT	1.80	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
52052091310000	ARCHITECTURAL COATINGS - STAINS - CLEAR/SEMITRANSSPARENT	1.71	0.11	0.11	0.13	0.14	0.16	0.18	0.18	0.18	0.16	0.14	0.11	0.11
52052091260000	ARCHITECTURAL COATINGS - RUST PREVENTATIVE	1.14	0.07	0.07	0.08	0.10	0.11	0.12	0.12	0.12	0.11	0.10	0.07	0.07
52052092050000	ARCH. COATINGS (WATER BASED) - PRIMERS_SEALERS_AND_UNDERCOATERS	1.10	0.07	0.07	0.08	0.09	0.10	0.12	0.12	0.12	0.10	0.09	0.07	0.07
52052091720000	ARCHITECTURAL COATINGS (OIL) - INDUSTRIAL MAINTENANCE COATINGS	1.07	0.07	0.07	0.08	0.09	0.10	0.11	0.11	0.11	0.10	0.09	0.07	0.07
52052091410000	ARCHITECTURAL COATINGS - VARNISHES - CLEAR/SEMITRANSSPARENT	0.92	0.06	0.06	0.07	0.08	0.09	0.10	0.10	0.10	0.09	0.08	0.06	0.06
52052091000000	ARCHIT. COATINGS (OIL) - ORGANIC SOLVENT BASED COATINGS(UNSP)	0.83	0.05	0.05	0.06	0.07	0.08	0.09	0.09	0.09	0.08	0.07	0.05	0.05
52052091530000	ARCHITECTURAL COATINGS (OIL BASED) - QUICK DRY ENAMEL COATINGS	0.71	0.04	0.04	0.05	0.06	0.07	0.07	0.07	0.07	0.07	0.06	0.04	0.04
52052091730000	ARCHITECTURAL COATINGS (OIL BASED) - METALLIC PIGMENTED COATINGS	0.51	0.03	0.03	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.04	0.03	0.03
52052091180000	ARCHITECTURAL COATINGS - WATERPROOFING CONCRETE/MASONRY SEALERS	0.42	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
52052091080000	ARCHITECTURAL COATINGS - SPECIALTY PRIMERS_SEALERS_AND_UNDERCOATERS	0.34	0.02	0.02	0.02	0.03	0.03	0.04	0.04	0.04	0.03	0.03	0.02	0.02
52052092760000	ARCHITECTURAL COATINGS (WATER BASED) - TRAFFIC COATINGS	0.31	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052092610000	ARCHITECT. COATINGS (WATER BASED) - HIGH GLOSS NONFLAT COATINGS	0.30	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052091570000	ARCHITECTURAL COATINGS - LACQUERS	0.28	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052091060000	ARCHIT. COATINGS (OIL) - QUICK DRY PRIMERS_SEALERS_&_UNDERCOATERS	0.25	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.02	0.02
52052091700000	ARCHITECTURAL COATINGS (OIL BASED) - FORM RELEASE COATINGS	0.23	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092130000	ARCHITECTURAL COATINGS - WATERPROOFING SEALERS	0.21	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092720000	ARCHIT. COATINGS (WATER BASED) - INDUSTRIAL MAINTENANCE COATINGS	0.20	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091050000	ARCHITECTURAL COATINGS (OIL) - PRIMERS_SEALERS_AND_UNDERCOATERS	0.20	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091770000	ARCHITECTURAL COATINGS - WOOD PRESEVATIVES	0.18	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
52052092000000	ARCHI. COATINGS (WATER BASED) - COATINGS (UNSPECIFIED)	0.16	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
52052091130000	ARCHITECTURAL COATINGS - WATERPROOFING SEALERS	0.15	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.01	0.01
52052092690000	ARCHITECTURAL COATINGS (WATER BASED) - FLOOR COATINGS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052283100000	ARCHITECTURAL - ADDITIVES	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092360000	ARCHITECTURAL COATINGS (WATER BASED) - STAINS - OPAQUE	0.12	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092180000	ARCHITECTURAL COATINGS - WATERPROOFING CONCRETE/MASONRY SEALERS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092310000	ARCHITECTURAL COATINGS - STAINS - CLEAR/SEMITRANSSPARENT	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092220000	ARCHITECTURAL COATINGS - FAUX FINISHING	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
52052092650000	ARCHITECTURAL COATINGS (WATER BASED) - CONCRETE CURING COMPOUNDS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052091600000	ARCHITECTURAL COATINGS - NONFLAT - LOW GLOSS/MEDIUM GLOSS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052091120000	ARCHITECTURAL COATINGS (OIL BASED) - SANDING SEALERS	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092410000	ARCHITECTURAL COATINGS - VARNISHES - CLEAR/SEMITRANSSPARENT	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092740000	ARCHITECTURAL COATINGS (WATER BASED) - ROOF COATINGS	0.07	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052092570000	ARCHITECTURAL COATINGS - LACQUERS	0.07	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00
52052091090000	ARCHITECTURAL COATINGS - BITUMINOUS ROOF PRIMER	0.07	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052092080000	ARCHITECTURAL COATINGS -SPECIALTY PRIMERS_SEALERS_AND_UNDERCOATERS	0.06	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052091760000	ARCHITECTURAL COATINGS (OIL BASED) - TRAFFIC COATINGS	0.06	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00
52052091660000	ARCHITECTURAL COATINGS (OIL BASED) - DRY FOG COATINGS	0.05	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00
52052091610000	ARCHITECTURAL COATINGS (OIL BASED)- HIGH GLOSS NONFLAT COATINGS	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091650000	ARCHITECTURAL COATINGS (OIL BASED)- CONCRETE CURING COMPOUNDS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091690000	ARCHITECTURAL COATINGS (OIL BASED) - FLOOR COATINGS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092660000	ARCHITECTURAL COATINGS (WATER BASED) - DRY FOG COATINGS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092260000	ARCHITECTURAL COATINGS - RUST PREVENTATIVE	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091640000	ARCHITECTURAL COATINGS (OIL BASED)- BITUMINOUS COATINGS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091360000	ARCHITECTURAL COATINGS (OIL BASED)- STAINS - OPAQUE	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091710000	ARCHITECTURAL COATINGS (OIL BASED) - HIGH TEMPERATURE COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092730000	ARCHITECT. COATINGS (WATER BASED) - METALLIC PIGMENTED COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092640000	ARCHITECTURAL COATINGS (WATER BASED)- BITUMINOUS COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091740000	ARCHITECTURAL COATINGS (OIL BASED) - ROOF COATINGS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091220000	ARCHITECTURAL COATINGS - FAUX FINISHING	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092120000	ARCHITECTURAL COATINGS (WATER BASED) - SANDING SEALERS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092230000	ARCHITECTURAL COATINGS - FORM RELEASE COMPOUNDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091590000	ARCHITECTURAL COATINGS (OIL BASED)- FLAT COATINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092090000	ARCHITECTURAL COATINGS - BITUMINOUS ROOF PRIMER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092770000	ARCHITECTURAL COATINGS - WOOD PRESERVATIVES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092060000	ARCH. COATINGS (WATER) - QUICK DRY PRIMERS_SEALERS_&_UNDERCOATERS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OIL AND GAS PRODUCTION		10.75	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
31030116000000	OIL WELLS - FUGITIVES - MUD DEGASSING	2.12	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
31099516000000	OIL PRODUCTION - TANKS - FUGITIVE LOSSES	2.08	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
31030016000000	OIL PRODUCTION FUGITIVE LOSSES - SUMPS AND PITS	2.00	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
31032016000000	OIL PRODUCTION VAPOR RECOVERY/FLARES/CASING GAS VENTING	1.44	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
31039316000000	OIL PRODUCTION - TANK TRUCK/RAILCAR LOADING: CRUDE OIL	0.97	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
31030816000000	OIL PRODUCTION FUGITIVE LOSSES - COMPRESSORS	0.45	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
31032501000000	OIL & GAS PRODUCTION - STORAGE TANKS: CONDENSATE	0.42	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31031101000000	GAS PRODUCTION PNEUMATIC DEVICES / CONTROLLERS	0.34	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31031116000000	OIL PRODUCTION PNEUMATIC DEVICES / CONTROLLERS	0.32	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31033301000000	DEHYDRATORS	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31031301000000	GAS WELL PNEUMATIC PUMPS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31030316000000	OIL PRODUCTION - FUGITIVES - FLANGES	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31030416000000	OIL PRODUCTION FUGITIVE LOSSES - FITTINGS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31031016000000	OIL PRODUCTION FUGITIVE LOSSES - WELL HEADS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
31031216000000	OIL PRODUCTION FUGITIVE LOSSES - WELL CELLARS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31039301000000	GAS PRODUCTION - TANK TRUCK/RAILCAR LOADING: CONDENSATE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030101000000	GAS WELLS - FUGITIVES - MUD DEGASSING	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031701000000	GAS WELL VENTING - BLOWDOWNS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031516000000	OIL PRODUCTION - FUGITIVES - OPEN ENDED LINES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31035201000000	WET GAS STRIPPING/FIELD SEPARATOR FUGITIVE LOSSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030201000000	GAS PRODUCTION - FUGITIVE LOSSES - VALVES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030301000000	GAS PRODUCTION - FUGITIVES - FLANGES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031601000000	GAS PRODUCTION - MISCELLANEOUS FUGITIVE LOSSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31030401000000	GAS PRODUCTION - FUGITIVE LOSSES - FITTINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31031501000000	GAS PRODUCTION - FUGITIVES - OPEN ENDED LINES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COATINGS AND RELATED PROCESS SOLVENTS		8.02	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
23099590000000	INDUSTRIAL COATINGS (UNSPECIFIED)	3.58	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
23021890000000	AUTO REFINISHING - COATINGS	3.39	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
23023290000000	WOOD FURNITURE AND FABRICATED PRODUCTS COATINGS	0.89	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
23024083000000	THINNING AND CLEANUP SOLVENT USES	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
PRINTING		6.85	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
24099580000000	PRINTING	6.85	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
PETROLEUM MARKETING		6.63	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
33031801100000	PETROLEUM MARKETING - NATURAL GAS TRANSMISSION LOSSES	4.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
33039511000000	CARGO TANKS - PRESSURE RELATED - FUGITIVE	1.73	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14
33039711000000	CARGO TANKS - PRODUCT HOSE - FUGITIVE	0.39	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
33037411000000	GASOLINE DISPENSING TANKS - WORKING LOSSES	0.29	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
33038111000000	VEHICLE REFUELING - HOSE PERMEATION	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
33039611000000	CARGO TANKS - VAPOR HOSE - FUGITIVE	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
33037611000000	GASOLINE DISPENSING TANKS - BREATHING LOSSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monthly Emissions for Top Area Source Categories in Shafter - Reactive Organic Gases

Category	EIC Description	2017 ROG tons per year	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC
ASPHALT PAVING / ROOFING		6.49	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54
54056604000000	ASPHALT PAVING - EMULSIFIED ASPHALT	3.08	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
54056204000000	ASPHALT PAVING - ROAD OILS	2.32	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
54059004000000	ASPHALT ROOFING OPERATIONS	0.52	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
54056004000000	ASPHALT PAVING - CUTBACK ASPHALT	0.47	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
54056404000000	ASPHALT PAVING - HOT-MIX ASPHALT	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
MANAGED BURNING AND DISPOSAL		6.09	0.71	1.17	0.92	0.40	0.29	0.18	0.12	0.11	0.14	0.43	0.85	0.77
67066802009886	AGRICULTURAL BURNING - WEED ABATEMENT-TUMBLEWEEDS	2.76	0.19	0.51	0.61	0.27	0.13	0.02	0.03	0.03	0.04	0.20	0.34	0.38
67066002629892	AGRICULTURAL BURNING - PRUNINGS-VINEYARD REMOVAL	2.01	0.36	0.40	0.11	0.03	0.08	0.10	0.05	0.04	0.05	0.15	0.38	0.26
67066002629842	AGRICULTURAL BURNING - PRUNINGS-ATTRITION	0.88	0.10	0.18	0.13	0.07	0.05	0.04	0.03	0.03	0.02	0.05	0.09	0.08
67066002629862	AGRICULTURAL BURNING - PRUNINGS-ORCHARD REMOVAL	0.25	0.02	0.05	0.04	0.02	0.02	0.01	0.00	0.01	0.02	0.01	0.03	0.03
67066802009872	AGRICULTURAL BURNING - WEED ABATEMENT- PONDING/LEVEE BANKS/DITCHBANK/CANAL	0.11	0.01	0.02	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01
67067002000000	NON-AGRICULTURAL OPEN BURNING	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629884	AGRICULTURAL BURNING - PRUNINGS-TREE PRUNINGS	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066802009858	AGRICULTURAL BURNING - WEED ABATEMENT-NOXIOUS WEEDS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629874	AGRICULTURAL BURNING - PRUNINGS- RAISIN TRAYS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
67099502409868	OTHER WASTE BURNING - PESTICIDE/SEED SACKS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066402000000	AGRICULTURAL BURNING - RANGE IMPROVEMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Patio Ferroviario de San Joaquin *



Switchers de Clase 1 frecuentemente pueden ser reasignados a diferentes patios ferroviario o a diferentes regiones para necesidades de operación. La mayoría de recuentos de Switchers de Clase 1 son de la Evaluación de Riesgo a la Salud (HRA) del 2007 – 2009. El recuento de Clase 3, Pasajero y Militar/Industrial es basado en comunicación con personal en el 2016. *Patio Ferroviario Mayor: Uno de los 18 patios ferroviarios seleccionados en el HRA 2007-2009. Patios ferroviarios No Mayor es un patio ferroviario Clase 1 que no es un patio ferroviario mayor.

Clase 1 No-Mayor* Patio Ferroviario

UP Tracy

Operaciones	Clasificación
Switchers	Contacte a UP para obtener niveles / cuenta

Clase 3 Patio Ferroviario

CCT (Central California Traction) Patio de Lodi

Operaciones	Switching
Switchers [†]	5x Pre-Nivel 0, 3x Genset (combinado con CCT Puerto de Stockton)

WI (West Isle Railroad) Patio

Operaciones	Switching
Switchers [†]	1x Pre-Nivel 0



* Patios Ferroviarios en este documento son ubicaciones donde operan los switchers o se realizan actividades de mantenimiento.

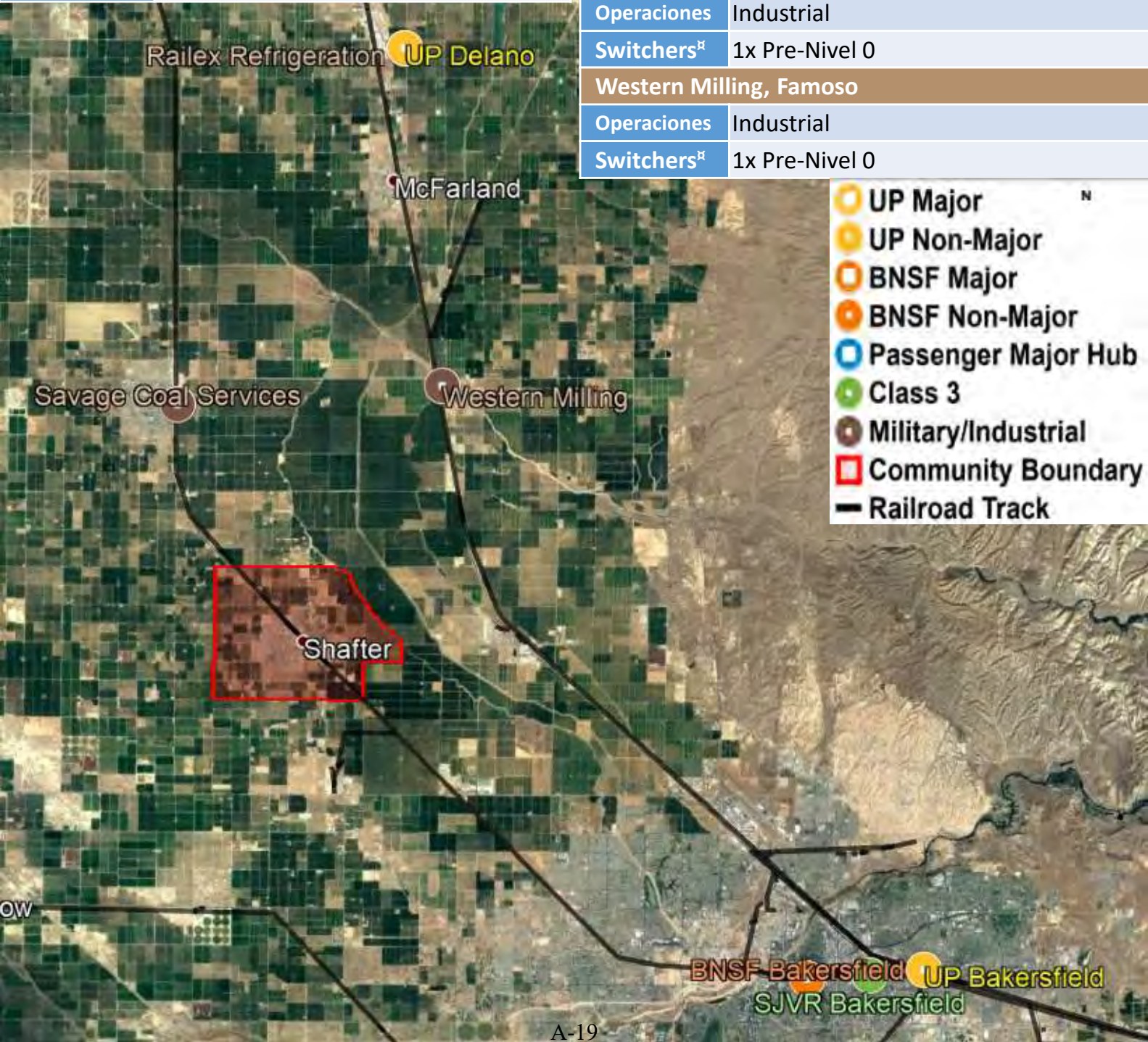
Shafter y Vecindad

Clase 1 No-Mayor* Patios Ferroviarios

UP Delano	
Operaciones	Clasificación
Switchers	Contacte a UP para niveles/cuenta.
UP Bakersfield	
Operaciones	Clasificación
Switchers [†]	Contacte a UP para niveles/cuenta.
BNSF Bakersfield	
Operaciones	Clasificación
Switchers [†]	Contacte a BNSF para niveles/cuenta.

Clase 3 Patios Ferroviarios

SJVR Bakersfield	
Operaciones	Switching
Switchers [†]	18x Pre-Nivel 0, 4x Tier 4 (los 3 patios ferroviarios de SJVR combinados)
Militar / Industrial	
Railex Refrigeration	
Operaciones	Industrial
Switchers [†]	1x Pre-Nivel 0
Savage Coal Services	
Operaciones	Industrial
Switchers [†]	1x Pre-Nivel 0
Western Milling, Famoso	
Operaciones	Industrial
Switchers [†]	1x Pre-Nivel 0



Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
C-35745-1A	1/6/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 2,000.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-27074-1A	1/15/2015	Shafter	93263	Heavy-Duty	On-Road Prop 1B	Vehicle Replacement	Agricultural	\$ 50,000.00	4.85	0.00	0.00	4.85	0	Shafter	CA	93263	Kern	Proposition 1B - Phase 4	
C-29158-1A	2/10/2015	Shafter	93263	Heavy-Duty	On-Road Prop 1B	Vehicle Replacement	Other	\$ 40,000.00	4.04	0.00	0.00	4.04	0	Shafter	CA	93263	Kern	Proposition 1B - Phase 4	
C-37301-1A	2/10/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-37067-1A	2/10/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.30	0.00	0.30	0	Shafter	CA	93263	Kern	Community Incentives	
C-37082-1A	2/10/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-37501-1A	3/2/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-38076-1A	4/13/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.30	0.00	0.30	0	Shafter	CA	93263	Kern	Community Incentives	
C-38398-1A	4/13/2015	Wasco	93280	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Wasco	CA	93280	Kern	Community Incentives	
C-38694-1A	5/18/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-38726-1A	5/18/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-38793-1A	6/18/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.02	0.03	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-39058-1A	6/18/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 49,715.75	1.65	0.03	0.02	1.70	0	Shafter	CA	93263	Kern	AB 2522	
C-25924-1A	6/24/2015	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 16,000.00	2.03	0.12	0.32	2.47	0	Bakersfield	CA	93312	0	Bakersfield	
C-39381-1A	6/24/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 26,432.19	0.90	0.03	0.01	0.94	0	Shafter	CA	93263	Kern	AB 2522	
C-25926-1A	7/15/2015	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 16,000.00	1.72	0.10	0.28	2.10	0	Bakersfield	CA	93312	0	Bakersfield	
C-39449-1A	7/15/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	4.69	0.00	0.09	4.78	0	Shafter	CA	93263	Kern	AB 2522	
C-39450-1A	7/15/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	3.97	0.00	0.08	4.05	0	Shafter	CA	93263	Kern	AB 2522	
C-39786-1A	7/30/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	2.48	0.00	0.02	2.50	0	Shafter	CA	93263	Kern	AB 2522	
C-39996-1A	8/4/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-27174-1A	9/3/2015	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Swathers	\$ 14,800.00	1.30	0.11	0.24	1.65	0	Shafter	CA	93263	Kern	AB 2522	
C-40397-1A	9/8/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-39452-1A	9/10/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 43,978.95	4.63	0.00	0.09	4.72	0	Shafter	CA	93263	Kern	AB 2522	
C-40046-1A	10/8/2015	Bakersfield	93314	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Bakersfield	CA	93314	Kern	Mobile Source Incentives	
C-27172-1A	10/8/2015	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Swathers	\$ 14,800.00	1.31	0.12	0.26	1.69	0	Shafter	CA	93263	Kern	AB 2522	
C-40428-1A	11/2/2015	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	Mobile Source Incentives	
C-41005-1A	11/24/2015	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,030.49	1.81	0.00	0.04	1.85	0	Shafter	CA	93263	Kern	AB 2522	
C-42352-1A	12/8/2015	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-42766-1A	1/6/2016	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-39727-1A	1/26/2016	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 11,670.75	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
C-43845-1A	2/22/2016	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.15	0.00	0.15	0	Shafter	CA	93263	Kern	Community Incentives	
C-41349-1A	3/30/2016	Shafter	93263	Heavy-Duty	School Bus	Alt Fuel Tank Replacement	Tank Replacement	\$ 16,531.88	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	SB 709	
C-45174-1A	4/7/2016	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	AB 2522	
C-45248-1A	4/25/2016	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	AB 2522	
C-45318-1A	4/25/2016	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,984.63	2.87	0.00	0.02	2.89	0	Shafter	CA	93263	Kern	AB 2522	
C-45319-1A	4/25/2016	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,984.63	3.50	0.00	0.03	3.53	0	Shafter	CA	93263	Kern	AB 2522	
C-45320-1A	6/29/2016	Shafter	93263	Heavy-Duty	On-Road TVP	Vehicle Replacement	General On-Road Heavy Duty	\$ 44,984.63	2.54	0.00	0.02	2.56	0	Shafter	CA	93263	Kern	AB 2522	
C-46571-1A	6/30/2016	Bakersfield	93314	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	1.43	0.00	1.43	0	Bakersfield	CA	93314	Kern	Community Incentives	
C-30427-1B	9/8/2016	Bakersfield	93314	Heavy-Duty	School Bus	Vehicle Replacement	Public School Bus-SBIRp13	\$ 83,637.03	0.93	0.04	0.02	0.99	0	Bakersfield	CA	93314	Kern	AB 2522	
C-24753-1A	9/12/2016	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 70,000.00	13.64	0.59	1.50	15.73	0	Bakersfield	CA	93312	0	Moyer - SJV	
C-46603-1A	9/12/2016	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Grape Harvester	\$ 31,000.00	0.97	0.10	0.25	1.32	0	Shafter	CA	93263	0	AB 2522	
C-43182-1A	9/15/2016	Shafter	93263	Heavy-Duty	On-Road Prop 1B	Vehicle Replacement	Building or Construction Materials	\$ 60,000.00	5.46	0.00	0.00	5.46	0	Shafter	CA	93263	Kern	Proposition 1B - Phase 5	
C-47493-1A	10/6/2016	Shafter	93263	Lawn & Garden	Residential	Replacement	Lawn Mower	\$ 250.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-30306-2A	10/26/2016	Shafter	93263	Heavy-Duty	School Bus	Vehicle Replacement	Public School Bus-SBIRp13	\$ 90,200.88	0.22	0.01	0.00	0.23	0	Shafter	CA	93263	Kern	AB 2522	
C-47772-A	12/7/2016	Bakersfield	93314	Light-Duty	Van Pool	Voucher	Van Pool Subsidy	\$ 1,080.00	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93309	Kern	SB 709	
C-30306-1A	12/7/2016	Shafter	93263	Heavy-Duty	School Bus	Vehicle Replacement	Public School Bus-SBIRp13	\$ 90,200.88	0.76	0.03	0.01	0.80	0	Shafter	CA	93263	Kern	AB 2522	
C-48528-1A	12/7/2016	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	AB 2522	
C-45862-1A	12/7/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 13,383.75	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-45862-2A	12/7/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 13,383.75	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-45862-3A	12/7/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 12,093.75	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-45862-4A	12/12/2016	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 20,000.00	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
C-49911-1A	1/3/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.08	0.00	0.08	0	Shafter	CA	93263	Kern	Community Incentives	VERA
C-50634-1A	1/26/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	Community Incentives	
C-51196-1A	2/23/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 1,500.00	0.00	0.12	0.00	0.12	0	Shafter	CA	93263	Kern	Community Incentives	VERA
C-51715-1A	3/15/2017	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263	Kern	AB 2522	
C-51963-1A	4/4/2017	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Insert	\$ 3,000.00	0.00	0.12	0.00	0.12	0	Shafter	CA	93263	Kern	EPA Settlements - Estes Express Lines - Community Incentives - Ph. 1	
C-51707-1A	4/17/2017	Bakersfield	93314	Lawn & Garden	Residential	Replacement	Lawn Mower	\$ 250.00	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	Community Incentives	
C-53553-1A	5/15/2017	Shafter	93263	Light-Duty	EFMP	Replacement	Day Forward Replacement	\$ 5,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	ARB - Enhanced Fleet Modernization Program - Plus Up - Ph. 2	
C-49801-1A	6/1/2017	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 35,000.00	2.70	0.17	0.39	3.26	0	Bakersfield	CA	93390	0	VERA	
C-54018-1A	6/1/2017	Shafter																	

Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
C-51812-2A	6/11/2018	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 14,607.83	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
C-51812-3A	6/11/2018	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 12,923.59	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
C-64164-1A	6/27/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	SB 709	
C-65280-1A	8/9/2018	Wasco	93280	Light-Duty	EFMP	Replacement	Day Forward Replacement	\$ 9,500.00	0.00	0.00	0.00	0.00	0	Wasco	CA	93280	Kern	ARB - Enhanced Fleet Modernization Program - Ph. 3	ARB - Enhanced Fleet Modernization Program - Plus Up - Ph. 3
C-65275-1-A1	8/9/2018	Wasco	93280	Lawn & Garden	Residential	Replacement	Lawn Mower	\$ 150.00	0.00	0.00	0.00	0.00	0	Wasco	CA	93280	Kern	Community Incentives	
C-65378-1-A1	9/4/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263	Kern	SB 709	
G-66497-A1	9/6/2018	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,500.00	0.00	0.92	0.00	0.92	0	Shafter	CA	93263		2016 Air Shed - Wood Burning Devices	
G-65680-A1	9/6/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	Light-Med. Duty Vehicle	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263		Replacement	
C-54863-1A	10/22/2018	Bakersfield	93314	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 13,352.63	0.00	0.00	0.00	0.00	0	Bakersfield	CA	93314	Kern	AB 2522	
G-68560-A1	10/25/2018	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,500.00	0.00	0.92	0.00	0.92	0	Shafter	CA	93263		2016 Air Shed - Wood Burning Devices	
G-67324-A1	10/25/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263		Replacement	
G-65817-A1	11/13/2018	Wasco	93280	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.00	0.00	0.00	0.01	0	Wasco	CA	93280		AB 2522	
G-67365-A1	11/19/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.00	0.00	0.01	0.01	0	Shafter	CA	93263		SB 709	
G-69467-A1	11/26/2018	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,000.00	0.00	0.25	0.00	0.25	0	Shafter	CA	93263		Community Incentives	
G-67814-A1	12/3/2018	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263		AB 2522	
G-69707-A1	12/3/2018	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 9,252.89	0.04	0.00	0.07	0.11	0	Shafter	CA	93263	Fresno	FARMER - GGRF	
G-69708-A1	12/6/2018	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 9,252.89	0.24	0.01	0.06	0.31	0	Shafter	CA	93263	Fresno	FARMER - GGRF	
G-69296-A1	12/13/2018	Wasco	93280	Light-Duty	Charge Up	EV Charger-Private	Electric Vehicle Charger MUD	\$ 12,000.00	0.00	0.00	0.00	0.00	0	Clovis	CA	93611		2016 Air Shed - Wood Burning Devices	
G-70737-A1	1/8/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 12,001.28	0.04	0.00	0.07	0.12	0	Shafter	CA	93263		FARMER - GGRF	
G-71971-A1	1/8/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 20,400.00	2.20	3.70	2.60	8.50	0	Shafter	CA	93263		Community Incentives	
G-71971-A1	2/12/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 20,400.00	2.20	3.70	2.60	8.50	0	Shafter	CA	93263		Community Incentives	
G-71342-A1	2/26/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	1.85	0.00	1.85	0	Shafter	CA	93263		2015 Air Shed - Wood Burning Devices	
G-73690-A1	2/26/2019	Bakersfield	93314	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,720.99	0.02	0.00	0.03	0.05	0	Bakersfield	CA	93314		Replacement	Community Incentives
G-73691-A1	2/26/2019	Bakersfield	93314	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 11,389.95	0.02	0.00	0.03	0.05	0	Bakersfield	CA	93314		FARMER - GGRF	
G-73725-A1	3/5/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 12,424.38	0.01	0.00	0.02	0.04	0	Shafter	CA	93263		FARMER - GGRF	
G-74429-A1	3/25/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.46	0.00	0.46	0	Shafter	CA	93263		Community Incentives	
G-73729-A1	3/25/2019	Bakersfield	93314	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,839.07	0.02	0.00	0.04	0.06	0	Bakersfield	CA	93314		FARMER - GGRF	
G-73989-A1	3/27/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 12,786.26	0.03	0.00	0.04	0.07	0	Shafter	CA	93263		FARMER - GGRF	
G-70511-A1	3/27/2019	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02	0	Shafter	CA	93263		AB 2522	
G-67506-A1	3/28/2019	Bakersfield	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 40,250.00	7.72	0.41	0.72	8.85	0	Bakersfield	CA	93313		Community Air Protection Funds - Phase 1	
G-75329-A1	4/4/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,500.00	0.00	0.12	0.00	0.12	0	Shafter	CA	93263		Community Incentives	
G-74712-A1	4/4/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,866.97	0.04	0.00	0.07	0.11	0	Shafter	CA	93263		FARMER - GGRF	
G-74714-A1	4/15/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,866.97	0.04	0.00	0.07	0.11	0	Shafter	CA	93263		FARMER - GGRF	
G-74988-A1	4/29/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,240.87	0.06	0.00	0.03	0.09	0	Shafter	CA	93263	Kern	FARMER - GGRF	
G-75074-A1	5/13/2019	Wasco	93280	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,960.08	0.08	0.00	0.14	0.22	0	Wasco	CA	93280	Kern	FARMER - GGRF	
G-75076-A1	6/4/2019	Wasco	93280	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 14,943.59	0.08	0.00	0.14	0.22	0	Wasco	CA	93280	Kern	FARMER - GGRF	
G-76716-A1	6/4/2019	Shafter	93263	Light-Duty	Charge Up	EV Charger-Private	Electric Vehicle Charger	\$ 6,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
G-77828-A1	6/4/2019	Shafter	93263	Light-Duty	Charge Up	EV Charger-Private	Electric Vehicle Charger	\$ 6,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263	Kern	AB 2522	
G-71986-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Low-Dust Harvester Replacement	PTO Driven Harvester	\$ 40,877.94	0.00	43.13	0.00	43.13	0	Bakersfield	CA	93301		Community Incentives	
G-69873-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 118,000.00	7.64	0.19	0.38	8.21	0	Shafter	CA	93263	Kern	Community Air Protection Funds - Phase 1	
G-71774-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Windrower	\$ 52,421.70	1.66	0.21	0.27	2.14	0	Shafter	CA	93263		Community Air Protection Funds - Phase 1	
G-71775-A1	6/6/2019	Shafter	93263	Heavy-Duty	Off-Road	Low-Dust Harvester Replacement	PTO Driven Harvester	\$ 44,577.64	0.00	25.37	0.00	25.37	0	Lost Hills	CA	93249		Community Incentives	
G-75038-A1	6/11/2019	Shafter	93263	Heavy-Duty	Off-Road	Replacement	PTO Driven Harvester	\$ 35,024.00	0.00	33.04	0.00	33.04	0	Shafter	CA	93263	Kern	Community Incentives	
G-74496-A1	6/14/2019	Wasco	93280	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.02	0.00	0.02	0.04	0	Wasco	CA	93280		AB 2522	
G-74936-A1	6/19/2019	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 2,000.00	0.01	0.00	0.01	0.01	0	Shafter	CA	93263		AB 2522	
G-79581-A1	6/20/2019	Shafter	93263	Lawn & Garden	Residential	Replacement		\$ 250.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263		Community Incentives	
G-79353-A1	6/20/2019	Shafter	93263	Lawn & Garden	Residential	New Purchase		\$ 50.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263		Community Incentives	
G-75060-A1	7/10/2019	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.00	0.00	0.00	0.00	0	Shafter	CA	93263		AB 2522	
G-66186-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 39,900.00	15.41	1.07	1.47	17.95	0	Bakersfield	CA	93311		Community Air Protection Funds - Phase 1	
G-66673-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 33,439.95	6.10	0.30	0.39	6.79	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-66680-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 33,439.95	6.10	0.30	0.39	6.79	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-69032-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 36,750.00	4.23	0.39	0.54	5.16	0	Shafter	CA	93263		Community Air Protection Funds - Phase 1	
G-70265-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-70265-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-70267-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-70267-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-70270-A1	7/10/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-70270-A1	7/11/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Tractor	\$ 42,918.53	1.97	0.09	0.13	2.19	0	Modesto	CA	95358		Community Air Protection Funds - Phase 1	
G-76385-A1	7/11/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,675.06	0.02	0.00	0.04	0.07	0	Shafter	CA	93263		FARMER - GGRF	
G-76385-A1	7/18/2019	Shafter	93263	Heavy-Duty	Ag-UTV	Vehicle Replacement	Ag UTV	\$ 13,675.06	0.02	0.00	0.04	0.07							

Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
G-66523-A1	9/4/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 97,500.00	16.53	0.53	1.27	18.33		0 Bakersfield	CA	93301	0	Community Air Protection Funds - Phase 1	
G-66626-A1	9/9/2019	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 39,900.00	10.38	0.27	0.53	11.18		0 Bakersfield	CA	93301	0	Community Air Protection Funds - Phase 1	
G-82521-A1	9/18/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 1,000.00	0.00	0.96	0.00	0.96		0 Shafter	CA	93263	0	Community Incentives	
G-75675-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	3.14	0.00	0.42	3.56		0 Shafter	CA	93263	Kern	VERA DERA - Heavy Duty Truck Replacement - Ph.	VERA
G-75679-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	1.19	0.00	0.16	1.35		0 Shafter	CA	93263	Kern	VERA	VERA
G-75680-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	3.04	0.00	0.41	3.45		0 Shafter	CA	93263	Kern	VERA	VERA
G-75681-A1	9/18/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 22,000.00	0.69	0.00	0.06	0.75		0 Shafter	CA	93263	Kern	VERA	VERA
G-75682-A1	10/7/2019	Shafter	93263	Heavy-Duty	On-Road	Truck Replacement	Hazardous Materials	\$ 50,000.00	2.47	0.00	0.19	2.66		0 Shafter	CA	93263	Kern	VERA	VERA
G-84252-A1	11/5/2019	Shafter	93263	Light-Duty	Charge Up	EV Charger-Private	Alternative Fuel Vehicle	\$ 6,000.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
G-84954-A1	11/5/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-84954-A1	11/5/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-84954-A1	11/5/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-84954-A1	11/6/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 14,640.00	1.57	2.65	1.89	6.11		0 Delano	CA	93215	0	Community Incentives	VERA
G-86063-A1	11/13/2019	Shafter	93263	Lawn & Garden	Residential	New Purchase		\$ 25.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	0	Community Incentives	
G-86455-A1	11/14/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-86746-A1	11/18/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.64	0.00	0.64		0 Shafter	CA	93263	0	ISR	
G-86474-A1	11/18/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-86870-A1	11/20/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-87288-A1	11/20/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-87309-A1	12/2/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-87278-A1	12/2/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 60,000.00	9.63	16.26	11.64	37.53		0 Shafter	CA	93263	0	Community Incentives	VERA
G-87278-A1	12/13/2019	Shafter	93263	Heavy-Duty	Ag Burn Alternative	Voucher		\$ 60,000.00	9.63	16.26	11.64	37.53		0 Shafter	CA	93263	0	Community Incentives	VERA
G-89020-A1	12/16/2019	Bakersfield	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.46	0.00	0.46		0 Bakersfield	CA	93263	0	ISR	
G-88820-A1	12/17/2019	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
C-61452-2-A1	12/18/2019	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 19,766.03	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
G-76935-A1	12/26/2019	Shafter	93263	Public Benefit	Alternative Fuel	New Vehicle	Alternative Fuel Vehicle	\$ 19,766.03	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
G-89397-A1	1/2/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-89861-A1	1/8/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	1.91	0.00	1.91		0 Shafter	CA	93263	0	ISR	
G-90024-A1	1/9/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-90343-A1	1/10/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-79870-A1	1/15/2020	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Chopper	\$ 308,500.00	12.98	0.35	0.60	13.93		0 Bakersfield	CA	93311	Kern	FARMER - GGRF - Ph.2	
G-90481-A1	1/24/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device	New Stove	\$ 1,500.00	0.00	0.46	0.00	0.46		0 Shafter	CA	93263	0	ISR	
G-91114-A1	2/11/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.48	0.00	0.48		0 Shafter	CA	93263	0	ISR	
G-88689-A1	2/11/2020	Shafter	93263	Light-Duty	Charge Up	EV Charger-Public	Electric Vehicle Charger Level 3 Corridor	\$ 50,000.00	0.00	0.00	0.00	0.00		0 SHAFTER	CA	93263	0	AB 2522	
G-89111-A1	2/20/2020	Shafter	93263	Light-Duty	Charge Up	EV Charger-Public	Electric Vehicle Charger	\$ 6,000.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	0	AB 2522	
G-67938-A1	3/9/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 30,985.95	1.79	0.16	0.23	2.18		0 Shafter	CA	93263	0	FARMER - GGRF - Ph.2	
G-69560-A1	3/16/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Back Hoe	\$ 64,350.00	3.80	0.35	0.48	4.63		0 Bakersfield	CA	93301	0	FARMER - GGRF - Ph.2	
G-74085-A1	3/19/2020	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Agricultural Tractor	\$ 34,650.00	5.40	0.40	0.70	6.50		0 Bakersfield	CA	93311	0	VERA	
G-74893-A1	3/19/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Wheel Loader	\$ 106,600.00	3.31	0.17	0.21	3.69		0 Shafter	CA	93263	Mobile Equipment	FARMER - GGRF - Ph.2	
G-74895-A1	3/19/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Wheel Loader	\$ 112,450.00	7.83	0.54	0.81	9.18		0 Shafter	CA	93263	Mobile Equipment	FARMER - GGRF - Ph.2	
G-74898-A1	3/25/2020	Shafter	93263	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Wheel Loader	\$ 101,400.00	8.55	0.45	0.73	9.73		0 Shafter	CA	93263	Mobile Equipment	VERA	
G-92210-A1	4/2/2020	Shafter	93263	Heavy-Duty	On-Road	Truck Repair Pilot	Building or Construction Materials	\$ 6,649.29	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	0	ARB - Heavy Duty Truck Repair	
G-93830-A1	4/2/2020	Shafter	93263	Light-Duty	Drive Clean	EV Vehicle Rebate	DCVR/Vehicles-Vehicles	\$ 3,000.00	0.01	0.00	0.01	0.02		0 Shafter	CA	93263	0	AB 2522	
G-93788-A1	4/6/2020	Shafter	93263	Burn Cleaner	Wood Stove Change Out	New Device		\$ 3,000.00	0.00	0.23	0.00	0.23		0 Shafter	CA	93263	0	ISR	
G-85058-A1	4/6/2020	Bakersfield	93314	Heavy-Duty	Off-Road	Ag Vehicle Replacement	Swathers	\$ 115,500.00	4.06	0.12	0.23	4.41		0 Bakersfield	CA	93314	0	FARMER - ARFVTF	
	2/13/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 826.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 595.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 832.00	0.01	0.01	0.01	0.03		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	2/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	5/30/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 752.00	0.01	0.01	0.01	0.02		0 Shafter	CA	93263	Kern	AB 2522	
	5/30/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 643.00	0.00	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	6/6/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	6/13/2015	Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00	0.00	0.00	0.00		0 Bakersfield	CA	93314	Kern	AB 2522	
	6/20/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 814.00	0.01	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	7/11/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 749.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	7/11/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01	0.00	0.00	0.01		0 Shafter	CA	93263	Kern	AB 2522	
	9/12/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01	0.01	0.01	0.02		0 Shafter	CA	93263	Kern	AB 2522	
	9/12/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 650.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	9/19/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00	0.00	0.00	0.00		0 Shafter	CA	93263	Kern	AB 2522	
	9/19/2015	Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00										

Shafter Incentives from Jan 2015 to Apr 2020

ContractNumber	Paid Date	EquipmentCity	EquipmentZIP	Program	Component	ComponentOption	FunctionVocation	OfferedAmount	NOxTonsReduced	PMTonsReduced	ROGTonsReduced	TotalTonsReduced	LineExtensionOffered	Entity Physical City	Entity Physical State	Entity Physical Zip	Entity Physical County	Fund Class #1	Fund Class #2 (only if split funded)
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 756.00	0.01			0.01		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00		Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01			0.01	0.02	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00			0.00		Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 380.00	0.00			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 684.00	0.00			0.00	0.00	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.04	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.03	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 600.00	0.00			0.01	0.01	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00			0.00	0.00	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 183.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 108.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 849.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 832.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 840.00	0.01			0.00	0.02	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 481.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 598.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 837.00	0.01			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.02			0.00	0.02	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.02			0.02	0.04	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.01			0.00	0.01	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00			0.00	0.00	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 125.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 50.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	
		Bakersfield	93314	Light-Duty	Tune In Tune Up	Repairs		\$ 743.00	0.00			0.00	0.01	Bakersfield	CA	93314 Kern		AB 2522	
		Shafter	93263	Light-Duty	Tune In Tune Up	Repairs		\$ 850.00	0.00			0.00	0.00	Shafter	CA	93263 Kern		AB 2522	

Emisiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - PM2.5

Categoría	Descripción de EIC	2017 ROG toneladas por año	ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC
OPERACIONES AGRICOLAS		114.57	0.68	1.33	1.75	0.83	0.92	1.09	1.37	1.26	43.36	46.38	9.54	6.05
62061554000000	OPERACIONES DE COSECHA - POLVO	87.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.95	43.52	1.57	0.00
62061454000000	OPERACIONES DE CULTIVO - POLVO	21.38	0.17	0.81	1.24	0.32	0.41	0.58	0.86	0.75	0.90	2.35	7.46	5.54
62061802620103	GANADERÍA - VACAS DE ENGORDO	3.22	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
62061802620101	GANADERÍA - VACAS LECHERAS	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
62061802620102	GANADERÍA - VACAS DE RANCHO	0.71	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
POLVO FUGITIVO LLEVADO POR EL VIENTO		21.47	0.20	0.38	0.25	6.27	4.26	2.09	1.84	1.94	1.74	1.47	0.71	0.31
65065054000000	TIERRAS AGRÍCOLAS (NO PASTURAS) - POLVO LLEVADO POR EL VIENTO	20.68	0.17	0.35	0.23	6.18	4.18	2.01	1.76	1.86	1.65	1.39	0.64	0.27
65065154000000	TIERRAS AGRÍCOLAS (PASTO) - POLVO LLEVADO POR EL VIENTO	0.05	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.00	0.00
65065254000000	CALLES NO PAVIMENTADAS Y ÁREAS ASOCIADAS - POLVO LLEVADO POR EL VIENTO	0.74	0.03	0.03	0.02	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.06	0.04
POLVO DE CARRETERA PAVIMENTADA		21.13	1.60	1.60	1.60	1.71	1.81	1.92	1.92	1.92	1.85	1.81	1.75	1.64
64064354000000	VIAJES DE CARRETERA PAVIMENTADAS- CALLES RURALES	8.12	0.62	0.62	0.62	0.66	0.70	0.74	0.74	0.74	0.71	0.70	0.67	0.63
64063754000000	VIAJES DE CARRETERA PAVIMENTADAS- CALLES PRINCIPALES - POLVO	5.85	0.44	0.44	0.44	0.47	0.50	0.53	0.53	0.53	0.51	0.50	0.48	0.45
64064154000000	VIAJES DE CARRETERA PAVIMENTADAS- CALLES LOCALES - POLVO	5.62	0.43	0.43	0.43	0.45	0.48	0.51	0.51	0.51	0.49	0.48	0.46	0.44
64063954000000	VIAJES DE CARRETERA PAVIMENTADAS- CALLES COLECCIONISTAS - POLVO	0.85	0.06	0.06	0.06	0.07	0.07	0.08	0.08	0.08	0.07	0.07	0.07	0.07
64063554000000	VIAJES DE CARRETERA PAVIMENTADAS- AUTOPISTAS - POLVO	0.70	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05
COCINAR		10.69	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
69068060000000	PARILLA COMERCIAL / FREÍR	8.45	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
69068460000000	COCINAR (NO ESPECIFICADO)	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
POLVO DE CARRETERA SIN PAVIMENTO		7.96	0.35	0.36	0.32	0.71	0.71	0.76	0.80	0.76	0.80	0.88	0.96	0.56
64564654000000	VIAJES POR CARRETERA SIN PAVIMENTO - CAMINOS DE GRANJA - POLVO	4.07	0.17	0.18	0.12	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.35	0.23
64564554000000	TRÁFICO EN ÁREA SIN PAVIMENTO - AGRICULTURA - POLVO	1.47	0.04	0.04	0.08	0.05	0.04	0.09	0.13	0.09	0.14	0.20	0.40	0.17
64563854000000	VIAJES POR CARRETERA SIN PAVIMENTO - CARRETERAS DE LA CIUDAD Y DEL CONDADO - POL	1.37	0.06	0.06	0.04	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.08
64564854000000	VIAJES POR CARRETERA SIN PAVIMENTO - (NO ESPECIFICADO) - POLVO	0.79	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
64564754000000	TRÁFICO EN ÁREA SIN PAVIMENTO - PRIVADAS - POLVO	0.27	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.02
QUEMA SUPERVISADA Y DESECHOS		5.81	0.66	1.11	0.90	0.40	0.28	0.17	0.11	0.11	0.13	0.41	0.81	0.74
67066802009886	QUEMADURA AGRÍCOLA - DISMINUCIÓN DE HIERBA- PLANTA CORREDORA	2.78	0.19	0.52	0.61	0.27	0.13	0.02	0.03	0.03	0.04	0.20	0.34	0.38
67066002629892	QUEMADURA AGRÍCOLA - PODADO - LIMPIEZA DE VIÑEDOS	1.82	0.33	0.36	0.10	0.02	0.08	0.09	0.05	0.04	0.05	0.14	0.34	0.23
67066002629842	QUEMADURA AGRÍCOLA - PODADO - DESGASTE	0.78	0.09	0.16	0.12	0.07	0.04	0.04	0.03	0.03	0.02	0.04	0.08	0.08
67066002629862	QUEMADURA AGRÍCOLA - PODADO- LIMPIEZA DE HUERTAS	0.23	0.02	0.04	0.03	0.02	0.02	0.01	0.00	0.01	0.02	0.01	0.03	0.03
67066802009872	QUEMADURA AGRÍCOLA - DISMINUCIÓN DE HIERBA - CANALES/ESTANQUE/ PONDING/BANC	0.11	0.01	0.02	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01
67067002000000	QUEMADURA ABIERTA DE NO AGRÍCOLA	0.06	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
67066002629884	QUEMADURA AGRÍCOLA - PODADO - PODADO DE ÁRBOLES	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066802009858	QUEMADURA AGRÍCOLA - DISMINUCIÓN DE HIERBA - HIERBAS DAÑINAS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67099502409868	QUEMADURA DE OTROS RESIDUOS - SACOS DE PESTICIDAS/SEMILLAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066002629874	QUEMADURA AGRÍCOLA - PODADO - BANDEJA DE PASAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67066402000000	QUEMADURA AGRÍCOLA - MEJORA DE RANGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMBUSTIÓN RESIDENCIAL		3.53	0.78	0.52	0.19	0.11	0.10	0.08	0.07	0.06	0.06	0.12	0.63	0.81
61060202300000	COMBUSTIÓN RESIDENCIAL DE MADERA - CHIMENEAS	1.19	0.31	0.19	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.28	0.34
61060002300000	COMBUSTIÓN RESIDENCIAL DE MADERA - ESTUFAS DE MADERA	1.10	0.28	0.18	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.26	0.32
61060801100000	COMBUSTIÓN RESIDENCIAL DE GAS NATURAL - CALENTAMIENTO DE AGUA	0.54	0.09	0.07	0.05	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.04	0.07
61060601100000	COMBUSTIÓN RESIDENCIAL DE GAS NATURAL - CALEFACCIÓN DE ESPACIOS	0.52	0.08	0.07	0.05	0.04	0.03	0.03	0.03	0.03	0.02	0.03	0.04	0.06
61061001100000	COMBUSTIÓN RESIDENCIAL DE GAS NATURAL - COCINAR	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
61099501100000	COMBUSTIÓN RESIDENCIAL DE GAS NATURAL - OTRO	0.06	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
61099501200000	COMBUSTIÓN RESIDENCIAL DE GAS DE PETRÓLEO LICUADO (NO ESPECIFICADO)	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
61060612200000	COMBUSTIÓN RESIDENCIAL DE ACEITE DESTILADO - CALEFACCIÓN DE ESPACIOS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONSTRUCCION Y DEMOLICION		1.43	0.09	0.09	0.12	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.12	0.10
63062254000000	CONSTRUCCIÓN DE EDIFICIOS - RESIDENCIAL - POLVO	0.83	0.05	0.05	0.07	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.07	0.06
63062854000000	CONSTRUCCIÓN DE EDIFICIOS - INSTITUCIONAL - POLVO	0.30	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
63062454000000	CONSTRUCCIÓN DE EDIFICIOS - COMERCIAL - POLVO	0.17	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
63063454000000	CONSTRUCCIÓN DE CARRETERAS - POLVO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
63062654000000	CONSTRUCCIÓN DE EDIFICIOS - INDUSTRIAL - POLVO	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PROCESAMIENTO DE ALIMENTO Y AGRÍCOLA		1.07	0.05	0.05	0.05	0.12	0.12	0.12	0.14	0.14	0.14	0.04	0.04	0.04
5204212000011	MOTORES DE COMBUSTIÓN INTERNA DE RIEGO AGRÍCOLA - DIESEL - PORTÁTIL	0.74	0.03	0.03	0.03	0.09	0.09	0.09	0.10	0.10	0.10	0.03	0.03	0.03
5204212000010	MOTORES DE COMBUSTIÓN INTERNA DE RIEGO AGRÍCOLA - DIESEL - ESTACIONARIO	0.33	0.01	0.01	0.01	0.04	0.04	0.04	0.04	0.04	0.04	0.01	0.01	0.01
SERVICIO Y COMERCIAL		0.31	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03
6002001100000	COMBUSTIÓN COMERCIAL DE GAS NATURAL - CALEFACCIÓN ESPACIAL	0.18	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02
6003001100000	COMBUSTIÓN COMERCIAL DE GAS NATURAL - CALEFACCIÓN DE AGUA	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Emisiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - PM2.5

Categoría	Descripción de EIC	2017 ROG toneladas por año	ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC
609951220000	COMBUSTIÓN COMERCIAL DE ACEITE DESTILADO	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
609950110000	COMBUSTIÓN COMERCIAL DE GAS NATURAL - OTRO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
609950120000	COMBUSTION COMERCIAL DE GAS DE PETRÓLEO LICUADO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Emissiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - Gases Organicos Reactivos

Categoría	Descripción de EIC	2017 ROG toneladas por año	ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC
OPERACIONES AGRÍCOLAS		269.02	22.42	22.42	22.42	22.42	22.42	22.42	22.42	22.42	22.42	22.42	22.42	22.42
62061802630000	GANADERÍA - FORRAJE (NO ESPECIFICADO)	133.28	11.11	11.11	11.11	11.11	11.11	11.11	11.11	11.11	11.11	11.11	11.11	11.11
62061802620101	GANADERÍA - VACAS LECHERAS	85.83	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15
62061802620103	GANADERÍA - VACAS DE ENGORDO	35.94	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99	2.99
62061802620102	GANADERÍA - VACAS DE RANCHO	5.60	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
62061802620108	GANADERÍA - OVEJAS	4.81	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
62061802620109	GANADERÍA - CABALLOS	3.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
62061802620107	GANADERÍA - PUERCO	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
62061802620110	GANADERÍA - OTROS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
PESTICIDAS/FERTILIZERS		120.14	13.39	13.50	6.92	9.93	9.87	10.67	13.17	7.21	4.73	6.68	12.95	11.13
53053057020000	PESTICIDAS AGRÍCOLAS - BROMURO NO DE METILO	118.77	13.29	13.41	6.88	9.85	9.85	10.56	13.05	7.00	4.63	6.53	12.93	10.80
53053032250000	PESTICIDAS AGRÍCOLAS - BROMURO DE METILO	1.10	0.08	0.08	0.02	0.06	0.00	0.08	0.08	0.17	0.08	0.13	0.00	0.31
53054057020000	PESTICIDAS NO AGRÍCOLAS - BROMURO NO DE METILO	0.28	0.02	0.01	0.02	0.02	0.02	0.03	0.04	0.04	0.03	0.02	0.02	0.02
PRODUCTOS DE CONSUMIDOR		51.57	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30
51050667600000	PRODUCTOS DE CONSUMIDOR - SPRAY PARA CABELLO	4.96	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
51050667500000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE FRAGANCIA PERSONAL (FRAGANCIA <= 20%)	3.20	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
51050666520000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES GENERALES - SIN AEROSOLES	2.50	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21
51050667110000	PRODUCTOS DE CONSUMIDOR - REFRESCADORES DE AIRE DE AEROSOLES DE DOBLE FASE	2.24	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
51050667350000	PRODUCTOS DE CONSUMIDOR - DESODORANTE DE SPRAY PARA EL CUERPO	2.01	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
51050090600000	PRODUCTOS DE CONSUMIDOR - AEROSOL - CUBRIMINETO CON BRILLO (NO ESPECIFICADO)	1.75	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
51050667800000	PRODUCTOS DE CONSUMIDOR - ALCOHOL ANTISÉPTICO	1.66	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14
51050665900000	PRODUCTOS DE CONSUMIDOR - DESINFECTANTES	1.51	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
51050669060000	PRODUCTOS DE CONSUMIDOR - OTROS PRODUCTOS DE CUIDADO PERSONAL	1.19	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
51050665510000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES PARA FRENSOS DE AUTOMÓVIL	1.00	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
51050666560000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE VIDRIO - SIN AEROSOLES	0.91	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
51050667200000	PRODUCTOS DE CONSUMIDOR - MATERIALES DE CARBON PARA INCENDIAR	0.84	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
51050666150000	PRODUCTOS DE CONSUMIDOR - INSECTICIDAS PARA BICHOS - AEROSOLES	0.84	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
51050665200000	PRODUCTOS DE CONSUMIDOR - COMPUESTOS DE SELLADORES Y CALEFATEADOS	0.82	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
51050667130000	PRODUCTOS DE CONSUMIDOR - REFRESCADORES DE AIRE LIQUIDOS/ BOMBA DE SPRAY	0.75	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
51050665530000	PRODUCTOS DE CONSUMIDOR - DESENGRASANTE DE MOTOR - AEROSOLES	0.72	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
51050665080000	PRODUCTOS DE CONSUMIDOR - ADHESIVO DE AEROSOL (INCLUYENDO INDUSTRIAL)	0.67	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06
51050669040000	PRODUCTOS DE CONSUMIDOR - OTROS COMBUSTIBLES	0.66	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050667870000	PRODUCTOS DE CONSUMIDOR - TOALLAS DE CUIDADO PERSONAL	0.63	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050667300000	PRODUCTOS DE CONSUMIDOR - ANTITRANSPIRANTES DE AXILA	0.62	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050667000000	PRODUCTOS DE CONSUMIDOR - LUBRICANTE DE MULTI-USO	0.62	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050667320000	PRODUCTOS DE CONSUMIDOR - DESODORANTE DE AXILA	0.61	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050666310000	PRODUCTOS DE CONSUMIDOR - SUAVIZANTE DE TELAS	0.58	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050667930000	PRODUCTOS DE CONSUMIDOR - ALCOHOL EN GEL PARA MANOS	0.57	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050090770000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTOS DE SUELO/TRÁFICO/MARCAR	0.57	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050665090000	PRODUCTOS DE CONSUMIDOR - BASES Y CEMENTOS DE PIPA	0.57	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050665200000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE LINEA DE AIRE EN CARBURADORES	0.56	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51050665710000	PRODUCTOS DE CONSUMIDOR - QUITAPINTURAS	0.49	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
51050665260000	PRODUCTOS DE CONSUMIDOR - FLUIDO PARA LIMPIAR PARABRISAS-TIPO A AREAS	0.43	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
51050090200000	PRODUCTOS DE CONSUMIDOR - AEROSOL - IMPRIMACIONES (NO ESPECIFICADO)	0.40	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050666130000	PRODUCTOS DE CONSUMIDOR - INSECTICIDA PARA AVISPAS Y AVISPONES	0.38	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050667590000	PRODUCTOS DE CONSUMIDOR - OTROS PRODUCTOS DE CUIDADO DEL CABELLO	0.37	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050664400000	PRODUCTOS DE CONSUMIDOR - BOLA PARA POLILLAS	0.37	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050667140000	PRODUCTOS DE CONSUMIDOR - REFRESCADORES DE AIRE SOLIDO/GEL	0.36	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050666540000	PRODUCTOS DE CONSUMIDOR - DESENGRASANTES DE USO GENERAL - SIN AEROSOLES	0.36	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050666700000	PRODUCTOS DE CONSUMIDOR - PRELAVADO DE LAVANDERÍA	0.36	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050090730000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTOS DE PIGMENTO METÁLICO	0.35	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050667210000	PRODUCTOS DE CONSUMIDOR - SPRAY PARA COCINAR CON AEROSOL	0.34	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050666720000	PRODUCTOS DE CONSUMIDOR - ALMIDÓN PARA LAVANDERÍA	0.33	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050667910000	PRODUCTOS DE CONSUMIDOR - JABÓN PARA LAVAPLATOS	0.33	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050669030000	PRODUCTOS DE CONSUMIDOR - OTROS PRODUCTOS DE CUIDADO PARA AUTO/VEHÍCULO/MARINO	0.33	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050090590000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTOS SIN BRILLO (NO ESPECIFICADO)	0.32	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050667850000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DE HIGIENE PERSONAL	0.32	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050666260000	PRODUCTOS DE CONSUMIDOR - REPELENTE DE INSECTOS - SIN AEROSOLES	0.31	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050667820000	PRODUCTOS DE CONSUMIDOR - GELS DE AFEITADO	0.31	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
51050665800000	PRODUCTOS DE CONSUMIDOR - DISOLVENTES DE MULTIUSOS Y DILUYENTES DE PINTURA	0.30	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667570000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DEL CUIDADO DEL CABELLO - CONDITIONADOR	0.29	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

Emissiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - Gases Organicos Reactivos

Categoría	Descripción de EIC	2017 ROG	ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC
		toneladas por año												
51050669070000	PRODUCTOS DE CONSUMIDOR - DIVERSOS ÚTILES DE OFICINA Y ARTE	0.29	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667900000	PRODUCTOS DE CONSUMIDOR - DETERGENTE DE ROPA	0.29	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667580000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DEL CUIDADO DEL CABELLO- SHAMPOO	0.28	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666850000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DE MANTENIMIENTO DE MUEBLES - AEROSOL	0.27	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666620000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE BAÑO Y AZULEJOS - SIN AEROSOL	0.27	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666280000	PRODUCTOS DE CONSUMIDOR - OTROS INSECTICIDAS Y REPELENTE	0.25	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665910000	PRODUCTOS DE CONSUMIDOR - DESINFECTANTES	0.24	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666610000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE BAÑO Y AZULEJOS - AEROSOL	0.24	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050669020000	PRODUCTOS DE CONSUMIDOR - OTROS LIMPIADORES/DESENGRASANTES/DISOLVENTES	0.24	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665350000	PRODUCTOS DE CONSUMIDOR - CERAS/PULIDORES/SELLADORES/BARNIZ DE AUTOMÓVILES	0.22	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667400000	PRODUCTOS DE CONSUMIDOR - ASTRINGENTES/TÓNICO	0.22	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665050000	PRODUCTOS DE CONSUMIDOR - PEGAMENTOS DE CONSTRUCCIÓN Y PANELES	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665190000	PRODUCTOS DE CONSUMIDOR - OTROS SELLADORES	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666250000	PRODUCTOS DE CONSUMIDOR - REPELENTE DE INSECTOS - AEROSOL	0.21	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665700000	PRODUCTOS DE CONSUMIDOR - SELLADORES E INFLADORES DE LLANTAS	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666110000	PRODUCTOS DE CONSUMIDOR - INSECTICIDA DE INSECTOS VOLANTES - AEROSOL	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050090000000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTOS (NO ESPECIFICADO)	0.20	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050669050000	PRODUCTOS DE CONSUMIDOR - OTROS DIVERSOS PRODUCTOS DOMESTICOS	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050090510000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTOS TRANSPARENTES (NO ESPECIFICADO)	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667700000	PRODUCTOS DE CONSUMIDOR - BARNIZ DE UÑAS	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050667920000	PRODUCTOS DE CONSUMIDOR - JABÓN O LIMPIADOR FUERTE	0.19	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050665140000	PRODUCTOS DE CONSUMIDOR - OTROS PEGAMENTOS	0.18	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
51050666680000	PRODUCTOS DE CONSUMIDOR - OTROS PRODUCTOS DE ROPA	0.17	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666340000	PRODUCTOS DE CONSUMIDOR - SUAVIZANTE DE TELA - SIN AEROSOL	0.17	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666530000	PRODUCTOS DE CONSUMIDOR - DESENGRASANTES DE USO GENERAL - AEROSOL	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667970000	PRODUCTOS DE CONSUMIDOR - AGUA DE HAMAMELIS	0.16	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667010000	PRODUCTOS DE CONSUMIDOR - LUBRICANTE BASADO EN SILICON DE MULTIUSO	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666570000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES/PULIDORES DE METAL	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665380000	PRODUCTOS DE CONSUMIDOR - COMPUESTOS DE PULIDORES PARA AUTOMÓVILES	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666380000	PRODUCTOS DE CONSUMIDOR - QUITAMANCHAS - AEROSOL	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667020000	PRODUCTOS DE CONSUMIDOR - PENETRANTE	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667650000	PRODUCTOS DE CONSUMIDOR - MOUSSES PARA CABELLO	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666580000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE HORNOS - AEROSOL	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665180000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE PEGAMENTO - ESPECIALIDAD	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665600000	PRODUCTOS DE CONSUMIDOR - FLUIDO PARA LIMPIAR PARABRISAS - NO TIPO A	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667810000	PRODUCTOS DE CONSUMIDOR - CREMA DE AFEITADO	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666160000	PRODUCTOS DE CONSUMIDOR - INSECTICIDA DE BICHOS - SIN AEROSOL	0.12	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667030000	PRODUCTOS DE CONSUMIDOR - LUBRICANTE DE ESPECIALIDAD	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666820000	PRODUCTOS DE CONSUMIDOR - CERA O PULIDO DE PISOS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666860000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DE MANTENIMIENTO PARA MUEBLES - OTRAS FORMAS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667420000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DE BLOQUEADOR SOLAR/BRONZEADO	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667410000	PRODUCTOS DE CONSUMIDOR - CREMAS PARA EL CUERPO Y MANOS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666400000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE CUIDADO DE INODORO	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050090710000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTO DE ALTA TEMPERATURA	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667690000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DE ESTILISTA - TODAS OTRAS FORMAS	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666390000	PRODUCTOS DE CONSUMIDOR - QUITAMANCHAS - SIN AEROSOL	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666300000	PRODUCTOS DE CONSUMIDOR - HOJA DE SUAVIZANTE DE TELA	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665220000	PRODUCTOS DE CONSUMIDOR - FOAM PARA INSULAR Y SELLAR	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667100000	PRODUCTOS DE CONSUMIDOR - REFRESCANTE DE AIRE DE UNA SOLA FASE - AEROSOL	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666510000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES GENERALES MULTIUSO - AEROSOL	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050667660000	PRODUCTOS DE CONSUMIDOR - BRILLO PARA CABELLO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050090840000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVENTIMIENTOS DE AUTOMÓVILES DE TONO EXACTO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666550000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE VIDRIO - AEROSOL	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666360000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE ALFOMBRA Y TAPICERIA - SIN AEROSOL	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665640000	PRODUCTOS DE CONSUMIDOR - LAVADO DE VEHÍCULO DE MOTOR	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665000000	PRODUCTOS DE CONSUMIDOR - REMOVEDOR DE CERA PARA PISOS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050665830000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR ELECTRICO	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666330000	PRODUCTOS DE CONSUMIDOR - REFRESCADOR DE TELA - AEROSOL	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666350000	PRODUCTOS DE CONSUMIDOR - LIMPIADORES DE ALFOMBRA Y TAPICERIA -AEROSOL	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666170000	PRODUCTOS DE CONSUMIDOR - ASPERSOR DE INSECTICIDA	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666000000	PRODUCTOS DE CONSUMIDOR - HERBICIDA/DEFOLIANTE NO SELECTIVO	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Emissiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - Gases Organicos Reactivos

Categoría	Descripción de EIC	2017 ROG toneladas por año	ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC
5105066580000	PRODUCTOS DE CONSUMIDOR - PRIMERA CAPA DE AUTOMÓVILES - AEROSOL	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
51050666730000	PRODUCTOS DE CONSUMIDOR - PRODUCTO ANTI-STÁTICO - AEROSOL	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666400000	PRODUCTOS DE CONSUMIDOR - PROTECTORES DE TELA - AEROSOL	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090210000	PRODUCTOS DE CONSUMIDOR - AEROSOL - PRIMERA MANO DE AUTOS	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665650000	PRODUCTOS DE CONSUMIDOR - REPELENTE PARA LAVADOR DE PARABRISAS	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667560000	PRODUCTOS DE CONSUMIDOR - COLOR PARA EL CABELLO TEMPORAL	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666800000	PRODUCTOS DE CONSUMIDOR - ESPOLVOREADOR - AEROSOL	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666450000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE MANTENIMIENTO DE PISOS	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666140000	PRODUCTOS DE CONSUMIDOR - INSECTICIDAS PARA PATIO Y JARDÍN	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090820000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTO PARA DEFENSA Y VESTIDURAS DE AUTO	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665840000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR ELECTRICO	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665150000	PRODUCTOS DE CONSUMIDOR - REMOVEDORES DE PEGAMENTOS - CUBIERTO DE PISO Y PARED	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090830000	PRODUCTOS DE CONSUMIDOR - AEROSOL - ESMALTE DE MOTOR TONO EXACTO	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666890000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE CUIDADO DE CALZADO O CUERO - SÓLIDO	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667680000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE ESTILISTA - AEROSOL/SPRAY DE BOMBA	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667510000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE FRAGANCIA PERSONAL (FRAGANCIA > 20%)	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090800000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTO FLUORESCENTE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665330000	PRODUCTOS DE CONSUMIDOR - CERA PASTA DURA DE AUTOMÓVIL	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666100000	PRODUCTOS DE CONSUMIDOR - INSECTICIDA DE PULGA Y GARRAPATA	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665900000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE HORNO - SIN AEROSOL	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090810000	PRODUCTOS DE CONSUMIDOR - AEROSOL - SELLADORES Y FIJADOR DE ARTE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050669090000	PRODUCTOS DE CONSUMIDOR - OTROS REFRESCANTES DE AIRE	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665370000	PRODUCTOS DE CONSUMIDOR - PROTECTORES DE GOMA Y VINILO - SIN AEROSOL	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665070000	PRODUCTOS DE CONSUMIDOR - PEGAMENTO DE USO GENERAL	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666880000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE CUIDADO DE CALZADO O CUERO - AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050090850000	PRODUCTOS DE CONSUMIDOR - AEROSOL - REVESTIMIENTO DE VINILO/TELA/CUERO/POLICARBONATO	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665880000	PRODUCTOS DE CONSUMIDOR - ELIMINADOR DE OLORES	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665170000	PRODUCTOS DE CONSUMIDOR - REMOVEDOR DE PEGAMENTO - USO GENERAL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665390000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE LLANTAS Y RUEDAS	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666420000	PRODUCTOS DE CONSUMIDOR - PROTECTOR DE TELA - SIN AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665120000	PRODUCTOS DE CONSUMIDOR - PEGAMENTO EN CONTACTO - USO GENERAL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666810000	PRODUCTOS DE CONSUMIDOR - ACCESORIO PARA DESENPOLVAR - SIN AEROSOL	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665720000	PRODUCTOS DE CONSUMIDOR - REMOVEDOR DE GRAFITO	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665360000	PRODUCTOS DE CONSUMIDOR - PROTECTORES DE GOMA Y VINIL - AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666900000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE CUIDADO DE CALZADO O CUERO - TODAS OTRAS FORMAS	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667950000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE CEPILLO	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666630000	PRODUCTOS DE CONSUMIDOR - PRODUCTO DE CUIDADO DE INODORO (SOLO PARABENO)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665130000	PRODUCTOS DE CONSUMIDOR - PEGAMENTO EN CONTACTO - USO DE ESPECIALIDAD	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665160000	PRODUCTOS DE CONSUMIDOR - SELLADOR DE TAPÓN Y ROSCA	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665730000	PRODUCTOS DE CONSUMIDOR - REMOVEDOR DE GRAFITO - SIN AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666120000	PRODUCTOS DE CONSUMIDOR - INSECTICIDA DE INSECTOS VOLADORES - SIN AEROSOL	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666840000	PRODUCTOS DE CONSUMIDOR - CERA/PULIDOR DE PISO DE MADERA	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050669080000	PRODUCTOS DE CONSUMIDOR - PRODUCTOS DE PATIO Y JARDÍN	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665540000	PRODUCTOS DE CONSUMIDOR - DESENGRASADORES DE MOTOCICLETA - SIN AEROSOL	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665900000	PRODUCTOS DE CONSUMIDOR - REVESTIMIENTOS DE AUTOMÓVIL - SIN AEROSOL	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665300000	PRODUCTOS DE CONSUMIDOR - REMOVEDOR DE BICHOS Y ALQUITRÁN	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665850000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR ENERGÉTICO	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666910000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE MADERA - AEROSOL	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050665340000	PRODUCTOS DE CONSUMIDOR - DETALLANTE INSTANTÁNEO DE AUTOMÓVIL	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666920000	PRODUCTOS DE CONSUMIDOR - LIMPIADOR DE MADERA - SIN AEROSOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050666740000	PRODUCTOS DE CONSUMIDOR - PRODUCTO ANTI-ESTÁTICO - SIN AEROSOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667960000	PRODUCTOS DE CONSUMIDOR - SACUDIDOR DE GAS PRESURIZADO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51050667720000	PRODUCTOS DE CONSUMIDOR - REMOVEDOR DE ESMALTE DE UÑAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
REVESTIMIENTOS ARQUITECTURALES Y SOLVENTES RELACIONADOS A PROCESOS		25.17	1.71	1.71	1.92	2.11	2.32	2.51	2.51	2.51	2.32	2.11	1.71	1.71
52052092600000	REVESTIMIENTOS ARQUITECTURALES - BRILLANTE - BRILLO BAJO/MEDIANO	4.01	0.25	0.25	0.30	0.34	0.38	0.42	0.42	0.42	0.38	0.34	0.25	0.25
52052283500000	ARQUITECTURAL - SOLVENTE PARA LIMPIAR	4.01	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
52052092590000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - REVESTIMIENTO SIN BRILLO	2.48	0.16	0.16	0.18	0.21	0.24	0.26	0.26	0.26	0.24	0.21	0.16	0.16
52052283020000	ARQUITECTURAL - SOLVENTE PARA DILUIR	1.80	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
52052091310000	REVESTIMIENTOS ARQUITECTURALES - MANCHAS - TRANSPARENTE/SEMITRASPARENTE	1.71	0.11	0.11	0.13	0.14	0.16	0.18	0.18	0.18	0.16	0.14	0.11	0.11
52052091260000	REVESTIMIENTOS ARQUITECTURALES - PREVENTIVO DE OXIDACIÓN	1.14	0.07	0.07	0.08	0.10	0.11	0.12	0.12	0.12	0.11	0.10	0.07	0.07
52052092050000	REVESTIMIENTOS ARQUI. (BASE DE AGUA) - SELLADORES/IMPRESIÓN/ PRIMERA CAPA	1.10	0.07	0.07	0.08	0.09	0.10	0.12	0.12	0.12	0.10	0.09	0.07	0.07

Emissiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - Gases Organicos Reactivos

Categoría	Descripción de EIC	2017 ROG toneladas por año	2017											
			ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC
52052091720000	REVESTIMIENTOS ARQUITECTURALES (ACEITE) - REVESTIMIENTOS DE MANTENIMIENTO INDUSTRIAL	1.07	0.07	0.07	0.08	0.09	0.10	0.11	0.11	0.11	0.10	0.09	0.07	0.07
52052091410000	REVESTIMIENTOS ARQUITECTURALES - BARNIZ - TRANSPARENTE/SEMISTRANSARENTE	0.92	0.06	0.06	0.07	0.08	0.09	0.10	0.10	0.10	0.09	0.08	0.06	0.06
52052091000000	REVESTIMIENTO ARQUI. (ACEITE) - REVESTIMIENTO BASE DE SOLVENTE ORGÁNICO (NO ESPECIFICADO)	0.83	0.05	0.05	0.06	0.07	0.08	0.09	0.09	0.09	0.09	0.08	0.07	0.05
52052091530000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE)- REVESTIMIENTO DE ESMALTE DE SEQUO RÁPIDO	0.71	0.04	0.04	0.05	0.06	0.07	0.07	0.07	0.07	0.07	0.07	0.06	0.04
52052091730000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTO DE PIGMENTO MEÁLICO	0.51	0.03	0.03	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.03
52052091180000	REVESTIMIENTOS ARQUITECTURALES - IMPERMEABILIZACIÓN DE CONCRETO/SELLOS DE MAMPOSTERÍA	0.42	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
52052091080000	REVESTIMIENTOS ARQUITECTURALES - BASES, SELLADORES DE ESPECIALIDAD	0.34	0.02	0.02	0.02	0.03	0.03	0.04	0.04	0.04	0.03	0.03	0.02	0.02
52052092760000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - REVESTIMIENTOS DE TRÁFICO	0.31	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052092610000	REVESTIMIENTOS ARQUITECT. (BASE DE AGUA) - REVESTIMIENTOS DE ALTO HIGH BRILLO	0.30	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02
52052091570000	REVESTIMIENTOS ARQUITECTURALES - BARNIZ	0.28	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
52052091060000	REVESTIMIENTOS ARQUIT. (ACEITE) - BASES Y SELLADORES DE SEQUO RÁPIDO	0.25	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.02	0.02	0.02
52052091700000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTOS DE LIBERACIÓN DE FORMA	0.23	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092130000	REVESTIMIENTOS ARQUITECTURALES - SELLADORES DE IMPERMEABILIZACIÓN	0.21	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092720000	REVESTIMIENTOS ARQUIT. (BASE DE AGUA) - REVESTIMIENTOS DE MANTENIMIENTO INDUSTRIAL	0.20	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091050000	REVESTIMIENTOS ARQUITECTURALES (ACEITE)- BASES Y SELLADORES	0.20	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091770000	REVESTIMIENTOS ARQUITECTURALES - CONSERVADORES DE MADERA	0.18	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052092000000	REVESTIMIENTOS ARQUIT. (BASE DE AGUA) - REVESTIMIENTOS (NO ESPECIFICADO)	0.16	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.01
52052091130000	REVESTIMIENTOS ARQUITECTURALES - SELLADORES DE IMPERMEABILIZACIÓN	0.15	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.01	0.01
52052092690000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - REVESTIMIENTOS DE PISO	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052283100000	ARQUITECTURAL - ADITIVOS	0.14	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092360000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - MANCHAS - OPACO	0.12	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092180000	REVESTIMIENTOS ARQUITECTURALES - IMPERMEABILIZACIÓN DE CONCRETO/SELLOS DE MAMPOSTERÍA	0.10	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092310000	REVESTIMIENTOS ARQUITECTURALES - MANCHAS - TRANSPARENTE/SEMISTRANSARENTE	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092220000	REVESTIMIENTOS ARQUITECTURALES - RETOQUE FINAL FALSO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092650000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - COMPUESTO PARA CURAR CONCRETO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052091600000	REVESTIMIENTOS ARQUITECTURALES - BRILLANTE - BRILLO BAJO/MEDIANO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052091120000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - SELLADORES DE LIJADO	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092410000	REVESTIMIENTOS ARQUITECTURALES - BARNICES - TRANSPARENTE/SEMISTRANSARENTE	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
52052092740000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - REVESTIMIENTO DE TECHO	0.07	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052092570000	REVESTIMIENTOS ARQUITECTURALES - BARNIZ	0.07	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052091090000	REVESTIMIENTOS ARQUITECTURALES - BASE BITUMINOSO PARA TECHO	0.07	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052092080000	REVESTIMIENTOS ARQUITECTURALES - BASES Y SELLADORES DE ESPECIALIDAD	0.06	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052091760000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTOS DE TRÁFICO	0.06	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
52052091660000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTOS DE SPRAY	0.05	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00
52052091610000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE)- REVESTIMIENTOS DE BRILLO ALTO	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091650000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE)- COMPUESTO PARA CURAR CONCRETO	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091690000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTOS DE PISO	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092660000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - REVESTIMIENTOS DE SPRAY	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092260000	REVESTIMIENTOS ARQUITECTURALES - PREVENTIVO DE OXIDACIÓN	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091640000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE)- BASE BITUMINOSO	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091360000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE)- MANCHAS - OPACO	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091710000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTOS DE TEMPERATURA ALTA	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092730000	REVESTIMIENTOS ARQUIT. (BASE DE AGUA) - REVESTIMIENTOS DE PIGMENTO MEÁLICO	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092640000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - BASE BITUMINOSO	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091740000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE) - REVESTIMIENTOS DE TECHO	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091220000	REVESTIMIENTOS ARQUITECTURALES - RETOQUE FINAL FALSO	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092120000	REVESTIMIENTOS ARQUITECTURALES (BASE DE AGUA) - SELLADORES DE LUAR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092230000	REVESTIMIENTOS ARQUITECTURALES - REVESTIMIENTOS DE LIBERACIÓN DE FORMA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052091590000	REVESTIMIENTOS ARQUITECTURALES (BASE DE ACEITE)- REVESTIMIENTOS SIN BRILLO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092090000	REVESTIMIENTOS ARQUITECTURALES - BASE BITUMINOSO DE TECHO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092770000	REVESTIMIENTOS ARQUITECTURALES - CONSERVADORES DE MADERA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52052092060000	ARCH. COATINGS (WATER) - REVESTIMIENTOS Y BASES DE SEQUO RÁPIDO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PRODUCCIÓN DE GAS Y PETRÓLEO		10.75	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
31030116000000	POZOS DE PRETRÓLEO - FUGITIVOS - DESGASTE DE LODO	2.12	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
31099516000000	PRODUCCIÓN DE PETRÓLEO - TANQUES - PÉRDIDAS FUGITIVAS	2.08	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
31030016000000	PRODUCCIÓN DE PETRÓLEO PÉRDIDAS FUGITIVAS - SUMIDEROS Y POZOS	2.00	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
31032016000000	PRODUCCIÓN DE PETRÓLEO DESFOGUE DE RECUPERACIÓN DE VAPOR/ENCENDER	1.44	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
31039316000000	PRODUCCIÓN DE PETRÓLEO - CARGANDO TANQUE DE CAMION/FERROVAL: PETRÓLEO CRUDO	0.97	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
31030816000000	PÉRDIDAS FUGITIVAS DE PRODUCCIÓN DE PETRÓLEO - COMPRESORES	0.45	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
31032501000000	PRODUCCIÓN DE GAS Y PETRÓLEO - TANQUES DE ALMACENAMIENTO: CONDENSAMIENTO	0.42	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
31031101000000	PRODUCCIÓN DE GAS - CONTROLES/APARATOS NEUMÁTICOS	0.34	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03

Emissiones Mensuales para Categorías Mayores de Fuentes de Área en Shafter - Gases Organicos Reactivos

Categoría	Descripción de EIC	2017 ROG toneladas por año	2017												
			ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DEC	
3103111600000	PRODUCCIÓN DE PETRÓLEO - CONTROLES/APARATOS NEUMÁTICOS	0.32	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
3103330100000	DESHIDRATADOR	0.13	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3103130100000	POZO DE GAS - BOMBAS NEUMÁTICAS	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3103031600000	PRODUCCIÓN DE PETRÓLEO FUGITIVOS - REBORDES	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3103041600000	PRODUCCIÓN DE PETRÓLEO PÉRDIDAS FUGITIVAS - ACCESORIOS	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3103101600000	PRODUCCIÓN DE PETRÓLEO PÉRDIDAS FUGITIVAS - CABEZAS DE POZOS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3103121600000	PRODUCCIÓN DE PETRÓLEO PÉRDIDAS FUGITIVAS - CUEVAS DE POZO	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103930100000	PRODUCCIÓN DE GAS - CARGANDO TANQUE DE CAMION/FERROVIAL: CONDENSAMIENTO	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103010100000	POZOS DE GAS - FUGITIVOS - DESGASTE DE LODO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103170100000	DESFOGUE DE POZO DE GAS - PURGADO DE GAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103151600000	PRODUCCIÓN DE PETRÓLEO FUGITIVOS - LÍNEAS DE FINAL ABIERTO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103520100000	PÉRDIDAS FUGITIVAS DE REMOVER GAS MOJADO/SEPARACIÓN DE CAMPO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103020100000	PRODUCCIÓN DE GAS PÉRDIDAS FUGITIVAS - VALVULAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103030100000	PRODUCCIÓN DE GAS FUGITIVOS - REBORDES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103160100000	PRODUCCIÓN DE GAS DIVERSAS PÉRDIDAS FUGITIVAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103040100000	PRODUCCIÓN DE GAS PÉRDIDAS FUGITIVAS - ACCESORIOS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3103150100000	PRODUCCIÓN DE GAS FUGITIVOS - LÍNEAS DE FINAL ABIERTO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
REVESTIMIENTOS Y SOLVENTES RELACIONADOS A PROCEDIMIENTOS		8.02	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
2309959000000	REVESTIMIENTOS INDUSTRIALES (NO ESPECIFICADO)	3.58	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
2302189000000	TERMINADO DE AUTO - REVESTIMIENTOS	3.39	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
2302329000000	REVESTIMIENTOS DE PRODUCTOS FABRICADOS Y MUEBLES DE MADERA	0.89	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
2302408300000	SOLVENTES PARA LIMPIAR Y DILUIR	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
IMPRESIÓN		6.85	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
2409958000000	IMPRESIÓN	6.85	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
MERCADOTECNICA DE PETRÓLEO		6.63	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
33031801100000	MERCADOTECNICA DE PETRÓLEO - PÉRDIDAS DE TRANSMISIÓN DE GAS NATURAL	4.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
33039511000000	TANQUES DE CARGA - RELACIONADO A PRESIÓN - FUGITIVOS	1.73	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14
33039711000000	TANQUES DE CARGA - MANGUERA DE PRODUCTO - FUGITIVOS	0.39	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
33037411000000	TANQUES DE REPARTIMIENTO DE GASOLINA - PÉRDIDAS DE TRABAJO	0.29	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.02	0.02	0.02	0.02
33038111000000	RECARGA DE COMBUSTIBLE DE VEHÍCULOS - IMPREGNACIÓN DE MANGUERA	0.15	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
33039611000000	TANQUES DE CARGA - MANGUERA DE VAPOR - FUGITIVOS	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
33037611000000	TANQUES DE REPARTIMIENTO DE GASOLINA - PÉRDIDAS DE RESPIRO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PAVIMENTO Ó TECHUMBRE DE ASFALTO		6.49	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54
54056604000000	PAVIMENTO DE ASFALTO - EMULSIONADO DE ASFALTO	3.08	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
54056204000000	PAVIMENTO DE ASFALTO - ACEITES DE CARRETERA	2.32	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
54059004000000	TECHUMBRE DE ASFALTO OPERACIONES	0.52	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
54056004000000	PAVIMENTO DE ASFALTO - ASFALTO DE RECORTE	0.47	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
54056404000000	PAVIMENTO DE ASFALTO - MEZCLA CALIENTE DE ASFALTO	0.11	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
QUEMA SUPERVISADA Y DESECHOS		6.09	0.71	1.17	0.92	0.40	0.29	0.18	0.12	0.11	0.14	0.43	0.85	0.77	
67066802009886	QUEMADURA AGRÍCOLA - DISMINUCIÓN DE HIERBA- PLANTA CORREDORA	2.76	0.19	0.51	0.61	0.27	0.13	0.02	0.03	0.03	0.04	0.20	0.34	0.38	
67066002629892	QUEMADURA AGRÍCOLA - PODADO - LIMPIEZA DE VIÑEDOS	2.01	0.36	0.40	0.11	0.03	0.08	0.10	0.05	0.04	0.05	0.15	0.38	0.26	
67066002629842	QUEMADURA AGRÍCOLA - PODADO - DESGASTE	0.88	0.10	0.18	0.13	0.07	0.05	0.04	0.03	0.03	0.02	0.05	0.09	0.08	
67066002629862	QUEMADURA AGRÍCOLA - PODADO - LIMPIEZA DE HUERTAS	0.25	0.02	0.05	0.04	0.02	0.02	0.01	0.00	0.01	0.02	0.01	0.03	0.03	
67066802009872	QUEMADURA AGRÍCOLA - DISMINUCIÓN DE HIERBA - CANALES/ESTANQUE/ PONDING/BANCOS/ZANJA	0.11	0.01	0.02	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.01	
67067002000000	QUEMADURA ABIERTA DE NO AGRÍCOLA	0.03	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
67066002629884	QUEMADURA AGRÍCOLA - PODADO - PODADO DE ÁRBOLES	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
67066802009858	QUEMADURA AGRÍCOLA - DISMINUCIÓN DE HIERBA - HIERBAS DÑINAS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
67066002629874	QUEMADURA AGRÍCOLA - PODADO - BANDEJA DE PASAS	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	
67099502409868	QUEMADURA DE OTROS RESIDUOS - SACOS DE PESTICIDAS/SEMILLAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
67066402000000	QUEMADURA AGRÍCOLA - MEJORA DE RANGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Shafter Vehicle Population by Model Year: Total Number of Vehicles Registered in ZIP Code 93263

Vehicle Population by Model Year	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
(1) Passenger Cars	4	8	2	1	4	2			1						1
<i>Internal Combustion Engines</i>	4			1	3	2			1						1
Diesel				1	3	2			1						1
Gasoline	4														
<i>Plug-in Hybrid Electric Vehicles</i>		5													
Gasoline		5													
<i>Battery Electric Vehicles</i>		3	2		1										
Electric		3	2		1										
(2) Light Duty Trucks (LDT)	4	125	21	32	1			2							
<i>Internal Combustion Engines</i>	4	125	21	32	1			2							
Diesel		3		1	1										
Gasoline	4	122	21	31				2							
(3) Medium Duty Vehicles (MDV)	4	181	247	223	17	3	5	6			2	1	3	2	
<i>Internal Combustion Engines</i>	4	180	247	223	17	3	5	6			2	1	3	2	
Diesel		5	3	9	17	3	2	6			2	1	3	2	
Gasoline	4	175	244	214			3								
<i>Plug-in Hybrid Electric Vehicles</i>		1													
Gasoline		1													
(4) Light-Heavy Duty Trucks (LHDT)	2	50	26	37	31	14	19	19	18	10	17	20	6	25	4
<i>Internal Combustion Engines</i>	2	50	26	37	31	14	19	19	18	10	17	20	6	25	4
Diesel	2	28	21	31	30	11	15	19	16	8	13	10	4	19	3
Gasoline		22	5	6	1	3	4		2	2	4	10	2	6	1
(5) Medium-Heavy Duty Trucks (MHDT)	3	15	12	11	20	35	22	15	7	5	12	7	11	22	8
<i>Internal Combustion Engines</i>	3	15	12	11	20	35	22	15	7	5	12	7	11	22	8
Diesel	3	6	6	10	10	12	10	15	7	5	12	7	10	22	8

Gasoline		9	6	1	10	23	12						1		
(6) Heavy-Heavy Duty Trucks (HHDT)	13	6	8	14	39	27	41	60	35	31	32	26	9	11	3
<i>Internal Combustion Engines</i>	<i>13</i>	<i>6</i>	<i>8</i>	<i>14</i>	<i>39</i>	<i>27</i>	<i>41</i>	<i>60</i>	<i>35</i>	<i>31</i>	<i>32</i>	<i>26</i>	<i>9</i>	<i>11</i>	<i>3</i>
Diesel	13	6	8	14	39	27	41	60	35	31	32	26	8	11	3
Gasoline															
Natural Gas													1		
(7) School Buses	2				3	1		2					6	1	
<i>Internal Combustion Engines</i>	<i>2</i>				<i>3</i>	<i>1</i>		<i>2</i>					<i>6</i>	<i>1</i>	
Diesel	2				3	1		2					5		
Gasoline													1	1	
Natural Gas															
(8) Urban Buses					1					2					
<i>Internal Combustion Engines</i>					<i>1</i>					<i>2</i>					
Diesel					1										
Gasoline										2					
(9) All other Buses															1
<i>Internal Combustion Engines</i>															<i>1</i>
Diesel															
Gasoline															1
(10) Motor Homes	1	1				3	2	1	1		2	1	1	1	3
<i>Internal Combustion Engines</i>	<i>1</i>	<i>1</i>				<i>3</i>	<i>2</i>	<i>1</i>	<i>1</i>		<i>2</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>3</i>
Diesel	1						1				2	1	1		
Gasoline			1			3	1	1	1						3
(11) Motorcycles	5	8	12	10											
<i>Internal Combustion Engines</i>	<i>5</i>	<i>8</i>	<i>12</i>	<i>10</i>											
Diesel				1											
Gasoline		5	8	11	10										
Total	30	393	325	330	126	85	89	105	62	48	65	55	36	65	16

Data summary developed using 2018 vehicle registration data from the California Department of Motor Vehicles (DMV).

*Unknown - incomplete information in the DMV registration data.

Light Duty Trucks : Gross Vehicle Weight Rating (GVWR) <6,000 lbs; Equivalent Test Weight (ETW) ≤3,750 - 5,750 lbs

Medium Duty Vehicles: GVWR 6000–8500 lbs

Light-Heavy Duty Trucks: GVWR 8,501–14,000 lbs

Medium-Heavy Duty Trucks: GVWR 14,001–33,000 lbs

Heavy-Heavy Duty Trucks: GVWR >33,000 lbs

Población de vehículos Shafter por año modelo: Número total de vehículos matriculados en el código

Población de Vehículo por Año Modelo	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
(1) Autos de Pasajeros	4	8	2	1	4	2			1	
<i>Motores de Combustión Interna</i>	4			1	3	2			1	
Diesel				1	3	2			1	
Gasolina	4									
<i>Vehículos Eléctricos Híbridos Enchufables</i>		5								
Gasolina		5								
<i>Vehículos eléctricos con batería</i>		3	2		1					
Eléctrico		3	2		1					
(2) Camiones de Servicio Liviano (acrónimo en inglés "LDT")	4	125	21	32	1			2		
<i>Motores de Combustión Interna</i>	4	125	21	32	1			2		
Diesel		3		1	1					
Gasolina	4	122	21	31				2		
(3) Vehículos de Servicio Mediano (acrónimo en inglés "MDV")	4	181	247	223	17	3	5	6		
<i>Motores de Combustión Interna</i>	4	180	247	223	17	3	5	6		
Diesel		5	3	9	17	3	2	6		
Gasolina	4	175	244	214			3			
<i>Vehículos Eléctricos Híbridos Enchufables</i>		1								
Gasolina		1								
(4) Camiones Livianos y Pesados (acrónimo en inglés "LHDT")	2	50	26	37	31	14	19	19	18	10
<i>Motores de Combustión Interna</i>	2	50	26	37	31	14	19	19	18	10
Diesel	2	28	21	31	30	11	15	19	16	8
Gasolina		22	5	6	1	3	4		2	2
(5) Camiones de Servicio Medio-Pesado (acrónimo en inglés "MHDT")	3	15	12	11	20	35	22	15	7	5
<i>Motores de Combustión Interna</i>	3	15	12	11	20	35	22	15	7	5

Población de Vehículo por Año Modelo	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Diesel	3	6	6	10	10	12	10	15	7	5
Gasolina		9	6	1	10	23	12			
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD")	13	6	8	14	39	27	41	60	35	31
<i>Motores de Combustión Interna</i>	13	6	8	14	39	27	41	60	35	31
Diesel	13	6	8	14	39	27	41	60	35	31
Gasolina										
Gas Natural										
(7) Autobuses Escolares		2			3	1		2		
<i>Motores de Combustión Interna</i>		2			3	1		2		
Diesel		2			3	1		2		
Gasolina										
Gas Natural										
(8) Autobuses Urbanos					1					2
<i>Motores de Combustión Interna</i>					1					2
Diesel					1					
Gasolina										2
(9) Todos Otro Autobuses										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(10) Autocaravana		1	1			3	2	1	1	
<i>Motores de Combustión Interna</i>		1	1			3	2	1	1	
Diesel		1					1			
Gasolina			1			3	1	1	1	
(11) Motocicletas		5	8	12	10					
<i>Motores de Combustión Interna</i>		5	8	12	10					

Población de Vehículo por Año Modelo	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Diesel				1						
Gasolina		5	8	11	10					
Total	30	393	325	330	126	85	89	105	62	48

Resumen de datos fue desarrollado utilizando datos de registro de vehículos de 2018 del Departamento de Vehículos Motorizados de California (acró
*Desconocido- Información incompleta en los datos de registro del DMV.

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (acrónimo en inglés "GVWR") <6,000 libras; Peso de prueba equivalente (acrón

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de vehículos Shafter por año modelo postal 93263

Población de Vehículo por Año Modelo	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998
(1) Autos de Pasajeros					1				1			1
<i>Motores de Combustión Interna</i>					1				1			1
Diesel					1				1			1
Gasolina												
<i>Vehículos Eléctricos Híbridos Enchufables</i>												
Gasolina												
<i>Vehículos eléctricos con batería</i>												
Eléctrico												
(2) Camiones de Servicio Liviano (acrónimo en inglés "LDT")										1		1
<i>Motores de Combustión Interna</i>										1		1
Diesel												
Gasolina										1		1
(3) Vehículos de Servicio Mediano (acrónimo en inglés "MDV")	2	1	3	2				10	2			
<i>Motores de Combustión Interna</i>	2	1	3	2				10	2			
Diesel	2	1	3	2					1			
Gasolina								10	1			
<i>Vehículos Eléctricos Híbridos Enchufables</i>												
Gasolina												
(4) Camiones Livianos y Pesados (acrónimo en inglés "LHDT")	17	20	6	25	4	5	5	6	17	6	18	11
<i>Motores de Combustión Interna</i>	17	20	6	25	4	5	5	6	17	6	18	11
Diesel	13	10	4	19	3	4	4	3	13	4	7	2
Gasolina	4	10	2	6	1	1	1	3	4	2	11	9
(5) Camiones de Servicio Medio-Pesado (acrónimo en inglés "MHDT")	12	7	11	22	8	12	13	4	9	15	11	5
<i>Motores de Combustión Interna</i>	12	7	11	22	8	12	13	4	9	15	11	5

Población de Vehículo por Año Modelo	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998
Diesel												
Gasolina												
Total	65	55	36	65	16	21	23	25	39	32	34	23

Resumen de datos fue desarrollado utilizando datos de registro de vehinimo en inglés "DMV").

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (imo en inglés "ETW") ≤3,750 - 5,750 libras

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de vehículos Shafter por año modelo:

Población de Vehículo por Año Modelo	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986
(1) Autos de Pasajeros						1						
<i>Motores de Combustión Interna</i>						1						
Diesel						1						
Gasolina												
<i>Vehículos Eléctricos Híbridos Enchufables</i>												
Gasolina												
<i>Vehículos eléctricos con batería</i>												
Eléctrico												
(2) Camiones de Servicio Liviano (acrónimo en inglés "LDT")		1	2					11	10	10	3	5
<i>Motores de Combustión Interna</i>		1	2					11	10	10	3	5
Diesel												
Gasolina		1	2					11	10	10	3	5
(3) Vehículos de Servicio Mediano (acrónimo en inglés "MDV")		1		23	17	13	12	7	4	2	3	3
<i>Motores de Combustión Interna</i>		1		23	17	13	12	7	4	2	3	3
Diesel												
Gasolina		1		23	17	13	12	7	4	2	3	3
<i>Vehículos Eléctricos Híbridos Enchufables</i>												
Gasolina												
(4) Camiones Livianos y Pesados (acrónimo en inglés "LHDT")	12	10	14	6	2	4	1	5	1	1		3
<i>Motores de Combustión Interna</i>	12	10	14	6	2	4	1	5	1	1		3
Diesel	4	4	10	4			1	2				3
Gasolina	8	6	4	2	2	4		3	1	1		
(5) Camiones de Servicio Medio-Pesado (acrónimo en inglés "MHDT")	8	4	3	4	2	1	3	5	4	1	1	1
<i>Motores de Combustión Interna</i>	8	4	3	4	2	1	3	5	4	1	1	1

Población de Vehículo por Año Modelo	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986
Diesel	6	2	3	4	1	1	1	3	2	1	1	1
Gasolina	2	2			1		2	2	2			
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD")	3	7	3	1	1	1	1	1	1	2	1	1
Motores de Combustión Interna	3	7	3	1	1	1	1	1	1	2	1	1
Diesel	3	7	3	1	1	1	1	1	1	2	1	1
Gasolina												
Gas Natural												
(7) Autobuses Escolares		1			1			2			1	
Motores de Combustión Interna		1			1			2			1	
Diesel		1			1			2				
Gasolina											1	
Gas Natural												
(8) Autobuses Urbanos						1						
Motores de Combustión Interna						1						
Diesel												
Gasolina						1						
(9) Todos Otro Autobuses			1							1	2	
Motores de Combustión Interna			1							1	2	
Diesel										1	2	
Gasolina			1									
(10) Autocaravana	1		1	1	1	1				1		1
Motores de Combustión Interna	1		1	1	1	1				1		1
Diesel				1								1
Gasolina	1		1		1	1				1		
(11) Motocicletas									1	1		
Motores de Combustión Interna									1	1		

Población de Vehículo por Año Modelo	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986
Diesel												
Gasolina									1	1		
Total	24	24	24	35	24	22	17	31	21	19	11	14

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de vehículos Shafter por año modelo:

Población de Vehículo por Año Modelo	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974
(1) Autos de Pasajeros												4
<i>Motores de Combustión Interna</i>												4
Diesel												
Gasolina												4
<i>Vehículos Eléctricos Híbridos Enchufables</i>												
Gasolina												
<i>Vehículos eléctricos con batería</i>												
Eléctrico												
(2) Camiones de Servicio Liviano (acrónimo en inglés "LDT")	1	4	1	3			1	1		1	3	3
<i>Motores de Combustión Interna</i>	1	4	1	3			1	1		1	3	3
Diesel				1								
Gasolina	1	4	1	2			1	1		1	3	3
(3) Vehículos de Servicio Mediano (acrónimo en inglés "MDV")	5	2		2		1	1	4		1	1	
<i>Motores de Combustión Interna</i>	5	2		2		1	1	4		1	1	
Diesel	1											
Gasolina	4	2		2		1	1	4		1	1	
<i>Vehículos Eléctricos Híbridos Enchufables</i>												
Gasolina												
(4) Camiones Livianos y Pesados (acrónimo en inglés "LHDT")	1	2						1				
<i>Motores de Combustión Interna</i>	1	2						1				
Diesel	1											
Gasolina		2						1				
(5) Camiones de Servicio Medio-Pesado (acrónimo en inglés "MHDT")	2	2	3		2	1		1	1		2	
<i>Motores de Combustión Interna</i>	2	2	3		2	1		1	1		2	

Población de Vehículo por Año Modelo	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974
Diesel	2		2		2	1			1			
Gasolina		2	1					1			2	
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD"												1
<i>Motores de Combustión Interna</i>												1
Diesel												1
Gasolina												
Gas Natural												
(7) Autobuses Escolares												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
Gas Natural												
(8) Autobuses Urbanos			1			1						
<i>Motores de Combustión Interna</i>			1			1						
Diesel												
Gasolina			1			1						
(9) Todos Otro Autobuses												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
(10) Autocaravana	2			1								
<i>Motores de Combustión Interna</i>	2			1								
Diesel												
Gasolina	2			1								
(11) Motocicletas		1			1	2	1		2			
<i>Motores de Combustión Interna</i>		1			1	2	1		2			

Población de Vehículo por Año Modelo	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974
Diesel												
Gasolina		1			1	2	1		2			
Total	11	11	5	6	3	5	3	7	3	2	6	8

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de Vehículo por Año Modelo	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Diesel										
Gasolina										
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD")										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
Gas Natural										
(7) Autobuses Escolares										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
Gas Natural										
(8) Autobuses Urbanos										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(9) Todos Otro Autobuses										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(10) Autocaravana										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(11) Motocicletas					13	8	6	1		8
<i>Motores de Combustión Interna</i>					13	8	6	1		8

Población de Vehículo por Año Modelo	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Diesel										
Gasolina					13	8	6	1		8
Total	252	499	504	839	803	704	559	467	379	319

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de Vehículo por Año Modelo	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Diesel										
Gasolina										
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD")										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
Gas Natural										
(7) Autobuses Escolares										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
Gas Natural										
(8) Autobuses Urbanos										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(9) Todos Otro Autobuses										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(10) Autocaravana										
<i>Motores de Combustión Interna</i>										
Diesel										
Gasolina										
(11) Motocicletas	13	11	14	11	10	8	2	7	9	1
<i>Motores de Combustión Interna</i>	13	11	14	11	10	8	2	7	9	1

Población de Vehículo por Año Modelo	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Diesel										
Gasolina	13	11	14	11	10	8	2	7	9	1
Total	558	760	665	635	577	568	498	440	402	293

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de Vehículo por Año Modelo	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987
Diesel												
Gasolina												
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD"												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
Gas Natural												
(7) Autobuses Escolares												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
Gas Natural												
(8) Autobuses Urbanos												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
(9) Todos Otro Autobuses												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
(10) Autocaravana												
<i>Motores de Combustión Interna</i>												
Diesel												
Gasolina												
(11) Motocicletas	3		1		2	2	1					
<i>Motores de Combustión Interna</i>	3		1		2	2	1					

Población de Vehículo por Año Modelo	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987
Diesel												
Gasolina	3		1		2	2	1					
Total	225	199	129	129	89	52	36	46	21	19	15	12

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de Vehículo por Año Modelo	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975
Diesel												
Gasolina												
Total	10	4	6	3	2	3	2	5	3	5	2	2

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras

Población de vehículos Shafter por año modelo:

Población de Vehículo por Año Modelo	1974	Pre-1974	Unknown*	Total
(1) Autos de Pasajeros		118	4	5,711
<i>Motores de Combustión Interna</i>		118	4	5,691
Diesel				11
Gasolina		118	4	5,680
<i>Vehículos Eléctricos Híbridos Enchufables</i>				14
Gasolina				14
<i>Vehículos eléctricos con batería</i>				6
Eléctrico				6
(2) Camiones de Servicio Liviano (acrónimo en inglés "LDT")	1	77		2,708
<i>Motores de Combustión Interna</i>	1	77		2,708
Diesel				6
Gasolina	1	77		2,702
(3) Vehículos de Servicio Mediano (acrónimo en inglés "MDV")		8		4,144
<i>Motores de Combustión Interna</i>		8		4,143
Diesel				55
Gasolina		8		4,088
<i>Vehículos Eléctricos Híbridos Enchufables</i>				1
Gasolina				1
(4) Camiones Livianos y Pesados (acrónimo en inglés "LHDT")		9		777
<i>Motores de Combustión Interna</i>		9		777
Diesel				442
Gasolina		9		335
(5) Camiones de Servicio Medio-Pesado (acrónimo en inglés "MHDT")		1		326
<i>Motores de Combustión Interna</i>		1		326

Población de Vehículo por Año Modelo	1974	Pre-1974	Unknown*	Total
Diesel		1		238
Gasolina				88
(6) Camiones de Servicio Pesado-Pesado (acrónimo en inglés "HHD"		2		411
<i>Motores de Combustión Interna</i>		2		411
Diesel		1		409
Gasolina		1		1
Gas Natural				1
(7) Autobuses Escolares				24
<i>Motores de Combustión Interna</i>				24
Diesel				20
Gasolina				3
Gas Natural				1
(8) Autobuses Urbanos				6
<i>Motores de Combustión Interna</i>				6
Diesel				1
Gasolina				5
(9) Todos Otro Autobuses				5
<i>Motores de Combustión Interna</i>				5
Diesel				3
Gasolina				2
(10) Autocaravana				36
<i>Motores de Combustión Interna</i>				36
Diesel				12
Gasolina				24
(11) Motocicletas		2	1	178
<i>Motores de Combustión Interna</i>		2	1	178

Población de Vehículo por Año Modelo	1974	Pre-1974	Unknown*	Total
Diesel				1
Gasolina		2	1	177
Total	1	217	5	14,326

Resumen de datos fue desarrollado utilizando datos de registro de veh

*Desconocido- Información incompleta en los datos de registro del DV

Camiones de Servicio Liviano: Clasificación de peso bruto del vehículo (

Vehículos de Servicio Mediano: GVWR 6000–8500 libras

Camiones Livianos y Pesados : GVWR 8,501–14,000 libras

Camiones de Servicio Medio-Pesado: GVWR 14,001–33,000 libras

Camiones de Servicio Pesado-Pesado: GVWR >33,000 libras



Agenda for Shafter Community Steering Committee Meeting #19

Monday, May 18, 2020 – 3:00pm – 5:00pm

Zoom Meeting: <https://zoom.us/j/95026532737>

Meeting ID: 950 2653 2737

Teleconference: 888 788 0099 US (Toll-free)

- 3:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Institute for Local Government, Facilitator
Ryan Hayashi, Valley Air District
- 3:20 p.m. Zoom How-To**
Review of Zoom tools, proper use, and virtual meeting etiquette
Hanna Stelmakhovych, Facilitator
- 4:20 p.m. District Online Resources**
Walk through the various resources and tools available online at
community.valleyair.org
Jessica Olsen, Valley Air District
- 4:35 p.m. Wrap Up/Next Steps**
Next Meeting June 1, 2020: Zoom Call

Learn more: community.valleyair.org

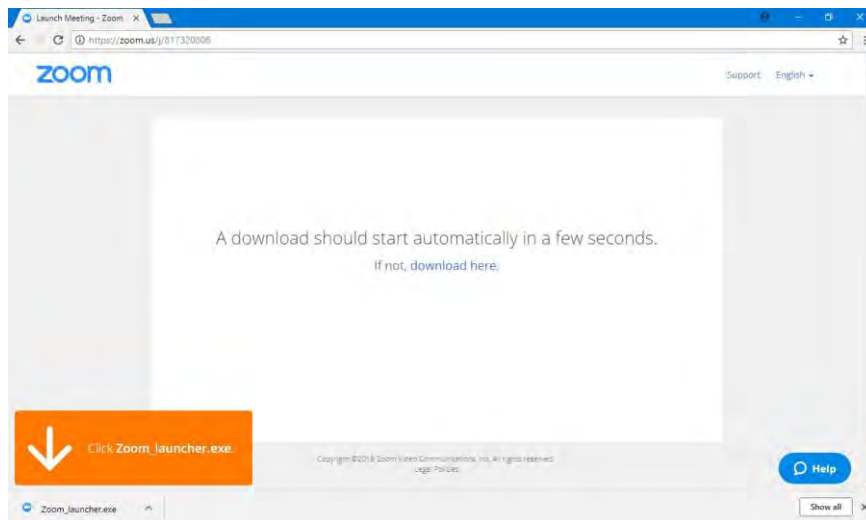
ZOOM INSTRUCTIONS FOR AB 617 PARTICIPANTS

Before a Zoom meeting:

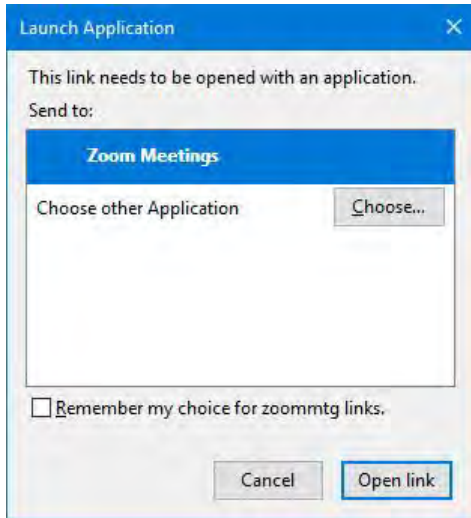
1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio and video immediately upon joining a meeting.
2. You will receive an email inviting you to participate in a Zoom meeting from the Valley Air District. The notification will 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:

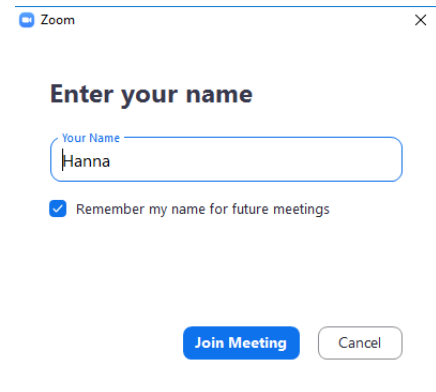
5-10 min before start time of your meeting, click on the link in your invitation. You *may* be instructed to download the Zoom application.



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:

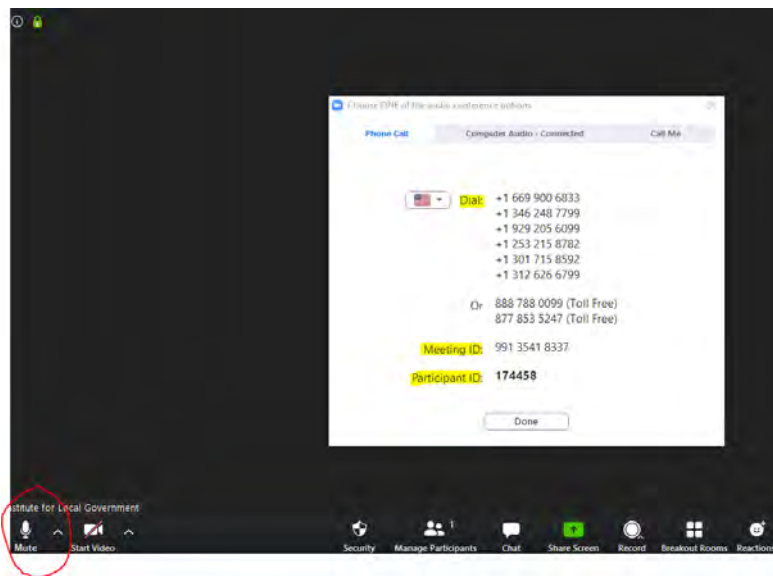
1. On your phone, dial the teleconferencing number provided in your invitation.
2. Enter the **Meeting ID number** (also provided in your invitation) when prompted using your touch-tone keypad.
3. If you have already joined the meeting via computer, please enter your **Participant ID** associated with your Zoom participation. *(Picture is an example of what you will see on the screen. Your numbers will be different).*



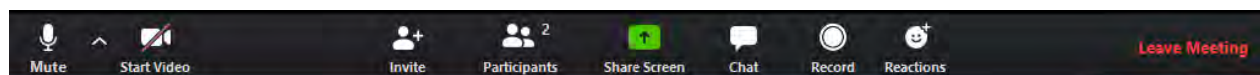
To minimize the potential echo during the meeting, please pick one audio option – Phone or Computer Audio.

Switching between computer and phone audio:



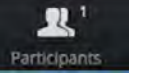

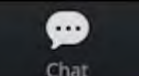
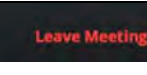
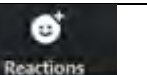
If you need to switch between computer and phone audio, click the bottom left corner arrow on your screen and select **Join Phone Audio** in the pop up menu. Follow the instructions below.



Exploring Participant Controls on the bottom of your screen:

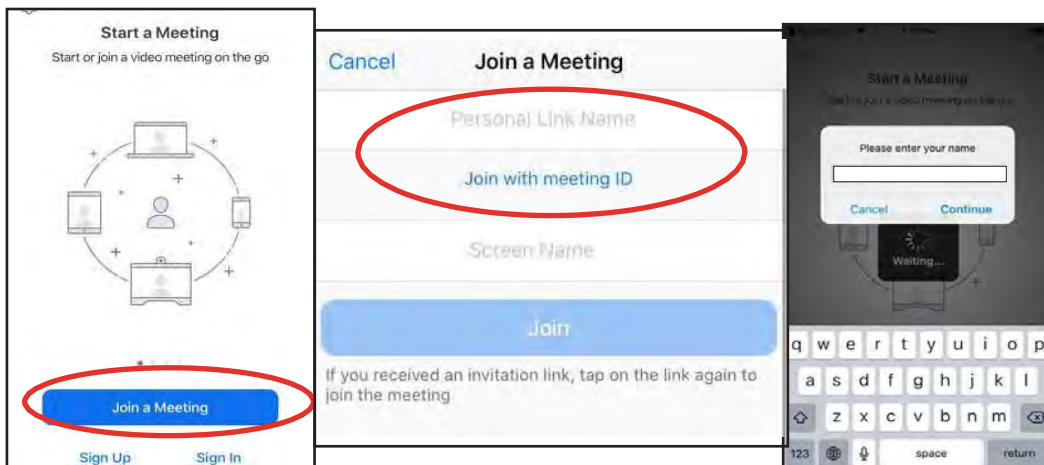


	Once your audio is working, you will see a different icon: a microphone. You can click on this icon to Mute and Unmute yourself.
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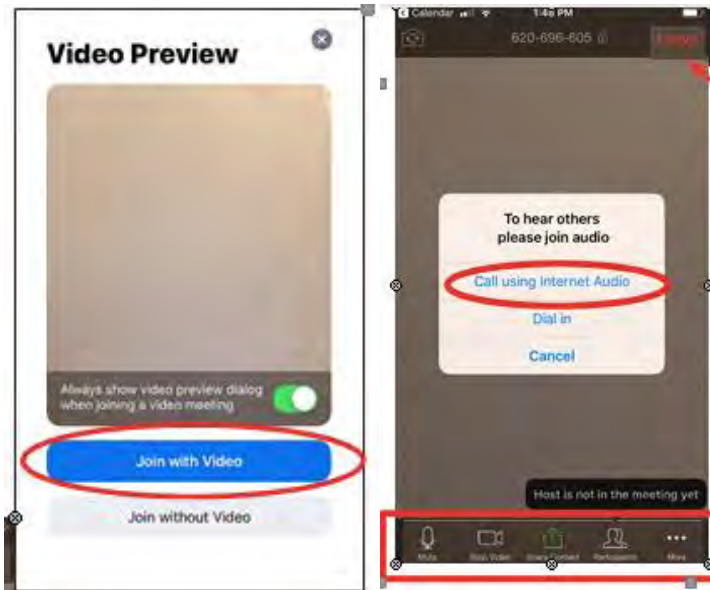
 <p>Start Video</p>	<p>Click on this icon to start your video. If this is the first time you are using Zoom, you will be asked to allow Zoom to use your camera. Click Allow.</p>
 <p>Invite</p>	<p>This icon allows you to invite other people to join the meeting.</p>
 <p>Participants</p>	<p>This icon tells 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

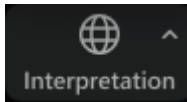
These will be refined as we all learn how to have effective AB 617 virtual meetings together

- 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.

Listening to Language Interpretation

1. In your meeting/webinar controls, click **Interpretation**. Which can be located at the bottom of the screen.



2. Click the language that you would like to hear. For this meeting, you will have English and Spanish as your options.



3. To only hear the interpreted language, click **Mute Original Audio**.

If you have questions during the meeting, please use the chat feature and type in your question. District staff will translate the question for the presenters to respond. If you are not able to use the chat box, let the interpreter know of your question by raising your hand and District staff will interpret acknowledge you and type it into the chat box for you.

This is a public meeting, so 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.



Agenda para el Comité Directivo Comunitario de Shafter Reunión #19

18 de mayo de 2020 – 3:00 pm a 5:00 pm

Reunión por Zoom: <https://zoom.us/j/95026532737>

Meeting ID: 950 2653 2737

Teleconferencia: 888 788 0099 US (Llamada gratuita)

- 3:00 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Institute for Local Government, Facilitadora
Ryan Hayashi, Distrito del Aire del Valle
- 3:20 p.m. Guía Básica para Zoom**
Repaso de las herramientas, el uso apropiado, y la etiqueta de reuniones virtuales en Zoom
Hanna Stelmakhovych, Facilitadora
- 4:20 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
- 4:35 p.m. Concluir/ Próximos Pasos**
Próxima Reunión 1 de junio de 2020: Llamada por Zoom

Aprende más: community.valleyair.org

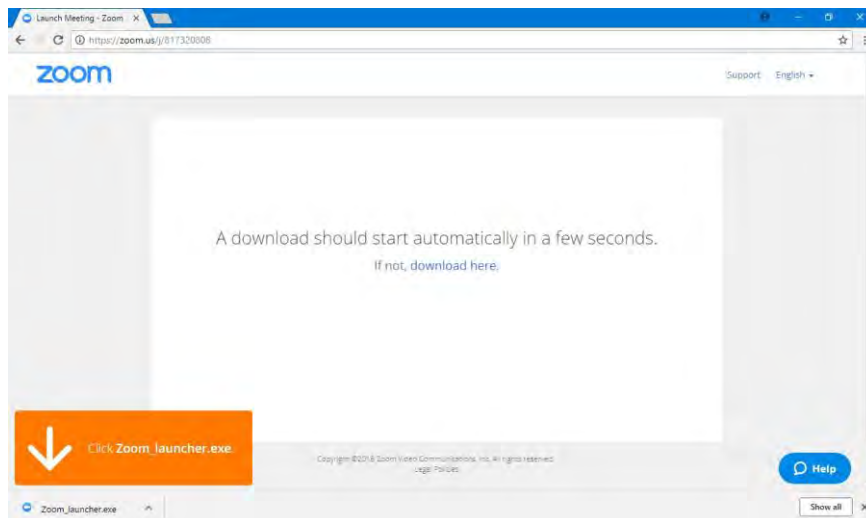
INSTRUCCIONES DE ZOOM PARA PARTICIPANTES DE AB 617

Antes de una reunión por Zoom:

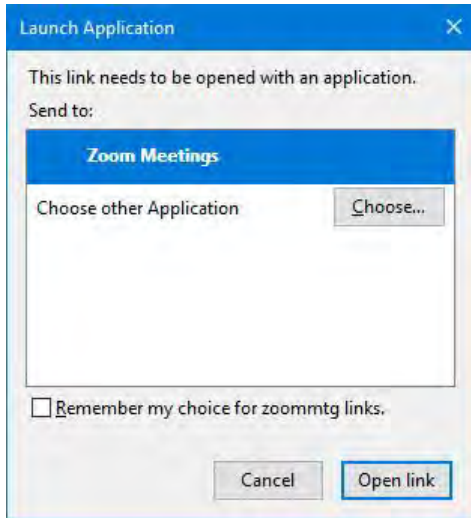
1. Necesitará una computadora, tableta o teléfono inteligente con una bocina o audífonos. Tendrá una oportunidad de verificar su audio y video inmediatamente después de unirse a una reunión.
2. Recibirá un correo electrónico invitándole a participar en una reunión del Distrito del Aire del Valle. La 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:

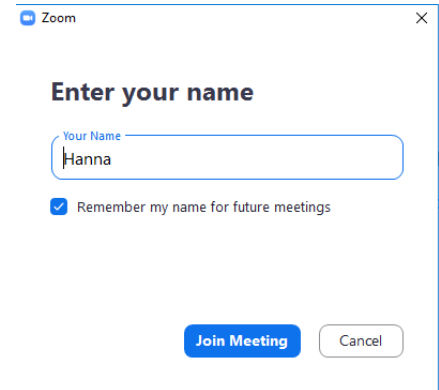
5-10 minutos antes de la hora de inicio de su reunión, haga clic en el enlace de su invitación. Es **posible** que le indique que descargue la aplicación Zoom.



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.**”



○ Para unirse por teléfono:

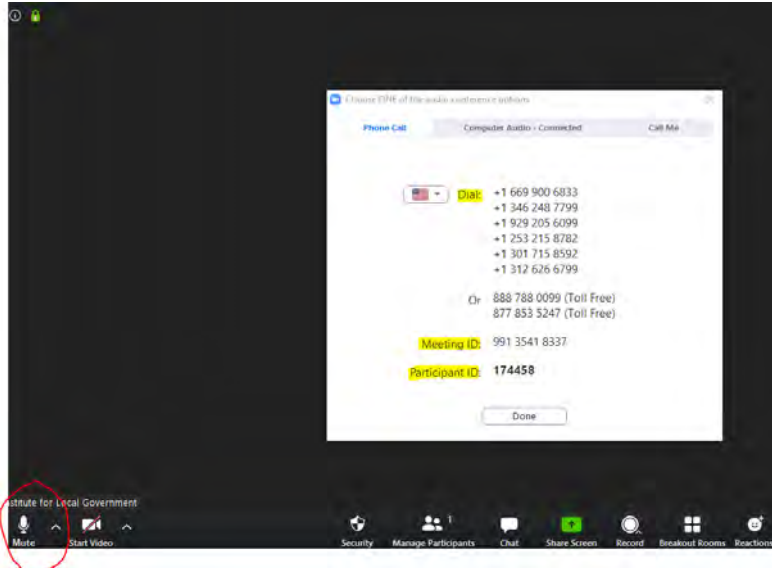
1. En su teléfono, marque el número de teleconferencia proporcionado en su invitación.
2. Ingrese el número de **Meeting ID** (también incluido en su invitación) cuando se le solicite en su teclado.
3. Si ya se unió a la reunión por computadora, ingrese el **Participant ID** asociada con su participación de Zoom. (La imagen es un ejemplo de lo que verá en la pantalla. Sus números serán diferentes).



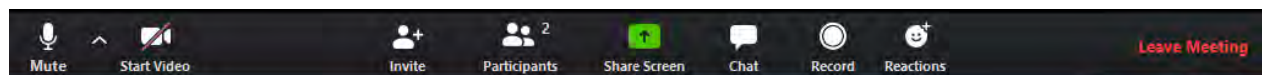
Para minimizar el eco potencial durante la reunión, elija una opción de audio – Audio por Computadora o Teléfono.


Cambiar entre la computadora y el audio del teléfono:





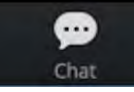
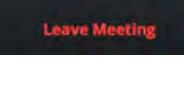

Si necesita cambiar entre la computadora y el audio del teléfono, haga clic en la flecha de la esquina inferior izquierda de la pantalla y seleccione **Join Phone Audio** en el menú emergente. Siga las instrucciones debajo.



Explorando los Controles de los Participantes en la parte inferior de la pantalla:

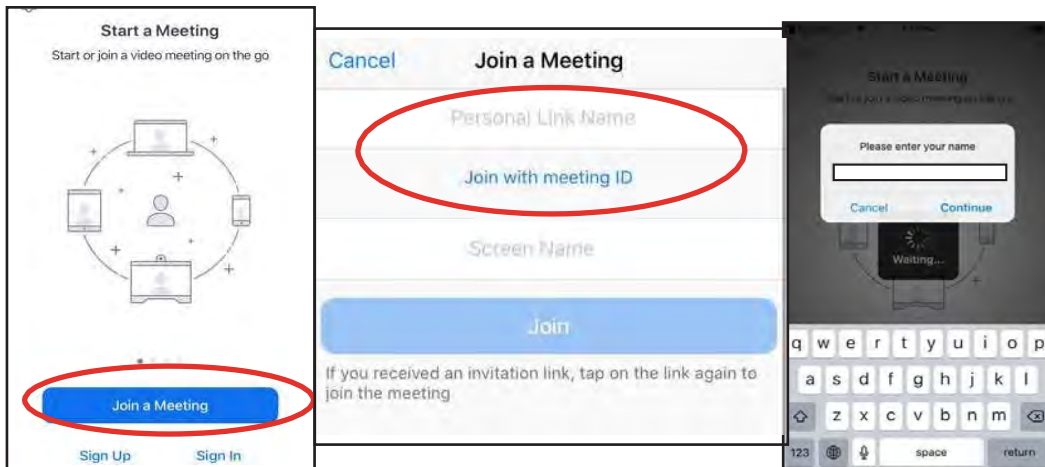


	Una vez que su audio esté funcionando, verá un icono diferente: un micrófono. Puede hacer clic en este icono para Silenciar y Activar el sonido.
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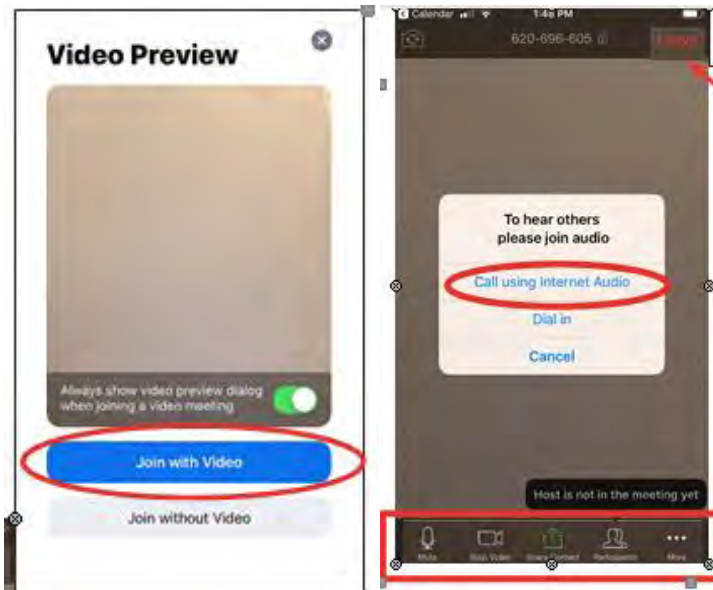
	<p>Haga clic en este icono para comenzar su video. Si es la primera vez que usa Zoom, se le pedirá que permita que Zoom use su cámara. Haz clic en Allow.</p>
	<p>Este icono le permite invitar a otras personas a unirse a la reunión.</p>
	<p>Este icono le indica cuántas personas hay actualmente en la reunión. 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

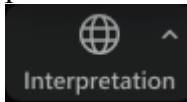
- El anfitrión silenciará a todos los participantes durante las presentaciones para reducir el ruido de fondo.
- Verifique su velocidad de internet. Si está utilizando wifi gratuito, es posible que deba mantener su cámara apagada para mejorar la calidad del sonido y/o la imagen.
- Prenda su cámara y 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.

Cómo escuchar la interpretación de un idioma

1. En los controles de la reunión o el seminario web, haga clic en **Interpretación**. Esto se puede localizar en la parte de abajo.



2. Haga clic en el idioma que desee escuchar. Para esta reunión, va a poder ver la opción de inglés y español.



3. Para escuchar solo el idioma interpretado, haga clic en **Silenciar audio original**. (Mute Original Audio)

Si tiene preguntas durante la reunión, utilice la función de chat y escriba su pregunta. El personal del Distrito traducirá la pregunta para que los presentadores respondan. Si no puede utilizar el cuadro de chat, informe al intérprete de su pregunta levantando la mano y el personal del Distrito lo interpretará y lo escribirá en el cuadro de chat.

Esta es una reunión pública, así que 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.

AB 617 Shafter CERP At-A-Glance

On the following pages you will find the top air quality concerns as identified by the Shafter Community Steering Committee and the strategies developed to address those concerns. Please refer to the full CERP document to fully understand the community, the steering committee, the air quality challenges, the CERP strategies and other issues. This document is simply a very small snapshot of the larger document.

Trucks & Trains



Reduce idling of trucks by providing charging infrastructure

Replace trucks with zero and near zero emission trucks

More enforcement of anti-idling

Truck rerouting

Relace old diesel train equipment with cleaner equipment

Have electric cars for dial-a-ride service

Replace old school buses with zero and near zero emission buses

Older & High Polluting Cars



Host events to repair old high polluting car

Car sharing program

Train electrical vehicle mechanics

Replace old cars with electric or hybrid electric cars

More electric vehicle charging locations

Reduce cars idling through education

Agricultural Operations



Replace nut harvesting equipment with cleaner equipment

Replace ag equipment with cleaner equipment

Reduce exposure to pesticides

Promote practices that reduce dust and emissions from fields and dairies

Replace open burning with clean alternatives

Oil & Gas Operations



Encourage set-backs

Self-inspections at gas stations

Encourage new technology

Reduce flaring

Reduce emissions from operations

Increase inspections

Residential Burning



Replace old fireplaces and wood burning devices with cleaner devices

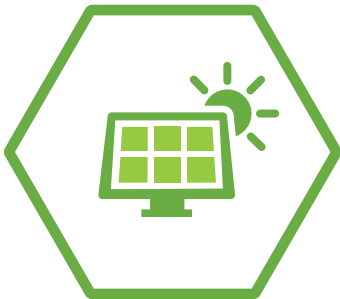
Reduce trash burning through enforcement

Reduce trash burning through education

Educate the public about wood burning

More enforcement of "No Burn" days

Install More Solar



Reduce Emissions from Restaurant Cooking



Land-Use/Industrial Development



Reduce high-speed rail construction emissions

Fund bike paths

Encourage things that reduce the need for cars

Work with the city, county and community on land use issues

Dust and Roads



Increase street sweeping

Fund road and sidewalk improvements

Industrial Processes



Reduce emissions from industries through regulations

Reduce emissions from industries through new incentives

Trees and Lawns



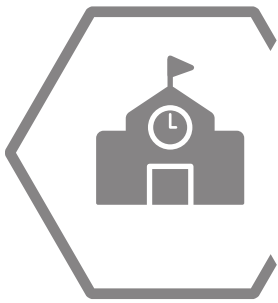
Replace old dirty home lawn care equipment

Replace old dirty commercial lawn care equipment

Install vegetative barriers

Plant more trees

Schools



Improve air filtration in schools

Increase school participation in "Healthy Air Living Shools" program

Indoor Air Quality



Promote weatherization programs for homes

Outreach



Educate the public about how they can protect themselves from poor air quality

Work with the community to bring more air quality funds to the community

Educate the public about air quality

AB 617 CERP de Shafter de un Vistazo

En las siguientes páginas encontrará las principales preocupaciones sobre la calidad del aire identificadas por el Comité Directivo de la Comunidad de Shafter y las estrategias desarrolladas para abordar esas preocupaciones. Consulte el documento completo del CERP para comprender completamente la comunidad, el comité directivo, los desafíos de la calidad del aire, las estrategias del CERP y otros temas. Este documento es simplemente una pequeña imagen del documento más grande.

Camiones y Trenes



Reducir camiones con motores encendidos mientras estacionados al proveer infraestructura de carga

Desviación de camiones

Reemplazar camiones con camiones de cero o casi cero emisiones

Reemplazar equipos antiguos de trenes con equipo más nuevo

Reemplazar los autobuses escolares antiguos con autobuses de cero o casi cero emisiones

Más cumplimiento de motores encendidos mientras estacionados

Tener autos eléctricos para servicio dial-a-ride

Autos Antiguos y Altamente Contaminantes



Organizar eventos para reparar autos antiguos altamente contaminantes

Reemplazar autos antiguos con autos eléctricos o híbridos

Programa para autos compartidos

Más ubicaciones de carga de vehículos eléctricos

Entrenar mecánicos sobre vehículos eléctricos

Reducir los vehículos con motores encendidos mientras estacionados a través de la educación

Operaciones Agrícolas



Reemplazar el equipo de recolección de nueces con equipo menos contaminante

Reducir la exposición a pesticidas

Promover prácticas que reduzcan el polvo y las emisiones de campos y lecherías

Reemplazar equipo agrícola con equipo menos contaminante

Reemplazar la quema al aire libre con alternativas limpias

Operaciones de Petr6leo y Gas



Animar contratiempos

Autoinspecciones en gasolineras

Animar las nuevas tecnologías

Reducir llamaradas

Reducir las emisiones de las operaciones

Aumentar inspecciones

Quema Residencial



Reducir la quema de basura a trav6s de la educaci6n

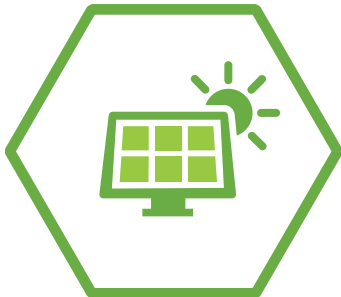
Reducir la quema de basura a trav6s del cumplimiento

Reducir la quema de basura a trav6s de la educaci6n

Educar al p6blico sobre la quema de leña

M6s cumplimiento en los días de "No Quemar"

Instalar M6s Solar



Reducir las Emisiones de la Cocina en Restaurantes



Desarrollo de Uso de Suelo/Industria



Reducir las emisiones de la construcci6n del tren de alta velocidad

Financiar carriles de bicicletas

Alentar cosas que reduzcan las necesidades de autom6viles

Trabajar con la ciudad, el condado y la comunidad en cuestiones de uso de suelo

Polvo y Carreteras



Aumentar el barrido de calles

Financiar mejoramiento de carreteras y aceras

Procesos Industriales



Reducir las emisiones de las industrias a través de regulaciones

Reducir las emisiones de las industrias a través de nuevos incentivos

Árboles y Césped



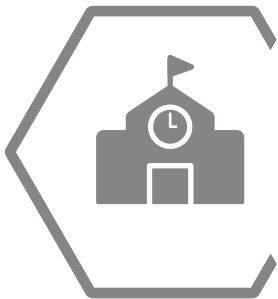
Reemplazar el equipo antiguo y contaminante para el cuidado de césped residencial

Reemplazar el equipo antiguo y contaminante para el cuidado de césped comercial

Instalar barreras vegetativas

Plantar más árboles

Escuelas



Mejorar la filtración de aire en las escuelas

Aumentar la participación escolar en el programa "Healthy Air Living Schools"

Calidad del Aire Interior



Promover programas de climatización para hogares

Alcance



Educar al público sobre cómo pueden protegerse de la mala calidad del aire

Trabajar con la comunidad para traer más fondos de calidad del aire a la comunidad

Educar al público sobre la calidad del aire



AB 617 Shafter Steering Committee Membership

Applicant Info

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

E-mail Address _____ Primary Phone _____

Community Involvement

Community Involvement *(check all that apply)* **Home Address within Boundary**

Resident of community _____

Own, manage, or directly represent business in community
Name _____
Address _____

Locally-based business association
(Association's address must be within boundary)
Name _____
Address _____

Work at business in community
(Representing self, not business)
Name _____
Address _____

Please provide name of Entity/Agency

Local Government Name _____

Health Care, School Association or Faith-based Name _____

Local Community-based Environmental Justice Organization Name _____

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. These statements may be posted on the AB 617 website as part of the community steering committee member page.

Verify

Being a member of this Steering Committee will require commitment, participation and attendance at regular meetings. If selected for the community steering committee, limited personal information (excluding contact details) may be shared with the public and posted on the AB 617 website.

By signing this application, I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature _____ Date _____

Submit

Submit application to: AB617@valleyair.org **Or by mail to:** San Joaquin Valley Air Pollution Control District
(Digital or wet signatures are accepted) Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



Membresía para el Comité Directivo de la Comunidad AB 617 de Shafter

Información del Solicitante

Nombre y Apellido _____

Dirección de Envío _____

Ciudad _____

Estado _____

Código Postal _____

Correo Electrónico _____

Teléfono Principal _____

Participación en la Comunidad

Participación en la Comunidad

(marque todo lo que corresponda)

Residente de comunidad _____

Poseer, administrar o representar directamente negocio en la comunidad

Asociación empresarial local
(La dirección de la asociación debe estar dentro del límite)

Trabajar en negocio en la comunidad
(En representación de uno mismo, no de negocios)

Gobierno local

Atención médica, asociación escolar o basada en la fe

Organización local de justicia ambiental basada en la comunidad

Domicilio dentro del límite

Proporcione el nombre del negocio Y la dirección dentro del límite

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Proporcione el nombre de la entidad/agencia

Nombre _____

Nombre _____

Nombre _____

Explique brevemente su participación con la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.

Verificar

Ser miembro de este Comité Directivo requerirá compromiso, participación y asistencia a las reuniones regulares. Si es seleccionado para el comité directivo de la comunidad, la información personal limitada (excluyendo los detalles de contacto) puede compartirse con el público y publicarse en el sitio web de AB 617.

Al firmar esta solicitud, certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Firma _____

Fecha _____

Enviar

Enviar solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o a mano)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



AB 617 Community Steering Committee Application for Alternates

Applicant Info

Applying to be an ALTERNATE for: _____

For the community of (select one): Shafter South Central Fresno Stockton Arvin/Lamont

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

E-mail Address _____ Primary Phone _____

Community Involvement

Community Involvement (check all that apply) Home Address within Boundary

Resident of community _____

Please Provide Name of Business AND Corresponding Address within Boundary

Own, manage, or directly represent business in community
Name _____
Address _____

Locally-based business association
(Association's address must be within boundary)
Name _____
Address _____

Work at business in community
(Representing self, not business)
Name _____
Address _____

Please provide name of Entity/Agency

Local Government Name _____

Health Care, School Association or Faith-based Name _____

Local Community-based Environmental Justice Organization Name _____

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. *These statements may be posted on the AB 617 website as part of the community steering committee member page.*

Verify

As an alternate member of this Steering Committee I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature of Alternate Member _____ **Date** _____

As the primary member, I hereby certify and agree to have the above named individual serve as my alternate for this Community Steering Committee.

Signature of Primary Member _____ **Date** _____

Submit

Submit application to: AB617@valleyair.org **Or by mail to:** San Joaquin Valley Air Pollution Control District
(Digital or wet signatures are accepted) Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



Solicitud para Suplentes del Comité Directivo Comunitario de AB 617

Información del Solicitante

Solicitando ser SUPLENTE para: _____

Para la comunidad de (seleccione uno): Shafter Centro-Sur Fresno Stockton Arvin/Lamont

Primer Nombre y Apellido _____

Dirección Postal _____ Ciudad _____ Estado _____ Código Postal _____

Correo Electrónico _____ Teléfono Primario _____

Participación en la Comunidad

Participación en la comunidad (marque todo lo que corresponda)

Residente de la comunidad

Dueño, Administrador o Representante Directamente Negocios en la Comunidad

Asociación Empresarial Local
(La dirección de la asociación debe estar dentro de los límites)

Trabajo en un Negocio en la Comunidad
(En representación de uno mismo, no un negocio)

Gobierno Local

Cuidado de la Salud, Asociación Escolar o Basado en la Fe

Organización Local de Justicia Ambiental Basada en la Comunidad

Dirección Dentro de Límites

Nombre del Negocio Y la Dirección Correspondiente Dentro de los Límites

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre de la Entidad/Agencia

Nombre _____

Nombre _____

Nombre _____

Explique brevemente su participación en la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. *Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.*

Verify

Como miembro suplente de este Comité Directivo certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Como miembro principal, certifico y acepto que la persona mencionada anteriormente sirva como mi suplente para este Comité Directivo de la Comunidad.

Firma de la Miembro Suplente

Fecha

Firma de la Miembro Principal

Fecha

Someter

Someter solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o con pluma)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: Solicitud del Comité Directivo AB617
1990 East Gettysburg Ave., Fresno, CA 93726-0244

State of California
AIR RESOURCES BOARD

AB 617 Community Air Protection Program –
Community Emissions Reduction Program for Shafter

Resolution 20-06

February 13, 2020

Agenda Item No.: 20-3-1

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the California Air Resources Board (CARB or Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, California's air quality programs have led to significant public health improvements; however, certain communities continue to experience environmental and health inequities from air pollution;

WHEREAS, many of these communities are affected by multiple stationary, area, and mobile sources of air pollution and suffer disproportionate health impacts;

WHEREAS, the high cumulative exposure burdens in these communities are a public health concern, contributing to health conditions such as cardiorespiratory disease, increased cancer risk, and an increased risk of premature death;

WHEREAS, expedited emission reductions of toxic air contaminants (TACs) and criteria air pollutants in communities with high cumulative exposure burdens are critical to reduce these disproportionate health impacts;

WHEREAS, Assembly Bill (AB) 617 (C. Garcia, Statutes of 2017, chapter 136) added sections 39607.1, 40920.8, 42411, 42705.5, 44391.2 and amended sections 40920.6, 42400, 42402 in the Health and Safety Code, requiring a new community-focused program to address criteria air pollutants and toxic air contaminants;

WHEREAS, AB 617 is a significant step in transforming California's air quality programs to address air pollution disparities at the neighborhood level;

WHEREAS, the Legislature has demonstrated an ongoing commitment to improving air quality in California's most burdened communities through the allocation of nearly \$750 million to CARB, with subsequent distribution to local air districts, as "Community Air Protection" funds to reduce exposure in highly impacted communities;

WHEREAS, statute required CARB by October 1, 2018, to engage stakeholders through a robust public process to set overall Program requirements to reduce toxic air contaminant and criteria air pollutant emissions in communities with high cumulative

exposure, and select initial communities with high cumulative exposure burdens for the deployment of community air monitoring systems and/or the development of community emissions reduction programs;

WHEREAS, on September 27, 2018, CARB approved the *Community Air Protection Blueprint: For Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring* (Blueprint), which described criteria for the development of community emissions reduction programs by air districts, in conformance with the requirements of AB 617, and determined that the Blueprint and online Resource Center met statutory requirements for CARB to develop a monitoring plan and state strategy;

WHEREAS, statute requires that community emissions reduction programs be consistent with the state strategy;

WHEREAS on September 27, 2018, CARB selected the community of Shafter to develop a community emissions reduction program as one of ten initial communities;

WHEREAS, the San Joaquin Valley Air Pollution Control District (District) convened a steering committee comprised of Shafter community residents, non-profit organizations, businesses, and local government representatives and developed a community emissions reduction program to improve air quality in Shafter, titled "Shafter Community Emissions Reduction Program" (Program), included as Attachment A;

WHEREAS, the District conducted a public process to develop the Program over the course of a year including a series of 19 public meetings, including community steering committee meetings and workshops;

WHEREAS, the community has identified pesticide controls as of particular importance, requesting the inclusion of following pesticide emissions reduction measures: ban all untarped applications of 1,3-D in Shafter; reduce the annual township cap for 1,3-D in Shafter; require notices of intent for restricted pesticide applications and make them publicly available; prohibit aerial spraying for all pesticide toxic air contaminants; establish 24/7 one-mile buffer zones around sensitive receptor locations; and evaluate the toxicity of all carcinogenic and reproductive pesticide toxic air contaminants followed by identification of emission reduction and mitigation actions;

WHEREAS, the Department of Pesticide Regulation (DPR) has regulatory authority over pesticides in their pesticidal use, per section 39655 of the Health and Safety Code and section 14022 of the Food and Agricultural Code, some pesticides are also classified as TACs and so can be regulated as a TAC, and as smog-forming compounds as they become waste gases outside of their pesticidal use; State law establishes a system of overlapping authorities between pesticide and air regulators to address these complex problems;

WHEREAS, pesticide applicators are required to notify the County Agricultural Commissioner (CAC) prior to the use of restricted materials, while other pesticides are required to be reported after they have been applied; restricted materials are pesticides

deemed to have a higher potential to cause harm to public health, farm workers, domestic animals, honeybees, the environment, wildlife, or other crops compared to other pesticides and may, with certain exceptions, be purchased and used only by or under the supervision of a certified commercial or private applicator under a permit issued by the CAC;

WHEREAS, DPR regulations¹ provide minimum distance standards for certain agricultural pesticide applications near school sites, restrict days and hours of pesticide applications to school site closures, and require growers to provide written, annual notifications to school site administrators of all agricultural pesticides that may be used on fields within ¼ mile of a school site with no exceptions;

WHEREAS, DPR became actively involved with CARB, the District, and the community steering committee when pesticides were expressed as one of the top concerns in the community;

WHEREAS, DPR has committed to the following actions:

- Continue operation of the pesticide air monitoring past the conclusion of the CARB-DPR 2-year limited term monitoring collaboration;
- Explore options to expand pesticide air monitoring activities in the Shafter area;
- Work with Kern County Agricultural Commissioner's Office, CARB, the District, and the community steering committee to identify feasible options for the development and implementation of a suitable pesticide application notification system in the Shafter area;
- Develop regulations to reduce exposures to 1,3-D in ambient air;
- Work with local partners to identify and promote use of alternative agricultural practices in the Shafter area; and
- Promote the adoption and implementation of effective integrated pest management systems and practices and encourage Shafter groups to apply for Pest Management Alliance Grants to aid in this effort;

WHEREAS, CARB will continue to work with DPR to identify and implement efforts to address the effects of pesticide use within its authority;

WHEREAS, the District Governing Board approved the Program on September 19, 2019, and submitted it to CARB on September 30, 2019;

WHEREAS, CARB staff hosted a community meeting, coinciding with a community steering committee meeting, on November 4, 2019, to hear directly from the community steering committee and the public on the Program;

WHEREAS, local decisions that determine land use and traffic patterns impact exposure to air pollution, and in many impacted communities throughout the State, including Shafter, the proximity of emissions sources to nearby sensitive receptors like schools, homes, and day care centers exacerbates the cumulative exposure burden;

¹ California Code of Regulations, Title 3 (3CCR), sections 6690-6692 address agricultural pesticide applications near public K-12 schools and licensed child day care centers, collectively referred to as school sites.

WHEREAS, historic land use decisions have created disproportionate impacts in many communities throughout the State;

WHEREAS, the State has emphasized the importance of incorporating environmental justice into city and county planning to address existing and new environmental injustice through the passage of Senate Bill 1000 (Levy, Chapter 587, Statutes of 2016), requiring general plans to include environmental justice elements and policies, and the Governor's Office of Planning and Research's General Plan Guidelines;

WHEREAS, CARB staff reviewed the Program to determine whether it meets the criteria established in the Blueprint and considered the perspectives of the community steering committee members in developing recommendations to the Board;

WHEREAS, CARB staff have identified key strengths of the Program to highlight for future communities as well as specific aspects of the Program that will need further definition to support successful implementation in the areas of reduction strategies, pesticides and technical enhancements;

WHEREAS, aspects of the Program may change over implementation, including implementation timeframes, technical information, and strategy prioritization;

WHEREAS, staff has proposed that CARB approve the Shafter community emissions reduction program and direct CARB staff to work with the District and DPR to take actions to strengthen implementation as set forth in Attachment B: the Shafter Community Emissions Reduction Program Staff Report (Staff Report), released to the public on January 24, 2020;

WHEREAS, the District, CARB, DPR, and other agencies should continue to work with the community steering committee to expeditiously implement the Program, including measurable progress on the additional actions set forth in Attachment B prior to the first annual reporting due October 1, 2020;

WHEREAS, CARB's regulatory program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans has been certified by the Secretary for Natural Resources under Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA; Title 14, California Code of Regulations, section 15251 (d)), and CARB conducts its CEQA review according to this certified program (Title 17, California Code of Regulations, sections 60000-60008);

WHEREAS, staff has determined that the Proposed Project is exempt from CEQA under the following exemptions: (1) Title 14, California Code of Regulations, section 15061 ("Common Sense Exemption") as it can be seen with certainty and supported by the record evidence that there is no possibility that the activity in question may have a significant effect on the environment; (2) Title 14 California Code of Regulations, section 15308 ("Class 8" exemption: Actions Taken by Regulatory Agencies for Protection of the Environment) because the record evidence shows that the Proposed Project will enhance the environment by better protecting the public from health impacts associated with exposure to air pollution within the project area, the Proposed Project includes

procedures for protection of the environment and the Proposed Project does not relax any applicable standards; (3) Title 14, California Code of Regulations, section 15306 (“Class 6” exemption: Information Collection) because the record evidence shows that many of the Proposed Project’s implementing measures involve outreach and data collection from various parties to better hone particular efforts from implementing agencies in reducing localized pollution levels which may lead to actions by those agencies; and (4) Title 14 California Code of Regulations, section 15321 (“Class 21” exemption: Enforcement Actions by Regulatory Agencies) because the record evidence shows that the Proposed Project incorporates actions by implementing agencies to enforce permits from the districts or other entitlements for use issued, adopted or prescribed by applicable regulatory agencies or enforcement of laws, general rules, standards, objectives administered or adopted by regulatory agencies identified as implementing agencies in the Proposed Project.

Board Findings

WHEREAS, in consideration of the applicable statutory and Blueprint requirements, written and oral testimony provided by community members, the District, and other stakeholders, the Board finds that:

- the Program is a community emissions reduction program pursuant to AB 617;
- the Program was developed with the community steering committee in an open public process, in consultation with affected parties, through numerous public workshops, individual meetings, and other outreach efforts, and these efforts are expected to continue;
- the Program addresses key elements required in statute and the Blueprint and will benefit from additional actions to support successful implementation in the areas of reduction strategies and process; and
- the Program is exempt from CEQA under Title 14, California Code of Regulations, sections 15061, 15306, 15308 and 15321 for the reasons stated herein.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the Program as set forth in Attachment A pursuant to additional direction to CARB staff, DPR and the District subject to the following actions taking place as set forth in this Resolution:

- 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 in Attachment B on pages 8 and 9 and as modified by this Resolution, to do the following:
 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.
 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.
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.
 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.
 5. Continue to work together to identify additional actions related to the pesticide concerns identified by community steering committee members.
 6. Continue to collect and develop additional Shafter specific emissions information to build upon the current community-level inventory.
- 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.
 - 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.
 - 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.

BE IT FURTHER RESOLVED that the Board directs the District to submit annual reports to CARB by October 1 of each year beginning in 2020, developed in accordance with the Blueprint requirements, and including updates on the implementation of the Program and measurable progress made regarding the additional actions required in this Resolution. The report should be developed in collaboration with the community steering committee with steering committee input documented in the report.

BE IT FURTHER RESOLVED that CARB will develop a template for reporting back on implementation of the Program, which shall also include any additional strategies that have been identified. The template will include items included in the Blueprint requirements for annual reports, along with other specific actions called for in the Resolution.

BE IT FURTHER RESOLVED that the Board affirms the existing authority of CARB staff to review and interpret aspects of the community emissions reduction programs and delegates to the Executive Officer, or his or her designee, the authority to approve District changes to the Program, in a manner compliant with CEQA, that he or she deems necessary to enable effective implementation of the Program, provided that such changes are consistent with statute and the goals established by the Board. Staff shall

identify those changes when the Board receives an update on the annual report on the Program.

I hereby certify that the above is a true and correct copy of Resolution 20-6 as adopted by the California Air Resources Board.

/s/

Ryan Sakazaki, Board Clerk

Resolution 20-06

February 13, 2020

Identification of Attachments to the Board Resolution

Attachment A*: *Proposed Shafter community emissions reduction program, submitted to CARB on September 30, 2019*
https://ww2.arb.ca.gov/capp_2018_ad_cerps

Attachment B: *Shafter Community Emissions Reduction Program Staff Report*

***Attachment A is NOT attached to the proposed resolution; it is simply described on this page.**

Estado de California
Consejo de Recursos del Aire de California

AB 617 Programa de Protección del Aire en la Comunidad –
Programa de Reducción de Emisiones en la Comunidad de Shafter

Resolución 20-06

13 de febrero de 2020

Número de Artículo de la Agenda: 20-3-1

CONSIDERANDO QUE, las secciones 39600 y 39601 del Código de Salud y Seguridad autorizan al Consejo de Recursos del Aire de California (CARB o Consejo) a adoptar normas, reglas y regulaciones y para realizar los actos que sean necesarios para la ejecución adecuada de los poderes y deberes otorgados e impuestos al Consejo por ley;

CONSIDERANDO QUE, los programas de calidad del aire de California han llevado a mejoras significativas en la salud pública; sin embargo, ciertas comunidades continúan experimentando inequidades ambientales y de salud debido a la contaminación del aire.;

CONSIDERANDO QUE, muchas de estas comunidades se ven afectadas por múltiples fuentes estacionarias, de área y móviles de contaminación del aire y sufren impactos desproporcionados en la salud;

CONSIDERANDO QUE, las altas cargas de exposición acumulada en estas comunidades son un problema de salud pública, ya que contribuyen a afecciones de salud como enfermedades cardiorrespiratorias, un mayor riesgo de cáncer y un mayor riesgo de muerte prematura;

CONSIDERANDO QUE, las reducciones expeditas de emisiones de contaminantes tóxicos del aire (TAC) y contaminantes atmosféricos de criterio en comunidades con altas cargas de exposición acumulativa son críticas para reducir estos impactos desproporcionados en la salud;

CONSIDERANDO QUE, El proyecto de ley de la Asamblea (AB) 617 (C. García, Estatutos de 2017, capítulo 136) agregó las secciones 39607.1, 40920.8, 42411, 42705.5, 44391.2 y modificó las secciones 40920.6, 42400, 42402 en el Código de Salud y Seguridad, que requieren un nuevo programa centrado en la comunidad para abordar criterios de contaminantes del aire y contaminantes tóxicos del aire;

CONSIDERANDO QUE, AB 617 es un paso significativo en la transformación de los programas de calidad del aire de California para abordar las disparidades de contaminación del aire a nivel de vecindario;

CONSIDERANDO QUE, la Legislatura ha demostrado un compromiso continuo para mejorar la calidad del aire en las comunidades más agobiadas de California a través de la asignación de casi \$ 750 millones a CARB, con posterior distribución a los

distritos de aire locales, como fondos de "Protección del Aire en la Comunidad" para reducir la exposición en comunidades altamente impactadas;

CONSIDERANDO QUE, El estatuto requería que CARB antes del 1 de octubre de 2018, involucrara a las partes interesadas a través de un proceso público sólido para establecer los requisitos generales del Programa para reducir las emisiones

contaminantes tóxicas del aire y los emisiones de los criterios contaminantes del aire en comunidades con altos niveles acumulativos exposición, y seleccionar comunidades iniciales con altas cargas de exposición acumulativa para el despliegue de sistemas de monitoreo del aire en la comunidad y / o el desarrollo de programas de reducción de emisiones en la comunidad;

CONSIDERANDO QUE, el 27 de septiembre de 2018, CARB aprobó el *Plan Marco de la Protección del Aire en la Comunidad: Para Seleccionar a las Comunidades, Preparar los Programas de Reducción de Emisiones en las Comunidades, Identificar las Estrategias Estatales y Monitorear el Aire de las Comunidades* (Plan Marco), que describe los criterios para el desarrollo de programas de reducción de emisiones en la comunidad por distritos de aire, de conformidad con los requisitos de AB 617, y determinó que el Plan Marco y el Centro de Recursos en línea cumplieron con los requisitos legales para que CARB desarrolle un plan de monitoreo y una estrategia estatal;

CONSIDERANDO QUE, el estatuto requiere que los programas de reducción de emisiones en la comunidad sean consistentes con la estrategia estatal;

CONSIDERANDO QUE, el 27 de septiembre de 2018, CARB seleccionó a la comunidad de Shafter para desarrollar un programa de reducción de emisiones en la comunidad como una de las diez comunidades iniciales;

CONSIDERANDO QUE, El Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito) convocó a un comité directivo compuesto por residentes de la comunidad de Shafter, organizaciones sin fines de lucro, empresas y representantes del gobierno local y desarrolló un programa de reducción de emisiones en la comunidad para mejorar la calidad del aire en Shafter, titulado "Programa de Reducción de Emisiones en la Comunidad de Shafter "(Programa), incluido como Anexo A;

CONSIDERANDO QUE, el Distrito llevó a cabo un proceso público para desarrollar el Programa en el transcurso de un año, que incluyó una serie de 19 reuniones públicas, incluidas reuniones y talleres del comité directivo de la comunidad;

CONSIDERANDO QUE, la comunidad ha identificado los controles de pesticidas como de particular importancia, solicitando la inclusión de las siguientes medidas de reducción de emisiones de pesticidas: prohibir todas las aplicaciones sin interrupción de 1,3-D en Shafter; reducir el límite anual del municipio para 1,3-D en Shafter; requerir avisos de intención para aplicaciones restringidas de pesticidas y hacerlos disponibles públicamente; prohibir la fumigación aérea de todos los contaminantes tóxicos del aire para pesticidas; establecer zonas de amortiguamiento de una milla las 24 horas, los 7 días de la semana, alrededor de ubicaciones sensibles de receptores y evaluar la toxicidad de todos los contaminantes tóxicos del aire cancerígenos y reproductivos seguido de la identificación de reducción de emisiones y acciones de

mitigación;

CONSIDERANDO QUE, el Departamento de Regulación de Pesticidas (DPR) tiene autoridad reguladora sobre los pesticidas en su uso de pesticidas, según la sección 39655 del Código de Salud y Seguridad y la sección 14022 del Código de Alimentos y Agricultura, algunos pesticidas también se clasifican como TAC y, por lo tanto, pueden regularse como un TAC, y como compuestos formadores de smog a medida que se convierten en gases residuales fuera de su uso de pesticidas; La ley estatal establece un sistema de autoridades superpuestas entre los pesticidas y los reguladores del aire para abordar estos problemas complejos;

CONSIDERANDO QUE, los aplicadores de pesticidas deben notificar al Comisionado Agrícola del Condado (CAC) antes del uso de materiales restringidos, mientras otros pesticidas deben informarse después de que se hayan aplicado; los materiales restringidos son pesticidas que se considera que tienen un mayor potencial para causar daños a la salud pública, a los trabajadores agrícolas, a los animales domésticos, a las abejas melíferas, al medio ambiente, a la vida silvestre u otros cultivos en comparación con otros pesticidas y, con ciertas excepciones, solo pueden ser comprados y utilizados o bajo la supervisión de un aplicador comercial o privado certificado bajo un permiso emitido por el CAC;

CONSIDERANDO QUE, Las regulaciones¹ del DPR brindan estándares de distancia mínima para ciertas aplicaciones de pesticidas agrícolas cerca de los sitios escolares, restringen los días y las horas de aplicaciones de pesticidas al cierre de los sitios escolares, y requieren que los productores envíen notificaciones anuales por escrito a los administradores del sitio escolar de todos los pesticidas agrícolas que se pueden usar en los campos dentro de ¼ de milla de un sitio escolar sin excepciones

CONSIDERANDO QUE, DPR se involucró activamente con CARB, el Distrito y el comité directivo de la comunidad cuando los pesticidas se expresaron como una de las principales inquietudes de la comunidad;

CONSIDERANDO QUE, DPR se ha comprometido a las siguientes acciones:

- Continuar la operación del monitoreo de pesticidas en el aire después de la conclusión de la colaboración de monitoreo de CARB-DPR de término limitado de 2 años;
- Explorar opciones para expandir las actividades de monitoreo de pesticidas en el aire en el área de Shafter;
- Trabajar con la Oficina del Comisionado Agrícola del Condado de Kern, CARB, el Distrito y el comité directivo de la comunidad para identificar opciones viables para el desarrollo e implementación de un sistema adecuado de notificación de aplicación de pesticidas en el área de Shafter;
- Desarrollar regulaciones para reducir las exposiciones a 1,3-D en el aire ambiente;
- Trabajar con socios locales para identificar y promover el uso de prácticas agrícolas alternativas en el área de Shafter; y
- Promover la adopción e implementación de sistemas y prácticas eficaces de manejo integrado de plagas y alentar a los grupos de Shafter a solicitar subvenciones de la Alianza para el Manejo de Plagas para ayudar en este esfuerzo;

CONSIDERANDO QUE, CARB continuará trabajando con DPR para identificar e implementar esfuerzos para abordar los efectos del uso de pesticidas dentro de su autoridad;

CONSIDERANDO QUE, el Consejo de Gobierno del Distrito aprobó el Programa el 19 de septiembre de 2019 y lo presentó a CARB el 30 de septiembre de 2019;

CONSIDERANDO QUE, el personal de CARB organizó una reunión comunitaria, coincidiendo con una reunión del comité directivo de la comunidad, el 4 de noviembre de 2019, para escuchar directamente del comité directivo de la comunidad y del público sobre el Programa;

CONSIDERANDO QUE, las decisiones locales que determinan el uso del terreno y los patrones de tráfico impactan la exposición a la contaminación del aire, y en muchas comunidades afectadas en todo el estado, incluido Shafter, la proximidad de las fuentes de emisiones a receptores sensibles cercanos como escuelas, hogares y guarderías exacerba la carga de exposición acumulativa;

CONSIDERANDO QUE, las decisiones históricas sobre el uso del terreno han creado impactos desproporcionados en muchas comunidades en todo el estado;

CONSIDERANDO QUE, el Estado ha enfatizado la importancia de incorporar la justicia ambiental en la planificación de la ciudad y el condado para abordar la injusticia ambiental existente y nueva a través de la aprobación del Proyecto de Ley 1000 del Senado (Levy, Capítulo 587, Estatutos de 2016), que requiere planes generales para incluir elementos y políticas de justicia ambiental y Directrices del Plan General de la Oficina de Planificación e Investigación del Gobernador;

CONSIDERANDO QUE, el personal de CARB revisó el Programa para determinar si cumple con los criterios establecidos en el Plan Marco y consideró las perspectivas de los miembros del comité directivo de la comunidad al desarrollar recomendaciones para el Consejo;

CONSIDERANDO QUE, el personal de CARB ha identificado las fortalezas clave del Programa para resaltar para las comunidades futuras, así como los aspectos específicos del Programa que necesitarán una definición adicional para apoyar la implementación exitosa en las áreas de estrategias de reducción, pesticidas y mejoras técnicas;

¹ El Código de Regulaciones de California, Título 3 (3CCR), secciones 6690-6692 aborda las aplicaciones de pesticidas agrícolas cerca de las escuelas públicas K-12 y guarderías con licencia, denominadas colectivamente como sitios escolares.

CONSIDERANDO QUE, los aspectos del programa pueden cambiar con respecto a la implementación, incluidos los plazos de implementación, la información técnica y la priorización de la estrategia;

CONSIDERANDO QUE, el personal ha propuesto que CARB apruebe el programa de reducción de emisiones en la comunidad de Shafter y dirija al personal de CARB a trabajar con el Distrito y el DPR para tomar medidas para fortalecer la implementación como se establece en el Anexo B: Informe del Personal del Programa de Reducción de Emisiones en la Comunidad de Shafter (Informe del Personal) lanzado al público el 24 de enero de 2020;

CONSIDERANDO QUE, el Distrito, CARB, DPR y otras agencias deben continuar trabajando con el comité directivo de la comunidad para implementar rápidamente el Programa, incluido el progreso medible en las acciones adicionales establecidas en el Anexo B antes del primer informe anual que vence el 1 de octubre de 2020;

CONSIDERANDO QUE, el programa regulatorio de CARB que involucra la adopción, aprobación, enmienda o derogación de estándares, reglas, regulaciones o planes ha sido certificado por el Secretario de Recursos Naturales bajo la sección 21080.5 del Código de Recursos Públicos de la Ley de Calidad Ambiental de California (CEQA; Título 14, Código de Regulaciones de California, sección 15251 (d)), y CARB realiza su revisión CEQA de acuerdo con este programa certificado (Título 17, Código de Regulaciones de California, secciones 60000-60008);

CONSIDERANDO QUE, el personal ha determinado que el Proyecto Propuesto está exento de CEQA bajo las siguientes exenciones: (1) Título 14, Código de Regulaciones de California, sección 15061 ("Exención de sentido común") como se puede ver con certeza y respaldado por la evidencia de que no hay posibilidad de que la actividad en cuestión pueda tener un efecto significativo en el medio ambiente; (2) Título 14 del Código de Regulaciones de California, sección 15308 (exención de "Clase 8": Acciones tomadas por agencias reguladoras para la protección del medio ambiente) porque la

evidencia de registro muestra que el Proyecto Propuesto mejorará el medio ambiente al proteger mejor al público de la salud impactos asociados con la exposición a la contaminación del aire dentro del área del proyecto, el Proyecto Propuesto incluye procedimientos para la protección del medio ambiente y el Proyecto Propuesto no relaja ninguna norma aplicable; (3) Título 14, Código de Regulaciones de California, sección 15306 (exención de "Clase 6": Recopilación de información) porque la evidencia del registro muestra que muchas de las medidas de implementación del Proyecto Propuesto incluyen divulgación y recopilación de datos de varias partes para perfeccionar mejor los esfuerzos particulares de implementar agencias para reducir los niveles de contaminación localizados que pueden conducir a acciones de esas agencias; y (4) Título 14 del Código de Regulaciones de California, sección 15321 (exención "Clase 21": Acciones de cumplimiento por parte de las agencias reguladoras) porque la evidencia de registro muestra que el Proyecto Propuesto incorpora acciones de las agencias implementadoras para hacer cumplir los permisos de los distritos u otros derechos para uso emitido, adoptado o prescrito por agencias reguladoras aplicables o cumplimiento de leyes, reglas generales, estándares, objetivos administrados o adoptados por agencias reguladoras identificadas como agencias implementadoras en el Proyecto Propuesto.

Resultados del Consejo

CONSIDERANDO QUE, en consideración de los requisitos legales y del Plan Marco aplicables, el testimonio escrito y oral proporcionado por los miembros de la comunidad, el Distrito y otras partes interesadas, el Consejo considera que:

- el Programa es un programa de reducción de emisiones en la comunidad de conformidad con AB 617;
- el Programa se desarrolló con el comité directivo de la comunidad en un proceso público abierto, en consulta con las partes afectadas, a través de numerosos talleres públicos, reuniones individuales y otros esfuerzos de divulgación, y se espera que estos esfuerzos continúen;
- el Programa aborda los elementos clave requeridos en el estatuto y el Plan Marco y se beneficiará de acciones adicionales para apoyar la implementación exitosa en las áreas de estrategias de reducción y proceso; y
- el Programa está exento de CEQA bajo el Título 14, Código de Regulaciones de California, secciones 15061, 15306, 15308 y 15321 por las razones establecidas en este documento.

AHORA, POR LO TANTO, SE RESUELVA que el Consejo aquí aprueba el Programa como se establece en el Anexo A de conformidad con las instrucciones adicionales para el personal de CARB, DPR y el Distrito sujeto a las siguientes acciones que tienen lugar como se establece en esta Resolución:

- El personal de CARB trabaja con el Distrito, el DPR y el comité directivo de la comunidad para tomar medidas adicionales para fortalecer la implementación, tal como se define en el Informe del Personal en el Anexo B en las páginas 8 y 9 y según lo modificado por esta Resolución, para hacer lo siguiente:
 1. Incluir un proceso para hacer ajustes a los montos de financiamiento de las medidas de incentivos basados en las discusiones y recomendaciones continuas del comité directivo de la comunidad, y continúe involucrando al comité en la priorización de las medidas de incentivos y la selección de proyectos.

2. Desarrollar y proporcionar criterios específicos para los montos de financiamiento del proyecto y la selección del proyecto, y aclare en las "Métricas para realizar un seguimiento del progreso" el proceso para ajustar las asignaciones cuando los proyectos tienen una baja o excesiva suscripción, incluidas las siguientes consideraciones:
 - Proporcionar fondos para el reemplazo de dispositivos de calefacción residencial de gas natural con bombas de calor eléctricas sin requisitos para el reemplazo de una chimenea o dispositivo de leña.
 - Proporcione suficiente flexibilidad para garantizar que la estrategia de reemplazo del vehículo de pasajeros pueda suscribirse por completo.
 - Proporcionar mecanismos y recursos para el mantenimiento continuo de los árboles como parte de la estrategia de urbanización ecológica.
 3. Actualizar los objetivos de reducción de emisiones a medida que haya nueva información disponible para las estrategias regulatorias y otras que aún no tienen beneficios definidos donde la cuantificación es factible.
 4. Considerar los impactos específicos de la exposición a 1,3-D en la comunidad de Shafter para informar el desarrollo de la reglamentación estatal de DPR para 1,3-D.
 5. Continuar trabajando juntos para identificar acciones adicionales relacionadas con las inquietudes de pesticidas identificadas por los miembros del comité directivo de la comunidad.
 6. Continuar recolectando y desarrollando información adicional de emisiones específicas de Shafter para construir sobre el inventario actual a nivel comunitario.
- DPR trabaja para implementar un estudio piloto para 1,3-D en Shafter e incluye métodos de mitigación que logran reducciones equivalentes a la cobertura de capa totalmente impermeable (TIF).
 - A solicitud y revisión de CARB, el Distrito actualiza la descripción técnica del Programa de las autoridades reguladoras sobre los pesticidas y los requisitos para que las notificaciones de pesticidas sean consistentes con el lenguaje del Estado contenido en el Informe del Personal y esta Resolución bajo la delegación administrativa proporcionada al Oficial de Control de la Contaminación del Aire.
 - El personal de CARB, el Distrito, el DPR y el comité directivo de la comunidad informan al Consejo semestralmente, o según lo indique el Consejo, sobre la implementación de estas acciones.

SE RESUELVE ADEMÁS que el Consejo ordena al Distrito que presente informes anuales a CARB antes del 1 de octubre de cada año a partir de 2020, desarrollado de acuerdo con los requisitos del Plan Marco e incluyendo actualizaciones sobre la implementación del Programa y el progreso medible realizado con respecto a las acciones adicionales requeridas en esta Resolución. El informe debe desarrollarse en colaboración con el comité directivo de la comunidad con los aportes del comité directivo documentados en el informe.

SE RESUELVE ADEMÁS que CARB desarrollará un modelo para informar sobre la implementación del Programa, que también incluirá cualquier estrategia adicional que

se haya identificado. El modelo incluirá elementos incluidos en los requisitos del Plan Marco para los informes anuales, junto con otras acciones específicas requeridas en la Resolución.

SE RESUELVE ADEMÁS que el Consejo afirma la autoridad existente del personal de CARB para revisar e interpretar aspectos de los programas de reducción de emisiones en la comunidad y delega al Oficial Ejecutivo, o su designado, la autoridad para aprobar los cambios del Distrito al Programa, de una manera que cumpla con CEQA , que él o ella considere necesario para permitir la implementación efectiva del Programa, siempre que dichos cambios sean consistentes con el estatuto y las metas establecidas por el Consejo. El personal identificará esos cambios cuando el Consejo reciba una actualización del informe anual sobre el Programa.

Por la presente certifico que lo anterior es una copia verdadera y correcta de la Resolución 20-6 adoptada por el Consejo de Recursos del Aire de California.

/s/

Ryan Sakazaki, Secretario del Consejo

Resolución 20-06

13 de febrero de 2020

Identificación de Anexos a la Resolución del Consejo

Anexo A*: *Programa de Reducción de Emisiones en la Comunidad de Shafter Propuesto, presentado a CARB el 30 de septiembre de 2019*
https://ww2.arb.ca.gov/capp_2018_ad Cerps

Anexo B: *Informe del Personal del Programa de Reducción de Emisiones en la Comunidad de Shafter*

*** El Anexo A NO se adjunta a la resolución propuesta; simplemente se describe en esta página.**

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>

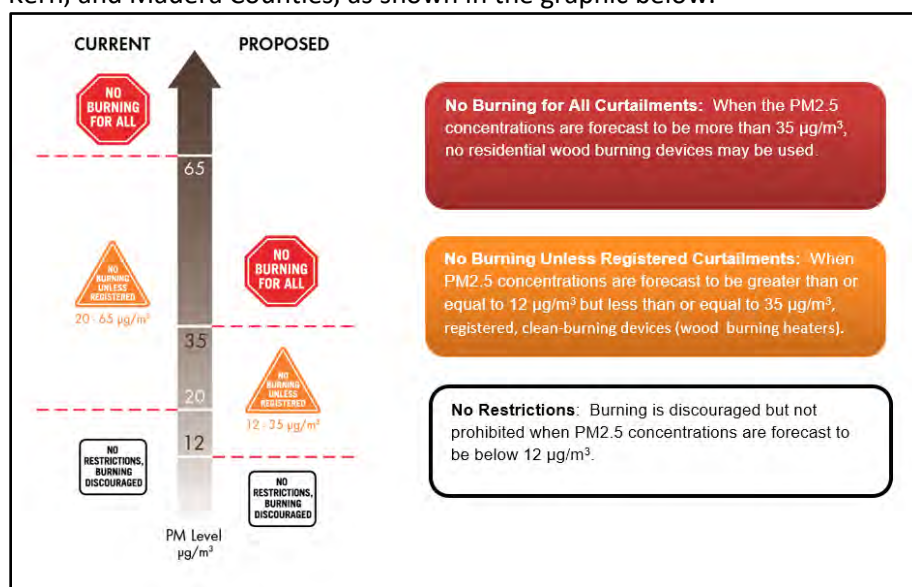
Control of Residential and Urban Sources

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/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 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.

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 puebras 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/currentrules/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 NOx, SOx, 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 NOx contenidos en la Regla 4354 requieren la instalación de la mejor tecnología de NOx 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 NOx 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)

Plantas 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.

Shafter Community Steering Committee Charter

1. Committee Objectives

The Shafter 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 that impact the Community, looking within the Community Boundaries and within reasonable distances outside of the Community Boundaries², and potential emission reductions and air quality improvements available, as a part of the development of committee recommendations to the District for their use in constructing the CERP and Air Quality Monitoring Plan for the Community. In examining sources determined to impact the community, the committee may also examine the impacts of those sources on residents and businesses near such sources, even when those residents and businesses are outside of the community boundaries, to the extent allowable and feasible under AB 617 and CARB's Blueprint. Committee objectives include identifying 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. The goal is for the Monitoring Plan to be adopted by the San Joaquin Valley Air District by July 2019 and the CERP by October 2019. 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:

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.

² The committee discussed a radius of 7 miles from the center of Shafter as the nominal limit for this examination.

- 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;
- targets and strategies; the enforcement plan; and metrics to track progress.

Government official committee members serve as 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. Residents must hold the majority of decision making positions on the Committee.

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.

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. 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 Air District, 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 at all meetings, 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.

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 Shafter 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 Shafter Community:

- **Adopt and support the principles of ensuring improved air quality in Shafter:**
 - 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 Shafter. 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 Shafter
 - 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 Shafter
- **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

Printed Name: _____ Date: _____

Signature: _____

Comunidad de Shafter

Carta Estatutaria del Comité Directivo

1. Objetivos del Comité

El Comité Directivo Comunitario de Shafter 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 que afectan a la Comunidad, buscando dentro de los Límites de la Comunidad y dentro de distancias razonables fuera de los Límites de la Comunidad², y posibles reducciones de emisiones y mejoras de la calidad del aire disponibles, como parte del desarrollo de las recomendaciones del comité al Distrito para su uso en la construcción de CERP y el Plan de Monitoreo de Calidad del Aire para la Comunidad. Al examinar las fuentes determinadas que impactan a la comunidad, el comité también puede examinar los impactos de esas fuentes en los residentes y negocios cerca de dichas fuentes, incluso cuando esos residentes y negocios están fuera de los límites de la comunidad, en la medida en que sea posible y factible según AB 617 y El Plan de CARB. Los objetivos del comité incluyen identificar 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 de 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. El objetivo es que el Plan de Monitoreo sea implementado por el Distrito del Aire del Valle de San Joaquín antes de julio de 2019 y que la Mesa Directiva del Distrito del Aire adopte el CERP antes de octubre de 2019. 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.

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.

² El comité discutió un radio de 7 millas desde el centro de Shafter como el límite nominal para esta examinación.

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:

- problemas de la comunidad y 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 comunitarios de reducción de emisiones;
- mecanismos para colaborar con otras agencias;
- enfoques para un alcance comunitario adicional;
- Otros temas de interés para el comité.

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. Los residentes deben ocupar la mayoría de los puestos de decisión en el Comité.

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.

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. 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 el Distrito del Aire, 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 en todas las reuniones 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.

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 de que todos los solicitantes participen en el Comité Directivo AB 617, según sea posible. Teniendo esto en cuenta, es preferible un comité grande que elimine 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 Potencial

Al firmar a continuación, acepto cumplir con todas las condiciones de la Carta Estatutaria del Comité Directivo de Shafter. 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 Shafter:

- **Adoptar y apoyar los principios para garantizar una mejor calidad del aire en Shafter:**
 - 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 Shafter. 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 Shafter
 - Uso de datos para informar análisis de desarrollo de estrategias
 - Seguimiento de 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 Shafter
- **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 positive, 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

Nombre en letra de molde: _____ Fecha: _____

Firma: _____

2019 Shafter Community Steering Committee Calendar

Meet the second Monday of each month
Shafter Veteran's Hall | 309 California Ave.
See community.valleyair.org for latest information



February

- AB 617 Committee Deadlines/Calendar Review
- Air Monitoring Plan Requirements
- Committee Discussion of Community Air Monitoring needs

March

- Community Emission Reduction Program (CERP) Requirements
- Committee Discussion of CERP components, emission reduction concepts

April

- Review draft Air Monitoring Plan
- Introduce early draft of CERP components/outline

May

- Committee finalize input on Air Monitoring Plan

June

- Review/discuss District's initial draft of CERP measures/concepts

July

- July 1 Deadline – District must implement initial Air Monitoring Plan
- Committee input on CERP

August

- Committee finalize input on CERP
- District update on Air Quality Monitoring Plan implementation

September

- Committee prep for September 19 presentation of CERP to District Board
- September 19, District Governing Board must adopt CERP

October, and continuing

- October 1 Deadline – District Governing Board must forward CERP to CARB
- Committee input on, assistance with, implementation of CERP and Monitoring Plan

In addition to above meetings/main topics, may also consider potential need for additional agenda items and meetings:

- Discussion of Mobile Source Concerns and Opportunities (heavy duty trucks, passenger vehicles, locomotives)
- Discussion of Stationary Sources Concerns and Opportunities (oil and gas production, dairies, etc.)
- Community Clean Air Grant Opportunities (clean air vehicles, fireplaces, small businesses, clean green yard machine)
- Pesticides (Department of Pesticide Regulation)
- Community Development/Land Use (city/county)
- Saturday extended training sessions to provide more in-depth information on general air quality, health effects, and other subjects of interest to the Steering Committee

Calendario del Comité Directivo Comunitario 2019 de Shafter

Se reúne el segundo lunes de cada mes

Sala de Veteranos de Shafter | 309 California Ave.

Para más información visite community.valleyair.org



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Febrero

- Fechas Límite del Comité de AB 617/Revisión del Calendario
- Requisitos del Plan de Monitoreo del Aire
- Discusión del Comité de las necesidades de Monitoreo del Aire de la Comunidad

Marzo

- Requisitos del Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés)
- Discusión del Comité de los componentes del CERP, conceptos de reducción de emisiones

Abril

- Revisión del borrador del Plan de Monitoreo del Aire
- Presentar el borrador inicial de los componentes/descripción del CERP

Mayo

- Comité finaliza el aporte sobre el Plan de Monitoreo del Aire

Junio

- Revisar/discutir el borrador inicial del Distrito de las medidas/conceptos del CERP

Julio

- 1º de julio Fecha Límite – El Distrito debe implementar el Plan de Monitoreo del Aire inicial
- Aporte del Comité sobre el CERP

Agosto

- Comité finaliza el aporte sobre el CERP
- Reporte del Distrito sobre la implementación del Plan de Monitoreo de la Calidad del Aire

Septiembre

- Preparación del Comité para la presentación del CERP el 19 de septiembre a la Mesa Directiva del Distrito
- 19 de septiembre, Mesa Directiva del Distrito debe adoptar el CERP

Octubre, y continuando

- 1º de octubre Fecha Límite – Mesa Directiva del Distrito debe enviar el CERP a CARB
- Aporte del Comité sobre, asistencia con, implementación del CERP y el Plan de Monitoreo

Además de las reuniones/temas principales mencionados arriba, también se puede considerar la necesidad potencial de temas para la agenda y reuniones adicionales:

- Discusión sobre Preocupaciones y Oportunidades de Fuentes Móviles (camiones pesados, vehículos de pasajeros, locomotoras)
- Discusión sobre las Preocupaciones y Oportunidades de Fuentes Estacionarias (producción de petróleo y gas, lecherías, etc.)
- Oportunidades de Subvenciones de Aire Limpio en la Comunidad (vehículos de aire limpio, chimeneas, pequeñas empresas, máquinas de jardinería menos contaminantes)
- Pesticidas (Departamento de Regulación de Pesticidas)
- Desarrollo Comunitario/Usos del Suelo (ciudad/condado)
- Sesiones de entrenamiento extendidas los sábados para brindar información más detallada sobre la calidad del aire en general, los efectos en la salud y otros temas de interés para el Comité Directivo

FREQUENTLY USED ACRONYMS

APCD - Air Pollution Control District

AQI - Air Quality Index

ARB - Air Resources Board

CAC - Citizens Advisory Committee

CCAA - California Clean Air Act

CEQA - California Environmental Quality Act

EPA - United States Environmental Protection Agency

ICE - Internal Combustion Engine

NAAQS - National Ambient Air Quality Standards

NO_x - Oxides of Nitrogen

NOV - Notice of Violation

O₃ - Ozone

PM - Particulate Matter

SIP - State Implementation Plan

tpd - Tons per Day

tpy - Tons per Year

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compound

GLOSSARY OF FREQUENTLY USED TERMS

carbon monoxide - a colorless, odorless gas emitted from combustion processes like mobile sources.

carpool - an arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others.

dry-seasoned wood - wood that has been dried to reduce the moisture content before its use.

emissions - substances, and especially pollutants, discharged into the air.

EPA - Environmental Protection Agency, federal agency in charge of creating and enforcing regulations to protect human health and the environment.

EPA certified device - wood heaters certified by the US EPA as meeting their emission standards.

exhaust - waste gases or air expelled from an engine, turbine, or other machine in the course of its operation.

idling - keep the engine of a vehicle running while parked.

inversion layer - a layer of the atmosphere in which there is a temperature inversion, with the layer tending to prevent the air below it from rising, thus trapping any pollutants that are present.

lead - it is a soft, malleable metal and is a chemical element in the carbon group.

manufactured wood logs - engineered wood made from the same hardwoods and softwood used to manufacture lumber.

nitrogen dioxide (NO₂) - it is one of a group of highly reactive gases known as “oxides of nitrogen” or “nitrogen oxides (NO_x).” NO₂ forms quickly from mobile and industrial sources and it contributes to the formation of ground-level ozone, and fine particle pollution.

nitrogen oxides (NO_x) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

particulate matter - also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles.

PM_{2.5} - is fine particulate matter 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires and wood-burning devices.

smog - fog or haze combined with smoke and other atmospheric pollutants.

sulfur dioxide - is a toxic gas with a strong, irritating smell. It is one of a group of highly reactive gases known as “oxides of sulfur.”

Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

wood pellet - a small capsule compacted with sawdust and other lumber waste. Burned to create a source of heat for residential homes.

SIGLAS DE USO FRECUENTE (por sus siglas en inglés)

APCD - Distrito del Control de la Contaminación del Aire

AQI - Índice de Calidad del Aire

ARB - Junta de Recursos del Aire

CAC - Comité Asesor de Ciudadanos

CCAA - Ley de Aire Limpio de California

CEQA - Ley de Calidad Ambiental de California

EPA - Agencia de Protección Ambiental de los Estados Unidos

ICE - Motor de Combustión Interna

NAAQS - Estándares Nacionales de la Calidad del Aire Ambiental

NOx - Óxidos de Nitrógeno

NOV - Aviso de Violación

O3 - Ozono

PM - Materia Particulada (Partículas)

SIP - Plan de Implementación del Estado

tpd - Toneladas por Día

tpy - Toneladas por Año

VMT - Millas Recorridas por Vehículos

VOC - Compuesto orgánico volátil

GLOSARIO DE TÉRMINOS DE USO FRECUENTE

monóxido de carbono - un gas incoloro e inodoro emitido por los procesos de combustión, como las fuentes móviles.

compartir el viaje - un acuerdo entre varias personas para hacer un viaje regular en un solo vehículo, generalmente cada persona toma turnos para conducir a los otros.

leña seca - leña que se ha secado para reducir el contenido de humedad antes de su uso.

emisiones - materia, especialmente los contaminantes descargados en el aire.

EPA - La Agencia de Protección Ambiental, es una agencia federal a cargo de crear y ejecutar regulaciones para proteger la salud humana y el medio ambiente.

aparato certificado por la EPA - aparatos de leña certificados por la EPA de los Estados Unidos cumpliendo con los estándares de emisiones.

escape - gases residuales o aire expulsado de un motor, turbina u otra máquina en el curso de su funcionamiento.

ralentí - mantener el motor encendido mientras el vehículo está estacionado.

inversión térmica - una capa en la atmósfera en donde hay una inversión térmica, con la capa impidiendo que el aire por debajo se eleve, atrapando contaminantes que estén presente.

plomo - es un metal suave, maleable y es un elemento químico en el grupo de carbono.

leños prefabricados - leña fabricada con madera dura y madera blanda.

dióxido de nitrógeno (NO₂) - es uno del grupo de gases altamente reactivos conocidos como "óxidos de nitrógeno (NO_x)". NO₂ se forma rápidamente de fuentes móviles e industriales y contribuye a la formación del ozono al nivel del suelo, y contaminación de partículas finas.

óxidos de nitrógeno (NO_x) - es un grupo de gases compuestos de nitrógeno y oxígeno. Dos de los óxidos de nitrógeno más comunes son el óxido nítrico (NO) y el dióxido de nitrógeno (NO₂).

ozono (O₃) - el ozono al nivel del suelo u ozono "malo" que no se emite directamente al aire, se crea por reacciones químicas entre los óxidos de nitrógeno (NO_x) y los compuestos orgánicos volátiles (VOC) en presencia de la luz solar.

partículas - también conocidas como contaminación de partículas (PM), es una mezcla compleja de partículas extremadamente pequeñas y gotas de líquido. La contaminación de partículas está formada por varios componentes, incluyendo los ácidos (como nitratos y sulfatos), químicos orgánicos, metales y polvo.

PM_{2.5} - son partículas finas de 2.5 micrómetros de diámetro y más pequeñas. Estas partículas pueden ser emitidas directamente de fuentes tales como incendios forestales y la quema de leña.

smog - neblina o calina combinada con humo y otros contaminantes atmosféricos.

dióxido de azufre - es un gas tóxico con un olor fuerte e irritante. Es uno del grupo de gases altamente reactivos conocidos como "óxidos de azufre".

Compuestos orgánicos volátiles (VOCs) - son un grupo grande de químicos basados en carbono que fácilmente se convierten en vapores o gases. Incluyen compuestos químicos artificiales y naturales.

combustible granulado - cápsulas pequeñas compactadas con serrín y otros desechos de madera. Estas capsulas son quemadas en estufas de leña para calentar el hogar.

Shafter Steering Committee Roster (as of April 6, 2021)

Primary Name	Alternate Name	Affiliation	Sector
Ezperanza Castelan			Resident
John Guinn			Resident
Socorro Guzman			Resident
Minerva Hernandez			Resident
Oscar Hernandez	<i>Mark Hanson</i>		Resident
Dora Hernandez-Jara			Resident
Maria Jaime			Resident
Phillip Jimenez			Resident
Angelica Lopez			Resident
Antonio Lopez			Resident
Maria Anabel Marquez			Resident
Lynnda Martin			Resident
Michele McManus			Resident
Martha Murrieta			Resident
Angie Nelson			Resident
David Piuser			Resident
Felipa Trujillo			Resident
Maribel Valle			Resident
Fermin Vargas Machuca			Resident
Edward Zacarias	<i>Mark Hanson</i>		Resident
Gustavo Aguirre Jr.		Central California Environmental Justice Network	EJ Advocate
Gabriela Gonzales		Latin Leaders of Kern County	EJ Advocate
Janet Herrera		Central California Asthma Collaborative	EJ Advocate
Byanka Santoyo		The Center on Race, Poverty & The Environment	EJ Advocate
Brad Tuck	<i>Raymond Rodriguez</i>	California Resources Corporation	Business in community
Ron Voit		Forever Board California Inc.	Business in community
Yolanda Alcantar	<i>Alexa Kolosky</i>	Kern County Works Department	Government Official
Mike James		City of Shafter	Government Official
Sal Moretti		Kern County Supervisors Office	Government Official
Cathy Prout		City of Shafter Mayor	Government Official
Facilitators			
Kim Danko		Institute for Local Government	
Erica Manuel		Institute for Local Government	
Hanna Stelmakhovych		Institute for Local Government	
Agency Staff			
Heather Heinks		Valley Air District	
Jaime Holt		Valley Air District	
Jessica Olsen	<i>Jason Lawler</i>	Valley Air District	
Maricela Velasquez		Valley Air District	
Cassandra Melching	<i>Nzong Xiong</i>	Valley Air District	
Brian Moore		California Air Resources Board	
Scott Wall		California Air Resources Board	

SHAFTER

Last Update

11/20/2018

First Name	Last Name	Self-Identified Community Involvement				Directly represent business or resident in community	Local government	Health care, school faith-based, other	Locally-based business associations	Local community-based environmental justice organizations
		Resident of community	Work in community	Own or manage business in community						
Gustavo	Aguirre		X		X					
Gustavo	Aguirre Jr.				X				X	
Scott	Clancy			X						
Michael	Dillenbeck					X				
Juan	Flores		x		X					
Tom	Franz	X	X	X			X			
Ezperanza	Garcia	X								
Clark	Goehring	X	X	X						
Gabriela	Gonzales		X		X					
John	Guinn	X	X	X						
Socorro	Guzman	X	X		X					
Lois	Henry				X					
Oscar	Hernandez	X								
Dora	Hernandez - Jara	X			X		X			
Jenny	Holtermann	X	X	X						
Scott	Hulbert	X	X	X	X	X		X		
Cameron	Hunter	X	X	X	X		X	X		
Maria	Jaime	X								
Phillip	Jimenez	X	X							
Ariana	Joven				X					
Angelica	Lopez	X	X		X					
Antonio	Lopez	X	X		X					
Abigail	Marguez	X								
Maria	Marquez	X	X		X					
Christopher	Marquez	X								
Lynnda	Martin	X	X		X					
Lupe	Martinez		X		X					
Mary	Mestas	X								
Sal	Moretti					X				
David	Piuser	X								
Cathy	Prout	X			X	X				
Willie	Rivera				X	X				
Leticia	Sanchez	X								
Byanka	Santoyo		X							
Felipa	Trujillo	X	X		X					
Brad	Tuck		X	X						
Refugio	Valencia		X		X					
Fermin	Vargas Machuca	X								
Ron	Voit			X						
Edward	Zacarias	X								

**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G18-CAPP-26
Grant #G19-CAPP-26
Report #3**

Appendix B

**South Central Fresno Community Steering Committee
Agendas and Support Materials from AB 617 Steering Committee Meetings**



South Central Fresno Agenda for Community Steering Committee Meeting #33

Wednesday, May 12, 2021 – 5:30 pm – 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>
Meeting ID: 982 5906 9963
Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Eric Payne, CSC Resident Member, Community Co-Host
- 5:45 p.m. Standing Updates**
School Buses and School Air Filtration
Fresno Unified School District
Valley Air District
Truck Rerouting and MOU
City of Fresno
Vegetative Barriers Subcommittee
Community Air Monitoring Subcommittee
- 6:15 p.m. 2021 Annual Planning Review**
Discuss next steps in annual planning process
Valley Air District Staff
Erica Manuel, Facilitator
- 6:25 p.m. Enforcement Update**
Review and discuss recent enforcement actions and efforts
Valley Air District Staff
CARB Staff
- 6:50 p.m. Wrap Up/Next Steps**
Next CSC Meeting: Discuss Best Date (June TCC Conflict)
Erica Manuel, Facilitator
- 6:55 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #33

Miércoles, 12 de mayo de 2021 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

ID de la Reunión: 982 5906 9963

Código de Acceso: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de acceso: 2378691#

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Eric Payne, Miembro Residente del Comité, Co-anfitrión Comunitario
- 5:45 p.m. Actualizaciones Permanentes**
Autobuses y Filtración del Aire de las Escuelas
Distrito Escolar Unificado de Fresno
Distrito del Aire del Valle
Desviación de Camiones y MOU
Ciudad de Fresno
Subcomité de Barreras Vegetativas
Subcomité de Monitoreo del Aire de la Comunidad
- 6:15 p.m. Repaso de Planificación Anual de 2021**
Discutir los próximos pasos en el proceso de planificación anual
Personal del Distrito del Aire del Valle
Erica Manuel, Facilitadora
- 6:25 p.m. Actualizaciones de Cumplimiento**
Repasar y discutir los recientes esfuerzos y acciones de cumplimiento
Personal del Distrito del Aire del Valle
Personal de CARB
- 6:50 p.m. Concluir/Próximos Pasos**
Próxima reunión del Comité Directivo: Discutir la Mejor Fecha (Conflicto con la Reunión del TCC de Junio)
Erica Manuel, Facilitadora
- 6:55 p.m. Comentario Público**

Aprende más: community.valleyair.org



South Central Fresno Agenda for Community Steering Committee Meeting #32

Wednesday, April 14, 2021 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

Meeting ID: 982 5906 9963

Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Lisa Flores, Community Co-Host
- 5:40 p.m. 2021 Annual Planning Review**
Discuss where we are in annual planning; solicit feedback for separate prioritization exercise and discussion meeting
Erica Manuel, Facilitator
- 5:50 p.m. Incentives Measures Allocation and Review**
In preparation for the prioritization exercise, District, CARB, and CSC will review the incentives measure allocations, spending to date, and spending timeframes.
Valley Air District Staff
CARB Staff
- 6:30 p.m. Update on AB 617 Implementation Budget Resources**
CARB & District will provide an overview on available resources and allocations
Valley Air District Staff
CARB Staff
- 6:45 p.m. Outreach Measures Feedback**
Feedback on O.1, O.2, and RB.2 on measure tracker and solicit CSC member feedback on upcoming town hall event
Valley Air District Staff
- 7:00 p.m. Standing Updates**
City of Fresno/District - Enhanced Coordination (MOU)
Air Monitoring
Subcommittees
 - Air Filtration
 - Vegetative BarriersCARB
- 7:20 p.m. Wrap Up/Next Steps**
Truck Reroute Subcommittee Meeting: Monday, April 19, 2021 via Zoom
Friday Night Live – Virtual Town Hall Meeting: Friday, April 30, 2021 via Zoom
Next Regular CSC Meeting: May 12, 2021 via Zoom
Strategic Planning Meeting: TBD after Doodle Poll
Erica Manuel, Facilitator
- 7:25 p.m. Public Comment**



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #32

Miércoles, 14 de abril de 2021 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09> ID

de la Reunión: 982 5906 9963

Código de Acceso: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210 – Código de acceso: 2378691#

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Lisa Flores, Co-anfitrión Comunitario
- 5:40 p.m. Revisión de Planificación Anual 2021**
Discutir dónde estamos en la planificación anual; solicitar comentarios sobre separar el ejercicio de priorización y la reunión de discusión
Erica Manuel, Facilitadora
- 5:50 p.m. Asignación y Revisión de las Medidas de Incentivos**
En preparación para el ejercicio de priorización, el Distrito, CARB y el Comité Directivo revisarán las asignaciones de medidas de incentivos, el gasto hasta la fecha y los plazos de gasto.
Personal del Distrito del Aire
Erica Manuel, Facilitadora
- 6:30 p.m. Actualización sobre los Recursos Presupuestarios de Implementación de AB 617**
CARB y el Distrito brindaran una descripción general de los recursos y asignaciones disponibles
Personal del Distrito del Aire del Valle
Personal de CARB
- 6:45 p.m. Comentarios Sobre las Medidas de Alcance**
Comentarios sobre O.1, O.2 y RB.2 en el informe de medidas y solicitar comentarios de los miembros del Comité Directivo sobre el próximo evento virtual
Personal del Distrito del Aire del Valle
- 7:00 p.m. Actualizaciones Permanentes**
Ciudad de Fresno/Distrito – Coordinación Mejorada (MOU)
Monitoreo del Aire
Subcomités
- Filtración de Aire
 - Barreras Vegetativas
- CARB
- 7:20 p.m. Concluir/Próximos Pasos**
Reunión del Subcomité de Desviación de Camiones: 19 de abril de 2021 por Zoom
Viernes en Vivo – Evento Virtual: 30 de abril de 2021 por Zoom
Próxima Reunión Regular del Comité Directivo: 12 de mayo de 2021 por Zoom
Reunión de Planificación Estratégica: Por determinar después de la encuesta
Erica Manuel, Facilitadora
- 7:25 p.m. Comentario Público**

AB 617 Incentive Funding

- Year 1 – AB 134 (Early Action Funding – District Wide):
 - \$75 million
 - Current liquidation deadline: 6/30/2021
 - Proposed expenditure deadline extension: 6/30/2023
- Year 2 – SB 856 (SC Fresno/Shafter CERP Implementation):
 - \$59.7 million
 - Current liquidation deadline: 6/30/2022
 - Proposed expenditure deadline extension: 6/30/2024
- Year 3 – AB 74 (Stockton/Arvin-Lamont CERP Implementation):
 - \$53.9 million
 - Current liquidation deadline: 6/30/2025

Financiamiento de Incentivos de AB 617

- Año 1 – AB 134 (Financiamiento de Acción Temprana - Todo el Distrito):
 - \$75 millones
 - Fecha límite de liquidación actual: 6/30/2021
 - Extensión propuesta del plazo de gastos: 6/30/2023
- Año 2 – SB 856 (Implementación del CERP de Centro-Sur Fresno/Shafter):
 - \$59.7 millones
 - Fecha límite de liquidación actual: 6/30/2022
 - Extensión propuesta del plazo de gastos: 6/30/2024
- Año 3 – AB 74 (Implementación del CERP de Stockton/Arvin-Lamont):
 - \$53.9 millones
 - Fecha límite de liquidación actual: 6/30/2025

**South Central Fresno
CERP Funding Obligations 4/8/21**

Measure #	Measure Description	Type of Unit	CERP Budget	Budgeted Units	Funds Obligated	Obligated Units	Program Plan
AG.1	Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)	Acres	\$375,000.00	700	\$12,000.00	1	CARB approved
C.1	Host Tune-In Tune-Up Events within Community	Vehicle Repairs	\$1,000,000.00	1250			Drafting
C.2	Enhanced Access/Outreach to Incentives through Drive Clean	Clean-air Vehicles	\$1,600,000.00	220			Drafting
C.5	Increased Educational Training for EV Mechanics	Training Events	\$75,000.00	5			In Review
CC.1	Incentives to reduce PM from commercial underfired charbroilers	Control Systems	\$1,200,000.00	8			Drafting
HD.1	Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology Trucks	Trucks	\$7,500,000.00	75			In Review
HD.2	Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)	Yard Trucks or TRUs	\$3,500,000.00	25			In Review
HD.3	Measures to Reduce Idling: Charging Plugs for Trucks	Charging plugs	\$100,000.00	33			Drafting
HD.4	Clean Fueling Infrastructure: Alternative Fuel Fueling Station	Alternative Fueling Stations	\$1,000,000.00	1			N/A
HD.7	Enhance Outreach and Access to Incentive Funding for New School Buses	School Buses	\$6,400,000.00	16	\$3,200,000.00	8	N/A
HD.9	Incentives for Locomotive to be re-allocated to different measures	Locomotives	\$5,200,000.00	2			N/A
HD.10	Incentives for Railcar Movers/Switchers	Switcher Locomotives	\$4,100,000.00	3			Drafting
HD.11	Heavy Duty Truck Rerouting	Traffic Study	\$500,000.00	1			CARB approved
LG.1	Replacement of Residential Lawn and Garden Equipment	Lawn & Garden Units	\$200,000.00	570	\$549.00	2	CARB approved
LG.2	Incentive Funding for Commercial Lawn and Garden Equipment	Lawn & Garden Units	\$75,000.00	60			CARB approved
PF.1	Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles	Vehicles	\$8,000,000.00	400			Drafting
RB.1	Provide Enhanced Incentives to Replace Wood Burning Devices	Devices	\$1,500,000.00	500			Drafting
SC.1	Air Filtration Systems in Community Schools	Filtration Systems	\$1,500,000.00	55			N/A
VB.1	Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	Vegetative Barriers / Urban Greening	\$1,000,000.00	TBD			In Review
Totals			\$44,825,000.00		\$3,212,549.00	11	

CARB Approved - self explanatory
In Review - submitted to CARB for review
Drafting - still drafting at District/CSC level
N/A - not required to have a program plan

Centro-Sur Fresno
Obligaciones de Financiación del CERP 4/8/21

Medida #	Descripción de la Medida	Tipo de Unidad	Presupuesto del CERP	Unidades Presupuestas	Fondos Obligados	Unidades Obligadas	Plan del Programa
AG.1	Proporcionar Incentivos para Alternativas a la Quema Agrícola (astillado/incorporación)	Acres	\$375,000.00	700	\$12,000.00	1	Aprobado por CARB
C.1	Organizar eventos de Tune-In Tune-Up dentro de la Comunidad	Reparaciones de Vehículos	\$1,000,000.00	1250			Preparando
C.2	Mejor Acceso/Alcance a Incentivos a través de Drive Clean	Vehículos de Aire Limpio/Menos Contaminantes	\$1,600,000.00	220			Preparando
C.5	Aumento en la Capacitación Educativa para Mecánicos de Vehículos Eléctricos	Eventos de Capacitación	\$75,000.00	5			En Reviso
CC.1	Incentivos para reducir las Partículas de Parrillas Comerciales	Sistemas de Control	\$1,200,000.00	8			Preparando
HD.1	Proporcionar Financiación de Incentivos Mejorados para Camiones con Tecnología de Cero o Casi Cero Emisiones	Camiones	\$7,500,000.00	75			En Reviso
HD.2	Despliegue de Camiones de Patio de Cero Emisiones y Unidades de Refrigeración de Camiones (TRUs)	Camiones de Patio o TRU	\$3,500,000.00	25			En Reviso
HD.3	Medidas para Reducir Motores Encendidos Mientras Estacionados: Enchufes de Carga para Camiones	Enchufes de Carga	\$100,000.00	33			Preparando
HD.4	Infraestructura de Abastecimiento de Combustible Limpio: Estación de Combustible Alternativo	Estaciones de Combustible Alternativo	\$1,000,000.00	1			N/A
HD.7	Alcance Mejorado y Acceso a la Financiación de Incentivos para los Nuevos Autobuses Escolares	Autobuses Escolares	\$6,400,000.00	16	\$3,200,000.00	8	N/A
HD.9	Incentivos para Locomotoras serán reasignados a diferentes medidas	Locomotoras	\$5,200,000.00	2			N/A
HD.10	Incentivos para Motores/Conmutadores de Vagones	Locomotoras de Cambio	\$4,100,000.00	3			Preparando
HD.11	Desviación de Camiones de Servicio Pesado	Estudio de Tráfico	\$500,000.00	1			Aprobado por CARB
LG.1	Reemplazo de Equipo de Césped y Jardín Residenciales	Unidades de Césped y Jardín	\$200,000.00	570	\$549.00	2	Aprobado por CARB
LG.2	Financiamiento de Incentivos para Equipo de Césped y Jardín Comerciales	Unidades de Césped y Jardín	\$75,000.00	60			Aprobado por CARB
PF.1	Alcance Mejorado y Acceso a Financiamiento de Incentivos para Vehículos de Flotillas Públicas	Vehículos	\$8,000,000.00	400			Preparando
RB.1	Proporcionar Incentivos Mejorados para Reemplazar los Aparatos que Queman Leña	Aparatos	\$1,500,000.00	500			Preparando
SC.1	Sistemas de Filtración de Aire en las Escuelas Comunitarias	Sistemas de Filtración	\$1,500,000.00	55			N/A
VB.1	Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación	Barreras Vegetativas / Ecologización Urbana	\$1,000,000.00	TBD			En Reviso
Totales			\$43,825,000.00		\$3,212,549.00	11	

Aprobado por CARB - Auto explicativo
En Reviso - Sometido a CARB para reviso
Preparando - Todavía se esta preparando al nivel del Distrito/Comité Directivo
N/A - Tener un plan del programa no es requerido

San Joaquin Valley Air Pollution Control District
Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

The District fulfills its mandates under AB 617 with the Program Components and Major Activities summarized in the table below (forecasted budget expenditures fiscal year 2021/22).

Program Component	Major Activities	Allocation
Community Air Monitoring	<ul style="list-style-type: none"> • Collaborating with Community Steering Committees to identify sources and locations of air pollution concerns in the community and develop a Community Air Monitoring Plan based on this information to support the implementation of the Community Emissions Reduction Program • Purchase and maintenance of air monitoring equipment • Coordination with owners of property where equipment will be placed, including any necessary contracts/agreements for rights to access and infrastructure improvements needed to power and secure equipment • Collection of air pollution data for both short- and long-term air quality at the community level to assess progress towards improved air quality • Combining real-time air monitoring data and laboratory measurements to provide information the air pollution impact caused by emissions sources in selected communities • Providing real-time air quality data to inform community members of current conditions within the community and support exposure reduction strategies by informing community's daily activities and school programs, and protect children during school activities • Development and maintenance of AB 617 community specific air monitoring webpages with real-time air quality data, historical air quality data, and weekly and quarterly air monitoring updates 	\$3,005,356

San Joaquin Valley Air Pollution Control District
 Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

Draft

<p>Community Emissions Reduction Programs</p>	<ul style="list-style-type: none"> • Working with the newest AB 617 selected community of Arvin/Lamont to develop a Community Emissions Reduction Program • Establish Community Steering Committees (CSC) in each of the selected AB 617 communities • Provide necessary training to CSC members their sources of air pollution in the community, including mobile and stationary source inventories • Work with the CSC to establish sources and locations of air pollution concerns and develop a suite of emissions and exposure reduction measures to address them • Compile the CSC recommended measures into a comprehensive Community Emissions Reduction Program (CERP) and present to District’s Governing Board for adoption, once adopted, forwarded to CARB’s Board for final approval • Work with the CSC to implement the numerous measures included in the adopted CERPs, including extensive discussions with the CSC regarding measure implementation, ongoing reporting of progress • Development of incentive project plans for a variety of incentive-based measures in accordance with Community Air Protection incentive guidelines to enable the District to make available AB 617 funding for community-driven clean air projects • Conducting significant regulatory work, with added focus on sources of concern in the communities • Conducting enhanced enforcement of local, District, and state regulations • Working extensively with CSC and partner agencies and organizations, such as CARB, State Department of Pesticide Regulation (DPR), City of Fresno, City of Shafter, City of Stockton, Councils of Governments (COGs), Office of Environmental Health Hazard Assessment (OEHHA), Pacific Gas and Electric, Grid Alternatives, Community Action Partnership 	<p>\$4,965,644</p>
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San Joaquin Valley Air Pollution Control District
Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

Draft

	of Kern, Tree Fresno, Tree Foundation of Kern, the Port of Stockton, and others on the development and implementation of CERP measures	
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San Joaquin Valley Air Pollution Control District
 Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

Draft

<p>Community Engagement</p>	<ul style="list-style-type: none"> • Monthly agenda setting meetings with CSC members to discuss topics for discussion at upcoming meetings • Evening community meetings on Zoom, streamed live on social media networks, held at least monthly • Real-time interpretation services in all necessary languages, including Spanish and American Sign Language • All meeting materials via a comprehensive website in all necessary languages • Hardcopy of all meeting materials sent via FedEx ahead of meetings to those who request, including to all monolingual Spanish speakers on CSCs • Comprehensive and dedicated websites for each AB 617 community with tools to view real-time air quality monitoring data and maps of emissions; steering committee meeting agendas, summaries, and videos; steering committee documents, and correspondence sent to CSC members and from CSC members to other members • Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view • Board-approved stipend program for volunteer resident members of AB 617 CSCs (subject to availability of state AB 617 funding and approved allocations in the District’s Budget), to help encourage sustained and meaningful community engagement • Weekly phone calls and text exchanges with our Spanish speaking CSC members to ensure they are engaged in the process • In response to the Governor’s COVID-19 shelter-in-place order in March 2020, the District was first region in state to transition to virtual CSC meetings beginning in April 2020, these virtual meetings have been well-attended by committee members as well as other community stakeholders, with a wide range of agenda topics covered and extensive participation by meeting attendees 	<p>\$2,541,569</p>
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San Joaquin Valley Air Pollution Control District
Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

Draft

	<ul style="list-style-type: none">• Understanding that some CSC members were limited in their ability to participate in the virtual meetings, and in coordination with community-based organizations, developed program to lend laptop computers and internet access to members of the CSC to allow full participation• Conducting targeted air quality-related outreach to promote available clean air programs, educate community regarding tools available to protect themselves during poor air quality episodes, and increase community engagement and participation in efforts to improve air quality• Additional community engagement needs identified on an ongoing basis	
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San Joaquin Valley Air Pollution Control District
 Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

Draft

<p>Implementation of Best Available Retrofit Control Technology (BARCT)</p>	<ul style="list-style-type: none"> • Ongoing analysis to review District rules to determine whether they meet BARCT • Expedited BARCT review required by AB 617 legislation, the process includes assessing 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 • Rulemaking process for Rules 4409 (Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities), 4455 (Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants), 4623 (Storage of Organic Liquids), 4624 (Transfer of Organic Liquids), 4702 (Internal Combustion Engines), and 4401 (Steam Enhanced Crude Oil Production Wells) to explore opportunities to enhance the stringency of these rules and to ensure the continued implementation of BARCT • Public process for BARCT evaluations for Rules 4694 (Wine Fermentation and Storage Tanks), 4603 (Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts), 4601 (Architectural Coatings), and 4566 (Organic Material Composting Operations) 	<p>\$1,366,634</p>
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San Joaquin Valley Air Pollution Control District
 Assembly Bill 617 Implementation Budget Expenditures (FY 2021/22)

Draft

<p>Emission Reporting Coordination</p>	<ul style="list-style-type: none"> • District conducts major work every year to update the criteria pollutant emissions inventory for all stationary sources and toxic pollutant inventory in accordance with the schedule established in the state’s Air Toxics Hot Spots regulation and under CARB’s new Criteria Air Pollutants and Toxic Air Contaminants Regulation (CTR) • Pursuant to CTR, significant new work will is required to outreach the new requirements and collect and validate additional information from existing and new source categories • Identify permitted facilities that are within the AB 617 communities • Geocoding permitted facilities (i.e. converting street addresses to coordinates and then verifying the locations) • Surveying District permitted facilities and processing the information submitted to the District • Working with facilities to ensure the information required has been received and complete • Processing inventory data including quality assurance of the final data before data are submitted to CARB • Compiling the emissions inventory data from the District’s databases for each permitted facilities within the selected communities • Interactive website mapping tools utilize the geocoding data and other spatially-based data to present the community-level emissions • Interactive maps indicate locations of sensitive receptors (schools, hospitals, care facilities) and locations to community emissions inventory 	<p>\$788,525</p>
<p>Total</p>		<p>\$12,667,728</p>

Distrito de Control de la Contaminación del Aire del Valle de San Joaquín
Gastos del Presupuesto de Implementación del Proyecto de Ley de la Asamblea
617 (Año Fiscal 2021/22)

El Distrito cumple con sus mandatos bajo AB 617 con los Componentes del Programa y las Actividades Principales resumidas en la tabla a continuación (gastos presupuestarios previstos para el año fiscal 2021/21).

Componente del Programa	Actividades Principales	Asignación
Monitoreo del Aire de la Comunidad	<ul style="list-style-type: none"> • Colaborar con los Comités Directivos de la Comunidad para identificar las fuentes y ubicaciones de los problemas de contaminación del aire en la comunidad y desarrollar un Plan de Monitoreo del Aire de la Comunidad basado en esta información para apoyar la implementación del Programa de Reducción de Emisiones de la Comunidad • Comprar y mantener el equipo de monitoreo del aire • Coordinación con los propietarios de la propiedad donde se colocará el equipo, incluyendo los contratos/acuerdos necesarios para los derechos de acceso y las mejoras de infraestructura necesarias para suministrar energía y asegurar el equipo • Recopilación de datos de contaminación del aire para la calidad del aire a corto y largo plazo a nivel de la comunidad para evaluar el progreso hacia una mejor calidad del aire • Combinar datos de monitoreo del aire en tiempo real y mediciones de laboratorio para proporcionar información sobre el impacto de la contaminación del aire causada por las fuentes de emisiones en comunidades seleccionadas • Proporcionar datos sobre la calidad del aire en tiempo real para informar a los miembros de la comunidad sobre las condiciones actuales dentro de la comunidad y apoyar las estrategias de reducción de la exposición al informar las actividades diarias de la comunidad y los programas escolares, y proteger a los niños durante las actividades escolares • Desarrollo y mantenimiento de páginas web de monitoreo de aire específicas de la comunidad AB 617 con datos de calidad del aire en tiempo real, datos históricos de calidad del aire y actualizaciones de monitoreo de aire semanales y trimestrales 	\$3,005,356

Borrador

<p>Programas Comunitarios de Reducción de Emisiones</p>	<ul style="list-style-type: none"> • Trabajar con la comunidad AB 617 más reciente seleccionada de Arvin/Lamont para desarrollar un Programa de Reducción de Emisiones Comunitarias • Establecer Comités Directivos Comunitarios (CSC, por sus siglas en inglés) en cada una de las comunidades AB 617 seleccionadas • Brindar la capacitación necesaria a los miembros del Comité Directivo sobre las fuentes de contaminación del aire en la comunidad, incluyendo los inventarios de fuentes móviles y estacionarias • Trabajar con el Comité Directivo para establecer las fuentes y ubicaciones de los problemas de contaminación del aire y desarrollar un conjunto de medidas de reducción de emisiones y exposición para abordarlos • Recopilar las medidas recomendadas por el Comité Directivo en un Programa de Reducción de Emisiones Comunitarias (CERP) integral y presentarlas a la Mesa Directiva del Distrito para su adopción, una vez adoptadas, remitidas a la Junta de CARB para su aprobación final • Trabajar con el Comité Directivo para implementar las numerosas medidas incluidas en el CERP adoptado, incluyendo discusiones extensas con el Comité Directivo con respecto a la implementación de la medida, e informes continuos del progreso • Desarrollo de planes de proyectos de incentivos para una variedad de medidas basadas en incentivos de acuerdo con las pautas de incentivos del Protección del Aire Comunitario para permitir que el Distrito ponga a disposición fondos AB 617 para proyectos de aire limpio impulsados por la comunidad • Llevar a cabo un trabajo regulatorio significativo, con un enfoque adicional en las fuentes de preocupación en las comunidades • Realización de un cumplimiento mejorado de las regulaciones locales, del Distrito y estatales • Trabajar extensamente con el Comité Directivo y agencias y organizaciones asociadas, como CARB, Departamento Estatal de Regulación de Pesticidas (DPR, por sus siglas en inglés), Ciudad de Fresno, Ciudad de Shafter, Ciudad de Stockton, Consejos de Gobiernos (COG, por sus siglas en inglés), Oficina de Evaluación de Riesgos para la Salud Ambiental (OEHHA, por sus siglas en inglés), Pacific Gas and Electric, Grid Alternatives, Community Action Partnership of Kern, Tree Fresno, Tree Foundation of Kern, el Puerto de Stockton, y otros sobre el desarrollo e implementación de medidas del CERP 	<p>\$4,965,644</p>
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Borrador

<p>Participación de la Comunidad</p>	<ul style="list-style-type: none"> • Reuniones mensuales para establecer la agenda con los miembros del Comité Directivo para hablar temas de discusión en las próximas reuniones • Reuniones comunitarias por la tarde a través de Zoom, transmitidas en vivo en las redes sociales, que se llevan a cabo al menos una vez al mes • Servicios de interpretación en tiempo real en todos los idiomas necesarios, incluyendo el español y Lengua de Signos Americana • Todos los materiales de la reunión a través de un sitio web completo en todos los idiomas necesarios • Copia impresa de todos los materiales de la reunión enviados a través de FedEx antes de las reuniones a quienes lo soliciten, incluyendo todos los hispanohablantes monolingües en los Comités Directivos • Sitios web amplio y dedicados para cada comunidad AB 617 con herramientas para ver datos de monitoreo de la calidad del aire en tiempo real y mapas de emisiones; agendas, resúmenes y videos de las reuniones del comité directivo; documentos del comité directivo y correspondencia enviada a los miembros del Comité y de los miembros del Comité a otros miembros • Facilitación de reuniones neutrales para garantizar que las reuniones sean inclusivas y neutrales al destacar diferentes puntos de vista • Programa de estipendios aprobado por la Mesa Directiva para miembros residentes voluntarios del Comité AB 617 (sujeto a disponibilidad de fondos estatales AB 617 y asignaciones aprobadas en el presupuesto del Distrito), para ayudar a fomentar la participación comunitaria sostenida y significativa • Llamadas telefónicas e intercambios de texto semanales con nuestros miembros del Comité de habla hispana para garantizar que participen en el proceso • En respuesta a la orden de quedar en casa de COVID-19 del gobernador en marzo de 2020, el Distrito fue la primera región en el estado en hacer la transición a las reuniones virtuales del Comité a partir de abril de 2020, estas reuniones virtuales también han contado con una gran asistencia de miembros del comité, como otras partes interesadas de la comunidad, con una amplia gama de temas de la agenda cubiertos y una amplia participación de los asistentes a la reunión 	<p>\$2,541,569</p>
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Borrador

Componente del Programa	Actividades Principales	Asignación
	<ul style="list-style-type: none"> • Entendiendo que algunos miembros del Comité tenían una capacidad limitada para participar en las reuniones virtuales y, en coordinación con las organizaciones comunitarias, se desarrolló un programa para prestar computadoras portátiles y acceso a Internet a los miembros del Comité para permitir la participación total • Llevar a cabo actividades de alcance específicas relacionadas con la calidad del aire para promover los programas de aire limpio disponibles, educar a la comunidad sobre las herramientas disponibles para protegerse durante episodios de mala calidad del aire y aumentar la participación de la comunidad en los esfuerzos para mejorar la calidad del aire • Necesidades adicionales de participación de la comunidad identificadas de forma continua 	
Implementación de la Mejor Tecnología de Control de Modernización Disponible (BARCT, por sus siglas en inglés)	<ul style="list-style-type: none"> • Análisis continuo para revisar las reglas del Distrito para determinar si cumplen con BARCT • Revisión acelerada de BARCT requerida por la legislación AB 617, el proceso incluye la evaluación de tecnologías específicas de control de la contaminación del aire asociadas con cada regla, teniendo en cuenta la salud pública local y los beneficios de aire limpio para la comunidad, la calidad del aire y los beneficios de logro de cada opción de control, y la rentabilidad de cada opción de control • Proceso de reglamentación para las Reglas 4409 (Componentes en Instalaciones de Producción de Crudo Ligero, Instalaciones de Producción de Gas Natural e Instalaciones de Procesamiento de Gas Natural), 4455 (Componentes en Refinerías de Petróleo, Instalaciones de Procesamiento de Líquidos de Gas y Plantas Químicas), 4623 (Almacenamiento de Líquidos Orgánicos), 4624 (Transferencia de Líquidos Orgánicos), 4702 (Motores de Combustión Interna) y 4401 (Pozos de Producción de Petróleo Crudo Mejorados con Vapor) para explorar oportunidades para mejorar el rigor de estas reglas y asegurar la implementación continua de BARCT • Proceso público para evaluaciones BARCT para las Reglas 4694 (Tanques de Almacenamiento y Fermentación de Vino), 4603 (Revestimiento de Superficies de Piezas y Productos Metálicos, Piezas y Productos de Plástico y Artesanías), 4601 (Revestimientos Arquitectónicos) y 4566 (Operaciones de Compostaje de Materiales Orgánicos) 	\$1,366,634

Borrador

Componente del Programa	Actividades Principales	Asignación
Coordinación de Informes de Emisiones	<ul style="list-style-type: none"> • El Distrito lleva a cabo un trabajo importante cada año para actualizar el inventario de emisiones de contaminantes de criterio para todas las fuentes estacionarias y el inventario de contaminantes tóxicos de acuerdo con el cronograma establecido en el reglamento de Zonas Conflictivas de Tóxicos del Aire del estado y bajo el nuevo Reglamento de Contaminantes del Aire y Contaminantes Tóxicos del Aire (CTR, por sus siglas en inglés) de CARB • De conformidad con el CTR, se requiere un nuevo trabajo significativo para alcanzar los nuevos requisitos y recopilar y validar información adicional de las categorías de fuentes nuevas y existentes • Identificar las instalaciones permitidas que se encuentran dentro de las comunidades AB 617 • Instalaciones permitidas de codificación geográfica (es decir, convertir direcciones de calles a coordenadas y luego verificar las ubicaciones) • Inspeccionar las instalaciones permitidas por el Distrito y procesar la información enviada al Distrito • Trabajar con las instalaciones para garantizar que la información requerida se haya recibido y esté completa • Procesar los datos del inventario, incluyendo la garantía de calidad de los datos finales antes de que los datos se envíen a CARB • Compilar los datos del inventario de emisiones de las bases de datos del Distrito para cada instalación permitida dentro de las comunidades seleccionadas • Las herramientas de mapeo de los sitios web interactivos utilizan los datos de codificación geográfica y otros datos basados en el espacio para presentar las emisiones a nivel de la comunidad • Los mapas interactivos indican ubicaciones de receptores sensibles (escuelas, hospitales, centros de atención) y ubicaciones para el inventario de emisiones de la comunidad 	\$788,525
Total		\$12,667,728

Meeting Highlights*
AB 617 Fresno Community Steering Committee Meeting #31
March 10, 2021 | 5:30 pm - 7:30 pm
Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Send feedback to the District on the vegetative barriers project plan for CARB
- Sign up for the Tree Fresno/CCEJN tree planting event if interested
- Email the District if interested in being a community co-host for a future CSC meeting
- Recommend tree-planting locations on My Social Pinpoint
- Send the vegetative barriers subcommittee suggestions for community outreach

Action items for San Joaquin Valley Air Pollution Control District (District):

- Post strategic planning session notes on AB 617 Fresno webpage
- Send a link to strategic planning notes when posted
- Ensure follow up and reporting on recommendations made during the annual planning session, including, but not limited to:
 - Follow up with Isabel re: incentives for lawn and garden equipment
 - Confirm the District can provide a CSC website training to Spanish-speaking CSC members
 - Confirm that any documents sent to CSC members match the presentations shown during CSC meetings
- Schedule next air filtration and school bus subcommittee meeting

Welcome and Introductions

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Nayamin Martinez, Central California Environmental Justice Network, Community Co-host

Erica introduced herself and the ILG team, welcomed all participants and went over housekeeping items and translation services. The facilitation team provided an overview of the meeting agenda and Zoom controls.

Ryan welcomed the CSC and expressed excitement about the strategic planning process. Community co-host, Nayamin Martinez, urged the CSC members to take a more proactive approach to co-hosting the meetings and encouraged fellow CSC members to help design the meetings based on their priorities.

Annual Planning Topic #2: Reporting & Tracking

Erica Manuel, Facilitator & CEO/Executive Director, ILG

Erica explained to the CSC that the planning topic for this meeting will center on reporting and tracking; what is working well and what suggestions the CSC has for improvement in 2021. Presentation highlights included:

- The Reporting & Tracking topic includes:
 - Reporting about subcommittee activities
 - Website updates
 - Reporting from other agencies (DPR, CARB, City of Fresno, etc.)
 - Reporting about air monitoring
 - Reporting about CERP implementation progress
- What is going well and what improvement is needed?

The CSC had a robust discussion about Reporting & Tracking. The comprehensive notes taken during the meeting are attached.

Comment: The CSC spent the last meeting discussing Administration and one recommendation was that the community co-host play a more active role in the meetings. How will that change moving forward?

ILG Response: The CSC can talk about that today and what that is going to look like. ILG and the District want to best integrate the CSC into the meetings, including the expertise, availability and interests of the co-host.

Comment from Spanish-speaker: I bought some machinery two months ago and was told I would be helped with the expenses, but no one has gotten in touch with me.

Co-host Response: The District will follow up with you.

Comment: Regarding enhanced enforcement, the District needs something that takes pictures at night when people are running their fireplaces.

District Response: The District has night vision cameras and that technology takes good images. During nighttime surveillance, the District sends staff out in pairs because of safety concerns, but COVID has posed a challenge to that. The District can also explore how surveillance is conducted post-COVID.

CARB Comment: CARB recognizes the gap in providing information to the CSC and plans to work with the District and CSC members on how to do a better job sharing information and being transparent.

Comment from Spanish-speaker: What happens with fines that the District issues?

District Response: When the District collects fines, the funds go into the various programs the District runs for air pollution reduction activities.

Erica asked the CSC a set of questions to prepare them for prioritizing CERP measures at the next meeting. The full list of suggestions is included in the planning session notes.

District Comment: The District needs the CSC to help prioritize which CERP measures are most important to the CSC. Lower priority doesn't mean a particular measure won't be worked on, but higher priority measures are the ones the CSC will constantly meet and talk about.

Co-host Comment: I agree. I think the CSC should go beyond discussing the measures. What we have heard is that the CSC wants a more prominent role in what is being worked on and

what projects are being sent to CARB. This process should be about action and what is most important to the community members.

Standing Updates

Monitoring Update:

Jon Klassen, Director of Air Quality Science and Planning, District

Jon gave an update on community air monitoring. Presentation highlights included:

- The District posted a report summarizing the third quarter 2020 air monitoring data to the AB 617 webpage in English and Spanish
- The District is summarizing and preparing a report with fourth quarter 2020 air monitoring data
- The Madison Elementary School site has been established
- The District is continuing work with Fresno Unified to get the last air monitor deployed to Edison High School
- The District is integrating community air monitoring data into RAAN

Truck Rerouting Subcommittee Update:

Scott Mozier, Public Works Director, City of Fresno

Scott gave an update on the truck rerouting subcommittee and the RFP. Presentation highlights included:

- Fresno City Council approved and authorized \$250,000 in Measure C funds to go toward the truck rerouting study
- The City of Fresno will provide the updated draft RFP with subcommittee feedback to the subcommittee next week
- District and City of Fresno staff are preparing the cost-sharing and reimbursement agreement

Vegetative Barriers Subcommittee:

Yesenia Venegas, CivicSpark Fellow

Yesenia updated the CSC on the vegetative barriers subcommittee. Presentation highlights included:

- Tree Fresno and CCEJN are hosting a tree planting Tree planting on March 20; CSC members can sign up on treefresno.org
- The [Social Pinpoint](#) site is ready to use for the CSC's and other community residents tree planting recommendations
- The subcommittee is looking for feedback on how to conduct outreach in the community

- The vegetative barriers project plan is almost ready for submittal to CARB; please provide feedback

CARB Update:

Brian Moore, Office of Community Air Protection, CARB

Brian gave the CARB agency update. Presentation highlights included:

- CARB will reach out to CSC members for feedback on the AB 617 community selection process
- CARB is looking for creative ways to get resources into communities that need them, but are not officially selected for AB 617
- CARB is tracking statewide efforts implemented in each community and is happy to update the CSC at a future meeting
- CARB can offer education for areas of interest to the CSC, beyond air monitoring

Wrap Up/Next Steps

Erica Manuel, Facilitator & CEO/Executive Director, ILG

Erica thanked everyone for attending the meeting. Community co-host, Nayamin, thanked everyone for the great discussion and expressed enthusiasm for seeing her fellow CSC members co-host in the future.

Comment: When will the CSC get an update on school filtration and electric buses?

District Response: The District is in communication with Fresno Unified and Washington Unified. Both districts are identifying what air filtration systems are going to work well for them. An application from Fresno Unified for the school buses will be submitted in the near future.

Reminders

The next regularly scheduled CSC meeting is April 14 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comments

No public comment.

Annual Planning Notes – Reporting & Tracking

Reporting About Subcommittee Activities

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> • Urban greening, vegetative barriers and truck rerouting committees are working well – CSC should continue • Air monitoring subcommittee could use additional participation now that we have data rolling in; this may need to be made a higher priority in the main CSC discussion agendas • We should think about the best approach to linking data to enforceability • Ownership of the subcommittees by CSC members is working well, especially when the member has expertise • Really appreciate the work on the vegetative barriers subcommittee 	<ul style="list-style-type: none"> • As a small group, each CERP measure may need a subcommittee and/or additional CSC member engagement to cover all the necessary activities and updates • Some CSC members are feeling uninformed about the progress being made; CSC members would love to see more progress being made, or reported on • Can issues brought up in the committees be brought back to the larger CSC more often? • Stationary sources haven't been reported on in about a year; need more frequent updates • CSC agendas are often too tight to discuss all committee updates; a table or tracker on progress would help • Subcommittee meeting notes would be helpful • Consider appointing a chair position for each subcommittee that is responsible for reporting back at the CSC meetings in writing and verbally

Website Updates

Working Well	Suggestions for 2021
	<ul style="list-style-type: none"> • Members of the public may have difficulty finding information on the website • The web development team should adhere to the 3-click rule for ease of navigation • Air monitoring information should be easier to find for the general public, especially those stakeholders who are connected to the areas where the monitors are placed • The website still has some navigation challenges for the Spanish speaking

	<p>participants; see 3 click rule suggestion above</p> <ul style="list-style-type: none"> • Search terminology should be based on general public terminology, not technical terms • Would a CSC website training be helpful? Spanish speakers say yes
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Reporting from Other Agencies

CARB, DPR, City of Fresno, etc.

Working Well	Suggestions for 2021
	<ul style="list-style-type: none"> • Monitoring for pesticides has not yet been addressed by DPR or the AD; periodic updates are appreciated, but often the reports the CSC receives are too minimal • Written summary from subcommittees and partner agencies may be helpful for more robust updates • Transparency is key; CSC wants to be at the table during the discussions with partner agencies to help make decisions, not just reported back to • More communication would be helpful • Clarify decision-making authority of the CSC with these partner agencies • City council is still uninformed about AB 617 – what kind of status report or orientation can the CSC or AD give to the City Council in advance of discussions about planning process changes? • Ask city about providing status report on canal and street cleaning

Reporting about Air Monitoring Reporting about the CERP Implementation Process Community Co-host Suggestions

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> • Monitor placement in schools is important and sends the right signal to the community about the importance of air quality 	<p>CERP Implementation</p> <ul style="list-style-type: none"> • Prefer to see milestones and a Gantt chart by month, as well as an

<ul style="list-style-type: none"> • Thanks to Maricela and the rest of the team for their help with social media updates • CSC members are enjoying the co-host process and opportunity 	<p>estimation of completion for major tasks</p> <p>Air Monitoring</p> <ul style="list-style-type: none"> • Technical support and subject matter expertise on air monitoring is important and should be maintained moving forward; include PM 2.5, dust, mold, genetics, etc. • CARB is interested in working more closely with the CSC to share and interpret data • CSC should schedule a separate meeting to discuss and take action on some of the air monitoring concerns <p>Co-Hosts</p> <ul style="list-style-type: none"> • More community co-host engagement in each meeting • Discuss co-host role at the agenda-setting/planning meetings and assign specific responsibilities • Determine the comfort level of each co-host with facilitation and technology
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2021 Reporting & Tracking Goals

If we could *fast forward* to the end of 2021... What do you think **SUCCESS** would look like in this Reporting & Tracking category?

What data, reporting & status updates are the **MOST IMPORTANT** for the CSC to have in 2021?

Reporting & Tracking Goals
<ul style="list-style-type: none"> • Timeline on a calendar • Expenditures and milestones; task-oriented approach to CERP implementation and reporting • The committee isn't making clear decisions or seeing things happen as quickly as possible; give committee more opportunities to advise the AD and vote; make advisory role more clear and decision-making framework more consistent • Measurable milestones and reporting around air quality in the CERP strategies • Focus on trust building and relationship building; continue to discuss and disagree respectfully • Review the blueprint at least once a year to ensure we're operating within the committee structure and priorities

CERP Prioritization

In preparation for prioritizing the CERP measures at the next meeting, please answer these questions:

Questions	Suggestions/Comments
What type of written background information do you need to receive IN ADVANCE of the meetings to best prepare you for the discussion?	<ul style="list-style-type: none"> • CSC needs to understand the timelines for each measure • Clarify the air monitoring information and timeframes? • Understand what else is happening with the other measures; what activities impact implementation? • Need to see a Gantt chart with milestones, funding, MOUs, etc. • Clarity around monetary capital vs. human capital (enforcement) activities • More information on the ROAR program and where we have approvals to proceed Roles, responsibilities and plans for addressing land use discussions (in industrial zones)
Do you need a CERP refresher? Should the Air District provide a verbal recap of CERP strategies DURING the meeting?	<ul style="list-style-type: none"> • Some members implied that a short overview would be helpful
What level of detail do you need DURING the meeting?	<ul style="list-style-type: none"> • Not discussed
Would you be willing to answer a Doodle Poll about your CERP priorities?	<ul style="list-style-type: none"> • Yes
Would you be open to using other forms of polling technology DURING the meeting?	<ul style="list-style-type: none"> • Only if translation can be seamless and there is training offered

Other Notes

Suggestions for 2021
<ul style="list-style-type: none"> • <i>The “replace woodburning devices and enhanced enforcement items in the CERP” need more gas burning fireplaces registered</i>

- *Need quicker response from inspectors on enforcement*
- *Are there internet connected devices that would help with enforcement in the “check before you burn time”? (Ryan referenced night vision cameras and nighttime surveillance)*
- *The City councilmember meetings did not result in much action; we need their support to move forward*
- *Funding should be available to move forward with the projects; CSC would like to see more progress (AD responded about some progress, additional outreach, reasons for delay, etc.)*
- *Knowing what is in the queue and what has been submitted would be helpful for the CSC*
- *How does prioritization align with the resolution and submission of plans related to the CERP that the AD is sending to CARB?*
- *More buses are needed for the schools*
- *There are concerns about what happens to air quality when the kids return to school*
- *If we plant more trees, we’ll need to remove old logs and trim trees that are too large*
- *Old TVs and refrigerators are becoming more prevalent, oil discharge is polluting subsoil; we need to find a program to help with that effort*
- *We should mold CSC agendas to allow for more flexibility in the discussion and free-flowing conversation*
- *What is happening with the fines? (Ryan answered that they pay for air pollution reduction activities, including having enforcement of District regulations)*

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #31
10 de marzo de 2021 | 5:30 pm - 7:30 pm
Reunión de Zoom Virtual

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno (Comité):

- Enviar comentarios al Distrito sobre el plan del proyecto de barreras vegetativas para CARB
- Regístrese para el evento de plantación de árboles Tree Fresno/CCEJN si está interesado
- Enviar un correo electrónico al Distrito si está interesado en ser un coanfitrión de la comunidad para una futura reunión del Comité
- Recomendar ubicaciones para plantar árboles en My Social Pinpoint
- Enviar al subcomité de barreras vegetativas sugerencias para el alcance comunitario

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Publicar notas de la sesión de planificación estratégica en la página web AB 617 Fresno
- Enviar un enlace a las notas de planificación estratégica cuando se publiquen
- Garantizar el seguimiento y la presentación de informes sobre las recomendaciones realizadas durante la sesión de planificación anual, incluidas, entre otras:
 - Seguimiento con Isabel: incentivos para equipos de césped y jardín
 - Confirmar que el Distrito puede proporcionar capacitación del sitio web del Comité a los miembros de Comité hispanohablantes
 - Confirmar que todos los documentos enviados a los miembros del Comité coincidan con las presentaciones que se muestran durante las reuniones del Comité
- Programar la próxima reunión del subcomité de filtración de aire y autobuses escolares

Bienvenida e Introducciones

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)
Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle
Nayamin Martinez, Central California Environmental Justice Network, Coanfitriona de la Comunidad

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los elementos de mantenimiento y los servicios de traducción. El equipo de facilitación proporcionó una descripción general de la agenda de la reunión y los controles de Zoom.

Ryan dio la bienvenida al Comité y expresó su entusiasmo por el proceso de planificación estratégica. La coanfitriona de la comunidad, Nayamin Martinez, instó a los miembros del

Comité a adoptar un enfoque más proactivo para ser coanfitriones de las reuniones y alentó a los demás miembros del Comité a ayudar a diseñar las reuniones según sus prioridades.

Tema de Planificación Anual # 2: Informes y Seguimiento

Erica Manuel, Facilitadora Y CEO/Directora Ejecutiva, ILG

Erica explicó al Comité que el tema de planificación de esta reunión se centrará en la presentación de informes y el seguimiento; qué está funcionando bien y qué sugerencias tiene el Comité para mejorar en 2021. Puntos importantes de la presentación:

- El tema Informes y Seguimiento incluye:
 - Informar sobre las actividades del subcomité
 - Actualizaciones del sitio web
 - Informes de otras agencias (DPR, CARB, Ciudad de Fresno, etc.)
 - Informar sobre el monitoreo del aire
 - Informar sobre el progreso de la implementación del CERP
- ¿Qué va bien y qué mejoras se necesitan?

El Comité tuvo una buena discusión sobre Informes y Seguimiento. Se adjuntan las notas detalladas tomadas durante la reunión.

Comentario: El Comité pasó la última reunión discutiendo la administración y una recomendación fue que el coanfitrión de la comunidad desempeñe un papel más activo en las reuniones. ¿Cómo cambiará eso en el futuro?

Respuesta de ILG: El Comité puede hablar sobre eso hoy y cómo será. ILG y el Distrito quieren integrar mejor al Comité en las reuniones, incluida la experiencia, la disponibilidad y los intereses del coanfitrión.

Comentario de hispanohablante: Compré maquinaria hace dos meses y me dijeron que me ayudarían con los gastos, pero nadie se ha puesto en contacto conmigo.

Respuesta de la Coanfitriona: El Distrito se pondrá en contacto con usted.

Comentario: Con respecto al cumplimiento mejorado, el Distrito necesita algo que tome fotografías por la noche cuando la gente está encendiendo sus chimeneas.

Respuesta del Distrito: El Distrito tiene cámaras de visión nocturna y esa tecnología toma buenas imágenes. Durante la vigilancia nocturna, el Distrito envía personal en parejas debido a preocupaciones de seguridad, pero COVID ha planteado un desafío a eso. El Distrito también puede explorar cómo se lleva a cabo la vigilancia después de COVID.

Comentario de CARB: CARB reconoce la brecha en el suministro de información al Comité y planea trabajar con el Distrito y los miembros del Comité sobre cómo hacer un mejor trabajo compartiendo información y siendo transparente.

Comentario de hispanohablante: ¿Qué pasa con las multas que emite el Distrito?

Respuesta del Distrito: Cuando el Distrito recauda las multas, los fondos se destinan a los diversos programas que ejecuta el Distrito para actividades de reducción de la contaminación del aire.

Erica le hizo una serie de preguntas al Comité para prepararlos para priorizar las medidas del CERP en la próxima reunión. La lista completa de sugerencias se incluye en las notas de la sesión de planificación.

Comentario de Distrito: El Distrito necesita que el Comité ayude a priorizar qué medidas del CERP son más importantes para el Comité. Una prioridad más baja no significa que no se trabajará en una medida en particular, pero las medidas de mayor prioridad son las que el Comité se reunirá y hablará constantemente.

Comentario de la Coanfitriona: Estoy de acuerdo. Creo que el Comité debería ir más allá de discutir las medidas. Lo que hemos escuchado es que el Comité quiere un papel más destacado en lo que se está trabajando y en los proyectos que se envían a CARB. Este proceso debe tener que ver con la acción y lo que es más importante para los miembros de la comunidad.

Actualizaciones Permanentes

Actualización de Monitoreo:

Jon Klassen, Director de Ciencia y Planificación de la Calidad del Aire, Distrito

Jon dio una actualización sobre el monitoreo del aire de la comunidad. Puntos importantes de la presentación:

- El Distrito publicó un informe que resume los datos de monitoreo del aire del tercer trimestre de 2020 en la página web AB 617 en inglés y español
- El Distrito está resumiendo y preparando un informe con datos de monitoreo del aire del cuarto trimestre de 2020
- Se ha establecido el sitio de Madison Elementary
- El Distrito continúa trabajando con el Distrito Escolar Unificado de Fresno para implementar el último monitor de aire en Edison High School.
- El Distrito está integrando datos de monitoreo del aire de la comunidad en RAAN

Actualización del Subcomité de Desviación de Camiones:

Scott Mozier, Director de Obras Públicas, Ciudad de Fresno

Scott dio una actualización sobre el subcomité de desviación de camiones y la RFP. Puntos importantes de la presentación:

- El Ayuntamiento de Fresno aprobó y autorizó \$250,000 en fondos de la Medida C para destinarlos al estudio de desviación de los camiones
- La ciudad de Fresno proporcionará el borrador de RFP actualizado con comentarios del subcomité al subcomité la próxima semana.

- El personal del Distrito y la Ciudad de Fresno está preparando el acuerdo de reembolso y participación en los costos

Subcomité de Barreras Vegetativas:

Yesenia Venegas, CivicSpark Fellow

Yesenia actualizó al Comité sobre el subcomité de barreras vegetativas. Puntos importantes de la presentación:

- Tree Fresno y CCEJN están organizando una plantación de árboles el 20 de marzo; Los miembros de Comité pueden registrarse en treefresno.org
- El [sitio Social Pinpoint](#) está listo para usarse para las recomendaciones de plantación de árboles del Comité y otros residentes de la comunidad.
- El subcomité está buscando comentarios sobre cómo llevar a cabo actividades de alcance en la comunidad.
- El plan del proyecto de barreras vegetativas está casi listo para ser presentado a CARB; por favor envíe sus comentarios

Actualización CARB:

Brian Moore, Oficina de Protección del Aire de la Comunidad, CARB

Brian dio la actualización de la agencia CARB. Puntos importantes de la presentación:

- CARB se comunicará con los miembros de Comité para obtener comentarios sobre el proceso de selección de la comunidad AB 617
- CARB está buscando formas creativas de llevar recursos a las comunidades que los necesitan, pero no han sido seleccionados oficialmente para AB 617.
- CARB está rastreando los esfuerzos estatales implementados en cada comunidad y se complace en actualizar al Comité en una reunión futura
- CARB puede ofrecer educación para áreas de interés para el Comité, más allá del monitoreo del aire

Conclusión/Próximos pasos

Erica Manuel, Facilitadora Y CEO/Directora Ejecutiva, ILG

Erica agradeció a todos por asistir a la reunión. La coanfitriona de la comunidad, Nayamin, agradeció a todos por la gran discusión y expresó su entusiasmo de ver a sus compañeros miembros de Comité ser coanfitriones en el futuro.

Comentario: ¿Cuándo recibirá el Comité una actualización sobre la filtración escolar y los autobuses eléctricos?

Respuesta del Distrito: El Distrito está en comunicación con el Distrito Unificado de Fresno y el Distrito Unificado de Washington. Ambos distritos están identificando qué sistemas de filtración de aire funcionarán bien para ellos. Próximamente se presentará una solicitud del Distrito Escolar Unificado de Fresno para los autobuses escolares.

Recordatorios

La próxima reunión del Comité programada regularmente es el 14 de abril a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

** Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*

Comentarios Públicos

No hay comentarios públicos.



South Central Fresno Agenda for Community Steering Committee Meeting #31

Wednesday, March 10, 2021 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>
Meeting ID: 982 5906 9963
Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Nayamin Martinez, Community Co-Host
- 5:40 p.m. 2021 Annual Planning Review**
Erica Manuel, Facilitator
- 5:50 p.m. Annual Planning #2: Reporting, Tracking, & How to Prioritize Strategies**
Discuss how to best continue reporting and tracking metrics in the Community Emissions Reduction Program, as well as next steps for prioritizing strategies for implementation
Erica Manuel, Facilitator
- 7:00 p.m. Standing Updates**
Monitoring Update
Other Subcommittee Updates
 - Truck Rerouting Subcommittee
 - Vegetative Barriers Subcommittee*Valley Air District Staff*
CARB Update
CARB Staff
- 7:20 p.m. Wrap Up/Next Steps**
Next CSC Meeting: April 14, 2021 via Zoom
Erica Manuel, Facilitator
- 7:25 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #31

Miércoles, 10 de marzo de 2021 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

ID de la Reunión: 982 5906 9963

Código de Acceso: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de acceso: 2378691#

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Nayamin Martinez, Co-anfitrión Comunitario
- 5:40 p.m. Revisión de la Planificación Anual de 2021**
Erica Manuel, Facilitadora
- 5:50 p.m. Planificación Anual #2: Informes, Seguimiento y Como Priorizar Estratélicas**
Discutir la mejor manera de continuar informando e siguiendo métricas en el Programa de Reducción de Emisiones Comunitarias, así como los próximos pasos para priorizar las estrategias de implementación
Erica Manuel, Facilitadora
- 7:00 p.m. Actualizaciones Permanentes**
Actualización de Monitoreo del Aire
Otras Actualizaciones de los Subcomités
- Subcomité de Desviación de Camiones
 - Subcomité de Barreras Vegetativas
- Personal del Distrito del Aire del Valle*
Actualización de CARB
Personal de CARB
- 7:20 p.m. Concluir/Próximos Pasos**
Próxima reunión del Comité Directivo: 14 de abril de 2021 a través de Zoom
Erica Manuel, Facilitadora
- 7:25 p.m. Comentario Público**

Aprende más: community.valleyair.org



Reporting About Subcommittee Activities

Informes Sobre las Actividades del Subcomité

Working Well <i>Trabajando Bien</i>	Suggestions for 2021 <i>Sugerencias para 2021</i>



Reporting from Other Agencies

Informes de Otras Agencias

CARB, DPR, City of Fresno, etc.

Working Well <i>Trabajando Bien</i>	Suggestions for 2021 <i>Sugerencias para 2021</i>



Reporting about Air Monitoring

Informes sobre el Monitoreo del Aire

Working Well <i>Trabajando Bien</i>	Suggestions for 2021 <i>Sugerencias para 2021</i>



Reporting about the CERP Implementation Process

Informes sobre el Proceso de Implementación del CERP

Working Well <i>Trabajando Bien</i>	Suggestions for 2021 <i>Sugerencias para 2021</i>



Website Updates

Actualizaciones del Sitio Web

Working Well <i>Trabajando Bien</i>	Suggestions for 2021 <i>Sugerencias para 2021</i>



2021 Reporting & Tracking Goals

Objetivos de Informes y Seguimiento de 2021

If we could *fast forward* to the end of 2021... What do you think **SUCCESS** would look like in this Reporting & Tracking category?

*Si pudiéramos avanzar rápidamente hasta finales de 2021... ¿Cómo cree que sería **ÉXITO** en esta categoría de Informes y Seguimiento?*

What data, reporting & status updates are **MOST IMPORTANT** for the CSC to have in 2021?

*¿Qué datos, informes y medición son los **MÁS IMPORTANTES** que debe lograr el Comité Directivo en 2021?*

Reporting & Tracking Goals

Objetivos de Informes y Seguimiento



CERP Prioritization

In preparation for prioritizing the CERP measures at the next meeting, please answer these questions:

Question	Suggestions/Comments
What type of written background information do you need to receive IN ADVANCE of the meetings to best prepare you for the discussion?	<ul style="list-style-type: none"> •
Do you need a CERP refresher? Should the Air District provide a verbal recap of CERP strategies DURING the meeting?	<ul style="list-style-type: none"> •
What level of detail do you need DURING the meeting?	<ul style="list-style-type: none"> •
Would you be willing to answer a Doodle Poll about your CERP priorities?	<ul style="list-style-type: none"> •
Would you be open to using other forms of polling technology DURING the meeting?	<ul style="list-style-type: none"> •



Priorización del CERP

En preparación para priorizar las medidas del CERP en la próxima reunión, por favor responda a estas preguntas:

Pregunta	Sugerencias/Comentarios
¿Qué tipo de información de antecedentes por escrito necesita recibir ANTES de las reuniones para prepararse mejor para la discusión?	•
¿Necesita un repaso del CERP? ¿Debería el Distrito del Aire proporcionar un resumen verbal de las estrategias del CERP DURANTE la reunión?	•
¿Qué nivel de detalle necesita DURANTE la reunión?	•
¿Estaría dispuesto a responder a una encuesta de Doodle sobre sus prioridades del CERP?	•
¿Estaría dispuesto a utilizar otras formas de tecnología de sondeo DURANTE la reunión?	•

Meeting Highlights*
AB 617 Fresno Community Steering Committee Meeting #30
February 10, 2021 | 5:30 pm - 7:30 pm
Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Send CARB a list of locations for future enforcement

Action items for San Joaquin Valley Air Pollution Control District (District):

- Confirm City of Fresno will provide the Truck Rerouting Study timeline to the CSC
- Provide a copy of the strategic planning slides to the CSC
- Ensure that public members get subcommittee meeting notifications if those meetings are open to the public

Welcome and Introductions

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, District
Community Co-host, Ed Ward, Fresno Community Member

Erica introduced herself and the ILG team, welcomed all participants and went over housekeeping items and translation services. The facilitation team provided an overview of the meeting agenda and Zoom controls.

Ryan welcomed the CSC to the first 2021 Annual Planning meeting and thanked them for the time and energy they have invested in AB 617. Community co-host, Ed Ward, expressed how amazed he was by the path the CSC has taken and said he is humbled and thankful to be a part of the group.

2021 Annual Planning Approach

Erica Manuel, Facilitator & CEO/Executive Director, ILG

Erica summarized feedback received. She reported that the CSC agreed they want an aligned strategy for 2021 to ensure that the CERP and implementation tactics are clear. Erica previewed the 2021 planning process that would accomplish those goals. Presentation highlights included:

- Three main areas of discussion to cover:
 - Administration: meeting agendas, meeting times, structure, committees, etc.
 - Reporting & Tracking: materials and updates received from the Air District, from other agencies, from committees, etc.
 - CERP Strategies: prioritization and implementation
- Outcomes for the planning process should include refinement of administration items, agreement on reporting and tracking, agreement on approach for prioritizing CERP measures, a prioritized list of CERP measures for 2021, a list of other key activities to accomplish and clarity on metrics for success in 2021

Question: What is happening after today? Are we affirming we agree with this plan and then scheduling the first meeting?

ILG Response: Yes, and if you agree, we are starting today.

Question: Will you go in depth about the overarching goals of administration?

ILG Response: Yes, I will give you a download of what administration means to the planning committee and issues related to administration of the committee.

Comment: Without seeing anything in writing, I can't agree to the priorities today.

ILG Response: That's ok, we are doing live notes and real-time discussions. We will not make any decisions.

Annual Planning Topic #1: Goals & Administration

Erica Manuel, Facilitator & CEO/Executive Director, ILG

Erica explained to the CSC that this first conversation will center on administration and what is working well and what suggestions they have for improvement in 2021. Presentation highlights included:

- The Administration topic includes:
 - CSC Meetings
 - Subcommittees
 - Notifications and Updates
 - Translation, Interpretation and Access
 - Membership
- What is going well and what improvement is needed?

The CSC had a robust discussion about Administration. The comprehensive notes taken during the meeting are attached.

Question: What does code of conduct mean?

ILG Response: It is an approach for how the CSC will operate and engage with one another.

CARB Comment: If anyone on the CSC has any questions about how CARB does things, such as staff, budget, etc., please contact us.

ILG Response: Thank you.

Erica asked the CSC to type their 2021 administration goals into the chat. Suggestions are captured under the complete chat log and included in the annual planning notes.

Standing Updates

Truck Rerouting Subcommittee Update:

Scott Mozier, Public Works Director, City of Fresno

Scott gave an update on the truck rerouting subcommittee and the RFP. Presentation highlights included:

- There is an agenda item for the March 4th City Council meeting where the Council is scheduled to approve a total of \$250,000 through Measure C funding and \$500,000 in AB 617 funds for the truck rerouting study
- The subcommittee has asked that the truck reroute RFP and consultant contract both be reviewed by the CSC before being made final
- RFP will go to subcommittee for approval in March and to the CSC for approval in April
- Full study to be completed Fall 2022

Question: I was under the assumption that we may not commit the entire \$500,000 to this truck study, so we have funds available to implement the possible changes identified from it.

City of Fresno Response: This decision would establish that \$750,000 is the maximum amount. There is still plenty of time in the RFP process to indicate a lower budget for the consultant. This is a very generous amount for a truck study.

Vegetative Barriers Subcommittee:

Nayamin Martinez, Fresno CSC Member

Nayamin updated the CSC on the Vegetative Barriers Subcommittee. Presentation highlights included:

- The subcommittee had a productive meeting where they identified partners
- There is already an opportunity to partner with Tree Fresno
- Tree planting is scheduled for early April; this would be a participatory process and the CSC can say which areas to prioritize to plant these trees

School Filtration and Bus Subcommittee:

Jaime Holt, Chief Communications Officer, District

Jaime gave a brief update on the School Filtration and Bus Subcommittee. Presentation highlights included:

- Subcommittee is in discussions with Fresno Unified for buses and the associated infrastructure
- Continuing to work on the application for air filtration
- The District received authorization from their board to start a new school air filtration program

CARB Update:

Brian Moore, Office of Community Air Protection, CARB

Brian gave the CARB agency update. Presentation highlights included:

- New management at CARB related to AB 617; Chanel Fletcher and Deldi Reyes. Their bios were hyperlinked in the chat
- February 25th board meeting will include selecting next year's AB 617 communities
- Blueprint guidance is currently being updated

Monitoring Update:

Chay Thao, Program Manager, District

Chay gave an update on community air monitoring. Presentation highlights included:

- Just placed PM2.5 monitor at Madison Elementary; should be on [website soon](#)
- One site left; Edison High School

Enforcement Updates

Jason Lawler, Manager, District

Justin Shields, Community Outreach and Enforcement, CARB

Jason and Justin updated the CSC on enforcement activities. Presentation highlights included:

- Residential wood burning enforcement: for first half of the wood burning season, the District responded to six public complaints, resulting in one violation. There were a total of 47 violations found within AB 617 community
- Illegal open burning enforcement: responded to 14 public complaints and surveillance; five violations issued
- Fugitive dust: completed inspections at 42 construction project sites
- Statewide anti-idling enforcement: no additional violations found from surveillance efforts during the second half of year
- Stationary source inspections: total of 141 inspections, 23 new violations (seven emissions-related)
- CARB staff was in South Central Fresno two days in 4th quarter of 2020. They performed 49 inspections on 45 heavy duty vehicles and issued three citations for non-compliant TRUs
- Inspected two pieces of off-road equipment and found them to be in compliance
- While in the field, CARB staff performed roaming idling investigations on areas the community has expressed concerns of; all were in compliance

Comment: I called in a complaint and the AD didn't respond quickly.

District Response: That information was forwarded on to our Compliance Director so they can find out why that happened. We will reach out to you soon.

Wrap Up/Next Steps

Erica Manuel, Facilitator & CEO/Executive Director, ILG

Erica thanked everyone for attending and making the meeting productive. Community co-host, Ed, thanked everyone for participating and said he is humbled by the talent and concern for cleaning up the community. He encouraged the CSC participants to sit in on CARB's rail listening session in March because of the potential large emissions reductions rail has.

Reminders

The next regularly scheduled CSC meeting is March 10 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comments

Comment: I am not getting notifications about the air monitoring subcommittee and I want to know what I can do to help.

ILG: Thank you for that. We have captured that public members aren't getting notifications in the notes.

Comment: Someone should go around in the evenings to check for chimneys.

ILG Response: I believe the District does perform this, but we will reflect the request that it be enhanced.

Annual Planning Notes - Administration

CSC Meetings

Agendas, Topics, Time Allocations, Technology, Frequency, Structure, Engagement, Code of Conduct, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> • Prep meetings are good • Facilitation team is good on CSC meetings • CSC and meetings have helped connect regional businesses and community groups/stakeholders – we're making connections and improvements 	<ul style="list-style-type: none"> • Make more time for discussion in the agenda; allow for active listening and discussion among the CSC and the AD • Need clarity and agreement on direction for the CSC by the CSC • Minimize repeat requests to the AD; need better process for tracking CSC requests and making sure they are completed • Code of conduct in meeting is important; there should be a clear understanding that we should hear one another, listen to one another, but not always agree

	<ul style="list-style-type: none"> • AD should respond to resident concerns and make sure follow through happens in a timely manner • Meeting agendas are too full, packed; need fewer agenda items and more time for discussion • There doesn't appear to be much action or progress between meetings; how to remedy/improve this? • Give co-host a larger role in the meeting; give a section of the agenda to present • Clearly delineate action items after each meeting, make sure there is follow through • Need more accountability and transparency from the Air District and CARB; especially around requests made during and between meetings • Comment from CARB: Feel free to email CARB with any suggestions/questions • Need one dedicated Air District staff person who is the point person for everything; someone who can track requests, seek answers and make sure requests are completed • Need faster Air District response time to questions and requests from the CSC
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Subcommittees

Topics, Meeting Frequency, Times, Outcomes, Structure, Engagement, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> • Subcommittee process is good, but could be better with some modifications 	<ul style="list-style-type: none"> • Subcommittee meetings may need additional structure and revision to better lift up community voices • Need more progress and action between meetings • We need to balance getting everyone's feedback with the desire for productivity and progress on the CERP • More subcommittees may be needed to make real progress on CERP • Consider selecting a passionate CSC member to be a facilitator or meeting host for the subcommittees • Move the subcommittee start times to the early evenings so more residents can participate; if this is done, limit to one hour

	<ul style="list-style-type: none"> • Need Gantt chart of the CERP that highlights what we're doing in each subcommittee and when we're doing it • Each subcommittee should include: a timeline of activities from conception to completion, budget by task, staff hours, funding allocations, task assignments, etc.
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Notifications & Updates

Calls, e-Mails, Printed & Mailed Updates, Doodle Polls, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> • Doodle polls are working well • Gratitude and thanks to the Air District staff for dropping off printed packets when requested • Spanish speakers appreciate the printed copies of materials and being able to read everything in a larger font 	<ul style="list-style-type: none"> • Meeting information and background may be arriving too late; more advance notice needed for materials and updates • Public members are not getting agendas or meeting notifications for subcommittee meetings; they need this information and want to be able to support committee goals • Need better AD notification and more detection for fireplace smoke* • Need more information about air pollution levels and reductions shared with the CSC; also important for AD to share on Facebook so CSC members can share with their networks

Translation, Interpretation & Access

During Meetings, Outside Meetings, Technology, etc.

Working Well	Suggestions for 2021
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<ul style="list-style-type: none"> • Translation of documents has improved over time – definitely important and getting better • Real time translation via Zoom in writing and on screen = very good • Live interpretation = good; helps Spanish speakers participate in the meetings; actually better through Zoom than in-person 	
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Membership

Committee Makeup, Residents, etc.

Working Well	Suggestions for 2021
	<ul style="list-style-type: none"> • Consider whether we need to recruit more residents; clarify the process for that and how that may work; possibly advertise for CSC vacancies/openings • Make concerted outreach to the Hmong community for possibly participation and membership • Need more accountability for meeting attendance; announce the number of CSC members vs. staff in each meeting • Provide CSC contact info for fellow members; establish parameters for contacting them • Question: Are the missing or inactive CSC members getting calls? • Question: How many CSC members have backups or alternates? • Question: Does the committee represent the different geographic areas within the boundary? Let's check and make sure it does.

2021 Administration Goals

If we could *fast forward* to the end of 2021... What do you think **SUCCESS** would look like in this Administration category?

What administration improvement or process is the **MOST IMPORTANT** for the CSC to accomplish in 2021?

Administration Goals
<ul style="list-style-type: none"> • Clean air that is free of asthma and contaminants; • To not have to drive out of the area to breathe fresh, clean air • Working more effectively so that this CERP implementation process moves along faster

- A road map of the strategies that residents want to prioritize, including revised funding and actionable plans on how we will get there and the responsible parties
- Land use policy changes
- A breakdown of the budget, how much we have spent, and how much we have for the rest of the strategies
- A CERP tracker that includes all priorities
- A crack down on unregistered fireplaces

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #30
10 de febrero de 2021 | 5:30 pm - 7:30 pm
Reunión de Zoom Virtual

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno (Comité):

- Enviar una lista de ubicaciones para el cumplimiento futuro a CARB

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Confirmar que la Ciudad de Fresno proporcione el cronograma del estudio de desviación de camiones al Comité Directivo
- Proporcionar una copia de las diapositivas de planificación estratégica al Comité Directivo
- Asegurarse de que los miembros del público reciban notificaciones de reuniones del subcomité si esas reuniones están abiertas al público

Bienvenida e Introducciones

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)
Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle
Coanfitrión de la Comunidad, Ed Ward, Miembro de la Comunidad de Fresno

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los elementos de mantenimiento y los servicios de traducción. El equipo de facilitación proporcionó una descripción general de la agenda de la reunión y los controles de Zoom.

Ryan dio la bienvenida al Comité Directivo a la primera reunión de Planificación Anual de 2021 y les agradeció el tiempo y la energía que han invertido en AB 617. El coanfitrión de la comunidad, Ed Ward, expresó lo asombrado que estaba por el camino que ha tomado el Comité Directivo y dijo que está humilde y agradecido de ser parte del grupo.

Enfoque de Planificación anual 2021

Erica Manuel, Facilitadora y CEO/Directora Ejecutiva, ILG

Erica resumió los comentarios recibidos. Informó que el Comité Directivo acordó que quieren una estrategia alineada para 2021 para garantizar que el CERP y las tácticas de implementación sean claras. Erica anticipó el proceso de planificación de 2021 que lograría esos objetivos. Puntos importantes de la presentación:

- Tres áreas principales de discusión para cubrir:
 - Administración: agendas de reuniones, horarios de reuniones, estructura, comités, etc.

- Informes y Seguimiento: materiales y actualizaciones recibidos del Distrito, de otras agencias, de comités, etc.
- Estrategias del CERP: priorización e implementación
- Los resultados del proceso de planificación deben incluir el refinamiento de los elementos de administración, un acuerdo sobre la presentación de informes y el seguimiento, un acuerdo sobre el enfoque para priorizar las medidas de CERP, una lista priorizada de medidas de CERP para 2021, una lista de otras actividades clave para lograr y claridad sobre las métricas para el éxito en 2021

Pregunta: ¿Qué pasa después de hoy? ¿Estamos afirmando que estamos de acuerdo con este plan y luego programamos la primera reunión?

Respuesta de ILG: Sí, y si estás de acuerdo, comenzamos hoy.

Pregunta: ¿Se profundizará en los objetivos generales de la administración?

Respuesta de ILG: Sí, le daré la información de lo que significa la administración para el comité de planificación y los asuntos relacionados con la administración del comité.

Comentario: Sin ver nada por escrito, no puedo aceptar las prioridades de hoy.

Respuesta de ILG: Está bien, estamos haciendo notas en vivo y discusiones en tiempo real. No tomaremos ninguna decisión.

Tema de Planificación Anual #1: Metas y Administración

Erica Manuel, Facilitadora Y CEO/Directora Ejecutiva, ILG

Erica explicó al Comité Directivo que esta primera conversación se centrará en la administración y lo que está funcionando bien y las sugerencias que tienen para mejorar en 2021. Puntos importantes de la presentación:

- El tema de Administración incluye:
 - Reuniones del Comité Directivo
 - Subcomités
 - Notificaciones y Actualizaciones
 - Traducción, Interpretación y Acceso
 - Membresía
- ¿Qué va bien y qué se necesita mejorar?

El Comité Directivo mantuvo un debate fuerte sobre la administración. Se adjuntan las notas detalladas tomadas durante la reunión.

Pregunta: ¿Qué significa código de conducta?

Respuesta de ILG: Es un enfoque de cómo el Comité Directivo operará y se relacionará entre sí mismos.

Comentario de CARB: Si alguien en el Comité Directivo tiene alguna pregunta sobre cómo CARB hace las cosas, como el personal, el presupuesto, etc., comuníquese con nosotros.

Respuesta de ILG: Gracias.

Erica le pidió al Comité Directivo que escribiera sus objetivos de administración para 2021 en el chat. Las sugerencias se capturan en el registro de chat completo y se incluyen en las notas de planificación anual.

Actualizaciones Permanentes

Actualización del Subcomité de Desviación de Camiones:

Scott Mozier, Director de PE, Ciudad de Fresno

Scott dio una actualización sobre el subcomité de desviación de camiones y la RFP. Puntos importantes de la presentación:

- Hay un tema en la agenda para la reunión del 4 de marzo del Concejo Municipal donde está programado que el Concejo apruebe un total de \$250,000 a través de fondos de la Medida C y \$500,000 en fondos AB 617 para el estudio de desviación de camiones.
- El subcomité ha pedido que el Comité Directivo revise la RFP de desviación de camiones y el contrato del consultor antes de ser definitivos.
- La RFP pasará al subcomité para su aprobación en marzo y al Comité Directivo para su aprobación en abril.
- El estudio completo se completará en el otoño de 2022

Pregunta: Supuse que no podríamos comprometer la totalidad de los \$500,000 para este estudio de camiones, por lo que tenemos fondos disponibles para implementar los posibles cambios identificados en él.

Respuesta de la Ciudad de Fresno: Esta decisión establecería que \$750,000 es la cantidad máxima. Todavía hay mucho tiempo en el proceso de RFP para indicar un presupuesto más bajo para el consultor. Esta es una cantidad muy generosa para un estudio de camiones.

Subcomité de Barreras Vegetativas:

Nayamin Martinez, Miembro del Comité Directivo de Fresno

Nayamin actualizó al Comité Directivo sobre el Subcomité de Barreras Vegetativas. Puntos importantes de la presentación:

- El subcomité tuvo una reunión productiva donde identificaron socios
- Ya existe la oportunidad de asociarse con Tree Fresno
- La plantación de árboles está programada para principios de abril; Este sería un proceso participativo y el Comité Directivo puede decir qué áreas priorizar para plantar estos árboles.

Subcomité de Filtración y Autobuses Escolares:

Jaime Holt, Directora de Comunicaciones, Distrito

Jaime dio una breve actualización sobre el Subcomité de Filtración Escolar y Autobuses. Puntos importantes de la presentación:

- El subcomité está en conversaciones con el Distrito Escolar Unificado de Fresno para los autobuses y la infraestructura asociada.
- Continuar trabajando en la aplicación de filtración de aire.
- El Distrito recibió autorización de su mesa directiva para iniciar un nuevo programa de filtración de aire en la escuela.

Actualización CARB:

Brian Moore, Oficina de Protección del Aire de la Comunidad, CARB

Brian dio la actualización de la agencia CARB. Puntos importantes de la presentación:

- Nueva administración en CARB relacionada con AB 617; Chanel Fletcher y Deldi Reyes. Los enlaces a sus biografías están en el chat.
- La reunión de la junta del 25 de febrero incluirá la selección de las comunidades AB 617 del próximo año.
- Las pautas se están actualizando actualmente

Actualización de Monitoreo:

Chay Thao, Gerente del Programa, Distrito

Chay dio una actualización sobre el monitoreo del aire de la comunidad. Puntos importantes de la presentación:

- Se acabo de colocar el monitor PM2.5 en Madison Elementary; debería estar en el [sitio web pronto](#)
- Queda un sitio; Edison High School

Actualizaciones de Cumplimiento

Jason Lawler, Gerente, Distrito

Justin Shields, Alcance y Cumplimiento de la Comunidad, CARB

Jason y Justin actualizaron el Comité Directivo sobre las actividades de aplicación. Puntos Importantes de la presentación:

- Cumplimiento de quema de leña residencial: durante la primera mitad de la temporada de quema de leña, el Distrito respondió a seis quejas públicas, lo que resultó en una infracción. Se encontraron un total de 47 infracciones dentro de la comunidad AB 617
- Cumplimiento de quema al aire libre ilegal: se respondieron 14 quejas públicas y vigilancia; cinco infracciones emitidas
- Polvo fugitivo: inspecciones completadas en 42 sitios de proyectos de construcción
- Cumplimiento estatal contra motores encendidos mientras estacionados: no se encontraron infracciones adicionales en los esfuerzos de vigilancia durante la segunda mitad del año

- Inspecciones de fuentes estacionarias: total de 141 inspecciones, 23 nuevas infracciones (siete relacionadas con emisiones)
- El personal de CARB estuvo en Centro-Sur Fresno dos días en el cuarto trimestre de 2020. Realizaron 49 inspecciones en 45 vehículos pesados y emitieron tres infracciones por TRU que no cumplían con las normas.
- Se inspeccionó dos piezas de equipo todoterreno y comprobó que estaban en cumplimiento
- Mientras estaba en el campo, el personal de CARB realizó investigaciones de motores encendidos mientras estacionados en áreas que la comunidad ha expresado preocupaciones; todos estaban en cumplimiento

Comentario: Llamé para presentar una queja y el Distrito no respondió rápidamente.

Respuesta del Distrito: Esa información se envió a nuestro Director de Cumplimiento para que puedan averiguar por qué sucedió eso. Pronto nos comunicaremos contigo.

Conclusión/Próximos Pasos

Erica Manuel, Facilitadora Y CEO/Directora Ejecutiva, ILG

Erica agradeció a todos por asistir y hacer que la reunión fuera productiva. El coanfitrión de la comunidad, Ed, agradeció a todos por participar y dijo que se siente honrado por el talento y la preocupación por limpiar la comunidad. Animó a los participantes de Comité Directivo a participar en escuchar la sesión de trenes de CARB en marzo debido a las posibles grandes reducciones de emisiones que tiene el ferrocarril.

Recordatorios

La próxima reunión del Comité programada regularmente es el 10 de marzo a través de Zoom. Todas las presentaciones, lo más destacado de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

** Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*

Comentarios Públicos

Comentario: No recibo notificaciones sobre el subcomité de monitoreo del aire y quiero saber qué puedo hacer para ayudar.

ILG: Gracias por eso. Hemos captado que los miembros públicos no reciben notificaciones en las notas.

Comentario: Alguien debería ir por las tardes para revisar chimeneas.

Respuesta de: Creo que el Distrito realiza esto, pero reflejaremos la solicitud de que se mejore.

Notas de Planificación Anual: Administración

Reuniones del Comité Directivo

Agendas, Temas, Asignaciones de Tiempo, Tecnología, Frecuencia, Estructura, Compromiso, Código de Conducta, etc.

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none">• Las reuniones de preparación son buenas• El equipo de facilitación es bueno en las reuniones del comité• Las reuniones del comité directivo han ayudado a conectar empresas regionales y grupos comunitarios/partes interesadas – estamos estableciendo conexiones y mejorando	<ul style="list-style-type: none">• Más tiempo para discusión en la agenda; escuchar activamente y la discusión entre el Comité y el Distrito del Aire• Se necesita claridad y acuerdo en la dirección para el comité del comité• Minimizar las solicitudes repetidas al Distrito del Aire; se necesita un mejor proceso para monitorear las solicitudes del Comité y asegurar que se completen• Código de conducta en la reunión es importante; debe haber un entendimiento claro de que debemos escucharnos unos a otros, pero no siempre estar de acuerdo• El Distrito debe responder a las inquietudes de los residentes y asegurarse de que el seguimiento se realice de manera oportuna• Las agendas de las reuniones están demasiado llenas; necesitan menos elementos en la agenda y más tiempo para la discusión• No parece haber mucha acción o progreso entre reuniones; ¿Cómo remediar/mejorar esto?• Dar al coanfitrión un papel más importante en la reunión; dar una sección de la agenda para presentar• Delinear claramente los elementos de acción después de cada reunión, asegúrese de que haya un seguimiento• Se necesita más responsabilidad y transparencia del Distrito del Aire y CARB; especialmente en torno a las solicitudes realizadas durante y entre reuniones• Comentario de CARB: no dude en enviar un correo electrónico a CARB con cualquier sugerencia/pregunta• Se necesita un miembro del personal dedicado del Distrito del Aire que sea la persona clave para todo; alguien que pueda recibir solicitudes, buscar respuestas y asegurarse de que las solicitudes se completen• Necesita un tiempo de respuesta más rápido del Distrito del Aire a las preguntas y solicitudes del Comité Directivo

Subcomités

Temas, Frecuencia de Reuniones, Horarios, Resultados, Estructura, Compromiso, etc.

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> El proceso de los subcomités es bueno, pero podría funcionar mejor con algunas modificaciones 	<ul style="list-style-type: none"> Las reuniones del subcomité pueden necesitar una revisión adicional de la estructura para levantar las voces de la comunidad Se necesita más progreso y acción entre reuniones Se necesita equilibrar los comentarios de todos con el deseo de productividad y progreso en el CERP Es posible que se necesiten más subcomités para lograr un progreso real en el CERP Consideren la posibilidad de seleccionar un miembro apasionado del Comité Directivo para que sea un facilitador o anfitrión de la reunión de los subcomités Mover las horas de inicio del subcomité a las primeras horas de la noche para que puedan participar más residentes; si se hace esto, limite a una hora Necesitamos un diagrama de Gantt del CERP que resalte lo que estamos haciendo en cada subcomité y cuándo lo estamos haciendo. Cada subcomité debe incluir: un cronograma de actividades desde la concepción hasta la finalización, presupuesto por tarea, horas del personal, asignaciones de fondos, asignaciones de tareas, etc.

Notificaciones y Actualizaciones

Llamadas, Correos Electrónicos, Actualizaciones Impresas y Enviadas por Correo, Encuestas por Doodle, etc..

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> Las encuestas de Doodle están funcionando bien Gratitud y agradecimiento al personal del Distrito del Aire por entregar los paquetes impresos cuando se le solicitó 	<ul style="list-style-type: none"> La información de la reunión y los antecedentes pueden llegar demasiado tarde; aviso con mayor antelación para materiales y actualizaciones los miembros del público no están recibiendo agendas o notificaciones de reuniones para el

<ul style="list-style-type: none"> • Los hispanohablantes aprecian las copias impresas de los materiales y poder leer todo en una tipografía más grande 	<p>subcomité; necesitan esta información y quieren poder apoyar los objetivos del comité</p> <ul style="list-style-type: none"> • Se necesita una mejor notificación del Distrito del Aire y más detección de humo de chimenea* <p>Se necesita más información sobre los niveles de contaminación del aire y las reducciones compartidas con el Comité Directivo; también es importante que el Distrito del Aire lo comparta en Facebook para que los miembros del Comité Directivo puedan compartir con sus redes</p>
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Traducción, Interpretación y Acceso

Durante Reuniones, Reuniones Externas, Tecnología, etc..

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> • La traducción de documentos ha mejorado con el tiempo – definitivamente importante y mejorando • Traducción en tiempo real mediante Zoom en escritura y en línea = buena • Interpretación en vivo = buena; ayuda a los que hablamos español a participar en las reuniones; realmente mejor a través de Zoom que en persona 	

Membresía

Composición del Comité, Residentes, etc..

Funcionando Bien	Sugerencias para 2021
	<ul style="list-style-type: none"> • Considerar reclutar más residentes; aclarar el proceso para eso y cómo puede funcionar; posiblemente anunciar las posiciones vacantes/abiertas del Comité Directivo • Hacer un alcance concertado a la comunidad Hmong para una posible participación y membresía • Se necesita más responsabilidad en la asistencia de reuniones; anunciar el número de miembros del Comité Directivo frente al personal en cada reunión • Proporcionar información de contacto del Comité Directivo para otros miembros; establecer parámetros para contactarlos

- Pregunta: ¿Están recibiendo llamadas los miembros del Comité Directivo desaparecidos o inactivos?
- Pregunta: ¿Cuántos miembros del Comité Directivo tienen suplentes?
- Pregunta: ¿El comité representa las diferentes áreas geográficas dentro del límite?
Comprobemos y asegurémonos de que así sea.

Metas Administrativas de 2021

Si pudiéramos *avanzar rápidamente* hasta finales de 2021... ¿Cómo crees que sería el **ÉXITO** en esta categoría de Administración?

¿Qué mejora o proceso de administración es lo **MÁS IMPORTANTE** que debe lograr el Comité Directivo en 2021?

Metas Administrativas

- **Aire limpio libre de asma y contaminantes**
- **No tener que conducir fuera del área para respirar aire fresco y limpio**
- Trabajar de manera más eficaz para que este proceso de implementación del CERP avance más rápido
- Una hoja de ruta de las estrategias que los residentes quieren priorizar, incluyendo la financiación actualizada y los planes procesables sobre cómo llegaremos allí y las partes responsables
- Cambios en la política de uso del suelo
- Un análisis del presupuesto, cuánto hemos gastado y cuánto tenemos para el resto de las estrategias
- Un informe del CERP que incluye todas las prioridades
- Ponerse más estricto en las chimeneas no registradas



South Central Fresno Agenda for Community Steering Committee Meeting #30

Wednesday, February 10, 2021 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>
Meeting ID: 982 5906 9963
Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Ed Ward, Community Co-Host
- 5:40 p.m. 2021 Annual Planning Approach**
Erica Manuel, Facilitator
- 5:50 p.m. Annual Planning Topic #1: Goals & Administration**
CSC discuss annual goals, administrative items (e.g. meeting agendas, structure, committees, membership, etc.) and plans for coordination through 2021
Erica Manuel, Facilitator
- 6:50 p.m. Standing Updates**
Monitoring Update
Other Subcommittee Updates
 - Truck Rerouting Subcommittee:
Next Meeting 5-6 p.m. Monday, Feb. 22
 - Vegetative Barriers Subcommittee:
Next Meeting 4-5 p.m. Tuesday, Feb. 9*Valley Air District Staff*
CARB Update
CARB Staff
- 7:05 p.m. Enforcement Updates**
CARB and Valley Air District Staff
- 7:20 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 7:25 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #30

Miércoles, 10 de febrero de 2021 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

ID de la Reunión: 982 5906 9963

Código de Acceso: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de acceso: 2378691#

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Ed Ward, Co-anfitrión Comunitario
- 5:40 p.m. Enfoque de Planificación Anual 2021**
Erica Manuel, Facilitadora
- 5:50 p.m. Tema de Planificación Anual #1: Metas y Administración**
El Comité Directivo discutir las metas anuales, los artículos administrativos (por ejemplo, agendas de reuniones, estructura, comités, membresía, etc.) y planes para la coordinación a través de 2021.
Erica Manuel, Facilitadora
- 6:50 p.m. Actualizaciones Permanentes**
Actualización de Monitoreo del Aire
Otras Actualizaciones de los Subcomités
- Subcomité de Desviación de Camiones:
Próxima Reunión 5-6 p.m., lunes 22 de febrero
 - Subcomité Barreras Vegetativas:
Próxima Reunión 4-5 p.m., martes 9 de febrero
- Personal del Distrito del Aire del Valle*
Actualización de CARB
Personal de CARB
- 7:05 p.m. Actualizaciones de Cumplimiento**
Personal de CARB y Distrito del Aire del Valle
- 7:20 p.m. Concluir/Próximos Pasos**
Erica Manuel, Facilitadora
- 7:25 p.m. Comentario Público**

Aprende más: community.valleyair.org

Meeting Highlights*
AB 617 Fresno Community Steering Committee Meeting #29
January 13, 2021 | 5:30 pm - 7:30 pm
Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Volunteer to be a community co-host at a future meeting

Action items for San Joaquin Valley Air Pollution Control District (District):

- Schedule planning meeting to strategize approach for CSC annual planning; send Doodle poll with additional meeting dates
- Provide the CSC with a wood burning report for the days that exceeded 35 micrograms per cubic meter
- Call CSC members who have not been participating to expand participation
- Schedule a meeting for CSC members, City of Fresno staff and City Council to discuss the truck rerouting study

Welcome and Introductions

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, District
Estela Ortega, City of Fresno, Community Co-host

Erica introduced herself and the ILG team, welcomed all participants and went over housekeeping items and translation services. The facilitation team provided an overview of the meeting agenda and Zoom controls.

Ryan welcomed the CSC back to the first meeting of the year. Community co-host, Estela, thanked the CSC for being present and stated that her goal is to lower contaminants and help improve the health of the community. Estela has lived in Fresno for over 20 years and joined the CSC because of her son's asthma.

Comment: I am excited that Estela is taking a lead in this. It is so nice to have the residents working at this. I am appreciative of your leadership and willingness to learn.

Options for 2021 Strategic Planning

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Erica introduced several options for a CSC annual planning process. Presentation highlights included:

- Three items need to be discussed as part of 2021 planning: Agenda items to discuss during 2021 CSC meetings, CERP measure prioritization and any other key activities

to accomplish this year along with metrics for success

- Two options for planning: discuss these topics at a future regularly scheduled CSC meeting or schedule an additional special CSC meeting

The CSC reached consensus that annual planning should be discussed at a separate meeting. The District agreed to send out a Doodle Poll with possible meeting dates.

Lawn & Garden Incentive Measures

Jeannine Tackett, Strategies and Incentives, District

Jaime Holt, Chief Communications Officer, District

Jeannine updated the CSC on lawn & garden incentive measures. Jaime highlighted outreach efforts and options for community participation. Presentation highlights included:

- There are two program options: replacement of an existing mower or purchase of a new mower (with no replacement requirement)
- The application is available online in both English and Spanish
- The program is open and available to residents now
- The District wants to ensure that people in the community that have lawns learn about this program

Comment: What happens if a resident wants to apply and doesn't have access to the internet? I encourage the District to reach out to Lilia, because she has a wonderful Facebook network.

District Response: Any residents without internet can call our offices and we will walk them through the process via phone and input the information for them.

Question: Is there a list of approved dismantlers?

District Response: Yes, that is on our website and we will drop that link in the chat.

Residential Wood Burning Enforcement and Grant Update

Jason Lawler, Manager, District

Jason updated the CSC on wood burning enforcement. Presentation highlights included:

- We are just over halfway through the wood burning season, which runs November-February
- Our commitment in the CERP is to do 4 hours of surveillance within the 617 community

- Since the beginning of November, we have done a total of 257 hours of surveillance and we have found 46 violations
- There are 418 registered wood burning devices within the City of Fresno

Question: Do you have any numbers on days of exceedance for the 35 micrograms per cubic meter?

District Response: We can definitely pull those numbers and have a summary at a future meeting.

District Response: Our Burn Cleaner program is open and exists for the purpose of providing funding to residents to replace existing fireplaces. Renters are eligible to participate as long as the property owner signs off. The application is available on our website or can be submitted via email.

Question from Spanish-speaker: Is the residential wood burning program only for chimneys or does it also include when people are outside using wood to warm themselves up or cook?

District Response : Our restrictions apply to the fireplace and outdoor wood burning. If someone is burning clean wood on a barbecue for cooking, that is ok.

Comment: The program needs to be more accessible. Special targeting has to be done to get residents in the 617 boundary to participate.

Question/Comment: Of the violations documented so far, how many of those within 617 boundary claimed that it was their only heat source? If you give a violation to someone who only has that heat source, are you also educating them at that moment and signing them up to make sure they are first in line for a registered device? With the incentive program, the end goal should still be phasing out wood burning, not just improvement to a better registered device.

District Response: We should have clarified that. In the 617 community, it is only for gas inserts. We will not pay for wood burning devices if people have the ability to put in a gas device.

Comment: I track RAAN for the sites that we have people working at my company. I noted today at 10:00 that multiple sites were all at four, which is pretty dirty. Those are higher numbers than I've seen for a while.

District Response: You are totally right, the District realizes it has been a really dirty week and it is the highest number we have seen in a while.

Comment: This program is amazing and seems to improve every year. For our communities, television and other media is not the best way to reach residents.

Response from ILG: Thanks for all the comments received so far. The District is taking notes on these suggestions for outreach and increasing participation.

Question: What is the outreach to the news media? What is the timeline for the 2021-22 fall campaign? What is the outreach to real estate agents?

District Response: We have a good relationship with the media. We generally begin planning the 2021-22 season around early summer. We are constantly looking to do more outreach to real estate agents. Before COVID, we went to their meetings regularly, but it has slowed down lately because of social distancing. Everything you mentioned is on our list and we are always looking to do more.

Public Comment: Natural gas isn't that much better. If everyone had gas stoves, wouldn't the neighborhood have NOX problems?

Response from ILG: That is a good technical question; I will ask the District staff answer that question in the chat.

CERP Tracker Review

Jessica Olsen, Program Manager, Air District

Jessica presented the updated CERP tracker. Presentation highlights included:

- The District heard a lot about the CSC wanting to see a document that highlighted where progress is being made and what the implementation plan is from year to year
- We are trying to find a balance that acknowledges all input we received; some CSC members want more detail while others prefer a document with less detail
- This new version of the CERP tracker has fewer words and more metrics
- The District included a quick way to display what the CSC has done to date
- The new 2021-2024 column has been added to identify planned funding and the number of units targeted for the remaining years

Comment: There is no start or end date for major milestones included. This does not include a Gantt chart. Will there be a proper Gantt chart incorporated into this document as we go into annual planning? I am not happy with this document in its current form and I don't think it reflects my feedback.

Standing Updates

Truck Rerouting Subcommittee Update:

Scott Mozier, PE Director, City of Fresno

Scott gave an update on the truck rerouting subcommittee and the RFP. Presentation highlights included:

- Subcommittee has been hard at work. There has been lots of good discussion about what the CSC wants included in the RFP

- There have been discussions about contracting directly with a university or public health department for the health elements of the RFP
- The subcommittee has requested that the RFP and the agreement between the city and the District be brought to the larger CSC for review
- We hope to get the RFP approved by the CSC in March and have a consultant selected and moving forward by July

Question: Can you discuss the status of the \$250,000 funding allocation from the city?

City of Fresno Response: The Fresno City Council amended the proposed budget from October, which included a \$250,000 allocation for the study. At the end of the budget process, the city budget was overextended by \$4 million. When the final budget was adopted, the line item for the truck re-route study was removed. The city doesn't have any additional cash to contribute to the effort at this time, though that could change mid-year.

City of Fresno Response: This was a difficult decision between funding parks, salaries, etc. With all of the budget motions exceeding \$4 million, some of the items had to go and this happened to be one. We did accept the \$250,000 cash allotment from the District and are very grateful.

Comment: I am concerned that the CSC is fronting 50% of the funding. I am disappointed in the city. I would love to hear from some members of the City Council on this.

Comment: The communities, businesses, areas, and individuals who have influence get their projects and priorities into the budget. I will not accept a budget shortfall and want this CSC not to accept it either.

Comment: I want to refer to an email that the city was included on about the money that was supposed to be allocated to the truck reroute. In that email, the funds were confirmed and adopted by City Council. If there were amendments to the budget, the CSC should have been notified.

City of Fresno Response: I agree it is a confusing process. That budget motion did pass. The mayor's initial budget was balanced, but by the time the council was done passing budget motions, that number was \$4 million more than available funds. The final motion that council adopted did not have the additional funds from the city for the study.

Comment: The city is negligent in updating their truck routes. If there was an issue with the budget being over by \$4 million and the truck reroute study money was set aside, that was the city's opportunity to bring that to the CSC. We are going into an RFP process and need to know how much money we have.

Summary Comments from ILG: The CSC is incredibly concerned about the loss of city funding for the truck reroute study. To keep moving forward, the CSC would like a meeting scheduled with the city staff and City Council members at an upcoming truck reroute subcommittee meeting. As a reminder, the District has indicated that additional funds could

be made available through the CERP to fund the study at a higher level if additional city funds do not materialize.

Wrap Up/Next Steps

Erica Manuel, Facilitator, ILG

Erica thanked everyone for attending and making the meeting productive. Community co-host, Estela, thanked everyone for being at the meeting and letting her express herself.

Reminders

Next regularly scheduled CSC meeting is Feb. 10 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #29
13 de enero de 2021 | 5:30 pm - 7:30 pm
Reunión de Zoom Virtual

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno (Comité):

- Ofrecerse como voluntario para ser un coanfitrión de la comunidad en una reunión futura

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Programar una reunión de planificación para diseñar una estrategia para la planificación anual del Comité Directivo; enviar encuesta de Doodle con fechas de reuniones adicionales
- Proporcionar al Comité Directivo un informe de quema de leña para los días que excedieron los 35 microgramos por metro cúbico.
- Llamar a los miembros del Comité Directivo que no han estado participando para ampliar la participación
- Programar una reunión para los miembros de Comité Directivo, el personal de la Ciudad de Fresno y el Concejo Municipal para discutir el estudio de desviación de camiones

Bienvenida e Introducciones

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)
Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle
Estela Ortega, City of Fresno, Coanfitriona del Comité Directivo de la Comunidad

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los elementos de mantenimiento y los servicios de traducción. El equipo de facilitación proporcionó una descripción general de la agenda de la reunión y los controles de Zoom.

Ryan dio la bienvenida al Comité Directivo a la primera reunión del año. La coanfitriona de la comunidad, Estela, agradeció al Comité Directivo por estar presente y dijo que su objetivo es reducir los contaminantes y ayudar a mejorar la salud de la comunidad. Estela ha vivido en Fresno durante más de 20 años y se unió al Comité Directivo debido al asma de su hijo.

Comentario: Estoy emocionado de que Estela esté liderando esto. Es muy bueno tener a los residentes trabajando en esto. Agradezco su liderazgo y su voluntad de aprender.

Opciones para la Planificación Estratégica 2021

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Erica presentó varias opciones para un proceso de planificación anual del Comité Directivo. Puntos importantes de la presentación:

- Se deben discutir tres artículos como parte de la planificación de 2021: los artículos de la agenda para debatir durante las reuniones del Comité Directivo de 2021, la priorización de la medida del CERP y cualquier otra actividad clave para lograr este año junto con las métricas de éxito
- Dos opciones para la planificación: discutir estos temas en una futura reunión del Comité Directivo programada regularmente o programe una reunión especial adicional del Comité Directivo.

El Comité Directivo llegó a un consenso de que la planificación anual debería discutirse en una reunión separada. El Distrito acordó enviar una encuesta Doodle con posibles fechas para la reunión.

Medidas de Incentivo para Césped y Jardín

Jeannine Tackett, Estrategias e Incentivos, Distrito

Jaime Holt, Directora de Comunicaciones, Distrito

Jeannine actualizó el Comité Directivo sobre medidas de incentivos para césped y jardín. Jaime destacó los esfuerzos de alcance y las opciones para la participación comunitaria. Puntos importantes de la presentación:

- Hay dos opciones del programa: reemplazo de una cortadora de césped existente o compra de una cortadora de césped nueva (sin requisito de reemplazo)
- La solicitud está disponible en línea tanto en inglés como en español.
- El programa está abierto y disponible para los residentes ahora.
- El Distrito quiere asegurarse de que las personas de la comunidad que tienen césped aprendan sobre este programa.

Comentario: ¿Qué sucede si un residente desea presentar una solicitud y no tiene acceso a Internet? Animo al Distrito a que se comunique con Lilia, porque tiene una maravillosa red de Facebook.

Respuesta del Distrito: Cualquier residente que no tenga Internet puede llamar a nuestras oficinas y nosotros lo guiaremos a través del proceso por teléfono e ingresaremos su información.

Pregunta: ¿Existe una lista de desmanteladores aprobados?

Respuesta del Distrito: Sí, eso está en nuestro sitio web y agregaremos ese enlace en el chat.

Actualización de Incentivos y Cumplimiento de la Quema de Leña Residencial

Jason Lawler, Gerente, Distrito

Jason actualizó al Comité Directivo sobre el cumplimiento de la quema de leña. Puntos importantes de la presentación:

- Estamos a poco más de la mitad de la temporada de quema de leña, que se extiende de noviembre a febrero.
- Nuestro compromiso en el CERP es hacer 4 horas de vigilancia dentro de la comunidad 617
- Desde principios de noviembre, hemos realizado un total de 257 horas de vigilancia y hemos encontrado 46 infracciones.
- Hay 418 aparatos de quema de leña registrados dentro de la ciudad de Fresno

Pregunta: ¿Tiene algún número de días donde se sobrepasó los 35 microgramos por metro cúbico?

Respuesta del Distrito: Definitivamente podemos juntar esos números y tener un resumen en una reunión futura.

Respuesta del Distrito: Nuestro programa Burn Cleaner está abierto y existe con el propósito de proporcionar fondos a los residentes para reemplazar las chimeneas existentes. Los inquilinos son elegibles para participar siempre y cuando el dueño de la propiedad lo firme. La solicitud está disponible en nuestro sitio web o puede enviarse por correo electrónico.

Pregunta de un hispanohablante: ¿El programa residencial de quema de leña es solo para chimeneas o también incluye cuando las personas están afuera usando leña para calentarse o cocinar?

Respuesta del Distrito: Nuestras restricciones se aplican a la chimenea y la quema de leña al aire libre. Si alguien está quemando leña en una parrilla para cocinar, está bien.

Comentario: El programa debe ser más accesible. Se debe hacer una focalización especial para que los residentes en el límite 617 participen.

Pregunta/Comentario: De las infracciones documentadas hasta ahora, ¿cuántas de las que se encuentran dentro del límite 617 afirmaron que era su única fuente de calor? Si se le da una infracción a alguien que solo tiene esa fuente de calor, ¿también los están educando en ese momento y registrándolo para asegurarse de que sea el primero en la fila para obtener un aparato registrado? Con el programa de incentivos, el objetivo final debería seguir siendo la eliminación gradual de la quema de leña, no solo el reemplazo con aparato mejor registrado.

Respuesta del Distrito: Deberíamos haberlo aclarado. En la comunidad 617, es solo para insertos de gas. No pagaremos para aparatos de combustión de leña si las personas tienen la capacidad de instalar un aparato de gas.

Comentario: Yo uso RAAN para los sitios en los que tenemos personas trabajando en mi empresa. Noté hoy a las 10:00 que varios sitios estaban todos en el cuatro, lo cual es bastante sucio. Esos son números más altos de los que he visto en un tiempo.

Respuesta del Distrito: Tienes toda la razón, el Distrito se da cuenta de que ha sido una semana muy sucia y es el número más alto que hemos visto en mucho tiempo.

Comentario: Este programa es asombroso y parece mejorar cada año. Para nuestras comunidades, la televisión y otros medios no son la mejor manera de llegar a los residentes.

Respuesta de ILG: Gracias por todos los comentarios recibidos hasta el momento. El Distrito está tomando notas sobre estas sugerencias para el alcance y el aumento de la participación.

Pregunta: ¿Cuál es el alcance a los medios de comunicación? ¿Cuál es el cronograma de la campaña de otoño 2021-22? ¿Cuál es el alcance a los agentes inmobiliarios?

Respuesta del Distrito: Tenemos una buena relación con los medios. Por lo general, comenzamos a planificar la temporada 2021-22 a principios del verano. Constantemente buscamos hacer más contacto con los agentes inmobiliarios. Antes de COVID, íbamos a sus reuniones con regularidad, pero últimamente se han disminuido debido al distanciamiento social. Todo lo que mencionaste está en nuestra lista y siempre estamos buscando hacer más.

Comentario Público: El gas natural no es mucho mejor. Si todos tuvieran estufas de gas, ¿no tendría el vecindario problemas de NOX?

Respuesta de ILG: Esa es una buena pregunta técnica; Le pediré al personal del Distrito que responda esa pregunta en el chat.

Revisión del Informe de Medidas del CERP

Jessica Olsen, Gerente del Programa, Distrito del Aire

Jessica presentó el informe de medidas de CERP actualizado. Puntos importantes de la presentación:

- El Distrito escuchó mucho sobre el Comité Directivo que quería ver un documento que resaltara dónde se está progresando y cuál es el plan de implementación de un año a otro.
- Estamos tratando de encontrar un equilibrio que reconozca todos los comentarios que recibimos; algunos miembros del Comité Directivo quieren más detalles mientras que otros prefieren un documento con menos detalles
- Esta nueva versión del informe de medidas del CERP tiene menos palabras y más métricas
- El Distrito incluyó una forma rápida de mostrar lo que el Comité Directivo ha hecho hasta la fecha.

- Se ha agregado la nueva columna 2021-2024 para identificar la financiación planificada y el número de unidades previstas para los años restantes.

Comentario: No se incluye una fecha de inicio ni de finalización para las metas principales. Esto no incluye un diagrama de Gantt. ¿Se incorporará un diagrama de Gantt adecuado en este documento a medida que avancemos en la planificación anual? No estoy satisfecho con este documento en su forma actual y no creo que refleje mis comentarios.

Actualizaciones Permanentes

Actualización del Subcomité de la Desviación de Camiones:

Scott Mozier, Director de PE, Ciudad de Fresno

Scott dio una actualización sobre el subcomité de desviación de camiones y la RFP. Puntos importantes de la presentación:

- El subcomité ha estado trabajando duro. Ha habido un buen debate sobre lo que el Comité Directivo quiere que se incluya en la RFP.
- Ha habido discusiones sobre la contratación directa con una universidad o departamento de salud pública para los elementos de salud de la RFP.
- El subcomité ha solicitado que la RFP y el acuerdo entre la ciudad y el Distrito se presenten al Comité Directivo más grande para su revisión.
- Esperamos obtener la RFP aprobada por el Comité Directivo en marzo y tener un consultor seleccionado y avanzar en julio.

Pregunta: ¿Puede discutir el estado de la asignación de fondos de \$250,000 de la ciudad?

Respuesta de la Ciudad de Fresno: El Concilio de Fresno enmendó el presupuesto propuesto de octubre, que incluía una asignación de \$250,000 para el estudio. Al final del proceso presupuestario, el presupuesto de la ciudad se sobrepasó en \$4 millones. Cuando se adoptó el presupuesto final, se eliminó la partida para el estudio de desviación de camiones. La ciudad no tiene dinero en efectivo adicional para contribuir al esfuerzo en este momento, aunque eso podría cambiar a mediados de año.

Respuesta de la Ciudad de Fresno: Esta fue una decisión difícil entre financiar parques, salarios, etc. Con todas las mociones presupuestarias que excedían los \$4 millones, algunos de los artículos tenían que desaparecer y este resultó ser uno. Aceptamos la asignación en efectivo de \$250,000 del Distrito y estamos muy agradecidos.

Comentario: Me preocupa que el Comité Directivo esté al frente del 50% de la financiación. Estoy decepcionado con la ciudad. Me encantaría escuchar a algunos miembros del concilio sobre esto.

Comentario: Las comunidades, negocios, áreas e individuos que tienen influencia incluyen sus proyectos y prioridades en el presupuesto. No aceptaré un déficit presupuestario y quiero que este Comité Directivo tampoco lo acepte.

Comentario: Quiero referirme a un correo electrónico en el que se incluyó a la ciudad sobre el dinero que se suponía que debía asignarse al desvío de camiones. En ese correo electrónico, los fondos fueron confirmados y adoptados por el Concilio. Si hubo enmiendas al presupuesto, el Comité Directivo debería haber sido notificado.

Respuesta de la Ciudad de Fresno: Estoy de acuerdo en que es un proceso confuso. Esa moción presupuestaria pasó. El presupuesto inicial del alcalde estaba equilibrado, pero cuando el consejo terminó de aprobar las mociones presupuestarias, ese número era \$4 millones más que los fondos disponibles. La moción final que adoptó el consejo no tenía los fondos adicionales de la ciudad para el estudio.

Comentario: La ciudad es negligente al actualizar las rutas de sus camiones. Si había un problema con el presupuesto de más de \$4 millones y el dinero del estudio de desviación de camiones fue apartado, esa era la oportunidad de la ciudad de llevarlo al Comité Directivo. Estamos entrando en un proceso de RFP y necesitamos saber cuánto dinero tenemos.

Comentarios Resumidos de ILG: El Comité Directivo está increíblemente preocupado por la pérdida de fondos de la ciudad para el estudio de desviación de camiones. Para seguir avanzando, al Comité Directivo le gustaría programar una reunión con el personal de la ciudad y los miembros del Concejo Municipal en una próxima reunión del subcomité de desviación de camiones. Como recordatorio, el Distrito ha indicado que se podrían poner a disposición fondos adicionales a través del CERP para financiar el estudio a un nivel superior si no se materializan fondos adicionales de la ciudad.

Conclusión/Próximos Pasos

Erica Manuel, Facilitadora, ILG

Erica agradeció a todos por asistir y hacer que la reunión fuera productiva. La coanfitriona de la comunidad, Estela, agradeció a todos por estar en la reunión y dejarla expresarse.

Recordatorios

La próxima reunión del Comité Directivo programada regularmente es el 10 de febrero a través de Zoom. Todas las presentaciones, los puntos importantes, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

** Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



South Central Fresno Agenda for Community Steering Committee Meeting #29

Wednesday, January 13, 2021 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>
Meeting ID: 982 5906 9963
Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Estela Ortega, Community Co-Host
- 5:45 p.m. Options for 2021 Strategic Planning**
CSC decision on proposal for holding a CSC strategic planning session
Erica Manuel, Facilitator
- 6:05 p.m. Lawn & Garden Incentive Measures**
Discuss plans for outreach to promote community participation in the Lawn and Garden Incentive measures in the CERP.
Valley Air District Staff
- 6:20 p.m. Residential Wood Burning Enforcement and Grant Update**
Update on implementation of the grant and enforcement measures
Valley Air District Staff
- 6:35 p.m. CERP Tracker Review**
Update on implementation of measures adopted in the CERP and review of [tracker](#)
Valley Air District Staff
- 7:10 p.m. Standing Updates**
Truck Rerouting Subcommittee
City of Fresno
Other Subcommittee Updates (*as needed*)
School Filtration/Bus, Vegetative Barriers, & Monitoring
Valley Air District Staff
- 7:25 p.m. Wrap Up/Next Steps**
Next CSC Meeting: February 10, 2021 via Zoom
Erica Manuel, Facilitator

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #29

Miércoles, 13 de enero de 2021 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

Meeting ID: 982 5906 9963

Passcode: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de acceso: 2378691#

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Estela Ortega, Co-anfitriona Comunitaria
- 5:45 p.m. Opciones para la Planificación Estratégica de 2021**
Decisión del Comité Directivo sobre la propuesta de realizar una sesión de planificación estratégica
Erica Manuel, Facilitadora
- 6:05 p.m. Medidas de Incentivo para Césped y Jardín**
Discutir planes de alcance para promover la participación de la comunidad en las medidas de incentivos para césped y jardín en el CERP.
Personal del Distrito del Aire del Valle
- 6:20 p.m. Actualización de Subvenciones y Cumplimiento de la Quema de Leña Residencial**
Actualización sobre la implementación de la subvención y las medidas de cumplimiento
Personal del Distrito del Aire del Valle
- 6:35 p.m. Repaso del Reporte de Medidas del CERP**
Actualización sobre implementación de medidas adoptadas en el CERP y revisión del [reporte de medidas](#)
- 7:10 p.m. Actualizaciones Permanentes**
Subcomité de Desviación de Camiones
Ciudad de Fresno
Otras Actualizaciones de los Subcomités (según sea necesario)
Filtración de Escuelas/Autobuses, Barreras Vegetativas y Monitoreo del Aire
Personal del Distrito del Aire del Valle
- 7:25 p.m. Concluir/Próximos Pasos**
Próxima reunión del Comité Directivo: 10 de febrero de 2021 a través de Zoom
Erica Manuel, Facilitadora

Meeting Highlights*
AB 617 Fresno Community Steering Committee Meeting #28
December 9, 2020, 5:30 pm - 7:30 pm
Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Submit additional agenda items for the next air monitoring subcommittee meeting
- Volunteer to be a community co-host at a future CSC meeting
- Submit names of small businesses that may be interested in City of Fresno loans
- Submit comments on the Regional Transportation Plan to City of Fresno

Action items for the San Joaquin Valley Air Pollution Control District (District):

- Track AB 841 and share key milestones and updates with the CSC when necessary
- Distribute hard copies of the CERP at-a-glance
- Focus next CSC meeting agenda on reviewing visualization improvements made to the CERP tracker and discussing CERP priorities; incorporate a budget update if possible
- Reschedule lawn & garden incentive agenda item
- Include more detailed reports of air monitoring results, such as names and levels of contaminants
- Share comparative data from stationary monitors to regulatory monitors so CSC can see the difference

Welcome and Introductions:

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, the District

Gregory Barfield, Scott Mozier and Lupe Perez, City of Fresno, CSC Community Co-hosts

Erica introduced herself and the ILG team, welcomed all participants and went over housekeeping items and translation services. The facilitation team provided an overview of the meeting agenda and Zoom controls.

Ryan welcomed the CSC, expressed excitement about the meeting and obtaining additional feedback from the CSC about ways to improve the AB 617 implementation process. He turned it over to Gregory Barfield, Scott Mozier, and Lupe Perez, from the City of Fresno for co-host remarks.

Updates included:

- The City of Fresno has four protected bike lane corridors that are already funded, undergoing design and will be built in 2021
- The City is implementing active transportation improvements in late 2021-2022
- The City will install no idling signs to target some of the hot spots of concern already noted by the CSC
- The City is busy disbursing grants to small businesses
- Loans are available for businesses to access
- The first two battery powered electric buses are coming in February and nine more will be approved at the next City Council meeting
- The City is working on the Regional Transportation Plan and encourages comments from the CSC
- The City will have a new mayor on Jan. 5

- Greg will transition to Assistant City Manager in January
- There are lots of leadership and administrative transitions currently taking place at the City

Standing Updates

Truck Rerouting Subcommittee Update:

Scott Mozier, PE Director, City of Fresno

Scott gave an update on the truck rerouting subcommittee and the RFP. Presentation highlights included:

- A subsection of the truck rerouting subcommittee has volunteered join a working group to work with the city on specific refinements to the RFP
- The city received good input on language revisions for the RFP
- The city is working through how best to address the health impacts element of the study
- The study is well funded and the CSC will be pleased with the work
- Next step is to meet with working group on Friday 12/11 to wordsmith and get consensus
- The city expects to look at proposal responses in the Spring

Question: Are there any documents we need to read before the meeting on Friday?

City of Fresno Response: Not in advance of the meeting, but we will have specific sections and topics that we will go through during the meeting. We are hoping for substantial feedback.

Comment from Spanish-speaker: I am thankful to the District because I saw three vehicles in my area enforcing in my community.

ILG Response: It's always great to hear that progress is being made.

Comment: As we talk about truck rerouting, it brings up the question regarding the MOU. We need the MOU between the City and the District to be developed as soon as possible.

City of Fresno Response: Because our leadership transition is still in progress, this is an item that will need to be discussed after January 5. A realistic timeframe is likely of late January-early February for beginning the conversations.

Comment: We understand that transitions take time. But we expect to receive the names of key stakeholders at the City once you know them in January. In addition to the city staff who leads the various departments that might need to be involved, I think it's important that the staff of the council members who are part of the AB 617 area are also engaged.

ILG Response: The CSC is very excited at the possibility of having this MOU and there is interest in making sure that momentum is maintained despite the transition.

City of Fresno Response: It is my responsibility to bring this forth to the City Manager and I am committed to doing that (Gregory Barfield).

District Response: Over the last month, we have reached out to the City and reinforced the CSC's interest in participating in a robust dialogue and MOU development. We have already begun sharing ideas about possible topics that can be part of an MOU and we are looking forward to working with the City soon to move this item forward. The City indicated the best time to have these discussions is after the transition.

School Filtration and Bus Subcommittee:

Nayamin Martinez, CSC member

Ivanka Saunders, CSC member

Crystal Yunker, Strategies & Incentives, the District

Jeannine Tackett, Senior Air Quality Specialist, the District

Nayamin and Ivanka provided an update on an ad hoc meeting they participated in. District staff updated the CSC on the school filtration and bus subcommittee. Presentation highlights included:

- Met with Fresno Unified to ensure they are committed to the buses
- Fresno Unified's main concern is infrastructure; the CSC may need to plan for solutions to this issue (i.e. should we decrease the amount of buses, so there's funding available for infrastructure?)
- We plan to continue discussions with residents about where charging stations should be placed
- We requested data on asthma rates to more strategically prioritize schools in the district
- Fresno Unified is conducting a study for their existing charging needs and believe only minor modifications need to be made to service incoming buses
- Fresno Unified has been actively assessing their systems at various schools and meeting with multiple manufacturers to see what devices are available, what site location needs exist and what works best with existing systems
- The District is exploring what other types of devices can be added to existing systems to help improve filtration
- AB 841 has been approved and is in process; this will provide additional funds to help schools reopen safely and a portion can be used to upgrade and repair existing HVAC systems

CARB Comment: I have talked to our electric bus staff at CARB. If anyone on the CSC wants the CARB perspective, please email and we can set up a call.

ILG Response: Thank you. I think some CSC members will take you up on that offer and will look for your contact information in the chat.

Question: With a new federal administration coming in, does anybody know if there is going to be any money given to the schools to upgrade their filtration systems? If so, do you think that money could help those schools by providing the funding match necessary to upgrade those systems?

City of Fresno Response: A lot of what is happening right now at the federal level is just to keep the government afloat. When the Biden administration completes its transition, they will start to roll out other resources that may be useful.

Question: Where is AB 841 in the legislative process and will you let us know when we should write a letter of support?

District Response: Yes, absolutely. The way the bill is written, the money will be handled through the utility companies and we should see those application processes starting around March 2021. We can definitely try to track the time frames and provide updates when necessary.

Vegetative Barriers Subcommittee:

Jaime Holt, Chief Communications Officer, the District

Jaime gave an update on the new vegetative barriers subcommittee. Presentation highlights included:

- On behalf of the CSC, Nayamin applied for two full-time AmeriCorps climate change fellows
- The fellows can help implement CERP measures related to urban greening and vegetative barriers

- The District is reaching out to Caltrans, the City of Fresno, the County of Fresno, Tree Fresno, the Department of Conservation, Fresno State and others to find out what is already being done and make that available in a concise list for the CSC

Comment: Thank you for your efforts to provide some extra help. It's outstanding.

Air Monitoring Update:

Chay Thao, Program Manager, the District

Chay provided an update on continued community air monitoring. Presentation highlights included:

- Out of ten sites, there are only two left; Madison Elementary and Edison High School
- The District is working to make it easier to obtain van data by putting it into an interactive map on the webpage
- As requested by CSC, the District is integrating community air monitoring into the existing regulatory monitors that are part of RAAN
- At the upcoming air monitoring subcommittee, the District will provide a summary of completed air monitoring updates, what is left, and what we've learned; feedback is encouraged

Comment: The CSC would like to see more details on the toxic air contaminants, such as the names of the contaminants and what those levels have been.

District Response: The District will include that.

Comment: I would like to see all the raw data unfiltered in an excel spreadsheet.

District Response: We will provide that to you.

Comment: The City of Fresno needs to get the PM 2.5 numbers along Interstate 99 because you are building that hotel for the homeless.

City of Fresno Response: We will take that into consideration. Thank you.

Question: Would it be too problematic for you to compare that data in the different stationary monitors to the regulatory monitors so the CSC can see if there are any spots with significant differences?

District Response: Yes, in our quarterly report, we compare them. We will put that together for you all to see.

CERP Tracker Review:

Jaime Holt, Chief Communications Officer, the District

Jaime presented two CERP tracking documents to the CSC. Presentation highlights included:

- The District recently created a new document related to the CERP
- The document is a snapshot of the CERP; it is a simplified overview (at-a-glance CERP) that has been posted on the website and can be shared externally with the general public
- The comprehensive tracker is still missing a key element, which is an easy way to see progress; the District wants CSC input before refining that document
- The tracker can link to other documents

- The District wants to communicate enough information to the CSC so members are informed but not overwhelmed

Comment: The at-a-glance CERP is missing a chart with the major bullet points about AB 617, including the start and end dates of the project and key milestones through the years. You should also add a thermometer of the allocation by fiscal year for this entire program, so you can denote the different projects that start within that year. The larger handout is definitely confusing. To better revise that document, I recommend a Gantt chart with every project listed, then you can hyperlink each of those line items and note progress made during each cycle.

ILG Response: Thank you. I see the District is taking copious notes on these suggestions.

Comment: The CERP at-a-glance is a good effort to describe the CERP. On the larger document, it needs timelines, it needs to be brief with fewer words and it needs to list how much money the District is investing in each of those rows of projects.

ILG Response: Thank you.

Comment: I want to uplift the residents and would like to hear what measures need to be worked on next and what they want to prioritize moving into January.

ILG Response: Thanks for that comment. I welcome any resident comments at any time during this meeting.

Comment: I think the prioritization discussion deserves to be focused on a whole meeting.

ILG Response: We hear you and appreciate that comment. Our initial thought was we would discuss the outline of the tracker so we can move into that discussion of priorities at a subsequent meeting.

District Response: Thank you. We definitely hear what you are saying. This agenda item was more focused on how we can make this tracker easier for members to use as a tool. We have already received a lot of feedback and differing opinions on how it can be presented, so if we can have more discussion on what the group as a whole desires, we can design this with the majority of the group in mind.

Comment: When will we have a deep dive into the CERP priorities? I'd like to see the MOU, the land issues, the enforcement and jurisdiction issues discussed and prioritized as soon as possible.

Comment: I keep hearing that this document should provide accountability and transparency. The thing that undermines trust is the lack of accountability and the repetition of trying to get information which is withheld. This document needs to house all relevant information and hyperlink to the health outcomes and data.

ILG Response: Thank you.

ILG Response: To paraphrase the CSC comments received so far in this meeting about the current version of the CERP tracker, the District needs to tighten the language, remove redundancy, and make the content shorter but more relevant. The District will work to fix the visuals and format, but the CSC recommends adding columns, the budget, and implementation/status report. What we are hearing is this is the number one priority. We do not want to have this conversation again, and the CSC wants to see progress on this tracker. We also heard that the CSC wants to move into the strategy and prioritization discussions. The District will ensure that an upcoming meeting agenda focuses on strategic implementation and alignment, with resident priorities in mind.

District Response: Thanks, everyone. It is always tough to hear that things aren't perfect. We want a perfect process for all of you and we are committed to finding ways to make your time productive and well spent. We don't want to come back with something that is still not right. If there are a few

CSC members open to working with the District to make sure we are capturing what you want, then we can come back to the next meeting and have something more meaningful.

Comment: I think the design is least important. We should get everything else in order first.

Comment: I think both parts are connected. It is important to know how much progress we have made and what things we need to prioritize moving forward, from the residents' perspective. That is more important than formatting, but it is connected.

ILG Response: I think what we've heard is that the design will be refined between now and the next meeting and that prioritization and strategy will be discussed at the next meeting. The question is how to integrate this visualization conversation.

Comment: There is strength in simplicity, but I believe there needs to be reasonable understanding of outcomes and progress. One of the outcomes we hope to achieve is reduction of wood burning in our impacted area. How would it look for us to be successful with our wood burning piece? We have to determine what success looks like so that as we move these charts forward, we can evaluate progress. I am not sure we always know what's going on as a committee, necessarily.

ILG Response: Thanks. I'm hearing CSC members say that the snapshot and the full tracker should include the progress we are making at key milestones.

Comment: I wanted to flag one of your comments centered on how we segment the document in terms of ensuring the District provides enough information for everyone related to the CERP goals. Different stakeholders have had different priorities. I think it would be a value add if the CSC had a summary detailing where the District is related to each of the different CERP goals. That would help us in our decision-making process as we approach January.

ILG Response: Thank you. We have reached consensus via verbal comments and chat comments that we need to discuss this at the next meeting.

Wrap Up/Next Steps:

Erica Manuel, Facilitator, ILG

Erica thanked everyone for attending and the CSC for the honest dialogue.

Question: Can we please add a budget update to next month's agenda?

ILG Response: Thank you. We can ask the District to add that to list of agenda items for next month.

Comment: I wanted to congratulate Commissioner Randolph who was just appointed to CARB. We are excited about the leaders the Governor is appointing to the Board.

District Response: Thank you! We agree. Dr. Pacheco-Warner will also be a representative from San Joaquin to the CARB Board as well.

Ryan wished the CSC happy holidays and thanked them for their flexibility, honesty and input, and for continuing to work with the District. The City of Fresno thanked the CSC for allowing them to join in the process and co-host the meeting.

Reminders:

Next regularly scheduled CSC meeting is Jan. 13 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment:

No public comment.

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #28
9 de diciembre de 2020, 5:30 pm - 7:30 pm
Reunión de Zoom Virtual

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno:

- Enviar puntos adicionales de la agenda para la próxima reunión del subcomité de monitoreo del aire.
- Ofrecerse como voluntario para ser un coanfitrión de la comunidad en una futura reunión de Comité Directivo
- Enviar nombres de pequeñas empresas que puedan estar interesadas en préstamos de la Ciudad de Fresno
- Enviar sus comentarios sobre el Plan de Transporte Regional a la Ciudad de Fresno

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Seguir AB 841 y compartir puntos clave y actualizaciones con el Comité Directivo cuando sea necesario
- Distribuir copias impresas del CERP de un vistazo
- Enfocar la agenda de la próxima reunión del Comité Directivo en revisar las mejoras de visualización realizadas en el informe de medidas del CERP y discutir las prioridades CERP; incorporar una actualización de presupuesto si es posible
- Reprogramar el artículo de la agenda de incentivos para césped y jardín
- Incluir informes más detallados de los resultados del monitoreo del aire, como nombres y niveles de contaminantes.
- Compartir datos comparativos de monitores estacionarios a monitores regulatorios para que Comité Directivo pueda ver la diferencia

Bienvenida e Introducciones:

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle

Gregory Barfield, Scott Mozier y Lupe Perez, Ciudad de Fresno, Coanfitriones del Comité Directivo de la Comunidad

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los elementos de mantenimiento y los servicios de traducción. El equipo de facilitación proporcionó una descripción general de la agenda de la reunión y los controles de Zoom.

Ryan dio la bienvenida al Comité Directivo, expresó su entusiasmo por la reunión y obtuvo comentarios adicionales del Comité Directivo sobre las formas de mejorar el proceso de implementación de AB 617. Se lo entregó a Gregory Barfield, Scott Mozier y Lupe Perez, de la ciudad de Fresno, para los comentarios de coanfitrión. Actualizaciones incluidas:

- La Ciudad de Fresno tiene cuatro carriles de bicicletas protegidos que ya están financiados, en proceso de diseño y se construirán en 2021
- La Ciudad está implementando mejoras activas en el transporte a fines de 2021-2022
- La Ciudad instalará letreros de "Apague el motor mientras estacionados" para apuntar a algunos de las zonas conflictivas de preocupación ya señalados por el Comité Directivo
- La Ciudad está ocupada desembolsando subvenciones a pequeños negocios

- Los préstamos están disponibles para que los negocios lo puedan acceder
- Los dos primeros autobuses eléctricos de batería llegarán en febrero y nueve más serán aprobados en la próxima reunión del Ayuntamiento
- La Ciudad está trabajando en el Plan de Transporte Regional y alienta los comentarios del Comité Directivo
- La Ciudad tendrá un nuevo alcalde el 5 de enero
- Greg pasará a ser Asistente del Administrador de la Ciudad en enero
- Actualmente se están llevando a cabo muchas transiciones administrativas y de liderazgo en la Ciudad

Actualizaciones Permanentes

Actualización del Subcomité de Desviación de Camiones:

Scott Mozier, Director PE, Ciudad de Fresno

Scott dio una actualización sobre el subcomité de desviación de camiones y la RFP. Puntos importantes de la presentación:

- Una subsección del subcomité de desviación de camiones se ha ofrecido a unirse voluntariamente a un grupo de trabajo para trabajar con la ciudad en mejoras específicas a la RFP
- La ciudad recibió una buena información sobre las revisiones del lenguaje para la RFP
- La ciudad está trabajando en la mejor manera de abordar el elemento de impacto en la salud del estudio
- El estudio está bien financiado y el Comité Directivo estará satisfecho con el trabajo
- El siguiente paso es reunirse con el grupo de trabajo el viernes 12/11 para escribir y obtener un consenso
- La ciudad espera ver las respuestas a las propuestas en la primavera

Pregunta: ¿Hay algún documento que debamos leer antes de la reunión del viernes?

Respuesta de la Ciudad de Fresno: No antes de la reunión, pero tendremos secciones y temas específicos que abordaremos durante la reunión. Esperamos comentarios sustanciales.

Comentario de un hispanohablante: Estoy agradecido con el Distrito porque vi tres vehículos en mi área haciendo cumplimiento en mi comunidad.

Respuesta de ILG: Siempre es bueno saber que se está haciendo progreso.

Comentario: Cuando hablamos de desvío de camiones, surge la pregunta sobre el MOU. Necesitamos que el Memorando de Entendimiento entre la Ciudad y el Distrito se desarrolle lo antes posible.

Respuesta de la Ciudad de Fresno: Debido a que nuestra transición de liderazgo aún está en progreso, este es un tema que deberá discutirse después del 5 de enero. Es probable que haya un plazo realista de finales de enero a principios de febrero para comenzar las conversaciones.

Comentario: Entendemos que las transiciones toman tiempo. Pero esperamos recibir los nombres de las partes interesadas clave en la Ciudad una vez que los conozca en enero. Además del personal de la ciudad que dirige los diversos departamentos que podrían necesitar participar, creo que es importante que el personal de los miembros del consejo que forman parte del área AB 617 también esté comprometido.

Respuesta de ILG: El Comité Directivo está muy entusiasmado con la posibilidad de tener este MOU y hay interés en asegurarse de que se mantenga el impulso a pesar de la transición.

Respuesta de la Ciudad de Fresno: Es mi responsabilidad comunicarle esto al administrador de la ciudad y estoy comprometido a hacerlo (Gregory Barfield).

Respuesta del Distrito: Durante el último mes, nos comunicamos con la Ciudad y reforzamos el interés de la Comité Directivo en participar en un diálogo y en el desarrollo de un memorando de entendimiento. Ya hemos comenzado a compartir ideas sobre posibles temas que pueden ser parte de un MOU y esperamos trabajar pronto con la Ciudad para avanzar en este tema. La Ciudad indicó que el mejor momento para tener estas discusiones es después de la transición.

Subcomité de Filtración y Autobuses Escolares:

Nayamin Martinez, miembro del Comité Directivo

Ivanka Saunders, miembro del Comité Directivo

Crystal Yunker, Estrategias e Incentivos, el Distrito

Jeannine Tackett, Especialista en Calidad del Aire, el Distrito

Nayamin e Ivanka proporcionaron una actualización sobre una reunión ad hoc en la que participaron. El personal del Distrito actualizó al Comité Directivo sobre el subcomité de filtración escolar y autobuses. Puntos importantes de la presentación:

- Se reunió con el Distrito Escolar Unificado de Fresno para asegurar que están comprometidos con los autobuses
- La principal preocupación del Distrito Escolar Unificado de Fresno es la infraestructura; Es posible que el Comité Directivo necesite planificar soluciones a este problema (es decir, ¿deberíamos reducir la cantidad de autobuses para que haya fondos disponibles para la infraestructura?)
- Planeamos continuar las discusiones con los residentes sobre dónde deben ubicarse las estaciones de carga
- Solicitamos datos sobre las tasas de asma para priorizar de manera más estratégica las escuelas del distrito
- El Distrito Unificado de Fresno está llevando a cabo un estudio para sus necesidades de carga existentes y cree que solo se necesitan modificaciones menores para dar servicio a los autobuses entrantes
- El Distrito Escolar Unificado de Fresno ha estado evaluando activamente sus sistemas en varias escuelas y se ha reunido con varios fabricantes para ver qué aparatos están disponibles, qué necesidades de ubicación existen y qué funciona mejor con los sistemas existentes
- El Distrito está explorando qué otros tipos de aparatos se pueden agregar a los sistemas existentes para ayudar a mejorar la filtración
- AB 841 ha sido aprobado y está en proceso; Esto proporcionará fondos adicionales para ayudar a las escuelas a reabrir de manera segura y una parte se puede utilizar para actualizar y reparar los sistemas de HVAC existentes.

Comentario de CARB: He hablado con nuestro personal de autobuses eléctricos en CARB. Si alguien en el Comité Directivo quiere la perspectiva de CARB, envíe un correo electrónico y podemos programar una llamada.

Respuesta de ILG: Gracias. Creo que algunos miembros de Comité Directivo aceptarán esa oferta y buscarán su información de contacto en el chat.

Pregunta: Con la llegada de una nueva administración federal, ¿alguien sabe si se les dará dinero a las escuelas para actualizar sus sistemas de filtración? Si es así, ¿cree que el dinero podría ayudar a esas escuelas al proporcionar los fondos necesarios para actualizar esos sistemas?

Respuesta de la Ciudad de Fresno: Mucho de lo que está sucediendo ahora mismo a nivel federal es solo para mantener al gobierno a flote. Cuando la administración de Biden complete su transición, comenzarán a implementar otros recursos que pueden ser útiles.

Pregunta: ¿Dónde está AB 841 en el proceso legislativo? ¿Nos hará saber cuándo debemos escribir una carta de apoyo?

Respuesta del Distrito: Si, absolutamente. Según la forma en que se redacta la factura, el dinero se manejará a través de las empresas de servicios públicos y deberíamos ver esos procesos de solicitud a partir de marzo de 2021. Definitivamente podemos intentar seguir los plazos y proporcionar actualizaciones cuando sea necesario.

Subcomité de Barreras Vegetativas:

Jaime Holt, Director de Comunicaciones, el Distrito

Jaime dio una actualización sobre el nuevo subcomité de barreras vegetativas. Puntos importantes de la presentación:

- En nombre del Comité Directivo, Nayamin solicitó dos becarios de cambio climático de tiempo completo de AmeriCorps
- Los becarios pueden ayudar a implementar medidas CERP relacionadas con la ecologización urbana y las barreras vegetativas.
- El Distrito se está contactado con Caltrans, la Ciudad de Fresno, el Condado de Fresno, Tree Fresno, el Departamento de Conservación, el Estado de Fresno y otros para averiguar lo que ya se está haciendo y ponerlo a disposición en una lista concisa para el Comité Directivo.

Comentario: Gracias por sus esfuerzos para brindar ayuda adicional. Es sobresaliente.

Actualización de Monitoreo del Aire:

Chay Thao, Gerente de Programa, el Distrito

Chay proporcionó una actualización sobre el monitoreo continuo del aire de la comunidad. Puntos importantes de la presentación:

- De diez sitios, solo quedan dos; Madison Elementary y Edison High School
- El Distrito está trabajando para facilitar la obtención de datos de camionetas colocándolos en un mapa interactivo en la página web
- Según lo solicitado por Comité Directivo, el Distrito está integrando el monitoreo del aire de la comunidad en los monitores regulatorios existentes que son parte de RAAN
- En el próximo subcomité de monitoreo del aire, el Distrito proporcionará un resumen de las actualizaciones de monitoreo del aire completadas, lo que queda y lo que hemos aprendido; se animan los comentarios

Comentario: El Comité Directivo quisiera ver más detalles sobre los contaminantes tóxicos del aire, como los nombres de los contaminantes y cuáles han sido esos niveles.

Respuesta del Distrito: El Distrito incluirá eso.

Comentario: Me gustaría ver todos los datos sin procesar sin filtrar en una hoja de cálculo de Excel.

Respuesta del Distrito: Nosotros te lo proporcionaremos.

Comentario: La ciudad de Fresno necesita obtener los números de PM 2.5 a lo largo de la Interestatal 99 porque está construyendo ese hotel para personas sin hogar.

Respuesta de la Ciudad de Fresno: Lo tendremos en cuenta. Gracias.

Pregunta: ¿Sería demasiado problemático para usted comparar esos datos en los diferentes monitores estacionarios con los monitores regulatorios para que el Comité Directivo pueda ver si hay puntos con diferencias significativas?

Respuesta del Distrito: Sí, en nuestro informe trimestral, los comparamos. Lo juntaremos para que todos lo vean.

Revisión del Informe de Medidas del CERP:

Jaime Holt, Director de Comunicaciones, el Distrito

Jaime presentó dos informes de medidas del CERP al Comité Directivo. Puntos importantes de la presentación:

- El Distrito creó recientemente un nuevo documento relacionado con el CERP
- El documento es una instantánea del CERP; Es una descripción general simplificada (CERP de un vistazo) que se ha publicado en el sitio web y se puede compartir externamente con el público en general.
- El informe de medidas completo todavía le falta un elemento clave, que es una manera fácil de ver el progreso; el Distrito quiere la opinión de Comité Directivo antes de refinar ese documento
- El informe puede tener enlaces a otros documentos
- El Distrito quiere comunicar suficiente información al Comité Directivo para que los miembros estén informados, pero no abrumados

Comentario: Al CERP de un vistazo le falta un cuadro con los puntos principales sobre AB 617, incluidas las fechas de inicio y finalización del proyecto y las metas clave a lo largo de los años. También deben agregar un termómetro de la asignación por año fiscal para todo este programa, para que puedas indicar los diferentes proyectos que se inician dentro de ese año. El folleto más grande es definitivamente confuso. Para revisar mejor ese documento, recomiendo un diagrama de Gantt con cada proyecto enumerado, luego puede hacer un hipervínculo a cada uno de esos elementos de línea y anotar el progreso realizado durante cada ciclo.

Respuesta de ILG: Gracias. Veo que el Distrito está tomando muchas notas sobre estas sugerencias.

Comentario: El CERP de un vistazo es un buen esfuerzo para describir el CERP. En el documento más grande, necesita líneas de tiempo, debe ser breve con menos palabras y debe enumerar cuánto dinero está invirtiendo el Distrito en cada una de esas filas de proyectos.

Respuesta de ILG: Gracias.

Comentario: Quiero animar a los residentes y me gustaría escuchar en qué medidas se deben trabajar a continuación y en qué quieren priorizar en enero.

Respuesta de ILG: Gracias por ese comentario. Agradezco cualquier comentario de los residentes en cualquier momento durante esta reunión.

Comentario: Creo que la discusión sobre la priorización merece centrarse en una reunión completa.

Respuesta de ILG: Lo escuchamos y agradecemos ese comentario. Nuestro pensamiento inicial fue que discutiríamos el esquema del informe de medidas para que podamos pasar a esa discusión de prioridades en una reunión posterior.

Respuesta del Distrito: Gracias. Definitivamente escuchamos lo que estás diciendo. Este artículo de la agenda se centró más en cómo podemos hacer que este informe de medidas sea más fácil de usar como herramienta para los miembros. Ya hemos recibido muchos comentarios y opiniones diferentes sobre cómo se puede presentar, por lo que si podemos tener más discusión sobre lo que desea el grupo en su conjunto, podemos diseñar esto teniendo en cuenta a la mayoría del grupo.

Comentario: ¿Cuándo profundizaremos en las prioridades de CERP? Me gustaría ver el memorando de entendimiento, los problemas de uso de suelo, los problemas de cumplimiento y jurisdicción discutidos y priorizados lo antes posible.

Comentario: Sigo escuchando que este documento debe brindar responsabilidad y transparencia. Lo que socava la confianza es la falta de responsabilidad y la repetición de intentar obtener información que se retiene. Este documento debe contener toda la información relevante y un enlace a los resultados y datos de salud.

Respuesta de ILG: Gracias.

Respuesta de IL: Parafraseando los comentarios del Comité Directivo recibidos hasta ahora en esta reunión sobre la versión actual del informe de medidas de CERP, el Distrito necesita ajustar el lenguaje, eliminar la redundancia y hacer que el contenido sea más corto, pero más relevante. El Distrito trabajará para arreglar las imágenes y el formato, pero el Comité Directivo recomienda agregar columnas, el presupuesto y el informe de implementación/estado. Lo que estamos escuchando es que esta es la prioridad número uno. No queremos volver a tener esta conversación y el Comité Directivo quiere ver el progreso en este informe de medidas. También escuchamos que el Comité Directivo quiere pasar a las discusiones de estrategia y priorización. El Distrito se asegurará de que la agenda de la próxima reunión se enfoque en la implementación y alineación estratégicas, teniendo en cuenta las prioridades de los residentes.

Respuesta del Distrito: Gracias a todos. Siempre es difícil escuchar que las cosas no son perfectas. Queremos un proceso perfecto para todos ustedes y estamos comprometidos a encontrar formas de hacer que su tiempo sea productivo y bien empleado. No queremos volver con algo que todavía no está bien. Si hay algunos miembros de Comité Directivo dispuestos a trabajar con el Distrito para asegurarse de que estamos capturando lo que desea, entonces podemos regresar a la próxima reunión y tener algo más significativo.

Comentario: Creo que el diseño es lo menos importante. Deberíamos poner todo lo demás en orden primero.

Comentario: Creo que ambas partes están conectadas. Es importante saber cuánto hemos avanzado y qué cosas debemos priorizar para avanzar, desde la perspectiva de los residentes. Eso es más importante que formatear, pero si está conectado.

Respuesta de ILG: Creo que lo que hemos escuchado es que el diseño se perfeccionará entre ahora y la próxima reunión y que la priorización y la estrategia se discutirán en la próxima reunión. La pregunta es cómo integrar esta conversación de visualización.

Comentario: Hay fuerza en la simplicidad, pero creo que debe haber una comprensión razonable de los resultados y el progreso. Uno de los resultados que esperamos lograr es la reducción de la quema de leña en nuestra zona afectada. ¿Cómo se vería para nosotros tener éxito con nuestra pieza de quemar leña? Tenemos que determinar cómo se ve el éxito para que, a medida que avanzamos en estos gráficos, podamos evaluar el progreso. No estoy seguro de que siempre sepamos lo que está sucediendo como comité, necesariamente.

Respuesta de ILG: Gracias. Escucho a los miembros de Comité Directivo decir que el CERP en un vistazo y el informe de medidas deben incluir el progreso que estamos logrando en las metas clave.

Comentario: Quería señalar uno de sus comentarios centrado en cómo segmentamos el documento en términos de garantizar que el Distrito proporcione suficiente información para todos los relacionados con las metas del CERP. Las diferentes partes interesadas han tenido diferentes prioridades. Creo que sería un valor agregado si el Comité Directivo tuviera un resumen detallando dónde se relaciona el Distrito con cada una de las diferentes metas del CERP. Eso nos ayudaría en nuestro proceso de toma de decisiones a medida que nos acercamos a enero.

Respuesta de ILG: Gracias. Hemos llegado a un consenso a través de comentarios verbales y comentarios de chat de que necesitamos discutir esto en la próxima reunión.

Concluir/Próximos Pasos:

Erica Manuel, Facilitadora, ILG

Erica agradeció a todos por asistir y al Comité Directivo por el diálogo honesto.

Pregunta: ¿Podemos agregar una actualización del presupuesto a la agenda del próximo mes?

ILG Response: Gracias. Podemos pedirle al Distrito que agregue eso a la lista de temas de la agenda para el próximo mes.

Comentario: Quería felicitar al Comisionado Randolph, quien acaba de ser designado para CARB. Estamos entusiasmados con los líderes que el Gobernador está nombrando para la Junta.

Respuesta del Distrito: ¡Gracias! Estamos de acuerdo. La Dr. Pacheco-Warner también será un representante de San Joaquín ante la Junta de CARB.

Ryan deseó felices fiestas a la Comité Directivo y les agradeció por su flexibilidad, honestidad y aportes, y por continuar trabajando con el Distrito. La ciudad de Fresno agradeció al Comité Directivo por permitirles unirse al proceso y ser coanfitriones de la reunión.

Recordatorios:

La próxima reunión del Comité Directivo programada regularmente es el 13 de enero a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

** Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*

Comentario Público:

No hay comentarios públicos.



South Central Fresno Agenda for Community Steering Committee Meeting #28

Wednesday, December 9, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>
Meeting ID: 982 5906 9963
Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
City of Fresno, Community Co-Host
- 5:45 p.m. Standing Updates**
Truck Rerouting Subcommittee
City of Fresno
School Filtration and Bus Subcommittee
Valley Air District Staff
Vegetative Barriers Subcommittee
Valley Air District Staff
Air Monitoring Update and Other District Updates
Valley Air District Staff
- 6:15 p.m. CERP Tracker Review**
Update on implementation of measures adopted in the CERP and review of [tracker](#)
- 7:15 p.m. Lawn & Garden Incentive Measures**
Discuss plans for outreach to promote community participation in the Lawn and Garden Incentive measures in the CERP.
Valley Air District Staff
- 7:25 p.m. Wrap Up/Next Steps**
Monitoring Subcommittee Meeting: Week of December 14, 2020 via Zoom
Next CSC Meeting: January 13, 2021 via Zoom
Erica Manuel, Facilitator

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #28

Miércoles, 9 de diciembre de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

Meeting ID: 982 5906 9963

Passcode: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632

Código de acceso: **9405600#**

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Ciudad de Fresno, Co-anfitrión Comunitario
- 5:45 p.m. Actualizaciones Permanentes**
Subcomité de Desviación de Camiones
Ciudad de Fresno
Subcomité de Autobuses y Filtración de Escuelas
Personal del Distrito del Aire del Valle
Subcomité de Barreras Vegetativas
Personal del Distrito del Aire del Valle
Actualización de Monitoreo del Aire y Otras Actualizaciones del Distrito
Personal del Distrito del Aire del Valle
- 6:15 p.m. Repaso del Reporte de Medidas del CERP**
Actualización sobre implementación de medidas adoptadas en el CERP y
revisión del [reporte de medidas](#)
- 7:15 p.m. Medidas de Incentivo para Césped y Jardín**
Discutir planes de alcance para promover la participación de la comunidad en
las medidas de incentivos para césped y jardín en el CERP.
Personal del Distrito del Aire del Valle
- 7:25 p.m. Concluir/Próximos Pasos**
Reunión del Subcomité de Monitoreo: Semana del 14 de diciembre de 2020 a
través de Zoom
Próxima reunión del Comité Directivo: 13 de enero de 2021 a través de Zoom
Erica Manuel, Facilitadora

Aprende más: community.valleyair.org

Meeting Highlights*
AB 617 Fresno Community Steering Committee Meeting #27
November 10, 2020, 5:30 pm - 7:30 pm
Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Email the District if interested in being a community co-host
- Email the District to volunteer for the vegetative barriers and urban greening subcommittee

Action items for the San Joaquin Valley Air Pollution Control District (District):

- Determine how many Fresno Unified classrooms (with students) have evaporative coolers
- Explore the feasibility of adding the real-time air monitoring map to the main District's website
- Explore solutions for combining discussions about measures from the Shafter CERP that link to the Fresno CERP
- Discuss integrating pesticide monitoring with DPR and CARB and bring those discussions back to the CSC
- Include a larger review of the measures tracker on a CSC meeting agenda in the near future
- Explore new ways to visualize and present the measures tracker so it is more readable and easy to understand
- Send the truck map to the CSC
- Contact the City and request a representative to speak at a CSC meeting about Orange Avenue and the current truck routing problems and possible solutions

Welcome and Introductions:

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, the District
Nayamin Martinez, CSC Community Co-host

Erica introduced herself and the ILG team, welcomed all participants, and went over housekeeping items and translation services. The facilitation team provided an overview of the meeting agenda and Zoom controls.

Erica welcomed special guests Sandy Berg (CARB Board Member) and Dr. Alex Sherriffs (Board Member of the District and CARB). Ryan welcomed the CSC and passed it to Nayamin for community co-host remarks. Nayamin encouraged CSC members to co-host in the future and asked members to share why they are motivated to participate in the CSC.

Standing Updates

Truck Rerouting Subcommittee Update:

Andrew Benelli, Assistant Director/City Engineer, City of Fresno

Andrew gave an update on the truck rerouting study RFP. Presentation highlights:

- City of Fresno received a lot of comments from the CSC
- The city addressed those comments and modified the RFP to incorporate them

- The city will be meeting with the subcommittee to go through how to address each comment

Question: I volunteered to wordsmith the RFP. When will the CSC see some basic draft language of the changes before the December meeting? Will the draft language include the budget breakdown?

Answer: The city will send it out 7 to 10 days before the meeting, which is not yet scheduled. We may not include the budget because there is still work to do on the city's end with executing an agreement between the city and the District.

School Filtration and Bus Subcommittee:

Eric Payne, CSC member

Eric provided an update on the school filtration and bus subcommittee, which included a recently meeting with numerous school board trustees. Presentation highlights:

- Many schools in Fresno cannot place higher MERV filters in their sites, but they can circulate air through the filters more often
- Fresno Unified is at its highest MERV rating and has done an extensive assessment of all facilities
- The transportation director at the city provided a synopsis of Fresno's transition plan to electric buses
- CSC recommended re-allocating funding to cover the cost of charging stations if CARB allows it; CARB will provide guidance
- The District wants to work with Fresno Unified to determine the exact needs for each location and how the program can meet those needs for all the schools
- There is a follow up meeting to discuss electric buses and the infrastructure
- The District committed to a pilot program that is already up and running

Question: What about replacing filters in portables?

District Answer: If there is a portable that has a filter that can be replaced, it will be. Some of the portables are running on really old technology. In those cases, the District might install the standalone air filtration purifiers.

Question from Spanish-speaker: How many school buses will be changed out in Fresno?

District Answer: The CERP contains enough funding to replace 16 schools buses in South Central Fresno.

Comment: The whole idea that there are still portables in Fresno Unified with evaporative coolers is news to me and I would like to see an inventory of those. The mold risk from those is pretty high compared to a standard cooling system. The CSC needs to target funding to replace those.

District Response: Fresno Unified said there were only a limited number of evaporative coolers used in non-traditional classrooms and vocational rooms.

Question: What are the next steps for the subcommittee?

District Answer: The subcommittee got a firm commitment from the trustees and top staff that they want to do what the District is calling a pilot with Fresno Unified that will address some of the schools that are most at risk and get some electric school buses going. Grant staff is working to get the assessment done and design a program to meet those needs.

Comment from Spanish-speaker: The CSC needs to be able to put funding into the older schools so they can replace those filters.

District Response: Thank you.

Recent Community Air Monitoring Results:

Jon Klassen, Director of Strategies and Incentives, the District

Jon provided an update on recent community air monitoring. Presentation highlights:

- The District has formally executed the lease agreement for Madison Elementary School
- Staff is working with Fresno Unified to set up a location at Edison High School
- The air monitoring van has continued to take measurements around locations the CSC recommended
- The District is making progress on developing a real time air monitoring map
- Staff is taking steps toward integrating community air monitoring data into the RAAN system

Question: Has there been any progress made to make the air monitoring data more easily accessible? Why hasn't this data been incorporated in RAAN? Is there any baseline data that the District has captured with other monitors in the past so the CSC can see the trends?

District Answer: Accessibility of data is connected to numerous factors; the District is creating a map with air monitoring data in real time that should help address numerous issues

Question: Will the District be putting these monitors in the annual update to the monitoring plan for next year and adding them into the regulatory network?

District Answer: These networks are separate from the regulatory network, which are there for decades and capture long-term trends. The monitoring networks for AB 617 are a little more flexible and we are trying to isolate impacts of various sources in the area.

Comment: As the District integrates the data into the system, it needs to be user friendly.

District Response: We agree.

DPR Update:

Nan Singhasemanon, Assistant Director, Department of Pesticide Regulation (DPR)

Minh Pham, Air Program Manager, DPR

Nan gave an update on pesticide regulation. Minh gave an overview of the air program. Presentation highlights:

- DPR is on track to develop regulations next year in accordance with the toxic air contaminant process to reduce acute and chronic community exposure to telone
- DPR is evaluating alternative 1,3-D application methods that will reduce emissions
- DPR is developing a functional statewide pesticide application notification system
- The air program is responsible for assessing pesticide concentrations in the air
- Three pillars of monitoring: application site monitoring, seasonal studies, and long-term monitoring

Question: Why is Parlier included in the South Central Fresno pilot program?

DPR Answer: Parlier was one of the original sites DPR had for the telone study and is part of the ongoing 1,3-D pilot program. It is the area closest to Fresno where we are doing that pilot program.

Question: When the map of AB 617 was expanded to include parts of Southwest Fresno, there was a concern for residents about monitoring pesticides. How and when can DPR start monitoring for pesticides in the schools that belong to the South Central area?

DPR Answer: DPR doesn't know when, but would like to open up the conversation. Monitoring can be a broad spectrum. DPR can assist with gathering information for the CSC so we can get the ball rolling.

Question from Spanish-speaker: How much pollution from the industry and from vehicles has been reduced here in the community?

DPR Answer: On pesticides, there are regulations in place and DPR is monitoring progress and ensuring that all steps minimize pollution. That monitoring will determine if additional reductions are needed.

District Comment: Generally in the Central Valley, we have reduced pollution from stationary sources by 80%-90% and from mobile sources about 50%-60%, over the last 20-30 years.

Question: How does DPR shut down pesticide drift? At what point does DPR cite, charge or ban bad pesticide sites? Is there any policy for notification of chemicals to surrounding housing developments that adjoin farmland? Is there health data with regards to asthma or deaths caused by pesticide drift?

DPR Answer: When it comes to drift, both DPR's enforcement group and the county Ag commissioners' enforcement group are always available for any type of drift incidents. When it comes to pesticide use in California, we do quite a bit of work with buffer zones and setbacks. If someone is applying something onto a field, there is a buffer zone between the edge of that field and any exposure to anybody living near or around there. DPR's health and safety team collects data on illnesses. The Pesticide Illness Surveillance Program (PISP) has data available online. We also publish an annual report highlighting specific episodes and cases of specific illnesses.

Question: In our tracking for CERP measures, we talk about a DPR pilot mitigation program. Are you considering this program to be the foundation for the DPR pilot mitigation program mentioned in the CERP tracking progress? I was surprised to find out that DPR is working on AB 617 with Shafter when this Fresno CSC has asked about pesticide monitoring from the beginning. There may be information from Shafter that could be helpful to Fresno residents as well.

DPR Answer: DPR and District could have communicated better about the efforts being done in Shafter and how they relate back to Fresno. This is all part of the learning process and we will continue to improve.

Comment from Spanish-speaker: Please ensure we are able to notify the public, especially the workers in the fields who are impacted by the pesticides that spread in that community. On Chestnut Avenue, there is a school and they should be notified when pesticides are emitted in that area.

DPR Response: DPR's school regulations incorporate the aspect of notifications. There are occasional incidents with field workers and drift, but DPR tries to minimize those.

Question: When will the CSC get a status report on pesticide monitoring and if it will be incorporated more broadly in our community?

DPR Answer: The District will work with DPR and CARB to discuss options and bring those discussions back to the CSC.

Update on Incentive CERP Strategies and Outreach:

Todd DeYoung, Director of Strategies and Incentives, the District

Todd gave an update on incentive CERP strategies. Jaime briefly highlighted outreach progress. Presentation highlights:

- The District has tried to make the progress tracker more user-friendly
- Many of the recommended programs were not included when CARB was putting together the CAPP guidelines, which is a testament to the CSC's innovation
- Some programs require the District to get approval from CARB to spend AB 617 funding
- The District is working on those program plans so we can proceed with implementation
- The District is developing an outreach plan for the different strategies that are listed on the tracker
- There will be more information on the outreach plan in the coming months

Comment: This tracking plan reflects the core elements of the CSC's work. The tracker highlights all the measures we are covering. We agree that the outreach efforts need to include CSC members spreading the word to residents and the community so the District does not miss what the CSC intended for that measure. I would like to see a better review of this tracker on our next agenda so we can dig deeper into it and incorporate more feedback.

District Response: We can add this item to a future agenda

Comment: I would like to see the tracker broken down into an information sheet that is very simple and straight to the point. People should be able to read this in less than five minutes and understand it. The District should provide a Gantt chart of tasks and a timeline for implementation of the tasks.

District Response: That is great feedback. The District will see if there is a better way to present the information.

Question from Spanish-speaker: What is being done regarding the heavy duty trucks going through Orange Avenue?

District Answer: A couple of the measures touch on heavy duty trucks. The truck rerouting study has the potential to impact truck routes within the community. There are measures targeting reducing emissions from heavy duty trucks, replacing trucks, providing charging infrastructure, fueling infrastructure; this will all have an impact on truck emissions within the 617 community.

Question: At the last meeting, the District committed to addressing the issue on Orange Avenue with the heavy duty trucks. What progress has the District made with enforcing mobile source rules or truck routes on that street?

District Answer: At the last meeting, the City of Fresno shared the hotline to call in. The District can add the truck route on the AB 617 page so the CSC can understand where trucks can and can't be. The other piece will be the truck rerouting study.

Comment: The District should have someone from the city come talk about Orange Avenue and the current traffic and routing problems.

District Response: We will definitely reach out.

Final Draft of Annual Report

Ryan Hayashi, Deputy Air Pollution Control Officer, the District

Ryan reviewed the annual report with CSC comments incorporated. Presentation highlights:

- The District is starting the process for rule development this year and notices will be sent to CSC for participation in the development process

- Staff have almost fully deployed the air monitoring equipment that was part of the community air monitoring plan

Question: I thought the MOU between the District and different entities was part of the resolution that CARB approved when they approved our CERP? The CSC has not seen or heard that. Can you provide a status report?

District Answer: Absolutely. There will be a new administration in the City of Fresno and the District is excited to work with them. We know how important the MOU is to this CSC and staff is committed to working with the city and the CSC. The District will provide regularly updates on that.

Comment: The CSC should be allowed to review the progress report together with the District. If we do this at the same time, we can compare the individual points of action that we have or have not accomplished and compare it to the progress tracking report.

Response: We are happy to explore that approach as we move through the tracking process

Wrap Up/Next Steps:

Erica Manuel, Facilitator & CEO/Executive Director, ILG

Erica thanked everyone for participating in the meeting and turned it over to Sandy Berg and Dr. Alex Sherriffs for closing remarks. Both board members thanked the CSC for their commitment and the staff for their coordination efforts.

Erica thanked Nayamin for being the community co-host.

Reminders:

Next regularly scheduled CSC meeting is Dec. 9 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment:

No public comment.

Puntos Importantes de la Reunión*

Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #27

10 de noviembre de 2020, 5:30 pm - 7:30 pm

Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno:

- Envíe un correo electrónico al Distrito si está interesado en ser un coanfitrión de la comunidad
- Envíe un correo electrónico al Distrito para ser voluntario del subcomité de barreras vegetativas y ecologización urbana

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Determinar cuántos salones del Distrito Escolar Unificado de Fresno (con estudiantes) tienen enfriadores evaporativos
- Explorar la viabilidad de agregar el mapa de monitoreo del aire en tiempo real al sitio web principal del Distrito
- Explorar soluciones para combinar discusiones sobre medidas del CERP de Shafter que relacionan con el CERP de Fresno
- Discutir la integración del monitoreo de pesticidas con DPR y CARB y traer esas discusiones de regreso al Comité Directivo
- Incluir una revisión más amplia del informe de medidas en la agenda de una reunión del Comité Directivo en un futuro próximo
- Explorar nuevas formas de visualizar y presentar el informe de medidas para que sea más legible y fácil de entender
- Enviar el mapa de camiones al Comité Directivo
- Ponerse en contacto con la Ciudad y solicitar a un representante que hable en una reunión de Comité Directivo sobre Orange Avenue y los problemas actuales de rutas de camiones y posibles soluciones

Bienvenida e Introducciones:

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle

Nayamin Martinez, Coanfitriona del Comité Directivo de la Comunidad

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los elementos de mantenimiento y los servicios de traducción. El equipo de facilitación proporcionó una descripción general de la agenda de la reunión y los controles de Zoom.

Erica dio la bienvenida a los invitados especiales Sandy Berg (miembro de la junta directiva de CARB) y el Dr. Alex Sherriffs (miembro de la Mesa Directiva del Distrito y CARB). Ryan dio la bienvenida al Comité Directivo y se lo pasó a Nayamin para comentarios de coanfitrión de la comunidad. Nayamin animó a los miembros de Comité Directivo a ser coanfitriones en el futuro y les pidió a los miembros que compartieran por qué están motivados a participar en el Comité Directivo.

Actualizaciones Permanentes

Actualización del Subcomité de Desviación de Camiones:

Andrew Benelli, Subdirector/Ingeniero de la Ciudad, Ciudad de Fresno

Andrew dio una actualización sobre la RFP del estudio de desviación de camiones. Puntos importantes de la presentación:

- La Ciudad de Fresno recibió muchos comentarios del Comité Directivo
- La ciudad abordó esos comentarios y modificó la RFP para incorporarlos.
- La ciudad se reunirá con el subcomité para analizar cómo abordar cada comentario.

Pregunta: Me ofrecí como voluntario para redactar la RFP. ¿Cuándo verá el Comité Directivo algún texto preliminar básico de los cambios antes de la reunión de diciembre? ¿El borrador del lenguaje incluirá el análisis del presupuesto?

Respuesta: La ciudad lo enviará de 7 a 10 días antes de la reunión, que aún no está programada. Es posible que no incluyamos el presupuesto porque todavía hay trabajo por hacer por parte de la ciudad con la ejecución de un acuerdo entre la ciudad y el Distrito.

Subcomité de Autobuses y Filtración Escolar:

Eric Payne, Miembro del Comité Directivo

Eric proporcionó una actualización sobre el subcomité de autobuses y filtración escolar, que incluyó una reunión reciente con numerosos miembros de la junta escolar. Puntos importantes de la presentación:

- Muchas escuelas en Fresno no pueden colocar filtros MERV más altos en sus sitios, pero pueden hacer circular el aire a través de los filtros con más frecuencia
- El Distrito Unificado de Fresno se encuentra en su clasificación de MERV más alta y ha realizado una evaluación exhaustiva de todas las instalaciones
- El director de transporte de la ciudad proporcionó una sinopsis del plan de transición de Fresno a los autobuses eléctricos
- El Comité Directivo recomendó reasignar fondos para cubrir el costo de las estaciones de carga si CARB lo permite; CARB proporcionará orientación
- El Distrito quiere trabajar con el Distrito Escolar Unificado de Fresno para determinar las necesidades exactas para cada ubicación y cómo el programa puede satisfacer esas necesidades para todas las escuelas
- Hay una reunión de seguimiento para discutir los autobuses eléctricos y la infraestructura
- El Distrito se comprometió con un programa piloto que ya está en funcionamiento

Pregunta: ¿Qué pasa con el reemplazo de filtros en portátiles?

Respuesta del Distrito: Si hay un portátil que tiene un filtro que se puede reemplazar, lo será. Algunos de los portátiles funcionan con tecnología realmente antigua. En esos casos, el Distrito podría instalar purificadores de filtración de aire independientes.

Pregunta de un hispanohablante: ¿Cuántos autobuses escolares se cambiarán en Fresno?

Respuesta del Distrito: El CERP contiene fondos suficientes para reemplazar 16 autobuses escolares en Centro-Sur Fresno.

Comentario: La idea de que todavía hay portátiles en el Distrito Escolar Unificado de Fresno con enfriadores evaporativos es una novedad para mí y me gustaría ver un inventario de ellos. El riesgo de moho de estos es bastante alto en comparación con un sistema de enfriamiento estándar. El Comité Directivo necesita destinar fondos para reemplazar aquellos.

Respuesta del Distrito: El Distrito Escolar Unificado de Fresno dijo que solo se usaba un número limitado de enfriadores evaporativos en aulas no tradicionales y salas vocacionales.

Pregunta: ¿Cuáles son los próximos pasos para el subcomité?

Respuesta del Distrito: El subcomité obtuvo el firme compromiso de los fideicomisarios y el personal superior de que quieren hacer lo que el Distrito está llamando un piloto con el Distrito Escolar Unificado de Fresno que abordará algunas de las escuelas que están en mayor riesgo y pondrá en marcha algunos autobuses escolares eléctricos. El personal de la subvención está trabajando para realizar la evaluación y diseñar un programa para satisfacer esas necesidades.

Comentario de un hispanohablante: El Comité Directivo debe poder destinar fondos a las escuelas más antiguas para que puedan reemplazar esos filtros.

Respuesta del Distrito: Gracias.

Resultados Recientes del Monitoreo del Aire Comunitario:

Jon Klassen, Director de Estrategia e Incentivos, Distrito del Aire del Valle

Jon proporcionó una actualización sobre el monitoreo del aire de la comunidad reciente. Puntos importantes de la presentación:

- El Distrito ha ejecutado formalmente el contrato de arrendamiento de Madison Elementary
- El personal está trabajando con el Distrito Escolar Unificado de Fresno para establecer una ubicación en Edison High School
- La camioneta de monitoreo de aire ha continuado tomando medidas alrededor de los lugares que recomendó el Comité Directivo
- El Distrito está avanzando en el desarrollo de un mapa de monitoreo del aire en tiempo real
- El personal está tomando medidas para integrar los datos de monitoreo del aire de la comunidad en el sistema RAAN

Pregunta: ¿Se ha realizado algún progreso para que los datos de monitoreo del aire sean más accesibles? ¿Por qué no se han incorporado estos datos en RAAN? ¿Existe algún dato de referencia que el Distrito haya capturado con otros monitores en el pasado para que el Comité Directivo pueda ver las tendencias?

Respuesta del Distrito: La accesibilidad de los datos está relacionada con numerosos factores; el Distrito está creando un mapa con datos de monitoreo del aire en tiempo real que debería ayudar a abordar numerosos problemas.

Pregunta: ¿El Distrito pondrá estos monitores en la actualización anual del plan de monitoreo para el próximo año y los agregará a la red reguladora?

Respuesta del Distrito: Estas redes están separadas de la red reguladora, que están ahí durante décadas y capturan tendencias a largo plazo. Las redes de monitoreo para AB 617 son un poco más flexibles y estamos tratando de aislar los impactos de varias fuentes en el área.

Comentario: A medida que el distrito integra los datos en el sistema, debe ser fácil de usar.

Respuesta del Distrito: Nosotras estamos de acuerdo.

Actualización de DPR:

Nan Singhasemanon, Subdirector, Departamento de Regulación de Pesticidas (DPR)

Minh Pham, Gerente de Programa de Aire, DPR

Nan dio una actualización sobre la regulación de pesticidas. Minh dio una descripción general del programa de aire. Puntos importantes de la presentación:

- El DPR está en camino de desarrollar regulaciones el próximo año de acuerdo con el proceso de contaminantes tóxicos del aire para reducir la exposición comunitaria aguda y crónica al telone
- El DPR está evaluando métodos de aplicación alternativos de 1,3-D que reducirán las emisiones
- El DPR está desarrollando un sistema de notificación de aplicación de pesticidas funcional en todo el estado
- El programa de aire es responsable de evaluar las concentraciones de pesticidas en el aire
- Tres pilares de monitoreo: monitoreo del sitio de aplicación, estudios estacionales y monitoreo a largo plazo.

Pregunta: ¿Por qué Parlier está incluido en el programa piloto de Centro-Sur Fresno?

Respuesta del DPR: Parlier fue uno de los sitios originales que DPR tenía para el estudio de telone y es parte del programa piloto 1,3-D en curso. Es el área más cercana a Fresno donde estamos haciendo ese programa piloto.

Pregunta: Cuando se amplió el mapa de AB 617 para incluir partes del suroeste de Fresno, los residentes se preocuparon por el control de los pesticidas. ¿Cómo y cuándo puede el DPR comenzar a monitorear los pesticidas en las escuelas que pertenecen al área Centro-Sur?

Respuesta del DPR: El DPR no sabe cuándo, pero le gustaría iniciar la conversación. El seguimiento puede ser de amplio espectro. El DPR puede ayudar a recopilar información para el Comité Directivo para que podamos poner manos a la obra.

Pregunta de un hispanohablante: ¿Cuánta contaminación de la industria y de los vehículos se ha reducido aquí en la comunidad?

Respuesta del DPR: Sobre los pesticidas, existen regulaciones y el DPR está monitoreando el progreso y asegurando que todos los pasos minimicen la contaminación. Ese seguimiento determinará si se necesitan reducciones adicionales.

Respuesta del Distrito: Generalmente en el Valle Central, hemos reducido la contaminación de fuentes estacionarias en un 80% -90% y de fuentes móviles entre un 50% y un 60%, durante los últimos 20-30 años.

Pregunta: ¿Cómo detiene el DPR la deriva de pesticidas? ¿En qué momento el DPR cita, cobra o prohíbe los sitios con pesticidas defectuosos? ¿Existe alguna política para la notificación de productos químicos a los desarrollos de viviendas circundantes que colindan con tierras de cultivo? ¿Hay datos de salud con respecto al asma o las muertes causadas por la deriva de pesticidas?

Respuesta del DPR: Cuando se trata de deriva, tanto el grupo de cumplimiento del DPR como el grupo de cumplimiento de los comisionados agrícolas del condado siempre están disponibles para cualquier tipo de incidentes de deriva. Cuando se trata del uso de pesticidas en California, trabajamos bastante con zonas de amortiguamiento y retrocesos. Si alguien está aplicando algo en un campo, hay una zona de amortiguación entre el borde de ese campo y cualquier exposición a cualquier persona que viva cerca o alrededor de él. El equipo de salud y seguridad del DPR recopila datos sobre enfermedades. El Programa de Vigilancia de Enfermedades por Pesticidas (PISP) tiene

datos disponibles en línea. También publicamos un informe anual que destaca episodios específicos y casos de enfermedades específicas.

Pregunta: En nuestro informe de medidas CERP, hablamos de un programa piloto de mitigación del DPR. ¿Está considerando que este programa sea la base para el programa piloto de mitigación del DPR mencionado en el progreso del informe de medidas del CERP? Me sorprendió descubrir que el DPR está trabajando en AB 617 con Shafter cuando este Comité Directivo de Fresno preguntó sobre el monitoreo de pesticidas desde el principio. Puede haber información de Shafter que también podría ser útil para los residentes de Fresno.

Respuesta del DPR: El DPR y el Distrito podrían haberse comunicado mejor sobre los esfuerzos que se están realizando en Shafter y cómo se relacionan con Fresno. Todo esto es parte del proceso de aprendizaje y continuaremos mejorando.

Comentario de un hispanohablante: Asegúrese de que podamos notificar al público, especialmente a los trabajadores de los campos que se ven afectados por los pesticidas que se propagan en esa comunidad. En Chestnut Avenue, hay una escuela y deben ser notificados cuando se emiten pesticidas en esa área.

Respuesta del DPR: Las regulaciones escolares del DPR incorporan el aspecto de notificaciones. Hay incidentes ocasionales con los trabajadores de campo y la deriva, pero el DPR trata de minimizarlos.

Pregunta: ¿Cuándo obtendrá el Comité Directivo un informe de estado sobre el monitoreo de pesticidas y si se incorporará de manera más amplia en nuestra comunidad?

Respuesta del DPR: El Distrito trabajará con el DPR y CARB para discutir las opciones y traer esas discusiones de regreso al Comité Directivo.

Actualización Sobre las Estrategias y Alcance de Incentivos del CERP:

Todd DeYoung, Director de Estrategia e Incentivos, Distrito del Aire del Valle

Todd dio una actualización sobre las estrategias de incentivos del CERP. Jaime destacó brevemente el progreso de alcance. Puntos importantes de la presentación:

- El Distrito ha tratado de hacer que el progreso del informe de medidas sea más fácil de usar.
- Muchos de los programas recomendados no se incluyeron cuando CARB estaba elaborando las pautas de CAPP, lo cual es un testimonio de la innovación de Comité Directivo.
- Algunos programas requieren que el Distrito obtenga la aprobación de CARB para gastar los fondos AB 617
- El Distrito está trabajando en esos planes del programa para que podamos proceder con la implementación.
- El Distrito está desarrollando un plan de alcance para las diferentes estrategias que se enumeran en el informe de medidas
- Habrá más información sobre el plan de alcance en el próximo mes

Comentario: Este plan de informe de medidas refleja los elementos centrales del trabajo del Comité. El informe destaca todas las medidas que estamos cubriendo. Estamos de acuerdo en que los esfuerzos de alcance deben incluir a los miembros del Comité Directivo difundiendo el mensaje entre los residentes y la comunidad para que el Distrito no se pierda lo que el Comité Directivo pretendía para esa medida. Me gustaría ver una mejor revisión de este informe de medidas en nuestra próxima agenda para que podamos profundizar en él e incorporar más comentarios.

Respuesta del Distrito: Podemos agregar este tema a una agenda futura.

Comentario: Me gustaría ver el informe de medidas dividido en una hoja de información que sea muy simple y directa al grano. La gente debería poder leer esto en menos de cinco minutos y entenderlo. El Distrito debe proporcionar un diagrama de Gantt de tareas y un cronograma para la implementación de las tareas.

Respuesta del Distrito: Esa es un buen comentario. El Distrito verá si hay una mejor manera de presentar la información.

Pregunta de un hispanohablante: ¿Qué se está haciendo con respecto a los camiones pesados que pasan por Orange Avenue?

Respuesta del Distrito: Algunas de las medidas se refieren a camiones pesados. El estudio de desviación de camiones tiene el potencial de afectar las rutas de camiones dentro de la comunidad. Hay medidas destinadas a reducir las emisiones de los camiones pesados, reemplazar los camiones, proporcionar infraestructura de carga, infraestructura de combustible; Todo esto tendrá un impacto en las emisiones de camiones dentro de la comunidad 617.

Pregunta: En la última reunión, el Distrito se comprometió a abordar el problema en Orange Avenue con los camiones pesados. ¿Qué progreso ha logrado el Distrito en la aplicación de las reglas de fuentes móviles o rutas de camiones en esa calle?

Respuesta del Distrito: En la última reunión, la Ciudad de Fresno compartió la línea directa para llamar. El Distrito puede agregar la ruta de los camiones en la página AB 617 para que el Comité Directivo pueda entender dónde pueden estar y dónde no pueden estar los camiones. La otra pieza será el estudio de desviación de camiones.

Comentario: El Distrito debería tener a alguien de la ciudad que hable sobre Orange Avenue y los problemas actuales de tráfico y rutas.

Respuesta del Distrito: Definitivamente nos comunicaremos.

Borrador Final del Informe Anual

Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle

Ryan revisó el informe anual con los comentarios de Comité Directivo incorporados. Puntos importantes de la presentación:

- El Distrito está comenzando el proceso para el desarrollo de reglas este año y se enviarán avisos a Comité Directivo para participar en el proceso de desarrollo
- El personal ha desplegado casi por completo el equipo de monitoreo del aire que formaba parte del plan de monitoreo del aire de la comunidad

Pregunta: Pensé que el MOU entre el Distrito y diferentes entidades era parte de la resolución que CARB aprobó cuando aprobaron nuestro CERP. El Comité Directivo no ha visto ni oído eso. ¿Puede proporcionar un informe de estado?

Respuesta del Distrito: Absolutamente. Habrá una nueva administración en la Ciudad de Fresno y el Distrito está emocionado de trabajar con ellos. Sabemos lo importante que es el MOU para este Comité Directivo y el personal está comprometido a trabajar con la ciudad y el Comité Directivo. El Distrito proporcionará actualizaciones periódicas sobre ese.

Comentario: Se debe permitir que el Comité Directivo revise el informe de progreso junto con el Distrito. Si hacemos esto al mismo tiempo, podemos comparar los puntos de acción individuales que hemos logrado o no y compararlo con el progreso del informe de medidas.

Respuesta: Nos complace explorar ese enfoque a medida que avanzamos en el proceso de seguimiento.

Concluir/Próximos Pasos:

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, ILG

Erica agradeció a todos por participar en la reunión y se lo entregó a Sandy Berg y al Dr. Alex Sherriffs para los comentarios finales. Ambos consejeros agradecieron al Comité Directivo por su compromiso y al personal por sus esfuerzos de coordinación.

Erica agradeció a Nayamin por ser la co-anfitriona de la comunidad.

Recordatorios:

La próxima reunión del Comité Directivo programada regularmente es el 9 de diciembre a través de Zoom. Todas las presentaciones, lo más destacado de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

** Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*

Comentario Público:

No hay comentarios públicos.



South Central Fresno Agenda for Community Steering Committee Meeting #27

Tuesday, November 10, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/95428969281?pwd=T0RYR3BJaFg3aEcwYWRGeIVqanpmdz09>
Meeting ID: 954 2896 9281

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
TBD, Community Co-Host
- 5:45 p.m. Standing Updates**
Truck Rerouting Subcommittee
City of Fresno
School Filtration and Bus Subcommittee
Eric Payne
Recent Community Air Monitoring Results and Other District Updates
Valley Air District Staff
- 6:15 p.m. DPR Update**
DPR will share progress on Fresno CERP measure
Nan Singhasemanon, Department of Pesticide Regulation
- 6:35 p.m. Update on Incentive CERP Strategies and Outreach**
Update on implementation of incentive measures adopted in the CERP and review of [tracker](#)
Todd DeYoung, Valley Air District
- 7:00 p.m. Final Draft of Annual Report**
Discuss comments from CSC that have been received and incorporated into the [annual report](#)
Valley Air District Staff
- 7:20 p.m. Wrap Up/Next Steps**
Upcoming agenda topic suggestions
Volunteers for Vegetative Barriers/Urban Greening Subcommittee
Next Meeting: December 9, 2020 via Zoom
Erica Manuel, Facilitator

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #27

Martes, 10 de noviembre de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/95428969281?pwd=T0RYR3BJaFg3aEcwYWRGeIVqanpmdz09>

Meeting ID: 954 2896 9281

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 1374159#

- 5:30 p.m. Bienvenida e Introducciones**
Erica Manuel, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Por determinar, Co-anfitrión Comunitario
- 5:45 p.m. Actualizaciones Permanentes**
Subcomité de Desviación de Camiones
Ciudad de Fresno
Subcomité de Autobuses y Filtración de Escuelas
Eric Payne
Resultados y Actualizaciones Recientes de Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
- 6:15 p.m. Actualización de DPR**
DPR compartirá el progreso en la medida del CERP de Fresno
Nan Singhasemanon, Departamento de Regulación de Pesticidas
- 6:35 p.m. Actualización de las Estrategias de Incentivos del CERP y Alcance**
Actualización sobre la implementación de los incentivos adoptados en el CERP y revisión del [reporte de medidas](#)
Todd DeYoung, Distrito del Aire del Valle
- 7:00 p.m. Borrador Final del Informe Anual**
Repasar los comentarios del Comité Directivo que se han recibidos e incorporado en el [informe anual](#)
Personal del Distrito del Aire del Valle
- 7:20 p.m. Concluir/Próximos Pasos**
Próximas sugerencias de temas para la agenda
Voluntarias para el Subcomité de las Barreras Vegetativas/Ecologización Urbana
Próxima Reunión: 9 de diciembre de 2020 por Zoom
Erica Manuel, Facilitadora

Aprende más: community.valleyair.org



Ambient Air Monitoring in California


Air Program | Environmental Monitoring Branch

October 14, 2020

South Central Fresno Community Steering Committee







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Today's Agenda

October 14, 2020

- Background: What is the Air Program? 
- Why Do We Monitor? How Do We Monitor? 
- Where Are We Monitoring? Results, Reports, and Outreach 
- Questions Contact Information 

Background: What is the Air Program?

- ❖ As part of the Environmental Monitoring Branch at the Department of Pesticide Regulation (DPR), the Air Program is responsible for **assessing** pesticide concentrations in air and **mitigating** adverse risks associated with pesticide applications.
 - Collecting air monitoring data is needed for this goal
 - Air monitoring data is supplemented with computer modeling and other data to estimate concentrations and emissions

Background: What governs the Air Program?

- ❖ Key laws for Air Program:
 - California Food and Agricultural Code - Continuous evaluation
 - California Toxic Air Contaminant (TAC) Act
 - Requires DPR to assess and mitigate risks from air exposure
 - Requires ARB to monitor at DPR's request

Background: Why Do We Monitor?

Depending on the study, DPR performs air monitoring to:

- Identify pesticides in air
- Determine acute, sub-chronic, or annual concentrations
- Assess subchronic, chronic, and/or cumulative exposures
- Track trends in air concentrations over time
- Determine efficacy of mitigation measures
- Determine pesticide emission rate (flux)
- Validate and refine air computer models

How Does DPR Monitor For Pesticides in Air

Application-site
Monitoring

Seasonal
Monitoring

Long-term
Monitoring

How Does DPR Monitor For Pesticides in Air



Application-site Monitoring

- Monitoring occurs on or at the edge of the application field
- Monitoring occurs for several days after the application
- Data best used to estimate maximum exposures over hours or days

How Does DPR Monitor For Pesticides in Air



Seasonal Monitoring

- Monitoring is conducted in communities of higher pesticide use relative to other communities.
- 1-2 pesticides is conducted for the 8-12 week period that coordinates with the historical use season.
- Data best used to estimate maximum exposures over weeks or months

How Does DPR Monitor For Pesticides in Air



Long-term Monitoring

- Continuous weekly air sampling is performed in communities with high use of multiple pesticides
- Data best used to assess maximum exposures for multiple pesticides over years

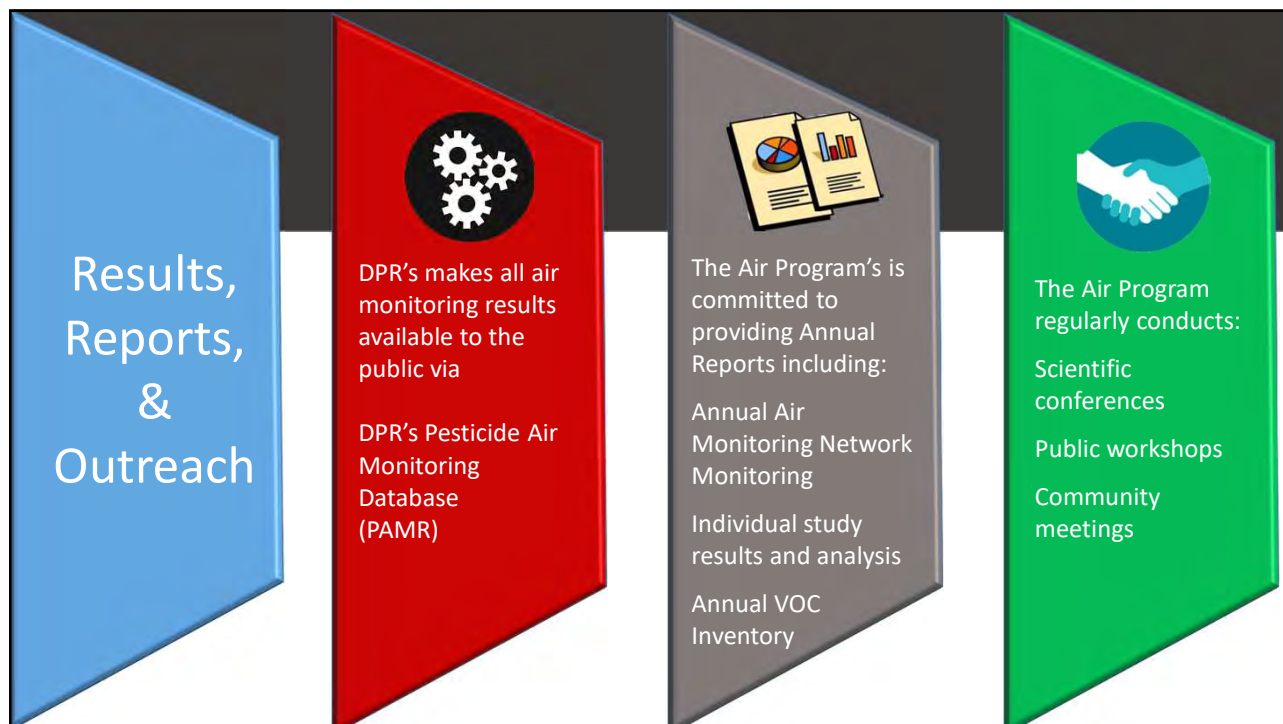
Where Do We Monitor?



Long-Term Air Sampling Sites




Recent Seasonal Air Monitoring Sampling Sites



Questions? Contact Us

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 **Additional Information is available:**
DPR's Air Program Site
<http://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>

Air Monitoring Network
http://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm





Monitoreo del Aire Ambiental en California

Programa de Aire | Rama de Monitoreo Ambiental

14 de octubre de 2020

Comité Directivo Comunitario de Centro-Sur Fresno





Agenda de Hoy

14 de octubre de 2020

Antecedentes:
¿Qué es el Programa de Aire?



¿Por Qué Monitoreamos?
¿Cómo Monitoreamos?



¿Dónde Estamos Monitoreando?
Resultados, Informes y Alcance



Preguntas
Información de Contacto



Antecedentes:

¿Qué es el Programa de Aire?

- ❖ Como parte de la Rama de Monitoreo Ambiental del Departamento de Regulación de Pesticidas (DPR, por sus siglas en inglés), el Programa de Aire es responsable de **evaluar** las concentraciones de pesticidas en el aire y **mitigar** los riesgos adversos asociados con las aplicaciones de pesticidas.
 - La recopilación de datos de monitoreo del aire es necesaria para este objetivo
 - Los datos de monitoreo del aire se complementan con modelos informáticos y otros datos para estimar concentraciones y emisiones

Antecedentes:

¿Qué rige el Programa de Aire?

- ❖ Leyes clave para el Programa de Aire:
 - Código de Alimentos y Agrícola de California - Evaluación continua
 - Ley de Contaminantes Tóxicos del Aire de California (TAC, por sus siglas en inglés)
 - Requiere que el DPR evalúe y mitigue los riesgos de la exposición al aire
 - Requiere que ARB monitoree a solicitud del DPR

Antecedentes:

¿Por Qué Monitoreamos?

Dependiendo del estudio, DPR realiza monitoreo del aire para:

- Identificar pesticidas en el aire
- Determinar concentraciones agudas, subcrónicas o anuales
- Evaluar exposiciones subcrónicas, crónicas y/o acumulativas
- Seguimiento de las tendencias en las concentraciones de aire a lo largo del tiempo
- Determinar la eficacia de las medidas de mitigación
- Determinar la tasa de emisión de pesticidas (flujo)
- Validar y refinar modelos de aire de computadoras

¿Cómo Monitorea el DPR Pesticidas en el Aire?

**Monitoreo del
Sitio de la
Aplicación**

**Monitoreo
Estacional**

**Monitoreo a
Largo Plazo**

¿Cómo Monitorea el DPR Pesticidas en el Aire?



Monitoreo del Sitio de la Aplicación

- El monitoreo se produce en o en el borde del campo de aplicación
- El seguimiento ocurre durante varios días después de la aplicación
- Los datos se utilizan mejor para estimar las exposiciones máximas durante horas o días

¿Cómo Monitorea el DPR Pesticidas en el Aire?



Monitoreo Estacional

- El monitoreo se realiza en comunidades de mayor uso de pesticidas en comparación con otras comunidades.
- Se llevan a cabo 1-2 pesticidas durante el período de 8-12 semanas que se coordina con la temporada de uso histórico.
- Los datos se utilizan mejor para estimar las exposiciones máximas durante semanas o meses.

¿Cómo Monitorea el DPR Pesticidas en el Aire?



Monitoreo a Largo Plazo

- El muestreo de aire semanal continuo se realiza en comunidades con un alto uso de múltiples pesticidas
- Los datos se utilizan mejor para evaluar las exposiciones máximas de múltiples pesticidas durante años

¿Dónde Monitoreamos?



Sitios de Muestreo de Aire a Largo Plazo



Sitios de Muestreo de Monitoreo de Aire Estacional Recientes

Resultados, Informes y Alcance



DPR pone a disposición al público todos los resultados del monitoreo del aire a través de:

Base de Datos de Monitoreo del Aire de Pesticidas del DPR (PAMR)



El Programa de Aire se compromete a proporcionar informes anuales que incluyen:

Monitoreo Anual de la Red de Monitoreo del Aire

Resultados y análisis de estudios individuales

Inventario anual de VOC



El Programa de Aire realiza regularmente:

Conferencias científicas

Talleres públicos

Reuniones comunitarias

¿Preguntas?

Comuníquese con Nosotros



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Información adicional disponible:

Sitio del Programa de Aire del DPR

<http://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>

Red de Monitoreo del Aire

http://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm



Meeting Highlights*

AB 617 Fresno Community Steering Committee Meeting #26

October 14, 2020, 5:30 pm - 7:30 pm

Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Participate in the October 28 Truck Rerouting Subcommittee Meeting
- Provide feedback or comments about the Truck Rerouting Study RFP
- Contact the SJVAPCD with information about the best locations to focus enforcement measure inspections
- Contact CARB with any suggestions about where anti-idling signs should be placed
- Submit comments on the draft Annual Report by October 23
- Contact SJVAPCD if you need a printed copy of the draft Annual Report
- Submit recommendations for possible agenda items for future CSC meetings

Action items for San Joaquin Valley Air Pollution Control District (SJVAPCD):

- Re-send the Truck Rerouting Study RFP to those who did not receive it
- Send information about which CARB contacts are most appropriate for truck idling violations
- Finalize a one page document about what AB 617 is and distribute a community postcard about AB 617 air quality monitoring data
- Investigate the Orange Street idling issue and report back to the CSC
- Re-engage in discussions with CARB around the possibility of developing an MOU on enforcement
- Check the reporting hotline to ensure that proper protocols related to response time are being adhered to
- Explore viability of establishing a Vegetative Barriers subcommittee
- Confirm the November CSC meeting date and time

Welcome and Introductions

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Kimberly McCoy, CSC Community Co-host

Erica introduced herself and the ILG team, welcomed all participants and went over housekeeping items and translation services. The facilitation team provided an overview of the meeting agenda. Ryan thanked the CSC for attending and for continued support of the AB 617 program and moving the measures forward. Kimberly thanked everyone for allowing her to be the community co-host again and expressed excitement to hear all the updates and discussion.

Standing Updates: Truck Rerouting Subcommittee

Scott Mozier, Public Works Director, City of Fresno

Scott gave an update on the truck re-routing study RFP and feedback opportunities. Presentation highlights:

- The City of Fresno compiled a draft RFP that outlines the scope of services for the study, including traffic data, evaluating routes, looking at land uses, schools, city/county/Caltrans jurisdictions, truck origins and destinations, stakeholders, and subcommittee reports

- The CSC received the draft RFP document electronically on Monday, October 12
- Next steps are to convene the Truck Rerouting Subcommittee to provide detailed comments
- With regard to funding, there will need to be a cooperative agreement between SJVAPCD and the City of Fresno for this work to be completed
- The Truck Rerouting Subcommittee meeting is scheduled for October 28 and any CSC member is welcome to attend

SJVAPCD Comment: We are very fortunate because this was one of the first project plans we submitted to CARB to get the allowance to spend the incentive funding on this measure.

Question: Can you provide the financial breakdown of the 617 money that will fund this study versus budget allocated from the city?

Answer: The RFP draft does contain dollar amounts from AB 617. The city has budgeted numerous in-kind services and the hard cost of managing the consultant through that process, as well as oversight during study period itself.

Question: If I have not been part of the subcommittee, to whom do I send my comments on the RFP?

Answer: SJVAPCD is happy to collect the feedback from the CSC and then provide it to the City on your behalf.

Question: I attended the City's budget hearing this week. The City Council asked what portion of the Study budget of \$500,000 the city would be responsible for. My concern is that a Truck Reroute Study is already something the city is and should be responsible and accountable for through the Southwest Specific Plan. Based on that document, a Truck Reroute study was supposed to be initiated by 2018. There is overlap between the Southwest Specific Plan area and our 617 community. The AB 617 money related to the CERP funding is limited because of all of our measures, so we should ensure the CSC understands this. We should push the City to provide more than just in-kind donations. The CSC has requested a wide range of services be provided as part of this RFP. If the respondents review and the RFP and say they'll need more than \$500,000, will the city contribute additional funds? Where will additional funding come from to ensure this study meets its goals?

Answer: That is a great question. From the city budget perspective, there are additional dollars that are anticipated to be needed as part of this partnership with SJVAPCD. Our administration and city council will have to consider if and how to secure additional funding if it is needed. We all know these are very difficult times. The City is not undertaking new general fund requests. With regard to refining the scope of the study, that's exactly what the Truck Rerouting Subcommittee is for. While we could add a lot more to the study, if we can accomplish the goal of achieving truck rerouting in the community without spending as much and preserve more funding for other priorities the CSC has outlined, that would be a valid effort.

Question: At the City's budget meeting today, there were motions made in support of the planning department adding additional studies at \$525,000. With that in mind, you should go back and request a minimum of \$100,000 for this CSC effort in case there are additional expenses required to cover this study.

Answer: The City's budget process is not driven by the staff; it is actually driven by the Council members. So far, they have not elevated this Truck Rerouting Study as a top priority... If you have concerns about that prioritization, please reach out to the Council directly and they can provide staff approval.

Question: This issue was clearly discussed and made a priority by the community throughout discussion about the Southwest Specific Plan. It is unfortunate that it hasn't been prioritized from

the city's perspective. Given that the impact of continued exposure to PM 2.5, the health risks, the development of chronic lung disease and all of the issues that place black and brown communities at increased risk for poor COVID outcomes, is there a possibility of using CARES dollars to fund a legitimate study that accomplishes the health outcomes we're seeking?

Answer: Our City Council is responsible for determining where the CARES dollars are allocated. The CARES dollars are expiring December 30 and whatever the money is earmarked for must be fully delivered, installed and complete by that date. This type of Truck re-route study would not be able to meet that deadline. I think with SJVAPCD, AB 617 and the city's contribution, there are appropriate levels of funds to complete the study as proposed.

Standing Updates: School Filtration and Bus Subcommittee

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime provided an update on the School Filtration and Bus Subcommittee. Presentation highlights:

- SJVAPCD has been working to better understand school HVAC systems and some of the challenges and limitations
- There are lots of variations in what the different school sites can take on
- SJVAPCD is talking to the CARB grants team to better understand what the grants can fund and where there may be flexibility
- SJVAPCD staff is still working with CARB to make sure the grant application has as much flexibility as is allowable within the CARB guidelines to get these filters in as many schools as possible
- SJVAPCD is continuing to deploy electric school buses in CSC school districts that are not Fresno Unified and we are planning to have a conversation with Fresno Unified to get them on board as well
- There is a subcommittee meeting scheduled for October 26 with numerous school trustees and Fresno Unified staff already confirmed to attend

Question: Do you have an accurate inventory of what is currently at the schools?

Answer: We do have a decent inventory of what is at the non-Fresno Unified schools, but we are struggling to get that information from the Fresno Unified schools.

Standing Updates: Recent Community Air Monitoring Results

Chay Thao, Program Manager, Valley Air District

Chay provided an update on recent community air monitoring. Presentation highlights:

- The Central Unified School Board requested monitoring at Madison Elementary; that agreement has been signed
- SJVAPCD is working with Fresno Unified to get equipment at the Edison High School location
- SJVAPCD has finally installed the air monitoring at West Fresno Middle School; the CSC deserves recognition for the support of that location
- Staff is continuing to use the air monitoring van to respond to community concerns; we received a request to monitor high delivery van traffic near the Amazon delivery center and that data from September 16 is now on the website

Question: I was looking at the newsletters on the website and the data from a 24-hour period is an average. Is there any way to show the actual data by hour? That data would allow the community wants to plan their day based on the hourly spikes.

Answer: SJVAPCD has weekly reports that we publish but there is also real time monitoring data you can access with per hour information. The weekly data wasn't intended to show hourly spikes; instead the weekly data provides a general idea of where the weekly emissions are. The hourly data you're looking for is available on the website and provides a historical view as well.

Question: Someone who is not familiar with AB 617 probably doesn't know where to look for these monitors. Is there a way for any person, regardless of their involvement in AB 617, to have quick and easy access to the data from these monitors?

Answer: SJVAPCD has this on our to-do list; a one page document about what AB 617 is and a postcard for community members about how to check AB 617 air quality monitoring data. We appreciate you bringing this back to the top of our priority list.

Question: Why are these monitors not being connected to RAAN? There is so much work being done to get the word out on RAAN and it would make sense to merge that data.

Answer: Part of that is just a technology challenge that SJVAPCD is having. We are looking at the back-end architecture that the RAAN system is built on. We have struggled with reliability and we are looking to make RAAN much more reliable.

Comment: I live on Orange Street and see a lot of trucks driving through the street and I don't know why this is happening.

Answer: If they are driving through residential streets and not staying on truck routes, this is a very timely topic because we have both SJVAPCD enforcement and CARB enforcement available. If trucks aren't abiding by truck routes, that's potentially code enforcement.

CARB: CARB will be back in Fresno towards the end of the year and I just took note of Orange Street and will make sure we drive by there and see if those trucks are compliant.

Question: CARB, since you're located in Sacramento how do you handle requests that require immediate response? — Are you connected to the CHP? What is the fastest response when these violations are actually happening in real-time?

Answer: You are correct that because we are in Sacramento, it is hard for us to be present in Fresno all the time. If we go there and check regularly, it will deter negative behavior. Truckers tend to talk to each other, so if word travels that we are ticketing them the behavior may stop. It would be nice if CHP or the city could partner with us.

Answer: SJVAPCD will commit to sending the CSC a CARB contact list with the most appropriate contacts who can respond as quickly as possible.

Question: In the first part of the year, we talked in a CSC meeting about this exact problem. We will call Sacramento, someone will complain, but by the time CARB gets down here, they will be gone and nothing happens. At that time, we discussed the possibility of CARB and SJVAPCD entering into an MOU on enforcement. Did that happen? Could SJVAPCD actually send staff to do the investigation and write the citation?

Answer: SJVAPCD has the authority under the state regulation for the idling diesel trucks and school buses and to cite people not complying with the state regulations. There are other regulations under mobile that we do not have the authority over and would require a formal MOU. We will discuss streamlining these activities with CARB to see what is possible.

Answer: CARB can also conduct a desk audit to ensure compliance with our regulations, so even if we cannot be there physically, you can be the eyes and ears of the community.

Enforcement Update

Jason Lawler, Air Quality Compliance Manager, Valley Air District
Justin Shields, Air Pollution Specialist, CARB

Jason gave a brief update of enforcement measures implementation. Presentation highlights:

- There are six different enforcement measures in the CERP for the South Central Fresno community
- He provided an update on last season's work on enhanced enforcement of wood burning curtailments and asked for any feedback on additional areas and time of day since the season begins again on November 1st.
- District staff performed surveillance for illegal burning during the quarter and responded to 24 public complaints regarding open burning; all complaints were responded to. District investigations resulted in five open burning violations.
- SJVAPCD inspectors conducted targeted enforcement of fugitive dust at construction sites during the second and third quarters of 2020 and did not discover any violations of District rules. The District also requested any guidance and feedback on locations needing additional inspection
- SJVAPCD inspectors conducted targeted enforcement of statewide anti-idling regulation, focusing on areas identified by CSC members, during each of the first three quarters of 2020 and did not document any non-compliance.
- SJVAPCD has increased the frequency of inspections at permitted facilities that have had emissions violations within the last three years; to date, 23 enforcement actions have been taken as part of a compliance inspection
- SJVAPCD has developed a training outline to instruct gas station operators how to conduct self-inspections of vapor recovery systems, however, the District is evaluating how to perform the training while adhering to the federal, state, and local public health guidelines during the pandemic

Justin gave a CARB enforcement update. Presentation highlights:

- CARB has "no-idling" signs available that can be posted on public roads and act as a deterrent for heavy duty diesel trucks that are idling where they are not allowed
- Please reach out if you believe these signs would have an impact in the South Central Fresno community
- As CARB staff look for illegally idling trucks, the truck and bus regulation and transportation refrigeration unit regulation allows CARB to record license plate numbers and TRU identification numbers; CARB uses this information to conduct a desk audit to determine compliance
- CARB has a specific strategy in the enforcement plan section of the CERP; we will update our strategies based upon input from the community
- If an agency or community member would like to cooperate with CARB in further enhancing enforcement, please contact CARB
- CARB will be in Fresno before the end of 2020

Comment: There was a shop between H and Belmont that was burning something. South of Belmont Park, there were unsafe levels of PM 2.5 because of a fast food place.

CARB Response: These are great, thank you. We will report back to these during the public comment section.

Question: I dialed the reporting number at 1:00am this morning. What is the turnaround time to call somebody back? It has been almost twelve hours and nobody has called me back.

District Response: SJVAPCD has directed people to return calls immediately, even in the middle of the night. My expectation is that no matter what time it is, we are responding quickly. Jason is the Compliance Manager in this region and he will look into your issue and get back to you with a specific reason why that follow up did not happen.

Comment: I am definitely in favor of adding diesel enforcement sweeps to the CERP. I also think an MOU between SJVAPCD, CARB and perhaps the City of Fresno concerning mobile source enforcement could be really helpful in the CERP.

CARB Response: In the CERP, there is an expectation that SJVAPCD and CARB continue to do idling sweeps over the next five years—that's not going to change. Regarding collaboration, we should discuss interagency interactions. Any time we get a complaint referred to us, if it's not within our jurisdiction, we don't tell people that we won't enforce that. We research it, we find out the right agency and identify who that person can contact at the correct agency. It is important not to just leave things unaddressed. SJVAPCD is looking to change the perception of government and you have our commitment to always find out who the responsible agencies are, even if it's not us.

Discussion of Annual Report Feedback

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime reviewed the draft Annual Report and outlined the feedback process with the CSC. Presentation highlights:

- Comments are due October 23
- The report features tables that show exactly which strategies the CSC has chosen, the corresponding pages in the CERP, a description of the strategy and a status update

Comment from Spanish-speaker: The report looks fine, but I'd like to see more actions completed and promises kept that were made.

District Response: That is important and we want to keep our foot on the gas.

Comment: I have submitted a letter to SJVAPCD that includes some general concerns about resolution requirements that are still outstanding. We know there is a part that says under 617, CARB must develop a statewide reporting system for criteria and toxic conditions of stationary sources. We have had the conversation to add the awareness to land use decisions being enacted by the City Planning Commission. At a local air district level, being involved in that process and responding to those plans that do not contain the goals of emissions reductions is important. I would like to see those MOUs get developed and signed.

District Response: Thanks for that reminder. It will require a full partnership with active participation by all those jurisdictions to accomplish that.

Comment: There was an addendum added to the CERP related to public health issues. This presents an opportunity to expand the public health section of the report, because ultimately that is the real impact. This would allow us to connect this report and our monitoring to the health and well-being of the communities that are currently impacted. How do we improve the reporting aspect of all the monitoring so that communities actually have an understanding of what is happening?

District Response: SJVAPCD is actually thinking about how we can better gather some of this public health data and better communicate it. This is a priority and something we are hearing in the Stockton community as well. I do know that CARB is thinking of incorporating some of the health impact data as well.

Comment: I think the MOUs are overdue and we have not seen movement on that. I appreciate the City staff coming to CSC meetings and representing the city, but we need to take it to the next level and have those MOUs in place. In terms of health, I completely agree. Our response to addressing health impacts was just adding a document describing health impacts of air pollution; that document is not assessing how much we are moving the needle to improve the health of community residents. Can we ask the Asthma Collaborative to do some health assessments? I don't know if the health assessments need to be in this report, but we need to conduct them and report on them. Last, I have requested a subcommittee on vegetative barriers since we heard from Tree Fresno and we have not started that. There is a Climate Corp Program that helps the state pay for full-time fellows for nine months to work on strategies like the ones that we have incorporated into the CERP. Why aren't we taking advantage of these things?

District Response: Thank you. SJVAPCD is recording all the comments and requests related to this agenda item.

Wrap Up/Next Steps

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Erica thanked everyone for participating in a productive meeting and asked CSC members to suggest future agenda items, especially if there are deadlines associated with them. She asked residents that participate in the stipend program to contact ILG with any questions. Erica thanked Kimberly for being the Community Co-host and asked interested CSC members to volunteer to be one in the future. Kimberly thanked everyone for attending and all the participation on the Truck Rerouting Study. She urged SJVAPCD to consider the health and wellness component.

Erica ended with a Zoom poll for the rescheduled November CSC meeting.

Reminders

The next regularly scheduled CSC meeting conflicts with Veterans Day, so the new date will be either November 5 or November 10 via Zoom and will be confirmed via email. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.

Puntos Importantes de la Reunión*

Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #26

14 de octubre de 2020, 5:30 pm - 7:30 pm

Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno:

- Participar en la reunión del subcomité de desviación de camiones del 28 de octubre
- Proporcionar comentarios sobre la RFP del estudio de desviación de camiones
- Comuníquese con el Distrito del Aire con información sobre las mejores ubicaciones para enfocar las inspecciones de medidas de cumplimiento
- Comuníquese con CARB con cualquier sugerencia sobre dónde deben colocarse los letreros contra dejar el motor encendido
- Presentar comentarios sobre el borrador del Informe Anual antes del 23 de octubre
- Comuníquese con el Distrito del Aire si necesita una copia impresa del borrador del Informe Anual
- Presentar recomendaciones sobre posibles puntos de la agenda para futuras reuniones del Comité Directivo

Artículos de Acción para el Distrito del Aire:

- Vuelva a enviar la solicitud de propuesta del estudio de cambio de desviación de camiones a quienes no la recibieron
- Envíe información sobre qué contactos CARB son los más apropiados para infracciones de dejar el motor encendido de camiones
- Finalizar un documento de una página sobre lo que es AB 617 y distribuir una postal comunitaria sobre los datos de monitoreo de la calidad del aire de AB 617
- Investigar el problema de dejar el motor encendido en la Calle Orange e informar al Comité Directivo
- Volver a entablar conversaciones con CARB sobre la posibilidad de desarrollar un memorando de entendimiento sobre la aplicación
- Verifique la línea directa de informes para asegurarse de que se estén cumpliendo los protocolos adecuados relacionados con el tiempo de respuesta
- Explorar la viabilidad de establecer un subcomité de barreras vegetativas
- Confirme la fecha y hora de la reunión del Comité Directivo de noviembre

Bienvenida e Introducciones

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto, Distrito del Aire del Valle

Kimberly McCoy, Coanfitrión del Comité Directivo de la Comunidad

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los logísticos y los servicios de traducción. El equipo de facilitación proporcionó una descripción general de la agenda de la reunión. Ryan agradeció al Comité Directivo por asistir y por su continuo apoyo al programa AB 617 y por hacer avanzar las medidas. Kimberly agradeció a todos por permitirle ser la coanfitriona de la comunidad nuevamente y expresó su entusiasmo por escuchar todas las actualizaciones y la discusión.

Actualizaciones Permanentes: Subcomité de Desviación de Camiones

Scott Mozier, Director de Obras Públicas, Ciudad de Fresno

Scott dio una actualización sobre la RFP del estudio de desviación de camiones y las oportunidades de comentarios. Puntos importantes de la presentación:

- La Ciudad de Fresno compiló un borrador de RFP que describe el alcance de los servicios para el estudio, incluyendo los datos de tráfico, la evaluación de rutas, los usos del suelo, las escuelas, las jurisdicciones de la ciudad/condado/Caltrans, los orígenes y destinos de los camiones, las partes interesadas e informes de subcomités
- El Comité Directivo recibió el borrador del documento RFP electrónicamente el lunes 12 de octubre
- Los próximos pasos son convocar al Subcomité de Desviación de Camiones para proporcionar comentarios detallados
- Con respecto al financiamiento, será necesario que haya un acuerdo de cooperación entre el Distrito y la Ciudad de Fresno para que se complete este trabajo
- La reunión del Subcomité de Desviación de Camiones está programada para el 28 de octubre y cualquier miembro del Comité Directivo puede asistir

Comentario del Distrito: Somos muy afortunados porque este fue uno de los primeros planes de proyecto que presentamos a CARB para obtener la asignación para gastar los fondos de incentivo en esta medida.

Pregunta: ¿Puede proporcionar el desglose financiero del dinero 617 que financiará este estudio en comparación con el presupuesto asignado por la ciudad?

Respuesta: El borrador de RFP contiene montos en dólares de AB 617. La ciudad ha presupuestado numerosos servicios en especie y el alto costo de administrar al consultor a través de ese proceso, así como la supervisión durante el período de estudio en sí.

Pregunta: Si no he formado parte del subcomité, ¿a quién le envió mis comentarios sobre la RFP?

Respuesta: El Distrito se complace en recopilar los comentarios del Comité Directivo y luego proporcionárselos a la Ciudad en su nombre.

Pregunta: Asistí a la audiencia de presupuesto de la Ciudad esta semana. El Consejo Municipal preguntó de qué parte del presupuesto del estudio de \$500,000 sería responsable la ciudad. Mi preocupación es que un estudio de desviación de camiones ya es algo que la ciudad es y debe ser responsable y de lo que debe rendir cuentas a través del Plan Específico del Suroeste. Según ese documento, se suponía que se iniciaría un estudio de desviación de camiones para 2018. Existe una superposición entre el área del Plan Específico del Suroeste y nuestra comunidad 617. El dinero de AB 617 relacionado con la financiación del CERP es limitado debido a todas nuestras medidas, por lo que debemos asegurarnos de que el Comité Directivo lo comprenda. Debemos presionar a la Ciudad para que proporcione algo más que donaciones en especie. El Comité Directivo ha solicitado que se proporcione una amplia gama de servicios como parte de esta RFP. Si los encuestados revisan la RFP y dicen que necesitarán más de \$500,000, ¿contribuirá la ciudad fondos adicionales? ¿De dónde vendrán los fondos adicionales para garantizar que este estudio cumpla con sus objetivos?

Respuesta: Esa es una gran pregunta. Desde la perspectiva del presupuesto de la ciudad, se prevé que se necesitarán dólares adicionales como parte de esta asociación con el Distrito. Nuestra administración y el consejo municipal de la ciudad tendrán que considerar si y cómo asegurar fondos adicionales si es necesario. Todos sabemos que estos son tiempos muy difíciles. La Ciudad no está realizando nuevas solicitudes de fondos generales. Con respecto a refinar el alcance del estudio, eso es exactamente para lo que está el Subcomité de Desviación de Camiones. Si bien

podríamos agregar mucho más al estudio, si podemos lograr el objetivo de lograr la desviación de los camiones en la comunidad sin gastar tanto y preservar más fondos para otras prioridades que el Comité Directivo ha señalado, sería un esfuerzo válido.

Pregunta: En la reunión de presupuesto de la Ciudad de hoy, se hicieron mociones en apoyo del departamento de planificación para agregar estudios adicionales por \$525,000. Con eso en mente, debe regresar y solicitar un mínimo de \$100,000 para este esfuerzo del Comité Directivo en caso de que se requieran gastos adicionales para cubrir este estudio.

Respuesta: El proceso presupuestario de la Ciudad no es impulsado por el personal; en realidad, es impulsado por los miembros del Consejo. Hasta ahora, no han elevado este Estudio de desviación de camiones como una prioridad máxima... Si tiene inquietudes sobre esa priorización, comuníquese directamente con el Consejo y ellos pueden proporcionar la aprobación del personal.

Pregunta: Este tema fue claramente discutido y priorizado por la comunidad durante la discusión sobre el Plan Específico de Suroeste. Es lamentable que no se le haya dado prioridad desde la perspectiva de la ciudad. Dado que el impacto de la exposición continua a PM 2.5, los riesgos para la salud, el desarrollo de enfermedad pulmonar crónica y todos los problemas que colocan a las comunidades desventajadas en mayor riesgo de resultados pobres acerca de COVID, ¿existe la posibilidad de utilizar los dólares de CARES para financiar un estudio legítimo que logre los resultados de salud que buscamos?

Respuesta: Nuestro Concejo Municipal es responsable de determinar dónde se asignan los dólares de CARES. Los dólares de CARES se vencen el 30 de diciembre y todo lo que se destina al dinero debe ser entregado, instalado y completo para esa fecha. Este tipo de estudio de desviación de camiones no podría cumplir con ese plazo. Creo que con el Distrito, AB 617 y la contribución de la ciudad, hay niveles apropiados de fondos para completar el estudio propuesto.

Actualizaciones Permanentes: Subcomité de Autobuses y Filtración de Escuelas

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime proporcionó una actualización sobre el Subcomité de Autobuses y Filtración Escolar. Puntos importantes de la presentación:

- El Distrito ha estado trabajando para comprender mejor los sistemas de HVAC de las escuelas y algunos de los desafíos y limitaciones
- Hay muchas variaciones en lo que pueden asumir los diferentes sitios escolares
- El Distrito está hablando con el equipo de subvenciones de CARB para comprender mejor qué pueden financiar las subvenciones y dónde puede haber flexibilidad
- El personal del Distrito todavía está trabajando con CARB para asegurarse de que la solicitud de subvención tenga tanta flexibilidad como sea posible dentro de las pautas de CARB para obtener estos filtros en tantas escuelas como sea posible
- El Distrito del Aire del Valle continúa implementando autobuses escolares eléctricos en los distritos escolares del Comité Directivo que no son del Distrito Escolar Unificado de Fresno y estamos planeando tener una conversación con el Distrito Escolar Unificado de Fresno para que también se sumen
- Hay una reunión del subcomité programada para el 26 de octubre con numerosos administradores escolares y personal del Distrito Escolar Unificado de Fresno ya confirmado para asistir

Pregunta: ¿Tiene un inventario preciso de lo que hay actualmente en las escuelas?

Respuesta: Tenemos un inventario decente de lo que hay en las escuelas que no pertenecen al Distrito Escolar Unificado de Fresno, pero estamos teniendo dificultad en obtener esa información de las escuelas del Distrito Unificado de Fresno.

Actualizaciones Permanentes: Resultados y Actualizaciones Recientes de Monitoreo del Aire de la Comunidad

Chay Thao, Gerente de Programas, Distrito del Aire del Valle

Chay proporcionó una actualización sobre el monitoreo reciente del aire de la comunidad. Puntos importantes de la presentación:

- La Mesa Directiva Escolar Unificada Central solicitó monitoreo en la Escuela Primaria Madison; ese acuerdo ha sido firmado
- El Distrito del Aire está trabajando con el Distrito Escolar Unificado de Fresno para obtener equipo en la ubicación de la Escuela Preparatoria Edison
- El Distrito del Aire finalmente ha instalado el monitoreo del aire en la Escuela Intermedia West Fresno; el Comité Directivo merece reconocimiento por el apoyo de esa ubicación
- El personal continúa usando la camioneta de monitoreo del aire para responder a las preocupaciones de la comunidad; recibimos una solicitud para monitorear el alto tráfico de camionetas de entrega cerca del centro de entrega de Amazon y esos datos del 16 de septiembre ahora están en el sitio web

Pregunta: Estaba mirando los boletines en el sitio web y los datos de un período de 24 horas son un promedio. ¿Hay alguna forma de mostrar los datos reales por hora? Esos datos permitirían que la comunidad quiera planificar su día en función de los picos por hora.

Respuesta: El Distrito del Aire tiene informes semanales que publicamos, pero también hay datos de monitoreo en tiempo real a los que puede acceder con información por hora. Los datos semanales no estaban destinados a mostrar picos por hora; en su lugar, los datos semanales proporcionan una idea general de dónde están las emisiones semanales. Los datos por hora que busca están disponibles en el sitio web y también proporcionan una vista histórica.

Pregunta: Alguien que no esté familiarizado con AB 617 probablemente no sepa dónde buscar estos monitores. ¿Existe alguna manera de que cualquier persona, independientemente de su participación en AB 617, tenga acceso rápido y fácil a los datos de estos monitores?

Respuesta: El Distrito del Aire tiene esto en nuestra lista de tareas pendientes; un documento de una página sobre lo que es AB 617 y una postal para los miembros de la comunidad sobre cómo verificar los datos de monitoreo de la calidad del aire de AB 617. Le agradecemos que vuelva a colocar esto en la parte superior de nuestra lista de prioridades.

Pregunta: ¿Por qué estos monitores no se conectan a RAAN? Se está haciendo mucho trabajo para hacer correr la voz sobre RAAN y tendría sentido fusionar esos datos.

Respuesta: Parte de eso es solo un desafío tecnológico que está teniendo el Distrito. Estamos analizando el soporte en la que se basa el sistema RAAN. Hemos luchado con la confiabilidad y buscamos hacer que RAAN sea mucho más confiable.

Comentario: Yo vivo en la Calle Orange y veo muchos camiones circulando por la calle y no sé por qué sucede esto.

Respuesta: Si están conduciendo por calles residenciales y no permanecen en las rutas de los camiones, este es un tema muy oportuno porque tenemos disponible tanto la aplicación de la ley del Distrito como la de la CARB. Si los camiones no cumplen con las rutas de los camiones, eso es potencialmente el cumplimiento del código.

CARB: CARB estará de regreso en Fresno hacia el final del año y acabo de tomar nota de la Calle Orange y me aseguraré de que pasemos por allí y veamos si esos camiones cumplen con las normas.

Pregunta: CARB, dado que se encuentra en Sacramento, ¿cómo maneja las solicitudes que requieren una respuesta inmediata? ¿Está conectado a la CHP? ¿Cuál es la respuesta más rápida cuando estas infracciones ocurren en tiempo real?

Respuesta: Tiene razón en que debido a que estamos en Sacramento, es difícil para nosotros estar presentes en Fresno todo el tiempo. Si vamos allí y lo comprobamos con regularidad, impediremos el comportamiento negativo. Los camioneros tienden a hablar entre ellos, por lo que si se corre la voz de que les estamos multando, el comportamiento puede detenerse. Sería bueno que CHP o la ciudad pudieran colaborar con nosotros.

Respuesta: El Distrito se comprometerá a enviar al Comité Directivo una lista de contactos de CARB con los contactos más apropiados que puedan responder lo más rápido posible.

Pregunta: En la primera parte del año, hablamos en una reunión del Comité Directivo sobre este problema exacto. Llamaremos a Sacramento, alguien se quejará, pero para cuando CARB llegue aquí, se habrán ido y no pasará nada. En ese momento, discutimos la posibilidad de que CARB y el Distrito firmen un MOU sobre el cumplimiento. ¿Sucedió eso? ¿Podría el Distrito del Aire enviar personal para hacer la investigación y escribir la citación?

Respuesta: El Distrito tiene la autoridad bajo la regulación estatal para los camiones diésel y autobuses escolares con motores encendidos mientras estacionados y para citar a las personas que no cumplen con las regulaciones estatales. Existen otras regulaciones relacionadas con los dispositivos móviles sobre las que no tenemos autoridad y que requerirían un memorando de entendimiento formal. Discutiremos la racionalización de estas actividades con CARB para ver qué es posible.

Respuesta: CARB también puede realizar una auditoría de escritorio para garantizar el cumplimiento de nuestras regulaciones, por lo que incluso si no podemos estar allí físicamente, ustedes pueden ser los ojos y los oídos de la comunidad.

Actualización de Cumplimiento

Jason Lawler, Gerente de Cumplimiento de la Calidad del Aire, Distrito del Aire del Valle

Justin Shields, Especialista de Contaminación del Aire, CARB

Jason dio una breve actualización de la implementación de las medidas de cumplimiento. Puntos importantes de la presentación:

- Hay seis medidas de cumplimiento diferentes en el CERP para la comunidad de Centro-Sur Fresno
- Proporcionó una actualización sobre el trabajo de la temporada pasada sobre la mejora de el cumplimiento de las restricciones de quema de leña y pidió comentarios sobre áreas adicionales y horas del día desde que la temporada comienza nuevamente el 1 de noviembre
- El personal del Distrito realizó la vigilancia de la quema ilegal durante el trimestre y respondió a 24 quejas públicas sobre la quema al aire libre; todas las quejas fueron respondidas. Las investigaciones del Distrito resultaron en cinco infracciones de quema al aire libre
- Los inspectores del Distrito del Aire llevaron a cabo un cumplimiento específico de polvo fugitivo en sitios de construcción durante el segundo y tercer trimestre de 2020 y no descubrieron ninguna infracción de las reglas del Distrito. El Distrito también solicitó orientación y comentarios sobre las ubicaciones que necesitan más inspecciones.

- Los inspectores del Distrito llevaron a cabo un cumplimiento específico de la regulación contra dejar el motor encendido mientras estacionados en todo el estado, enfocándose en áreas identificadas por los miembros del Comité Directivo, durante cada uno de los primeros tres trimestres de 2020 y no documentaron ningún incumplimiento.
- El Distrito del Aire ha aumentado la frecuencia de las inspecciones en las instalaciones permitidas que han tenido infracciones de emisiones en los últimos tres años; hasta la fecha, se han tomado 23 acciones de cumplimiento como parte de una inspección de cumplimiento
- El Distrito ha desarrollado un esquema de capacitación para instruir a los operadores de estaciones de servicio sobre cómo realizar autoinspecciones de los sistemas de recuperación de vapor; sin embargo, el Distrito está evaluando cómo realizar la capacitación mientras se adhiere a las pautas de salud pública federales, estatales y locales durante la pandemia

Justin dio una actualización del cumplimiento de CARB. Puntos importantes de la presentación:

- CARB tiene letreros de "no dejar el motor encendido" disponibles que se pueden colocar en las vías públicas y actúan como un disuasivo para los camiones diésel de servicio pesado que están con motores encendidos donde no están permitidos
- Comuníquese si cree que estos letreros tendrían un impacto en la comunidad de Centro-Sur Fresno
- A medida que el personal de CARB busca camiones con motores encendidos ilegalmente, la regulación de camiones y autobuses y la regulación de unidades de refrigeración de transporte permiten que CARB registre los números de placa y los números de identificación de TRU; CARB utiliza esta información para realizar una auditoría de escritorio para determinar el cumplimiento
- CARB tiene una estrategia específica en la sección del plan de cumplimiento del CERP; Actualizaremos nuestras estrategias en base a los comentarios de la comunidad
- Si una agencia o miembro de la comunidad quisiera cooperar con CARB para mejorar aún más el cumplimiento, comuníquese con CARB
- CARB estará en Fresno antes de finales de 2020

Comentario: Había una tienda entre la Calle H y la Belmont que estaba quemando algo. Al sur del Belmont Park, había niveles peligrosos de PM 2.5 debido a un lugar de comida rápida.

Respuesta de CARB: Excelente, gracias por los comentarios. Informaremos estos durante la sección de comentarios públicos.

Pregunta: Marqué el número de quejas a la 1:00 am esta mañana. ¿Cuál es el tiempo de respuesta para devolver la llamada a alguien? Han pasado casi doce horas y nadie me ha devuelto la llamada.

Respuesta del Distrito: El Distrito ha indicado a las personas que devuelvan las llamadas de inmediato, incluso en medio de la noche. Mi expectativa es que no importa qué hora sea, estamos respondiendo rápidamente. Jason es el Gerente de Cumplimiento en esta región y analizará su problema y se comunicará con usted con una razón específica por la que no se realizó ese seguimiento.

Comentario: Definitivamente estoy a favor de agregar barridos de cumplimiento de camiones diésel al CERP. También creo que un memorando de entendimiento entre el Distrito, CARB y quizás la Ciudad de Fresno sobre el cumplimiento de fuentes móviles podría ser realmente útil en el CERP.

Respuesta de CARB: En el CERP, existe la expectativa de que el Distrito y CARB continúen haciendo barridos de motores encendidos durante los próximos cinco años—eso no va a cambiar. Con respecto a la colaboración, deberíamos discutir las interacciones entre agencias. Cada vez que nos

remiten una queja, si no está dentro de nuestra jurisdicción, no le decimos a la gente que no la aplicaremos. Lo investigamos, encontramos la agencia correcta e identificamos a quién puede contactar esa persona en la agencia correcta. Es importante no dejar las cosas sin abordar. El Distrito busca cambiar la percepción del gobierno y usted tiene nuestro compromiso de averiguar siempre quiénes son las agencias responsables, incluso si no somos nosotros.

Discusión de los Comentarios del Reporte Anual

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime revisó el borrador del Informe Anual y describió el proceso de comentarios con el Comité Directivo. Puntos importantes de la presentación:

- Los comentarios deben presentarse antes del 23 de octubre
- El informe presenta tablas que muestran exactamente qué estrategias ha elegido el Comité Directivo, las páginas correspondientes en el CERP, una descripción de la estrategia y una actualización de estado

Comentario de un Hispanohablante: El informe se ve bien, pero me gustaría ver más acciones completadas y promesas cumplidas.

Respuesta del Distrito: Eso es importante y queremos mantener el pie en el acelerador.

Comentario: He enviado una carta al Distrito del Aire que incluye algunas preocupaciones generales sobre los requisitos de resolución que aún están pendientes. Sabemos que hay una parte que dice bajo 617, CARB debe desarrollar un sistema de reporte a nivel estatal para las condiciones de criterio y tóxicos de las fuentes estacionarias. Hemos tenido la conversación para agregar conciencia a las decisiones de uso del suelo que está siendo promulgada por la Comisión de Planificación de la Ciudad. A nivel del distrito de aire local, es importante participar en ese proceso y responder a aquellos planes que no contienen los objetivos de reducción de emisiones. Me gustaría que esos MOU se desarrollaran y se firmen.

Respuesta del Distrito: Gracias por ese recordatorio. Se requerirá una asociación plena con la participación activa de todas esas jurisdicciones para lograrlo.

Comentario: Se agregó un apéndice al CERP relacionado con cuestiones de salud pública. Esto presenta una oportunidad para ampliar la sección de salud pública del informe, porque en última instancia, ese es el impacto real. Esto nos permitiría conectar este informe y nuestro monitoreo con la salud y el bienestar de las comunidades que actualmente se ven afectadas. ¿Cómo mejoramos el aspecto de presentación de informes de todo el seguimiento para que las comunidades comprendan realmente lo que está sucediendo?

Respuesta del Distrito: El Distrito está pensando en cómo podemos recopilar mejor algunos de estos datos de salud pública y comunicarlos mejor. Esta es una prioridad y algo que también estamos escuchando en la comunidad de Stockton. Sé que CARB también está pensando en incorporar algunos de los datos sobre el impacto en la salud.

Comentario: Creo que los Memorandos de Entendimiento (MOU, por sus siglas en inglés) están atrasados y no hemos visto ningún movimiento al respecto. Aprecio que el personal de la Ciudad asista a las reuniones del Comité Directivo y represente a la ciudad, pero debemos llevarlo al siguiente nivel y tener esos MOU en su lugar. En términos de salud, estoy completamente de acuerdo. Nuestra respuesta para abordar los impactos en la salud fue simplemente agregar un documento que describe los impactos en la salud de la contaminación del aire; ese documento no está evaluando cuánto estamos moviendo la aguja para mejorar la salud de los residentes de la comunidad. ¿Podemos pedirle al *Asthma Collaborative* que haga algunas evaluaciones de salud? No

sé si las evaluaciones de salud deben estar en este informe, pero debemos realizarlas e informar sobre ellas. Por último, he solicitado un subcomité sobre barreras vegetativas desde que escuchamos de Tree Fresno y no lo hemos comenzado. Existe un Programa de Climate Corp que ayuda al estado a pagar a becarios de tiempo completo durante nueve meses para trabajar en estrategias como las que hemos incorporado al CERP. ¿Por qué no nos aprovechamos de estas cosas?

Respuesta del Distrito: Gracias. El Distrito está grabando todos los comentarios y solicitudes relacionados con este tema de la agenda.

Concluir/Próximos Pasos

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Erica agradeció a todos por participar en una reunión productiva y les pidió a los miembros del Comité Directivo que sugirieran temas futuros en la agenda, especialmente si hay fechas límite asociadas con ellos. Ella pidió a los residentes que participan en el programa de estipendios que se comuniquen con ILG si tienen alguna pregunta. Erica agradeció a Kimberly por ser la coanfitriona de la comunidad y pidió a los miembros del Comité Directivo interesados que se ofrezcan como voluntarios para ser uno en el futuro. Kimberly agradeció a todos por asistir y toda la participación en el Estudio de Desviación de Camiones. Alentó al Distrito del Aire a considerar el componente de salud y bienestar.

Erica terminó con una encuesta a través de Zoom para la reunión reprogramada del Comité Directivo de noviembre.

Recordatorios

La próxima reunión del Comité Directivo programada entra en conflicto con el Día de los Veteranos, por lo que la nueva fecha será el 5 de noviembre o el 10 de noviembre a través de Zoom y se confirmará por correo electrónico. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión.*

Comentario Público

Ningún comentario público.



South Central Fresno Agenda for Community Steering Committee Meeting #26

Wednesday, October 14, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/98259069963>
Meeting ID: 982 5906 9963

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Kimberly McCoy, Community Co-host
- 5:45 p.m. Standing Updates**
Truck Rerouting Subcommittee
School Filtration and Bus Subcommittee
Recent Community Air Monitoring Results and Updates
Valley Air District Staff
- 6:05 p.m. DPR Update**
DPR will share progress on Fresno CERP measure
Minh Pham, Supervisor Dept. Pesticide Regulation
- 6:20 p.m. Enforcement Update**
Discussion of District and CARB enforcement
Jacob Whitson, Director of Compliance, Valley Air District
Justin Shields, California Air Resources Board (CARB)
- 6:50 p.m. Discussion of Annual Report Feedback**
Review questions and comments from CSC regarding draft annual report to the community distributed last meeting.
Valley Air District Staff
- 7:25 p.m. Wrap Up/Next Steps**
Need to reschedule November CSC date due to Veterans Day
Upcoming agenda topic suggestions
Next Meeting: TBD via Zoom
Hanna Stelmakhovych, Facilitator

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #26

Miércoles 14 de octubre de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/98259069963>

Meeting ID: 982 5906 9963

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de acceso: 6559628#

- 5:30 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Kimberly McCoy, Co-anfitriona Comunitaria
- 5:45 p.m. Actualizaciones Permanentes**
Subcomité de Desviación de Camiones
Subcomité de Autobuses y Filtración de Escuelas
Resultados y Actualizaciones Recientes de Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
- 6:05 p.m. Actualización de DPR**
DPR compartirá el progreso en la medida del CERP de Fresno
Minh Pham, Supervisor, Departamento de Regulación de Pesticidas
- 6:20 p.m. Actualización de Cumplimiento**
Discusión del cumplimiento del Distrito y CARB
Jacob Whitson, Director de Cumplimiento, Distrito del Aire del Valle
Justin Shields, Junta de Recursos del Aire de California (CARB)
- 6:50 p.m. Discusión de los Comentarios del Reporte Anual**
Repasar las preguntas y comentarios del Comité Directivo sobre el primer borrador del reporte anual para la comunidad distribuido en la última reunión.
Personal del Distrito del Aire del Valle
- 7:25 p.m. Concluir/Próximos Pasos**
Es necesario reprogramar la fecha de la reunión de noviembre del Comité Directivo debido al Día de los Veteranos
Próximas sugerencias de temas para la agenda
Próxima Reunión: Por determinar a través de Zoom
Hanna Stelmakhovych, Facilitadora

Aprende más: community.valleyair.org

Implementation of CERP Enforcement Measures in South Central Fresno Community

AB 617 Community Steering Committee Meeting
October 14, 2020

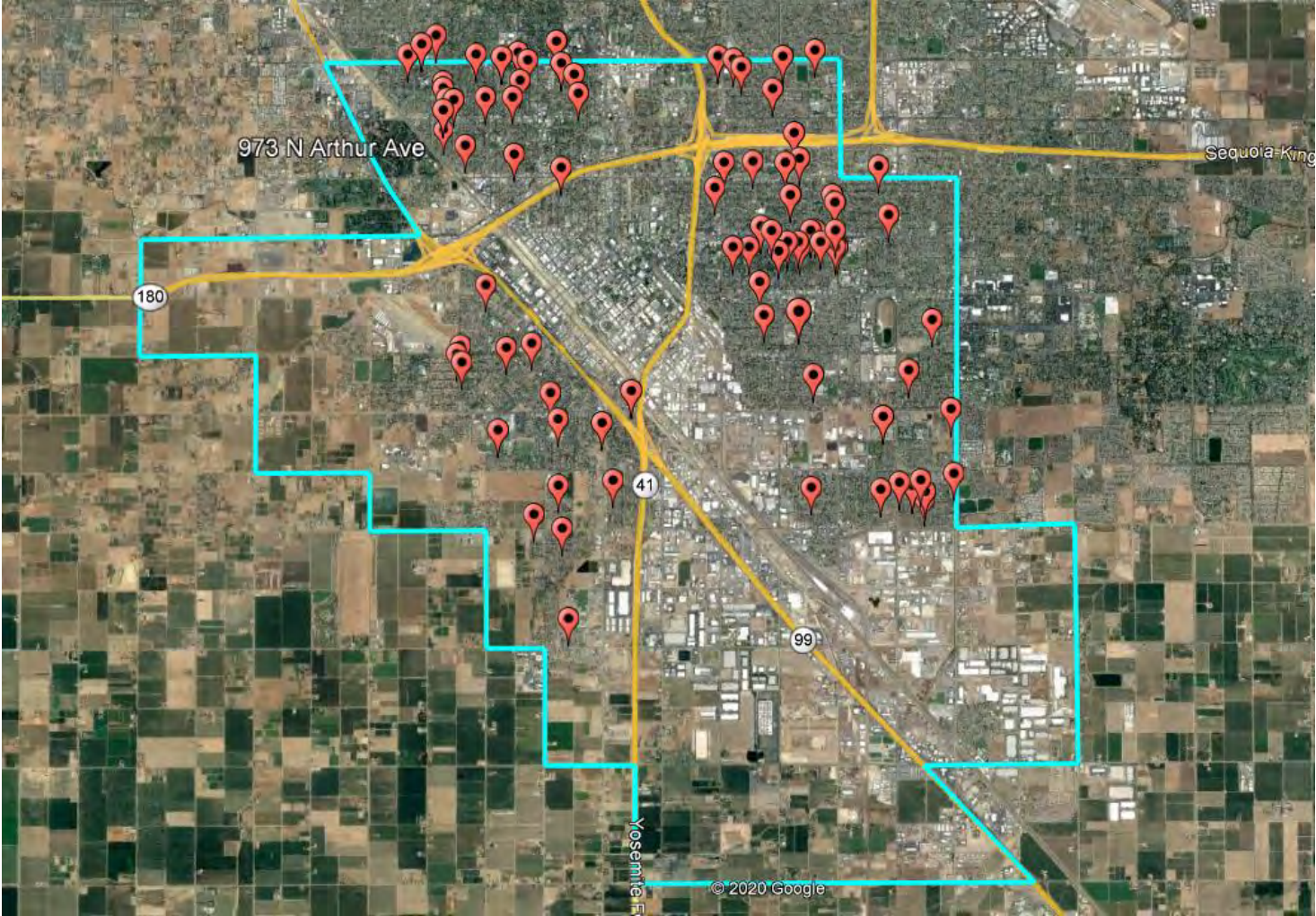
CERP Enforcement Measures in South Central Fresno Community

- RB.3 Enhanced Enforcement of Wood Burning Curtailments
- RB.5 Enhanced Enforcement to Reduce Illegal Burning of Residential Waste
- FD.1 Enhanced Enforcement of Regulation VIII Fugitive Dust Requirements
- HD.6 Enhanced Enforcement of Statewide Anti-Idling Regulation
- IS.4 Enhanced Inspection Frequency of Stationary Sources
- IS.5 Pilot Training Program for Conducting Self-Inspections at Gas Stations

Enhanced Enforcement of Wood Burning Curtailments

- Enforcement of residential wood burning curtailments in District Rule 4901 to limit localized PM 2.5 impacts
- Effective each year from November 1 – February 28/29
- Dedicated 4 hours of enforcement in the South Central Fresno Community on each declared curtailment day
- During 2019/2020 season
 - 23 public complaints responded to
 - 101 violations found
- CSC Feedback
 - Where and when should the District focus future enforcement?

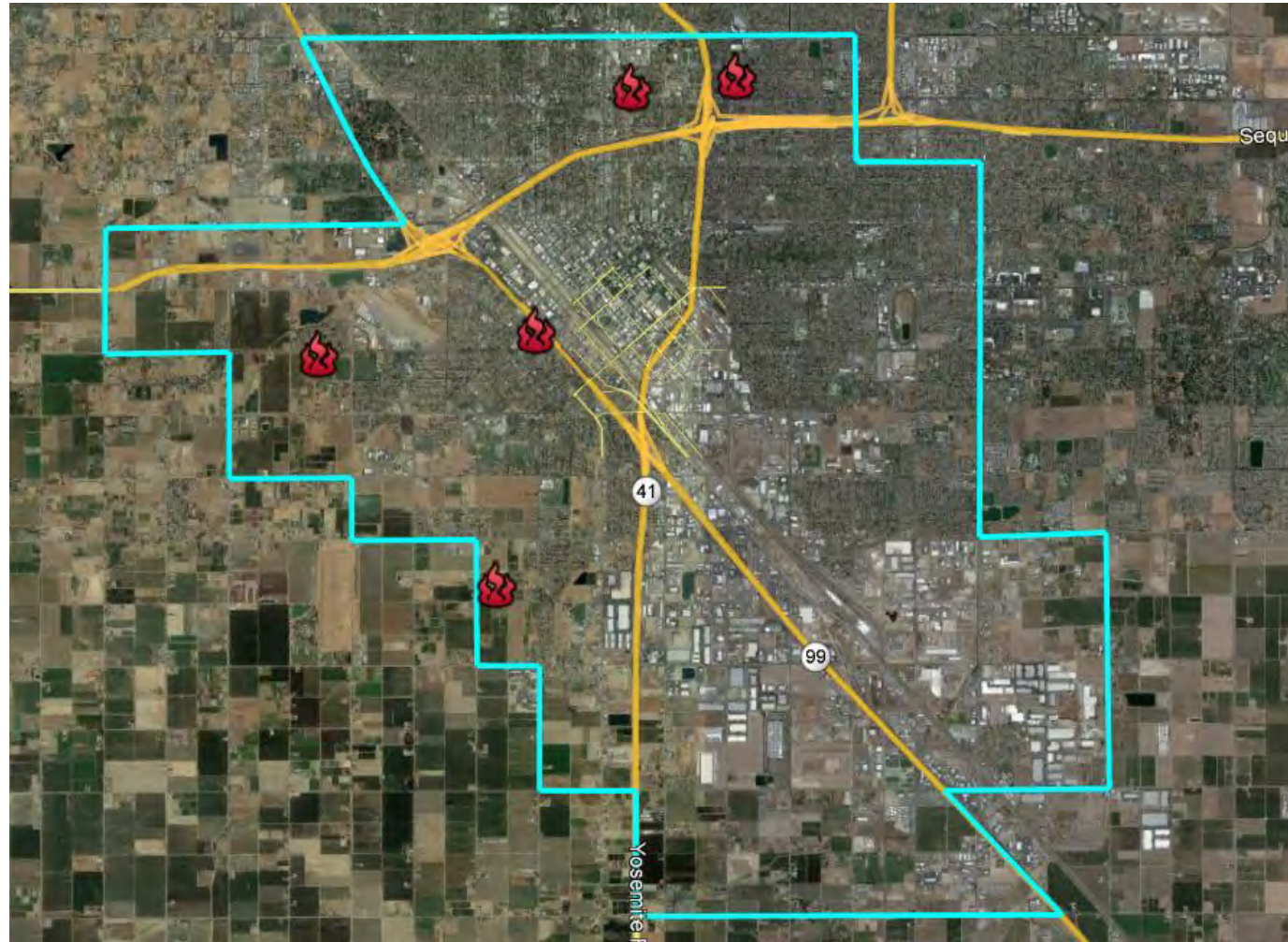
2019/20 Residential Wood Burning Violations



Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

- Enforcement of District Rule 4103 and CCR 93113 requirements to limit the potential for localized PM 2.5 and toxic impacts from illegal open burning of residential waste
- District inspectors conducted targeted enforcement efforts during each of the first three quarters of 2020
- During first half of 2020
 - 24 public complaints of open burning responded to
 - 5 open burning violations found
- CSC Feedback
 - Where and when should the District focus future enforcement?

Open Burning Violations (1st & 2nd Quarter 2020)



Enhanced Enforcement of Regulation VIII Fugitive Dust Requirements

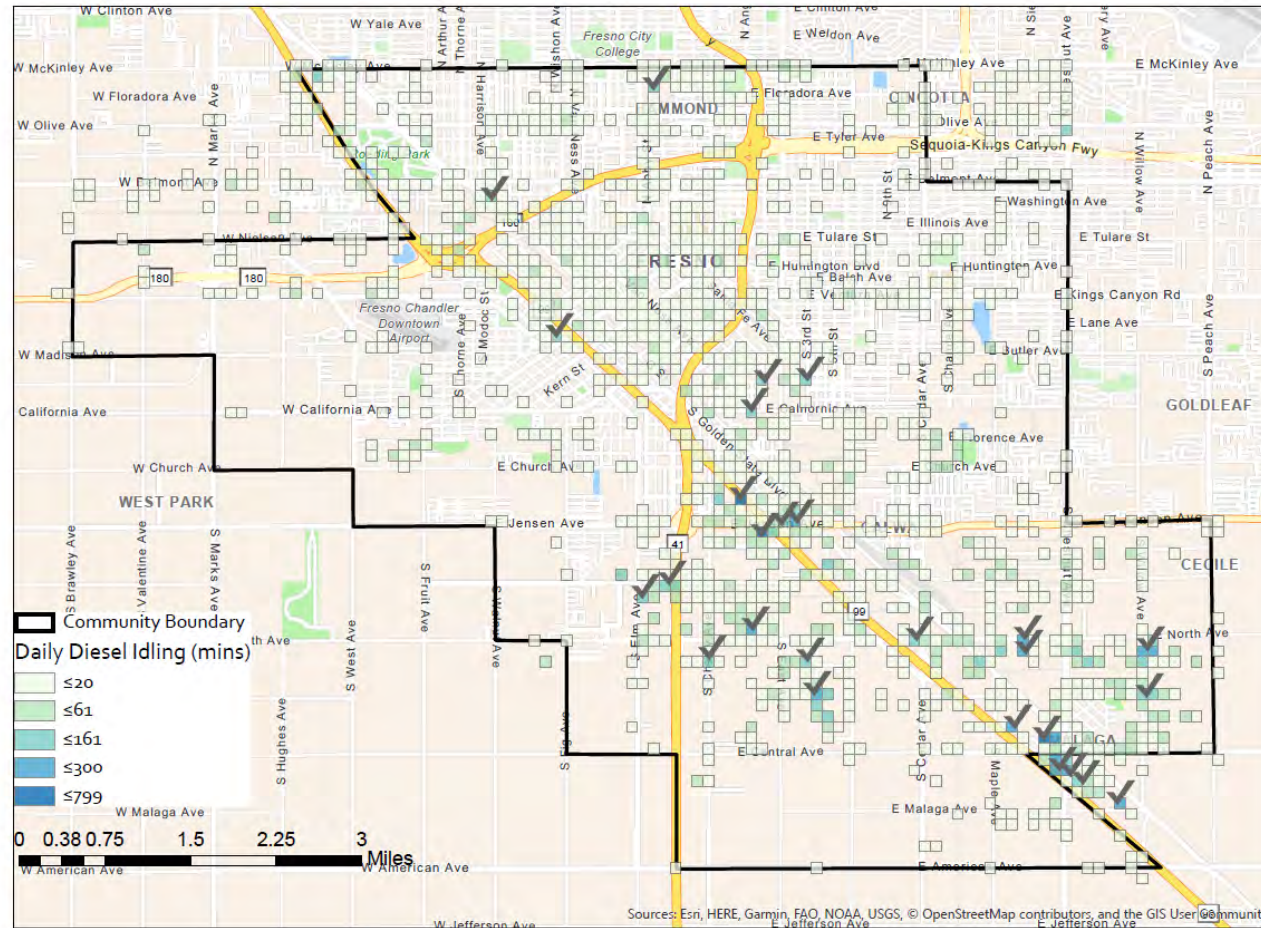
- Enforcement of the District's Regulation VIII to limit the potential for localized PM 10 impacts associated with fugitive dust from construction/earthmoving activities, open areas, and unpaved roads.
- District inspectors conducted targeted enforcement efforts within the South Central Fresno community during the second and third quarters of 2020.
 - Site inspections at all construction projects with an active Dust Control Plan or Construction Notification on file.
 - Additional surveillance for other dust generating sites

Enhanced Enforcement of Statewide Anti-Idling Regulation

- District enforcement, in partnership with CARB, of the State anti-idling regulation for heavy-duty diesel trucks and busses to reduce localized PM 2.5 and toxic air quality impacts
- District inspectors have conducted targeted enforcement efforts during each of the first three quarters of 2020
- Primarily focused around industry with frequent truck traffic
- CSC Feedback
 - What are some additional idling “hot spots” where the District can focus future enforcement and compliance assistance efforts?
 - Are there certain times of day when idling tends to occur?

Enhanced Enforcement of Statewide Anti-Idling Regulation (cont'd)

South Central Fresno Idling Times



Enhanced Inspection Frequency of Permitted Stationary Sources

- To limit the potential for localized air quality impacts due to a failure to comply with emission standards established by District permits, rules, or regulations
- Increased frequency of inspections at each permitted facility within the South Central Fresno community that has had an emissions violation in the past three (3) years
- Those facilities are being inspected at least twice per year until four (4) consecutive inspections without an emission violation
- During the first half of 2020 (Jan – Jun)
 - 23 enforcement actions taken

Pilot Training Program for Conducting Self-Inspections at Gas Stations

- Providing hands-on training to gas station operators in the community to limit the potential for air quality impacts from vapor recovery defects at gasoline dispensing stations
- The District has developed a training outline for instructing gas station operators on conducting thorough self-inspections of the vapor recovery systems at their stations to aid in the identification and timely repair of vapor recovery system defects
- Hands-on training is currently on hold due to COVID-19 social distancing requirements

Response to Public Complaints in South Central Fresno Community

- Complaints can be reported to the District by:
 - Telephone: (800) 870-1037
 - The District website: www.valleyair.org
 - Through the District mobile app (Valley Air app)
- During the first half of 2020, the District responded to 64 public complaints in the South Central Fresno Community for open burning, residential wood burning, fugitive dust, odors, unpermitted equipment, and facility emissions

Implementación de Medidas de Cumplimiento del CERP en la Comunidad de Centro-Sur Fresno

Reunión del Comité Directivo de la Comunidad AB 617
14 de octubre de 2020

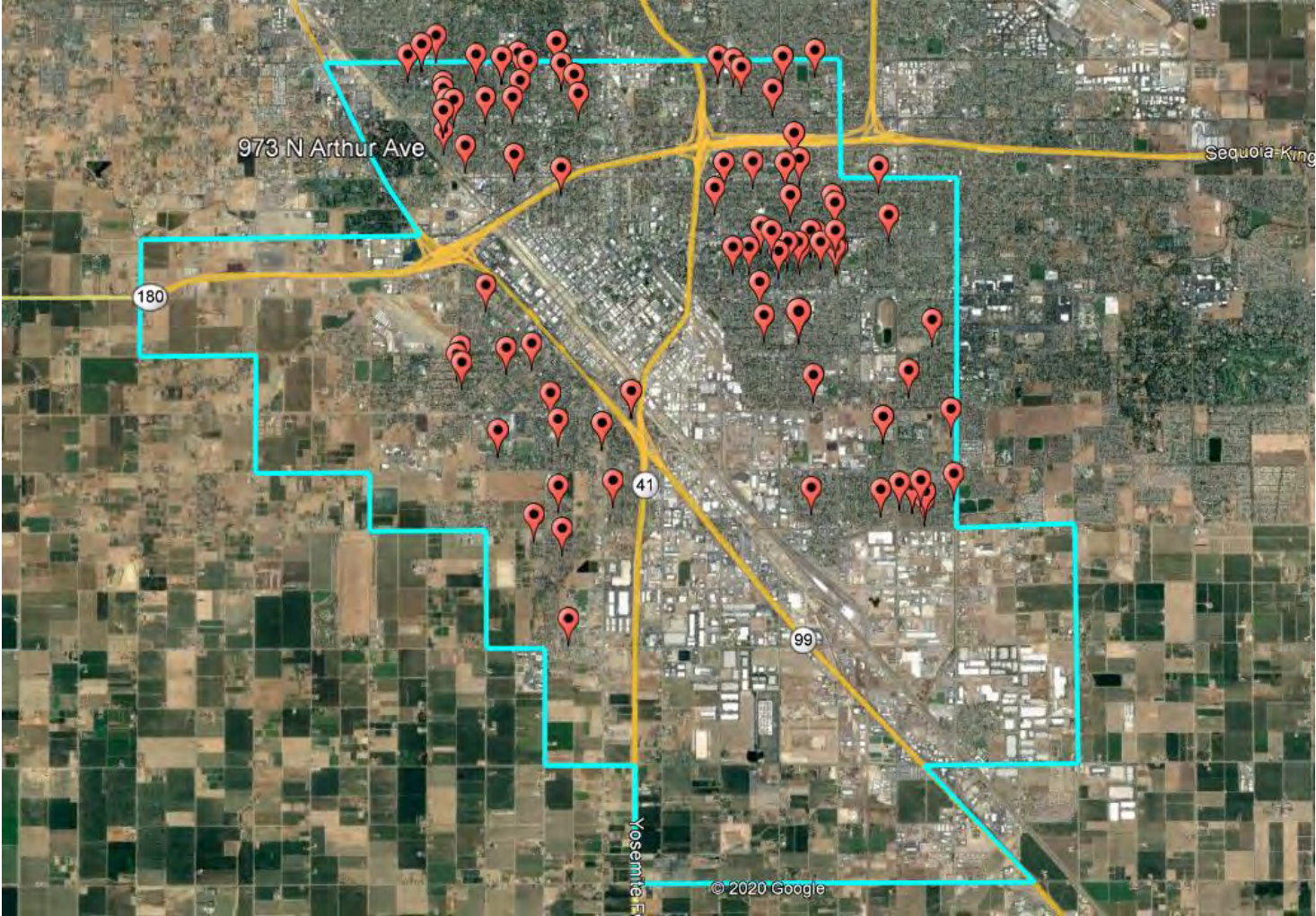
Medidas de Cumplimiento del CERP en la Comunidad de Centro-Sur Fresno

- RB.3 Cumplimiento Mejorado para las Reducciones de Quema de Leña
- RB.5 Cumplimiento Mejorado para Reducir la Quema Ilegal de Desechos Residenciales
- FD.1 Cumplimiento Mejorado de los Requisitos de Polvo Fugitivo de la Regulación VIII
- HD.6 Cumplimiento Mejorado para la Regulación Estatal Contra Motores Encendidos Mientras Estacionados
- IS.4 Frecuencia de Inspección Mejorada de Fuentes Estacionarias
- IS.5 Programa de Entrenamiento Piloto para la Realización de Autoinspecciones en Gasolineras

Cumplimiento Mejorado para las Reducciones de Quema de Leña

- Cumplimiento de restricciones de la quema de leña residencial en la Regla 4901 del Distrito para limitar los impactos localizados de PM 2.5
- Efectivo cada año del 1 de noviembre al 28/29 de febrero
- Se dedicaron 4 horas de cumplimiento en la comunidad de Centro-Sur Fresno en cada día de reducción declarado
- Durante la temporada 2019/2020
 - 23 quejas publicas respondidas
 - 101 infracciones encontradas
- Comentarios del Comité Directivo
 - ¿Dónde y cuándo debería el Distrito enfocar el cumplimiento en el futuro?

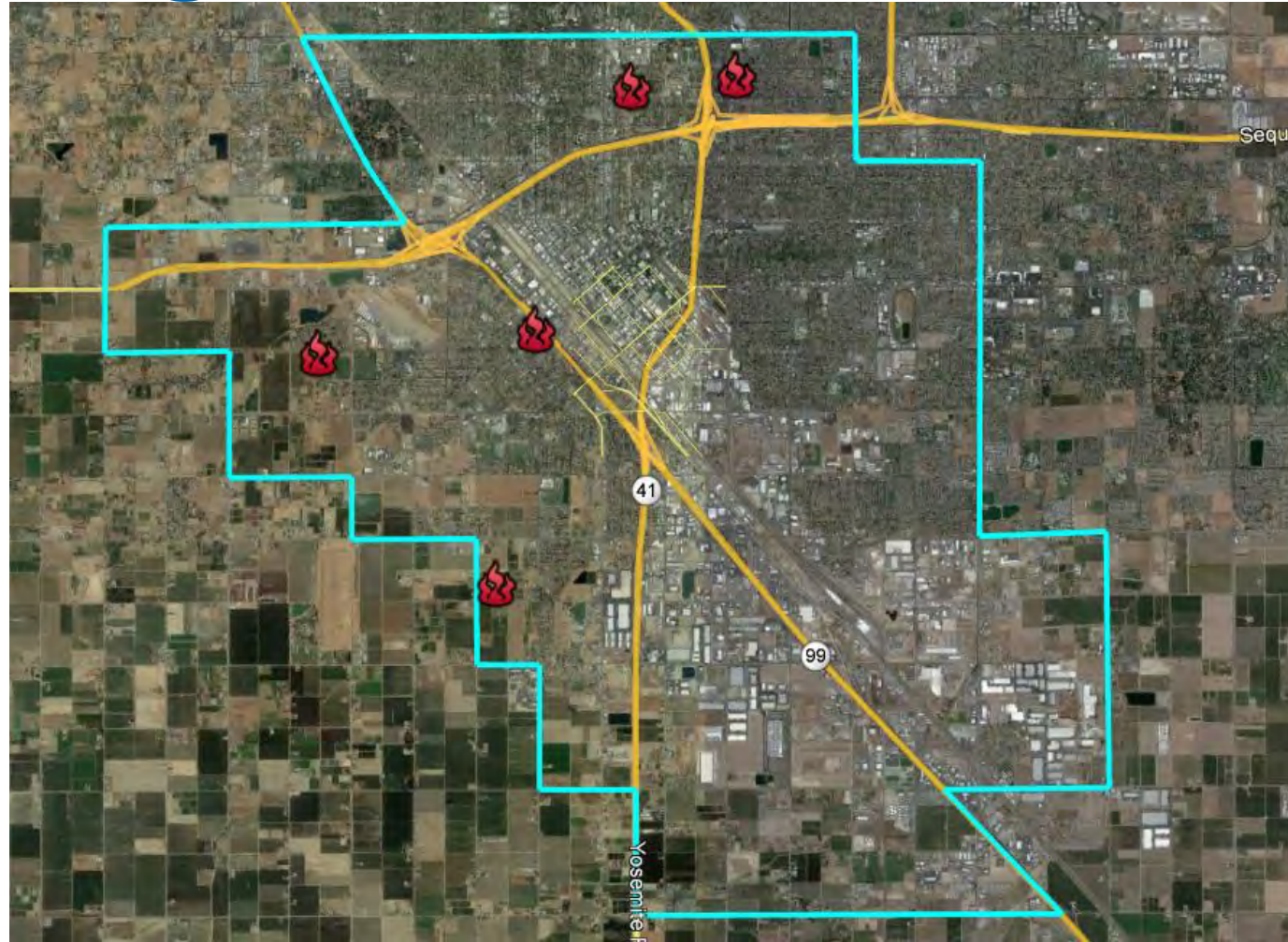
Infracciones de Quema de Leña Residencial 2019/20



Cumplimiento Mejorado para Reducir la Quema Ilegal de Desechos Residenciales

- Cumplimiento de los requisitos de la Regla 4103 del Distrito y CCR 93113 para limitar el potencial de PM 2.5 localizado e impactos tóxicos de la quema ilegal al aire libre de desechos residenciales
- Los inspectores de Distrito llevaron a cabo esfuerzos de cumplimiento específicos durante cada uno de los primeros tres trimestres de 2020
- Durante la primer mitad de 2020
 - 24 quejas públicas de quema al aire libre respondidas
 - 5 infracciones de quema al aire libre encontradas
- Comentarios del Comité Directivo
 - ¿Dónde y cuándo debería el Distrito enfocar el cumplimiento en el futuro?

Infracciones de Quema al Aire Libre (Primer y Segundo Trimestre de 2020)



Cumplimiento Mejorado de los Requisitos de Polvo Fugitivo de la Regulación

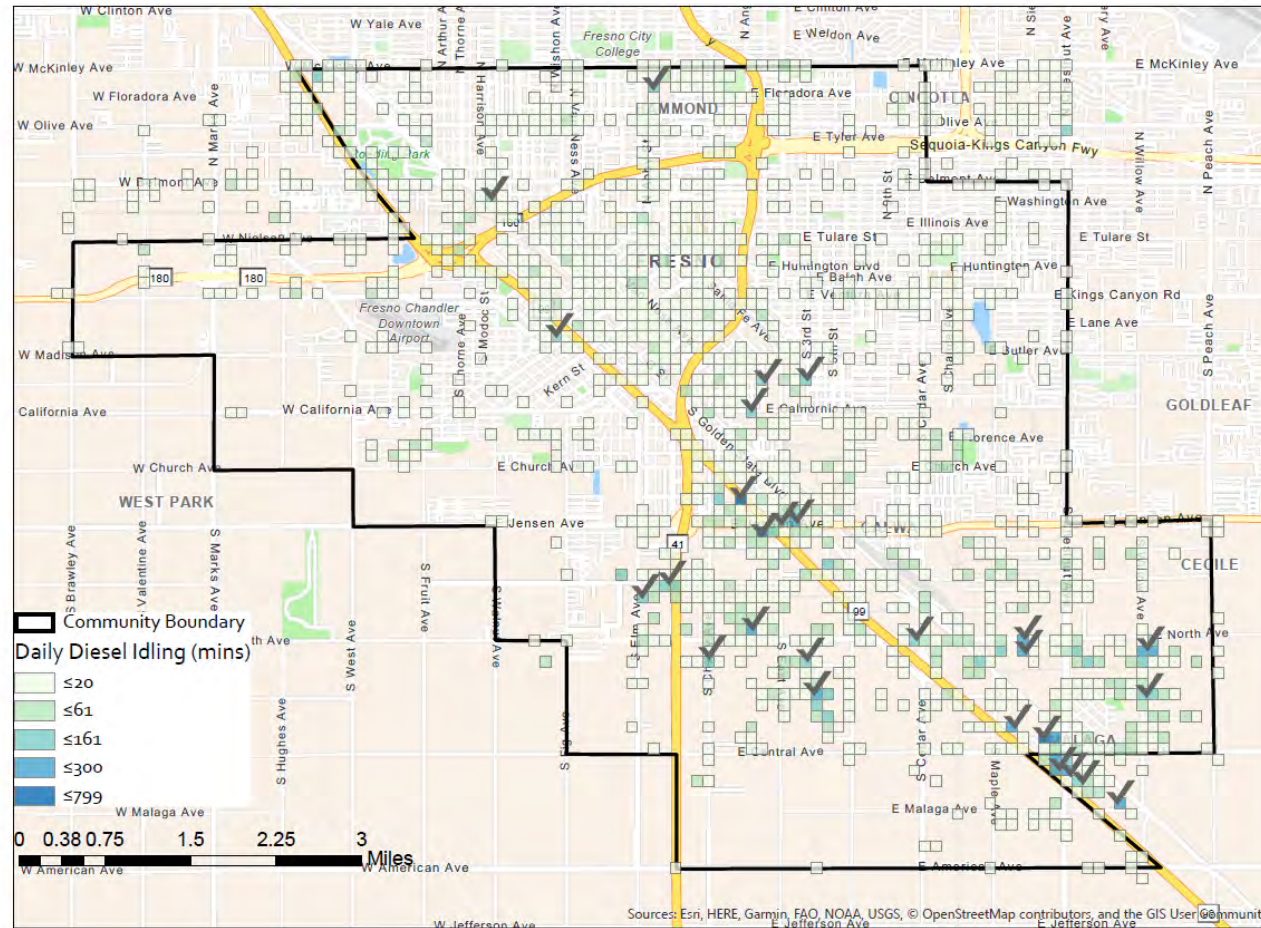
- Cumplimiento de la Regulación VIII del Distrito para limitar el potencial de impactos localizados de PM 10 asociados con polvo fugitivo de actividades de construcción/movimiento de tierra, áreas abiertas y caminos sin pavimentar
- Los inspectores del Distrito llevaron a cabo esfuerzos de cumplimiento específicos dentro de la comunidad de Centro-Sur Fresno durante el segundo y tercer trimestre de 2020
 - Inspecciones de sitio en todos los proyectos de construcción con un Plan de Control de Polvo activo o una Notificación de Construcción en el expediente
 - Vigilancia adicional para otros sitios que generan polvo

Cumplimiento Mejorado para la Regulación Estatal Contra Motores Encendidos Mientras Estacionados

- Cumplimiento del Distrito, en asociación con CARB, de la regulación estatal contra motores encendidos mientras estacionados para camiones y autobuses diésel de servicio pesado para reducir el PM 2.5 localizado y los impactos tóxicos en la calidad del aire
- Los inspectores de Distrito han realizado esfuerzos de cumplimiento específicos durante cada uno de los primeros tres trimestres de 2020
- Centrado principalmente en la industria con tráfico frecuente de camiones
- Comentarios de Comité Directivo
 - ¿Cuáles son algunos de las “zonas conflictivas” de motores encendidos mientras estacionados donde el Distrito puede enfocar los esfuerzos futuros de cumplimiento?
 - ¿Hay ciertos momentos del día en los que tiende a ocurrir los motores encendidos mientras estacionados?

Cumplimiento Mejorado para la Regulación Estatal Contra Motores Encendidos Mientras Estacionados (cont.)

South Central Fresno Idling Times



Frecuencia de Inspección Mejorada de Fuentes Estacionarias

- Limitar el potencial de impactos localizados en la calidad del aire debido al incumplimiento de los estándares de emisión establecidos por los permisos, reglas o regulaciones del Distrito
- Aumentar la frecuencia de inspecciones en cada instalación permitida dentro de la comunidad de Centro-Sur Fresno que ha tenido una infracción de emisiones en los últimos tres (3) años
- Esas instalaciones serán inspeccionadas al menos dos veces al año hasta que cuatro (4) inspecciones consecutivas no tengan ninguna infracción de emisiones
- Durante el primer semestre de 2020 (Enero – Junio)
 - 23 Acciones de Cumplimiento fueron tomadas

Programa de Entrenamiento Piloto para la Realización de Autoinspecciones en Gasolineras

- Brindar entrenamiento activo a los operadores de estaciones de servicio en la comunidad para limitar el potencial de impactos en la calidad del aire por defectos de recuperación de vapor en las estaciones de dispensación de gasolina
- El Distrito ha desarrollado un esquema de entrenamiento para instruir a los operadores de estaciones de servicio en la realización de autoinspecciones exhaustivas de los sistemas de recuperación de vapor en sus estaciones para ayudar en la identificación y reparación oportuna de los defectos del sistema de recuperación de vapor
- El entrenamiento activo está actualmente en espera debido a los requisitos de distanciamiento social de COVID-19

Respuesta a las Quejas Públicas en la Comunidad de Centro-Sur Fresno

- Las quejas se pueden reportar al Distrito por:
 - Teléfono: (800) 870-1037
 - El sitio web del Distrito: www.valleyair.org
 - A través de la aplicación móvil del Distrito (aplicación *Valley Air*)
- Durante la primera mitad de 2020, el Distrito respondió a 64 quejas públicas en la Comunidad de Centro-Sur Fresno por quema al aire libre, quema de leña residencial, polvo fugitivo, olores y equipo no permitido, y emisiones de las instalaciones



Ambient Air Monitoring in California

Air Program | Environmental Monitoring Branch

October 14, 2020

South Central Fresno Community Steering Committee





Today's Agenda

October 14, 2020

Background:
What is the Air Program?



Why Do We Monitor?
How Do We Monitor?



Where Are We Monitoring?
Results, Reports, and Outreach



Questions
Contact Information



Background:

What is the Air Program?

- ❖ As part of the Environmental Monitoring Branch at the Department of Pesticide Regulation (DPR), the Air Program is responsible for assessing pesticide concentrations in air and mitigating adverse risks associated with pesticide applications.
 - Collecting air monitoring data is needed for this goal
 - Air monitoring data is supplemented with computer modeling and other data to estimate concentrations and emissions

Background:

What governs the Air Program?

- ❖ Key laws for Air Program:
 - California Food and Agricultural Code - Continuous evaluation
 - California Toxic Air Contaminant (TAC) Act
 - Requires DPR to assess and mitigate risks from air exposure
 - Requires ARB to monitor at DPR's request

Background:

Why Do We Monitor?

Depending on the study, DPR performs air monitoring to:

- Identify pesticides in air
- Determine acute, sub-chronic, or annual concentrations
- Assess subchronic, chronic, and/or cumulative exposures
- Track trends in air concentrations over time
- Determine efficacy of mitigation measures
- Determine pesticide emission rate (flux)
- Validate and refine air computer models

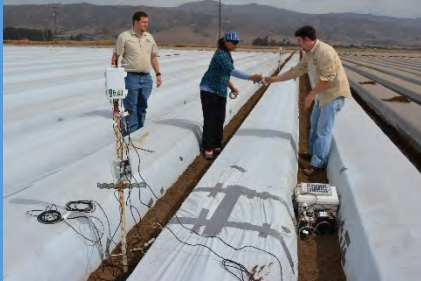
How Does DPR Monitor For Pesticides in Air

**Application-site
Monitoring**

**Seasonal
Monitoring**

**Long-term
Monitoring**

How Does DPR Monitor For Pesticides in Air



Application-site Monitoring

- Monitoring occurs on or at the edge of the application field
- Monitoring occurs for several days after the application
- Data best used to estimate maximum exposures over hours or days

How Does DPR Monitor For Pesticides in Air



Seasonal Monitoring

- Monitoring is conducted in communities of higher pesticide use relative to other communities.
- 1-2 pesticides is conducted for the 8-12 week period that coordinates with the historical use season.
- Data best used to estimate maximum exposures over weeks or months

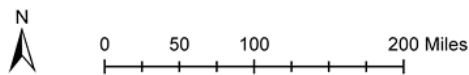
How Does DPR Monitor For Pesticides in Air



Long-term Monitoring

- Continuous weekly air sampling is performed in communities with high use of multiple pesticides
- Data best used to assess maximum exposures for multiple pesticides over years

Where Do We Monitor?



Long-Term Air Sampling Sites



- OP Monitoring Kern County
- OP Monitoring Fresno and Tulare Counties
- Mebr and Cplic Monitoring Siskiyou County
- MITC Monitoring Fresno County
- Cpic Monitoring Santa Barbara County
- OP Monitoring Imperial County



Recent Seasonal Air Monitoring Sampling Sites

Results, Reports, & Outreach



DPR's makes all air monitoring results available to the public via

DPR's Pesticide Air Monitoring Database (PAMR)



The Air Program's is committed to providing Annual Reports including:

Annual Air Monitoring Network Monitoring

Individual study results and analysis

Annual VOC Inventory



The Air Program regularly conducts:

Scientific conferences

Public workshops

Community meetings

Questions? Contact Us



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Additional Information is available:

DPR's Air Program Site

<http://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>

Air Monitoring Network

http://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm





Monitoreo del Aire Ambiental en California

Programa de Aire | Rama de Monitoreo Ambiental

14 de octubre de 2020

Comité Directivo Comunitario de Centro-Sur Fresno





Agenda de Hoy

14 de octubre de 2020

Antecedentes:
¿Qué es el Programa de Aire?



¿Por Qué Monitoreamos?
¿Cómo Monitoreamos?



¿Dónde Estamos Monitoreando?
Resultados, Informes y Alcance



Preguntas
Información de Contacto



Antecedentes:

¿Qué es el Programa de Aire?

- ❖ Como parte de la Rama de Monitoreo Ambiental del Departamento de Regulación de Pesticidas (DPR, por sus siglas en inglés), el Programa de Aire es responsable de **evaluar** las concentraciones de pesticidas en el aire y **mitigar** los riesgos adversos asociados con las aplicaciones de pesticidas.
 - La recopilación de datos de monitoreo del aire es necesaria para este objetivo
 - Los datos de monitoreo del aire se complementan con modelos informáticos y otros datos para estimar concentraciones y emisiones

Antecedentes:

¿Qué rige el Programa de Aire?

- ❖ Leyes clave para el Programa de Aire:
 - Código de Alimentos y Agrícola de California - Evaluación continua
 - Ley de Contaminantes Tóxicos del Aire de California (TAC, por sus siglas en inglés)
 - Requiere que el DPR evalúe y mitigue los riesgos de la exposición al aire
 - Requiere que ARB monitoree a solicitud del DPR

Antecedentes:

¿Por Qué Monitoreamos?

Dependiendo del estudio, DPR realiza monitoreo del aire para:

- Identificar pesticidas en el aire
- Determinar concentraciones agudas, subcrónicas o anuales
- Evaluar exposiciones subcrónicas, crónicas y/o acumulativas
- Seguimiento de las tendencias en las concentraciones de aire a lo largo del tiempo
- Determinar la eficacia de las medidas de mitigación
- Determinar la tasa de emisión de pesticidas (flujo)
- Validar y refinar modelos de aire de computadoras

¿Cómo Monitorea el DPR Pesticidas en el Aire?

**Monitoreo del
Sitio de la
Aplicación**

**Monitoreo
Estacional**

**Monitoreo a
Largo Plazo**

¿Cómo Monitorea el DPR Pesticidas en el Aire?



Monitoreo del Sitio de la Aplicación

- El monitoreo se produce en o en el borde del campo de aplicación
- El seguimiento ocurre durante varios días después de la aplicación
- Los datos se utilizan mejor para estimar las exposiciones máximas durante horas o días

¿Cómo Monitorea el DPR Pesticidas en el Aire?



Monitoreo Estacional

- El monitoreo se realiza en comunidades de mayor uso de pesticidas en comparación con otras comunidades.
- Se llevan a cabo 1-2 pesticidas durante el período de 8-12 semanas que se coordina con la temporada de uso histórico.
- Los datos se utilizan mejor para estimar las exposiciones máximas durante semanas o meses.

¿Cómo Monitorea el DPR Pesticidas en el Aire?



Monitoreo a Largo Plazo

- El muestreo de aire semanal continuo se realiza en comunidades con un alto uso de múltiples pesticidas
- Los datos se utilizan mejor para evaluar las exposiciones máximas de múltiples pesticidas durante años

¿Dónde
Monitoreamos?



Sitios de Muestreo de Aire a Largo Plazo



Sitios de Muestreo de Monitoreo de Aire Estacional Recientes

Resultados, Informes y Alcance



DPR pone a disposición al público todos los resultados del monitoreo del aire a través de:

Base de Datos de Monitoreo del Aire de Pesticidas del DPR (PAMR)



El Programa de Aire se compromete a proporcionar informes anuales que incluyen:

Monitoreo Anual de la Red de Monitoreo del Aire

Resultados y análisis de estudios individuales

Inventario anual de VOC



El Programa de Aire realiza regularmente:

Conferencias científicas

Talleres públicos

Reuniones comunitarias

¿Preguntas?

Comuníquese con Nosotros



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Información adicional disponible:

Sitio del Programa de Aire del DPR

<http://www.cdpr.ca.gov/docs/emon/airinit/airmenu.htm>

Red de Monitoreo del Aire

http://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm



Meeting Highlights*

AB 617 South Central Fresno Community Steering Committee Meeting #25

September 16, 2020, 5:30pm - 7:30pm

Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee (CSC):

- Email SJVAPCD if interested in joining the Truck Rerouting Subcommittee
- Contact Tree Fresno to join its committee on vegetative barriers
- Contact SJVAPCD with any future CSC meeting agenda suggestions
- Contact SJVAPCD to submit edits or provide feedback on the draft Annual Report
- Contact SJVAPCD to request a printed copy of the draft Annual Report

Action items for San Joaquin Valley Air Pollution Control District SJVAPCD):

- Email CSC the CARB enforcement report
- Email CSC the CARB Board Meeting agenda and links to watch the meeting

Welcome and Introductions:

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Ivanka Saunders, CSC Community Co-host

Erica introduced herself and the ILG team, welcomed all participants, and went over virtual housekeeping items, translation services, and the stipend process.

She then gave an overview of the meeting agenda and transitioned to Ivanka Saunders for co-host remarks. Ivanka introduced herself and her role in the CSC, thanked everyone for attending, and wished all attendees well.

Ryan thanked everyone for attending and Ivanka for co-hosting.

Truck Rerouting Subcommittee Update:

Scott Mozier, Public Works Director, City of Fresno

Scott gave an update on the truck re-routing study RFP and process. Presentation highlights:

- The city is preparing a draft RFP.
- The RFP will be provided to the Truck Rerouting Subcommittee with enough time to go through it in detail and provide feedback.
- The report is on schedule to be shared with the Subcommittee in September and the Subcommittee should have approximately 30 days or more to review.
- The city's soft match funds are still secure.

Comment: It is nice to see so many people from the Subcommittee on the phone tonight. The Subcommittee is open for people to join. At the meetings we conduct deep dives on individual measures.

Answer: That is a really good point. If your schedule allows, it would be great to have that participation.

Question: Is it possible to give feedback even if you are not in the subcommittee?

Answer: Yes, everyone should feel welcome to provide comments.

School Filtration and Bus Subcommittee Update:

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime provided an update on the School Filtration and Bus Subcommittee. Presentation highlights:

- SJVAPCD continues to work with CARB to find a way to be flexible with this program and meet the needs of the different schools.
- The HVAC assessment that all schools need to do in order to see what filters they need, should be able to be covered under the grant program, so schools will not have to pay out of pocket.
- Some companies have said that they can provide MERV filters at the levels we need them to be in the same kind of HVAC equipment where MERV 8 filters were operating before.
- SJVAPCD is looking at Butte County and Imperial County, as well as South Coast AQMD to see how they are running their programs.
- SJVAPCD has reached out to several trustees about the school buses and have heard back from one, who is happy to meet with us.

Question: The CSC has suggested several board members for the SJVAPCD to contact. Have you tried to approach the others? It might be better to meet with multiple people at once instead of one by one.

Answer: I have sent emails to those other trustees you recommended. If any CSC members have personal connections, let us know and we can reach out to them through you.

Question: Can the SJVAPCD provide the CSC with a list of possible funds specific to the air filtration? The deeper we investigate the cost of HVAC systems, the more we will know. I think there are other funds out there.

Answer: That's a good point and I think it's worthwhile to look into what additional means may be available for funding above and beyond the CAPP funding.

Question: Did you say there was a local vendor who can provide MERV 14 filters that can be changed out for the MERV 8 without having a negative impact on the airflow?

Answer: SJVAPCD has heard there are manufacturers that are claiming you can take a MERV 14 or MERV 16 and put it where the old MERV 8 was. We have put one on our building to see if it is working. It has been up for 14 days and is as black as black can be, which means it is working. SJVAPCD will continue to keep this committee in the loop.

Air Quality and Fire Season Update:

Jon Klassen, Director of Strategy & Incentives, Valley Air District

Jaime Holt, Chief Communications Officer, Valley Air District

Jon gave a brief update on recent air quality impacts from the wildfire season and Jaime updated the CSC on recent outreach activities. Presentation highlights:

- This year's wildfire season is unprecedented, with over 3.3 million acres burned statewide to date.
- The San Joaquin Valley is surrounded by fires to the north, south, east and west, so smoke continues to come into the Valley; a unique situation.

- California is also breaking records for the largest individual fires.
- Since the middle of August, the Valley has had a number of very unhealthy air days for PM 2.5.
- SJVAPCD has been focused on getting the word out through as many mediums as possible.
- Thank you to the CSC for re-tweeting and re-posting what SJVAPCD has posted on social media.
- SJVAPCD has done press conferences, interviews, social media, and press releases, all bilingually.
- SJVAPCD has seen a huge increase in use of our app.
- If you can get your hands on an N95 mask, you should.

Question: N95 masks are required to be provided by the employers for agricultural workers when the AQI is above 150. I have been talking with farm workers and they are not provided these masks. I recommend SJVAPCD partner with the Ag Commissioners because they receive N95 masks from the state and they then provide them to the growers. Secondly, if someone lives near Roosevelt High School and wants to see the readings on the PM 2.5 monitor, where can they go for that information?

Answer: That information is on the AB 617 website on your CSC page, under air monitoring. All the monitors are listed.

Comment: May I request outreach materials about AB 617 so the CSC can have some information to share with our fellow community members about where they can find these monitors on the website?

Comment: CARB had a study of indoor and outdoor measurements in some houses and we tried the DIY box filter and it really does work. If you make one, watch it for a while. Be cautious because they do work, but the device should be watched for the first few hours that you run it.

Answer: Thank you.

Comment: I think SJVAPCD should do an infomercial about the air quality and the risks of PM 2.5 with the local weather people and talk about why filters are important. Is there any talk about the PM 2.5 filters that you can actually put in your masks? They are not N95 masks, but they do stop some of the particulate matter.

Answer: Those are great ideas, thank you.

Comment: My company has been dealing with CalOSHA requirements and they are pretty clear—employers are required to provide N95-quality masks. Most agencies are trying to reserve those for emergency workers. We purchased some which are foreign knockoffs and the OSHA website did certify them.

Answer: Thank you.

Question: Is there any chance we could encourage logging to come back and get some responsible forest cleanup so we can avoid these fires next year?

Answer: I know there is a lot of conversations happening around the state about forest management.

Comment: It is frustrating to see the lack of management and accountability on the federal level. I am hoping SJVAPCD can work with CARB and there can be some improvements made.

Answer: Thank you.

Comment: In regards to box fans, the new ones today have safety features, so fire risks are much lower than if you use an older fan. Secondly, there are two websites that use the same monitors as Purple Air, but they have calibrated the data, so it is much closer to what SJVAPCD's are reading. One is fire.airnow.gov and run by EPA and the second one is SJVair.com. I recommend using either one of those sites to give you the best picture of local air quality.

Answer: Thank you! Please feel free to put those links in the chat.

Community Air Monitoring Results:

Chay Thao, Program Manager, Valley Air District

Chay gave a brief update about the community air monitoring results. Presentation highlights:

- SJVAPCD is working with Central Unified and installing equipment at Madison Elementary. We will continue to work on installing equipment at Edison High School.
- SJVAPCD has been using the air monitoring van to respond to community concerns. Once we have the data downloaded and ready, we can give everybody an update on that.
- The next quarterly report is close to being completed and it will be posted to the website soon.
- The West Fresno Elementary site is ready to go and they are eager to move forward.
- SJVAPCD is not giving up on the Orange Center site but they have not been getting much traction with the school leadership.
- With the CSC's support, SJVAPCD will proceed with placing a monitor at the West Fresno site immediately and then continue to try to get approval for a monitor at Orange Center.
- The CSC approved of this approach.

Question: In regards to the Belmont/Palm area, the monitor was only there for four hours and I would like to see SJVAPCD go back and stay longer. What is the likelihood of that being done at this time?

Answer: That is something that we will need feedback from the full CSC about. The CSC will need to decide if they want to divert the mobile van resources from locations the CSC had already agreed it wanted to monitor.

Vegetative Barriers and Urban Greening:

Mona Cummings, CEO, Tree Fresno

Mona gave a presentation with partners about next steps for vegetative barriers and urban greening measures. Presentation highlights:

- Fresno Trees is an environmental project in partnership with Sonoma Tech.
- The two organizations came together in 2016 to evaluate how well vegetative barriers, using trees and shrubs, protect people from exposure to air pollution downwind of major roads.
- Sonoma Tech will measure air quality of areas with and without near-road vegetation and Tree Fresno will plant more than 3,000 trees and model vegetation, which will quantify vegetative barrier benefits.
- In the Fresno area, between 5,000 and 18,000 heavy duty trucks travel daily on state highways.
- Tree Fresno will measure pollution at several locations within 150 meters of Fresno area highways.
- During the first quarter of the year, the partnership resulted in planting nearly 150 new trees along Highway 99.
- Suitable locations need to be approved by agencies responsible for those properties.
- Tree Fresno has a new partnership with the Fresno Metro Black Chamber of Commerce, which will address climate change impacts to disproportionately impacted communities of color.

Question: In the AB 617 report on page 10 it says that we are going to spend \$680,130 with Tree Fresno on a multi-year project aimed at evaluating trees. Am I perceiving this wrong or does the report need to be tweaked?

Answer: I think that is a refinement we need to make to the Annual Report giving more clarity about the program and funding we have approved.

Question: Do you have growers that are willing to bring tree seedlings to a place where you can plant them?

Answer: Typically, we are buying from local nurseries and they give us good prices. We are having discussions with the horticultural center at Fresno State about having the students start to propagate some trees for us.

Question: Is there a subcommittee devoted to this project? What is the process going to be for identifying locations for vegetative barriers—where is the community input going to come from?

Answer: We have just started building the vegetative barriers this year. There have been some pre-approved projects previously identified that might be good locations to put a vegetative barrier. It is a complex process. We have Sonoma Tech to make sure that if we build a barrier, it is not going to make the conditions actually more dangerous. We do need to create a committee that can submit ideas for where these barriers can go. I think there is a little bit of confusion about the funding source.

Answer: The program that is funding this project comes from state enforcement actions that result in fines that are paid. The state has a program that allow polluters who have to pay fines to put a portion of the fine money into mitigation projects that benefit the community where the violation occurred. The Tree Fresno project funding we're discussing now is from those fines, not from AB 617 or the SJVAPCD.

Answer: Tree Fresno will be convening its own subcommittee to move forward with this vegetative barriers project. CSC members are welcome to join this subcommittee, even though it is technically separate from the CSC's AB 617 work. The projects are complimentary.

Question: Has this CSC allocated funds to vegetative barriers through AB 617?

Answer: SJVAPCD is waiting for CAPP funding guidelines regarding how CAPP funding can be spent for this type of project. It is not a 100% done deal. Tree Fresno, ReLEAF CA, and possibly one other organization are listed as potential partners. But that has not yet been finalized.

Urban Greening & Regional Planning Efforts

Ivanka Saunders, Community Co-host, LCJA

Ivanka provided some updates on regional planning efforts and how they may align with the AB 617 work. Highlights of her presentation include:

- The City of Fresno is currently planning for the South Central Specific Plan.
- Even though our city may want to see this become the next economic growth area for the city, there are still community residents who live there. The region covers our 617 area; it's the same land mass.
- This CSC is trying to improve air quality and we have the city trying to make sure that this is the next facility industrial growth area, which could cause some of the biggest pollution in this area.
- Opposing efforts are working at the same time.
- As this community grows into an industrial area, part of being a good neighbor means we cannot continue to allow what has already happened to happen again. For example, we cannot allow an Ultra facility to be sited next to a playground. We don't want that bad planning to continue.
- We need to make sure there are mitigations -- not just trees -- as the single filter between somebody's home or sensitive receptors like daycares. We know that these areas are cancer hot spots.

- We need to make sure there is a coordinated planning process that takes place that incorporates everything the CSC has done..

Question: What happened with the MOUs that were part of the resolution that was passed in February?

Answer: We have heard the committee and understand that is a priority. We have had an initial discussion with the city on this and as it moves forward, we will have more communication with the CSC.

Draft Annual Report Review:

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime reviewed the draft Annual Report with the CSC. Presentation highlights:

- SJVAPCD has to submit a written report to CARB later this year; the CSC communicated that they wanted to be involved in the reporting process and provide input on the work that has been done.
- All documents are in both English and Spanish. Printed copies of the draft report were mailed to all Spanish speaking CSC members before the meeting.
- The report is the culmination of what the CSC has done since the CERP was adopted and is part of the annual report that is required of SJVAPCD to submit to CARB in December.
- The report is posted on the CSC community webpage.
There are numerous report sections, including community engagement, community emissions inventory and ongoing technical assessment, several pages on air monitoring, the different strategies in the CERP related to enforcement (where we are to date, what's been done), regulatory measures, toxics reports, BARCT, etc.
- The CSC does not need to provide edits right now. Just email SJVAPCD or call Jaime in the next few weeks to provide any suggested updates.

CARB: CARB will send our annual enforcement report in PDF to the CSC. In this report, you will find the inspections of heavy duty vehicles, what we did in 2019 and the compliance rates of different programs, as well as a map of where the inspections were performed. It will include strategy updates and the strategies that CARB committed to. The report lists the outreach and trainings that have been developed and the things being done to achieve the strategy updates.

Question: Who do I send my comments or concerns to?

Answer: Contact Jaime about edits to the draft annual report and she will coordinate.

Question: How do we know what SJVAPCD's report will be to CARB next week?

Answer: That is our next agenda item.

CARB: The CARB board meeting is scheduled for September 24. Links to the Board Meeting agenda and ways to watch it will be posted in the chat. CARB will also send the meeting details to SJVAPCD to distribute that information to the CSC. There are two agenda items before AB 617; one is on our toxics hot spots program, which you may want to listen to. The AB 617 item will not start until 4:00pm. Even if the first two agenda items end early, the CARB board is going to stop the meeting and wait until 4:00pm to start the AB 617 implementation update. The Annual Report that SJVAPCD is working on will not be covered at the CARB board meeting on 9/24.

Wrap Up/Next Steps:

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Erica thanked everyone for participating in a productive meeting and urged CSC members to suggest future agenda items they may want to discuss. She reminded the qualifying residents about the stipend program. Erica thanked the translators for providing verbal translation and chat translation throughout the meeting. Erica thanked Ivanka for being Community Co-host and asked CSC members to volunteer to be one in the future. Ivanka thanked Erica for keeping the CSC on task.

Public Comment:

Comment: We should have grant money for masks for people who bicycle to work or do not have any other transportation besides a bicycle.

Answer: Thank you. If we can address this at a future meeting, we will.

Puntos Importantes de la Reunión*

Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #25

16 de septiembre de 2020, 5:30pm - 7:30pm

Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad:

- Envíe un correo electrónico al Distrito si está interesado en ser parte del Subcomité de Desviación de Camiones
- Póngase en contacto con Tree Fresno para ser parte de su comité sobre barreras vegetativas
- Póngase en contacto con el Distrito con cualquier sugerencia de agenda de reuniones futuras del Comité
- Póngase en contacto con el Distrito para enviar modificaciones o proporcionar comentarios sobre el borrador del Informe Anual
- Comuníquese con el Distrito para solicitar una copia imprimida del borrador del Informe Anual

Artículos de Acción para el Distrito del Aire:

- Envíe por correo electrónico al Comité el informe de cumplimiento de CARB
- Envíe por correo electrónico al Comité la agenda de la reunión de la Junta de CARB y los enlaces para ver la reunión

Bienvenida e Introducciones

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito del Aire del Valle

Ivanka Saunders, Coanfitrión del Comité Directivo de la Comunidad

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los detalles de la reunión virtual, los servicios de interpretación y el proceso del estipendio.

Luego dio una descripción general de la agenda de la reunión y pasó a Ivanka Saunders para los comentarios de coanfitrión. Ivanka se presentó a sí misma y su papel en el Comité, agradeció a todos por asistir y les deseó lo mejor a todos.

Ryan agradeció a todos por asistir e Ivanka por ser coanfitrión.

Actualización del Subcomité de Desviación de Camiones

Scott Mozier, Director de Obras Públicas, Ciudad de Fresno

Scott dio una actualización sobre el proceso y la RFP del estudio de desviación de camiones. Puntos importantes de la presentación:

- La ciudad está preparando un borrador de la RFP.
- La RFP se proporcionará al Subcomité de Desviación de Camiones con tiempo suficiente para revisarla en detalle y proporcionar comentarios.
- El informe está programado para ser compartido con el Subcomité en septiembre y el Subcomité debería tener aproximadamente 30 días o más para revisarlo.
- Los fondos de contribuciones indirectas complementarias de la Ciudad aún están seguros.

Comentario: Es bueno ver a tanta gente del Subcomité hablando por teléfono esta noche. El Subcomité está abierto para que la gente se una. En las reuniones realizamos inmersiones profundas en medidas individuales.

Respuesta: Ese es un buen punto. Si su horario lo permite, sería bien tener esa participación.

Pregunta: ¿Es posible dar comentarios incluso si no está en el subcomité?

Respuesta: Sí, todos deben sentirse bienvenidos a proporcionar comentarios.

Actualización del Subcomité de Autobuses y Filtración de Escuelas

Jaime Holt, Director de Comunicaciones, Distrito del Aire del Valle

Jaime proporcionó una actualización sobre el Subcomité de Autobuses y Filtración Escolar. Puntos importantes de la presentación:

- Distrito continúa trabajando con CARB para encontrar una manera de ser flexible con este programa y satisfacer las necesidades de las diferentes escuelas.
- La evaluación de HVAC que todas las escuelas deben realizar para ver qué filtros necesitan debería poder cubrirse con el programa de subvenciones, de modo que las escuelas no tengan que pagar de su bolsillo.
- Algunas empresas han dicho que pueden proporcionar filtros MERV a los niveles que necesitamos para que estén en el mismo tipo de equipo HVAC donde los filtros MERV 8 estaban funcionando antes.
- Distrito está analizando el Condado de Butte y el Condado de Imperial, así como el AQMD de la Costa Sur para ver cómo están ejecutando sus programas.
- Distrito se ha comunicado con varios administradores sobre los autobuses escolares y ha recibido respuesta de uno, que está feliz de reunirse con nosotros.

Pregunta: El Comité ha sugerido varios miembros de la Junta para que el Distrito se comunique. ¿Han intentado conectarse con los demás? Podría ser mejor reunirse con varias personas a la vez en lugar de una por una.

Respuesta: He enviado correos electrónicos a los otros fideicomisarios que recomendó. Si algún miembro del Comité tiene conexiones personales, avísenos y podemos comunicarnos con ellos a través de usted.

Pregunta: ¿Puede el Distrito proporcionar al Comité una lista de posibles fondos específicos para la filtración de aire? Cuanto más investiguemos el costo de los sistemas HVAC, más sabremos. Creo que hay otros fondos por ahí.

Respuesta: Ese es un buen punto y creo que vale la pena investigar qué medios adicionales pueden estar disponibles para la financiación más allá de la financiación de CAPP.

Pregunta: ¿Dijo que había un proveedor local que puede proporcionar filtros MERV 14 que se pueden cambiar por el MERV 8 sin tener un impacto negativo en el flujo de aire?

Respuesta: El Distrito ha escuchado que hay fabricantes que afirman que puede tomar un MERV 14 o MERV 16 y ponerlo donde estaba el antiguo MERV 8. Hemos puesto uno en nuestro edificio para ver si funciona. Ha estado funcionando durante 14 días y es tan negro como puede serlo, lo que significa que está funcionando. El Distrito continuará manteniendo informado a este comité.

Actualización de la Calidad del Aire y la Temporada de Incendios

Jon Klassen, Director de Estrategia e Incentivos, Distrito del Aire del Valle

Jaime Holt, Director de Comunicaciones, Distrito del Aire del Valle

Jon dio una breve actualización sobre los impactos recientes en la calidad del aire de la temporada de incendios forestales y Jaime actualizó al Comité sobre las actividades de alcance recientes. Puntos importantes de la presentación:

- La temporada de incendios forestales de este año no tiene precedentes, con más de 3.3 millones de acres quemados en todo el estado hasta la fecha.
- El Valle de San Joaquín está rodeado por incendios al norte, sur, este y oeste, por lo que el humo continúa entrando al Valle; una situación única.
- California también está batiendo récords de los incendios individuales más grandes.
- Desde mediados de agosto, el Valle ha tenido varios días de aire muy insalubre para PM2.5.
- Distrito se ha centrado en hacer correr la voz a través de tantos medios como sea posible.
- Gracias al Comité por retweet y publicar lo que el Distrito ha publicado en las redes sociales.
- Distrito ha realizado conferencias de prensa, entrevistas, redes sociales y comunicados de prensa, todos bilingües.
- Distrito ha experimentado un gran aumento en el uso de nuestra aplicación móvil.
- Si puede conseguir una máscara N95, debería hacerlo.

Pregunta: Los empleadores deben proporcionar máscaras N95 a los trabajadores agrícolas cuando el AQI es superior a 150. He estado hablando con trabajadores agrícolas y no se les han proporcionado estas máscaras. Recomiendo al Distrito asociarse con los Comisionados Agrícolas porque reciben máscaras N95 del estado y luego se las entregan a los agricultores. En segundo lugar, si alguien vive cerca de Roosevelt High School y desea ver las lecturas en el monitor PM2.5, ¿dónde puede obtener esa información?

Respuesta: Esa información está en el sitio web de AB 617 en su página del Comité, bajo Air Monitoring (monitoreo del aire). Se enumeran todos los monitores.

Comentario: ¿Puedo solicitar materiales de alcance sobre AB 617 para que el Comité pueda tener información para compartir con nuestros compañeros miembros de la comunidad sobre dónde pueden encontrar estos monitores en el sitio web?

Comentario: CARB hizo un estudio de medidas en interiores y exteriores en algunas casas y probamos el filtro de caja hecho en casa y realmente funciona. Si haces uno, míralo un rato. Tenga cuidado porque funcionan, pero el dispositivo debe vigilarse durante las primeras horas que lo ejecute.

Respuesta: Gracias.

Comentario: Creo que el Distrito debería hacer un infomercial sobre la calidad del aire y los riesgos de PM2.5 con la gente del clima local y hablar sobre por qué los filtros son importantes. ¿Se habla de los filtros PM2.5 que realmente puede poner en sus máscaras? No son máscaras N95, pero detienen parte del material particulado.

Respuesta: Esas son grandes ideas, gracias.

Comentario: Mi empresa se ha ocupado de los requisitos de CalOSHA y son bastante claros: los empleadores deben proporcionar máscaras de calidad N95. La mayoría de las agencias están tratando de reservarlas para los trabajadores de emergencia. Compramos algunos que son imitaciones extranjeras y el sitio web de OSHA los certificó.

Respuesta: Gracias.

Pregunta: ¿Existe alguna posibilidad de que podamos alentar a la explotación forestal a regresar y obtener una limpieza forestal responsable para evitar estos incendios el próximo año?

Respuesta: Sé que hay muchas conversaciones en todo el estado sobre el manejo forestal.

Comentario: Es frustrante ver la falta de gestión y rendición de cuentas a nivel federal. Espero que el Distrito pueda trabajar con CARB y que se puedan realizar algunas mejoras.

Respuesta: Gracias.

Comentario: En lo que respecta a los ventiladores de caja, los nuevos hoy tienen características de seguridad, por lo que los riesgos de incendio son mucho menores que si usas un ventilador más antiguo. En segundo lugar, hay dos sitios web que usan los mismos monitores que Purple Air, pero han calibrado los datos, por lo que están mucho más cerca de lo que están leyendo los del Distrito. Uno es fire.airnow.gov y administrado por la EPA y el segundo es SJVair.com. Recomiendo usar cualquiera de esos sitios para darle la mejor imagen de la calidad del aire local.

Respuesta: ¡Gracias! No dude en poner esos enlaces en el chat.

Resultados del Monitoreo de la Calidad del Aire de la Comunidad

Chay Thao, Gerente de Programas, Distrito del Aire del Valle

Chay dio una breve actualización sobre los resultados del monitoreo del aire de la comunidad. Puntos importantes de la presentación:

- Distrito está trabajando con Central Unified e instalando equipo en Madison Elementary. Continuaremos trabajando en la instalación de equipos en Edison High School.
- Distrito ha estado usando la camioneta de monitoreo de aire para responder a las preocupaciones de la comunidad. Una vez que tengamos los datos descargados y listos, podemos darles a todos una actualización al respecto.
- El próximo informe trimestral está a punto de completarse y pronto se publicará en el sitio web.
- El sitio de la West Fresno Elementary está listo para funcionar y están ansiosos por seguir adelante.
- Distrito no se da por vencido en el sitio de Orange Center, pero no ha recibido mucha tracción con el liderazgo escolar.
- Con el apoyo del Comité, el Distrito procederá a colocar un monitor en el sitio de West Fresno inmediatamente y luego continuará tratando de obtener la aprobación para un monitor en Orange Center.
- El Comité aprobó este enfoque.

Pregunta: En lo que respecta al área de Belmont/Palm, el monitor solo estuvo allí durante cuatro horas y me gustaría ver al Distrito regresar y quedarse más tiempo. ¿Cuál es la probabilidad de que se haga eso en este momento?

Respuesta: Eso es algo sobre lo que necesitaremos comentarios del Comité completo. El Comité deberá decidir si desea desviar los recursos de la camioneta móvil de ubicaciones que el Comité ya había acordado que quería monitorear.

Barreras Vegetativas y Ecologización Urbana

Mona Cummings, Directora Ejecutiva de Tree Fresno

Mona dio una presentación con los participantes sobre los próximos pasos para las barreras vegetativas y las medidas de ecologización urbana. Puntos importantes de la presentación:

- Fresno Trees es un proyecto ambiental en asociación con Sonoma Tech.
- Las dos organizaciones se unieron en 2016 para evaluar qué tan bien las barreras vegetativas, que utilizan árboles y arbustos, protegen a las personas de la exposición a la contaminación del aire a sotavento de las carreteras principales.

- Sonoma Tech medirá la calidad del aire de las áreas con y sin vegetación cercana a la carretera y Tree Fresno plantará más de 3,000 árboles y modelará la vegetación, lo que cuantificará los beneficios de la barrera vegetativa.
- En el área de Fresno, entre 5,000 y 18,000 camiones de servicio pesado viajan diariamente por las autopistas estatales.
- Tree Fresno medirá la contaminación en varios lugares dentro de los 150 metros de las autopistas del área de Fresno.
- Durante el primer trimestre del año, la asociación resultó en la plantación de casi 150 árboles nuevos a lo largo de la autopista 99.
- Las ubicaciones adecuadas deben ser aprobadas por las agencias responsables de esas propiedades.
- Tree Fresno tiene una nueva asociación con Fresno Metro Black Chamber of Commerce, que abordará los impactos del cambio climático en las comunidades de color afectadas de manera desproporcionada.

Pregunta: En el informe de AB 617 en la página 10 dice que vamos a gastar \$680,130 con Tree Fresno en un proyecto de varios años destinado a evaluar árboles. ¿Estoy percibiendo esto mal o es necesario modificar el informe?

Respuesta: Creo que es un refinamiento que debemos hacer en el Informe Anual para dar más claridad sobre el programa y la financiación que hemos aprobado.

Pregunta: ¿Tiene productores que estén dispuestos a llevar plántulas de árboles a un lugar donde pueda plantarlas?

Respuesta: Normalmente, compramos en viveros locales y nos dan buenos precios. Estamos teniendo conversaciones con el centro hortícola de Fresno State para que los estudiantes comiencen a propagar algunos árboles para nosotros.

Pregunta: ¿Existe un subcomité dedicado a este proyecto? ¿Cuál será el proceso para identificar las ubicaciones de las barreras vegetativas? ¿De dónde vendrán las aportaciones de la comunidad?

Respuesta: Este año recién comenzamos a construir las barreras vegetativas. Ha habido algunos proyectos previamente aprobados identificados previamente que podrían ser buenos lugares para colocar una barrera vegetativa. Es un proceso complejo. Contamos con Sonoma Tech para asegurarnos de que, si construimos una barrera, las condiciones no serán realmente más peligrosas. Necesitamos crear un comité que pueda presentar ideas sobre dónde pueden llegar estas barreras. Creo que hay un poco de confusión sobre la fuente de financiación.

Respuesta: El programa que está financiando este proyecto proviene de acciones de cumplimiento del estado que resultan en multas que se pagan. El estado tiene un programa que permite a los contaminadores que tienen que pagar multas poner una parte del dinero de la multa en proyectos de mitigación que benefician a la comunidad donde ocurrió la infracción. El financiamiento del proyecto Tree Fresno que estamos discutiendo ahora proviene de esas multas, no de AB 617 o el Distrito.

Respuesta: Tree Fresno convocará a su propio subcomité para seguir adelante con este proyecto de barreras vegetativas. Los miembros del Comité son bienvenidos a unirse a este subcomité, a pesar de que técnicamente está separado del trabajo AB 617 del Comité. Los proyectos son complementarios.

Pregunta: ¿Este Comité ha asignado fondos a barreras vegetativas a través de AB 617?

Respuesta: El Distrito está esperando las pautas de financiación de CAPP con respecto a cómo se pueden gastar los fondos de CAPP para este tipo de proyecto. No es un trato hecho al 100%. Tree Fresno, ReLEAF CA y posiblemente otra organización figuran como socios potenciales. Pero eso aún no se ha finalizado.

Ecologización Urbana y Esfuerzos de Planeamiento Regional

Ivanka Saunders, Coanfitrión de la Comunidad, LCJA

Ivanka proporcionó algunas actualizaciones sobre los esfuerzos de planeamiento regional y cómo pueden alinearse con el trabajo de AB 617. Puntos importantes de su presentación incluyen:

- La Ciudad de Fresno está planeando actualmente el Plan Específico de Centro Sur.
- Aunque nuestra ciudad quiera que esta se convierta en la próxima área de crecimiento económico para la ciudad, todavía hay residentes de la comunidad que viven allí. La región cubre nuestra área 617; es la misma masa de tierra.
- Este Comité está tratando de mejorar la calidad del aire y tenemos a la ciudad tratando de asegurarse de que esta sea la próxima área de crecimiento industrial de instalaciones, lo que podría causar una de las mayores contaminaciones en esta área.
- Los esfuerzos de la oposición están funcionando al mismo tiempo.
- A medida que esta comunidad se convierte en un área industrial, parte de ser un buen vecino significa que no podemos seguir permitiendo que lo que ya sucedió vuelva a suceder. Por ejemplo, no podemos permitir que una instalación Ultra se ubique junto a un patio de recreo. No queremos que continúe esa mala planificación.
- Necesitamos asegurarnos de que haya mitigaciones – no solo árboles – como el único filtro entre la casa de alguien o receptores sensibles como las guarderías. Sabemos que estas áreas son zonas conflictivas de cáncer.
- Necesitamos asegurarnos de que se lleve a cabo un proceso de planificación coordinado que incorpore todo lo que ha hecho el Comité.

Pregunta: ¿Qué pasó con los MOU que formaban parte de la resolución que se aprobó en febrero?

Respuesta: Hemos escuchado al comité y entendemos que es una prioridad. Hemos tenido una discusión inicial con la ciudad sobre esto y, a medida que avance, tendremos más comunicación con el Comité.

Revisión del Borrador del Reporte Anual:

Jaime Holt, Director de Comunicaciones, Distrito del Aire del Valle

Jaime revisó el borrador del Informe Anual con el Comité. Puntos importantes de la presentación:

- Distrito tiene que presentar un informe escrito a CARB a finales de este año; el Comité comunicó que deseaba participar en el proceso de presentación de informes y proporcionar información sobre el trabajo que se ha realizado.
- Todos los documentos están en inglés y español. Se enviaron copias imprimidas del borrador del informe a todos los miembros del Comité de habla hispana antes de la reunión.
- El informe es la culminación de lo que ha hecho el Comité desde que se adoptó el CERP y es parte del informe anual que se requiere que el Distrito presente a CARB en diciembre.
- El informe se publica en la página web de la comunidad del Comité.
- Hay numerosas secciones de informes, que incluyen participación de la comunidad, inventario de emisiones de la comunidad y evaluación técnica continua, varias páginas sobre monitoreo del aire, las diferentes estrategias en el CERP relacionadas con el cumplimiento (dónde estamos hasta la fecha, qué se ha hecho), medidas regulatorias, informes de tóxicos, BARCT, etc.
- El Comité no necesita proporcionar modificaciones en este momento. Simplemente envíe un correo electrónico al Distrito o llame a Jaime en las próximas semanas para proporcionar las actualizaciones sugeridas.

CARB: CARB enviará nuestro informe anual de cumplimiento en PDF al Comité. En este informe encontrarás las inspecciones de vehículos pesados, lo que hicimos en 2019 y las tasas de cumplimiento de diferentes programas, así como un mapa de dónde se realizaron las inspecciones. Incluirá actualizaciones de estrategia y las estrategias con las que CARB se comprometió. El informe enumera el alcance y las capacitaciones que se han desarrollado y las cosas que se están haciendo para lograr las actualizaciones de la estrategia.

Pregunta: ¿A quién le envió mis comentarios o inquietudes?

Respuesta: Comuníquese con Jaime sobre las modificaciones al borrador del informe anual y ella se coordinará.

Pregunta: ¿Cómo sabemos cuál será el informe del Distrito para CARB la próxima semana?

Respuesta: Ese es nuestro próximo punto de la agenda.

CARB: La reunión de la junta de CARB está programada para el 24 de septiembre. Los enlaces a la agenda de la reunión de la Junta y las formas de verla se publicarán en el chat. CARB también enviará los detalles de la reunión al Distrito para distribuir esa información al Comité. Hay dos puntos de la agenda antes de AB 617; uno está en nuestro programa de zonas conflictivas de tóxicos, que es posible que desee escuchar. El artículo AB 617 no comenzará hasta las 4:00 pm. Incluso si los dos primeros puntos de la agenda terminan antes de tiempo, la junta de CARB detendrá la reunión y esperará hasta las 4:00 pm para iniciar la actualización de la implementación de la AB 617. El Informe Anual en el que está trabajando el Distrito no será cubierto en la reunión de la Junta de CARB el 9/24.

Concluir/Próximos Pasos:

Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)

Erica agradeció a todos por participar en una reunión productiva e instó a los miembros del Comité a sugerir futuros temas de la agenda que tal vez deseen dirigir. Les recordó a los residentes calificados sobre el programa de estipendios. Erica agradeció a los intérpretes por brindar interpretación y traducción por chat durante la reunión. Erica agradeció a Ivanka por ser la coanfitriona de la comunidad y pidió a los miembros del Comité que se ofrezcan como voluntarios para ser uno en el futuro. Ivanka agradeció a Erica por mantener al Comité enfocado.

Comentario Público:

Comentario: Deberíamos tener una subvención de dinero para máscaras para las personas que van en bicicleta al trabajo o que no tienen otro medio de transporte además de una bicicleta.

Respuesta: Gracias. Si podemos dirigir esto en una reunión futura, lo haremos.



South Central Fresno

Agenda for Community Steering Committee Meeting #25

Wednesday, September 16, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/97810161329>

Meeting ID: 978 1016 1329

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Ivanka Sanders, LCJA, Community Co-host
- 5:45 p.m. Standing Updates**
Truck Rerouting Subcommittee
School Filtration and Bus Subcommittee
Recent Community Air Monitoring Results and Updates
Valley Air District Staff
- 6:05 p.m. Vegetative Barriers and Urban Greening**
Discussion with Tree Fresno partners about path forward for vegetative barrier and urban greening measures
Mona Cummings, Tree Fresno
Discussion with Ivanka Sanders about vegetative barriers as part of Fresno regional planning efforts
Ivanka Sanders, LCJA, Community Co-host
- 6:55 p.m. Draft Annual Report Review**
Discussion with CSC, District, and CARB about the first draft of the annual report to the community. Soliciting feedback on how to best communicate progress moving forward.
Valley Air District Staff
- 7:25 p.m. Wrap Up/Next Steps**
Discussion of September 24, 2020 CARB Board Update
Upcoming agenda topic suggestions
Next Meeting: Wednesday, October 14 via Zoom
Hanna Stelmakhovych, Facilitator

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #25

Miércoles 16 de septiembre de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/97810161329>

Meeting ID: 978 1016 1329

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 8097028

- 5:30 p.m. Bienvenida e Introducciones**
Hanna Stelmakhovych, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Ivanka Sanders, LCJA, Co-anfitriona Comunitaria
- 5:45 p.m. Actualizaciones Permanentes**
Subcomité de Desviación de Camiones
Subcomité de Autobuses y Filtración de Escuelas
Resultados y Actualizaciones Recientes de Monitoreo del Aire de la Comunidad
Personal del Distrito del Aire del Valle
- 6:05 p.m. Barreras Vegetativas y Ecologización Urbana**
Discusión con los socios de Tree Fresno sobre el camino a seguir para las barreras vegetativas y las medidas de ecologización urbana
Mona Cummings, Tree Fresno
Discusión con Ivanka Sanders sobre las barreras vegetativas como parte de los esfuerzos de planificación regional de Fresno
Ivanka Sanders, LCJA, Co-anfitriona Comunitaria
- 6:55 p.m. Revisión del Borrador del Reporte Anual**
Discusión con el Comité Directivo, el Distrito y CARB sobre el primer borrador del reporte anual para la comunidad. Solicitar comentarios sobre cómo comunicar mejor el progreso en el futuro
Personal del Distrito del Aire del Valle
- 7:25 p.m. Concluir/Próximos Pasos**
Discusión de la Actualización de la Mesa Directiva de CARB del 24 de septiembre de 2020
Próximas sugerencias de temas para la agenda
Próxima Reunión: miércoles 14 de octubre a través de Zoom
Hanna Stelmakhovych, Facilitadora

Aprende más: community.valleyair.org

Meeting Highlights*

AB 617 Fresno Community Steering Committee Meeting #24

August 12, 2020, 5:30 pm - 7:30 pm

Virtual Zoom Meeting

Action items for the Fresno Community Steering Committee:

- CSC members should email SJVAPCD staff if interested in being a community co-host for a future meeting
- CSC members should provide feedback on any sites where SJVAPCD should consider placing air monitoring equipment

Action items for San Joaquin Valley Air Pollution Control District:

- SJVAPCD will bring the topic of electrifying school buses back to the school bus subcommittee
- SJVAPCD will share the draft annual report for CARB prior to the September CSC meeting
- SJVAPCD will request a DPR update at a future CSC meeting
- SJVAPCD will reschedule the September CSC meeting because it coincides with the Transformative Climate Communities (TCC) meeting
- SJVAPCD should consider reviewing the Resolution to ensure that all elements are being addressed by the CSC
- SJVAPCD will research the Centennial Highway Project as a potential vegetative barriers example

Welcome and Introductions

Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)

Ed Ward, Community Co-host

Erica introduced herself and the ILG team, welcomed all participants, and went over Zoom etiquette and translation services.

She then gave an overview of the meeting agenda and transitioned to Ed Ward for co-host remarks. Ed thanked SJVAPCD for the opportunity to co-host and pointed out that the agenda was developed with CSC input.

Stipends for Community Steering Committee Resident Members

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Ryan gave an update on stipends for Fresno CSC resident members. Presentation highlights:

- The Air District has found a path to provide stipends to resident members of the CSC
- Stipends will include a \$75 reimbursement per full CSC meeting for up to 15 CSC meetings per year, which is equivalent to \$1,125 per calendar year
- Subcommittee meetings do not qualify for reimbursement
- Stipends are subject to the availability of AB 617 funding on an annual basis
- ILG will provide the stipends, which will be retroactive to January 2020
- There will be an application required to receive the stipends
- Stipends can be expected within 30 days of the CSC meeting

- To qualify for a stipend, a resident member must be present for 75% of the CSC meeting or 90 minutes of a 2 hour meeting
- If a primary member was unable to attend a meeting and an alternate served in their stead, the alternate member qualifies for a stipend for that meeting
- SJVAPCD will get approval from their Board on August 20

Question: I am listed as somebody from the business area, but I am a consultant and have not been able to receive any sort of revenue from consulting because of COVID. Is there any way I am eligible for a stipend because I have lost a year and a half of income?

Answer: Unfortunately, the stipend program follows the recommendation by the California Air Resources Board (CARB), which states that only resident members qualify to receive stipends and these recommendations received support from the statewide AB 617 consultation working group.

Question: Have you thought about having a stipend for the subcommittee meetings so residents have an incentive to participate more?

Answer: The District is following the CARB guidance only recommends stipends for community steering committee meetings, not subcommittees.

Technology Solutions Update

Kevin Hamilton, Central California Asthma Collaborative (CCAC)

Kevin described technological challenges some resident CSC members may face in participating in virtual meetings. CCAC is working with the SJVAPCD to offer CSC members assistance with any technological challenges to ensure all residents on the CSC can fully participate in all meetings. If there are any residents who do not have access to Wi-Fi or a free telephone connection, they can let Heather Heinks (SJVAPCD) or Kevin Hamilton know and they can provide Wi-Fi-enabled tablets.

Question: Will this be extended to the other communities in AB 617?

Answer: Yes, the District partnered with another community based organization to provide internet service and technology needed to be able to participate.

Truck Rerouting Subcommittee Update

Andrew Benelli, City of Fresno

Andrew gave an update on the truck re-routing study. Presentation highlights:

- The City of Fresno is doing a study of the current truck routes and looking at alternative truck routes throughout the whole city and part of the county
- The City is sharing the cost with SJVAPCD and hiring a consultant to do the truck route study
- The City is preparing an RFP to send out to consultants that are qualified to do this kind of work; there are firms that specialize in this, so the City expects to receive strong proposals

Question: Are you sharing the RFP with the committee before it goes out?

Answer: Yes. The RFP is being routed internally for additional comments, then it will be sent to the subcommittee.

Question: Will the study take into consideration the new interchanges at North Avenue, Central Avenue, and American Avenue, and identify how much the traffic will increase on the existing truck routes once those interchanges are developed?

Answer: The City has been working with Caltrans on designs for new interchanges. There is not currently any funding available for construction. Central Avenue has been dropped from the list.

Caltrans has developed several different alternatives and will be looking at increases in traffic from the current development and undeveloped lands as well.

Question: Will the RFP be looking at American Avenue from the scope of being in the sphere of influence? Will the RFP be looking at the 10 and 20-year build out in life cycle? Does the RFP include greenways?

Answer: Some of the existing truck routes in the county may be re-routed, so we are asking respondents to include county areas that are influenced by truck traffic. Yes, the RFP will look at the 20-year build out. Looking at greenways is something that could be considered. The current draft version does not ask for that in the scope of work, but that comment can be incorporated after CSC review.

Question: You mentioned you would consider including accident history. Will you be providing public health data that addresses the cumulative pollution burden that would be a public health concern for wherever you recommend rerouting trucks?

Answer: That was discussed at the subcommittee meeting and the City agrees it is important. We do not know if the prime consultant will have that specific background so the selected firm may need a sub-consultant to do that type of work. It is included in the RFP and we are eager to see what kind of proposals are received and what the cost will be.

Question: When is the draft RFP going to be out?

Answer: We plan to have it to the subcommittee within 30 days. We would like to release it to the consultants within 60 days, but that depends on how many comments we receive from this group.

Comment: If the consultant we are hiring to do the truck rerouting study doesn't have the skill set to provide public health data, we may want to explore hiring another consultant because it's very important that public health is connected to this.

Answer: The City agrees.

Comment: There is a piece of software being used by Fresno COG as part of the Regional Transportation Plan (RTP) process right now that may align with what the city needs. It is used by transportation planners across the state for health indicators and is accepted by Caltrans.

School Filtration and Bus Subcommittee Update

Jaime Holt, Chief Communications Officer, Valley Air District

Jaime gave an update on the school filtration and bus subcommittee. Presentation highlights:

- There is a second subcommittee meeting for August 25 at 4:00pm
- After conducting research, we have developed a survey for schools, which includes the number of air conditioning units at each school, the age and location of the air conditioning units, the manufacturer model, the size of the filter, the MERV ratings, how many filters each unit requires, and current maintenance schedule
- SJVAPCD is conducting direct outreach to get some of the schools to come to the subcommittee meeting on August 25
- The grants team is going to mock up an application for this program that can be shared with the CSC based on the CARB guidelines for how the funding can be applied to school filtration systems
- There will be a discussion at the subcommittee meeting about when and where to best reach out to school boards or trustees

Question: You mentioned the source of funding would be grants. Does any of this work fall under the CARES Act? Is there a plan to look at how this might affect students? In preparation for when they return to schools, looking at the ventilation system seems like it might be consistent with the CARES funding.

Answer: In some cases, the CARB funding pays for 100% of these filters. In those instances where schools can't easily plug into the grant program, we absolutely can look at alternative paths to help them.

Question: Filters are not the same as systems. Do we have enough AB617 funding to cover a certain amount of necessary HVAC replacement or upgrades or is it just enough for filters?

Answer: It depends. For schools that can't use the filters, the next step is to get standalone units in the classrooms. The budgeted amount is \$1.5 million and that is enough to cover 55 schools. We anticipated doing primarily filter replacements.

Comment: The schools typically have an annual maintenance plan. Getting that information should be easy once you get to the right person. I like the comment about CARES funding and how we can leverage these 617 funds in conjunction with CARES to get everyone up and running.

Question: What would it take to eliminate the cause of the bad air quality in schools where they wouldn't need to have the filtration systems? Is that impossible? Rather than filter the air, is it possible to eliminate the cause of the air?

Answer: You just outlined the main purpose of AB617. As we work to get reductions, we also want to start protecting people. That is why our CERP has a parallel process of mitigation and emissions reductions.

Question from Spanish-speaker: Why haven't we talked about the buses? It is on the agenda and we seem to be moving on to the next item.

Answer: There hasn't been as much movement in Fresno, but we are looking to bring that back to the subcommittee because we would love to see the electrification of buses here.

Community Air Monitoring Results and Update

Jon Klassen, Director of Air Quality Science and Planning, Valley Air District

Jon gave a brief overview of the recent air monitoring results. Presentation highlights:

- Since our last meeting, there has been lots of activity and SJVAPCD has put up new air monitoring sites
- The Fresno AB617 portal has information on the new sites and what is happening day-by-day
- Malaga Elementary will be our most comprehensive monitoring site
- Weekly air monitoring updates are available on the webpage
- The entire network is nearly deployed for South Central Fresno

Question: The speciation work being done at Malaga cannot be displayed in real time like PM data. Is that data displayed on the webpage? How often are the results going to be updated? Also, one of the things we have asked about was pesticides. That was never addressed. Is it possible to add some monitoring for pesticides?

Answer: For the PM2.5 and VOC speciation, because that data requires laboratory analysis, when we get the reports back from the lab, we will work on compiling that data and we plan to put it in the quarterly reports that the District will providing an update to the committee. For pesticide work, we

are working on having the Department of Pesticide Regulation (DPR) give an update to this committee on the work they are doing across California and in the Valley. We can talk with them about air monitoring and pesticides in the areas and make a request to speak.

Question: Could we put an air monitoring site at Amazon or one of those locations that is not too far from the school district to get information on pollution?

Answer: We have reached out to some of those facilities. We haven't had a lot of luck, but would love to hear your thoughts on different locations near Orange Center that could work.

Question: I found a resident willing to let the Air District use her property near H and Belmont to measure the air quality in the area. Was that done?

Answer: We will check. There has been a lot of monitoring in that area with the van, but we can certainly go to that location and take some measurements near that area.

Comment: Right now, the South Central Specific Plan, which is in this 617 area, is being looked at closely by the Mayor. Can we say that with new development, if you fall into the overlays, we require there to be air monitors as part of the development agreement?

Measures Tracker Update

Jessica Olsen, Program Manager, Valley Air District

Todd Payne, Community Action Partnership of Kern (CPAK)

Jessica gave a brief update on the tracking of individual measures in the CERP. Presentation highlights:

- The tracker is on the Fresno AB 617 webpage in Spanish and English
- Every measure is listed by measure type, measure number and description, the details as written in the CERP, and detailed status updates
- SJVAPCD is committed to tracking the status of every single measure as well as the progress being made with CARB on funding discussions
- The funding associated with specific measures is subject to Community Air Protection Program (CAPP) guidelines
- Your CERP includes many different measures that are not included in those guidelines, so CARB has been working on guidelines to allow for funding the community air protection funds, called Chapter 6
- The first measure we are taking through this process is the truck re-routing study; we submitted that project in June and are working with CARB to get it approved
- There are a dozen other CERP measures that project plans are being prepared for now
- SJVAPCD will notify the CSC and post those project plans on the webpage once they are submitted to CARB in draft form and we will be inviting comments

Comment: I would love to see this information in a Gantt chart format.

Answer: Thank you, that's great feedback. We will continue to develop this and make it user-friendly.

Question: Are these updates the main status update that we're going to be presenting to CARB? If so, is that including the information about the resolution update?

Answer: You helped us transition nicely to the next part of this agenda, which is an update from CARB on progress tracking and the update to the board.

CARB: CARB is working on a tracking type tool as well. Within your emission reduction program, there are statewide CARB-based measures, as well as measures specific to your CERP, so we will track this and listen to feedback. Our board is looking forward to an update on the seven first-year communities that have CERPs. In September, there are two CARB board hearings; the one on the 24th will have the update topic. We will reach out to CSC members and we are already talking with the SJVAPCD about the format of the board update on the 24th and what information, if any, is needed.

Comment: One of the things I think will be critical for our success in the summaries is having a clearly defined way that we're going to present. We want to make sure that it's done right and everyone has their voice heard.

Answer: Thank you. In October, there will be a more comprehensive draft report generated by SJVAPCD on the status of each of the communities. The September CARB meeting is really a touch base on the status of where things are, but there will be later opportunities to collaborate on the written report.

Question: We have discussed a template so that all air districts have this model to follow. What is the status of that?

Answer: CARB has been working with the districts on data exchange templates and once we finalize it, it will be posted. It will be a consistent template across the communities to compare and contrast.

Comment: The truck idling in Malaga is bad at night when drivers are idling in their trucks. Sometimes the wind is going towards the communities and the air quality is above 100.

Answer: A lot of the air quality work we will be doing in Malaga will help discern what is going on in that area.

Wrap Up/Next Steps

*Erica Manuel, Facilitator & CEO/Executive Director, Institute for Local Government (ILG)
Ed Ward, Community Co-host*

Erica thanked everybody for participating in a productive meeting and asked CSC members to suggest future agenda items. Ed thanked everyone and mentioned being particularly interested in vegetative barriers as a continued topic for discussion.

Comment: I want the CSC to have the opportunity to review what the resolution said from February because some of the resolutions were important priorities of the community that leading up to the approval of the CERP weren't included.

Answer: Thank you. That is something that we are looking to put together.

Question: Can the SJVAPCD staff to look up Centennial Highway Project in Bakersfield and explore how they did their greening and tree planting?

Public Comment:

There were no public comments via Facebook.

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

Puntos Importantes de la Reunión*

Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #24

*12 de agosto de 2020, 5:30 pm - 7:30 pm
Reunión Virtual por Zoom*

Artículos de Acción para el Comité Directivo de la Comunidad de Fresno:

- Los miembros del Comité Directivo deben enviar un correo electrónico al personal de Distrito del Aire si están interesados en ser coanfitriones de la comunidad para una reunión futura
- Los miembros del Comité Directivo deben proporcionar comentarios sobre cualquier sitio donde el Distrito del Aire deba considerar colocar equipos de monitoreo de aire

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín:

- Distrito traerá el tema de la electrificación de los autobuses escolares al subcomité de autobuses escolares
- Distrito compartirá el borrador del informe anual para CARB antes de la reunión del Comité Directivo de septiembre
- Distrito solicitará una actualización del DPR en una futura reunión del Comité Directivo
- Distrito reprogramará la reunión del Comité Directivo de septiembre porque coincide con la reunión de Comunidades Climáticas Transformadoras (TCC)
- Distrito debe considerar revisar la Resolución para asegurarse de que todos los elementos estén siendo abordados por el Comité Directivo
- Distrito investigará el Proyecto de la Carretera Centennial como un ejemplo potencial de barreras vegetativas

Bienvenida e Introducciones

*Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)
Ed Ward, Co-anfitrión de la Comunidad*

Erica se presentó a sí misma y al equipo de ILG, dio la bienvenida a todos los participantes y repasó los servicios de etiqueta y traducción de Zoom.

Luego dio una descripción general de la agenda de la reunión y pasó a Ed Ward para los comentarios de coanfitrión. Ed agradeció al Distrito por la oportunidad de ser coanfitrión y señaló que la agenda se desarrolló con las aportaciones del Comité Directivo.

Estipendios para Miembros Residentes del Comité Directivo de la Comunidad

Ryan Hayashi, Director Adjunto de Control de la Contaminación del Aire, Distrito del Aire del Valle

Ryan dio una actualización sobre los estipendios para los miembros residentes del Comité Directivo de Fresno. Puntos importantes de la presentación:

- El Distrito ha encontrado una manera para proporcionar estipendios a los miembros residentes del Comité Directivo
- Los estipendios incluirán un reembolso de \$75 por reunión completa del Comité Directivo para hasta 15 reuniones de Comité Directivo por año, lo que equivale a \$1,125 por año calendario
- Las reuniones del subcomité no califican para reembolso

- Los estipendios están sujetos a la disponibilidad de fondos AB 617 sobre una base anual
- ILG proporcionará los estipendios, que serán retroactivos a enero de 2020
- Se requerirá una solicitud para recibir los estipendios
- Se pueden esperar estipendios dentro de los 30 días posteriores a la reunión del Comité Directivo
- Para calificar para un estipendio, un miembro residente debe estar presente durante el 75% de la reunión del Comité Directivo o 90 minutos de una reunión de 2 horas
- Si un miembro principal no pudo asistir a una reunión y un suplente sirvió en su lugar, el miembro suplente califica para un estipendio para esa reunión
- Distrito obtendrá la aprobación de la Mesa Directiva el 20 de agosto

Pregunta: Estoy listado como alguien del área de negocios, pero soy consultor y no he podido recibir ningún tipo de ingresos por consultoría debido a COVID. ¿Hay alguna forma de que sea elegible para un estipendio porque he perdido un año y medio de ingresos?

Respuesta: Desafortunadamente, el programa de estipendios sigue la recomendación por la Junta de Recursos del Aire de California (CARB), que establece que solo los miembros residentes califican para recibir estipendios y estas recomendaciones recibieron el apoyo del grupo de trabajo de consultación AB 617 en todo el estado.

Pregunta: ¿Han pensado en tener un estipendio para las reuniones del subcomité para que los residentes tengan un incentivo para participar más?

Respuesta: El Distrito está siguiendo el guía de CARB, solo recomienda estipendios para las reuniones del comité directivo de la comunidad, no subcomités.

Actualización de Soluciones Tecnológicas

Kevin Hamilton, Central California Asthma Collaborative (CCAC)

Kevin describió los desafíos tecnológicos que pueden enfrentar algunos miembros residentes del Comité Directivo al participar en reuniones virtuales. CCAC está trabajando con el Distrito para ofrecer asistencia a los miembros del Comité Directivo con cualquier desafío tecnológico para garantizar que todos los residentes del Comité Directivo puedan participar plenamente en todas las reuniones. Si hay residentes que no tienen acceso a Wi-Fi o una conexión telefónica gratuita, pueden informar a Heather Heinks (Distrito) o Kevin Hamilton y pueden proporcionar tabletas con Wi-Fi.

Pregunta: ¿Se extenderá esto a las otras comunidades en AB 617?

Respuesta: Sí, el Distrito se asoció con otra organización comunitaria para proporcionar el servicio de Internet y la tecnología necesarios para poder participar.

Actualización del Subcomité de Desviación de Camiones

Andrew Benelli, Ciudad de Fresno

Andrew dio una actualización sobre el estudio de desviación de camiones. Puntos importantes de la presentación:

- La Ciudad de Fresno está haciendo un estudio de desviación de camiones actual y está buscando rutas alternativas de camiones en toda la ciudad y parte del condado
- La Ciudad está compartiendo el costo con el Distrito y contratando a un consultor para hacer el estudio de la ruta de los camiones

- La Ciudad está preparando una Solicitud de Propuesta (RFP, por sus siglas en inglés) para enviar a consultores que estén calificados para hacer este tipo de trabajo; hay agencias que se especializan en esto, por lo que la Ciudad espera recibir propuestas sólidas

Pregunta: ¿Están compartiendo la RFP con el comité antes de que se publique?

Respuesta: Sí. La RFP se está pasando internamente para comentarios adicionales, luego se enviará al subcomité.

Pregunta: ¿El estudio tomará en consideración los nuevos intercambios en North Avenue, Central Avenue y American Avenue? ¿E identificará cuánto aumentará el tráfico en las rutas de camiones existentes una vez que se desarrollen esos intercambios?

Respuesta: La Ciudad ha estado trabajando con Caltrans en diseños para nuevos intercambios. Actualmente no hay ningún financiamiento disponible para la construcción. Central Avenue ha sido eliminada de la lista. Caltrans ha desarrollado varias alternativas diferentes y también buscará aumentos en el tráfico del desarrollo actual y de las tierras no desarrolladas.

Pregunta: ¿La RFP considerará American Avenue desde el ámbito de estar en la esfera de influencia? ¿La RFP considerará la construcción de 10 y 20 años en el ciclo de vida? ¿La RFP incluye vías verdes?

Respuesta: Algunas de las rutas de camiones existentes en el condado pueden cambiarse de ruta, por lo que les pedimos a los encuestados que incluyan las áreas del condado que están influenciadas por el tráfico de camiones. Sí, la RFP considerará la construcción de 20 años. Mirar las vías verdes es algo que se podría considerar. La versión actual del borrador no pide eso en el alcance del trabajo, pero ese comentario puede incorporarse después de la revisión del Comité Directivo.

Pregunta: Mencionó que consideraría incluir el historial de accidentes. ¿Proporcionará datos de salud pública que aborden la carga acumulada de contaminación que sería un problema de salud pública para donde recomiende cambiar la ruta de los camiones?

Respuesta: Eso se discutió en la reunión del subcomité y la Ciudad está de acuerdo en que es importante. No sabemos si el consultor principal tendrá esa experiencia específica, por lo que la empresa seleccionada puede necesitar un subconsultor para realizar ese tipo de trabajo. Está incluido en la RFP y estamos ansiosos por ver qué tipo de propuestas se reciben y cuál será el costo.

Pregunta: ¿Cuándo se publicará el borrador de la RFP?

Respuesta: Planeamos enviarlo al subcomité dentro de los 30 días. Nos gustaría comunicárselo a los consultores en un plazo de 60 días, pero eso depende de cuántos comentarios recibamos de este grupo.

Comentario: Si el consultor que estamos contratando para realizar el estudio de desviación de camiones no tiene el conjunto de habilidades para proporcionar datos de salud pública, es posible que deseemos contratar a otro consultor porque es muy importante que la salud pública esté relacionada con esto.

Respuesta: La Ciudad está de acuerdo.

Comentario: Hay una pieza de software que está utilizando Fresno COG como parte del proceso del Plan de Transporte Regional (RTP, por sus siglas en inglés) en este momento que puede alinearse con las necesidades de la ciudad. Es utilizado por planificadores de transporte en todo el estado para indicadores de salud y es aceptado por Caltrans.

Actualización del Subcomité de Filtración Escolar y Autobuses

Jaime Holt, Directora de Comunicaciones, Distrito del Aire del Valle

Jaime dio una actualización sobre el subcomité de filtración y autobuses escolares. Puntos importantes de la presentación:

- Hay una segunda reunión del subcomité para el 25 de agosto a las 4:00pm
- Después de realizar la investigación, hemos desarrollado una encuesta para escuelas, que incluye el número de unidades de aire acondicionado en cada escuela, la edad y ubicación de las unidades de aire acondicionado, el modelo del fabricante, el tamaño del filtro, las calificaciones MERV, cuántos filtros que requiere cada unidad y programa de mantenimiento actual
- Distrito está llevando a cabo un acercamiento directo para que algunas de las escuelas asistan a la reunión del subcomité el 25 de agosto
- El equipo de subvenciones creará una solicitud para este programa que se puede compartir con el Comité según las pautas de CARB sobre cómo se pueden aplicar los fondos a los sistemas de filtración de las escuelas
- Habrá una discusión en la reunión del subcomité sobre cuándo y dónde comunicarse mejor con las juntas escolares o los fideicomisarios

Pregunta: Mencionaste que la fuente de financiación serían las subvenciones. ¿Algo de este trabajo cae bajo la Ley CARES? ¿Existe un plan para ver cómo esto podría afectar a los estudiantes? En preparación para cuando regresen a las escuelas, mirar el sistema de ventilación parece que podría ser consistente con la financiación de CARES.

Respuesta: En algunos casos, la financiación de CARB paga el 100% de estos filtros. En aquellos casos en los que las escuelas no pueden conectarse fácilmente al programa de subvenciones, podemos buscar caminos alternativos para ayudarlos.

Pregunta: Los filtros no son lo mismo que los sistemas. ¿Tenemos suficiente financiamiento AB617 para cubrir una cierta cantidad de reemplazo o actualizaciones necesarias de HVAC o es suficiente para los filtros?

Respuesta: Depende. Para las escuelas que no pueden usar los filtros, el siguiente paso es obtener unidades independientes en los salones de clases. La cantidad presupuestada es de \$1.5 millones y es suficiente para cubrir 55 escuelas. Anticipamos hacer principalmente reemplazos de filtros.

Comentario: Las escuelas suelen tener un plan de mantenimiento anual. Obtener esa información debería ser fácil una vez que llegue a la persona adecuada. Me gusta el comentario sobre el financiamiento de CARES y cómo podemos aprovechar estos fondos 617 junto con CARES para que todos estén en funcionamiento.

Pregunta: ¿Qué se necesitaría para eliminar la causa de la mala calidad del aire en las escuelas donde no necesitarían tener los sistemas de filtración? ¿Es eso imposible? En lugar de filtrar el aire, ¿es posible eliminar la causa del aire?

Respuesta: Acaba de describir el propósito principal de AB617. Mientras trabajamos para conseguir reducciones, también queremos empezar a proteger a las personas. Es por eso que nuestro CERP tiene un proceso paralelo de mitigación y reducción de emisiones.

Pregunta en español: ¿Por qué no hemos hablado de los autobuses? Está en la agenda y parece que estamos pasando al siguiente tema.

Respuesta: No ha habido tanto movimiento en Fresno, pero estamos buscando traer eso de vuelta al subcomité porque nos encantaría ver la electrificación de los autobuses aquí.

Resultados y Actualización del Monitoreo del Aire de la Comunidad

Jon Klassen, Director de Ciencia y Planificación de la Calidad del Aire, Distrito del Aire del Valle

Jon dio una breve descripción de los resultados recientes del monitoreo del aire. Puntos importantes de la presentación:

- Desde nuestra última reunión, ha habido mucha actividad y el Distrito ha instalado nuevos sitios de monitoreo del aire
- El portal AB617 de Fresno tiene información sobre los nuevos sitios y lo que sucede día a día.
- La Escuela Primaria Málaga será nuestro sitio de monitoreo más completo
- Las actualizaciones semanales de monitoreo del aire están disponibles en la página web
- Toda la red está casi desplegada para Centro-Sur Fresno

Pregunta: El trabajo de especiación que se está realizando en Málaga no se puede mostrar en tiempo real como datos de PM. ¿Se muestran esos datos en la página web? ¿Con qué frecuencia se actualizarán los resultados? Además, una de las cosas que hemos preguntado fueron los pesticidas. Eso nunca fue abordado. ¿Es posible agregar algún control de pesticidas?

Respuesta: Para la especiación de PM2.5 y VOC, debido a que esos datos requieren análisis de laboratorio, cuando obtengamos los informes del laboratorio, trabajaremos en la compilación de esos datos y planeamos incluirlos en los informes trimestrales que el Distrito proporcionará una actualización al comité. Para el trabajo con pesticidas, estamos trabajando para que el Departamento de Regulación de Pesticidas (DPR) dé una actualización a este comité sobre el trabajo que están haciendo en California y en el Valle. Podemos hablar con ellos sobre el monitoreo del aire y los pesticidas en las áreas y hacer una solicitud para hablar.

Pregunta: ¿Podríamos poner un sitio de monitoreo del aire en Amazon o en uno de esos lugares que no está demasiado lejos del distrito escolar para obtener información sobre la contaminación?

Respuesta: Nos hemos comunicado con algunas de esas instalaciones. No hemos tenido mucha suerte, pero nos encantaría conocer su opinión sobre diferentes ubicaciones cerca de Orange Center que podrían funcionar.

Pregunta: Encontré a un residente que estaba dispuesta a permitir que el Distrito usara su propiedad cerca de H y Belmont para medir la calidad del aire en el área. ¿Eso fue hecho?

Respuesta: Comprobaremos. Ha habido mucho monitoreo en esa área con la camioneta, pero ciertamente podemos ir a esa ubicación y tomar algunas medidas cerca de esa área.

Comentario: En este momento, el Alcalde está analizando de cerca el Plan Específico de Centro-Sur Fresno, que se encuentra en esta área 617. ¿Podemos decir que, con el nuevo desarrollo, si cae en las superposiciones, requerimos que haya monitores de aire como parte del acuerdo de desarrollo?

Actualización de las Medidas

Jessica Olsen, Gerente del Programa, Distrito del Aire del Valle

Todd Payne, Community Action Partnership of Kern (CPAK)

Jessica dio una breve actualización sobre el seguimiento de las medidas individuales en el CERP. Puntos importantes de la presentación:

- El documento que muestra el progreso de las medidas está en la página web AB617 de Fresno en español e inglés
- Cada medida se enumera por tipo de medida, número de medida y descripción, los detalles tal como están escritos en el CERP y actualizaciones de estado detalladas
- Distrito se compromete a monitorear el estado de cada medida, así como el progreso realizado con CARB en las discusiones de financiamiento
- La financiación asociada a medidas específicas está sujeta a las pautas del Programa Comunitario de Protección del Aire (CAPP)
- Su CERP incluye muchas medidas diferentes que no están incluidas en esas pautas, por lo que CARB ha estado trabajando en pautas para permitir el financiamiento de los fondos comunitarios de protección del aire, llamado Capítulo 6
- La primera medida que estamos tomando a través de este proceso es el estudio de desviación de camiones; presentamos ese proyecto en junio y estamos trabajando con CARB para que se apruebe
- Hay una docena de otras medidas del CERP para las que se están preparando planes de proyecto por ahora
- Distrito notificará al Comité Directivo y publicará esos planes de proyecto en la página web una vez que se envíen a CARB en forma de borrador y estaremos invitando comentarios

Comentario: Me encantaría ver esta información en formato de diagrama de Gantt.

Respuesta: Gracias, son excelentes comentarios. Continuaremos desarrollándolo y haciéndolo fácil de usar.

Pregunta: ¿Son estas actualizaciones la actualización de estado principal que presentaremos a CARB? Si es así, ¿eso incluye la información sobre la actualización de la resolución?

Respuesta: Nos ayudó a hacer una buena transición a la siguiente parte de esta agenda, que es una actualización de CARB sobre el seguimiento del progreso y la actualización del tablero.

CARB: CARB también está trabajando en una herramienta de seguimiento. Dentro de su programa de reducción de emisiones, existen medidas estatales basadas en CARB, así como medidas específicas para su CERP, por lo que realizaremos un seguimiento de esto y escucharemos los comentarios. Nuestra junta está esperando una actualización sobre las siete comunidades de primer año que tienen un CERP. En septiembre, hay dos audiencias de la junta de CARB; el del día 24 tendrá el tema de actualización. Nos comunicaremos con los miembros de Comité Directivo y ya estamos hablando con el Distrito sobre el formato de la actualización de la junta el día 24 y qué información, si la hubiera, se necesita.

Comentario: Una de las cosas que creo que será fundamental para nuestro éxito en los resúmenes es tener una forma claramente definida en la que vamos a presentar. Queremos asegurarnos de que se haga bien y de que todos hagan oír su voz.

Respuesta: Gracias. En octubre, habrá un informe preliminar más completo generado por el Distrito sobre el estado de cada una de las comunidades. La reunión de CARB de septiembre es realmente una base de contacto sobre el estado de dónde están las cosas, pero habrá oportunidades posteriores para colaborar en el informe escrito.

Pregunta: Hemos discutido un patrón para que todos los distritos de aire tengan este modelo a seguir. ¿Cuál es el estado de eso?

Respuesta: CARB ha estado trabajando con los distritos en los patrones de intercambio de datos y una vez que lo finalizemos, se publicará. Será una plantilla consistente en todas las comunidades para comparar y contrastar.

Comentario: Los camiones encendidos mientras estacionados en Málaga es peor por la noche cuando los conductores están al estacionados con el motor encendido en sus camiones. A veces el viento va hacia las comunidades y la calidad del aire es superior a 100.

Respuesta: Gran parte del trabajo de calidad del aire que haremos en Málaga ayudará a discernir lo que está sucediendo en esa zona.

Concluir/Próximos Pasos

*Erica Manuel, Facilitadora & CEO/Directora Ejecutiva, Institute for Local Government (ILG)
Ed Ward, Coanfitrión de la Comunidad*

Erica agradeció a todos por participar en una reunión productiva y pidió a los miembros del Comité que sugirieran temas futuros en la agenda. Ed agradeció a todos y mencionó estar particularmente interesado en las barreras vegetativas como un tema continuo de discusión.

Comentario: Quiero que el Comité tenga la oportunidad de revisar lo que dice la resolución de febrero porque algunas de las resoluciones eran prioridades importantes de la comunidad que no se incluyeron antes de la aprobación del CERP.

Respuesta: Gracias. Eso es algo que estamos buscando crear.

Pregunta: ¿Puede el personal del Distrito buscar el Proyecto de Carretera Centennial en Bakersfield y explorar cómo hicieron su ecologización y plantación de árboles?

Comentario Público:

No hubo comentarios públicos a través de Facebook.

**Consulte el audio completo de la reunión para revisar los detalles y comentarios completos de la reunión.*



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

South Central Fresno

Agenda for Community Steering Committee Meeting #24

Wednesday, August 12, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/91178981371>

Meeting ID: 911 7898 1371

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Ed Ward, Community Co-host
- 5:45 p.m. Stipends for Community Steering Committee Resident Members**
Ryan Hayashi, Valley Air District
- 6:00 p.m. Standing Updates**
Truck Rerouting Subcommittee
School Filtration and Bus Subcommittee
Recent Community Air Monitoring Results and Updates
Valley Air District Staff
- 6:30 p.m. Measures Tracker**
Discussion with CSC, District, and CARB about tracking ongoing measure development and implementation. Soliciting feedback on how to best jointly communicate progress to CARB in September.
Valley Air District Staff
CARB Staff
- 7:20 p.m. Wrap Up/Next Steps**
Discussion of September CARB Board Update
Upcoming agenda topic suggestions: Vegetative Barriers Further Discussion
Next Meeting: Wednesday, September 9 via Zoom
Hanna Stelmakhovych, Facilitator

Learn more: community.valleyair.org



Centro-Sur Fresno

Agenda para el Comité Directivo Comunitario Reunión #24

Miércoles 12 de agosto de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/91178981371>

Meeting ID: 911 7898 1371

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632

Código de acceso: 1237790

- 5:30 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Ed Ward, Co-anfitrión comunitario
- 5:45 p.m. Estipendios para Miembros Residentes del Comité Directivo de la Comunidad**
Ryan Hayashi, Distrito del Aire del Valle
- 6:00 p.m. Actualizaciones Permanentes**
Subcomité de la Desviación de Camiones
Subcomité de Filtración y Autobuses Escolares
Resultados y Actualizaciones Recientes de Monitoreo del Aire Comunitario
Personal del Distrito del Aire del Valle
- 6:30 p.m. Reporte de Medidas**
Discusión con CSC, Distrito y CARB sobre el seguimiento del desarrollo e implementación de medidas en curso. Solicitando comentarios sobre la mejor manera de comunicar conjuntamente el progreso.
Personal del Distrito del Aire del Valle
Personal de CARB
- 7:20 p.m. Concluir/Próximos Pasos**
Discusión de Actualización de la Mesa de CARB de septiembre
Sugerencias para los próximos de temas de la agenda: Discusión Adicional sobre las Barreras Vegetativas
Próxima Reunión: miércoles, 9 de septiembre por Zoom
Hanna Stelmakhovych, Facilitadora

Aprende más: community.valleyair.org

Meeting Highlights*
AB 617 South Central Fresno Community Steering Committee Meeting #23
July 8, 2020 5:30pm-7:30pm
Zoom Virtual Meeting

Action items for the Community Steering Committee:

- Contact the Air District if interested in being a community co-host for future meetings

Action items for San Joaquin Valley Air Pollution Control District:

- Forward all notifications on the rulemaking process
- Bring an air filtration survey to a future meeting
- Add stipend updates and calendars to future standing meeting agendas
- Loop back with CARB incentive folks and provide more information on what additional opportunities may be available for efficient but non-electric buses.

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)
Erica Manuel, Facilitator, Institute for Local Government (ILG)
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Eric Payne, Community Co-host

Hanna welcomed CSC participants, members of the public, Air District staff and CARB staff. She introduced herself and the ILG team and gave Zoom instructions. The facilitators provided Spanish translation instructions, Zoom controls and meeting etiquette. Ryan thanked everybody for attending and explained that the Air District is looking forward to everyone participating in this process and assisting with agenda development moving forward. Eric thanked the Air District staff for all their work to set up the meeting.

Question: Two agenda items I would like to add to this agenda are an update on the stipends and time to discuss calendars, specifically the dissemination of information regarding calendars for the different meetings.

Answer: Today's agenda includes a standing agenda item to hear updates from the partner agencies. We will cover some of the suggestions later. At the end of each meeting, we also ask participants to share suggestions for the future agenda items.

Regulatory Development and Discussion

Jessica Coria, Program Manager, Valley Air District
Arnaud Marjollet, Director of Permit Services, Valley Air District
Cassandra Lopina, Manager, Technology Assessment Section, CARB
Hanjiro Ambrose, Office of Community Air Protection, CARB

Jessica highlighted the ongoing work of the Air District, reviewed district rules for reducing emissions in South Central Fresno, the PM2.5 Plan review, BARCT review, and toxics assessment. Presentation highlights:

- The Air District has programs that have reduced emissions by over 90% since the 1980s.
- Mobile sources make up the majority of community air pollution emissions and health risks in the community.

- Rules require that technology be developed to meet the stringent limits in the rules.
- In 2018 a new PM2.5 Plan for Valley was adopted to further reduce emissions throughout the Valley, includes comprehensive mobile and stationary source measures.
- We have committed to launching the public process, adopting the rule amendments, and implementation, which were all identified in the PM2.5 Plan.
- Amendments made in 2019 to the wood burning fireplaces and heaters (4901), and regulatory and public engagement process currently in process for flares (4311), boilers, steam generators, and process heaters (4306 and 4320), internal combustion engines (4702), and under-fired charbroilers at commercial restaurants (4692).
- Let us know if you know of a restaurant that is getting smoke complaints or might be interested in participating in the Restaurant Charbroiler Technology Advancement Program.
- Best Available Retrofit Control Technology (BARCT) is an air emission limit for existing sources and is maximum degree of reduction achievable taking into account environmental, energy, and economic impacts.
- AB 617 requires expedited BARCT and implementation for facilities subject to CARB's CAP and Trade program.
- Under AB 617, all districts are required to adopt a BARCT schedule and the District adopted theirs in December 2018.
- 109 facilities in our District are subject to Cap and Trade; you can look at them to determine which rules are applying to those 109 facilities.
- 19 rules of the 32 were already found to meet BARCT; 13 others are subject to review.
- By combining Rules 4409-4624, the District is not only meeting the schedule, but will be ahead of the schedule.
- The CSC will receive a notification about all upcoming workshops and the District will engage the public in order to receive comments about the BARCT analysis.
- Public participation is extremely important and the CSC will have the opportunity to provide feedback and comments. The District offered separate ad hoc or subcommittee to work with the CSC and to take feedback on the rule development participation.
- AB 2588 Air Toxics "hot spots" mandates quantifying and assessing health risks and notifying residents.
- The District is in the process of reassessing all facilities in the Valley and has expedited the reassessment for facilities located within the South Central Fresno boundary.
- The Valley Air District is the furthest along in the process in California.
- So far no facilities have been deemed a significant risk for this community and we are continuing to move forward.
- Community involvement is very important in all of these processes.

Question: Under Rule 4692, what is the measure of success during the COVID shutdown? How can this program be effective if there are multiple shutdowns and the restaurants can't afford to upgrade?

Answer: For charbroiling, that is a great question, but it's going to be something we need to work through. We are currently looking at emissions from commercial charbroiling and how to reduce

them because we have seen they are a large part of emissions inventory throughout the Valley. We are also working on better understanding the emissions inventory -how COVID has impacted the measurements. In 2018, we put a requirement in our rule that restaurants had to send in information about the types and amounts of meat cooked on underfired charbroilers. We have been able to use that survey data and update the inventory based on that information. Economic feasibility of those controls will be a big topic of conversation because they are expensive.

Question: Under AB 2588, you spoke about commenting on the project. At what point in your review process do you look at projects for the cumulative impact to the community?

Answer: It happens during the CEQA process that takes place prior to issuing the Authority to Construct Permit. The lead agency addresses comments on the health risk assessment and community impacts. Other agencies comment. The District can be the lead or the permitting agency during the CEQA process for a particular project.

Question: When thinking about the CEQA processing or facility risk assessments, my concern is that we're thinking per project and per facility. We know that 617 was allotted to South Central Fresno because we are already overburdened. How can we be proactive and not reactive with the City of Fresno as they try to continue the industrial development within the already overdeveloped area? There are projects in the pipeline that the city is using to continue attracting the Amazons and Ultas. What are we doing proactively besides reacting to CEQA comments? We live in a city that is trying to do the exact opposite of what we're trying to achieve.

Answer: We as a District are in discussions about all those development projects. We are a responsible agency, behind the lead agency. In the CERP, there are a lot of measures that are designed to improve the community at the very early stage, including in CEQA. We take this very seriously. The District took a very active role in engaging the City of Fresno using CERP measures to comment on the General Plan update. We just commented on a warehouse project and how they can reroute potential traffic. I am limited in my power to require the city to use these solutions but we do present them. We have authority over air quality and we use that authority as much as we can. We engage with the city to enhance those relationships and comment at the early stages of development and planning.

Question: I want to narrow our focus on the community at hand and not the rules across the entire Valley. Specifically, I want to focus on the facilities in South Fresno that we know are emitting more than their neighbor facilities. Are there any reviews or audits that have been undertaken related to the biomass incinerator or the glass manufacturing plant? Do the rules related to the petroleum storage tanks apply to the petroleum terminal in South Fresno?

Answer: On toxics, the glass manufacturing and biomass incinerator are both required to do source testing. The three components required for testing are arsenic, lead, and chromium. In addition, we came up with a list of 20 additional components to be tested to ensure that it's comprehensive. We asked the facility to expedite the source test. The process is as follows. We get the scope of those emissions, then the facility presents a plan on how they will reduce those emissions, then the facility will submit a report, then we will proceed with the assessment. We are currently working with Santa Fe Pacific Petroleum, and approved their plan. We are at the reporting stage for that effort. If you're asking whether Kinder Morgan or SFPP are subject to our part of the analysis, the answer is yes.

Question: The rules are not very strict because the level of contamination is very high. If we have so many stringent rules, why do we still have so much pollution?

Answer: The majority of air pollution we are seeing in the community come from mobile sources and CARB will be doing a presentation on regulatory efforts in regards to those sources.

Comment: On AB 2588, I hope they'll make extra considerations for the facilities that are currently complying with the District's rules. If you are going to increase the stringency, you should also make some economic considerations, especially for facilities similar to ours who have just put in equipment to meet stringent regulations.

Chat Question: I wonder if you can just remove the fireplace, without replacing with "clean burning" fireplace.

Chat Answer: You can remove your old wood burning stove without requiring a replacement.

Chat Comment: This process that is being described is NEW. All other projects that city has approved that have devastated South Central Fresno did not benefit from this type of intervention from the Air District. The Menu of RULE STRINGENCY. What options does it include?

Chat Answer: Here is the rule stringency pulldown and direct link to tool:

<https://ww2.arb.ca.gov/current-air-district-rules>

Hanjiro and Cassie presented on CARB rules updates and the AB 617 technology clearinghouse.

Presentation highlights:

- The CERP identified several statewide regulatory strategies that could be used to address the key emissions priorities of the community.
- CARB is currently tracking 14 programs that are reflected in the Fresno CERP.
- CARB has continued to take actions to develop key programs and achieve regulatory goals, such as the adoption of advanced clean truck regulations; these are part of a portfolio of measures we expect to deliver some improvements to emissions reductions.
- Heavy duty engines and emissions are a major concern identified by the community.
- The transportation refrigeration unit regulation will reduce the use of fossil power refrigeration on trucks that idle; heavy duty inspection and maintenance will try to identify non-compliant vehicles.
- Regarding light duty vehicles, there have been challenges, but we are working on cleaner passenger vehicle standards and advanced clean car standards.
- We will be holding workshops this fall on advanced clean car measures if you would like to stay informed about that process.
- CARB staff is developing a suite of options to reduce emissions from rail and locomotives.
- CARB is working to update the short-lived climate pollutants standards and bring those to the board.
- Final rules for CARB are sent to the EPA for approval or waiver, just like the final SIP rules on the District side.
- Final rules will be added to the rules tool.
- The Air District rules tool will be expanded to include CARB rules—this is a live tool that can be filtered by stringency, pollutant, rule type, etc.
- Every district has different words that they use for different rules. For that reason, we are expanding the technology so we can tag those different rules to ensure they are similar across the state, despite the naming convention.

- We are working to add limits to the rules to clearly convey what the limits are and what the rules are applicable to.

Question: Would this tool allow us to compare rules from district to district?

Answer: Right now it would be more of a manual comparison where you can search for a rule type; you can use the filter to see if there have been any amendments made. We want to make sure before we put all the information out there that we have the right approach.

Chat Question: These rules are already mandated by the SIPs. What additional attention (and most importantly) resources and enforcement will be added inside the CERP area?

Chat Answer: In the CERP, there are several measures that include enhanced enforcement of District Rules, which are being fully implemented, including additional inspections of facilities with emissions violations, enhanced enforcement of the wood burning heater curtailment regulation, fugitive dust at construction sites, and illegal burning. As part of the annual reporting process, we will also work with the AD to provide information on the status of each of the rules that are in the CERP.

Question: We will watch this website be developed with great interest, and it would be great to know whether or not we will eventually be able to compare these rules head to head. This idea of us hunting through rules of numerous air districts is crazy.

Answer: Absolutely—getting to that point is going to take some time, but we are doing our best to get there.

Chat Question: Trucks are very important to clean the air. But school buses can be 8 times more harmful than trucks. I'm in a rural district so electric buses don't have the range per charge that we need. What can be done for small rural school districts with older buses?

Chat Answer: There are several CARB funding opportunities for clean school buses. Here's a link: <https://ww2.arb.ca.gov/our-work/programs/school-buses/funding-clean-school-buses>. School buses should be 100% compliant with Best Available Control Technology. If you know of some old dirty school buses, please contact CARB with some vehicle information like a license plate and report it here: https://ssl.arb.ca.gov/sslapp/truckstop/complaint_form.php

Chat Question: I have seen that page many times. Unfortunately, with the exception of the CEC and Carl Moyer (I thought Carl Moyer was tapped out) all of the grants apply to electric school buses only. The CEC grant provided just over 50% funding for alternative fuel buses. So is there anything that you can do to not punish small rural schools that can't use electric buses?

Chat Answer: We can certainly loop back with CARB incentive folks and provide you a bit more information on what additional opportunities may be available. Thanks.

Chat Comment: Everyone at the District talked a lot about the very strict rules to clean the air but I don't see a change. We need more urgent change.

Updates from Other Agency Partners

Andrew Benelli, City of Fresno

Braden Duran, Fresno Council of Governments (COG)

Brian Moore, CARB

Jaime Holt, Chief Communication Officer, Valley Air District

Agency Update Summary:

- Andrew briefly discussed plans for the truck study. The city will prepare an RFP and submit it to the CSC's truck re-routing subcommittee for comments. The city will need to receive all comments by Monday, August 17. They plan to issue the RFP and a proposed timeline to a wide range of consultants that have experience with truck routing. A separate subcommittee of people will review the RFP responses and short list the consultants. They will then conduct interviews with the top two or three firms. The city will make a selection and seek contract approval from city council. Then the consultant will begin the study. The city intends to have lots of community engagement. The city (or the selected consultant) may hire a sub-contracted consultant with specific experience with engagement and public meetings.
- Fresno COG has officially launched the 2022 Regional Transportation Plan (RTP). The development process will continue until mid-2022 at which time the COG will seek approval. The RTP is the policy guidance for transportation in Fresno for the next twenty years. The COG has launched a new website, planfresno.com, which will be the main source of information on public engagement related to RTP going forward. The COG welcomes any comments.
- Brian reported on an upcoming workshop on the transportation refrigeration unit regulation. CARB is in the process of updating the blueprint, which will be a two-step process. CARB hopes to receive public comments on the blueprint this summer.
- Jaime shared the School Air Filtration and School Bus Replacement Subcommittee updates and thanked members for participating in the kick off meeting. There is a need to better understand the inventory at various schools, site needs and the costs associated with improvements.

Chat Comment: I did an inventory of air conditioners in the West Fresno Region. Only 8% of our a/c units can handle a filter above MERV 2. I am under the impression that none of our units can handle MERV 14 filters. I don't know what AB 617 can do to help the #8 worst census area (according to the 2018 SB535 report) where our schools are located.

Chat Comment: The District is working on a paper survey and will share more questions about the air filtration in the following weeks.

Chat Question: Can the City of Fresno and CARB use the Fresno Rerouting Study to further identify Heavy Duty truck mobile sources? Can the Fresno Truck Study be used to identify idle truck routes for the best pollution and health effects? Can the City of Fresno Truck Study identify each level of further commercial development and related traffic impacts on receptors in area? Lastly can City of Fresno Truck Study identify what level of development would reach and exceed a level of unhealthy traffic and set a cap on the level of industrial development in area?

Vegetative Barriers Update

Mona Cummings, Tree Fresno (TF)

Mona presented on the Fresno Trees partnership and project. Presentation highlights:

- Tree Fresno is committed to transforming the San Joaquin Valley with trees, greenways, and beautiful landscapes.
- The organization has planted about 50,000 trees since 1985.

- In 2016, Sonoma Technology and TF came together to evaluate how well vegetative barriers, using trees and shrubs, protect people from exposure downwind of major roads.
- CARB approved TF project as a supplemental environmental project (SEP).
- Our SEP is called the Fresno Trees Project.
- Fresno Trees tasks Sonoma Technology with measuring air quality in areas with or without near road vegetation and tasks TF with planting more than 3,000 trees and model vegetation.
- Vegetative barriers can reduce particulate concentration levels downwind of major roads. As air passes through the barrier, the vegetation can filter or remove airborne particles and it can force traffic related pollution to flow up and over the barrier, lofting it higher into the air and giving it time to disperse.
- Fresno has between 5,000-18,000 heavy duty trucks traveling daily. Given the understanding of near road problems, TF will measure the pollution at locations within 150 meters of Fresno-area highways and adjacent to heavily traveled traffic ways.
- TF choose large canopy and hearty tree species that can withstand drought and have minimal maintenance.
- Suitable locations need to be approved by agencies in charge of those properties.
- A second vegetative barrier was completed in Fowler.
- A third project was completed at the convergence of Highway 99 and California Street in Fresno and required partnership with Caltrans.
- TF is excited about a new partnership with the Fresno Metro Black Chamber of Commerce, which was initiated to address climate change impacts that disproportionately impact disadvantaged communities of color, through a comprehensive community-led process.
- CARB has agreed to fund outreach, education and community engagement throughout this project.

Question: A Fresno resident asked for trees, but got declined because Tree Fresno didn't have funds. A resident does live in the qualified area.

Answer: Funds are targeted at specific locations, so it could be that the address didn't qualify. Please call back and talk to Mona. Tree Fresno can accommodate inquiries in Spanish language.

Question: At an Air District board meeting, I suggested looking at the Centennial projects through Caltrans in Bakersfield—what happened to that? Are you or have you looked at the Centennial project?

Answer: We have trees for free to give away through a grant from CalFire, so I haven't looked at that specific project, but I applaud it. Irrigation needs to be in place.

Question: What's the process for securing trees if you already have a project and committed funding?

Answer: It depends on the location and guaranteed irrigation. We do have funding to distribute trees, so please contact me directly.

Chat Question: Is the air quality testing being done by Fresno Trees available for our committee?

Chat Question: What about the trees that have been torn down? The stumps were left there and they look very ugly.

Chat Comment: Now that we know more about the opportunities with Tree Fresno, we will send an email to the committee to assess how we want to be involved! Tehipite Middle School is in the boundary, but we likely have other places where we want to place trees. Please think about those places.

Program Updates

Jessica Olsen, Program Manager, Valley Air District
Vernon Hughes, CARB

- SJVAPCD has an upcoming commitment to update CARB's board on the process of AB 617, so we are updating our website with a comprehensive tracker to help. We will send it out to this CSC and solicit feedback. The tool will track how far we've come and where we still have to go.
- CARB is continuing to work on the stipend issue. CARB is working to find the mechanism and process for issuing stipends and then identify the funding source. The funding mechanism being discussed is about a competitive bid contract or modifications to existing grants; this would only work if the grant has an existing stipend clause that can be modified.

Comment: The Air Districts in the Imperial Valley and the Bay Area provided stipend funding out of implementation funds. SJVAPCD can follow similar model.

Chat Comment: Well you shouldn't wait so long, all the other residents from other areas are already receiving it. We have been volunteers for a very long time and it's very unfair.

Chat Comment: I concur. Stipends are petty cash compared to the Air District budget. Furthermore, money is being saved now that our meetings are online.

Chat Question: CARB also committed to updating the AB 617 CAPP Blueprint by Fall of 2020. How can the CSC provide input to that process?

Chat Answer: The Blueprint will be updated with the Blueprint Advisory, which should be done before the end of this year, after an extensive community review process.

Wrap Up/Next Steps

Hanna Stelmakhovich, Facilitator, Institute for Local Government (ILG)
Eric Payne, Community co-host

Hanna asked that committee members enter their name in the chat box or email the Air District to be a future community co-host. Also please continue to suggest future agenda items.

Ed Ward raised his Zoom hand and volunteered to be community co-host.

Eric thanked the CSC for participating in the call and the Air District staff in front of and behind the camera for coordinating the meeting.

Public Comment:

There were no public comments.

Reminders:

The next meeting is Wednesday, August 12 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #23
8 de julio de 2020, 5:30pm-7:30pm
Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad:

- Comuníquese con el Distrito del Aire si está interesado en ser coanfitrión de la comunidad para reuniones futuras

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín:

- Reenviar todas las notificaciones sobre el proceso de elaboración de reglas
- Llevar una encuesta de filtración de aire a una reunión futura
- Agregar actualizaciones de estipendios y calendarios para futuras agendas de reuniones permanentes
- Conectar con el personal de incentivos de CARB y brindar más información sobre las oportunidades adicionales que pueden estar disponibles para autobuses eficientes, pero no eléctricos.

Bienvenida e Introducciones

Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)

Erica Manuel, Facilitadora, Institute for Local Government (ILG)

Ryan Hayashi, Director Adjunto de Control de la Contaminación del Aire, Distrito del Aire del Valle

Eric Payne, Co-anfitrión de la Comunidad

Hanna dio la bienvenida a los participantes del Comité Directivo, miembros del público, personal del Distrito del Aire y CARB. Se presentó a sí misma y al equipo de ILG y dio instrucciones de Zoom. Los facilitadores proporcionaron instrucciones de traducción en español, controles de Zoom y etiqueta de la reunión. Ryan agradeció a todos por asistir y explicó que el Distrito del Aire espera que todos participen en este proceso y ayuden con el desarrollo de la agenda en el futuro. Eric agradeció al personal del Distrito del Aire por todo su trabajo para organizar la reunión.

Pregunta: Dos artículos de la agenda que me gustaría agregar a esta agenda son una actualización sobre los estipendios y el tiempo para discutir los calendarios, específicamente la difusión de información sobre los calendarios de las diferentes reuniones.

Respuesta: La agenda de hoy incluye un artículo permanente de la agenda para escuchar las actualizaciones de las agencias asociadas. Cubriremos algunas de las sugerencias más adelante. Al final de cada reunión, también pedimos a los participantes que compartan sugerencias para los futuros temas de la agenda.

Discusión y Desarrollo Regulatorio

Jessica Coria, Gerente del Programa, Distrito del Aire del Valle

Arnaud Marjollet, Director de Servicios de Permisos, Distrito del Aire del Valle

Cassandra Lopina, Gerente, Sección de Evaluación de Tecnología, CARB

Hanjiro Ambrose, Oficina de Protección de Aire de la Comunidad, CARB

Jessica destacó el trabajo en curso del Distrito del Aire, revisó las reglas del Distrito para reducir las emisiones en Centro-Sur Fresno, la revisión del Plan de PM2.5, la revisión BARCT y la evaluación de tóxicos. Puntos importantes de la presentación:

- El Distrito del Aire tiene programas que han reducido las emisiones en más del 90% desde la década de 1980.
- Las fuentes móviles constituyen la mayoría de las emisiones de contaminación del aire de la comunidad y los riesgos para la salud en la comunidad.
- Las reglas requieren que la tecnología se desarrolle para cumplir con los estrictos límites de las reglas.
- En 2018, se adoptó un nuevo Plan de PM2.5 para el Valle para reducir aún más las emisiones en todo el Valle, que incluye medidas integrales de fuentes móviles y estacionarias.
- Nos hemos comprometido a lanzar el proceso público, adoptar las enmiendas a la regla y la implementación, todas ellas identificadas en el Plan PM2.5.
- Enmiendas hechas en 2019 a las chimeneas y calentadores de leña (4901), y el proceso regulatorio y participación pública actualmente en proceso para llamaradas (4311), calderas, generadores de vapor y calentadores de proceso (4306 y 4320), motores de combustión interna (4702) y parrillas de fuego abajo en restaurantes comerciales (4692).
- Háganos saber si sabe de un restaurante que esté recibiendo quejas por humo o que pueda estar interesado en participar en el Programa de Avance de Tecnología de Parrilla de Restaurante.
- La mejor tecnología de Control Modificada Disponible (BARCT) es un límite de emisión de aire para las fuentes existentes y es el grado máximo de reducción que se puede lograr teniendo en cuenta los impactos ambientales, energéticos y económicos.
- AB 617 requiere BARCT acelerado y la implementación para instalaciones sujetas al programa de CAP and Trade de CARB.
- Bajo AB 617, todos los distritos deben adoptar un horario BARCT y el Distrito adoptó el suyo en diciembre de 2018.
- 109 instalaciones en nuestro Distrito están sujetas a Cap and Trade; puede mirarlos para determinar qué reglas se aplican a esas 109 instalaciones.
- Ya se encontraron 19 reglas de las 32 que cumplen con BARCT; Otros 13 están sujetos a revisión.
- Al combinar las Reglas 4409-4624, el Distrito no solo está cumpliendo con el cronograma, sino que se adelantará al cronograma.
- El Comité Directivo recibirá una notificación sobre todos los próximos talleres y el Distrito involucrará al público para recibir comentarios sobre el análisis BARCT.
- La participación pública es extremadamente importante y el Comité Directivo tendrá la oportunidad de brindar retroalimentación y comentarios. El Distrito ofreció un subcomité ad hoc por separado para trabajar con el Comité Directivo y recibir comentarios sobre la participación en el desarrollo de reglas.
- AB 2588 Toxico del Aire “zonas conflictivas” exige cuantificar y evaluar los riesgos para la salud y notificar a los residentes.

- El Distrito está en proceso de reevaluar todas las instalaciones en el Valle y ha acelerado la reevaluación de las instalaciones ubicadas dentro de los límites de Centro-Sur Fresno.
- El Distrito del Aire del Valle es el más avanzado del proceso en California.
- Hasta ahora, ninguna instalación se ha considerado un riesgo significativo para esta comunidad y seguimos avanzando.
- La participación de la comunidad es muy importante en todos estos procesos.

Pregunta: Según la Regla 4692, ¿cuál es la medida de éxito durante el cierre de COVID? ¿Cómo puede ser eficaz este programa si hay varios cierres y los restaurantes no pueden permitirse actualizar?

Respuesta: Para parrillas comerciales, esa es una gran pregunta, pero será algo en lo que debemos trabajar. Actualmente estamos analizando las emisiones del asado a la parrilla comercial y cómo reducirlas porque hemos visto que son una gran parte del inventario de emisiones en todo el Valle. También estamos trabajando para comprender mejor el inventario de emisiones: cómo COVID ha impactado las mediciones. En 2018, establecimos un requisito en nuestra regla de que los restaurantes debían enviar información sobre los tipos y cantidades de carne cocinada en parrillas de fuego abajo. Hemos podido utilizar los datos de la encuesta y actualizar el inventario en función de esa información. La viabilidad económica de esos controles será un gran tema de conversación porque son costosos.

Pregunta: Bajo AB 2588, habló sobre comentar sobre el proyecto. ¿En qué punto de su proceso de revisión considera los proyectos para el impacto acumulativo en la comunidad?

Respuesta: Ocurre durante el proceso de CEQA que tiene lugar antes de emitir el Permiso de Autoridad para Construir. La agencia líder aborda los comentarios sobre la evaluación de riesgos para la salud y los impactos en la comunidad. Comentarios de otras agencias. El Distrito puede ser el líder o la agencia de permisos durante el proceso de CEQA para un proyecto en particular.

Pregunta: Cuando pienso en el procesamiento de CEQA o en las evaluaciones de riesgos de las instalaciones, mi preocupación es que estamos pensando por proyecto y por instalación. Sabemos que 617 se asignó a Centro-Sur Fresno porque ya estamos sobrecargados. ¿Cómo podemos ser proactivos y no reactivos con la Ciudad de Fresno mientras intentan continuar el desarrollo industrial dentro del área ya sobre desarrollada? Hay proyectos en trámite que la ciudad está utilizando para seguir atrayendo a los Amazons y Ultas. ¿Qué estamos haciendo de manera proactiva además de reaccionar a los comentarios de CEQA? Vivimos en una ciudad que intenta hacer exactamente lo contrario de lo que intentamos lograr.

Respuesta: Nosotros, como Distrito, estamos en discusiones sobre todos esos proyectos de desarrollo. Somos una agencia responsable, detrás de la agencia líder. En el CERP, hay muchas medidas que están diseñadas para mejorar la comunidad en una etapa muy temprana, incluso en CEQA. Tomamos esto muy seriamente. El Distrito tomó un papel muy activo al involucrar a la Ciudad de Fresno usando las medidas del CERP para comentar sobre la actualización del Plan General. Acabamos de comentar sobre un proyecto de almacén y cómo pueden desviar el tráfico potencial. Estoy limitado en mi poder para exigir que la ciudad use estas soluciones, pero las presentamos. Tenemos autoridad sobre la calidad del aire y usamos esa autoridad tanto como podemos. Nos comprometemos con la ciudad para mejorar esas relaciones y comentamos en las primeras etapas de desarrollo y planificación.

Pregunta: Quiero limitar nuestro enfoque en la comunidad en cuestión y no en las reglas en todo el Valle. Específicamente, quiero centrarme en las instalaciones en el sur de Fresno que sabemos que están emitiendo más que las instalaciones vecinas. ¿Se han realizado revisiones o auditorías relacionadas con el incinerador de biomasa o la planta de fabricación de vidrio? ¿Se aplican las

reglas relacionadas con los tanques de almacenamiento de petróleo a la terminal de petróleo en el Sur de Fresno?

Respuesta: En el caso de los tóxicos, la fabricación de vidrio y el incinerador de biomasa deben realizar pruebas de origen. Los tres componentes necesarios para las pruebas son arsénico, plomo y cromo. Además, creamos una lista de 20 componentes adicionales que se deben probar para garantizar que sea completa. Le pedimos a la instalación que agilizará la prueba de la fuente. El proceso es el siguiente. Obtenemos el alcance de esas emisiones, luego la instalación presenta un plan sobre cómo reducirán esas emisiones, luego la instalación presentará un informe y luego procederemos con la evaluación. Actualmente estamos trabajando con Santa Fe Pacific Petroleum y aprobamos su plan. Estamos en la etapa de presentación de informes para ese esfuerzo. Si pregunta si Kinder Morgan o SFPP están sujetos a nuestra parte del análisis, la respuesta es sí.

Pregunta: Las reglas no son muy estrictas porque el nivel de contaminación es muy alto. Si tenemos tantas reglas estrictas, ¿por qué todavía tenemos tanta contaminación?

Respuesta: La mayor parte de la contaminación del aire que estamos viendo en la comunidad proviene de fuentes móviles y CARB hará una presentación sobre los esfuerzos regulatorios con respecto a esas fuentes.

Comentario: En AB 2588, espero que hagan consideraciones adicionales para las instalaciones que actualmente cumplen con las reglas del Distrito. Si va a aumentar el rigor, también debe hacer algunas consideraciones económicas, especialmente para instalaciones similares a la nuestra que acaban de instalar equipos para cumplir con las estrictas regulaciones.

Pregunta por chat: ¿Sí se puede remover la chimenea sin reemplazarla con una chimenea de "menos contaminante"?

Respuesta por chat: Puede remover su estufa de leña antigua sin necesidad de reemplazarla.

Comentario por chat: Este proceso que se describe es NUEVO. Todos los demás proyectos aprobados por la ciudad que han devastado el Centro-Sur Fresno no se beneficiaron de este tipo de intervención del Distrito del Aire. El menú de RIGUROSIDAD DE RELGAS. ¿Qué opciones incluye?

Respuesta por chat: Aquí está el menú desplegable de rigurosidad de la regla y el enlace directo a la herramienta: <https://ww2.arb.ca.gov/current-air-district-rules>

Hanjiro y Cassie presentaron las actualizaciones de las reglas de CARB y la base de datos de tecnología AB 617.

Puntos importantes de la presentación:

- El CERP identificó varias estrategias regulatorias a nivel estatal que podrían usarse para abordar las prioridades clave de emisiones de la comunidad.
- CARB actualmente está rastreando 14 programas que se reflejan en el CERP de Fresno.
- CARB ha continuado tomando acciones para desarrollar programas clave y lograr objetivos regulatorios, como la adopción de regulaciones avanzadas para camiones limpios; Estos son parte de una cartera de medidas que esperamos brindar algunas mejoras a la reducción de emisiones.
- Los motores de servicio pesado y las emisiones son una de las principales preocupaciones identificadas por la comunidad.
- La regulación de la unidad de refrigeración de transporte reducirá el uso de refrigeración de energía fósil en los camiones que estén estacionados con el motor encendido; La inspección

y el mantenimiento de servicio pesado intentarán identificar los vehículos que no cumplan con las normas.

- Con respecto a los vehículos ligeros, ha habido desafíos, pero estamos trabajando en estándares más limpios para vehículos de pasajeros y estándares avanzados para automóviles limpios.
- Realizaremos talleres este otoño sobre medidas avanzadas de automóviles limpios si desea mantenerse informado sobre ese proceso.
- El personal de CARB está desarrollando un conjunto de opciones para reducir las emisiones de ferrocarriles y locomotoras.
- CARB está trabajando para actualizar los estándares de contaminantes climáticos de vida corta y llevarlos a la junta.
- Las reglas finales para CARB se envían a la EPA para su aprobación o exención, al igual que las reglas finales de SIP del lado del Distrito.
- Las reglas finales se agregarán a la herramienta de reglas.
- La herramienta de reglas del Distrito del Aire se ampliará para incluir reglas de CARB; esta es una herramienta en vivo que se puede filtrar por rigor, contaminante, tipo de regla, etc.
- Cada distrito tiene diferentes palabras que usan para diferentes reglas. Por esa razón, estamos expandiendo la tecnología para que podamos etiquetar esas diferentes reglas para asegurarnos de que sean similares en todo el estado, a pesar de la convención de nomenclatura.
- Estamos trabajando para agregar límites a las reglas para transmitir claramente cuáles son los límites y a qué se aplican las reglas.

Pregunta: ¿Esta herramienta nos permitirá comparar las reglas de un distrito a otro?

Respuesta: En este momento, sería más una comparación manual en la que puede buscar un tipo de regla; puede utilizar el filtro para ver si se han realizado modificaciones. Queremos asegurarnos antes de publicar toda la información de que tenemos el enfoque correcto.

Pregunta por chat: Estas reglas ya están impuestas por los SIP. ¿Qué atención adicional (y lo más importante) recursos y cumplimiento se agregarán dentro del área de CERP?

Respuesta por chat: En el CERP, hay varias medidas que incluyen un cumplimiento mejorado de las Reglas del Distrito, que se están implementando por completo, incluidas inspecciones adicionales de instalaciones con violaciones de emisiones, un cumplimiento mejorado para la regulación de reducción de calentadores de leña, polvo fugitivo en sitios de construcción y quema ilegal. Como parte del proceso de reporte anual, también trabajaremos con el Distrito del Aire para brindar información sobre el estado de cada una de las reglas que se encuentran en el CERP.

Pregunta: Observaremos el desarrollo de este sitio web con gran interés, y sería bueno saber si eventualmente podremos comparar estas reglas cara a cara. Esta idea de que cecemos a través de las reglas de numerosos distritos aéreos es una locura.

Respuesta: Absolutamente, llegar a ese punto llevará algún tiempo, pero estamos haciendo todo lo posible para llegar allí.

Pregunta por chat: Los camiones son muy importantes para limpiar el aire. Pero los autobuses escolares pueden ser 8 veces más dañinos que los camiones. Estoy en un distrito rural, por lo que

los autobuses eléctricos no tienen el rango de carga que necesitamos. ¿Qué se puede hacer para los distritos escolares rurales pequeños con autobuses más antiguos?

Respuesta por chat: Hay varias oportunidades de financiación de CARB para autobuses escolares limpios. Aquí hay un enlace: <https://ww2.arb.ca.gov/our-work/programs/school-buses/funding-clean-school-buses>. Los autobuses escolares deben cumplir al 100% con la mejor tecnología de control disponible. Si conoce algunos autobuses escolares antiguos y sucios, comuníquese con CARB con información del vehículo, como una placa, e infórmelo aquí: https://ssl.arb.ca.gov/sslapp/truckstop/complaint_form.php

Pregunta por chat: He visto esa página muchas veces. Desafortunadamente, con la excepción de CEC y Carl Moyer (pensé que Carl Moyer fue eliminado), todas las subvenciones se aplican solo a los autobuses escolares eléctricos. La subvención de la CEC proporcionó un poco más del 50% de financiamiento para autobuses de combustible alternativo. Entonces, ¿hay algo que pueda hacer para no castigar a las pequeñas escuelas rurales que no pueden usar autobuses eléctricos?

Respuesta por chat: Ciertamente, podemos retroceder con el personal de incentivos de CARB y brindarle un poco más de información sobre las oportunidades adicionales que pueden estar disponibles. Gracias.

Comentario por chat: Todos en el Distrito hablaron mucho sobre las reglas muy estrictas para limpiar el aire, pero no veo ningún cambio. Necesitamos un cambio más urgente.

Actualizaciones de Otras Agencias Asociadas

Andrew Benelli, Ciudad de Fresno

Braden Duran, Consejo de Gobiernos de Fresno (COG)

Brian Moore, CARB

Jaime Holt, Directora de Comunicación, Distrito del Aire del Valle

Resumen de Actualización de la Agencia:

- Andrew discutió brevemente los planes para el estudio del camión. La ciudad preparará una RFP y la enviará al subcomité de desviación de camiones del CSC para comentarios. La ciudad necesitará recibir todos los comentarios antes del lunes 17 de agosto. Ellos planean emitir el RFP y un cronograma propuesto a una amplia gama de consultores que tienen experiencia en rutas de camiones. Un subcomité separado de personas revisará las respuestas del RFP y hará una lista corta de los consultores. Luego, realizarán entrevistas con las dos o tres empresas principales. La ciudad hará una selección y buscará la aprobación del contrato por parte del ayuntamiento. Luego, el consultor comenzará el estudio. La ciudad tiene la intención de tener mucho compromiso con la comunidad. La ciudad (o el consultor seleccionado) puede contratar a un consultor subcontratado con experiencia específica en participación y reuniones públicas.
- Fresno COG ha lanzado oficialmente el Plan de Transporte Regional de 2022 (RTP). El proceso de desarrollo continuará hasta mediados de 2022, momento en el que el COG buscará la aprobación. El RTP es la guía de políticas para el transporte en Fresno durante los próximos veinte años. El COG ha lanzado un nuevo sitio web, planfresno.com, que será la principal fuente de información sobre la participación pública relacionada con RTP en el futuro. El COG agradece cualquier comentario.

- Brian informó sobre un próximo taller sobre la regulación de unidades de refrigeración para transporte. CARB está en proceso de actualizar el plan, que será un proceso de dos pasos. CARB espera recibir comentarios públicos sobre el plan este verano.
- Jaime compartió las actualizaciones del Subcomité de Filtración de Aire Escolar y Reemplazo de Autobuses Escolares y agradeció a los miembros por participar en la reunión inicial. Es necesario comprender mejor el inventario en varias escuelas, las necesidades del sitio y los costos asociados con las mejoras.

Comentario por chat: Hice un inventario de acondicionadores de aire en la región de West Fresno. Solo el 8% de nuestras unidades de aire acondicionado pueden manejar un filtro más alto de MERV 2. Tengo la impresión de que ninguna de nuestras unidades puede manejar filtros MERV 14. No sé qué puede hacer AB 617 para ayudar a la octava peor área del censo (según el informe SB535 de 2018) donde se encuentran nuestras escuelas.

Comentario por chat: El Distrito está trabajando en una encuesta en papel y compartirá más preguntas sobre la filtración de aire en las próximas semanas.

Pregunta por chat: ¿Pueden la ciudad de Fresno y CARB utilizar el Estudio de Desviación de Fresno para identificar más a fondo las fuentes móviles de camiones de servicio pesado? ¿Se puede utilizar el Estudio de Camiones de Fresno para identificar rutas de camiones estacionados con el motor encendido para obtener los mejores efectos de contaminación y salud? ¿Puede el Estudio de Camiones de la Ciudad de Fresno identificar cada nivel de desarrollo comercial adicional y los impactos relacionados con el tráfico en los receptores en el área? Por último, ¿puede el Estudio de Camiones de la Ciudad de Fresno identificar qué nivel de desarrollo alcanzaría y superaría un nivel de tráfico insalubre y establecer un límite en el nivel de desarrollo industrial en el área?

Actualización de Barreras Vegetativas

Mona Cummings, Tree Fresno (TF)

Mona hizo una presentación sobre la asociación y el proyecto de Fresno Trees. Puntos importantes de la presentación:

- Tree Fresno se compromete a transformar el Valle de San Joaquín con árboles, vías verdes y hermosos paisajes.
- La organización ha plantado unos 50,000 árboles desde 1985.
- En 2016, Sonoma Technology y TF se unieron para evaluar qué tan bien las barreras vegetativas, utilizando árboles y arbustos, protegen a las personas de la exposición a sotavento de las carreteras principales.
- CARB aprobó el proyecto TF como un proyecto ambiental complementario (SEP).
- Nuestro SEP se llama Proyecto Fresno Trees.
- Fresno Trees asigna a Sonoma Technology la medición de la calidad del aire en áreas con o sin vegetación cercana a la carretera y asigna a TF la plantación de más de 3,000 árboles y vegetación modelo.
- Las barreras vegetativas pueden reducir los niveles de concentración de partículas a favor del viento de las carreteras principales. A medida que el aire pasa a través de la barrera, la vegetación puede filtrar o eliminar las partículas transportadas por el aire y puede forzar a

que la contaminación relacionada con el tráfico fluya hacia arriba y sobre la barrera, elevándola hacia el aire y dándole tiempo para dispersarse.

- Fresno tiene entre 5,000 y 18,000 camiones de servicio pesado que viajan diariamente. Dado el conocimiento de los problemas de las carreteras cercanas, TF medirá la contaminación en ubicaciones dentro de los 150 metros de las carreteras del área de Fresno y adyacentes a vías de tráfico muy transitadas.
- TF elija especies de árboles de copa grande y abundantes que puedan soportar la sequía y tengan un mantenimiento mínimo.
- Las ubicaciones adecuadas deben ser aprobadas por las agencias a cargo de esas propiedades.
- Se completó una segunda barrera vegetativa en Fowler.
- Se completó un tercer proyecto en la convergencia de la autopista 99 y California Street en Fresno y requirió una asociación con Caltrans.
- TF está entusiasmado con una nueva asociación con el Fresno Metro Black Chamber of Commerce, que se inició para abordar los impactos del cambio climático que impactan desproporcionadamente a las comunidades de color desfavorecidas, a través de un proceso integral dirigido por la comunidad.
- CARB ha acordado financiar actividades de alcance, educación y participación comunitaria a lo largo de este proyecto.

Pregunta: Un residente de Fresno pidió árboles, pero fue rechazado porque Tree Fresno no tenía fondos. Un residente vive en el área calificada.

Respuesta: Los fondos están destinados a ubicaciones específicas, por lo que es posible que la dirección no califique. Vuelva a llamar y hable con Mona. Tree Fresno puede atender consultas en idioma español.

Pregunta: En una reunión de la junta del Distrito del Aire, sugerí mirar los proyectos del Centenario a través de Caltrans en Bakersfield. ¿Qué pasó con eso? ¿Estás o has mirado el proyecto Centennial?

Respuesta: Tenemos árboles gratis para regalar a través de una subvención de CalFire, así que no he mirado ese proyecto específico, pero lo aplaudo. El riego debe estar en su lugar.

Pregunta: ¿Cuál es el proceso para asegurar árboles si ya tiene un proyecto y ha comprometido fondos?

Respuesta: Depende de la ubicación y del riego garantizado. Tenemos fondos para distribuir árboles, así que contácteme directamente.

Pregunta por chat: ¿Están disponibles para nuestro comité las pruebas de calidad del aire que realiza Fresno Trees?

Pregunta por chat: ¿Qué pasa con los árboles que han sido derribados? Los muñones se quedaron ahí y se ven muy feos.

Comentario por chat: Ahora que sabemos más sobre las oportunidades con Tree Fresno, enviaremos un correo electrónico al comité para evaluar cómo queremos participar. La escuela secundaria Tehipite está en el límite, pero es probable que tengamos otros lugares donde queramos colocar árboles. Por favor piensa en esos lugares.

Actualizaciones del Programa

*Jessica Olsen, Gerente del Programa, Distrito del Aire del Valle
Vernon Hughes, CARB*

- SJVAPCD tiene el próximo compromiso de actualizar la junta de CARB sobre el proceso de AB 617, por lo que estamos actualizando nuestro sitio web con un rastreador completo para ayudar. Lo enviaremos a este Comité Directivo y solicitaremos comentarios. La herramienta hará un seguimiento de lo lejos que hemos llegado y hacia dónde nos queda por llegar.
- CARB continúa trabajando en el tema de los estipendios. CARB está trabajando para encontrar el mecanismo y el proceso para emitir estipendios y luego identificar la fuente de financiamiento. El mecanismo de financiamiento que se está discutiendo es sobre un contrato de oferta competitiva o modificaciones a las subvenciones existentes; esto solo funcionaría si la subvención tiene una cláusula de estipendio existente que se puede modificar.

Comentario: Los distritos de aire en el Valle Imperial y el Área de la Bahía proporcionaron fondos de estipendio de los fondos de implementación. SJVAPCD puede seguir un modelo similar.

Comentario por chat: Bueno, no deberías esperar tanto, todos los demás residentes de otras áreas ya lo están recibiendo. Hemos sido voluntarios durante mucho tiempo y es muy injusto.

Comentario por chat: Estoy de acuerdo. Los estipendios son caja chica en comparación con el presupuesto del Distrito de Aire. Además, se está ahorrando dinero ahora que nuestras reuniones están en línea.

Pregunta por chat: CARB también se comprometió a actualizar el Plan AB 617 CAPP para el otoño de 2020. ¿Cómo puede el Comité Directivo aportar información a ese proceso?

Respuesta por chat: El Proyecto se actualizará con el Asesoramiento de Proyectos, que debe realizarse antes de finales de este año, después de un extenso proceso de revisión de la comunidad.

Concluir/Próximos Pasos

*Hanna Stelmakhovych, Facilitadora, Institute for Local Government (ILG)
Eric Payne, Co-anfitrión de la Comunidad*

Hanna pidió que los miembros del comité ingresen su nombre en la ventana de chat o envíen un correo electrónico al Distrito de Aire para ser un futuro coanfitrión de la comunidad. También continúe sugiriendo temas futuros de la agenda.

Ed Ward levantó la mano de Zoom y se ofreció como coanfitrión de la comunidad.

Eric agradeció al Comité Directivo por participar en la llamada y al personal del Distrito del Aire delante y detrás de la cámara por coordinar la reunión.

Comentario Público:

No hubo comentarios públicos.

Recordatorios:

La próxima reunión es el miércoles 12 de agosto a través de Zoom. Todas las presentaciones, puntos importantes de las reuniones, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio completo de la reunión para revisar los detalles y comentarios completos de la reunión.*



Agenda for South Central Fresno Community Steering Committee Meeting #23

Wednesday, July 8, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/99444523803>

Meeting ID: **994 4452 3803**

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Eric Payne, Community Co-host
- 5:45 p.m. Regulatory Development and Discussion**
Discussion of District and CARB regulatory development
Valley Air District Staff
California Air Resources Board (CARB) Staff
- 6:45 p.m. Updates from other Agency Partners**
City of Fresno
Fresno Council of Governments
CARB
- 7:00 p.m. Vegetative Barriers**
Discussion with Tree Fresno about potential for partnership and Community Steering Committee feedback on vegetative barriers in AB 617 Boundary. If the committee is interested, can be discussed in more detail at August meeting.
Tree Fresno
- 7:20 p.m. Wrap Up/Next Steps**
Discussion of September CARB Board Update
Upcoming agenda topic suggestions
Next Meeting: Wednesday, August 12 via Zoom
Hanna Stelmakhovych, Facilitator

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #23

Miércoles 8 de julio de 2020 – 5:30 pm a 7:30 pm

Zoom Meeting: <https://zoom.us/j/99444523803>
Meeting ID: **994 4452 3803**

Teleconferencia: 888-431-3632 (Llamada gratuita)
Código de acceso: 7168480

- 5:30 p.m. Bienvenida, Introducciones**
Hanna Stelmakhovych, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Eric Payne, Coanfitrión de la Comunidad
- 5:45 p.m. Desarrollo Regulatorio y Discusión**
Discusión del desarrollo regulatorio del Distrito del Aire y CARB
Personal del Distrito del Aire
Personal de la Junta de Recursos del Aire (CARB)
- 6:45 p.m. Actualizaciones de otras Agencias Asociadas**
Ciudad de Fresno
Consejo de Gobiernos de Fresno
CARB
- 7:00 p.m. Barreras Vegetativas**
Discusión con Tree Fresno sobre el potencial para la asociación y comentarios del Comité Directivo sobre las barreras vegetativas en el límite de AB 617. Si el comité está interesado, se puede discutir en más detalle en la reunión de agosto.
Tree Fresno
- 7:20 p.m. Concluir/Próximos Pasos**
Discusión de la Actualización de la Mesa de CARB de septiembre
Sugerencias de temas para la próxima reunión
Próxima Reunión: 12 de agosto de 2020: Llamada por Zoom
Hanna Stelmakhovych, Facilitadora

Aprende más: community.valleyair.org

District Rule Making Processes & Rule Development Update

South Central Fresno
Community Steering Committee Meeting

July 8, 2020

Ongoing Review of Stationary Source Emissions

- To improve air quality, District continually reviews and updates stationary source regulations
 - Emissions reduced by over 90% since 1980s
 - Approved by CARB/EPA as “Most Stringent Measures”, “Best Available Retrofit Control Technology”, and other standards
 - Enforced through permits, emissions testing, ongoing inspections
- While mobile sources now make up majority of community air pollution and health risk, District committed to ongoing rigorous review of stationary source regulations to further reduce emissions in community
 - New *2018 PM2.5 Plan* for Valley
 - Expedited BARCT review under AB 617
 - AB 2588 Toxics Hot Spots facility risk evaluations

District Rules Reducing Emissions in SC Fresno

- Rule 1070 (Inspections)
- Rule 1080 (Stack Monitoring)
- Rule 1081 (Source Sampling)
- Rule 1160 (Emission Statements)
- Rule 2010 (Permits Required)
- Rule 2040 (Applications)
- Rule 2080 Conditional Approval)
- Rule 2201 (New and Modified Stationary Source Review Rule)
- Rule 2520 (Federally Mandated Operating Permits)
- Rule 2530 (Federally Enforceable Potential to Emit)
- Rule 4001 (New Source Performance Standards)
- Rule 4002 (National Emission Standards for Hazardous Air Pollutants)
- Rule 4101 (Visible Emissions)
- Rule 4102 (Nuisance)
- Rule 4201 (Particulate Matter Concentration)
- Rule 4202 (Incinerator Burning)
- Rule 4301 (Fuel Burning Equipment)
- Rule 4305 (Boilers, Steam Generators, and Process Heaters - Phase 2)
- Rule 4306 (Boilers, Steam Generators, and Process Heaters - Phase 3)
- Rule 4307 (Boilers, Steam Generators, and Process Heaters – 2.0 MMBtu/hr to 5.0 MMBtu/hr)
- Rule 4309 (Dryers, Dehydrators, and Ovens)
- Rule 4320 (Advanced Emission Reduction Options for Boilers, Steam Generators, and Process Heaters Greater Than 5.0 MMBtu/hr)
- Rule 4352 (Solid Fuel Fired Boilers, Steam Generators, and Process Heaters)
- Rule 4354 (Glass Melting Furnaces)
- Rule 4455 (Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants)
- Rule 4601 (Architectural Coatings)
- Rule 4602 (Motor Vehicles Assembly Coatings)
- Rule 4603 (Surface Coating of Metal Products, and Pleasure Crafts)
- Rule 4606 (Wood Products and Flat Wood Paneling Products Coating Operations)
- Rule 4607 (Graphic Arts and Paper, Film, Foil, and Fabric Coatings)
- Rule 4612 (Motor Vehicle and Mobile Equipment Coating Operations)
- Rule 4621 (Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plants)
- Rule 4622 (Gasoline Transfer Into Motor Vehicle Fuel Tanks)
- Rule 4623 (Storage of Organic Liquids)
- Rule 4624 (Transfer of Organic Liquid)
- Rule 4642 (Solid Waste Disposal Sites)
- Rule 4653 (Adhesives and Sealants)
- Rule 4661 (Organic Solvents)
- Rule 4684 (Polyester Resin Operations)
- Rule 4692 (Commercial Charbroiling)
- Rule 4701 (Internal Combustion Engines - Phase 1)
- Rule 4702 (Internal Combustion Engines)
- Rule 4703 (Stationary Gas Turbines)
- Rule 4801 (Sulfur Compounds)
- Rule 4901 (Wood Burning Heaters and Wood Burning Furnaces)
- Rule 7011 (Chromium Plating and Chromic Acid Anodizing Facilities)
- Rule 7012 (Hexavalent Chromium – Cooling Towers)
- Rule 8011 (General Requirements)
- Rule 8021 (Contraction, Demolition Excavation, Extraction, and Other Earthmoving Activities)
- Rule 8031 (Bulk Materials)
- Rule 8041 (Carryout and Trackout)
- Rule 8051 (Open Areas)
- Rule 8061 (Paved and Unpaved Roads)
- Rule 8071 (Unpaved Vehicle/Equipment Traffic Areas)

Update on Stationary Source Review for 2020 – 2018 PM2.5 Plan

- New 2018 PM2.5 Plan builds on existing air quality rules to further reduce emissions throughout the Valley
 - Comprehensive mobile and stationary source measures
- District moving forward with public engagement efforts for *2018 PM2.5 Plan* regulatory measures scheduled for consideration in 2020 timeframe
 - Existing rules currently reduce emissions by over 80-90%
 - Evaluating feasibility, cost-effectiveness, and socioeconomic impacts through public engagement process
 - Community input and involvement important

Update on Stationary Source Review for 2020 – 2018 PM2.5 Plan

Rule	Stationary/Area Source Category	Rule Development Status
4901	Wood burning fireplaces and heaters	<i>Completed: Adopted/enforced in 2019/20 winter season</i>
4311	Flares	Regulatory and public engagement process currently in progress – amendments scheduled for consideration in 2020
4306	Boilers, steam generators, and process heaters	
4702	Internal combustion engines	
4692	Under-fired charbroilers at commercial restaurants	

Update on Stationary Source Review for 2020 – AB 617 BARCT Review

- Best Available Retrofit Control Technology (BARCT) is an air emission limit for existing sources and is maximum degree of reduction achievable, taking into account environmental, energy and economic impacts
- AB 617 requires expedited BARCT review and implementation schedule for facilities in CARB's Cap and Trade Program
 - District adopted schedule in December 2018
 - 109 facilities in San Joaquin Valley subject to expedited BARCT review
 - 2 facilities in AB 617 South Fresno community
 - 19 rules already found to meet BARCT
 - 13 rules scheduled for additional review and rulemaking in 2020-2022 timeframe as necessary

Update on Stationary Source Review for 2020 – AB 617 BARCT Review

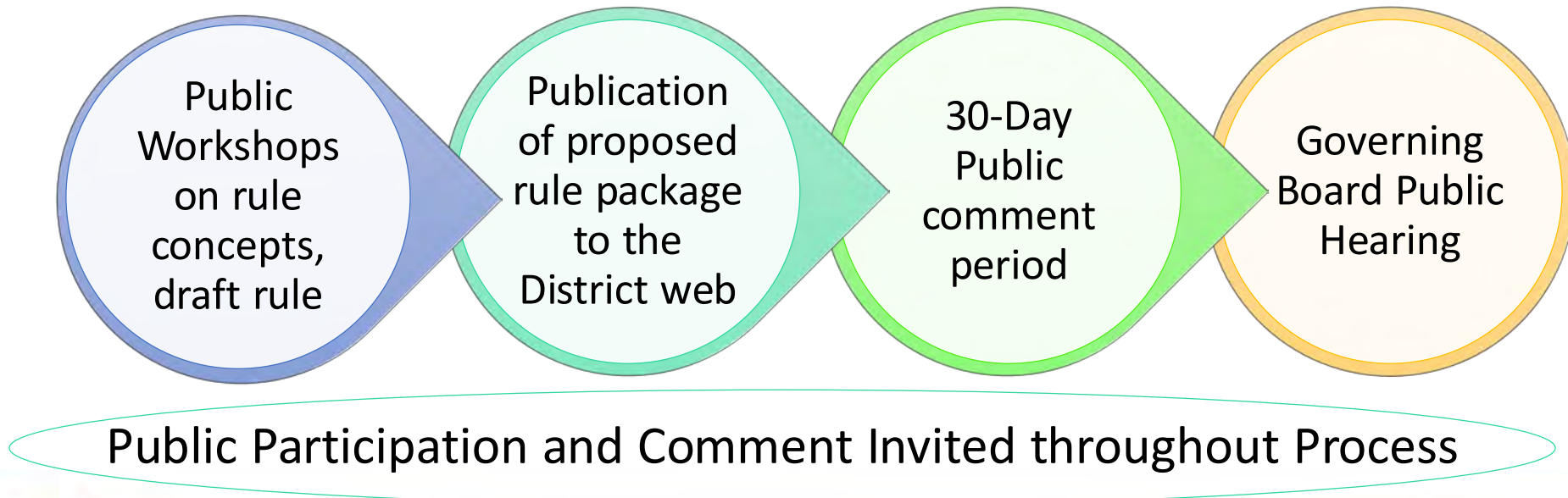
Rule	Stationary Source Category	BARCT Status
4454	<i>Refinery Process Unit Turnaround</i>	<i>Meets BARCT</i>
4641	<i>Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operation</i>	<i>Meets BARCT</i>
4104	<i>Reduction of Animal Matter</i>	<i>Meets BARCT</i>
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	Rule development public process to evaluate/implement additional BARCT requirements commencing 2020
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	
4623	Storage of Organic Liquids	
4624	Transfer of Organic Liquid	

Update on Stationary Source Review for 2020 – AB 617 BARCT Review

Rule	Stationary Source Category	BARCT Determination Status
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

District Rule Making Process

- District rules developed through transparent public process, with emphasis placed on providing opportunities for public engagement and feedback through workshops and comment periods
- Updates provided to Governing Board, Citizens Advisory Committee and Environmental Justice Advisory Group
- Evening workshops held, interpretation services available



Update on Facility Risk Assessment under AB 2588

- District's integrated air toxics program fulfills the state AB 2588 California's Air Toxics "Hot Spots" mandates
 - Quantifying and assessing localized health risk
 - Notifying affected residents, and
 - Reducing risk from facilities with high risk caused by air toxic emissions
- AB 2588 has resulted in major reductions in emissions of air toxics from stationary sources in Valley
- District reassessing all Valley facilities under AB 2588
 - Incorporate latest OEHHA risk assessment guidance changes
 - Toxics emission inventory plan and report, source testing
 - Risk assessment
 - Expedited reassessment for facilities located within South Central Fresno

Community Steering Committee Involvement

- Public workshops will be held in upcoming months for rulemaking projects - community engagement is essential to success
 - Next workshops scheduled in July (Zoom format)
- District staff will continue to work with the South Central Fresno Community Steering Committee to:
 - Provide periodic community updates on implementation progress
 - Providing updates on regulatory process and opportunities for providing community input
- In addition to CSC information, notification of upcoming public meetings for these rules and others is available through the District's email notification system at: <http://lists.valleyair.org/mailman/listinfo>

Procesos Reglamentarios del Distrito y Actualización de Desarrollo de Reglas

Centro-Sur Fresno
Reunión del Comité Directivo Comunitario

8 de julio de 2020

Revisión Continua de las Emisiones de Fuentes Estacionarias

- Para mejorar la calidad del aire, el Distrito revisa y actualiza continuamente las regulaciones de fuentes estacionarias
 - Emisiones reducidas más del 90% desde 1980s
 - Aprobado por CARB/EPA como "Medidas Más Estrictas", "Mejor Tecnología de Control de Modificación Disponible" y otros estándares
 - Aplicado a través de permisos, pruebas de emisiones, inspecciones continuas
- Aunque las fuentes móviles ahora constituyen la mayoría de la contaminación del aire y el riesgo para la salud de la comunidad, el Distrito se comprometió a realizar una revisión rigurosa continua de las regulaciones de fuentes estacionarias para reducir aún más las emisiones en la comunidad
 - Nuevo *Plan de PM2.5 2018* para el Valle
 - Revisión acelerada de BARCT bajo AB 617
 - AB 2588 Evaluaciones de Riesgo de Instalaciones de Zonas Conflictivas de Tóxicos

Reglas del Distrito que Reducen Emisiones en SC Fresno

- Rule 1070 (Inspections)
- Rule 1080 (Stack Monitoring)
- Rule 1081 (Source Sampling)
- Rule 1160 (Emission Statements)
- Rule 2010 (Permits Required)
- Rule 2040 (Applications)
- Rule 2080 Conditional Approval)
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- Rule 4692 (Commercial Charbroiling)
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- Rule 4702 (Internal Combustion Engines)
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- Rule 4801 (Sulfur Compounds)
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- Rule 8071 (Unpaved Vehicle/Equipment Traffic Areas)

Actualización Sobre la Revisión de Fuentes Estacionarias para 2020 - Plan PM2.5 de 2018

- El nuevo Plan PM2.5 2018 se basa en las reglas de calidad del aire existentes para reducir aún más las emisiones en todo el Valle
 - Medida integral de fuentes móviles y estacionarias
- El Distrito avanza con los esfuerzos de participación pública para las medidas regulatorias del Plan de PM2.5 2018 programadas para su consideración en 2020
 - Las reglas existentes actualmente reducen las emisiones en más de 80-90%
 - Evaluar la viabilidad, la rentabilidad y los impactos socioeconómicos a través del proceso de participación pública
 - El aporte y la participación de la comunidad son importantes

Actualización Sobre la Revisión de Fuentes Estacionarias para 2020 - Plan PM2.5 de 2018

Regla	Categoría de Fuente Estacionaria/Área	Estado de Desarrollo de Reglas
4901	<i>Chimeneas y estufas de leña</i>	<i>Completado: Adoptado / aplicado en la temporada de invierno 2019/20</i>
4311	Llamaradas	Proceso reglamentario y de participación pública actualmente en curso: enmiendas programadas para su consideración en 2020
4306	Calderas, generadores de vapor, y calentadores de proceso	
4702	Motores de Combustión Interna	
4692	Parrillas a fuego abajo en restaurantes comerciales	

Actualización Sobre la Revisión de Fuente Estacionaria para 2020 - Revisión AB 617 BARCT

- La Mejor Tecnología de Control de Modificación disponible (BARCT, por sus siglas en inglés) es un límite de emisión de aire para las fuentes existentes y es el máximo grado de reducción alcanzable, teniendo en cuenta los impactos ambientales, energéticos y económicos
- El AB 617 requiere una revisión acelerada de BARCT y un cronograma de implementación para las instalaciones del Programa de Cap and Trade de CARB
 - Calendario adoptado por el Distrito en Diciembre de 2018
 - 109 instalaciones en el Valle de San Joaquín sujetas a revisión acelerada de BARCT
 - 2 instalaciones en la Comunidad AB 617 de Centro-Sur Fresno
 - 19 reglas ya cumplen con BARCT
 - 13 reglas programadas para revisión adicional y reglamentación en el período 2020-2022 según sea necesario

Actualización Sobre la Revisión de Fuente Estacionaria para 2020 - Revisión AB 617 BARCT

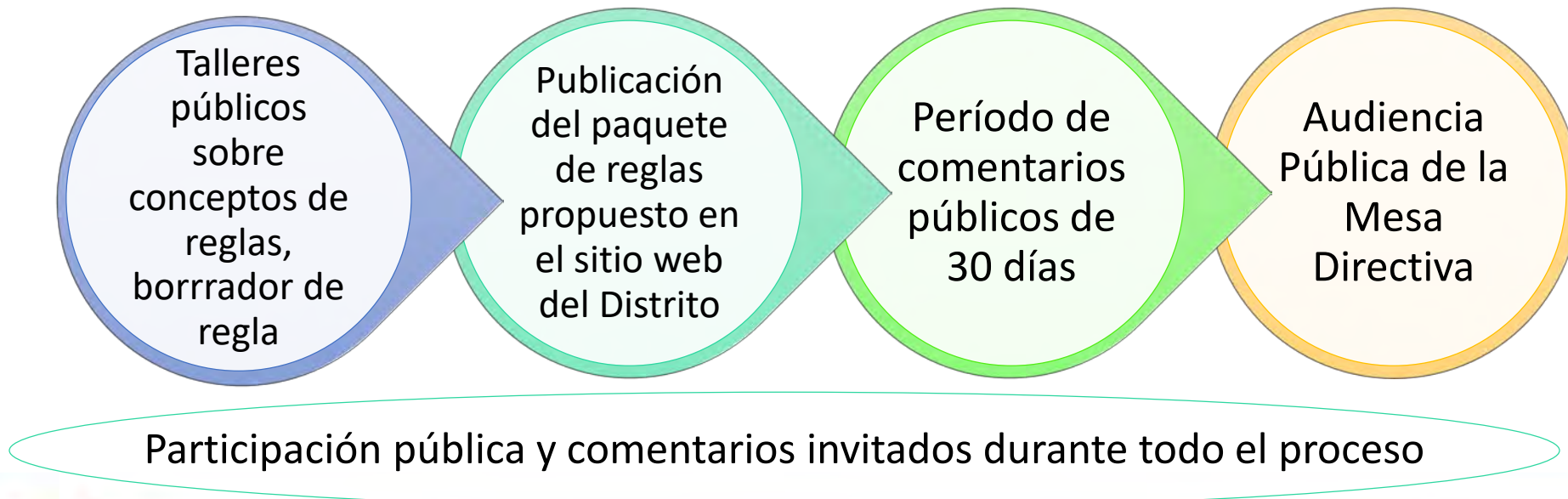
Regla	Categoría de Fuente Estacionaria	Estado de BARCT
4454	Plazo de Entrega Unidad de Proceso de Refinería	<i>Cumple con BARCT</i>
4641	Reducción, curado lento y asfalto emulsionado, pavimentación y operación de mantenimiento	<i>Cumple con BARCT</i>
4104	Reducción de materia de animales	<i>Cumple con BARCT</i>
4409	Componentes en instalaciones de producción de petróleo crudo ligero, instalaciones de producción de gas natural e instalaciones de procesamiento de gas natural	Proceso público de desarrollo de reglas para evaluar/implementar requisitos BARCT adicionales a partir de 2020
4455	Componentes en refinerías de petróleo, instalaciones de procesamiento de líquidos de gas y plantas químicas	
4623	Almacenamiento de líquidos orgánicos	
4624	Transferencia de liquido orgánico	

Actualización Sobre la Revisión de Fuente Estacionaria para 2020 - Revisión AB 617 BARCT

Regla	Categoría de Fuente Estacionaria	Estado de BARCT
4702	Motores de combustión interna (solo VOC)	Evaluación de BARCT en progreso y previsto para ser completado en 2020
4694	Fermentación de vino y tanques de almacenamiento	Proceso público de desarrollo de reglas para evaluar / implementar requisitos BARCT adicionales a partir de 2020
4603	Recubrimiento superficial de piezas y productos metálicos, piezas y productos plásticos, y embarcaciones de recreo	Proceso público de desarrollo de reglas para evaluar / implementar requisitos BARCT adicionales a partir de 2020
4601	Revestimientos arquitectónicos	Proceso público de desarrollo de reglas para evaluar / implementar requisitos BARCT adicionales a partir de 2020

Proceso Reglamentario de Reglas del Distrito

- Reglas del Distrito desarrolladas a través de un proceso público transparente, con énfasis en proporcionar oportunidades para la participación pública y comentarios a través de talleres y períodos de comentarios
- Actualizaciones proporcionadas mensualmente al Citizens Advisory Committee y al Environmental Justice Advisory Group
- Talleres en las tardes, servicios de interpretación disponibles



Actualización Sobre la Evaluación de Riesgos de Instalaciones Bajo AB 2588

- El programa integrado de tóxicos del aire del Distrito cumple con los Mandatos de las "Zonas Conflictivas" de los Tóxicos del Aire AB 2588 de California
 - Cuantificar y evaluar el riesgo de salud localizado
 - Notificar a los residentes afectados, y
 - Reducción del riesgo de las instalaciones con alto riesgo causado por emisiones tóxicas al aire
- AB 2588 ha resultado en reducciones importantes en las emisiones de tóxicos del aire de fuentes estacionarias en el Valle
- El Distrito esta reevaluando todas las instalaciones del Valle bajo AB 2588
 - Incorporar los últimos cambios de orientación de evaluación de riesgos de OEHHA
 - Reporte y plan de inventario de emisiones tóxicas, pruebas de origen
 - Evaluación de riesgos
 - Reevaluación acelerada de las instalaciones ubicadas dentro de Centro-Sur Fresno

Participación del Comité Directivo Comunitario

- Se realizarán talleres públicos en los próximos meses para proyectos de reglamentación: la participación de la comunidad es esencial para el éxito
 - Próximos talleres programados en julio (Formato de Zoom)
- El personal del Distrito continuará trabajando con el Comité Directivo de la Comunidad de Centro-Sur Fresno para:
 - Proporcionar actualizaciones periódicas de la comunidad sobre el progreso de la implementación
 - Proporcionar actualizaciones sobre el proceso regulatorio y oportunidades para proporcionar aportes de la comunidad
- Además de la información del Comité Directivo de la Comunidad, la notificación de las próximas reuniones públicas para estas reglas y otras está disponible a través del sistema de notificación por correo electrónico del Distrito en:

<http://lists.valleyair.org/mailman/listinfo>

South Fresno CSC

CARB Updates

JULY 2020



CARB Statewide Measures Update

CARB Regulation	Outreach Events	Non-Regulatory Documents Released	Regulation Type	Latest Activities
Advanced Clean Trucks	13	4	Emissions Reduction	Approved at final Board hearing 6/2020
Transport Refrigeration Unit Regulation	8	1	Emissions Reduction	Public comment closed 4/2020. Expected adoption in 2021
Heavy-Duty Inspection & Maintenance	6		Compliance	Public workshop in Sacramento 2/2020
Development of Regulation to Reduce Emissions from Locomotives and Railyards	2	1	Emissions Reduction	Workshops in South Coast fall 2019. Locomotive inventory is being updated. Webinar planned for fall 2020. Board presentation fall 2021
Small Off-Road Engines	1	1	Emissions Reduction	Public workshop 6/2020
Advanced Clean Fleet	1		Emissions Reduction	Public workshop in Diamond Bar 2/2020
Cargo Handling Equipment Regulation to Transition to Zero-Emissions		1	Emissions Reduction	Expected Board consideration in 2022
Chrome Plating Control Measure Amendments		1	Compliance	Survey completed. Working group to start fall 2020. ATCM update at 9/2020 CARB Board hearing
Real Emissions Assessment Logging System		1	Administrative Update	Adopted 11/2018. Implementation begins with model year 2022 heavy duty engines
Composite Wood Products Control Measure Amendments			Emissions Reduction	Webinar on 3/2020. Update to ATCM at 9/2020 CARB Board meeting. Flooring study for fall 2020
Commercial Cooking Suggested Control Measure			Compliance	Discussions planned for 2020
Short-Lived Climate Pollutant Reduction Strategy - Oil and Gas Systems			Compliance	Final strategy released 2017. Currently covered by Cap and Trade program
Advanced Clean Cars 2			Emissions Reduction	Workshop and informational item on 5/2019. Workshops planned for fall 2020. Presentation to board late 2021
Catalytic Converter Theft Reduction			Compliance	Staff discussions planned for potential new regulation

Additional Information on CARB Regulations

CARB Regulation (Click for Link):

CARB Website (URL):

[Advanced Clean Trucks](#)

https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks?utm_medium=email&utm_source=govdelivery

[Transport Refrigeration Unit Regulation](#)

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

[Heavy-Duty Inspection & Maintenance](#)

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

[Evaluation and Potential Development of Regulation to Reduce Emissions from Locomotives and Railyards](#)

<https://ww2.arb.ca.gov/resources/documents/evaluation-and-potential-development-regulations-reduce-emissions-locomotives>

[Small Off-Road Engines](#)

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

[Advanced Clean Fleet](#)

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

[Cargo Handling Equipment Regulation to Transition to Zero-Emissions](#)

<https://ww2.arb.ca.gov/resources/documents/cargo-handling-equipment-regulation-transition-zero-emissions>

[Chrome Plating Control Measure Amendments](#)

<https://ww2.arb.ca.gov/our-work/programs/chrome-plating-atcm>

[Real Emissions Assessment Logging System](#)

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

[Composite Wood Products Control Measure Amendments](#)

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

[Commercial Cooking Suggested Control Measure](#)

<https://ww2.arb.ca.gov/our-work/programs/coatings/architectural-coatings/suggested-control-measure>

[Short-Lived Climate Pollutant Reduction Strategy - Oil and Gas Systems](#)

<https://ww2.arb.ca.gov/our-work/programs/short-lived-climate-pollutants>

[Advanced Clean Cars 2](#)

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

[Catalytic Converter Theft Reduction](#)

<https://ww3.arb.ca.gov/msprog/aftermktcat/aftermktcatdbase.htm>

Rule Review Process


CARB Rules

- Public process on rule development and approval
- Final rules are sent to EPA for approval or waiver
- Final rules to be added to rules tool (future)

District Rules

- Public process on rule development and approval
- Draft and final district rules are sent to CARB for review
- SIP rules are sent to U.S. EPA
- Final rules added to rules tool

Rules Tool

Current California Air District Rules  CARB

Air District: Pollutant: Rule Stringency:

Rule Type: Year of Most Recent Action:

Search Regulation or Rule Title and Number

Data Last Updated: 1/21/2020

Air District	Regulation	Rule	Pollutants	Link
4: Prohibitions	4001:	New Source Performance Standards	NOX, PM, SOX, VOC	↗
	4002:	National Emissions Standards For Hazardous A...	Toxics	↗
	4101:	Visible Emissions	Visible Emissions	↗
	4102:	Nuisance	All Pollutants	↗
	4103:	Open Burning	NOX, PM2.5, SOX	↗
	4104:	Reduction Of Animal Matter	PM2.5, VOC	↗
	4105:	Commercial Offsite Multiuser Hazardous And ..	Odor	↗
	4106:	Prescribed Burning And Hazard Reduction Bur..	NOX, PM2.5	↗
	4201:	Particulate Matter Concentration	PM	↗
	4202:	Particulate Matter Emission Rate	PM	↗
	4203:	Particulate Matter Emissions From Incineration..	PM	↗
	4204:	Cotton Gins	PM10	↗
	4301:	Fuel Burning Equipment	NOX, PM2.5, SOX	↗
	4302:	Incinerator Burning	NOX, VOC	↗
	4303:	Orchard Heaters	NOX, PM	↗
	4304:	Equipment Tuning Procedures For Boilers, Ste..	CO, NOX, Visible Emissi..	↗
	4305:	Boilers, Steam Generators, And Process Heate..	CO, NOX	↗
	4306:	Boilers, Steam Generators, And Process Heate..	CO, NOX	↗
	4307:	Boilers, Steam Generators, And Process Heate..	NOX, PM10, SOX, VOC	↗
	4308:	Boilers, Steam Generators, And Process Heate..	CO, NOX	↗
4309:	Dryers, Dehydrators, And Ovens	CO, NOX	↗	

<https://ww2.arb.ca.gov/current-air-district-rules>

South Fresno CSC

Actualizaciones de CARB

JULIO 2020



Actualización de las medidas estatales de CARB

Regulación de CARB	Eventos de divulgación	Documentos no reglamentarios publicados	Tipo de regulación	Últimas Actividades
Advanced Clean Trucks	13	4	Reducción de emisiones	Aprobado en la audiencia final del Consejo 6/2020
Transport Refrigeration Unit Regulation	8	1	Reducción de emisiones	Comentario público cerrado 4/2020. Adopción esperada en 2021
Heavy-Duty Inspection & Maintenance	6		Cumplimiento	Taller público en Sacramento 2/2020
Development of Regulation to Reduce Emissions from Locomotives and Railyards	2	1	Reducción de emisiones	Talleres en la costa sur, otoño de 2019. El inventario de locomotoras se está actualizando. Seminario web planeado para el otoño de 2020. Presentación del Consejo, otoño de 2021
Small Off-Road Engines	1	1	Reducción de emisiones	Taller público 6/2020
Advanced Clean Fleet	1		Reducción de emisiones	Taller público en Diamond Bar 2/2020
Cargo Handling Equipment Regulation to Transition to Zero-Emissions		1	Reducción de emisiones	Consideración del Consejo esperada en 2022
Chrome Plating Control Measure Amendments		1	Cumplimiento	Encuesta completada. Grupo de trabajo para comenzar el otoño de 2020. Actualización de ATCM en la audiencia del Consejo de CARB, 9/2020
Real Emissions Assessment Logging System		1	Actualización administrativa	Adoptado el 11/2018. La implementación comienza con los motores pesados del año modelo 2022
Composite Wood Products Control Measure Amendments			Reducción de emisiones	Seminario web el 3/2020. Actualización de ATCM en la reunión del Consejo de CARB del 9/2020. Estudio de suelos para otoño 2020
Commercial Cooking Suggested Control Measure			Cumplimiento	Discusiones planeados para 2020
Short-Lived Climate Pollutant Reduction Strategy - Oil and Gas Systems			Cumplimiento	Estrategia final lanzada en 2017. Actualmente cubierto por el programa Cap and Trade
Advanced Clean Cars 2			Reducción de emisiones	Taller y elemento informativo, 5/2019. Talleres planeados para el otoño de 2020. Presentación al Consejo a fines de 2021
Catalytic Converter Theft Reduction			Cumplimiento	Discusiones del personal planeados para una posible nueva regulación

Informaciòn Adicional de regulaciòn de CARB

Regulaciòn de CARB (hipervinculo):

Pagina WEB:

[Advanced Clean Trucks](#)

https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks?utm_medium=email&utm_source=govdelivery

[Transport Refrigeration Unit Regulation](#)

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

[Heavy-Duty Inspection & Maintenance](#)

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

[Evaluation and Potential Development of Regulation to Reduce Emissions from Locomotives and Railyards](#)

<https://ww2.arb.ca.gov/resources/documents/evaluation-and-potential-development-regulations-reduce-emissions-locomotives>

[Small Off-Road Engines](#)

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

[Advanced Clean Fleet](#)

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

[Cargo Handling Equipment Regulation to Transition to Zero-Emissions](#)

<https://ww2.arb.ca.gov/resources/documents/cargo-handling-equipment-regulation-transition-zero-emissions>

[Chrome Plating Control Measure Amendments](#)

<https://ww2.arb.ca.gov/our-work/programs/chrome-plating-atcm>

[Real Emissions Assessment Logging System](#)

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

[Composite Wood Products Control Measure Amendments](#)

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

[Commercial Cooking Suggested Control Measure](#)

<https://ww2.arb.ca.gov/our-work/programs/coatings/architectural-coatings/suggested-control-measure>

[Short-Lived Climate Pollutant Reduction Strategy - Oil and Gas Systems](#)

<https://ww2.arb.ca.gov/our-work/programs/short-lived-climate-pollutants>

[Advanced Clean Cars 2](#)

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

[Catalytic Converter Theft Reduction](#)

<https://ww3.arb.ca.gov/msprog/aftermktcat/aftermktcatdbase.htm>

Proceso de revisión del reglas


Reglas del CARB

- Proceso publico para desarrollo y aprobaciòn de reglas
- Las reglas SIP se envían a U.S. EPA
- Reglas finales agregadas a 'Rules Tool' (en el futuro)

Reglas del Distrito

- Proceso publico para desarrollo y aprobaciòn de reglas
- El borrador y las reglas finales del distrito se envían a CARB
- Las reglas SIP se envían a U.S. EPA
- Reglas finales agregadas a 'Rules Tool'

Ejemplo: 'Rules Tool'

Current California Air District Rules 

Air District: Pollutant: Rule Stringency:

Rule Type: Year of Most Recent Action:

Search Regulation or Rule Title and Number

Data Last Updated: 1/21/2020

Air District	Regulation	Rule	Pollutants	Link
4: Prohibitions	4001:	New Source Performance Standards	NOX, PM, SOX, VOC	↗
	4002:	National Emissions Standards For Hazardous A...	Toxics	↗
	4101:	Visible Emissions	Visible Emissions	↗
	4102:	Nuisance	All Pollutants	↗
	4103:	Open Burning	NOX, PM2.5, SOX	↗
	4104:	Reduction Of Animal Matter	PM2.5, VOC	↗
	4105:	Commercial Offsite Multiuser Hazardous And ..	Odor	↗
	4106:	Prescribed Burning And Hazard Reduction Bur..	NOX, PM2.5	↗
	4201:	Particulate Matter Concentration	PM	↗
	4202:	Particulate Matter Emission Rate	PM	↗
	4203:	Particulate Matter Emissions From Incineration..	PM	↗
	4204:	Cotton Gins	PM10	↗
	4301:	Fuel Burning Equipment	NOX, PM2.5, SOX	↗
	4302:	Incinerator Burning	NOX, VOC	↗
	4303:	Orchard Heaters	NOX, PM	↗
	4304:	Equipment Tuning Procedures For Boilers, Ste..	CO, NOX, Visible Emissi..	↗
	4305:	Boilers, Steam Generators, And Process Heate..	CO, NOX	↗
	4306:	Boilers, Steam Generators, And Process Heate..	CO, NOX	↗
	4307:	Boilers, Steam Generators, And Process Heate..	NOX, PM10, SOX, VOC	↗
	4308:	Boilers, Steam Generators, And Process Heate..	CO, NOX	↗
4309:	Dryers, Dehydrators, And Ovens	CO, NOX	↗	

<https://ww2.arb.ca.gov/current-air-district-rules>





FREE FRESNO

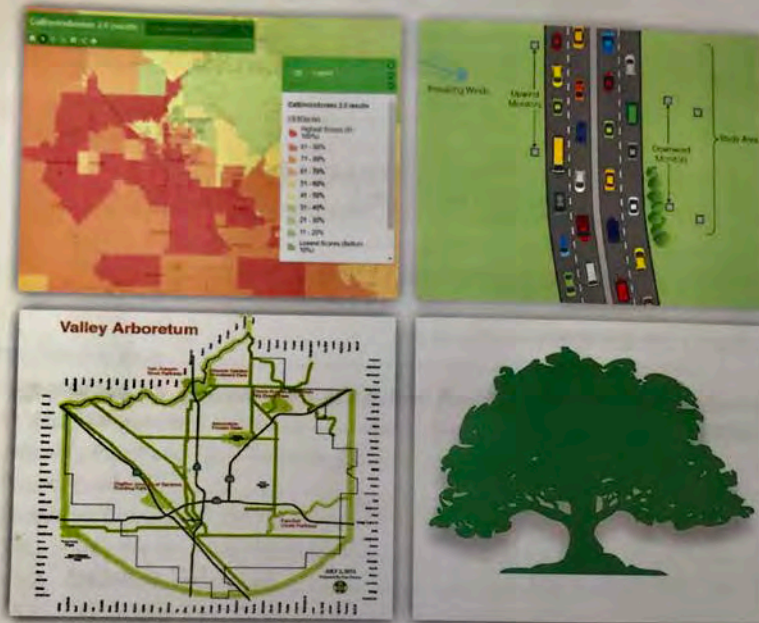
TRANSFORMING THE SAN JOAQUIN VALLEY WITH WATER-WISE
TREES AND INCREASED GREEN SPACE.

MONA NYANDORO CUMMINGS, CEO





The Fresno TREES Project



Prepared for

Enforcement Division
California Air Resources Board
Sacramento, CA

October 2016



STi
Sonoma Technology, Inc.
Innovative Environmental Solutions

A young girl with dark hair in a ponytail is shown in profile, drinking from a clear plastic water bottle. The background is a soft-focus outdoor setting with green foliage.

TIRED OF THIS

A large, mature tree with a dense canopy of green leaves stands against a clear blue sky with a few wispy white clouds. The tree is the central focus of the image.

PLANT THIS

DONATE TODAY AT

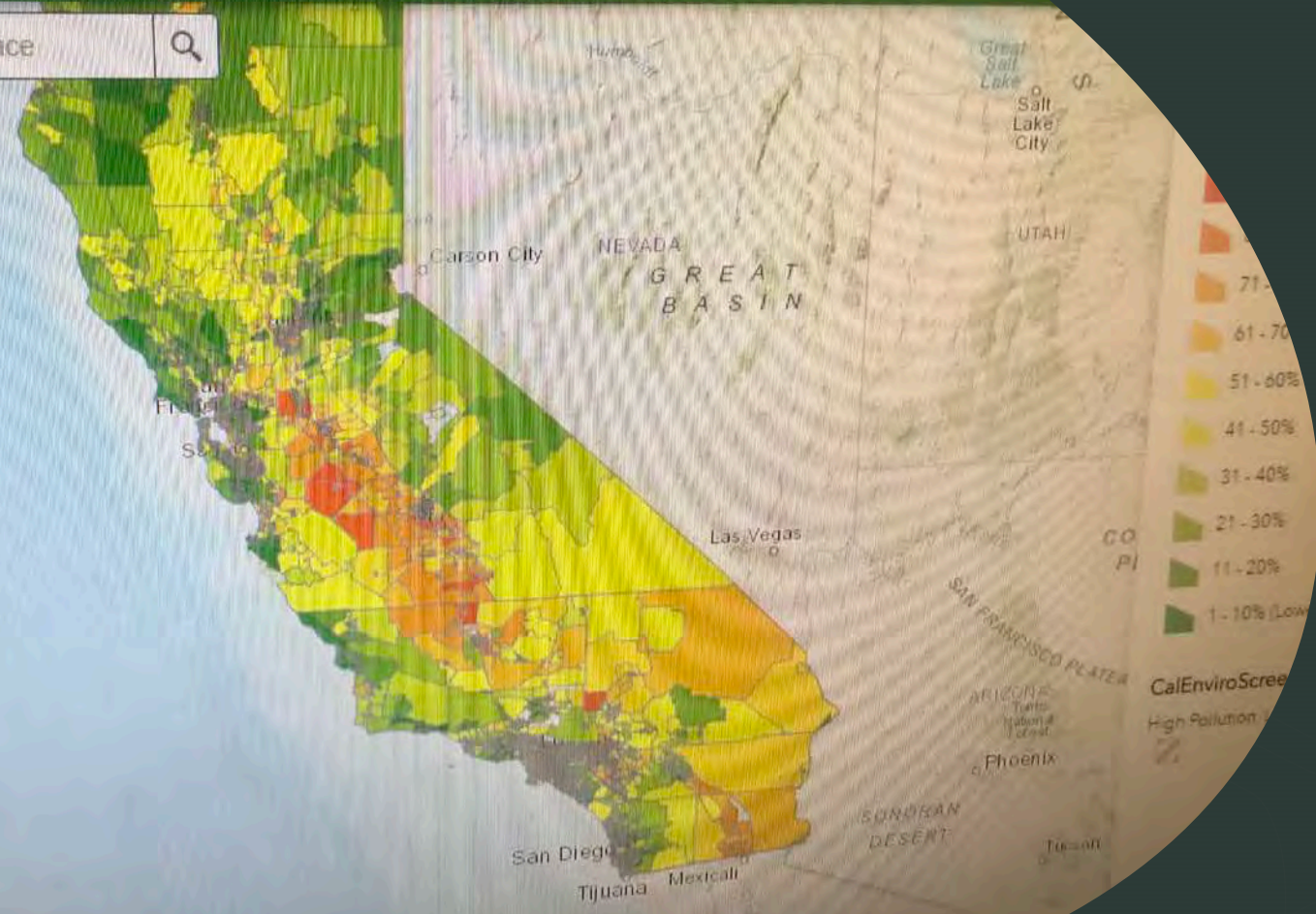


TREEFRESNO.ORG

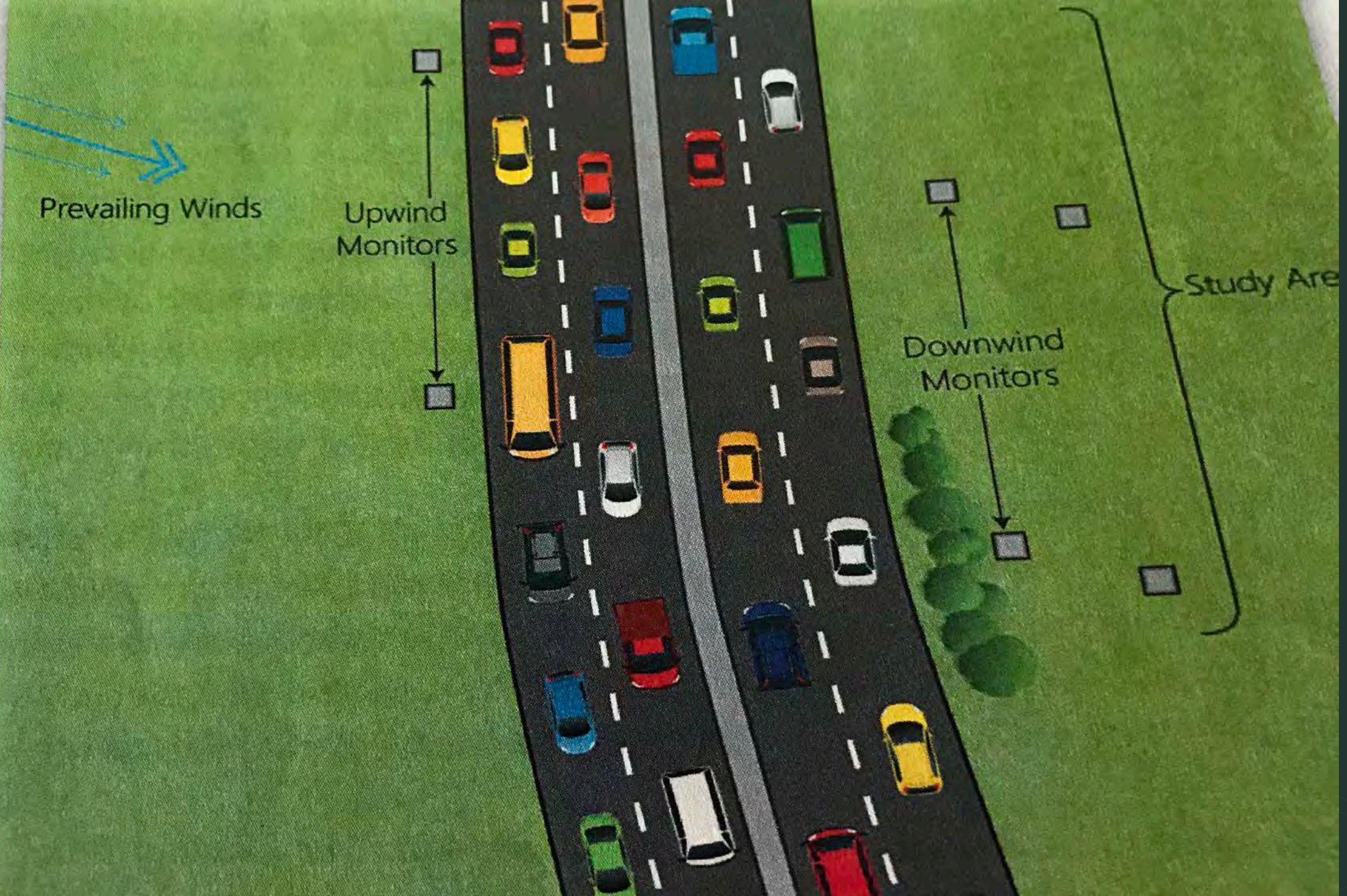
CalEnviroScreen 3.0 Results (June 2018 Update)

from OEHA

CalEnviroScreen







Prevailing Winds

Upwind Monitors

Downwind Monitors

Study Area









Clipboard: Cut, Copy, Paste, Format Painter

Font: Calibri, 11, Bold, Italic, Underline, Text Color, Background Color, Wrap Text

Alignment: Merge & Center

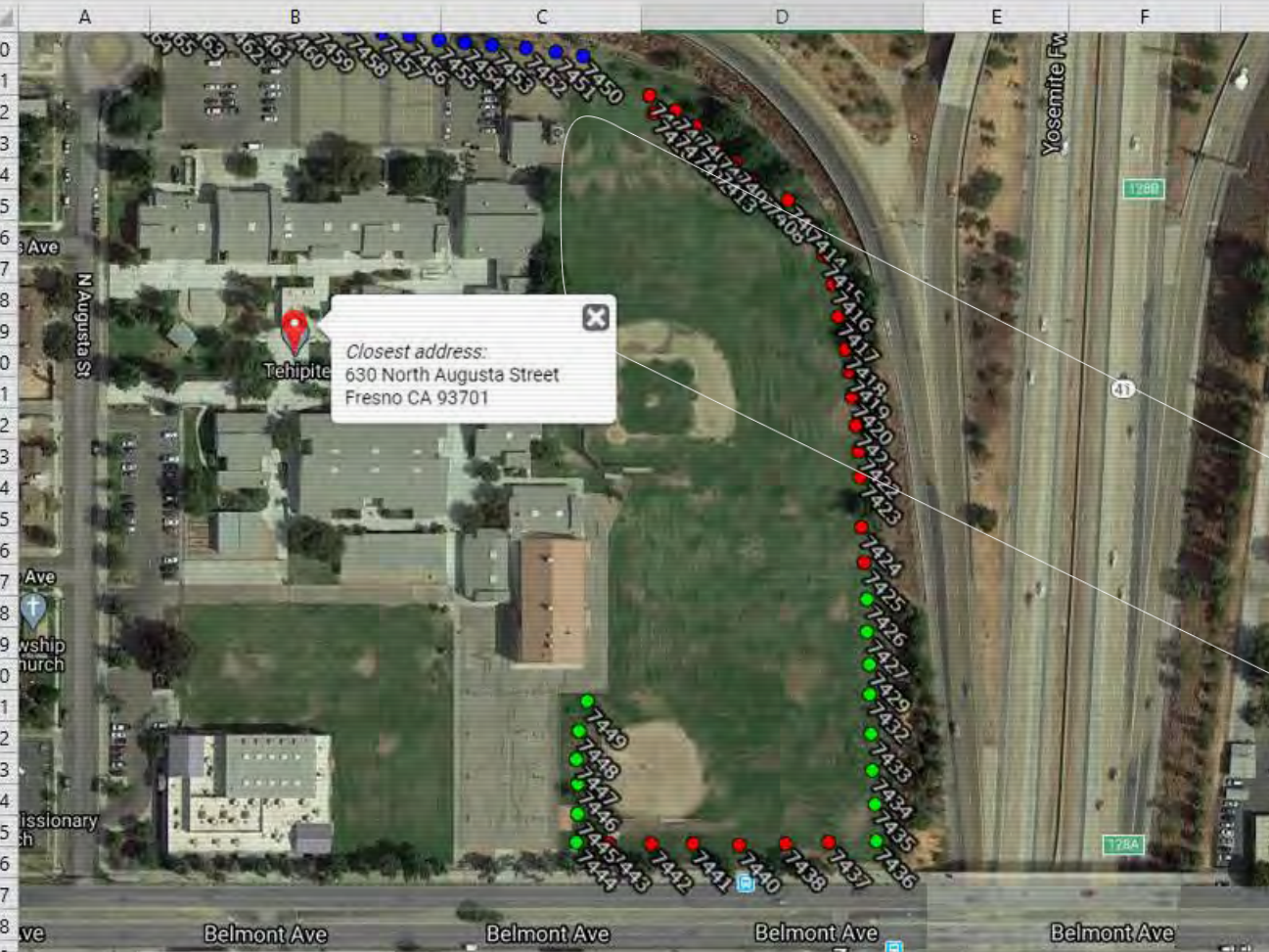
Number: General, Currency, Percentage, Decimals

Styles: Normal, Bad, Good, Neutral

Cells: Insert, Delete, Format

Editing: AutoSum, Fill, Clear, Sort & Filter, Find & Select

D102



View Filter: Off

Showing 60 of 60 sites.

- Toggle All
- Camphor tree (30)
- Chinese elm (14)
- Mondell pine (16)

Charts



















Meeting Highlights*
AB 617 South Central Fresno Community Steering Committee Meeting #22
June 8, 2020, 5:30 pm - 7:30 pm
Zoom Virtual Meeting

Action items/reminders for the South Central Fresno Community Steering Committee (Committee):

- Continue to inform the San Joaquin Valley Air Pollution Control District (Valley Air District) about:
 - Locations where the Committee has observed residential burning and illegal idling;
 - Locations where the Valley Air District should focus future enforcement efforts; and
 - Construction/earthmoving sites or areas of concern.
- To file an air pollution related complaint, contact:
 - The Valley Air District: Call 1-800-870-1037; go online: <https://www.valleyair.org/complaints>
- The air monitoring updates and air quality data (including historical data) are available at:
 - Valley Air District website: <http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>
 - CARB website: <https://aqview.arb.ca.gov/data.html>
- Reply to the Valley Air District's email if interested in volunteering on the Truck Rerouting Subcommittee and/or the School Buses/Air Filtration Subcommittee.
- Offer the Valley Air District any suggestions for ways to move forward with the Orange Center School site, given the recent school board decision not to use the school as a monitoring site.

Action items/reminders for the Valley Air District:

- Circle back with the Committee about the reporting timeframe for the pilot training program.
- Verify that the enforcement locations of the State's heavy-duty vehicle anti-idling regulation include illegal idling locations identified by the Committee during the development of the Community Emission Reduction Program (CERP).
- Consider placing an air pollution monitoring van around the Roeding Park area.
- Follow up with the Committee members about opportunities to volunteer on two subcommittees: Truck Rerouting Subcommittee and Electric School Buses/Air Filtration.
- Share the summary of the toxic air contaminant analysis with the Committee and highlight potential data concerns.
- Identify additional opportunities for Valley Air District staff and interpreters to practice Zoom and/or the Language Line with the Spanish speaking Committee members to resolve technical difficulties and troubleshoot issues before the next Committee meeting.

- For any future presentations that include monitoring data, differentiate between data gathered pre, during, and post-COVID-19.

Welcome and Introductions

Christal Love Lazard, Facilitator, Institute for Local Government (ILG)

Hanna Stelmakhovych, Facilitator, ILG

Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District

Kimberly McCoy, Community Co-host

Christal welcomed the Committee members and the public and introduced the ILG team: Hanna Stelmakhovych, facilitator; Erica Manuel, executive director and co-facilitator; and Kim Danko, co-facilitator. Hanna provided Zoom and translation instructions, reminded participants about the meeting being recorded and live-streamed via social media, and went over the agenda items. Christal conducted the roll call.

Ryan welcomed participants and thanked Kimberly McCoy for working with the Valley Air District to prepare the agenda.

Kimberly welcomed everyone, expressed gratitude for their attendance and articulated her hope that the meeting agenda reflected comments received by the Committee and covered topics that were important to the Committee.

Enforcement Measures Update

Jake Felton, Director of Compliance, Valley Air District

Justin Shields, California Air Resources Board (CARB)

The Valley Air District and CARB staff led the discussion about the implementation of CERP enforcement measures and the process of filing an environmental complaint. Presentations highlights:

- The Valley Air District performs a full suite of enforcement and compliance assurance/assistance activities.
- In addition to existing inspections, surveillance and complaint responses, the Valley Air District conducted targeted surveillance and inspection within the South Central Fresno community to limit the potential for localized air quality impacts:
 - Wood burning fireplace and wood burning heaters curtailments – at least four hours of surveillance on each declared curtailment day for the next five winter seasons;
 - Illegal open burning of residential waste – at least once per quarter for the next five years;
 - Enhanced inspection frequency of permitted sources – facilities that have received an emission violation over the past three years will be inspected at least twice per calendar year for the next five years;
 - Fugitive dust from construction/earthmoving activities – at least one targeted enforcement effort during the second and the third quarter for the next five years; and
 - Enhanced enforcement of the State's heavy-duty vehicle anti-idling regulation – at least once per quarter for the next five years.

- The Valley Air District developed a pilot training program to train gas station operators on conducting more thorough self-inspections of their vapor recovery systems. While the training program has been developed, the COVID-19 pandemic has delayed providing the training.
- When reporting an air pollution complaint, residents should be as descriptive as possible, including all pertinent details about what, where, when, who, and why.
- To report a complaint, contact:
 - The Valley Air District: Call 1-800-870-1037 or go online: <https://www.valleyair.org/complaints>
 - CARB/CalEPA: Call 1-800-END-SMOG or go online: <https://calepa.ca.gov/enforcement/complaints/>
- Contact the Valley Air District if the complaint requires an immediate response.

Question: How and how often will the Valley Air District share data from the GDF pilot program with the Committee?

Answer: The Valley Air District will keep track of the training locations. The reporting timeframe is TBD.

Question: What is the post-training follow up with the gas stations on their self-inspection efforts?

Answer: The Valley Air District will continue to conduct regular inspections of all gas stations, which includes review of records of equipment inspection.

Question: On the Fireplace and Open Burning Violations map from the slides, what are the household demographics? How do the household demographics determine the marketing of replacing old fireplaces?

Answer: We do not have this information at the moment.

Comment: On the Fireplace and Open Burning Violations map from the slides, please label the icons and include dates.

Question: Are trainings and self-inspections part of 'self-certification at the local level' process?

Answer: The self-inspections are additional steps to the existing regulatory testing already mandated by the State and the Valley Air District.

Question: In the past, Committee members gave several recommendations on where to pinpoint illegal idling enforcement measures. Has the Valley Air District incorporated this information?

Answer: Yes. In the breakout sessions, please let us know where these locations are so that we can verify these sites in the upcoming investigation next quarter and include them in the ongoing investigations in the next five years.

Chat Question: Does CARB regulate forklifts? What if forklifts operate outside of a facility (on the road) and cause a lot of traffic? Who regulates that?

Chat Answer: Forklifts are mobile sources and may be subject to one of several CARB regulations (generally the large spark-ignition regulation).

Chat Answer: Here is the Large Spark Engine link for forklifts: <https://ww2.arb.ca.gov/our-work/programs/large-spark-ignition-lsi-engine-fleet-requirements-regulation/about>. Generally, CARB regulates forklifts through a regulation called the Off-Road Large Spark Ignition Engine Fleet Requirements. If there is an area where you see a lot of forklifts operating, please let us know. If we

do not regulate it, we can figure out who to send it to.

Chat Question: Can CARB fine a private car that is idling?

Chat Answer: Gas vehicles have no idling restrictions.

Breakout Groups

Participants were moved into five breakout groups where they discussed how the Valley Air District can best implement the enforcement measures and explored answers to the following questions:

- Are there particular locations where the Committee has observed illegal idling and residential burning?
- Where should the Valley Air District focus future enforcement efforts?
- Are illegal idling and residential burning more prevalent at particular times of day?

Report out:

- Group 1 discussed the need to have more community education and outreach about legal vs. illegal burning as well as types of equipment that can be reported as idling equipment.
- Group 2 focused on the need to differentiate between pre- and post- COVID-19 enforcement data. The group also discussed the Roeding Park area as a high air pollution area (especially the off-ramp on Highway 99 and Belmont Ave). Other comments included a suggestion to look at the truck counts and enforcing idling rules around Producers Dairy. In the area west of the railroad track and Belmont Ave, heading towards the cemetery, there are a lot of industry-related activities as well as possible pollution sources related to the homeless community, such as fires.
- Group 3 discussed causes of increased big rig idling in Southwest Fresno, including
 - An increased number of trucks waiting to go to the distribution centers;
 - Local truckers coming home from their breaks from the long hauls and
 - Increased idling during hot summer months to maintain cool cabin temperature.

The group also talked about the need for more water tanks at the construction sites as well as the need for more community education about old chimney replacement. During fall months, there is a need to better promote burning day notices and educational information about illegal burning because this is when the community notices the highest instances of illegal burning and agricultural burning.

- Group 4 discussed previous enforcement measures and asked whether there is a subsequent follow up with already filed claims. The group talked about idling locations and the need to educate residents about the process of recognizing and reporting environmental violations to the government.
- Group 5 talked about the need to keep monitoring the Orange Elementary School District, providing more idling education to the community, and paying close attention to Southwest Fresno, particularly around the new college construction site.

Question: Can the community follow up with CARB and the Valley Air District about the status of an environmental complaint?

Answer: CARB follows up with individuals who made complaints before heading to the site. Each complaint has a tracking number for the complainant to follow up.

Chat Comment: This is the link to CARB's Truck Stop website that provides information and resources (including factsheets) on our diesel truck regulations:

<https://ww3.arb.ca.gov/msprog/truckstop/truckstop.htm>

Chat Comment: Trucks and buses with clean idle certified stickers can idle for more than 5 minutes in unrestricted areas, but are still *not* allowed to idle in restricted areas such as schools, hospitals, and senior centers.

Chat Comment: Here is some information on alternative technologies to ensure cab comfort in trucks during the hot weather: <https://ww3.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm>

Chat Comment: Trains do not have a California idling limit.

Chat Comment: Here is the emission reduction concept page for Trains/Railyards:

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

Chat Comment: The drayage/railyard truck rule directed at heavy-duty trucks going in and out of the facility: <https://ww2.arb.ca.gov/our-work/programs/drayage-trucks-seaports-railyards>

Chat Comment: <https://ww2.arb.ca.gov/railyard-compliance>

Incentives Update

Brian Dodds, Program Manager, Valley Air District

Brian shared an update on CERP incentive measures and the Community Air Protection funding guidelines.

- The incentive measures have to meet CARB approved guidelines (new and existing) that fund community air protection projects.
- Most of the CERP measures will require approval from CARB before the Valley Air District can start implementing them. Meanwhile, the Valley Air District continues working on other priorities identified by the Committee, including truck rerouting measure. The school bus replacement and the air filtration measures do not have to go through CARB approval, but there are several implementation challenges that the Valley Air District and the Committee need to work through.
- Brian asked for volunteers for the school bus replacement and air filtration measures subcommittees. Several Committee members raised their hands, including Kimberly McCoy, Ivanka Sanders, Tim Tyner, Kevin Hamilton, Nayamin Martinez, Gregory Barfield, Ed Ward, Eric Payne, Oralia Maceda, Lisa Flores, Lupe Perez, and Larry Taylor.

Comment: Please check with Committee members who were not able to attend/fully participate to see if they would like to be on the subcommittee.

Question: How could the State budget revision impact the implementation of the incentive strategies?

Answer: The Valley Air District has sufficient resources to keep moving forward this fiscal year. The Valley Air District will inform the Committee if there is a budget or resource issue in the future.

Air Monitoring Update

Brad Dawson, Supervising Air Quality Instrument Specialist, Valley Air District

Brad provided an update on the Valley Air District's air monitoring work.

- The Valley Air District deployed two more real-time PM 2.5 air monitors and broke ground at Malaga Elementary School.
- The Valley Air District is still working on the Edison High School and Madison Elementary School sites.
- The Orange Center School Board voted not to place the equipment at their site. The Valley Air District staff hope that the Committee can provide suggestions on how to move forward with the Orange Center School site.
- The Valley Air District website will list newly updated air monitoring sites as well as quarterly air monitoring reports. Community can access additional information as follows:
 - Air monitoring updates and data on the Valley Air District website: <http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>
 - Historical air quality data on CARB website: <https://aqview.arb.ca.gov/data.html>

Chat Comment: CARB is working on updating the web interface, but if you want to locate data from traditional regulatory monitors, it can be found here: <https://www.arb.ca.gov/aqmis2/aqdselect.php>. Feel free to email questions to brian.moore@arb.ca.gov.

Question: What is the status of the toxic air contaminant analysis? Please share the report and flag relevant issues that the community should be aware of.

Answer: The Valley Air District gathers samples of 68 different compounds. The data will be posted on the website. At the moment, there are no red flags.

Question: Please clarify “new air monitoring sites.”

Answer: The Heaton Elementary and Yosemite Middle School sites are live. The Valley Air District electricians broke ground at the Malaga Elementary School but the installation is not yet complete.

Question: Could the Valley Air District get on the agenda for the Orange Center School Board meeting and perhaps invite some of the Committee members to attend and co-present?

Answer: The Valley Air District staff attended the school board meeting in September 2019 and met independently with parents. The initial progress included mapping out the location and discussing electrical needs. The Valley Air District staff continues to work with the school and is mindful of the decision its Board has made.

Question: Can the Community Air Monitoring report account for potentially skewed outcomes by the Governor’s shelter-in-place order? Could you add clarification to the report stating that data was collected during COVID-19 months?

Answer: It is noted. Thank you.

Comment: The process of electrifying the City of Fresno's bus fleet is challenging. Let the Committee members know how you would like us to help the Valley Air District with this process.

Wrap up/Next Steps

Hanna Stelmakhovich, Facilitator, ILG

Hanna asked Committee members to submit July and August agenda topics via the chatbox, by emailing the Valley Air District, or by replying to the June meeting follow up email.

Christal Love Lazard, one of ILG's facilitators, announced that she would be joining CARB's Environmental Justice Unit but that ILG will continue to facilitate these discussions on behalf of the Valley Air District and the community.

Chat Question/Comment from the Valley Air District Staff: Are there any volunteers for the Truck Rerouting Subcommittee? Those who are interested in the Truck Rerouting Subcommittee, type in the chatbox or email AB617@valleyair.org

Chat Answer: Lupe Perez, Eric Payne, Lisa Flores, Ivanka Sanders, and Kimberly McCoy expressed interest in serving on the subcommittee.

Comment: A committee member requested that a future agenda item provide an update on Committee stipends.

Answer: CARB is working on the general stipend guidance for all AB 617 committees and the Air District or CARB will provide an update as soon as one is available.

Hanna asked for volunteers to co-host the next meeting. Ed Ward and Eric Payne volunteered to be future community co-hosts.

Comment: Please ensure that Spanish speaking participants can fully participate without technical glitches.

Answer: The Valley Air District looks forward to resolving technical difficulties, including setting up an additional practice meeting with Spanish speaking Committee members to troubleshoot any issues.

Question: Once we transition back to in-person meetings, will Zoom continue to be an option for those who cannot attend/not comfortable attending?

Answer: Safety is the Valley Air District's priority. The Valley Air District staff will explore all possible participation options for this relatively large group.

Next Meeting: Wednesday, July 8 via Zoom

All the presentations, meeting highlights, transcripts and the Zoom meeting recording will be posted online.

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

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno Reunión #22
8 de junio de 2020, 5:30 pm - 7:30 pm
Reunión Virtual a través de Zoom

Puntos de Acción/recordatorios para el Comité Directivo de la Comunidad de Centro-Sur Fresno (Comité):

- Continuar informando al Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito del Aire del Valle) sobre:
 - Lugares donde el Comité ha observado incendios residenciales y el dejar el motor encendido ilegal;
 - Lugares en los que el Distrito del Aire del Valle debería concentrar los esfuerzos futuros de cumplimiento; y
 - Sitios de construcción/movimiento de tierras o áreas de interés.

- Para presentar una queja relacionada con la contaminación del aire, comuníquese con:
 - El Distrito del Aire del Valle: Llame 1-800-870-1037; o en línea: <https://www.valleyair.org/complaints>

- Las actualizaciones de monitoreo del aire y los datos de calidad del aire (incluyendo los datos históricos) están disponibles en:
 - Sitio web del Distrito del Aire del Valle: <http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>
 - Sitio web de CARB: <https://aqview.arb.ca.gov/data.html>

- Responda al correo electrónico del Distrito del Aire del Valle si está interesado en ser voluntario en el Subcomité de Desviación de Ruta de Camiones y/o en el Subcomité de Autobuses Escolares/Filtración de Aire.

- Ofrecer al Distrito del Aire del Valle cualquier sugerencia sobre formas de avanzar con el sitio de la escuela Orange Center, dada la reciente decisión de la Mesa Directiva de no usar la escuela como un sitio de monitoreo.

Puntos de acción/recordatorios para el Distrito del Aire del Valle:

- Comuníquese con el Comité sobre el plazo de informes para el programa piloto de capacitación.

- Verificar que las ubicaciones de cumplimiento de la regulación Estatal contra dejar el motor encendido de vehículos de servicio pesado incluyen lugares ilegales identificados por el Comité durante el desarrollo del Programa de Reducción de Emisiones Comunitarias (CERP)

- Considere colocar una camioneta de monitoreo de contaminación del aire alrededor del área de Roeding Park.

- Dar seguimiento a los miembros del Comité sobre las oportunidades de ser voluntario en dos subcomités: Subcomité de Desviación de Ruta de Camiones y Autobuses Escolares Eléctricos/Filtración de Aire.

- Comparta el resumen del análisis de contaminantes tóxicos del aire con el Comité y destaque las posibles preocupaciones sobre los datos.
- Identificar oportunidades adicionales para que el personal y los intérpretes del Distrito del Aire del Valle practique Zoom y/o Language Line con los miembros del Comité de habla hispana para resolver dificultades técnicas y solucionar problemas antes de la próxima reunión del Comité.
- Para presentaciones futuras que incluyan datos de monitoreo, diferencia entre los datos recopilados antes, durante y después de COVID-19.

Bienvenida e Introducciones

Christal Love Lazard, Facilitadora, Institute for Local Government (ILG)

Hanna Stelmakhovych, Facilitadora, ILG

Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle

Kimberly McCoy, Coanfitrión de la Comunidad

Christal dio la bienvenida a los miembros del Comité y al público y presentó al equipo de ILG: Hanna Stelmakhovych, facilitadora; Erica Manuel, directora ejecutiva y co-facilitadora; y Kim Danko, co-facilitador. Hanna proporcionó las instrucciones de traducción y Zoom, recordó a los participantes sobre la grabación y transmisión en vivo de la reunión a través de las redes sociales, y repasó los puntos de la agenda. Christal pasó lista.

Ryan dio la bienvenida a los participantes y agradeció a Kimberly McCoy por trabajar con el Distrito del Aire del Valle para preparar la agenda.

Kimberly dio la bienvenida a todos, expresó su gratitud por su asistencia y expresó su esperanza de que la agenda de la reunión reflejara los comentarios recibidos por el Comité y cubriera temas que eran importantes para el Comité.

Actualización de las Medidas de Cumplimiento

Jake Felton, Director de Cumplimiento, Distrito del Aire del Valle

Justin Shields, Junta de Recursos del Aire de California (CARB, por sus siglas en inglés)

El personal del Distrito del Aire del Valle y CARB dirigió la discusión sobre la implementación de las medidas de cumplimiento del CERP y el proceso de presentación de una queja ambiental. Puntos importantes de las presentaciones:

- El Distrito del Aire del Valle lleva a cabo un conjunto completo de actividades de asistencia y garantía de cumplimiento.
- Además de las inspecciones existentes, la vigilancia y las respuestas a las quejas, el Distrito del Aire del Valle llevó a cabo una vigilancia e inspecciones específicas dentro de la comunidad de Centro-Sur Fresno para limitar el potencial de impactos localizados en la calidad del aire:
 - En días con restricciones del uso de chimeneas de leña y de los calentadores de leña – al menos cuatro horas de vigilancia en cada día declarado de restricción durante las próximas cinco temporadas de invierno;
 - Quema ilegal al aire libre de desechos residenciales – al menos una vez por trimestre durante los próximos cinco años;

- Mayor frecuencia de inspección de las fuentes permitidas – las instalaciones que hayan recibido una infracción de emisiones durante los últimos tres años serán inspeccionadas al menos dos veces por año calendario durante los próximos cinco años;
 - Polvo fugitivo de las actividades de construcción/movimiento de tierras – al menos un esfuerzo de cumplimiento específico durante el segundo y tercer trimestre durante los próximos cinco años; y
 - Mejora del cumplimiento de la regulación estatal contra dejar el motor encendido de vehículos de servicio pesado – al menos una vez por trimestre durante los próximos cinco años.
- El Distrito del Aire del Valle desarrolló un programa piloto de capacitación para capacitar a los operadores de estaciones de servicio en la realización de autoinspecciones más exhaustivas de sus sistemas de recuperación de vapor. Aunque ya está desarrollado el programa de capacitación, la pandemia de COVID-19 ha retrasado la capacitación.
 - Al reportar una queja por contaminación del aire, los residentes deben ser lo más descriptivos posible, incluyendo todos los detalles pertinentes sobre qué, dónde, cuándo, quién y por qué.
 - Para reportar una queja, comuníquese al:
 - Distrito del Aire del Valle: Llame al 1-800-870-1037 o en línea: <https://www.valleyair.org/complaints>
 - CARB/CalEPA: Llame al 1-800-END-SMOG o en línea: <https://calepa.ca.gov/enforcement/complaints/>
 - Comuníquese con el Distrito del Aire del Valle si la queja requiere una respuesta inmediata.

Pregunta: ¿Cómo y con qué frecuencia el Distrito del Aire del Valle compartirá datos del programa piloto de GDF con el Comité?

Respuesta: El Distrito del Aire del Valle hará un seguimiento de los lugares de entrenamiento. El plazo de presentación de informes es por determinar.

Pregunta: ¿Cuál es el seguimiento posterior a la capacitación con las estaciones de servicio en sus esfuerzos de autoinspección?

Respuesta: El Distrito del Aire del Valle continuará realizando inspecciones regulares de todas las estaciones de servicio, lo que incluye la revisión de los registros de inspección de equipos.

Pregunta: En el mapa de Violaciones de Chimeneas y Quema al Aire Libre de la presentación, ¿cuáles son los datos demográficos de los hogares? ¿Cómo determinan los datos demográficos del hogar el marketing del remplazo de chimeneas antiguas?

Respuesta: No tenemos esta información por el momento.

Comentario: En el mapa de Violaciones de Chimeneas y Quema al Aire Libre de la presentación, etiquete los íconos e incluya las fechas.

Pregunta: ¿Son las capacitaciones y las autoinspecciones parte del proceso de ‘autocertificación a nivel local’?

Respuesta: Las autoinspecciones son pasos adicionales a las pruebas reglamentarias existentes ya exigidas por el Estado y el Distrito del Aire del Valle.

Pregunta: En el pasado, los miembros del Comité dieron varias recomendaciones sobre dónde identificar las medidas de ejecución ilegales en dejar el motor encendido. ¿El Distrito del Aire del Valle ha incorporado esta información?

Respuesta: Sí. En las sesiones grupales, háganos saber dónde están estas ubicaciones para que podamos verificar estos sitios en la próxima investigación del próximo trimestre e incluirlos en las investigaciones en curso en los próximos cinco años.

Pregunta por Chat: ¿CARB regula los montacargas? ¿Qué pasa si los montacargas operan fuera de una instalación (en la carretera) y causan mucho tráfico? ¿Quién regula eso?

Respuesta por Chat: Los montacargas son fuentes móviles y pueden estar sujetos a una de varias regulaciones de CARB (generalmente la regulación de encendido por chispa grande).

Respuesta por Chat: Aquí está el enlace Large Spark Engine para montacargas:

<https://ww2.arb.ca.gov/our-work/programs/large-spark-ignition-lsi-engine-fleet-requirements-regulation/about>. Generalmente, CARB regula los montacargas a través de un reglamento llamado Requisitos para Flotas de Ignición de Chispa Grande de Todo Terreno. Si hay un área donde ve muchos montacargas en funcionamiento, háganoslo saber. Si no lo regulamos, podemos averiguar a quién enviarlo.

Pregunta por Chat: ¿Puede CARB multar a un automóvil privado que deja el motor encendido?

Respuesta por Chat: Los vehículos de gasolina no tienen restricciones de dejar el motor encendido.

Discusiones en Grupos

Los participantes se dividieron en cinco grupos de trabajo en los que analizaron cómo el Distrito del Aire del Valle puede implementar mejor las medidas de cumplimiento y exploraron las respuestas a las siguientes preguntas:

- ¿Hay lugares en particular donde el Comité ha observado quemas residenciales o áreas donde dejan el motor encendido ilegales?
- ¿Dónde debería enfocar el Distrito del Aire del Valle los esfuerzos futuros de cumplimiento?
- ¿Son más frecuentes las quemas residenciales y el dejar el motor encendido ilegal en determinados momentos del día?

Informe:

- El Grupo 1 discutió la necesidad de tener más educación y alcance comunitaria sobre la quema legal vs. ilegal, así como sobre los tipos de equipos que pueden reportarse como equipos inactivos (dejar el motor encendido).
- El Grupo 2 se centró en la necesidad de diferenciar entre los datos anteriores y posteriores a COVID-19 sobre el cumplimiento. El grupo también discutió el área de Roeding Park como un área de alta contaminación del aire (especialmente la rampa de salida en la autopista 99 y Belmont Ave). Otros comentarios incluyeron una sugerencia para observar el conteo de camiones y hacer cumplir las reglas de inactividad (dejar los motores encendidos) en Producers Dairy. En el área al oeste de la vía del tren y Belmont Ave, en dirección al cementerio, hay muchas actividades relacionadas con la industria, así como posibles fuentes de contaminación relacionadas con la comunidad de personas sin hogar, como incendios.

- El Grupo 3 discutió las causas del aumento de dejar el motor encendido de camiones de servicio pesado en el suroeste de Fresno, incluyendo
 - Un mayor número de camiones esperando para ir a los centros de distribución;
 - Camioneros locales que regresan a casa después de sus descansos de los trayectos largos y
 - Un aumento en dejar el motor encendido durante los calurosos meses de verano para mantener la temperatura fresca de la cabina.

El grupo también habló sobre la necesidad de más tanques de agua en los sitios de construcción, así como la necesidad de más educación comunitaria sobre el reemplazo de chimeneas antiguas. Durante los meses de otoño, existe la necesidad de promover mejor los avisos de los días de quema e información educativa sobre las quemas ilegales porque es cuando la comunidad nota los casos más altos de quema ilegal y agrícola.

- El Grupo 4 discutió las medidas de cumplimiento anteriores y preguntó si hay un seguimiento posterior con las reclamaciones ya presentadas. El grupo habló sobre los lugares inactivos y la necesidad de educar a los residentes sobre el proceso de reconocimiento y denuncia de violaciones ambientales al gobierno.
- El Grupo 5 habló sobre la necesidad de seguir monitoreando el Distrito Escolar de Orange Elementary, brindando más educación sobre dejar el motor encendido a la comunidad y prestando mucha atención al suroeste de Fresno, particularmente alrededor del sitio de construcción de la nueva universidad.

Pregunta: ¿Puede la comunidad hacer un seguimiento con CARB y el Distrito del Aire del Valle sobre el estado de una queja ambiental?

Respuesta: CARB realiza un seguimiento a las personas que presentaron quejas antes de dirigirse al sitio. Cada queja tiene un número de seguimiento para que el denunciante dé seguimiento.

Comentario por Chat: Este es el enlace al sitio web del Truck Stop de CARB que proporciona información y recursos (incluyendo hojas de datos) sobre nuestras regulaciones de camiones diésel: <https://ww3.arb.ca.gov/msprog/truckstop/truckstop.htm>

Comentario por Chat: Los camiones y autobuses con calcomanías certificadas de inactividad limpias pueden dejar el motor encendido durante más de 5 minutos en áreas no restringidas, pero aún *no* se les permite estar con el motor encendido en áreas restringidas como escuelas, hospitales y centros para personas mayores.

Comentario por Chat: Aquí hay información sobre tecnologías alternativas para garantizar la comodidad de la cabina de los camiones durante el clima cálido:

<https://ww3.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm>

Comentario por Chat: Los trenes no tienen límite de inactividad en California.

Comentario por Chat: Aquí está la página del concepto de reducción de emisiones para trenes/ferrocarriles: <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/concepts-reduce-emissions-locomotives-and>

Comentario por Chat: La regla de los camiones de carretaje/ferrocarril dirigida a los camiones de servicio pesado que entran y salen de las instalaciones: <https://ww2.arb.ca.gov/our-work/programs/drayage-trucks-seaports-railyards>

Comentario por Chat: <https://ww2.arb.ca.gov/railyard-compliance>

Actualización de Incentivos

Brian Dodds, Gerente del Programa, Distrito del Aire del Valle

Brian compartió una actualización sobre las medidas de incentivo del CERP y las pautas de financiación de Protección del Aire Comunitario.

- Las medidas de incentivo deben cumplir con las pautas aprobadas por CARB (nuevas y existentes) que financian proyectos comunitarios de protección del aire.
- La mayoría de las medidas del CERP requerirán la aprobación de CARB antes de que el Distrito del Aire del Valle pueda comenzar a implementarlas. Mientras tanto, el Distrito del Aire del Valle continúa trabajando en otras prioridades identificadas por el Comité, incluyendo la medida de desviación de camiones. El reemplazo de autobuses escolares y las medidas de filtración de aire no tienen que pasar por la aprobación de CARB, pero hay varios desafíos de implementación que el Distrito del Aire del Valle y el Comité deben superar.
- Brian pidió por voluntarios para los subcomités de las medidas de filtración de aire y reemplazo de autobuses escolares. Varios miembros del Comité levantaron la mano, incluyendo Kimberly McCoy, Ivanka Sanders, Tim Tyner, Kevin Hamilton, Nayamin Martinez, Gregory Barfield, Ed Ward, Eric Payne, Oralia Maceda, Lisa Flores, Lupe Perez y Larry Taylor.

Comentario: Consulte con los miembros del Comité que no pudieron asistir/participar plenamente para ver si les gustaría estar en el subcomité.

Pregunta: ¿Cómo podría afectar la revisión del presupuesto Estatal a la implementación de las estrategias de incentivos?

Respuesta: El Distrito del Aire del Valle tiene suficientes recursos para seguir avanzando este año fiscal. El Distrito del Aire del Valle informará al Comité si hay un problema de presupuesto o recursos en el futuro.

Actualización de Monitoreo del Aire

Brad Dawson, Especialista Supervisor en Instrumentos de Calidad del Aire, Distrito del Aire del Valle

Brad proporcionó una actualización sobre el trabajo de monitoreo del aire del Distrito del Aire del Valle.

- El Distrito del Aire del Valle desplegó dos monitores de aire de PM 2.5 más en tiempo real y comenzó la construcción de la Escuela Primaria de Málaga.
- El Distrito del Aire del Valle todavía está trabajando en los sitios de la Escuela Preparatoria Edison y la Escuela Primaria Madison.
- La Junta Escolar del Orange Center votó por no colocar el equipo en su sitio. El personal del Distrito del Aire del Valle espera que el Comité pueda brindar sugerencias sobre cómo avanzar con el sitio de la Escuela Orange Center.
- El sitio web del Distrito del Aire del Valle enumerará los sitios de monitoreo del aire recientemente actualizados, así como los informes de monitoreo del aire trimestrales. La comunidad puede acceder a información adicional de la siguiente manera:
 - Actualizaciones y datos de monitoreo del aire en el sitio web del Distrito de Aire del Valle: <http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>
 - Datos históricos de calidad del aire en el sitio web de CARB:

<https://aqview.arb.ca.gov/data.html>

Comentario por Chat: CARB está trabajando para actualizar la interfaz web, pero si desea ubicar datos de monitores regulatorios tradicionales, puede encontrarlos aquí: <https://www.arb.ca.gov/aqmis2/aqdselect.php>. No dude en enviar preguntas por correo electrónico a brian.moore@arb.ca.gov.

Pregunta: ¿Cuál es el estado del análisis de contaminantes del aire tóxicos? Comparta el informe y marque los problemas relevantes que la comunidad debería conocer.

Respuesta: El Distrito del Aire del Valle reúne muestras de 68 compuestos diferentes. Los datos se publicarán en el sitio web. Por el momento, no hay banderas rojas.

Pregunta: Aclare "nuevos sitios de monitoreo del aire".

Respuesta: Los sitios de la Escuela Primaria Heaton y la Escuela Intermedia Yosemite están activos. Los electricistas del Distrito del Aire del Valle iniciaron la construcción en la Escuela Primaria de Málaga, pero la instalación aún no está completa.

Pregunta: ¿Podría el Distrito del Aire del Valle estar en la agenda de la reunión de la Junta Escolar del Centro de Orange y quizás invitar a algunos de los miembros del Comité a asistir y co-presentar?

Respuesta: El personal del Distrito del Aire del Valle asistió a la reunión de la junta escolar en septiembre de 2019 y se reunió de forma independiente con los padres. El progreso inicial incluyó mapear la ubicación y discutir las necesidades eléctricas. El personal del Distrito del Aire del Valle continúa trabajando con la escuela y está consciente de la decisión que ha tomado la Junta.

Pregunta: ¿Puede el informe de Monitoreo del Aire de la Comunidad dar cuenta de los resultados potencialmente sesgados por la orden quedarse en casa del gobernador? ¿Podría agregar una aclaración al informe que indique que los datos se recopilaban durante los meses de COVID-19?

Respuesta: Se anota. Gracias.

Comentario: El proceso de electrificar la flota de autobuses de la Ciudad de Fresno es un desafío. Hágalos saber a los miembros del Comité cómo le gustaría que ayudemos al Distrito del Aire del Valle con este proceso.

Concluir/Próximos Pasos

Hanna Stelmakhovich, Facilitadora, ILG

Hanna pidió a los miembros del Comité que envíen los temas de la agenda de julio y agosto a través de la caja de chat, enviando un correo electrónico al Distrito del Aire del Valle o respondiendo al correo electrónico de seguimiento de la reunión de junio.

Christal Love Lazard, una de las facilitadoras de ILG, anunció que se uniría a la Unidad de Justicia Ambiental de CARB, pero que ILG continuará facilitando estas discusiones en nombre del Distrito del Aire del Valle y la comunidad.

Pregunta/Comentario por Chat del personal del Distrito del Aire del Valle: ¿Hay voluntarios para el Subcomité de Desviación de Camiones? Aquellos que estén interesados en el Subcomité de Desviación de Camiones, escriba en la caja de chat o envíe un correo electrónico a AB617@valleyair.org

Respuesta por Chat: Lupe Perez, Eric Payne, Lisa Flores, Ivanka Sanders, y Kimberly McCoy expresaron interés en formar parte del subcomité.

Comentario: Un miembro del comité solicitó que un tema futuro de la agenda proporcione una actualización sobre los estipendios del Comité.

Respuesta: CARB está trabajando en la guía de estipendios generales para todos los comités bajo AB 617 y el Distrito del Aire o CARB proporcionará una actualización tan pronto como esté disponible.

Hanna pidió voluntarios para ser coanfitriones de la próxima reunión. Ed Ward y Eric Payne se ofrecieron como voluntarios para ser futuros coanfitriones de la comunidad.

Pregunta: Asegúrese de que los participantes de habla hispana puedan participar plenamente sin problemas técnicos.

Respuesta: El Distrito del Aire del Valle espera resolver las dificultades técnicas, incluyendo la organización de una reunión de práctica adicional con los miembros del Comité de habla hispana para solucionar cualquier problema.

Pregunta: Una vez que regresemos a las reuniones en persona, ¿Zoom seguirá siendo una opción para aquellos que no pueden asistir o no se sienten cómodos asistiendo?

Respuesta: La seguridad es la prioridad del Distrito del Aire del Valle. El personal del Distrito del Aire del Valle explorará todas las opciones de participación posibles para este grupo relativamente grande.

Próxima Reunión: miércoles, 8 de julio a través de Zoom

Todas las presentaciones, puntos importantes de la reunión, transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



South Central Fresno

Agenda for Community Steering Committee Meeting #22

Monday, June 8, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/94219167693>

Meeting ID: **942 1916 7693**

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Christal Love Lazard, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Kimberly McCoy, Community Co-host
- 5:45 p.m. Enforcement Measures Update**
Discussion of District and CARB enforcement measure implementation, including requesting feedback on upcoming enforcement activities and discussion on how to file a complaint
Jake Felton, Director of Compliance, Valley Air District
Justin Shields, California Air Resources Board (CARB)
- Breakout Groups**
- 6:45 p.m. Incentives Update**
Update on CERP incentives measures, Community Air Protection funding guidelines, solicit feedback on measures for schools (school bus replacement and air filtration)
Valley Air District Staff
- 7:05 p.m. Air Monitoring Update**
Update on District recent data analysis and placing air monitoring equipment at schools (seeking possible alternative locations in the nearby areas)
Brad Dawson, Supervising Air Quality Instrument Specialist, Valley Air District
- 7:20 p.m. Wrap Up/Next Steps**
Any more volunteers for Truck Rerouting Subcommittee?
July and August agenda topics discussion
Next Meeting: Wednesday, July 8 via Zoom
Christal Love Lazard, Facilitator, Institute for Local Government

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #22

Lunes, 8 de junio de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/94219167693>

Meeting ID: **942 1916 7693**

Teleconferencia sin Zoom, solamente por teléfono: 888-240-3210, Código de acceso 322140

- 5:30 p.m. Bienvenida, Introducciones**
Christal Love Lazard, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Kimberly McCoy, Coanfitrión de la Comunidad
- 5:45 p.m. Actualización de las Medidas de Cumplimiento**
Discusión de la implementación de la medida de cumplimiento del Distrito y CARB, incluyendo la solicitud de comentarios sobre las próximas actividades de cumplimiento y discusión sobre cómo presentar una queja
Jake Felton, Director de Cumplimiento, Distrito del Aire del Valle
Justin Shields, Junta de Recursos del Aire de California
- Discusiones en Grupos**
- 6:45 p.m. Actualización de Incentivos**
Actualización sobre las medidas de incentivos del CERP, las pautas de financiación de Protección del Aire Comunitarios, solicitar comentarios sobre las medidas para las escuelas (reemplazo de autobuses escolares y filtración de aire)
Personal del Distrito del Aire del Valle
- 7:05 p.m. Actualización de Monitoreo de Aire**
Actualización sobre análisis de datos recientes del Distrito y la ubicación del equipo de monitoreo del aire en las escuelas (buscando posibles ubicaciones alternativas en las áreas cercanas)
Brad Dawson, Especialista de Instrumentos de la Calidad del Aire, Distrito del Aire
- 7:20 p.m. Concluir/Próximos Pasos**
¿Hay más voluntarios para el Subcomité de cambio de ruta de camiones?
Discusión de los temas de la agenda de julio y agosto
Próxima Reunión: miércoles, 8 de julio por Zoom
Christal Love Lazard, Facilitadora, Institute for Local Government

Aprende más: community.valleyair.org

Implementation of CERP Enforcement Measures in South Central Fresno Community

AB 617 Community Steering Committee Meeting
June 8, 2020

Enforcement Program

- The District performs a full suite of enforcement and compliance assurance/assistance activities:
 - Inspections (routine and start-up) of both permitted and unpermitted sources
 - Equipment breakdown investigations
 - Source test observations
 - District-conducted monitoring and source testing
 - Complaint investigations

Enforcement Program (cont'd)

- Inspections and investigations are conducted to determine compliance with a multitude of health-protective local, state (ARB), and federal (EPA) air quality regulations targeting both criteria and toxic pollutants. These include:
 - District rules and additional permit requirements, including New Source Review and Prevention of Significant Deterioration requirements
 - ARB's Airborne Toxic Control Measures
 - ARB's greenhouse gas regulations affecting landfills; oil and gas production, processing, transmission, and storage facilities; and refrigeration systems
 - Federal New Source Performance Standards, National Emission Standards for Hazardous Air Pollutants, and Maximum Available Control Technology standards

Elements of Enforcement Program

- Inspections and investigations of permitted sources
 - Advanced detection and monitoring equipment, CEMS
- Investigations of public complaints
- Enforcement of residential wood burning curtailments
- Enforcement of open burning prohibitions
- Conservation Management Practices program
- Fugitive dust program
- Portable equipment registration/inspection program
- Enforcement of federal asbestos standard
- Gasoline dispensing facility program
- Enforcement of consumer product and point-of-sale regulations
- Commercial diesel idling enforcement
- Indirect Source Review enforcement

Enhanced Enforcement of District Rule 4901 (Wood Burning Fireplace and Wood Burning Heaters) Curtailments

- To limit the potential for localized PM2.5 impacts associated with the failure to comply with mandatory episodic wood burning curtailments, District staff will conduct at least four (4) hours of surveillance within the South Central Fresno community on each declared curtailment day for the next five (5) winter seasons to enhance the enforcement of District Rule 4901. The District will work with the Community Steering Committee to focus surveillance efforts in areas where wood burning is more prevalent.

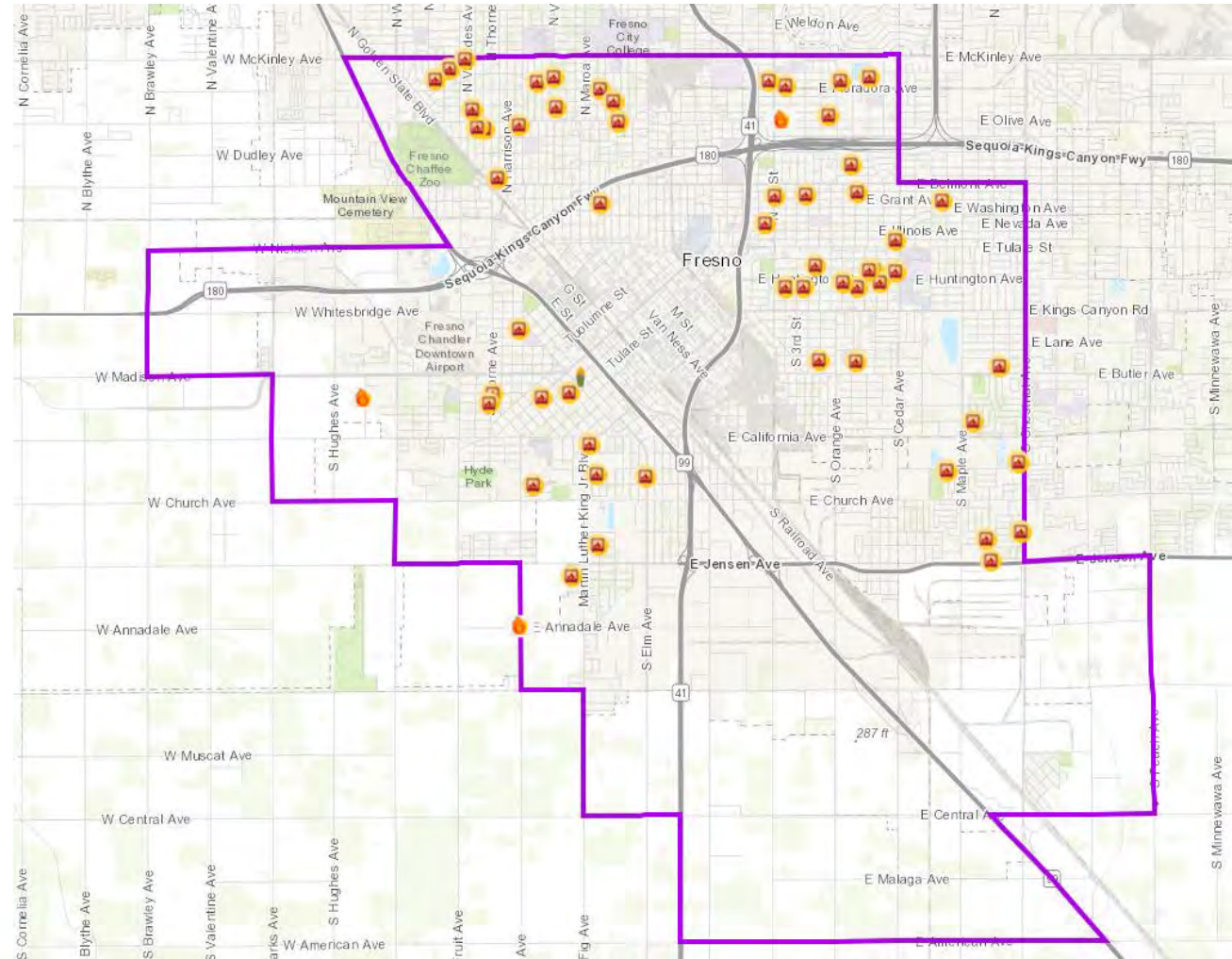
Enhanced Enforcement of District Rule 4103 (Open Burning)

- To limit the potential for localized PM2.5 and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the South Central Fresno community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in South Central Fresno community at least once per quarter for the next 5 years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

Enhanced Enforcement of District Rule 4103 (Open Burning) (cont'd)

- Feedback?
 - Are there particular locations where CSC has observed residential burning?
 - Where should District focus future enforcement efforts?
 - Is open burning more prevalent at particular times of day?

Fireplace and Open Burning Violations



Enhanced Inspection Frequency of Permitted Sources

- 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 will increase 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.

Enhanced Enforcement of Fugitive Dust Requirements

- 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, the District will conduct targeted surveillance efforts within the South Central Fresno community. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the South Central Fresno community during both the 2nd and 3rd quarter for the next five (5) years.

Enhanced Enforcement of Fugitive Dust Requirements (cont'd)

- Inspections of sites subject to Dust Control Plan and Construction Notification requirements in District's fugitive dust regulation
- Investigations of construction sites without a plan/notification on file
- Feedback
 - Any construction/earthmoving sites or areas of concern to CSC?

File Number	Project Name	Project Address	Cross Streets	Start	End	Area (ac.)
2018-2214C	Central Basin Recharge: Lincoln & Orange	Orange Ave & Lincoln Ave	Orange Ave & Lincoln Ave	10/01/2018	12/31/2021	14.00
2018-2215C	Central Basin Recharge: East & Malaga	East Ave & Malaga Ave	East Ave & Malaga Ave	10/01/2018	12/31/2021	40.00
2019-2260C	Northpointe Business Park Bldg 25	S Northpointe Drive	West side of S Northpointe Dr. South of E North Avenue	02/18/2019	06/01/2020	10.00
2019-2395C	Washington Colony Classroom Addition	130 E Lincoln Ave	Lincoln & Elm	09/30/2019	06/26/2020	4.90
2019-2402C	McFarland Cascade Project Site	4248 N Weber Ave	Brawley Ave & Weber Ave	10/14/2019	10/16/2020	13.50
2019-2417C	Northpointe Business Park Bldg 31	3611 S Northpointe Dr	Northpointe Dr & North Ave	12/01/2019	11/30/2020	24.00
2019-2436C	Blackstone & McKinley Apartments	1501 N Blackstone Ave	McKinley & Home Ave	12/19/2019	03/31/2021	3.00
2020-2491C	Marks & Nielsen Traffic Signal	Marks Ave & Nielsen Ave	Marks Ave & Nielsen Ave	04/15/2020	07/07/2020	3.00

Pilot Training Program for Conducting Self-Inspections at Gas Stations

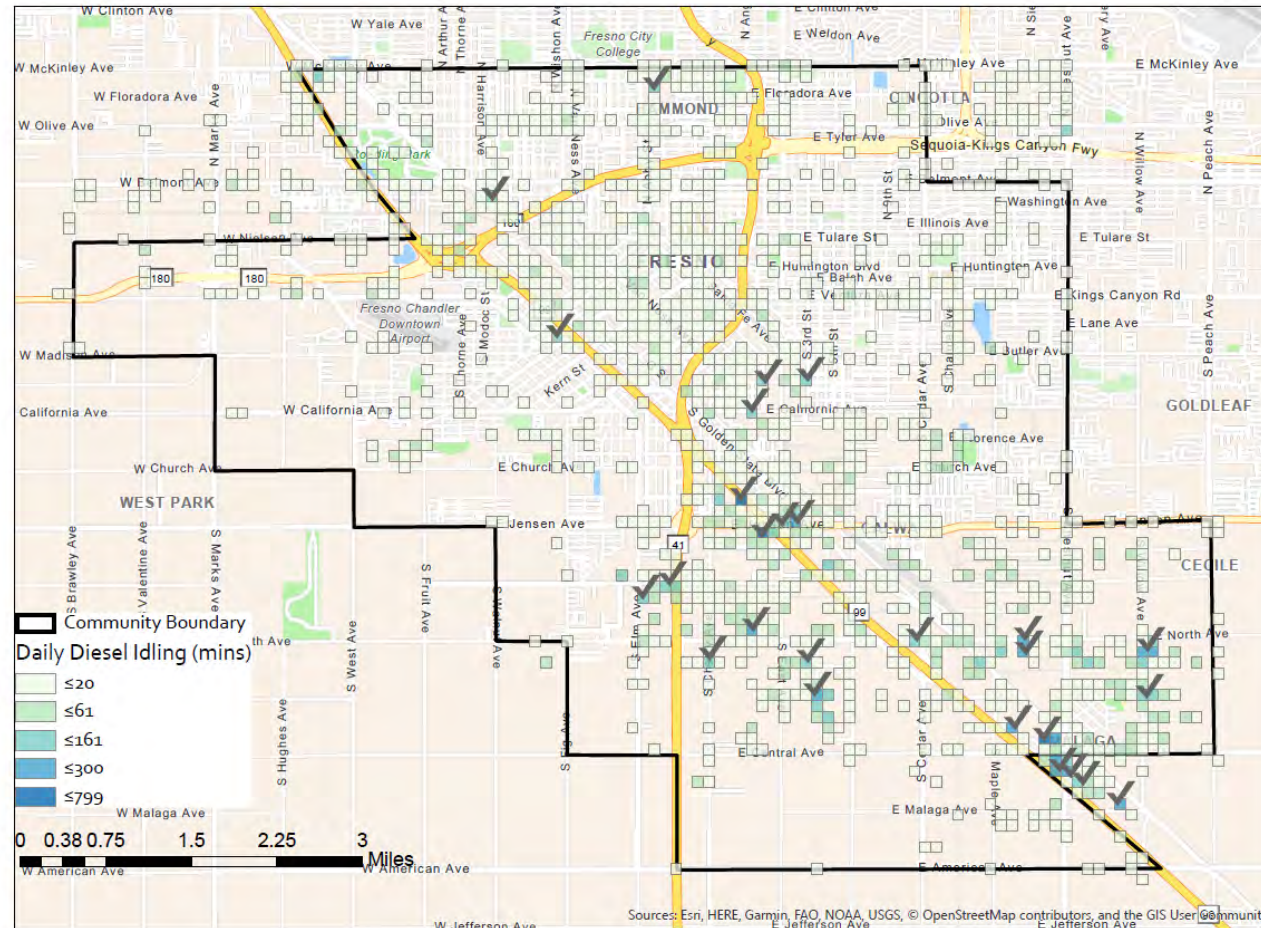
- To limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing stations, the District will develop a pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems at their stations to aid in the identification and timely repair of vapor recovery system defects. The District will provide this hands-on training to each gas station operator in the community.

Enhanced Enforcement of the State's Heavy-Duty Vehicle Anti-Idling Regulation

- To limit the potential for localized PM2.5 and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in South Central Fresno community at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling “hot spots,” especially those near schools, to aid in focusing the enforcement efforts.

Enhanced Enforcement of the State's Heavy-Duty Vehicle Anti-Idling Regulation (cont'd)

South Central Fresno Idling Times



Enhanced Enforcement of the State's Heavy-Duty Vehicle Anti-Idling Regulation (cont'd)

- Feedback?
 - Are there particular locations where CSC has observed illegal idling?
 - Where should District focus future enforcement efforts?
 - Is idling more prevalent at particular times of day?

Implementación de Medidas de Cumplimiento del CERP en la Comunidad de Centro-Sur Fresno

Reunión del Comité Directivo de la Comunidad AB 617
8 de junio de 2020

Programa de Cumplimiento

- El Distrito realiza un conjunto completo de actividades de aseguramiento/asistencia de cumplimiento:
 - Inspecciones (rutina y inicio) de fuentes permitidas y no permitidas
 - Investigaciones de equipos descompuestos
 - Observaciones de prueba de fuente
 - Monitoreo conducido por el Distrito y pruebas de fuente
 - Investigaciones de quejas

Programa de Cumplimiento *(cont)*

- Se llevan a cabo inspecciones e investigaciones para determinar el cumplimiento de una multitud de regulaciones protectoras de la salud de calidad del aire locales, estatales (ARB) y federales (EPA) que se enfocan tanto en los criterios como en los contaminantes tóxicos. Éstas incluyen:
 - Reglas y requisitos de permisos adicionales del Distrito, incluyendo los requisitos de Revisión de Nueva Fuente y Prevención de Deterioro Significativo
 - Medidas de Control de Tóxicos en el Aire de ARB
 - Las regulaciones de gases de efecto invernadero de ARB que afectan los vertederos; instalaciones de producción de petróleo y gas, procesamiento, transmisión y almacenamiento; y sistemas de refrigeración
 - Estándares Federales de Desempeño de Nuevas Fuentes, Estándares Nacionales de Emisión para Contaminantes Peligrosos del Aire y Estándares Máximos de Tecnología de Control Disponible

Elementos del Programa de Cumplimiento

- Inspecciones e investigaciones de fuentes permitidas
 - Equipos avanzados de detección y monitoreo, CEMS
- Investigaciones de quejas públicas
- Cumplimiento de restricciones de quema de leña residencial
- Cumplimiento de prohibiciones de quema al aire libre
- Programa de Prácticas de Manejo de Conservación
- Programa de polvo fugitivo
- Programa de registro/inspección de equipos portátiles
- Cumplimiento del estándar federal de asbestos
- Programa de dispensación de gasolina
- Cumplimiento de regulaciones sobre productos de consumo y puntos de venta.
- Cumplimiento de motores diesel comerciales estacionados con el motor encendido
- Cumplimiento de revisión de fuentes indirectas

Mejora de Cumplimiento de Restricciones la Regla 4901 del Distrito (chimeneas de leña y calentadores de leña)

- Para limitar el potencial de impactos localizados de PM2.5 asociados con el incumplimiento de las restricciones obligatorias episódicas para la quema de leña, el personal del Distrito llevará a cabo al menos cuatro (4) horas de vigilancia dentro de la comunidad de Centro-Sur Fresno en cada día de restricción declarado para las próximas cinco (5) temporadas de invierno para mejorar el cumplimiento de la Regla 4901 del Distrito. El Distrito trabajará con el Comité Directivo de la Comunidad para enfocar los esfuerzos de vigilancia en áreas donde la quema de leña es más frecuente.

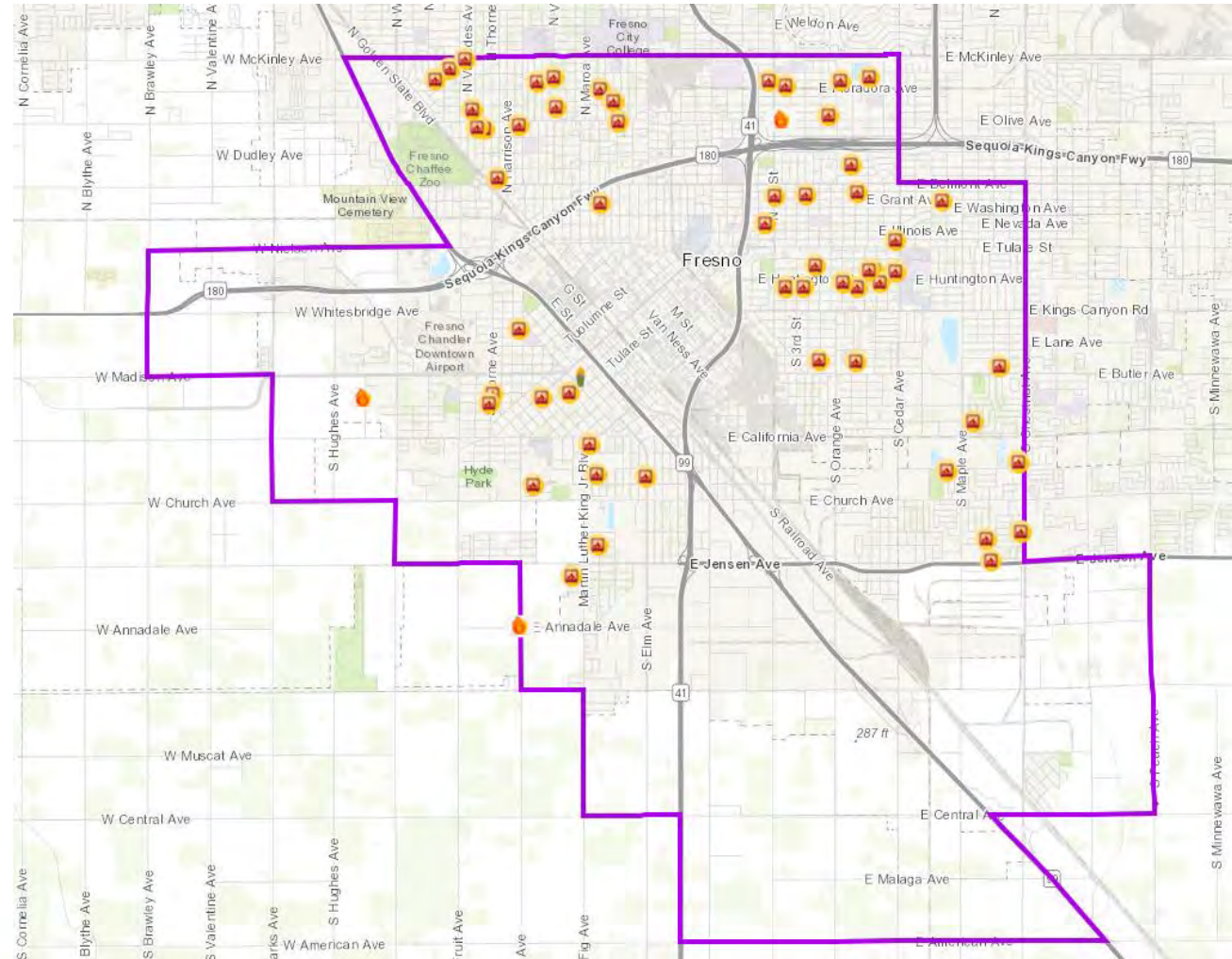
Mejora de Cumplimiento de la Regla 4103 del Distrito (quemada al aire libre)

- Para limitar el potencial de PM2.5 localizado y los impactos tóxicos asociados con la quemada ilegal al aire libre de residuos residenciales, el Distrito realizará esfuerzos de vigilancia específicos dentro de la comunidad de Centro-Sur Fresno. Sobre la base de los esfuerzos existentes de vigilancia y respuesta de quejas del Distrito, el Distrito llevará a cabo esfuerzos de vigilancia específicos adicionales en la comunidad de Centro-Sur Fresno al menos una vez por trimestre durante los próximos 5 años. El Distrito trabajará con el Comité Directivo de la Comunidad para enfocar los esfuerzos de vigilancia en áreas donde históricamente se han hecho quemadas residenciales ilegales al aire libre.

Mejora de Cumplimiento de la Regla 4103 del Distrito (quemada al aire libre) *(cont)*

- ¿Comentarios?
 - ¿Hay lugares particulares donde el Comité Directivo ha observado quemadas residenciales?
 - ¿Dónde debe enfocarse el Distrito para los esfuerzos futuros de cumplimiento?
 - ¿La quemada al aire libre es más frecuente en horas particulares del día?

Violaciones de Chimenea y Quema al Aire Libre



Frecuencia de Inspección Mejorada de Fuentes Permitidas

- Para limitar el potencial de impactos localizados en la calidad del aire asociados con el incumplimiento de los estándares de emisiones establecidos por el permiso, la regla o la regulación del Distrito, el Distrito aumentará la frecuencia de la inspección en cada instalación que haya tenido una violación de emisiones en los últimos tres (3) años. Estas instalaciones serán inspeccionadas al menos dos veces por año calendario durante los próximos cinco (5) años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero.

Mejora de Cumplimiento de los Requisitos de Polvo Fugitivo

- Para limitar el potencial de impactos localizados en la calidad del aire asociados con el polvo fugitivo de las actividades de construcción/movimiento de tierras y áreas abiertas sujetas a la Regulación VIII del Distrito, el Distrito realizará esfuerzos de vigilancia específicos dentro de la comunidad de Centro-Sur Fresno. Sobre la base de los esfuerzos existentes de vigilancia y respuesta de quejas del Distrito, el Distrito llevará a cabo al menos un esfuerzo de cumplimiento específico dentro de la comunidad de Centro-Sur Fresno durante el segundo y tercer trimestre durante los próximos cinco (5) años.

Mejora de Cumplimiento de los Requisitos de Polvo Fugitivo (cont)

- Inspecciones de sitios sujetos al Plan de Control de Polvo y requisitos de Notificación de Construcción en la regulación de polvo fugitivo del Distrito
- Investigaciones de sitios de construcción sin un plan/notificación en el archivo
- Comentarios
 - ¿Algún sitio de construcción/movimiento de tierras o áreas de interés para el Comité Directivo?

File Number	Project Name	Project Address	Cross Streets	Start	End	Area (ac.)
2018-2214C	Central Basin Recharge: Lincoln & Orange	Orange Ave & Lincoln Ave	Orange Ave & Lincoln Ave	10/01/2018	12/31/2021	14.00
2018-2215C	Central Basin Recharge: East & Malaga	East Ave & Malaga Ave	East Ave & Malaga Ave	10/01/2018	12/31/2021	40.00
2019-2260C	Northpointe Business Park Bldg 25	S Northpointe Drive	West side of S Northpointe Dr. South of E North Avenue	02/18/2019	06/01/2020	10.00
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2020-2491C	Marks & Nielsen Traffic Signal	Marks Ave & Nielsen Ave	Marks Ave & Nielsen Ave	04/15/2020	07/07/2020	3.00

Programa Piloto de Capacitación para Realizar Autoinspecciones en Gasolineras

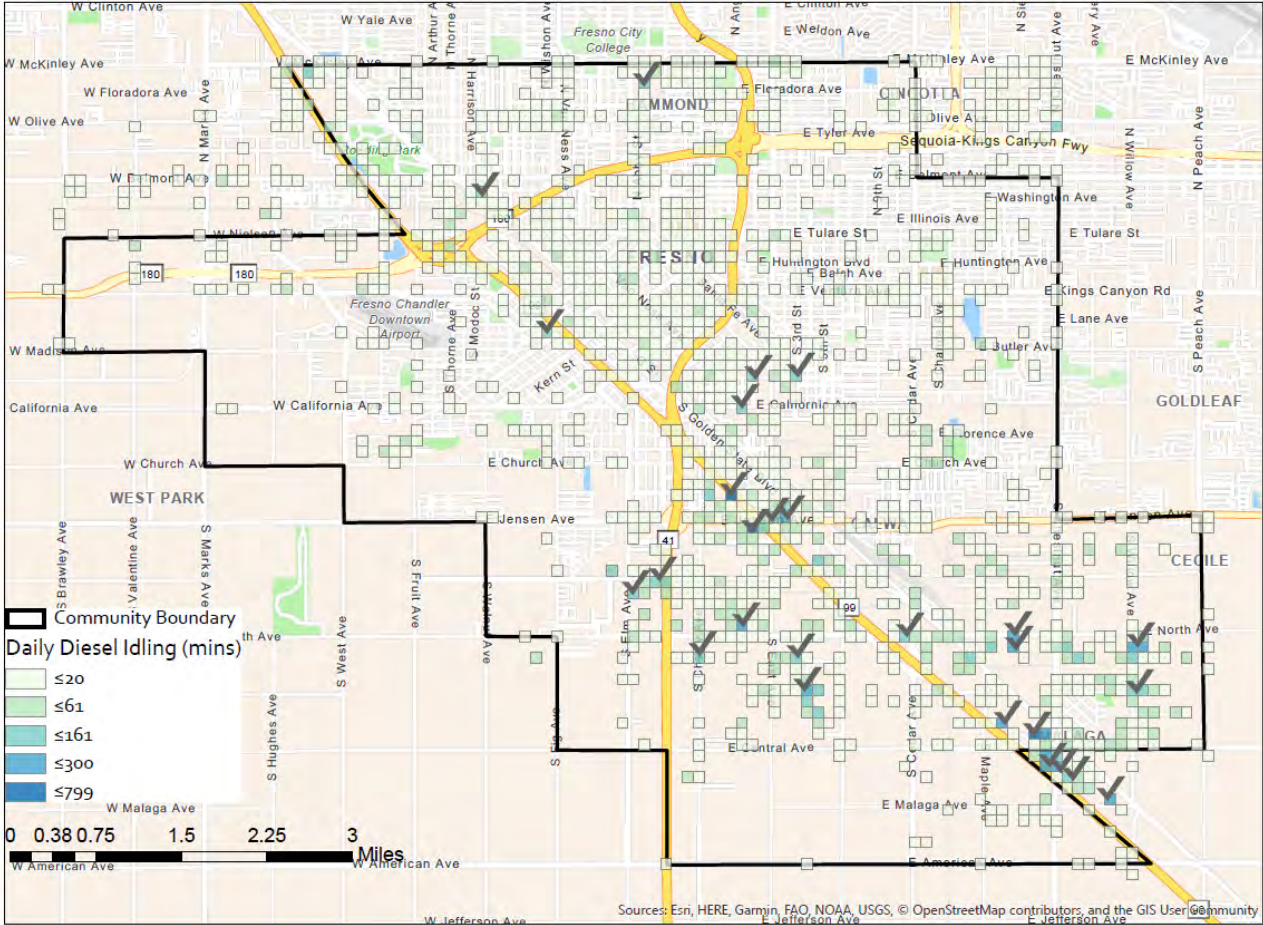
- Para limitar el potencial de impactos en la calidad del aire asociados con defectos de recuperación de vapor en estaciones dispensadoras de gasolina, el Distrito desarrollará un programa piloto de capacitación para instruir a los operadores de estaciones de servicio sobre la realización de autoinspecciones exhaustivas de los sistemas de recuperación de vapor en sus estaciones para ayudar en la identificación y reparación oportuna de defectos del sistema de recuperación de vapor. El Distrito proporcionará esta capacitación práctica a cada operador de estación de servicio en la comunidad.

Mejora de Cumplimiento de la Regulación Estatal Contra Dejar el Motor Encendido para Vehículos de Servicio Pesado

- Para limitar el potencial de PM2.5 localizado y los impactos tóxicos a la calidad del aire asociados con el incumplimiento de la regulación estatal contra el dejar el motor encendido de vehículos de servicio pesado, el Distrito se asociará con CARB para llevar a cabo esfuerzos adicionales de cumplimiento de la ley contra el dejar el motor encendido en la comunidad de Centro-Sur Fresno al menos una vez por trimestre durante los próximos 5 años. El Distrito y CARB trabajarán con el Comité Directivo para identificar las “zonas conflictivas” donde dejan el motor encendidos de vehículos de servicio pesado, especialmente aquellos cerca de las escuelas, para ayudar a enfocar los esfuerzos de cumplimiento.

Mejora de Cumplimiento de la Regulación Estatal Contra Dejar el Motor Encendido para Vehículos de Servicio Pesado (cont)

South Central Fresno Idling Times



Mejora de Cumplimiento de la Regulación Estatal Contra Dejar el Motor Encendido para Vehículos de Servicio Pesado (cont'd)

- ¿Comentarios?
 - ¿Hay lugares particulares donde el Comité Directivo ha observado vehículos con el motor encendido ilegalmente?
 - ¿Dónde debe enfocar el Distrito los esfuerzos futuros de cumplimiento?
 - ¿El dejar el motor encendido es más frecuente en ciertos momentos del día?



Enforcement Division

06/08/2020

South Central Fresno

**Community Outreach and
Enforcement Section**



Air pollution examples



YOU are your community's biggest resource

What air pollution issues do you see around YOUR community?



What can we all do about these concerns?

Reporting Environmental Complaints

Remember the Ws:

- ✓ WHAT is your complaint about?
- ✓ WHERE does it occur?
- ✓ WHEN does it occur? Is it ongoing?
- ✓ WHO is the potential source?
- ✓ WHY should you complain?

It's okay to complain if it's simply a nuisance



SJVAPCD

Call: 1-800-870-1037

Go online: *<https://www.valleyair.org>*



CARB/CalEPA

Call: 1-800-END-SMOG

Go online:

<https://calepa.ca.gov/enforcement/complaints/>

San Joaquin Valley's Form:

Air Quality Complaint Form

In order for us to quickly resolve your complaint, please complete all required fields with as much detail as possible.

Your Information

Privacy

Phone: *

Email: *

First Name:

Address:

City:

Asbestos

Dust

Gas Stations

Idling Diesel Trucks/Buses

Odors

Other/Not Listed

Smoke from Agricultural

Burning

Smoke from

Business/Industry

Smoke from

Fireplaces/Woodstoves

For confidentiality purposes, please

Complaint Type: *

Helpful Tips

Description:

The more information you can give, the better, but even a little is helpful!

Date Observed: *

Time Observed:

Occurring Now

Property Owner or Business Name (if known):

Address: *

Cross Streets: &

City:

County: *

I would like to receive a report upon completion of this complaint investigation

I would like to include a photo/video of this incident

* Required fields

Submit

Reset


Thank you for providing this information so that we may resolve your complaint.

CalEPA Complaint Form

The screenshot displays the 'Details' step of the CalEPA Complaint Form. At the top, a progress bar shows four stages: 'Start' (active), 'Details', 'Complete', and 'Confirmation'. Below the progress bar, the 'Language Preference/Preferencia de Idioma' is set to 'English'. A checkbox labeled 'SELECT AN IMAGE TO REPORT A PROBLEM' is checked. The main section, titled 'More than one may be selected', contains five image selection options: 'Air' (checked), 'Water', 'Toxic Substances', 'Pesticides', and 'Solid Waste'. Each option includes a representative image and a help icon. Below the image selection, there are three checkboxes: 'IS THIS AN EMERGENCY?' (checked), 'ARE YOU REPORTING WATER WASTE?' (checked), and 'IS THIS REGARDING PROPOSITION 65?' (checked). A 'Complaint Details' button with a right-pointing arrow is located at the bottom right of the form.

<https://calepa.ca.gov/enforcement/complaints/>

CalEPA Complaint Form Cont.



Start Details Complete Confirmation

Are you reporting a Spill?

Is this complaint related to a Refinery?

Complaint

Please describe complaint (What happened, what materials or substances were involved, how much is involved, where did the materials or substances go, who else have you reported this to and what was the outcome? Provide any information that will help our inspectors determine the most timely and effective response. Text only.)

Complaint Description *

Please describe the issue in as much detail as possible.

If you previously submitted this complaint, please indicate the organization(s) or local government entity you contacted.

List organizations that you have previously reported this problem to.

CalEPA Complaint Form Cont.

Complaint Location

Provide information about this complaint. If you do not know the address, please provide a description of the location (like "corner of 1st St. and River Blvd.").

Address

City

State

Zip

Location Description

CalEPA Complaint Form Cont.

Responsible Party
Provide any information about the facility, company, or person who is allegedly responsible for this problem.

Responsible Person Name: Responsible Company Name:

Same address as above?

Address:

City: State: Zip:

Your "Air" Concern
Additional Information

Vehicle or Generator?

Air Complaint Source?

Date of Occurrence

Timeframe:

Date of Occurrence & Approximate Time

March 2019						
Sa	Su	Mo	Tu	We	Th	Fr
						1
						2
						3
						4
						5
						6
						7
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						29
						30
						31

Ongoing Occurrence?

Attach Files
Please include any relevant images or documents.

10MB Max File Size

[About](#) [Privacy](#)

CalEPA Complaint Form Cont.

Name *

First Last

Home Phone

Address

Mobile

City State Zip

Email Address

Confirm Email Address

Do you wish to receive further updates regarding this complaint?

Role of the Inspector

1. A district inspector will be assigned the complaint.
2. The inspector will contact the reporting party to obtain additional information and to let them know that the complaint was received.
3. The inspector will investigate the complaint.
4. The inspector will take appropriate action if required for complaint resolution.
5. The inspector will follow-up with the reporting party and inform them of the resolution.

After the Complaint

What happens next at the air district or state level?

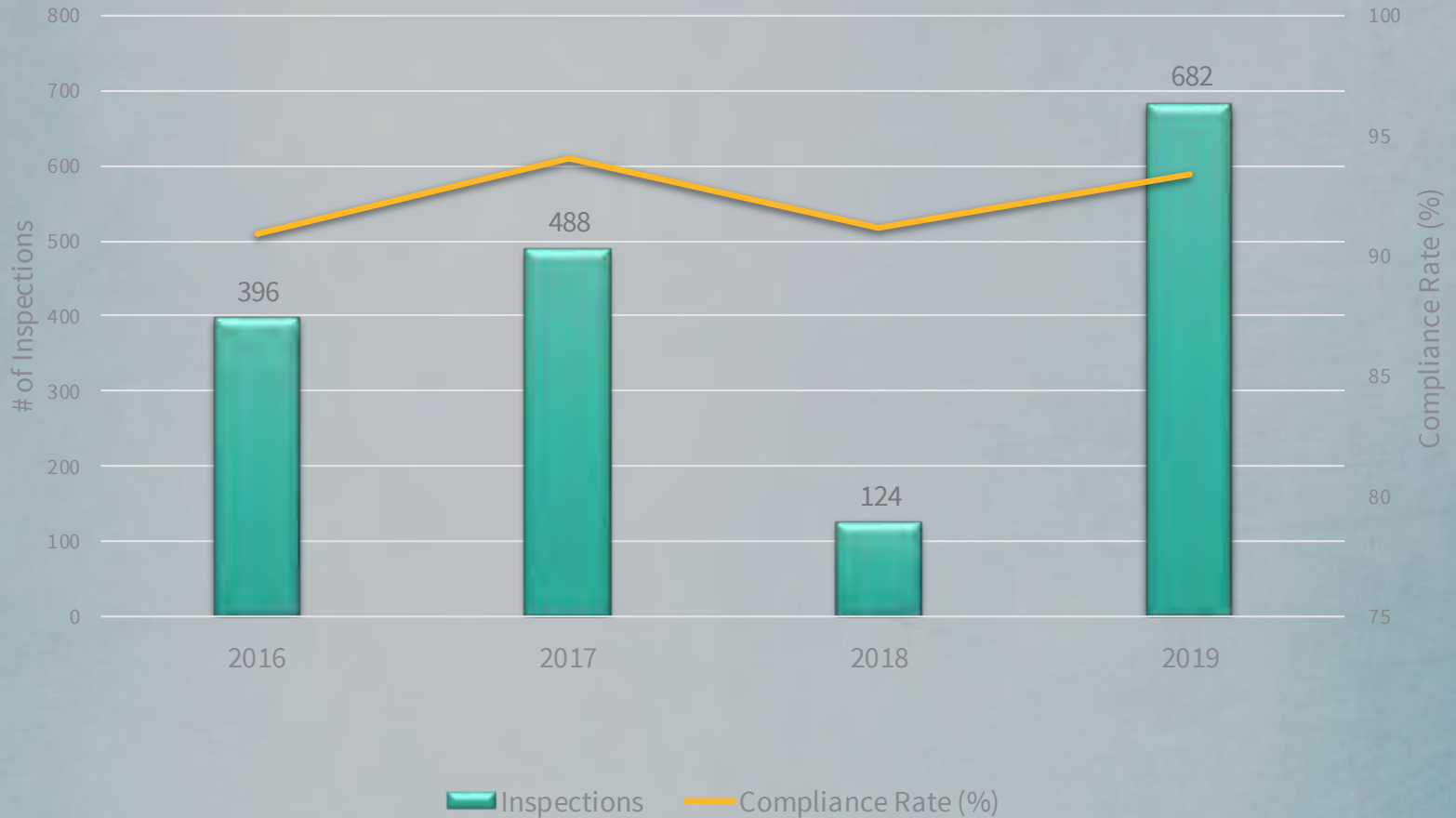
Complaints do not always get resolved following the initial investigation, so it is important to:

1. Continue to file complaints when it reoccurs.
2. Be patient, not everything can be fixed immediately.

2019 Enforcement Update

Program	Inspections	Compliant	Violations		Compliance Rate
			Emission	Non-Emission	
Drayage	2	2	0	0	100%
Heavy-Duty Vehicle Inspection Program (HDVIP)	456	430	26	0	94%
Smart Way	67	59	8	0	88%
Solid Waste Collection Vehicle (SWCV)	1	1	0	0	100%
Transportation Refrigeration Unit (TRU)	24	20	1	3	83%
Truck & Bus	132	125	6	1	95%
Total	682	637	41	4	93%

2019 in Comparison



2020 1st Quarter Idling Sweep

- CARB staff participated in Idling sweeps with the District.
- CARB looked at:
 - 37 vehicles within the boundary
 - 3 Transportation Refrigeration Units
 - 4 Pieces of Off-Road equipment

Resulting from the sweep, CARB staff are looking to launch investigations into two companies. No idling violations were discovered during the sweep.

Thank you for helping protect Californians
by improving our air quality!

CARB contact:

Justin Shields, APS

Justin.shields@arb.ca.gov

(916) 229-0399

How else can we help?

Basic air contamination information

Pollution from agriculture

Pollution from other industries – which ones?



Division de Cumplimiento

8 de Junio del 2020

El Sur Central de Fresno

Sección de Alcance y
Cumplimiento de la
Comunidad



Ejemplos de Contaminación del Aire



USTED es el mejor recurso de su comunidad

¿Qué problemas de contaminación del aire ves alrededor de TU comunidad?



¿Qué podemos hacer todos con respecto a estas preocupaciones?

Como reportar quejas ambientales

Recuerda cinco datos:

- ✓ ¿DE QUE se trata su queja?
- ✓ ¿DÓNDE ocurre?
- ✓ ¿CUÁNDO ocurre? ¿Está en curso?
- ✓ ¿QUIÉN es la fuente potencial?
- ✓ ¿POR QUÉ debería quejarse?
- ✓ **Está bien quejarse si es simplemente una molestia**



Distrito de control de la contaminación del aire del valle de San Joaquín

Por Telefono: 1-800-870-1037

Sitio de web: <https://www.valleyair.org>



CARB/CalEPA (Agencia Estatal)

Por Telefono: 1-800-END-SMOG

Sitio de web:

<https://calepa.ca.gov/enforcement/complaints/>

Forma del Valle de San Joaquin

Air Quality Complaint Form

In order for us to quickly resolve your complaint, please complete all required fields with as much detail as possible.

Your Information

Privacy

Phone: *

Email: *

First Name:

Address:

City:

Asbestos

Polvo

Gasolineras

Trocas/Autobuses encendidos

Olores

Humo de quemazones

de agricultura

Quemazones

Humo de

fabricas/negocios

Humo de

chimeneas/estufas de

leña

For confidentiality purposes, please

Complaint Type: *

Helpful Tips

Description:

Cuanta mas informacion pueda dar mejor, pero poca informacion tambien es util.

Date Observed: *

Time Observed:

Occurring Now

Property Owner or Business Name (if known):

Address: *

Cross Streets: &

City:

County: *

I would like to receive a report upon completion of this complaint investigation

I would like to include a photo/video of this incident

* Required fields

Submit

Reset

Thank you for providing this information so that we may resolve your complaint.


Forma de Quejas de CalEPA

Language Preference/Preferencia de Idioma


Spanish

ELIJA UNA IMAGEN PARA REPORTAR UN PROBLEMA


Aire ?




Agua ?




Tóxico ?



Plaguicidas ?



Residuos sólidos ?



<https://calepa.ca.gov/enforcement/complaints/>

Continuacion de la Forma de Quejas de CalEPA



¿Está usted reportando un derrame?

No

¿Esta queja tiene que ver con una Refinería?

No

Queja

Favor de describir la queja (qué sucedió, qué materiales o sustancias se usaron, cuánto se usó, a dónde fueron los materiales o las sustancias, a quién más ha usted reportado esto y cuál fue el resultado de su reporte? De cualquier información que puede ayudar a nuestros inspectores a determinar la respuesta más oportuna y efectiva. Únicamente texto.)

Descripción de la queja *

Favor de describir el problema lo más detalladamente posible

Si usted previamente presentó esta queja, favor de indicar la(s) organización(es) u oficina del gobierno local con la que se comunicó.

Escriba una lista de las organizaciones a las que ha reportado previamente este problema.

Continuacion de la Forma de Quejas de CalEPA

Ubicación de la Queja

Dara información sobre esta queja. Si usted no sabe la dirección, favor de dar una descripción de la ubicación (como "esquina de la calle 1 y River Blvd").

Dirección

Calle

Ciudad

Ciudad

Estado

California

Código postal

Código postal

Descripción de la ubicación

Descripción de la ubicación

Continuacion de la Forma de Quejas de CalEPA

Parte responsable
Dar información sobre la instalación, empresa o persona presuntamente responsable de este problema.

Nombre de la persona responsable:

Nombre de la empresa responsable:

¿Es la misma dirección que la indicada arriba?

Dirección:

Ciudad: Estado: Código postal:

Su Inquietud Sobre el "Aire"
Información Adicional

¿De vehículo o fuente industrial?

¿Fuente de la Queja Sobre el Aire?

Fecha del Suceso

Marco temporal:

Fecha del Suceso y Hora Aproximada

June 2020						
Su	Mo	Tu	We	Th	Fr	Sa
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

12:00 AM

¿Suceso continuó?

Continuacion de la Forma de Quejas de CalEPA

¿Quiere permanecer en el anonimato?

Nombre *

Nombre de pila

Apellido

Dirección

Dirección

Ciudad

Estado

Código postal

Código postal

Teléfono en casa

Teléfono celular

Dirección Electrónica

Confirme su Dirección Electrónica

¿Desea recibir más actualizaciones sobre esta queja?

Responsabilidad del Inspector

1. A un inspector del distrito se le asignará la queja
2. El inspector se pondrá en contacto con el/la informante para obtener información adicional y para hacerles saber que la queja fue recibida.
3. El inspector investigará la queja.
4. El inspector tomará las medidas apropiadas si es necesario para la resolución de quejas.
5. El inspector hará un seguimiento con el/la informante y le informará de la resolución.

Después de la Queja

¿Qué sucede después a nivel del distrito del aire o estatal?

Las quejas no siempre se resuelven después de la investigación inicial, por lo que es importante:

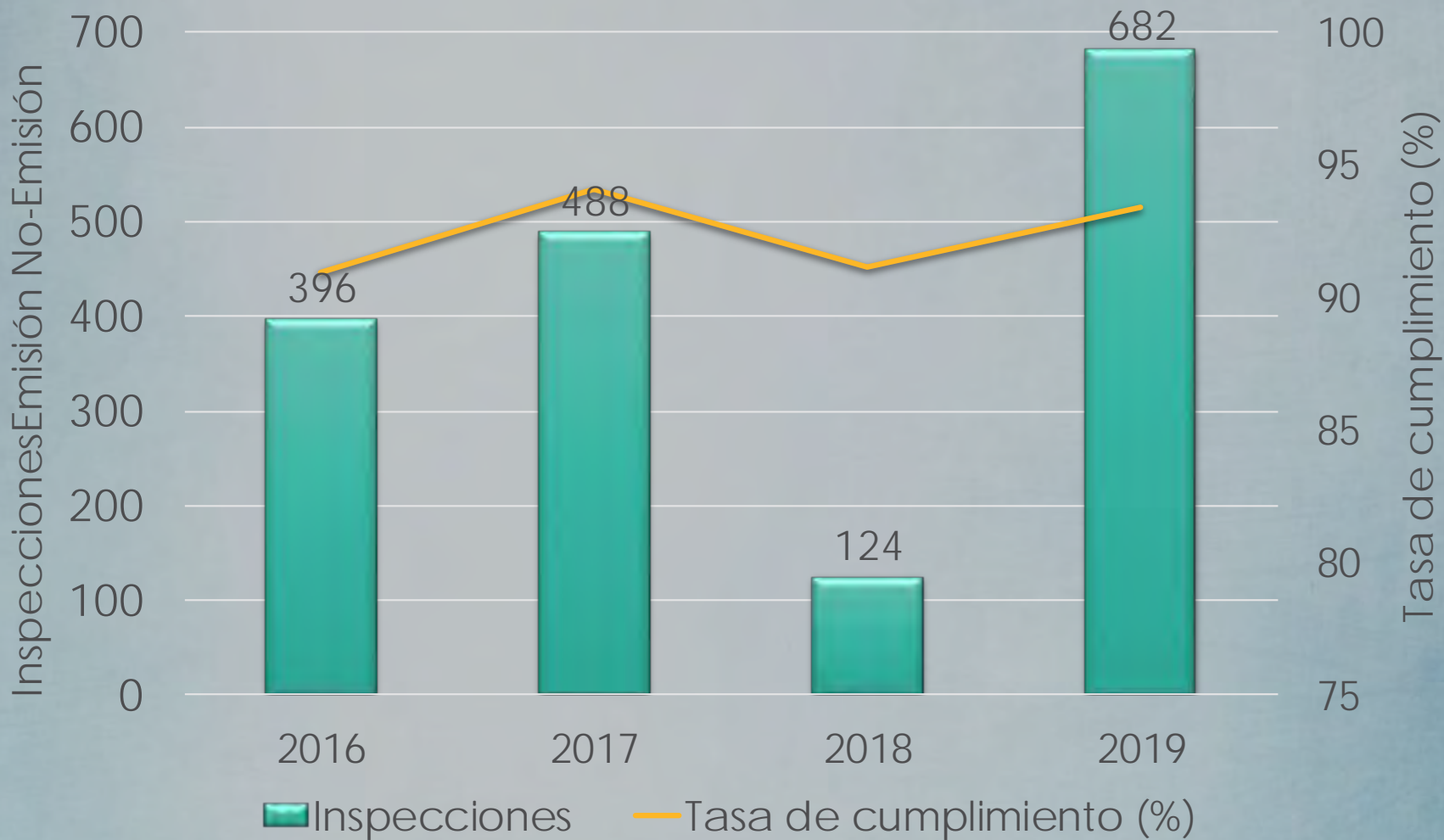
Continúe presentando quejas cuando vuelva a ocurrir.

Sea paciente, no todo se puede arreglar de inmediato.

Datos de cumplimiento del 2019

Programa	Inspecciones	En cumplimiento	Violaciones		Tasa de cumplimiento
			Emisión	No-Emisión	
Drayage	2	2	0	0	100%
Programa de Inspecciones a Vehículos de uso Pesado (HDVIP por sus siglas en inglés)	456	430	26	0	94%
Smart Way	67	59	8	0	88%
Vehículo de Recolección de Residuos Sólidos (SWCV por sus siglas en inglés)	1	1	0	0	100%
Unidades de Transporte Refrigeradas (TRU por sus siglas en inglés)	24	20	1	3	83%
Camiones y Autobuses	132	125	6	1	95%
Total	682	637	41	4	93%

2019 en Comparación



2020 1er trimestre barrido de motores encendidos

- El personal de CARB participó en barridos de motores encendidos con el Distrito.
- CARB miró:
 - 37 vehículos dentro del límite
 - 3 unidades de refrigeración de transporte
 - 4 unidades de equipo fuera de carretera

Como resultado del barrido, el personal de CARB está buscando iniciar investigaciones sobre dos compañías. No se descubrieron violaciones de motores encendidos durante el barrido.

¡Gracias por ayudar a proteger a los californianos mejorando nuestra calidad del aire!

Contacto de CARB:
Justin Shields, APS

Justin.shields@arb.ca.gov

(916) 229-0399

¿De qué otra manera podemos ayudar?

Información básica sobre la contaminación del aire

Contaminación de la agricultura

Contaminación de otras industrias, ¿cuáles?

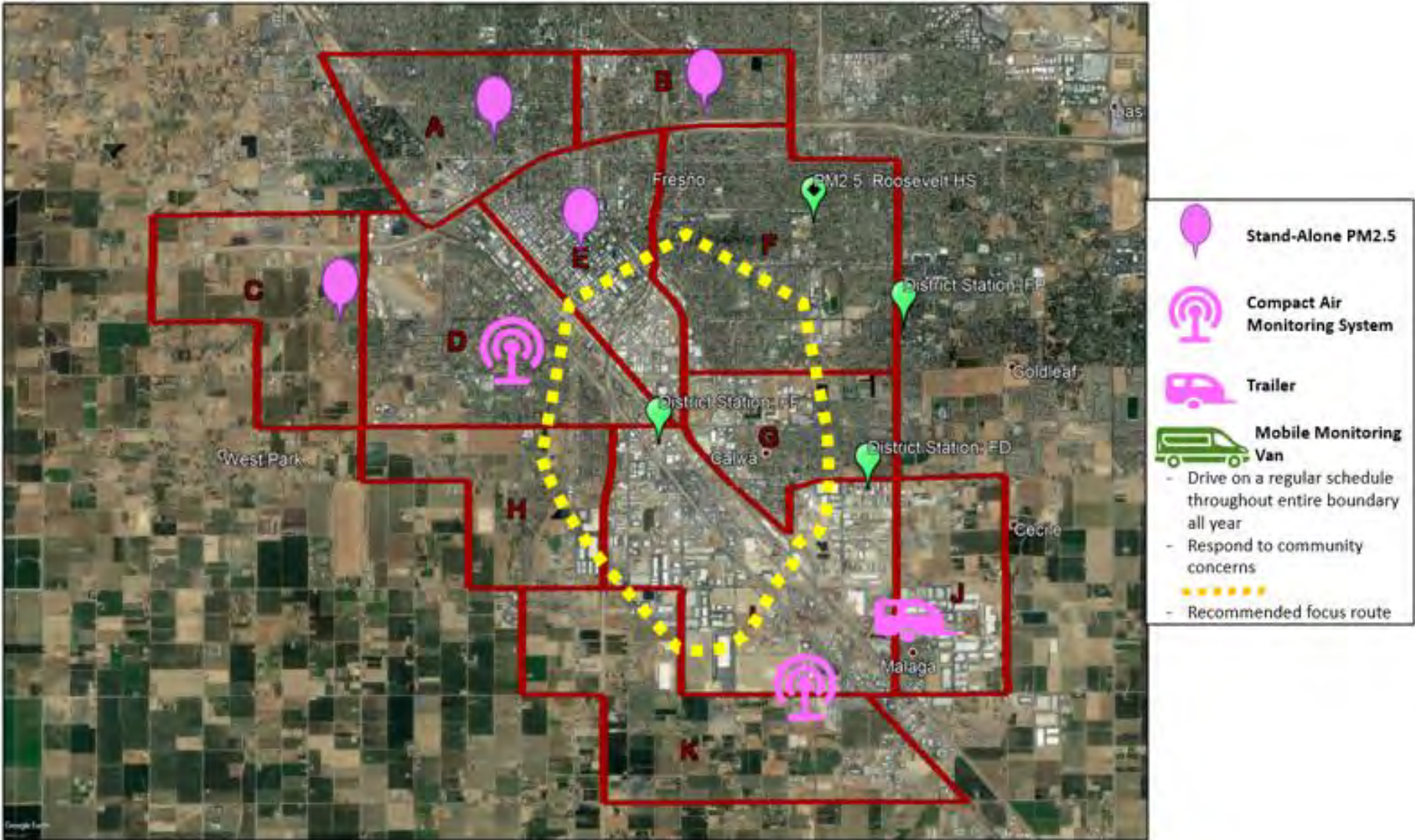
South Central Fresno AB 617 Community Air Monitoring Update

Community Steering Committee Meeting
June 8, 2020

Ongoing Community Air Monitoring

- District continuing to conduct localized air monitoring in South Central Fresno community
- Working to deploy additional air monitoring platforms across the community, according to Community Steering Committee recommended network design
 - Due to challenges in working with school districts, considering alternative locations near schools to place air monitoring equipment
- Air monitoring van actively being used to regularly monitor pollutants in areas of interest of the community and near recommended site locations for network design
- Intensive PM_{2.5} and VOC speciation sampling and laboratory analysis being conducted since late 2019

Community Air Monitoring Network Design



Community Air Monitoring Platforms



Community Air Monitoring Platforms (cont'd)



Community Air Monitoring Platforms (cont'd)



Online Sites in South Central Fresno

Real-Time PM2.5

- Bitwise South Stadium
- Roosevelt High School
- Fresno-Foundry (near-road site)

VOC and PM2.5 Speciation

- Fresno-Foundry
- Measurements to continue here until Malaga Elementary trailer is in place (soon)

Mobile Air Monitoring Van

- Regular measurements in community designated areas of interest and in community selected locations

Pending Sites in South Central Fresno

Real-Time PM2.5

- **Heaton Elementary & Yosemite Middle School:** Waiting on Fresno Unified, working on alternative locations
- **Madison Elementary:** Waiting on Central Unified, working on alternative locations

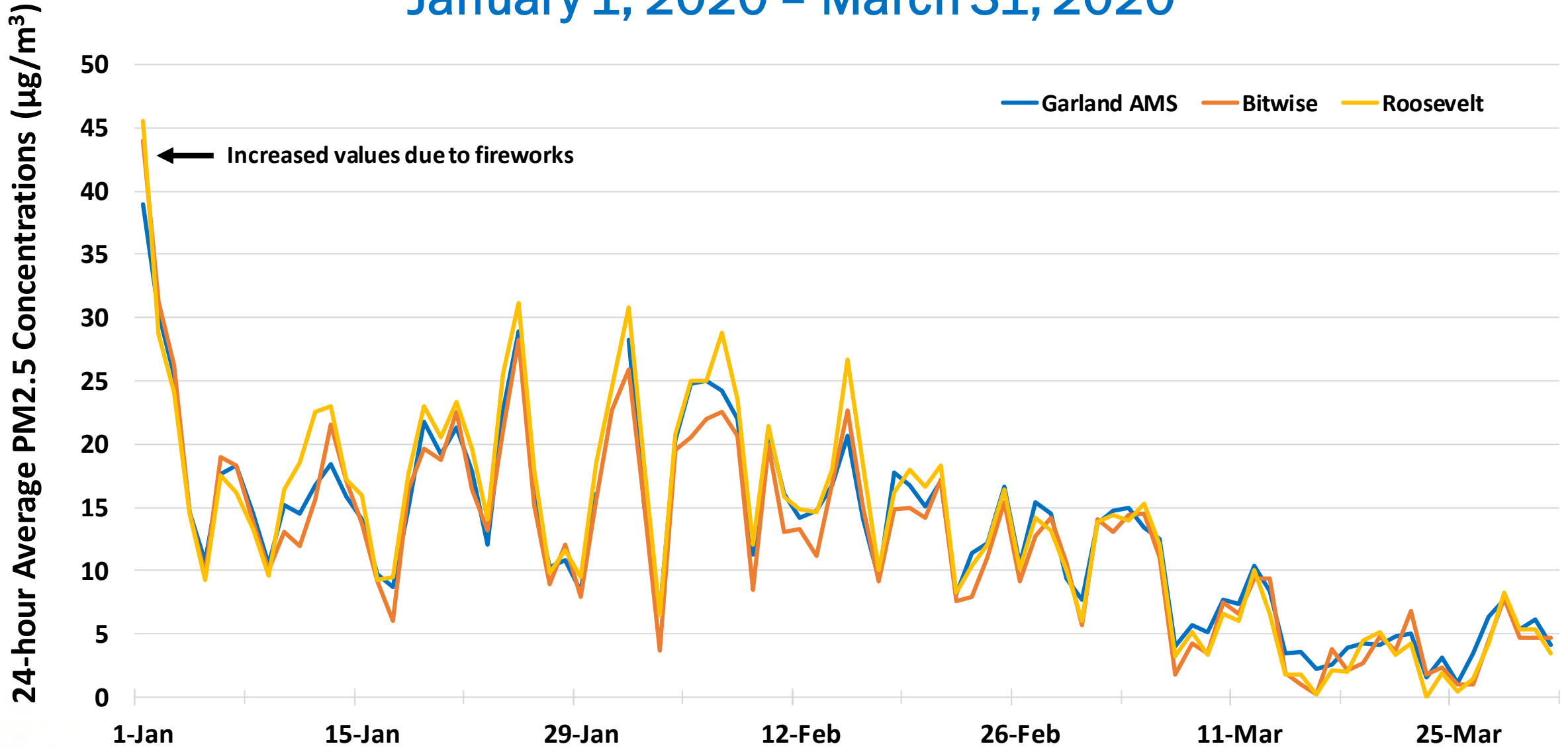
Compact Multi-Pollutant Air Monitoring System

- **Orange Center School:** School Board voted against placing equipment at this site, working on alternative locations
- **Edison High School:** Waiting on Fresno Unified, working on alternative locations
- Compact system being operated at Fresno-Foundry in the interim

Air Monitoring Trailer

- **Malaga Elementary:** Approved by Fowler Unified in February 2020, completing electrical work, then trailer will be installed

Daily Average PM2.5 Data Comparison January 1, 2020 – March 31, 2020



Comparison of Average PM2.5

January 1 – March 31, 2020

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	13.1
Fresno-Roosevelt	13.7
Fresno-Bitwise	12.5
Fresno-Foundry*	14.7

*Microscale site located adjacent to Highway 99

Mobile Air Monitoring Van Activities

Site A: Parking lot on east corner of Tulare and 'R' Street

Site B: Parking lot on south east corner of East Butler Ave and South Cedar Ave

Site C: Parking lot on southwest corner of East California Ave and South Van Ness Ave

Site D: On 2nd Street south of intersection with Jensen Ave

Site E: Parking lot on southeast corner of E Jensen Ave and S Cedar Ave

Site F: Unpaved lot on southwest corner of E North Ave and S Cherry Ave

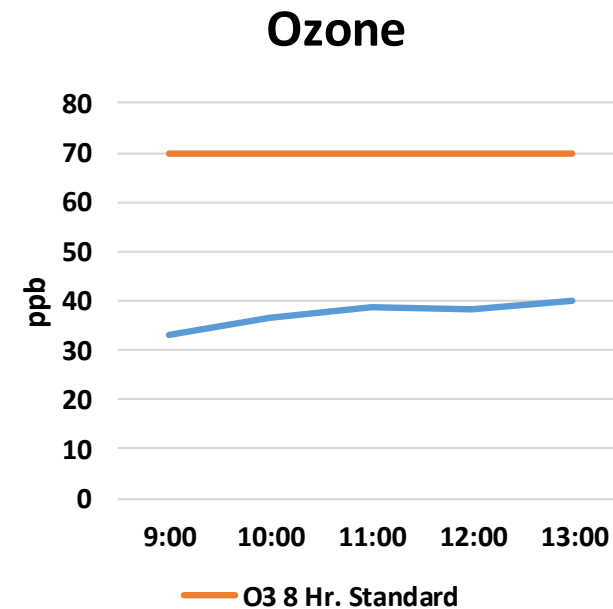
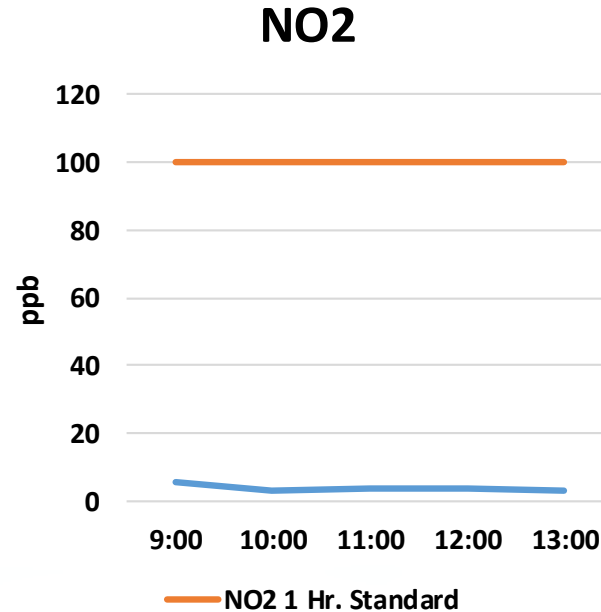
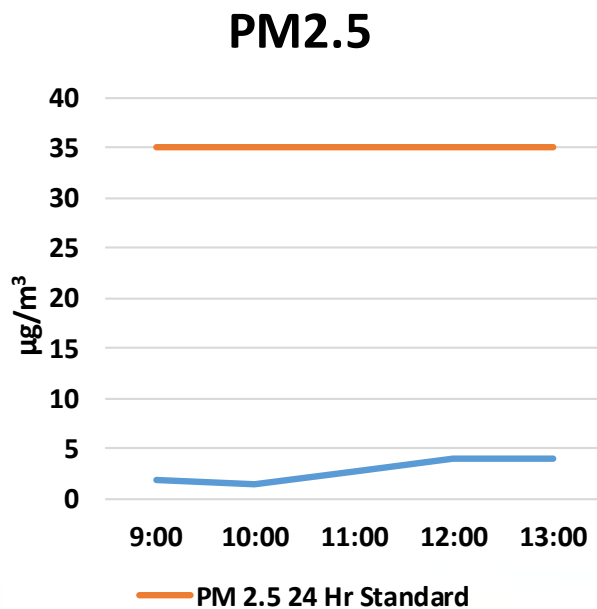


Mobile Air Monitoring Van Activities (cont'd)

- Short-term measurements taken in multiple locations on various days in January 2020
- The concentrations of pollutants measured for all locations were minimal during this period:
 - PM2.5 did not exceed 16.6 $\mu\text{g}/\text{m}^3$, below the federal 24-hr PM2.5 standard of 35 $\mu\text{g}/\text{m}^3$
 - Ozone did not exceed 53 ppb, below the federal 8-hr ozone standard of 70 ppb
 - CO did not exceed 0.59 ppm, below the federal 1-hr CO standard of 35 ppmv
 - NO2 did not exceed 52 ppb, below the federal 1-hr NO2 standard of 100 ppb
 - SO2 did not exceed 0.9 ppb, below the federal 1-hr SO2 standard of 75 ppb
 - VOC analyzers did not detect any measurable benzene, toluene, ethylbenzene, or xylene (BTEX) emissions at selected locations during this monitoring period
 - BTEX is a good indicator of VOC concentrations as a whole

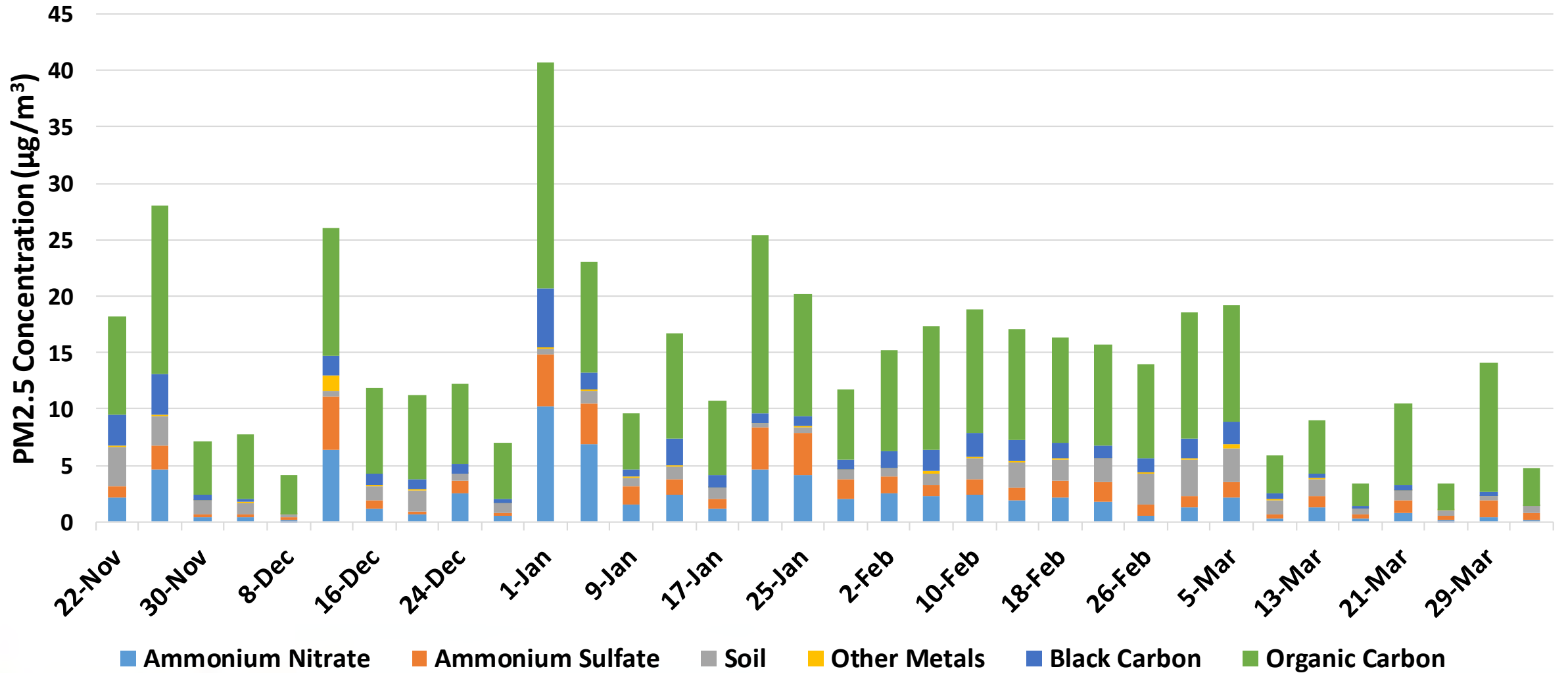
Mobile Air Monitoring Van Activities (cont'd)

- Multiple hour measurements taken at single locations in March 2020
 - Collected data allowed for better comparison with federal air quality standards
 - District focusing these efforts in areas identified in the Community Air Monitoring Plan
- Example: March 19 measurements near Edison High School



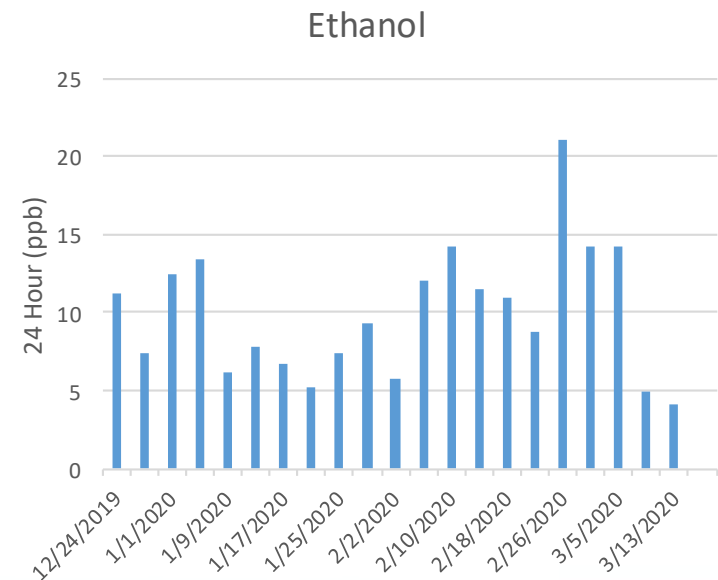
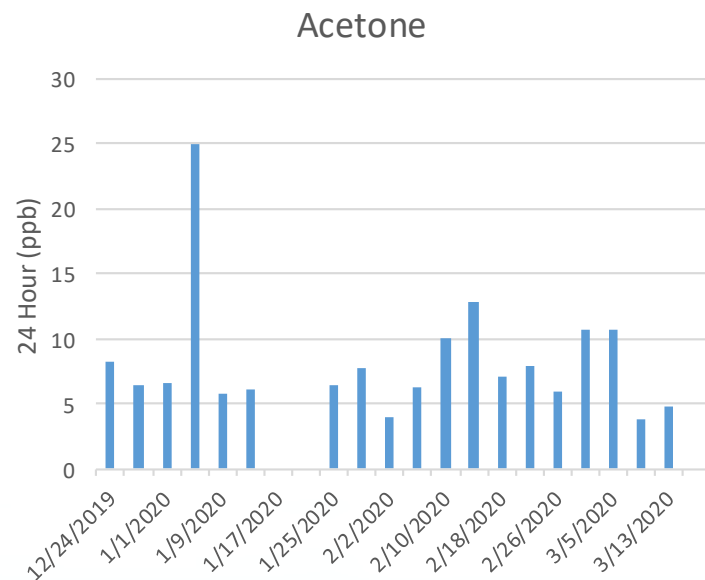
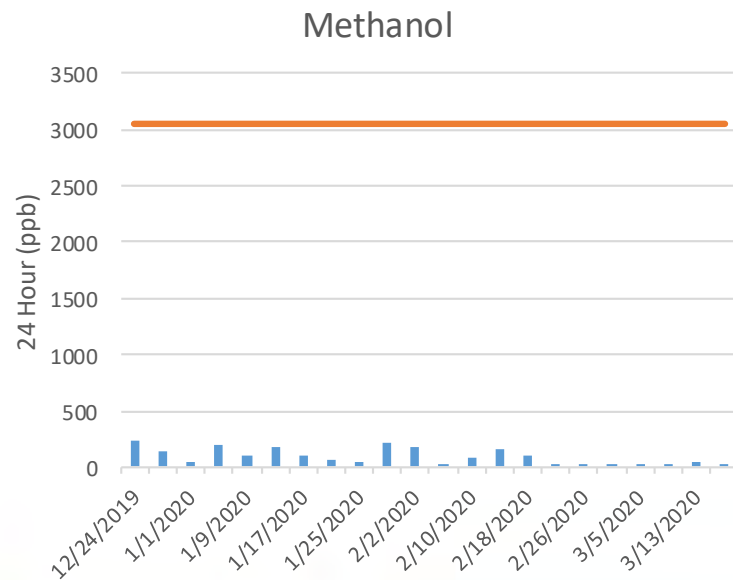
PM2.5 Speciation Analysis

Fresno-Foundry Site (November 2019 – March 2020)

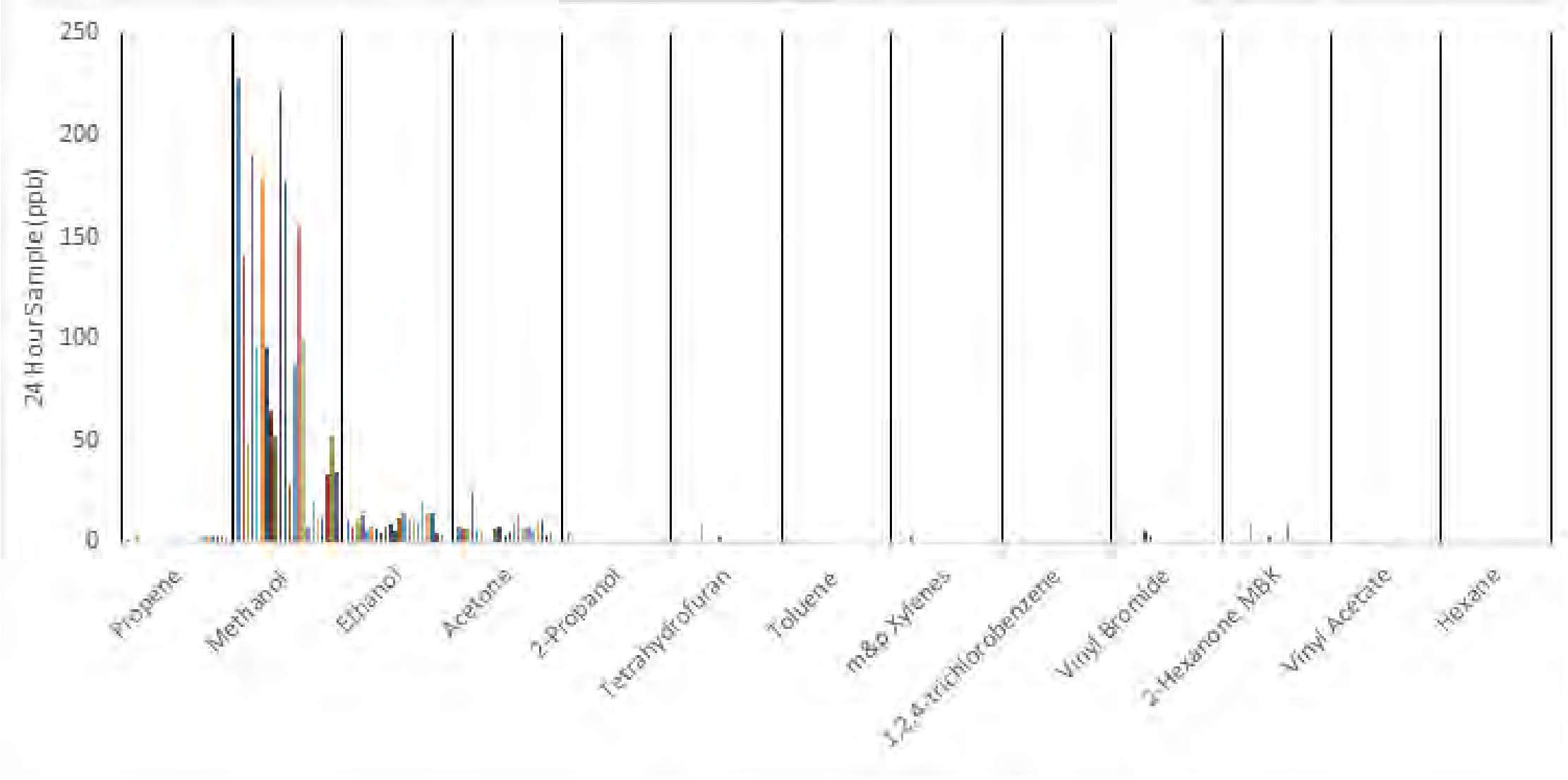


VOC Speciation Analysis

- VOC measurements and speciation laboratory analysis being conducted at Fresno-Foundry site since December 2019
- Laboratory analysis isolates concentrations of 68 VOC species
 - Results show trace or no detections of most VOC species
 - Focusing results on which species were detected in laboratory analysis



Detected VOC Species



Availability of Collected Community Air Quality Data

- CARB continuing to develop 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>

Development and Availability of Ongoing Reports

- District will be developing comprehensive quarterly reports summarizing air monitoring data collected
 - Quarterly reports will be posted to District AB 617 webpage
- Detailed reports of laboratory PM_{2.5} and VOC speciation analysis also to be posted on District AB 617 webpage
- Report summarizing collected air monitoring data from February 2019 through March 2020 is available at:
<http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>

Comments/Questions?

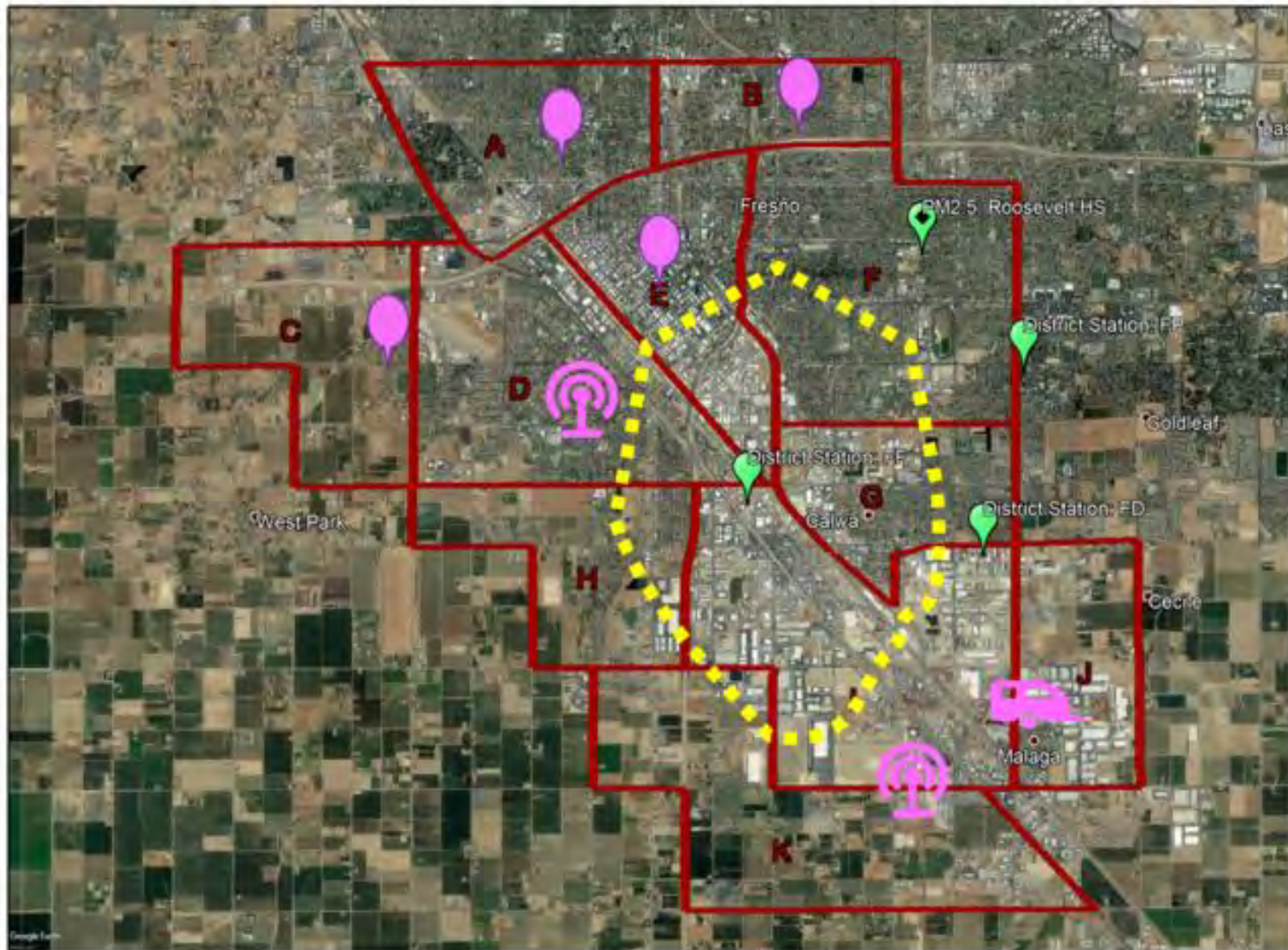
Actualización de Monitoreo del Aire de la Comunidad AB 617 de Centro-Sur Fresno

Reunión del Comité Directivo Comunitario
8 de junio de 2020

Monitoreo Continuo del Aire Comunitario

- El Distrito continúa realizando monitoreo de aire localizado en la comunidad de Centro-Sur Fresno
- Trabajando para desplegar plataformas de monitoreo de aire adicionales en toda la comunidad, de acuerdo con el diseño de red recomendado por el Comité Directivo de la Comunidad
 - Debido a los desafíos trabajando con distritos escolares, estamos considerando ubicaciones alternativas cerca de las escuelas para colocar equipos de monitoreo de aire
- Camioneta de monitoreo de aire se esta usando activamente para monitorear regularmente los contaminantes en áreas de interés de la comunidad y cerca de las ubicaciones recomendadas para el diseño de la red
- Pruebas intensivas de especiación de PM2.5 y VOC y análisis de laboratorio se han llevado a cabo desde los fines de 2019

Diseño del Sistema de Monitoreo del Aire Comunitario



-  **PM2.5 Independiente**
-  **Sistema Compacto de Monitoreo del Aire**
-  **Remolque**
-  **Camioneta de Monitoreo Móvil**
 - Conducir en horario regular a través de todo el límite durante todo el año
 - Responder a las preocupaciones de la comunidad
-  **Ruta de enfoque recomendada**
 - Ruta de enfoque recomendada

Plataformas de Monitoreo del Aire Comunitario



Plataformas de Monitoreo del Aire Comunitario *(cont.)*



Plataformas de Monitoreo del Aire Comunitario *(cont.)*



Sitios en Línea en Centro-Sur Fresno

PM2.5 en Tiempo Real

- Bitwise South Stadium
- Roosevelt High School
- Fresno-Foundry (sitio cerca de carretera)

Especiación de VOC y PM2.5

- Fresno-Foundry
- Las medidas continuarán aquí hasta que el remolque de la escuela Malaga Elementary esté en su lugar

Camioneta de Monitoreo del Aire Móvil

- Medidas regulares en áreas de interés designadas por la comunidad y en ubicaciones seleccionadas por la comunidad

Sitios Pendientes en Centro-Sur Fresno

PM2.5 en Tiempo Real

- **Heaton Elementary & Yosemite Middle School:** Esperando en el Distrito Escolar de Fresno, trabajando en ubicaciones alternativas
- **Madison Elementary:** Esperando en el Distrito Escolar de Central, trabajando en ubicaciones alternativas

Sistema Compacto de Monitoreo del Aire Multi-Contaminante

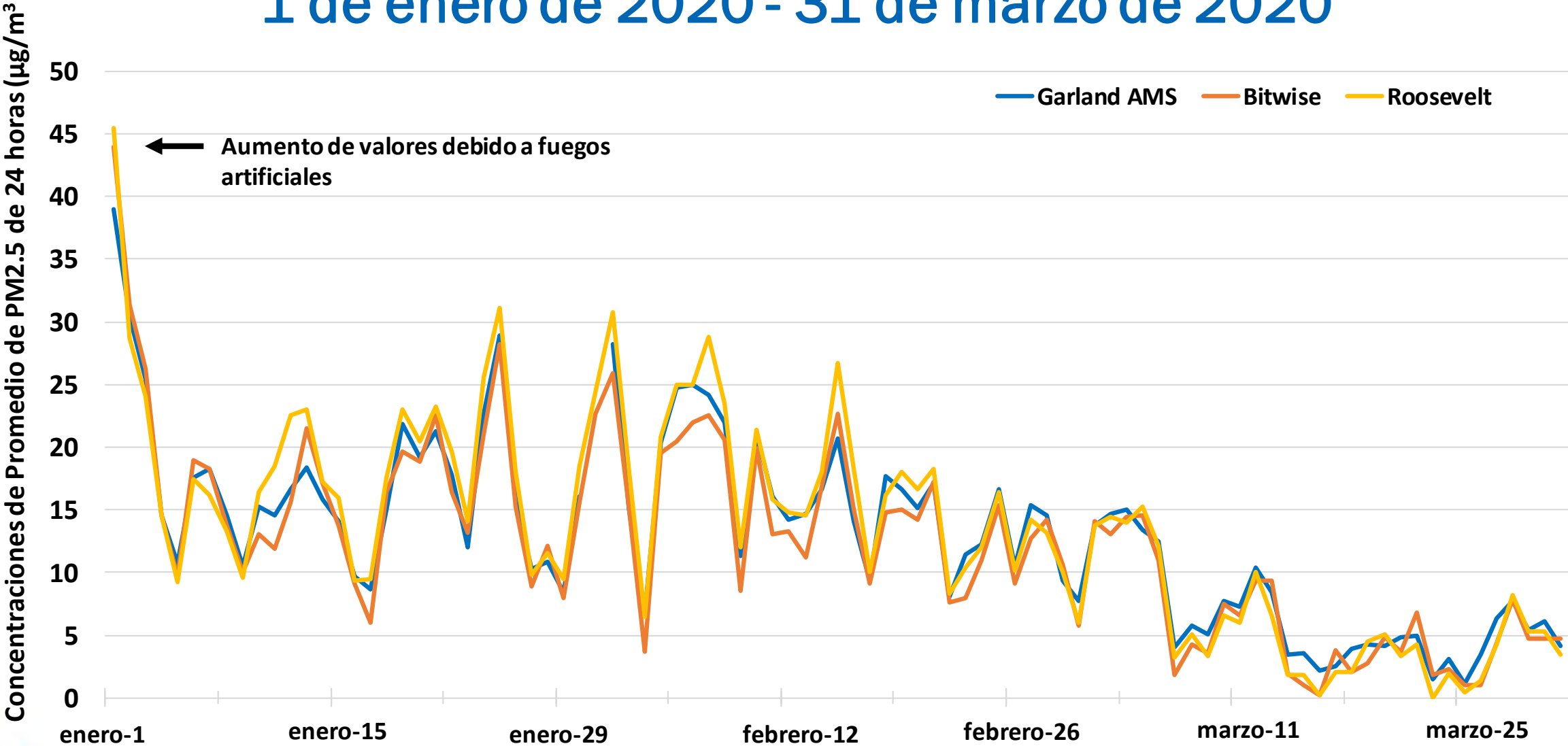
- **Orange Center School:** La Junta Escolar votó en contra de colocar equipos en este sitio, trabajando en ubicaciones alternativas
- **Edison High School:** Esperando en el Distrito Escolar de Fresno, trabajando en ubicaciones alternativas
- Sistema compacto esta operando en Fresno-Foundry por el momento

Remolque de Monitoreo del Aire

- **Malaga Elementary:** Aprobado por el Distrito Escolar de Fowler en febrero de 2020, completando el trabajo eléctrico, luego se instalará el remolque

Comparación del Promedio Diario de Datos de PM2.5

1 de enero de 2020 - 31 de marzo de 2020



Comparación de Promedio de PM 2.5

1 de enero - 31 de marzo de 2020

Sitio	Concentración de Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	13.1
Fresno-Roosevelt	13.7
Fresno-Bitwise	12.5
Fresno-Foundry*	14.7

*Sitio de microescala ubicado junto a la autopista 99

Actividades de Camioneta de Monitoreo del Aire Móvil

Sitio A: Estacionamiento en la esquina este de la Tulare y la Calle "R"

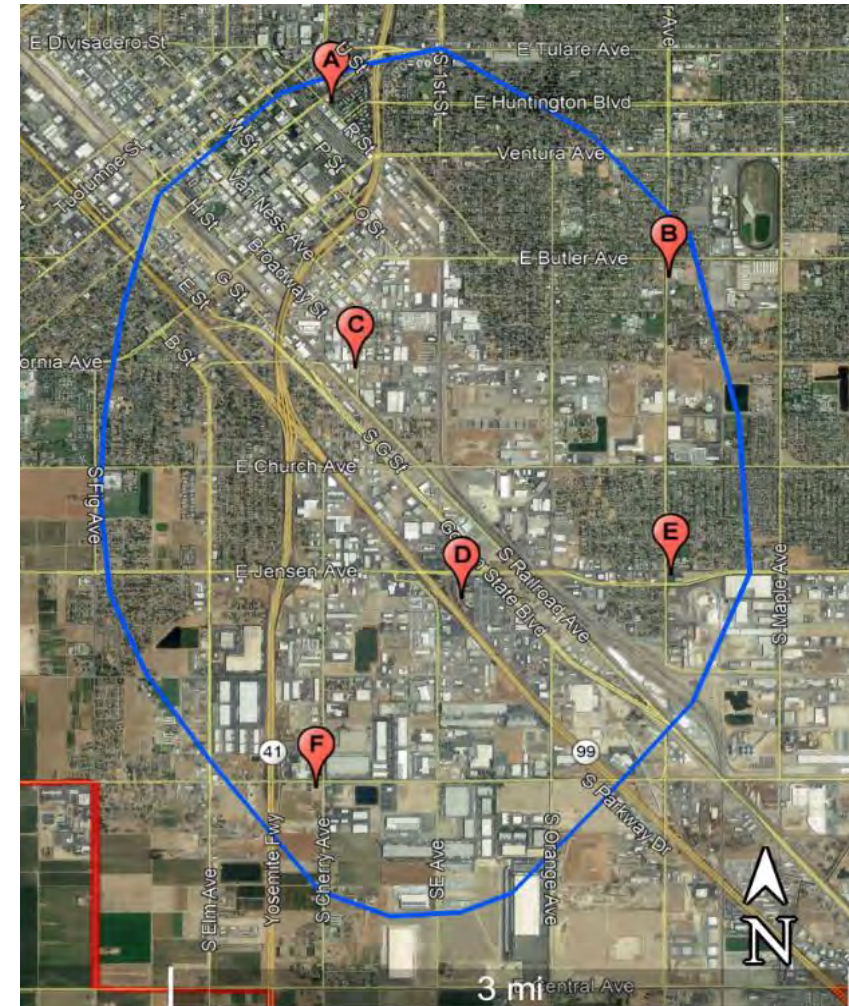
Sitio B: Estacionamiento en la esquina sureste de la Avenida East Butler y la Avenida South Cedar

Sitio C: Estacionamiento en la esquina suroeste de la Avenida East California y la Avenida South Van Ness

Sitio D: En la Calle 2nd al sur de la intersección con la Avenida Jensen

Sitio E: Estacionamiento en la esquina sureste de la Avenida E Jensen y la Avenida S Cedar

Sitio F: Lote sin pavimentar en la esquina suroeste de la Avenida E North y la Avenida S Cherry

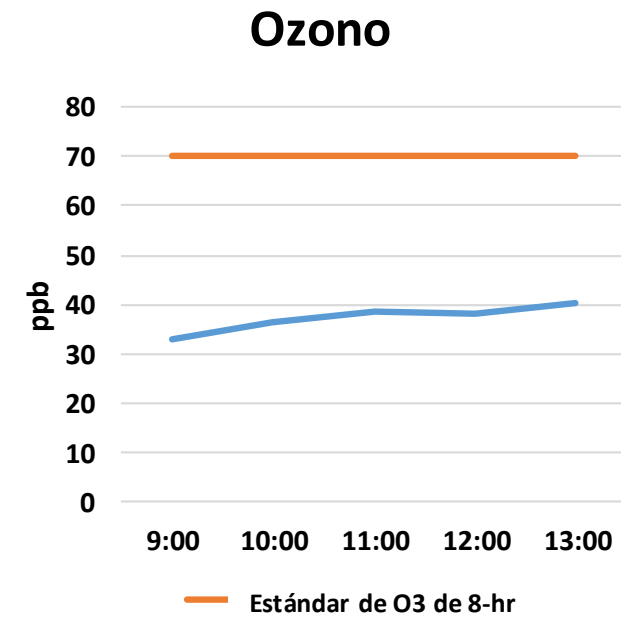
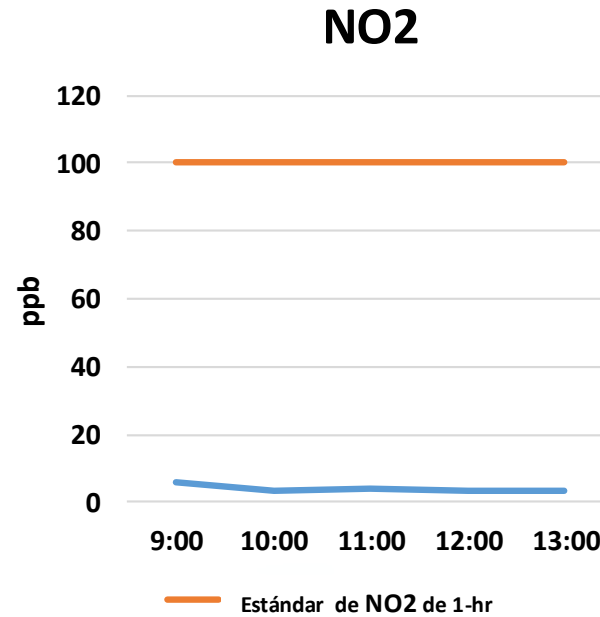
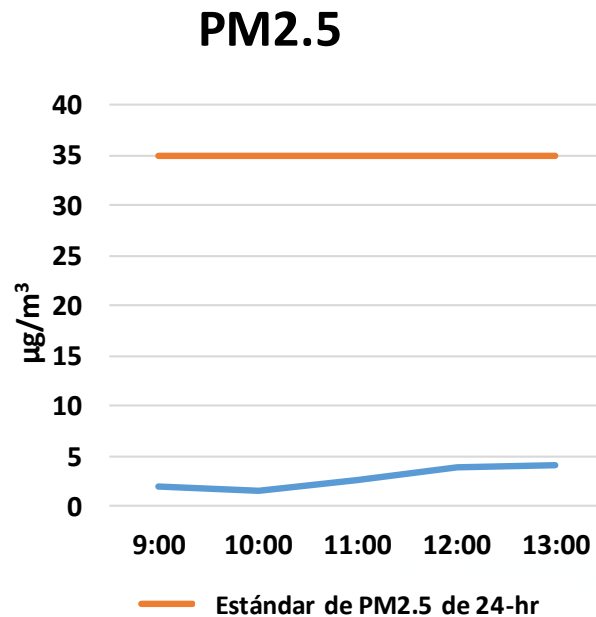


Actividades de Camioneta de Monitoreo del Aire Móvil (cont)

- Medidas de corto plazo tomadas en múltiples ubicaciones en varios días en enero de 2020
- Las concentraciones de contaminantes medidas para todas las ubicaciones estuvieron por debajo de los estándares federales durante este período:
 - PM2.5 no excedió 16.6 $\mu\text{g}/\text{m}^3$, debajo del estándar federal PM2.5 de 24-hr de 35 $\mu\text{g}/\text{m}^3$
 - Ozono no excedió 53 ppb, debajo del estándar federal de ozono de 8-hr de 70 ppb
 - CO no excedió 0.59 ppm, debajo del estándar federal de CO de 1-hr CO de 35 ppmv
 - NO2 no excedió 52 ppb, debajo del estándar federal de NO2 de 1-hr de 100 ppb
 - SO2 no excedió 0.9 ppb, debajo del estándar federal de SO2 de 1-hr SO2 de 75 ppb
 - Los analizadores de VOC no detectaron emisiones mensurables de benceno, tolueno, etilbenceno o xileno (BTEX) en ubicaciones seleccionadas durante este período de monitoreo
 - BTEX es un buen indicador de las concentraciones de VOC en su totalidad

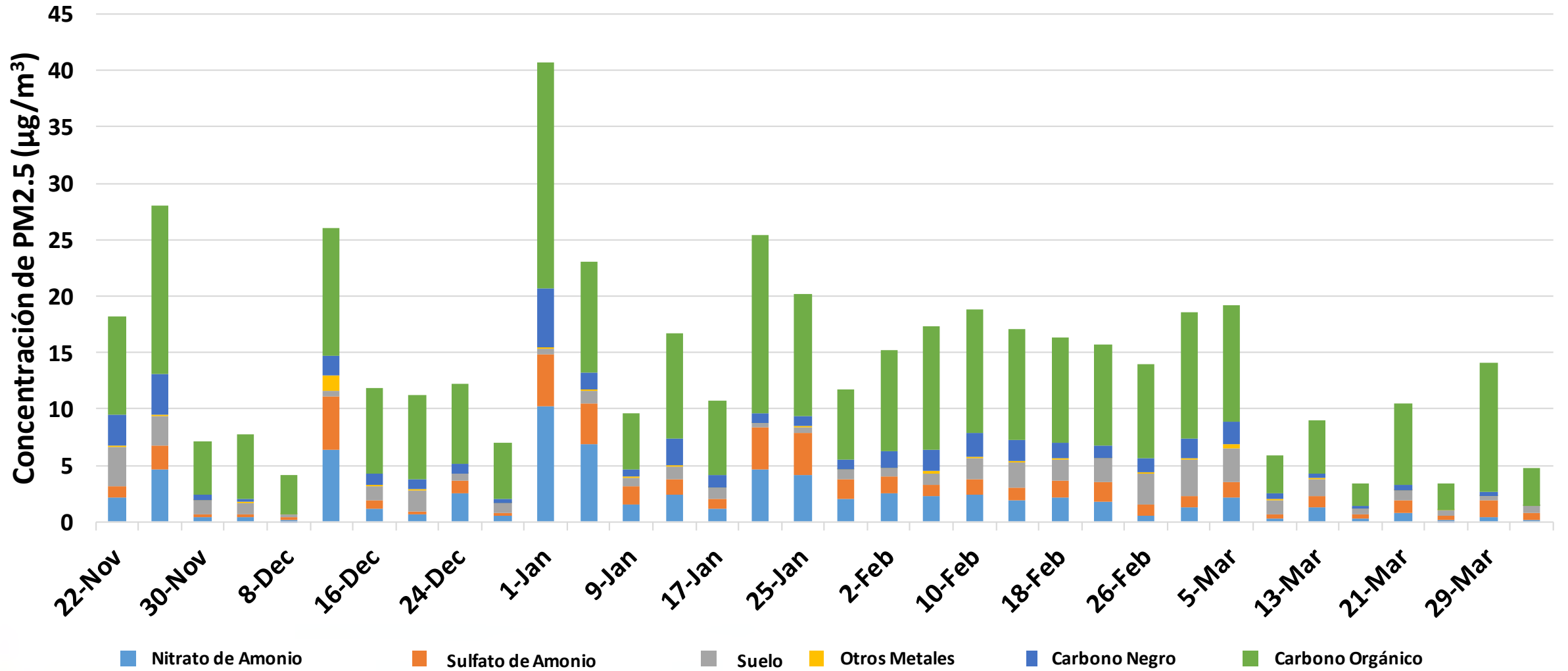
Actividades de Camioneta de Monitoreo del Aire Móvil (cont)

- Medidas de varias horas tomadas en ubicaciones individuales en marzo de 2020
 - Los datos recopilados permitieron una mejor comparación con los estándares federales de calidad del aire
 - Distrito enfocando estos esfuerzos en áreas identificadas en el Plan Comunitario de Monitoreo del Aire
- Ejemplo: medidas del 19 de marzo cerca de la Edison High School



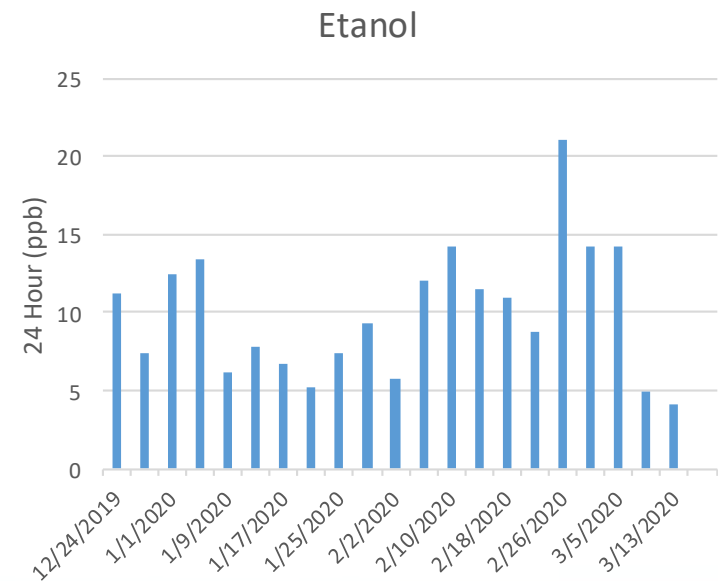
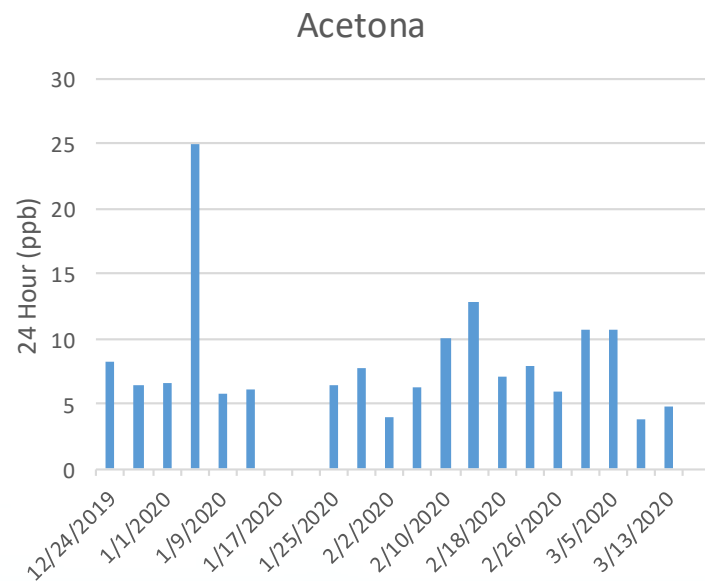
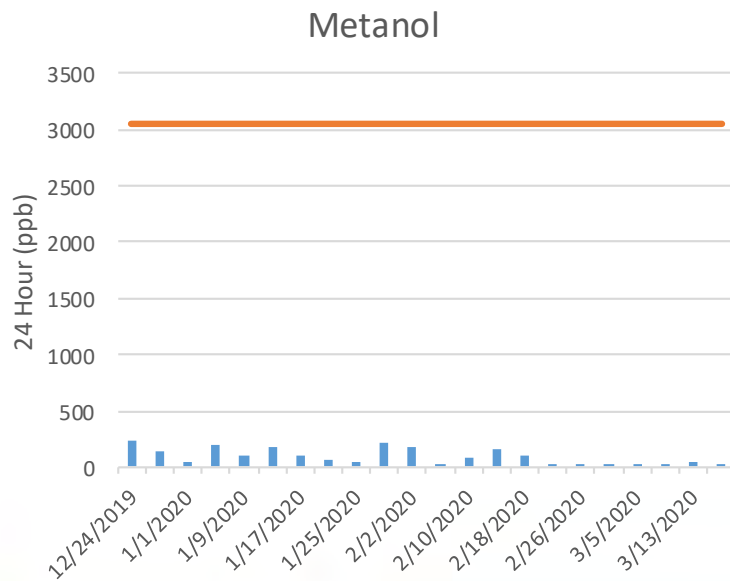
Análisis de Especiación de PM2.5

Sitio de Fresno-Foundry (noviembre 2019 – marzo 2020)

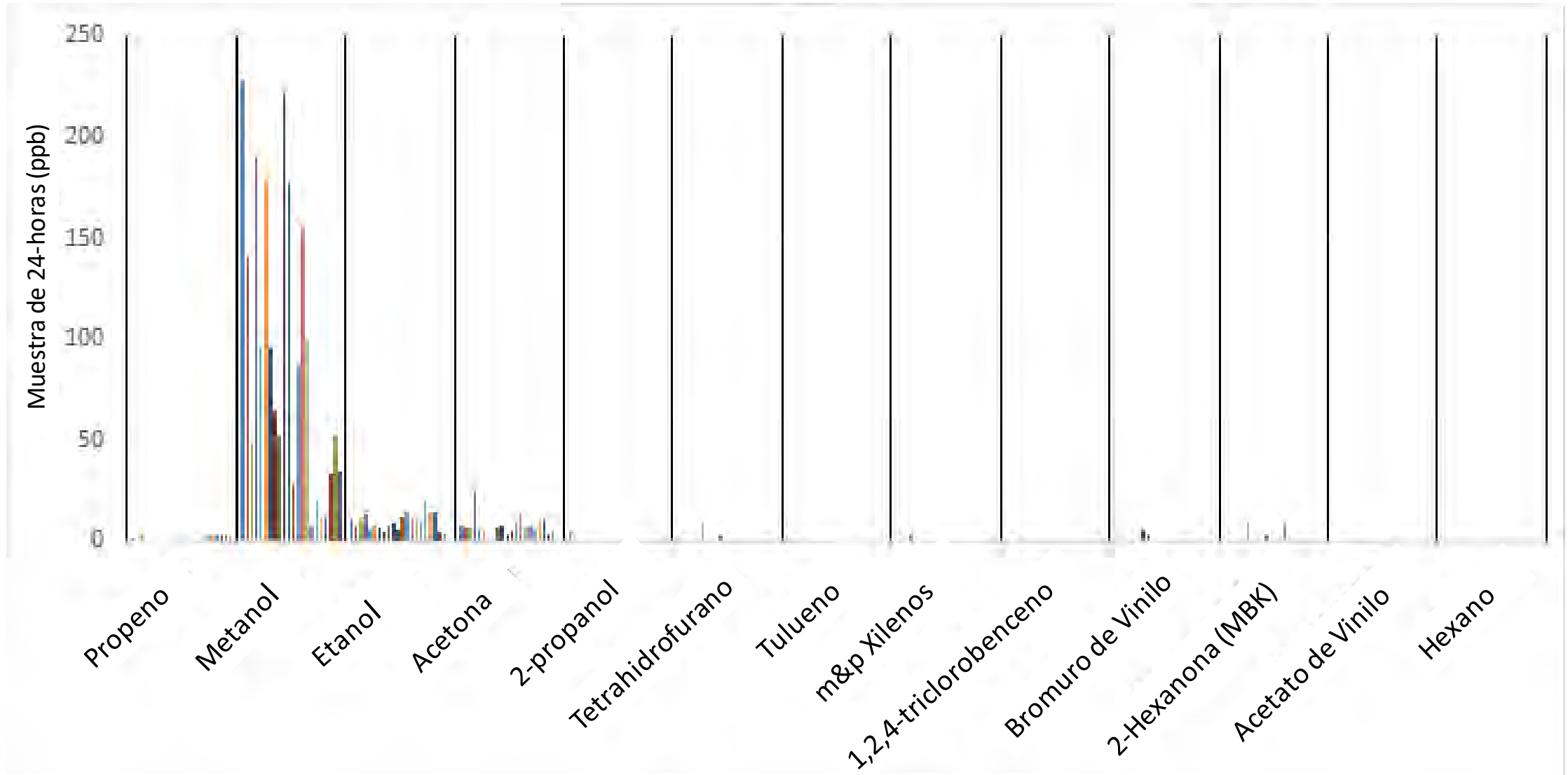


Análisis de Especiación de VOC

- Las medidas de VOC y el análisis de laboratorio de especiación se han llevado a cabo en el sitio de Fresno-Foundry desde diciembre 2019
- El análisis de laboratorio aísla las concentraciones de 68 especies de VOC
 - Los resultados muestran trazas o no detecciones de la mayoría de las especies de VOC
 - Enfocando resultados sobre qué especies fueron detectadas en análisis de laboratorio



Especies de VOC Detectadas



Disponibilidad de Datos Recopilados de la Calidad del Aire de la Comunidad

- CARB continúa desarrollando un portal de datos de calidad del aire en todo el estado (AQview) para mostrar y proporcionar datos de monitoreo del aire comunitario de las comunidades AB 617
 - Sitio web de AQview ubicado en: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Los datos de calidad del aire de las comunidades AB 617 del Valle 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 de aire comunitario en tiempo real disponibles en la página web del Distrito AB 617 en: <http://community.valleyair.org/community-air-monitoring>

Desarrollo y Disponibilidad de Reportes Continuos

- Distrito en el proceso de entregar un informe trimestral completo que resume los datos de monitoreo del aire recopilados
 - Los informes trimestrales se publicarán en la página web del Distrito AB 617
- Los informes detallados del análisis de especiación de PM2.5 y VOC de laboratorio también se publicarán en la página web del Distrito AB 617
- El informe que resume los datos recopilados de monitoreo del aire desde febrero de 2019 hasta marzo de 2020 está disponible en :

<http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>

Comentarios/¿Preguntas?

South Central Fresno AB 617 Community Steering Committee Meeting #21

May 13, 2020 – 5:30 pm - 7:30 pm
Zoom Virtual Meeting

Action items for South Central Fresno Community Steering Committee:

- Please share suggestions about future agenda items with the Valley Air District.
- Please share suggestions and ideas about committee member outreach and recruitment with the Valley Air District.
- Start thinking about the list of problematic areas associated with truck traffic routes and help come up with the solutions.
- Sign up for the Fresno Energy Program (by September) by visiting www.fresnoenergyprogram.com
- Please spread the word about the Fresno Energy Program via social media, word of mouth, and via referrals (receive \$20 bonus for referral).
- If anybody needs Lupe's number to file smoke reports, you can request the number to be able to call direct.

Action items for the Valley Air District:

- Look into the Heavy Duty Truck Rerouting Study subcommittee and the composition of the Study consultant selection committee.
- Post the schedule of future meetings online and share a hard copy with members when requested.
- Post online meeting materials in advance and share hard copies with those who need them in advance.
- Continue to find ways for the Spanish-speaking participants to follow and view presentation materials during Zoom meetings most effectively.
- Connect Isabel Vargas with the appropriate agency (so she can report a vehicle in her neighborhood that has been emitting high levels of pollution).
- As feasible, circle back with Ed Ward about the history of air toxics reductions AB2588.
- Connect with Kimberly McCoy, who volunteered to be the co-host for the June meeting.

Welcome and Introductions

Christal Love-Lazard, Facilitator, Institute for Local Government

Ryan Hayashi, Deputy Air Pollution Control Officer, San Joaquin Valley Air Pollution Control District (Valley Air District)

Janet Gardner, Community Co-host

Christal welcomed the South Central Fresno Community Steering Committee (CSC) members and the public, provided Zoom and translation instructions, reminded participants that the meeting was being recorded and live streamed, and went over the agenda items. She announced that the CSC will discuss future agenda items at the end of this, and all future meetings.

Ryan welcomed participants and thanked them for being flexible as the Valley Air District and the CSC move forward with the implementation of the Community Emission Reduction Program (CERP) during Covid-19.

Janet thanked everyone for staying focused on improving air quality and relationships.

Comment: Please send the hard copy of the meeting schedules in advance as well as hard copies of materials and presentations a day or two in advance.

California Air Resources Board (CARB) Hearing Resolution Discussion of CARB's final resolution from February 13, 2020 CERP adoption hearing and next steps

Vernon Hughes, CARB

Vernon shared that the CARB hearing resolution is posted on the website:

<http://community.valleyair.org/selected-communities/south-central-fresno/steering-committee-documents/> The resolution that went to the CARB Board hearing on February 13 included staff recommendations. The CARB Board passed it with edits and modifications following the Board discussion on February 13, 2020.

Question: CARB passed several resolutions on February 13. What is the timeline for rules and regulations? Does CARB have any recommendations on where the CSC should start?

Answer: It is up to the CSC and the Valley Air District to identify the implementation priorities.

Question: What are the edits and modifications?

Answer: Some high-level changes include a truck routing study, MOU with the City of Fresno on stationary sources review, reporting timeline and format.

Question: Could you go into more detail on the resolution since it has been several months? I hope that we will spend more time talking about truck rerouting, freight handbook, rules and regulations (to address community concerns, for example. idling), reporting and the role of the CSC in the reporting process.

Answer: The Valley Air District will provide more updates in the next meetings about these and other topics if there is an interest.

Heavy Duty Truck Rerouting Study Update

Scott Mozier, Public Works Director, City of Fresno

Scott provided an update on the Valley Air District and City of Fresno (City) coordination on the CERP measure to conduct a heavy-duty truck rerouting study (study) in the AB 617 community. Christal asked the participants to hold their questions until the end. Presentation highlights:

- Heavy-duty truck rerouting is a high priority for the community, as identified during the AB 617 process and previous city work. The adopted CERP provides an opportunity to implement related measures. The goal is to reroute trucks from specific corridors, especially around vulnerable populations.
- Established in 2005, the city ordinance regulates current heavy-duty truck routes. The process of changing heavy-duty truck routes includes a study preparation, environmental assessment, map development and ordinance change.
- The City will manage the study and its elements: community engagement, traffic counts (an in-kind service provided by the City), the preview of existing road conditions, changes to truck routes and CEQA analysis.
- The next steps are to finalize the funding plan (the consultant cost and project management require additional funding), prepare collaborative agreements, select consultants, engage the community and prepare the study.

Chat Question: La presentacion sera en ingles solamente,?

Chat Answer: la presentacion en la pantalla esta en ingles, pero esta disponible en linea

<http://community.valleyair.org/selected-communities/south-central-fresno/steering-committee-meetings/>

Chat Comment: For future meetings, Spanish residents need to be told to get the Spanish materials ahead of time not on the spot. As it is, we are struggling to get everyone to know how to operate this platform, let alone open a different tab to see the Spanish documents.

Chat Answer: Very good point. We will make sure to get those materials to them in advance.

Chat Comment: Por favor si para la proxima lo publican en espanol.

Chat Answer: Para la proxima reunion voy a proporcionar los documentos en espanol antes de tiempo

Question: What is the implementation timeline?

Answer: It will take several months for the cooperative agreement between the City and the Valley Air District, about three months to select a consultant (in the meantime, the City can start to conduct traffic studies) and about 10-12 months for engagement, the study, and ordinance change.

Question: What is the timeline for the collaborative agreement? Who will start the process, the City or the Valley Air District?

Answer: The City will look to the Valley Air District for the collaborative agreement. The City is eager to get started.

Answer: The Valley Air District hears that this is a priority for the committee. A series of conversations with the City already took place. The Valley Air District will try to move forward as quickly as possible.

Question: Thank you for keeping this issue moving. The community is frustrated because of all the pain and suffering of our people. Systemic discrimination and design made our neighborhoods more polluted. More people are dying of asthma. Why does this truck rerouting presentation not acknowledge that?

Answer: This perspective is incredibly important. In the upcoming community engagement process for the rerouting study, there will be an opportunity to share and address these critically important issues.

Comment: As we proceed with the study, we need to add a social/environmental justice angle, discussion about community health information, and impacts of road sharing with residents and pedestrians.

Question: What is the total cost of the study? Will the number of trucks change post COVID-19? Will the committee have input on the consultant firm selection and their service agreement to ensure that community needs will be addressed in this process? What about the Environmental Impact Report and the relinquishment of H Street? Will that be included in the study?

Answer: The cost will vary between \$200,000 - \$300,000 based on the study components. The higher cost comes with tradeoffs. We can be creative in utilizing existing data from the City's Active Transportation Plan that already provides sidewalk analysis. During a shelter-in-place, we see a 40% decrease in passenger traffic and a 10% decrease in commercial traffic. Future numbers will depend on various factors. The City and the Valley Air District have not discussed the composition of the consultant selection committee. We can have a conversation about that. The timeframe for the Environmental Impact Report has not been released. The study will note the Environmental Impact Report and H Street closure project.

Question: What is the City's plan for authentic community engagement? Will the City be holding virtual meetings if there is a second outbreak of COVID-19?

Answer: Community engagement is a major component of the study. The idea is to do something similar to AB 617 and South Central Fresno engagement with targeted outreach, translation,

materials, etc.

Question: Are you engaging the Councilmembers representing the areas of the study?

Answer: Yes, we will include Councilmembers and their chief of staff.

Chat Question: What factors will determine the recommendations for changing the truck routes?

Chat Question: What funding is available for the potential sources of study in addition to AB 617?

Chat Comment: I agree. Public health data needs to be included in determining how changes are prioritized.

Comment: Can the Valley Air District send out the interest form after this meeting to determine who would like to be on this subcommittee.

Chat comments: I agree. A subcommittee is needed.

Answer: The Valley Air District is supportive of a subcommittee and can look into it.

Verbally and via the chat box, the CSC members suggested spending more time discussing the study. They also suggested building in more time for dialog in future meeting agendas. The Air District committed to ensuring a better meeting balance between 'informational' presentations and CSC discussions. The facilitator asked the group to decide whether they preferred to move onto the next agenda items presented by the Valley Air District or postpone them until a future meeting. The CSC members voted to postpone the Air Monitoring Update and Incentives Update items.

Question: Will the CSC be able to participate in the consultant interviews and have a say in the selection?

Answer: The City has not discussed the consultant selection process or various aspects of the process, such as funding, cooperation agreement process, etc.

Chat Comment: I think CSC members should participate in the RFP process.

Chat Comment: Yes, Steering Committee members should be given the right to participate in that committee.

Chat Comment: The scope and process discussion needs to happen. It needs to be directed by the CSC members and residents. The City and the Valley Air District should not be having private conversations about cost, scope and process.

Chat Answer: We appreciate the concern that "The City and The Valley Air District should not be having private conversations about cost, scope and process." However, the two agencies need to prepare and obtain respective Board approvals for a cooperative agreement between the agencies. Working consistently with the expressed desires of the Steering Committee, the agencies need to work out agreement language and have the respective legal counsel's review.

Question: The traffic count study needs to be transparent. Since the City funds it, how do we ensure the accuracy and impartiality of the results? Why is the City and not a consultant doing traffic counts? I was told that the cost of the study would be closer to \$500,000.

Answer: The City's in-kind services include traffic counters and data sharing. The price of the study can vary. With \$300,000 price tag, we are trying to achieve the same community benefits at a lower cost and free up money for other priorities laid out by the CSC.

Comment: As we talk about numbers and cost, let us pause and think about the cost of lives, the

pain and suffering of the community while these industrial processes are going on. We see trucks take the same short routes to get products to manufacturers more efficiently. Thank you Scott and the City for willingness to do the study and change the ordinance.

Comment: Please listen to the community and have the community involved in choosing the consultant. With the economy potentially tanking and traffic numbers going down, how does the study plan to ensure the analysis of commercial and residential traffic for the robust economy scenarios? Can you prioritize looking at the environmental justice elements and community issues such as sidewalks and health concerns if we have the second shelter-in-place declared later in 2020?

Answer: One possible outcome is to delay the study while the economy recovers. Pedestrian safety, connectivity and bottlenecks are important issues to the City. The Active Transportation Plan reflects these issues. Alternative components of the study are part of broader discussions as we have to understand better types of components and their overall consistency with the study's scope and CERP. While funding is committed, there are two things to keep in mind. CARB needs to approve the projects before receiving funding applications. The Valley Air District's Governing Board also has to approve the funding.

Answer: We can look at the available surrogate sources of VMT data. The available and historical data can help the City, committee and the Valley Air District to decide on the timing of the study.

Chat Comment: here again is the notice for the CARB webinar that will be go over the AB 617 CAP incentive funding guidelines. <https://content.govdelivery.com/accounts/CARB/bulletins/286832c>

Comment: Health issues of the residents living along these heavy-duty truck routes are of great concern to this committee.

Comment: There are opportunities to leverage some of the ongoing collaborations along that corridor. For example, the City and Caltrans are working to resurface Jensen Street.

Question: My neighbor was burning something over the weekend. We filed a complaint with the City but did not hear back.

Answer: The Valley Air District will send down an inspector to look at your area.

Chat Answer: If anybody would like Lupe's number to file reports, request it from the Air District and you will be able to call directly.

Comment: The CSC and the public have to participate in the study, have a seat at the table and have a discussion with the City. Community voices need to be heard, taken into consideration and valued.

Answer: There will be numerous public meetings and participation opportunities.

Comment: There are several factors to consider:

1. The closure of American Avenue for the high-speed rail project puts the added burden to other streets, Jensen and North Avenue, for example. Trucks drive on streets not designed for trucks.
2. Caltrans will be doing an interchange improvement project. Without City planning to widen the streets, it is going to complicate the traffic in those areas. Maybe we can get a list from the community about these problematic areas and help come with the solutions.

Chat Comment: Regarding the timeline to complete the study, to recap:

- We need a minimum of two months for the City/Valley Air District agreement to be developed and approved;
- Three months to hire the consultant team;
- 10-12 months to complete the study;

- Culminating in a new truck ordinance adopted by the Fresno City Council. (1-1/2 years away). Regarding factors to be considered in changing the truck routes, the study would consider community input/concerns (noise, air emissions, safety, and compatibility with land uses) but also the ability of the new proposed truck route to handle both the type and volume of traffic. Community input on the new route and other stakeholder input will be critical (schools, Fresno County, businesses and so forth). In terms of other funding sources, the City of Fresno has offered in-kind services through Traffic Operations field staff (estimated at \$66,000 in staff hours). The Valley Air District is also looking into other funding sources.

Chat Comment: I would like a history of air toxics reductions AB2588 and would like CARB to do a review of the scope of the AB617 Blue Print.

Energy Efficiency Program Update on Fresno Energy Program from Olivine, Inc. and details on resident incentives to participate

Laura, Policy Advisor for Disadvantaged Communities, Olivine

Laura presented information about the pilot energy demand response study and its companion, the Fresno Energy Program in South Central Fresno. This study seeks to identify participation potential, the reduction in energy consumption and targeted messaging. The findings will inform future program designs. Presentation highlights:

- Participation benefits: receive payments for energy reduction, save energy, learn about other public programs. Earn up to a \$170 cash reward by saving energy, participating in energy-saving events and making referrals.
- To participate, residents need to live in eight qualified zip codes (available on the website), have access to the internet, have access to the PG&E account and have no other enrolments in similar demand response programs. Participate by downloading the App or via the website. Enrolment is extended until September. Visit www.fresnoenergyprogram.com to sign up.

Comment: Energy efficiency is one of the CERP strategies and is very high on the prioritization list. Digital visa cards arrive within 48 hours after signing up.

Question: CSC member can reach out to 800 people about this program. Does the digital platform have a blind-friendly design? What about people who have no access to the internet?

Answer: Unfortunately, it does not have a blind-friendly design. As for internet access, participants have to be able to receive emails to participate. They can use public computers to log in.

Question: What about language access?

Answer: We have customer support in Spanish over the phone and via email.

Wrap up/Next Steps Meeting time poll Next Meeting: Wednesday, June 10 via Zoom

Christal Love Lazard, Facilitator, Institute for Local Government

Please let the Valley Air District know what future agenda items you would like to see on future meeting agendas.

The Valley Air District staff provided a steering committee membership update. There are 44 members; there is a need for five more residents. Valley Air District staff will be using social media, phone calls, emails and faith-based partner outreach to recruit more residents. CSC members are asked to share additional outreach suggestions.

Question: Is there a minimum age limit to participate in the CSC?

Answer: Teenagers are fine. Parents will have to approve the participation for those under 18.

CARB staff provided an update about the CSC stipends. CARB is working with the Valley Air District and Environmental Justice Consultation group on drafting the stipend guidelines.

Comment: Please share the list of the meeting dates in a hard copy form with the CSC members who request it. Please share the hard copy of handouts at least 2-3 days before the meeting. The stipend needs to be retroactive.

Answer: The second Wednesday of the month is a set CSC meeting date. The June meeting date conflicts with the Fresno Transformative Climate Communities meeting date. The staff will doodle CSC members about a potential new June date and will post the schedule on the Air District website.

Comment: Spanish documents are hard to open and to view on a separate screen.

Question: Even though we can share agenda items for future meetings, can we still review and set them at the beginning of each meeting?

Answer: Vetting the agenda at the beginning of meetings is logistically tricky to do. There is a lot of work that goes into preparing the agenda, meeting materials, finding the right speakers, and preparing the Spanish translation. We are committed to continuing to work with the community co-host to develop monthly agendas. Please let the Air District know what agenda items you would like to see in future meetings.

Chat Comment: Next Agenda Items: Rules and Regulations Updates, Stipends, Update on Truck Reroute subcommittee, Update on Air Monitoring (FUSD/Orange Center schools), continuation of postpone items from tonight

Kimberly McCoy volunteered to co-host the June meeting.

Comment: When we are back to in-person meetings, some people cannot attend unless there is a vaccine.

Committee members participated in the poll to identify preferred meeting times:

- 5:30pm-7:30pm – 7 votes
- 3:00pm-5:00pm – 5 votes
- 4:30pm-6:30pm – 4 votes.

Next Meeting: TBD by CSC input

All the presentations, Zoom meeting recording, meetings highlights and transcripts will be posted online.

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

Centro-Sur Fresno

Comité Directivo Comunitario AB 617 Reunión #21

13 de mayo de 2020 – 5:30 pm - 7:30 pm
Reunión Virtual por Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Centro-Sur Fresno:

- Por favor de compartir sus sugerencias sobre futuros temas de la agenda con el Distrito del Valle del Aire.
- Por favor de compartir sugerencias e ideas sobre el alcance y alistamiento de miembros del comité con el Distrito del Aire del Valle.
- Comience a pensar en la lista de áreas problemáticas asociadas con las rutas de tráfico de camiones y ayude a encontrar las soluciones.
- Regístrese en el Programa Fresno Energy (para septiembre) visitando www.fresnoenergyprogram.com
- Por favor, pase la voz sobre el Programa de Energía de Fresno a través de las redes sociales, boca a boca y a través de referencias (reciba un bono de \$20 por referencia).
- Si alguien necesita el número de Lupe para reportar humo en la comunidad, puede solicitar el número para poder llamar directamente.

Artículos de Acción para el Distrito del Aire del Valle:

- Examinar un subcomité del Estudio de Desviación de Camiones de Servicio Pesado y la composición del comité de selección de consultores del Estudio.
- Publicar el calendario de futuras reuniones en línea y compartir una copia en papel con los miembros cuando se le solicite.
- Publicar los materiales de las reuniones en línea con anticipación y compartir copias en papel con aquellos que los necesitan con anticipación.
- Continuar buscando formas para que los participantes de habla hispana sigan y vean los materiales de presentación durante las reuniones de Zoom de manera más efectiva.
- Conectar a Isabel Vargas con la agencia correspondiente (para que pueda reportar un vehículo en su vecindario que ha estado emitiendo altos niveles de contaminación).
- Como sea posible, volver a hablar con Ed Ward sobre la historia de las reducciones de tóxicos en el aire AB2588.
- Conectarse con Kimberly McCoy, quien se ofreció como voluntaria para ser la coanfitriona de la reunión de junio.

Bienvenida y Presentaciones

Christal Love-Lazard, Facilitadora, Institute for Local Government

Ryan Hayashi, Director Adjunto, Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín (Distrito del Aire del Valle)

Janet Gardner, Coanfitrión de la Comunidad

Christal dio la bienvenida a los miembros del Comité Directivo de la Comunidad de Centro-Sur Fresno (CSC) y al público, proporcionó instrucciones de Zoom y interpretación, recordó a los participantes que la reunión se está grabando y transmitido en vivo, y repasó los temas de la agenda. Anunció que el CSC discutirá los temas futuros de la agenda al final de este, y todas las reuniones futuras.

Ryan dio la bienvenida a los participantes y les agradeció por ser flexibles a medida que el Distrito del Valle del Aire y el CSC avanzan con la implementación del Programa de Reducción de Emisiones Comunitarias (CERP) durante Covid-19.

Janet agradeció a todos por mantenerse enfocados en mejorar la calidad del aire y las relaciones.

Comentario: Por favor envíe la copia en papel de los horarios de las reuniones con anticipación, así como copias en papel de los materiales y las presentaciones con uno o dos días de anticipación.

Discusión de la Resolución de la Audiencia de la Junta de Recursos del Aire de California (CARB) de la resolución final de la Audiencia de Adopción de CARB del CERP y próximos pasos del 13 de febrero de 2020

Vernon Hughes, CARB

Vernon compartió que la resolución de la audiencia CARB está publicada en el sitio web: <http://community.valleyair.org/selected-communities/south-central-fresno/steering-committee-documents/> La resolución que fue a la audiencia de la Junta de CARB el 13 de febrero incluyó recomendaciones del personal. La Junta de CARB lo aprobó con cambios y modificaciones después de la discusión de la Junta el 13 de febrero de 2020.

Pregunta: CARB aprobó varias resoluciones el 13 de febrero. ¿Cuál es el cronograma para las normas y reglamentos? ¿CARB tiene alguna recomendación sobre dónde debe comenzar el CSC?

Respuesta: Depende en el CSC y el Distrito del Aire del Valle para identificar las prioridades de implementación.

Pregunta: ¿Cuáles son las ediciones y modificaciones?

Respuesta: Algunos cambios de alto nivel incluyen un estudio de desviación de camiones, un MOU con la Ciudad de Fresno sobre revisión de fuentes estacionarias, cronograma y formato de reportes.

Pregunta: ¿Podrían entrar en más detalles sobre la resolución ya que han pasado varios meses?

Espero que pasemos más tiempo hablando sobre la desviación de camiones, el manual de transporte de carga, las reglas y reglamentos (para abordar las preocupaciones de la comunidad, por ejemplo, el dejar el motor encendido mientras esta estacionado), los reportes y el papel del CSC en el proceso de reportes.

Respuesta: El Distrito del Aire del Valle proporcionará más actualizaciones en las próximas reuniones sobre estos y otros temas si hay interés.

Actualización del Estudio de Desviación de Camiones de Servicio Pesado

Scott Mozier, Director de Obras Públicas, Ciudad de Fresno

Scott proporcionó una actualización sobre la coordinación del Distrito del Aire del Valle y la Ciudad de Fresno (Ciudad) sobre la medida del CERP para llevar a cabo un estudio (estudio) de desviación de camiones de servicio pesado en la comunidad AB 617. Christal pidió a los participantes que mantuvieran sus preguntas hasta el final. Puntos importantes de la presentación:

- La desviación de camiones pesados es una alta prioridad para la comunidad, como se identificó durante el proceso de AB 617 y el trabajo previo de la ciudad. El CERP adoptado brinda la oportunidad de implementar medidas relacionadas. El objetivo es redirigir la ruta de camiones de corredores específicos, especialmente alrededor de poblaciones vulnerables.
- Establecida en 2005, la ordenanza municipal regula las rutas actuales de camiones de servicio pesado. El proceso de cambiar las rutas de camiones pesados incluye una preparación de estudio, evaluación ambiental, desarrollo de mapas y cambio de ordenanzas.
- La Ciudad administrará el estudio y sus elementos: participación de la comunidad, conteos de tráfico (un servicio proporcionado por la Ciudad), la vista previa de las condiciones

- existentes de la carretera, cambios en las rutas de camiones y análisis CEQA.
- Los siguientes pasos son finalizar el plan de financiación (el costo del consultor y la gestión del proyecto requieren financiación adicional), preparar acuerdos de colaboración, seleccionar consultores, involucrar a la comunidad y preparar el estudio.

Pregunta por Chat: ¿La presentación será en inglés solamente?

Respuesta por Chat: La presentación en la pantalla está en inglés, pero está disponible en línea <http://community.valleyair.org/selected-communities/south-central-fresno/steering-committee-meetings/>

Comentario por Chat: Para futuras reuniones, a los residentes españoles se les debe pedir que obtengan los materiales en español con anticipación y no en el acto. Tal como están las cosas, estamos luchando para que todos sepan cómo operar esta plataforma, y mucho menos abrir otra página diferente para ver los documentos en español.

Respuesta por Chat: Muy buen punto. Nos aseguraremos de llevarles esos materiales por adelantado.

Comentario por Chat: Por favor si para la próxima lo publican en español.

Respuesta por Chat: Para la próxima reunión voy a proporcionar los documentos en español antes de tiempo.

Pregunta: ¿Cuál es el cronograma de implementación?

Respuesta: El acuerdo de cooperación entre la Ciudad y el Distrito del Aire del Valle tomará varios meses, aproximadamente tres meses para seleccionar un consultor (mientras tanto, la Ciudad puede comenzar a realizar estudios de tráfico) y aproximadamente 10-12 meses para la participación, el estudio y cambio de ordenanza.

Pregunta: ¿Cuál es el cronograma para el acuerdo de colaboración? ¿Quién comenzará el proceso, la Ciudad o el Distrito del Aire del Valle?

Respuesta: La Ciudad buscará en el Distrito del Aire del Valle el acuerdo de colaboración. La ciudad está ansiosa por comenzar.

Respuesta: El Distrito del Aire del Valle oye que esta es una prioridad para el comité. Ya se llevó a cabo una serie de conversaciones con la ciudad. El Distrito del Aire del Valle intentará avanzar lo más rápido posible.

Pregunta: Gracias por mantener este problema en movimiento. La comunidad está frustrada por todo el dolor y el sufrimiento de nuestra gente. La discriminación sistémica y el diseño hicieron que nuestros vecindarios estuvieran más contaminados. Más personas mueren de asma. ¿Por qué esta presentación de desviación de camiones no reconoce eso?

Respuesta: Esta perspectiva es increíblemente importante. En el próximo proceso de participación de la comunidad para el estudio de desviación, habrá una oportunidad de compartir y abordar estos temas de importancia crítica.

Comentario: A medida que avanzamos con el estudio, necesitamos agregar un ángulo de justicia social/ambiental, discusión sobre la información de salud de la comunidad e impactos del intercambio de carreteras con residentes y peatones.

Pregunta: ¿Cuál es el costo total del estudio? ¿Cambiará el número de camiones después de COVID-19? ¿Tendrá el comité información sobre la selección de la empresa consultora y su acuerdo de servicio para garantizar que las necesidades de la comunidad se aborden en este proceso? ¿Qué pasa con el Informe de Impacto Ambiental y la renuncia de H Street? ¿Se incluirá eso en el estudio?

Respuesta: El costo variará entre \$200,000 y \$300,000 según los componentes del estudio. El mayor costo viene con compensaciones. Podemos ser creativos al utilizar los datos existentes del Plan de Transporte Activo de la Ciudad que ya proporciona análisis de aceras. Durante un refugio en el lugar, vemos una disminución del 40% en el tráfico de pasajeros y una disminución del 10% en el tráfico comercial. Los números futuros dependerán de varios factores. La Ciudad y el Distrito del Aire del Valle no han discutido la composición del comité de selección de consultores. Podemos tener una conversión al respecto. El plazo para el Informe de Impacto Ambiental no se ha publicado. El estudio tomará nota del Informe de Impacto Ambiental y el proyecto de cierre de la calle H.

Pregunta: ¿Cuál es el plan de la Ciudad para una auténtica participación comunitaria? ¿La Ciudad llevara a cabo reuniones virtuales si hay un segundo brote de COVID-19?

Respuesta: La participación de la comunidad es un componente importante del estudio. La idea es hacer algo similar al compromiso de AB 617 y participación de Centro-Sur Fresno con alcance específico, traducción, materiales, etc.

Pregunta: ¿Está involucrando a los miembros del Consejo que representan las áreas del estudio?

Respuesta: Sí, incluiremos miembros del Consejo y su jefe de personal.

Pregunta por Chat: ¿Qué factores determinarán las recomendaciones para cambiar las rutas de los camiones?

Pregunta por Chat: ¿Qué fondos están disponibles para las posibles fuentes de estudio además del AB 617?

Comentario por Chat: Estoy de acuerdo. Los datos de salud pública deben incluirse para determinar cómo se priorizan los cambios.

Comentario: ¿Puede el Distrito del Aire del Valle enviar el formulario de interés después de esta reunión para determinar quién le gustaría estar en este subcomité?

Comentario por Chat: Estoy de acuerdo. Se necesita un subcomité.

Respuesta: El Distrito del Aire del Valle apoya a un subcomité y puede investigarlo.

Verbalmente y a través del cuadro de chat, los miembros de CSC sugirieron pasar más tiempo discutiendo el estudio. También sugirieron construir más tiempo para el diálogo en futuras agendas de reuniones. El Distrito del Aire se comprometió a garantizar un mejor equilibrio entre las reuniones "informativas" y las discusiones de CSC. La facilitadora le pidió al grupo que decidiera si preferían pasar a los siguientes puntos del orden del día presentados por el Distrito del Aire del Valle o posponerlos hasta una reunión futura. Los miembros del CSC votaron para posponer la actualización de monitoreo del aire y la actualización de incentivos.

Pregunta: ¿Podrá el CSC participar en las entrevistas con los consultores y opinar en la selección?

Respuesta: La Ciudad no ha discutido el proceso de selección de consultores o varios aspectos del proceso, como la financiación, el proceso de acuerdos de cooperación, etc..

Comentario por Chat: Creo que los miembros de CSC deberían participar en el proceso de RFP.

Comentario por Chat: Sí, los miembros del Comité Directivo deberían tener derecho a participar en ese comité.

Comentario por Chat: La discusión sobre el alcance y el proceso debe ocurrir. Debe ser dirigido por los miembros y residentes de CSC. La Ciudad y el Distrito del Aire del Valle no deberían tener

conversaciones privadas sobre el costo, el alcance y el proceso.

Respuesta por Chat: Apreciamos la preocupación de que "La Ciudad y el Distrito del Aire del Valle no deberían tener conversaciones privadas sobre el costo, el alcance y el proceso". Sin embargo, las dos agencias necesitan preparar y obtener las aprobaciones respectivas de las Mesas Directivas para un acuerdo de cooperación entre las agencias. Trabajando de manera consistente con los deseos expresados del Comité Directivo, las agencias necesitan elaborar un lenguaje de acuerdo y tener la revisión del asesor legal respectivo.

Pregunta: El estudio de conteo de tráfico debe ser transparente. Dado que la Ciudad lo financia, ¿cómo aseguramos la precisión e imparcialidad de los resultados? ¿Por qué la ciudad y no un consultor hace recuentos de tráfico? Me dijeron que el costo del estudio estaría más cerca de \$500,000.

Respuesta: Los servicios proporcionados por la Ciudad incluyen contadores de tráfico e intercambio de datos. El precio del estudio puede variar. Con un precio de \$300,000, estamos tratando de lograr los mismos beneficios para la comunidad a un costo menor y liberar dinero para otras prioridades establecidas por el CSC.

Comentario: Mientras hablamos de números y costos, detengámonos y pensemos en el costo de las vidas, el dolor y el sufrimiento de la comunidad mientras estos procesos industriales continúan. Vemos que los camiones toman las mismas rutas cortas para llevar los productos a los fabricantes de manera más eficiente. Gracias, Scott y la Ciudad, por estar dispuestos a hacer el estudio y cambiar la ordenanza.

Comentario: Por favor escuchen a la comunidad y hagan que la comunidad participe en la elección del consultor. Con la economía potencialmente hundiéndose y disminuyendo el número de tráfico, ¿cómo planea el estudio garantizar el análisis del tráfico comercial y residencial para los escenarios de economía robusta? ¿Puede priorizar al mirar los elementos de justicia ambiental y los problemas de la comunidad como las aceras y las preocupaciones de salud si tenemos un segundo refugio en el lugar declarado más adelante en 2020?

Respuesta: Un posible resultado es retrasar el estudio mientras la economía se recupera. La seguridad de los peatones, la conectividad y los cuellos de botella son asuntos importantes para la Ciudad. El Plan de transporte activo refleja estos problemas. Los componentes alternativos del estudio son parte de debates más amplios, ya que tenemos que comprender mejores tipos de componentes y su coherencia general con el alcance del estudio y el CERP. Si bien la financiación está comprometida, hay dos cosas a tener en cuenta. CARB necesita aprobar los proyectos antes de recibir solicitudes de financiación. La Mesa Directiva del Distrito del Valle del Aire también tienen que aprobar la financiación.

Respuesta: Podemos ver las fuentes sustitutivas disponibles de datos VMT. Los datos disponibles e históricos pueden ayudar a la Ciudad, al comité y al Distrito del Aire del Valle a decidir el momento del estudio.

Comentario por Chat: aquí nuevamente está el aviso para el seminario web de CARB que repasará las pautas de financiamiento de incentivos AB 617 CAP.

<https://content.govdelivery.com/accounts/CARB/bulletins/286832c>

Comentario: Los problemas de salud de los residentes que viven a lo largo de estas rutas de camiones de servicio pesado son motivo de gran preocupación para este comité.

Comentario: Hay oportunidades para aprovechar algunas de las colaboraciones en curso a lo largo de ese corredor. Por ejemplo, la ciudad y Caltrans están trabajando para repavimentar la calle Jensen.

Pregunta: Mi vecino estaba quemando algo durante el fin de semana. Presentamos una queja ante la Ciudad, pero no recibimos respuesta.

Respuesta: El Distrito del Aire del Valle enviará un inspector para observar su área.

Respuesta por Chat: Si alguien desea el número de Lupe para someter reportes, solicítelo al Distrito del Aire y podrá llamar directamente.

Comentario: El CSC y el público deben participar en el estudio, sentarse en la mesa y conversar con la Ciudad. Las voces de la comunidad deben ser escuchadas, tomadas en consideración y valoradas.

Respuesta: Habrá numerosas reuniones públicas y oportunidades de participación.

Comentario: Hay varios factores a considerar:

1. El cierre de American Avenue para el proyecto de tren de alta velocidad supone una carga adicional para otras calles, Jensen y North Avenue, por ejemplo. Los camiones conducen en calles no diseñadas para camiones.
2. Caltrans estará haciendo un proyecto de mejora de intercambio. Sin que la Ciudad planee ensanchar las calles, va a complicar el tráfico en esas áreas. Tal vez podamos obtener una lista de la comunidad sobre estas áreas problemáticas y ayudar a llegar con las soluciones.

Comentario por Chat: En cuanto al cronograma para completar el estudio, para recapitular:

- Necesitamos un mínimo de dos meses para que el acuerdo la Ciudad/Distrito del Aire del Valle se desarrolle y apruebe;
- Tres meses para contratar al equipo consultor;
- 10-12 meses para completar el estudio;
- Culminando con una nueva ordenanza sobre camiones adoptada por el Ayuntamiento de Fresno. (1-1 / 2 años de distancia).

Con respecto a los factores que se deben considerar al cambiar las rutas de los camiones, el estudio consideraría los comentarios/inquietudes de la comunidad (ruido, emisiones a la atmósfera, seguridad y compatibilidad con los usos del suelo), pero también la capacidad de la nueva ruta propuesta para manejar el tipo y el volumen de tráfico. Los aportes de la comunidad sobre la nueva ruta y otros aportes de los interesados serán críticos (escuelas, condado de Fresno, empresas, etc.). En términos de otras fuentes de financiamiento, la Ciudad de Fresno ha ofrecido servicios a través del personal de campo de Operaciones de Tráfico (estimando \$66,000 en horas de personal). El Distrito del Aire del Valle también está buscando otras fuentes de financiación.

Comentario por Chat: Me gustaría tener un historial de reducción de tóxicos en el aire AB2588 y quisiera que CARB haga una revisión del alcance del Plan AB 617.

Actualización del Programa de Eficiencia Energética sobre el Programa de Energía Fresno de Olivine, Inc. y detalles sobre incentivos para residentes para participar

Laura, Asesora de Políticas para Comunidades Desfavorecidas, Olivine

Laura presentó información sobre el estudio piloto de respuesta a la demanda de energía y su acompañante, el Programa de Energía de Fresno en Centro-Sur Fresno. Este estudio busca identificar el potencial de participación, la reducción en el consumo de energía y la mensajería dirigida. Los resultados informarán los futuros diseños de programas. Puntos importantes de la presentación:

- Beneficios de participación: reciba pagos por reducción de energía, ahorre energía, conozca otros programas públicos. Gane hasta \$170 en efectivo al ahorrar energía, participar en eventos de ahorro de energía y hacer referencias.

- Para participar, los residentes deben vivir en ocho códigos postales calificados (disponibles en el sitio web), tener acceso a Internet, tener acceso a la cuenta de PG&E y no tener otras inscripciones en programas similares de respuesta a la demanda. Participe descargando la aplicación o a través del sitio web. La inscripción se extiende hasta septiembre. Visite www.fresnoenergyprogram.com para registrarse.

Comentario: La eficiencia energética es una de las estrategias del CERP y ocupa un lugar alto en la lista de priorización. Las tarjetas de visa digitales llegan dentro de las 48 horas después de registrarse.

Pregunta: El miembro del CSC puede comunicarse con 800 personas sobre este programa. ¿La plataforma digital tiene un diseño amigable para los ciegos? ¿Qué pasa con las personas que no tienen acceso a Internet?

Respuesta: Desafortunadamente, no tiene un diseño amigable para los ciegos. En cuanto al acceso a internet, los participantes deben poder recibir correos electrónicos para participar. Pueden usar computadoras públicas para iniciar sesión.

Pregunta: ¿Qué pasa con el acceso al idioma?

Respuesta: Tenemos atención al cliente en español por teléfono y por correo electrónico.

Concluir/Próximos pasos Encuesta de tiempo de la reunión

Próxima Reunión: Miércoles 10 de junio a través de Zoom

Christal Love Lazard, Facilitadora, Institute for Local Government

Por favor informe al Distrito del Aire del Valle qué elementos de la agenda futura le gustaría ver en las agendas de reuniones futuras.

El personal del Distrito del Aire del Valle proporcionó una actualización de membresía del comité directivo. Hay 44 miembros; Se necesitan cinco residentes más. El personal del Distrito utilizará las redes sociales, las llamadas telefónicas, los correos electrónicos y el contacto con socios religiosos para alistar a más residentes. Se les pide a los miembros de CSC que compartan sugerencias de alcance adicionales.

Pregunta: ¿Existe un límite de edad mínima para participar en el CSC?

Respuesta: Los adolescentes están bien. Los padres deberán aprobar la participación de menores de 18 años.

El personal de CARB proporcionó una actualización sobre los estipendios de CSC. CARB está trabajando con el Distrito del Aire del Valle y el grupo de Consulta de Justicia Ambiental sobre la redacción de las directrices de estipendio.

Comentario: Por favor comparta la lista de las fechas de la reunión en papel con los miembros del CSC que lo soliciten. Comparta los folletos en papel al menos 2-3 días antes de la reunión. El estipendio debe ser retroactivo.

Respuesta: El segundo miércoles del mes es una fecha fija para la reunión de CSC. La fecha de la reunión de junio entra en conflicto con la fecha de la reunión de Fresno Transformative Climate Communities. El personal informará a los miembros del CSC sobre una posible nueva fecha de junio y publicará el horario en el sitio web del Distrito del Aire.

Comentario: Los documentos en español son difíciles de abrir y ver en una pantalla separada.

Pregunta: Aunque podemos compartir los temas de la agenda para futuras reuniones, ¿podemos revisarlos y establecerlos al comienzo de cada reunión?

Respuesta: Examinar la agenda al comienzo de las reuniones es logísticamente difícil de hacer. Se necesita mucho trabajo para preparar la agenda, reunir materiales, encontrar los oradores adecuados y preparar la traducción al español. Estamos comprometidos a continuar trabajando con el coanfitrión de la comunidad para desarrollar agendas mensuales. Por favor informe al Distrito del Aire qué elementos de la agenda le gustaría ver en futuras reuniones.

Comentario por Chat: Próximos puntos del orden del día: Actualizaciones de Reglas y Reglamentos, Estipendios, Actualización sobre el Subcomité de Desviación de Camiones, Actualización sobre Monitoreo del Aire (escuelas del FUSD/Orange Center), continuación de posponer elementos desde esta noche

Kimberly McCoy se ofreció como co-anfitriona de la reunión de junio.

Comentario: Cuando volvemos a las reuniones en persona, algunas personas no pueden asistir a menos que haya una vacuna.

Los miembros del comité participaron en la encuesta para identificar los horarios de reunión preferidos:

- 5:30pm-7:30pm – 7 votos
- 3:00pm-5:00pm – 5 votos
- 4:30pm-6:30pm – 4 votos

Próxima Reunión: Por determinar con el aporte del Comité

Todas las presentaciones, grabación de la reunión por Zoom, puntos interesantes y transcripciones se publicarán en línea.

**Consulte el audio de la reunión para revisar todos los detalles y comentarios de la reunión.*



Agenda for South Central Fresno Community Steering Committee Meeting #21

Wednesday, May 13, 2020 – 5:30 pm - 7:30 pm

Zoom Meeting: <https://zoom.us/j/912784440>

Meeting ID: 912 784 440

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:30 p.m. Welcome, Introductions**
Christal Love-Lazard, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Janet Gardner, Community Co-host
- 5:40 p.m. CARB Hearing Resolution**
Discussion of CARB's final resolution from Feb 13, 2020 CERP adoption hearing and next steps
Vernon Hughes, California Air Resources Board (CARB)
- 5:50 p.m. Heavy Duty Truck Rerouting Study Update**
Update and discussion on District and City of Fresno coordination on the CERP measure to conduct a truck rerouting study in the AB 617 community
Scott Mozier, Public Works Director, City of Fresno
- 6:15 p.m. Air Monitoring Update**
Update on District monitoring placement and recent data analysis
Brad Dawson, Supervising Air Quality Instrument Specialist, Valley Air District
- 6:35 p.m. Incentives Update**
Update on CERP incentives measures discussed on March 11 (school buses, heavy-duty trucks, funding guidelines) and solicit feedback on school air filtration measure
Valley Air District Staff
- 6:55 p.m. Energy Efficiency Program**
Update on Fresno Energy Program from Olivine, Inc. and details on resident incentives to participate
Laura Mameesh, Policy Advisor for Disadvantaged Communities, Olivine
- 7:15 p.m. Wrap Up/Next Steps**
Meeting time poll
Next Meeting: Wednesday, June 10 via Zoom
Christal Love Lazard, Facilitator, Institute for Local Government

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario de Centro-Sur Fresno Reunión #21

Miércoles 13 de mayo de 2020 – 5:30 pm a 7:30 pm

Reunión por Zoom: <https://zoom.us/j/912784440>

Meeting ID: 912 784 440

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
Janet Gardner, Coanfitrión de la Comunidad
- 5:40 p.m. Resolución de la Audiencia de CARB**
Discusión de la resolución final de CARB de la audiencia de adopción del CERP del 13 de febrero de 2020 y los próximos pasos
Vernon Hughes, Junta de Recursos del Aire de California (CARB)
- 5:50 p.m. Actualización del Estudio de Desviación de Camiones de Servicio Pesado**
Actualización y discusión sobre la coordinación del Distrito y la Ciudad de Fresno sobre la medida del CERP para llevar a cabo un estudio de desviación de camiones en la comunidad AB 617
Scott Mozier, Director de Obras Públicas, Ciudad de Fresno
- 6:15 p.m. Actualización de Monitoreo del Aire**
Actualización sobre la ubicación de equipo de monitoreo del Distrito y análisis de datos recientes
Brad Dawson, Especialista Supervisor de Instrumentos de Calidad del Aire, Distrito del Aire del Valle
- 6:35 p.m. Actualización de Incentivos**
Actualización sobre las medidas de incentivos del CERP discutidas el 11 de marzo (autobuses escolares, camiones de servicio pesado, pautas de financiación) y solicitar comentarios sobre la medida de filtración de aire escolar
Personal del Distrito del Aire del Valle
- 6:55 p.m. Programa de Eficiencia Energética**
Actualización sobre el Fresno Energy Program de Olivine, Inc. y detalles sobre incentivos para residentes para participar
Laura Mameesh, Asesora de Políticas para Comunidades Desfavorecidas, Olivine
- 7:15 p.m. Concluir/Próximos Pasos**
Encuesta del Horario de Reunión
Próxima Reunión: miércoles, 10 de junio por Zoom
Christal Love Lazard, Facilitadora, Institute for Local Government

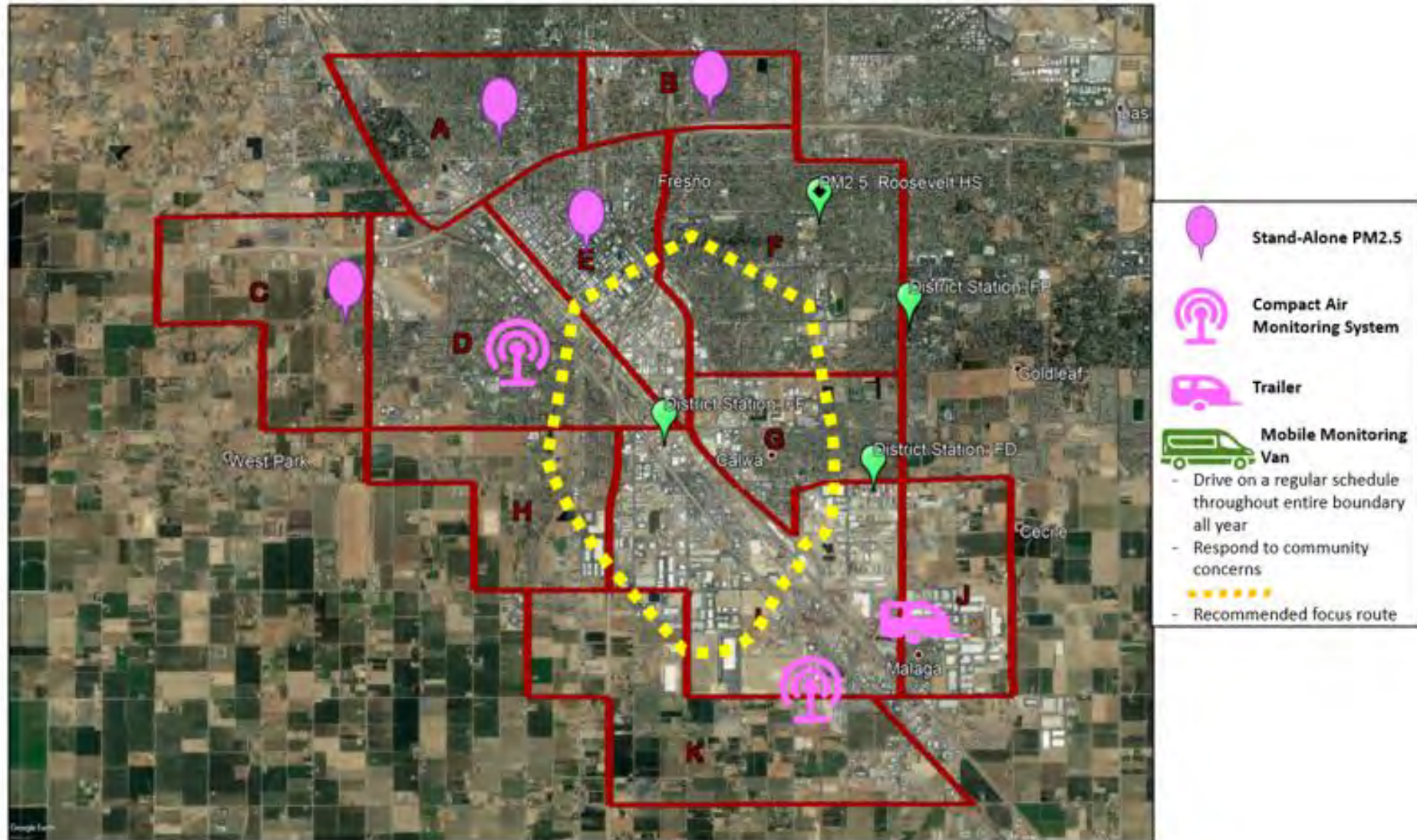
South Central Fresno AB 617 Community Air Monitoring Update

Community Steering Committee Meeting
May 13, 2020

Ongoing Community Air Monitoring

- District continuing to conduct localized air monitoring in South Central Fresno community
- Working to deploy additional air monitoring platforms across the community, according to Community Steering Committee recommended network design
 - Due to challenges in working with school districts, finding alternative locations near schools to place air monitoring equipment
- Air monitoring van actively being used to regularly monitor pollutants in areas of interest of the community and near recommended site locations for network design
- Intensive PM_{2.5} and VOC speciation sampling and laboratory analysis being conducted since late 2019

Community Air Monitoring Network Design



Community Air Monitoring Platforms



Community Air Monitoring Platforms (cont'd)



Community Air Monitoring Platforms (cont'd)



Online Sites in South Central Fresno

Real-Time PM2.5

- Bitwise South Stadium
- Roosevelt High School
- Fresno-Foundry (near-road site)

VOC and PM2.5 Speciation

- Fresno-Foundry
- Measurements to continue here until Malaga Elementary trailer is in place (soon)

Mobile Air Monitoring Van

- Regular measurements in community designated areas of interest and in community selected locations

Pending Sites in South Central Fresno

Real-Time PM2.5

- **Heaton Elementary & Yosemite Middle School:** Waiting on Fresno Unified, working on alternative locations
- **Madison Elementary:** Waiting on Central Unified, working on alternative locations

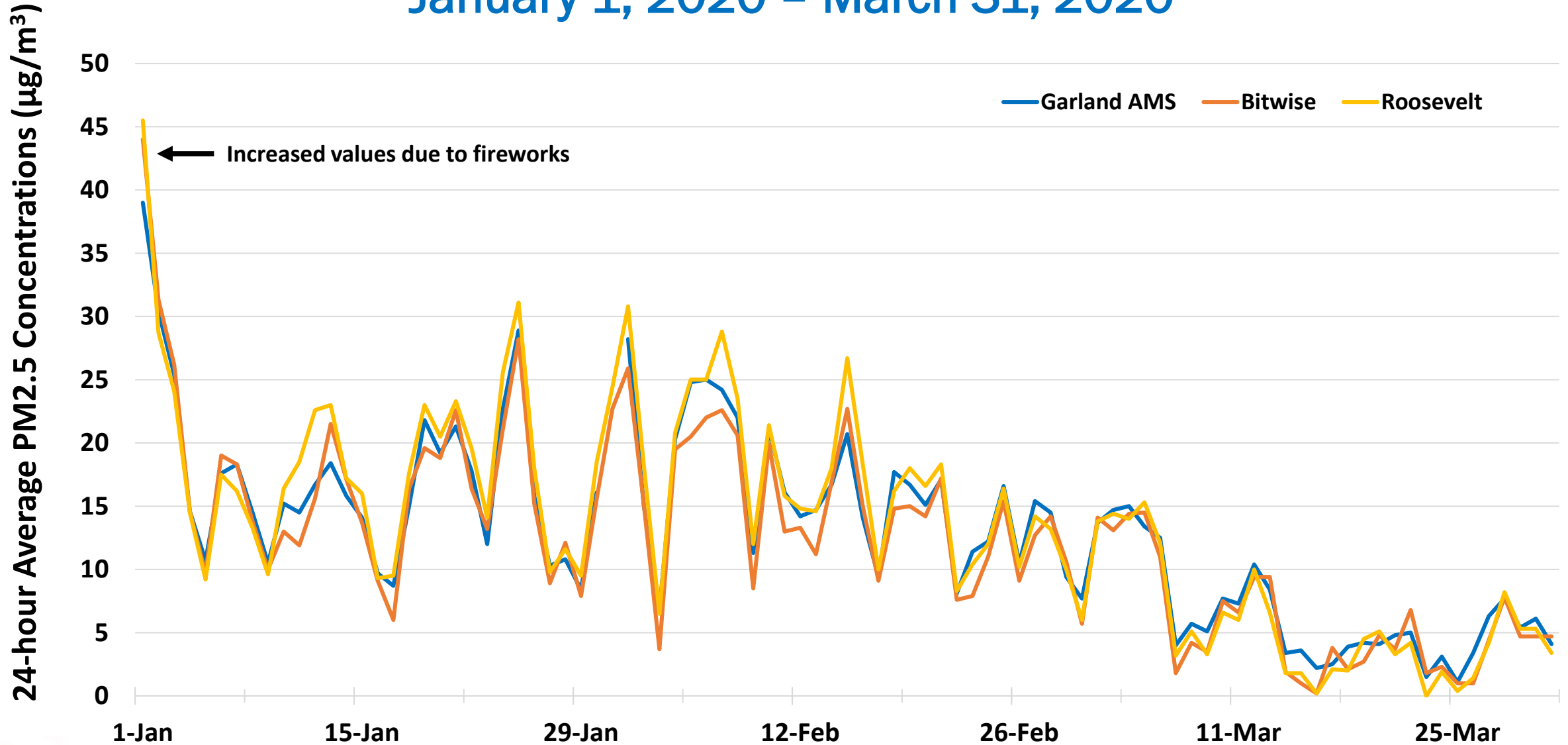
Compact Multi-Pollutant Air Monitoring System

- **Orange Center School:** School Board voted against placing equipment at this site, working on alternative locations
- **Edison High School:** Waiting on Fresno Unified, working on alternative locations
- Compact system being operated at Fresno-Foundry in the interim

Air Monitoring Trailer

- **Malaga Elementary:** Approved by Fowler Unified in February 2020, completing electrical work, then trailer will be installed

Daily Average PM2.5 Data Comparison January 1, 2020 – March 31, 2020



Comparison of Average PM2.5

January 1 – March 31, 2020

Site	Average PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	13.1
Fresno-Roosevelt	13.7
Fresno-Bitwise	12.5
Fresno-Foundry*	14.7

*Site measures roadway pollution, does not represent ambient conditions

Mobile Air Monitoring Van Activities

Site A: Parking lot on east corner of Tulare and 'R' Street

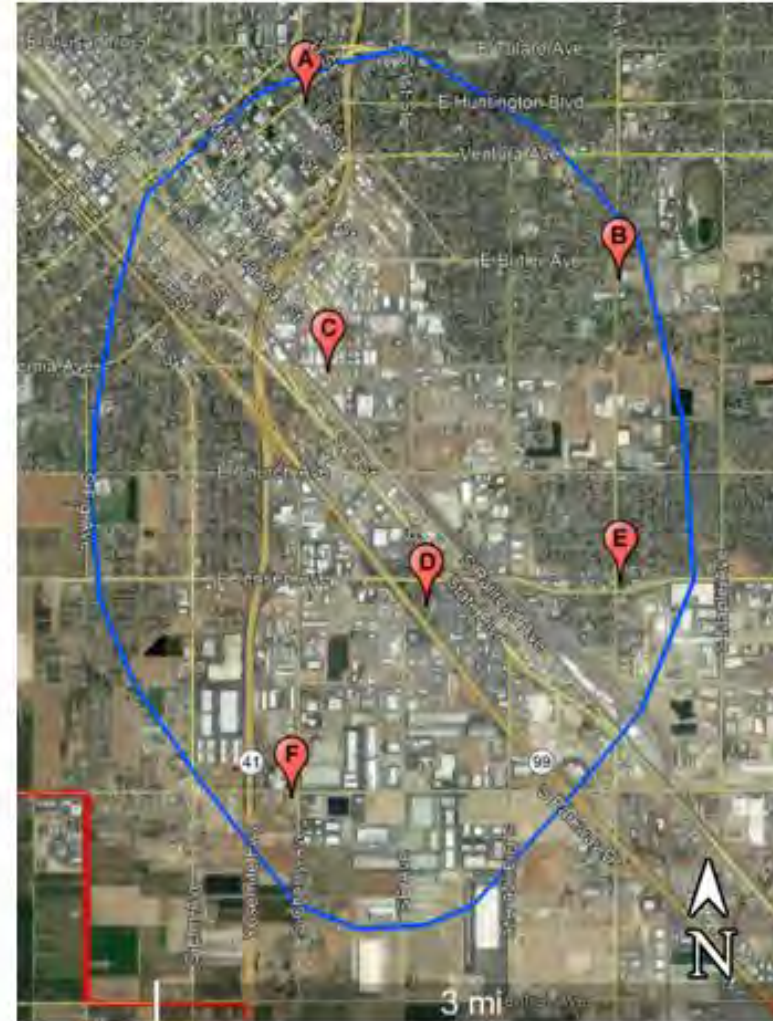
Site B: Parking lot on south east corner of East Butler Ave and South Cedar Ave

Site C: Parking lot on southwest corner of East California Ave and South Van Ness Ave

Site D: On 2nd Street south of intersection with Jensen Ave

Site E: Parking lot on southeast corner of E Jensen Ave and S Cedar Ave

Site F: Unpaved lot on southwest corner of E North Ave and S Cherry Ave

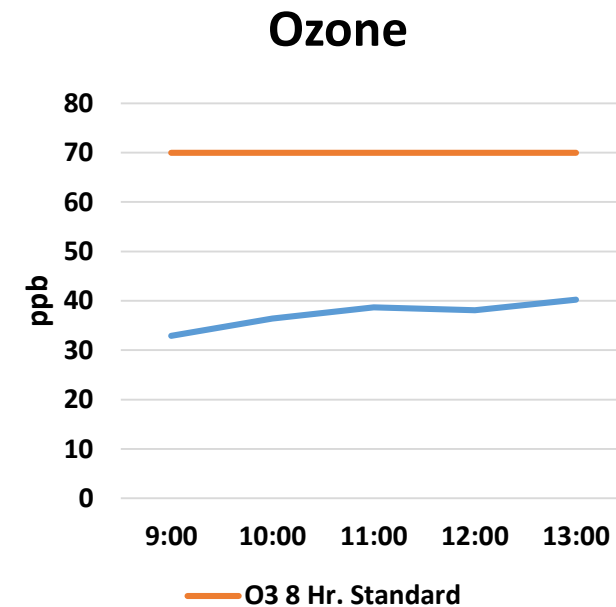
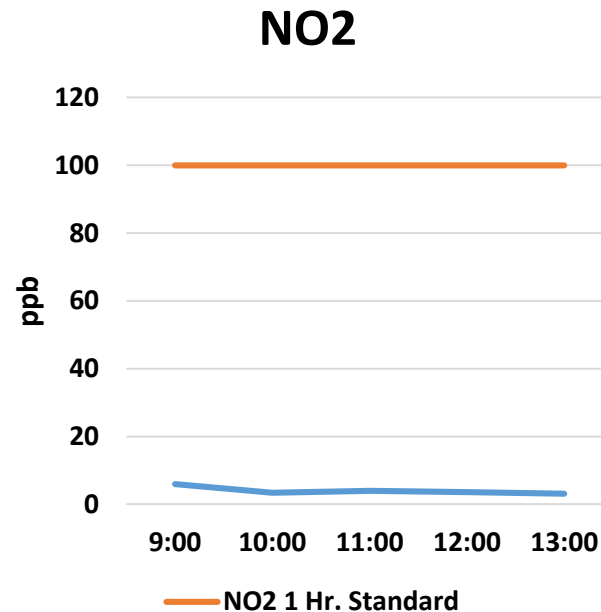
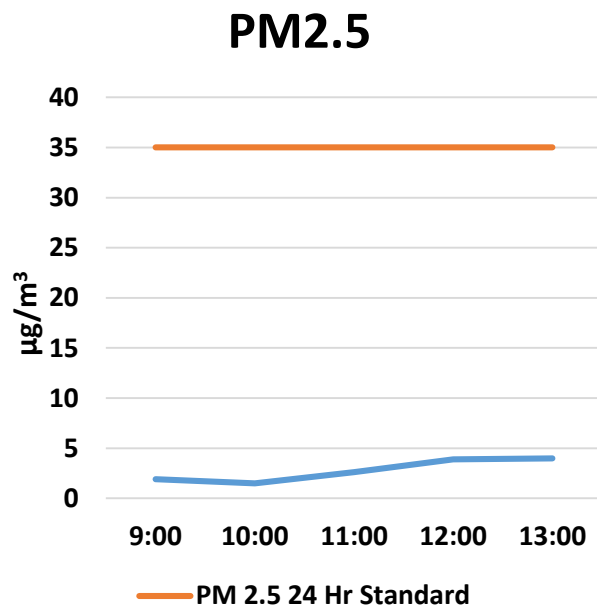


Mobile Air Monitoring Van Activities (cont'd)

- Short-term measurements taken in multiple locations on various days in January 2020
- The concentrations of pollutants measured for all locations were minimal during this period:
 - Ozone did not exceed 53 ppb, below the federal 8-hr ozone standard of 70 ppb
 - CO did not exceed 0.59 ppm, below the federal 1-hr CO standard of 35 ppmv
 - NO₂ did not exceed 52 ppb, below the federal 1-hr NO₂ standard of 100 ppb
 - SO₂ did not exceed 0.9 ppb, below the federal 1-hr SO₂ standard of 75 ppb
 - VOC analyzers did not detect any measurable benzene, toluene, ethylbenzene, or xylene (BTEX) emissions at selected locations during this monitoring period
 - BTEX is a good indicator of VOC concentrations as a whole

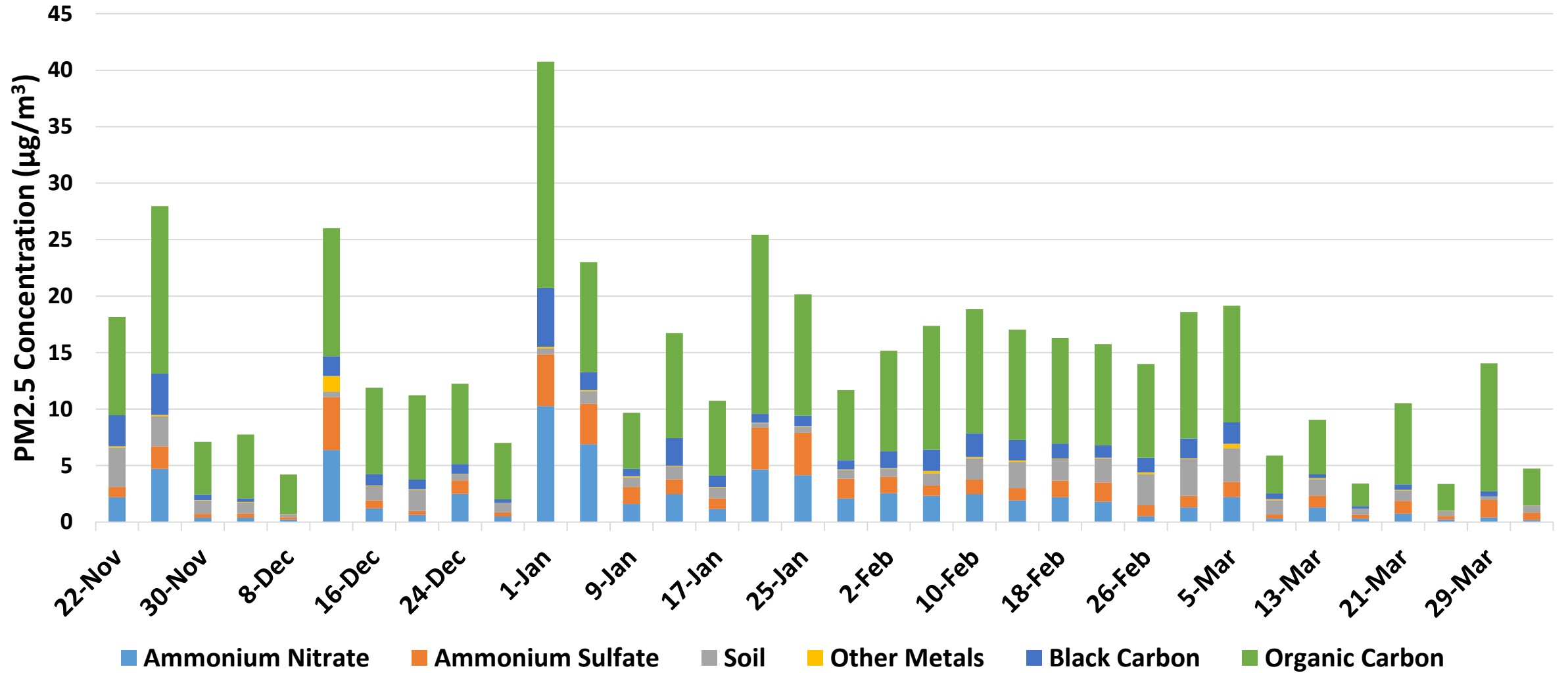
Mobile Air Monitoring Van Activities (cont'd)

- Multiple hour measurements taken at single locations in March 2020
 - Collected data allowed for better comparison with federal air quality standards
 - District focusing these efforts in areas identified in the Community Air Monitoring Plan
- Example: March 19 measurements near Edison High School



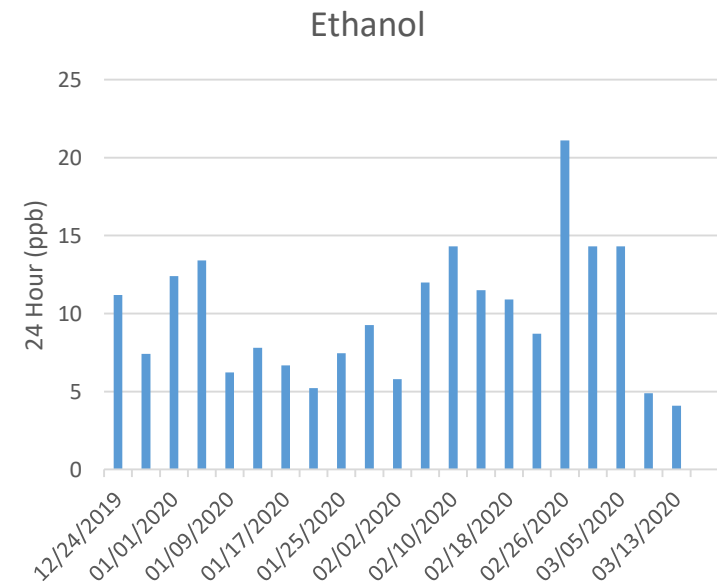
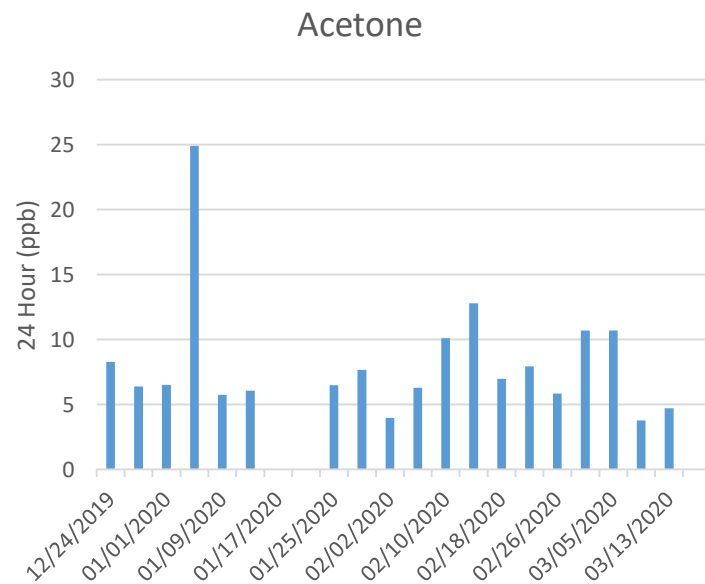
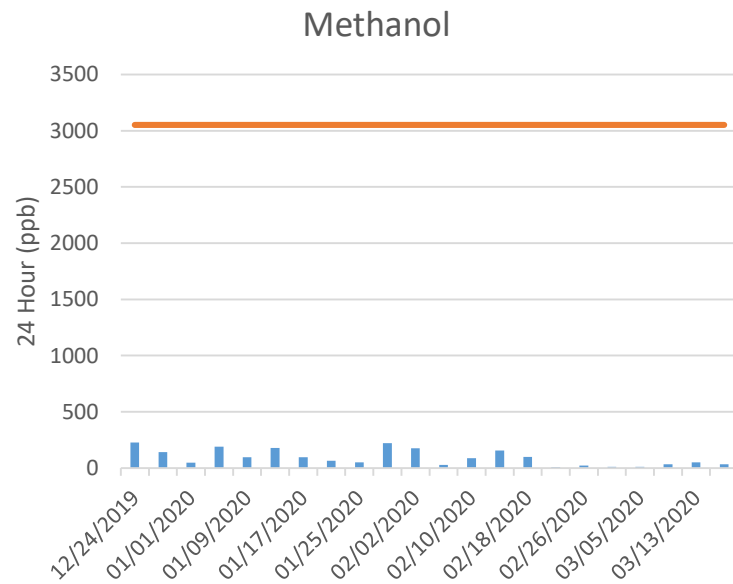
PM2.5 Speciation Analysis

Fresno-Foundry Site (November 2019 – March 2020)

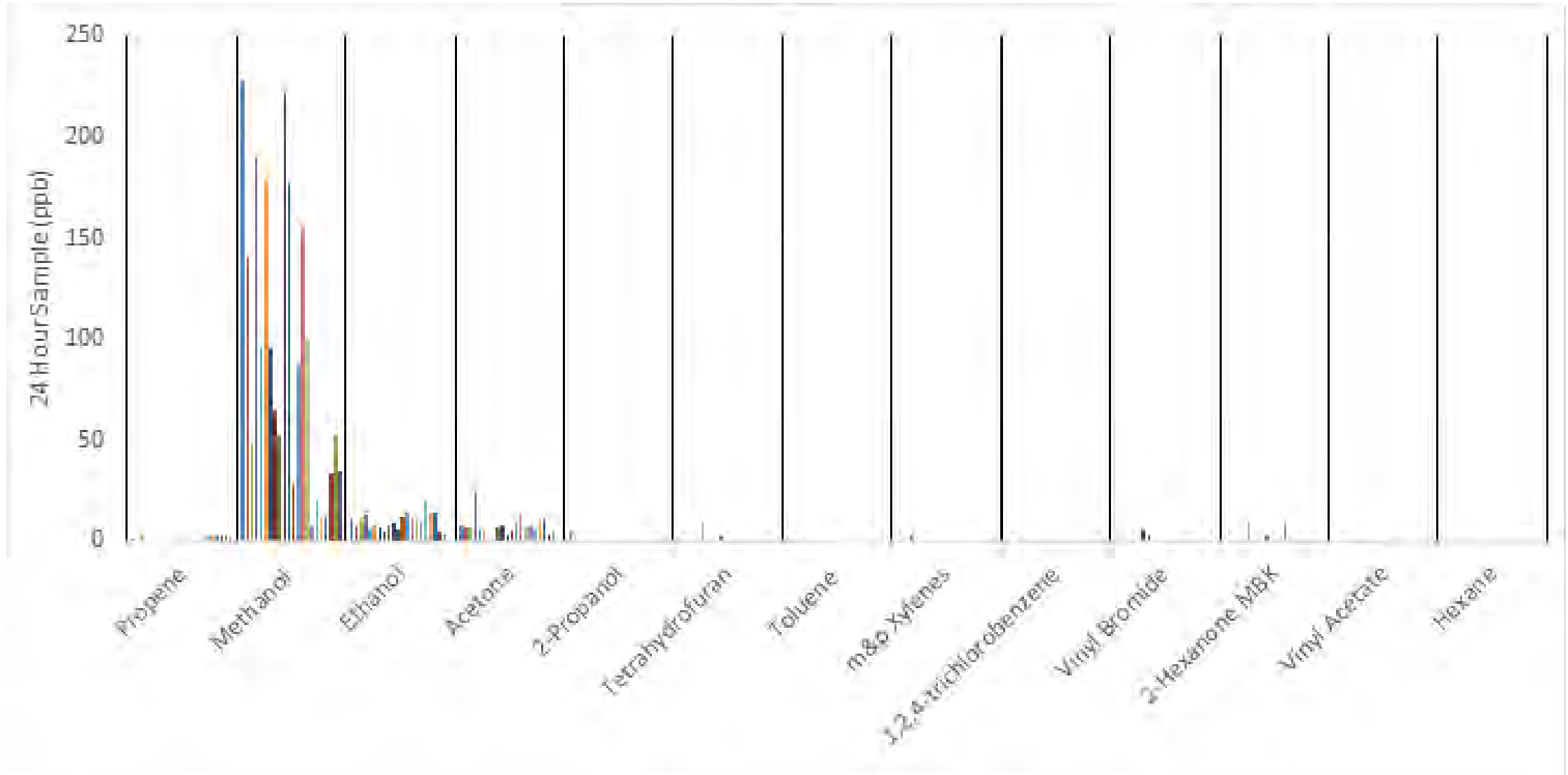


VOC Speciation Analysis

- VOC measurements and speciation laboratory analysis being conducted at Fresno-Foundry site since December 2019
- Laboratory analysis isolates concentrations of 68 VOC species
 - Results show trace or no detections of most VOC species
 - Focusing results on which species were detected in laboratory analysis



Detected VOC Species



Availability of Collected Community Air Quality Data

- CARB continuing to develop 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>

Development and Availability of Ongoing Reports

- District will be developing comprehensive quarterly reports summarizing air monitoring data collected
 - Quarterly reports will be posted to District AB 617 webpage
- Detailed reports of laboratory PM_{2.5} and VOC speciation analysis also to be posted on District AB 617 webpage
- Report summarizing collected air monitoring data from February 2019 through March 2020 will be available at:
<http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>

Comments/Questions?

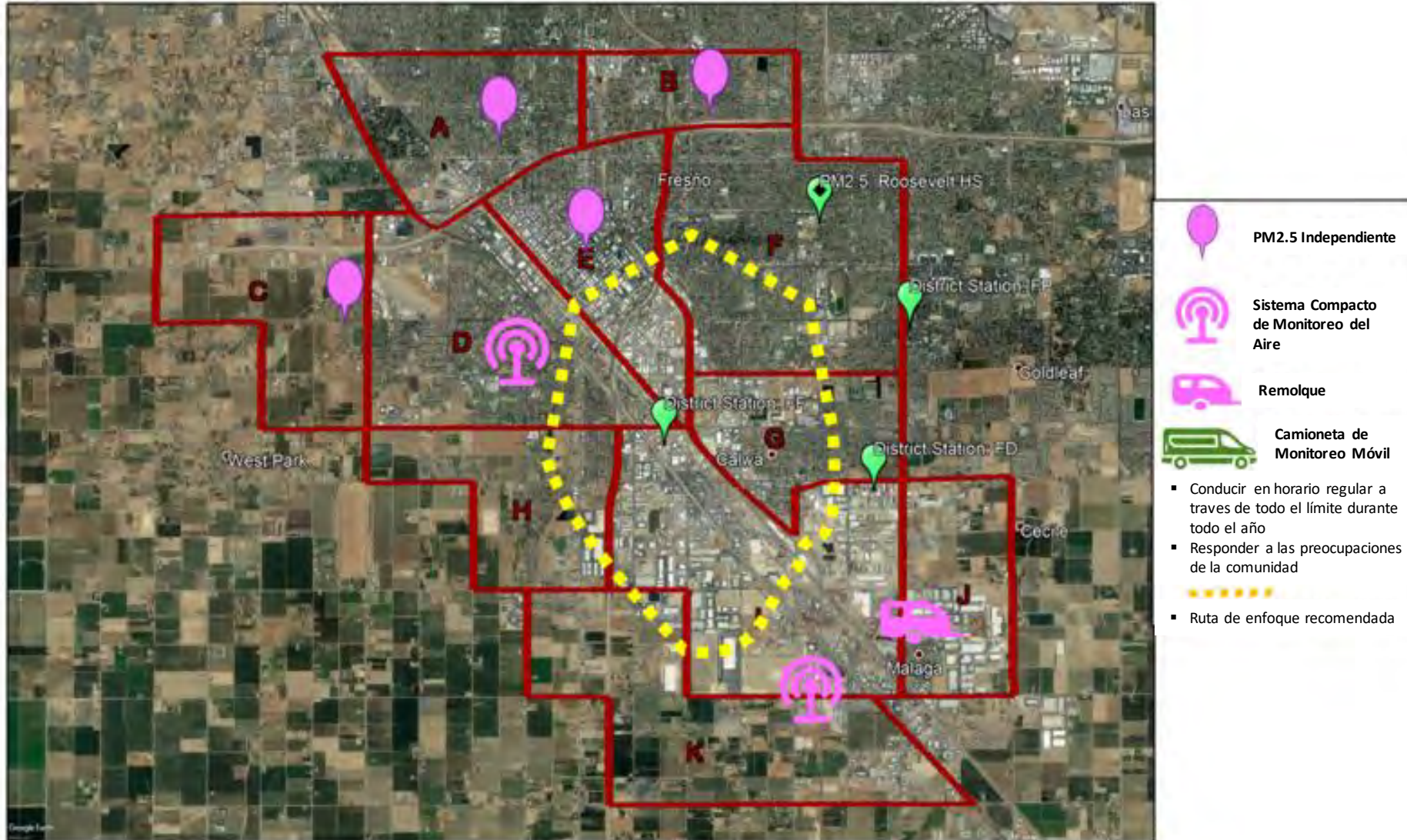
Actualización de Monitoreo del Aire de la Comunidad AB 617 de Centro-Sur Fresno

Reunión del Comité Directivo Comunitario
13 de mayo de 2020

Monitoreo Continuo del Aire Comunitario

- El Distrito continúa el monitoreo del aire localizado en la comunidad de Centro-Sur Fresno
- Trabajando para desplegar plataformas de monitoreo del aire adicionales en toda la comunidad, de acuerdo con el diseño del sistema recomendado por el Comité Directivo de la Comunidad
 - Debido a los desafíos en el trabajo con los distritos escolares, buscando ubicaciones alternativas cerca de las escuelas para colocar equipos de monitoreo del aire
- La camioneta de monitoreo del aire se usa activamente para monitorear contaminantes en áreas de interés de la comunidad y cerca de las ubicaciones recomendadas para el diseño del sistema
- Pruebas intensivas de especiación de PM2.5 y VOC y análisis de laboratorio se han llevado a cabo desde los fines de 2019

Diseño del Sistema de Monitoreo del Aire Comunitario



Plataformas de Monitoreo del Aire Comunitario



Plataformas de Monitoreo del Aire Comunitario *(cont.)*



Plataformas de Monitoreo del Aire Comunitario *(cont.)*



Sitios en Línea en Centro-Sur Fresno

PM2.5 en Tiempo Real

- Estadio Sur de Bitwise
- Escuela Roosevelt High
- Fresno-Foundry (sitio cerca de la carretera)

Especiación de VOC y PM2.5

- Fresno-Foundry
- Las medidas continuarán aquí hasta que el trailer de Málaga Elementary esté en su lugar (pronto)

Camioneta de Monitoreo del Aire Móvil

- Medidas regulares en áreas de interés designadas por la comunidad y en ubicaciones seleccionadas por la comunidad

Sitios pendientes en Centro-Sur Fresno

PM2.5 en Tiempo Real

- **Heaton Elementary y Yosemite Middle School:** Esperando en Fresno Unified, trabajando en ubicaciones alternativas
- **Madison Elementary:** Esperando en Central Unified, trabajando en ubicaciones alternativas

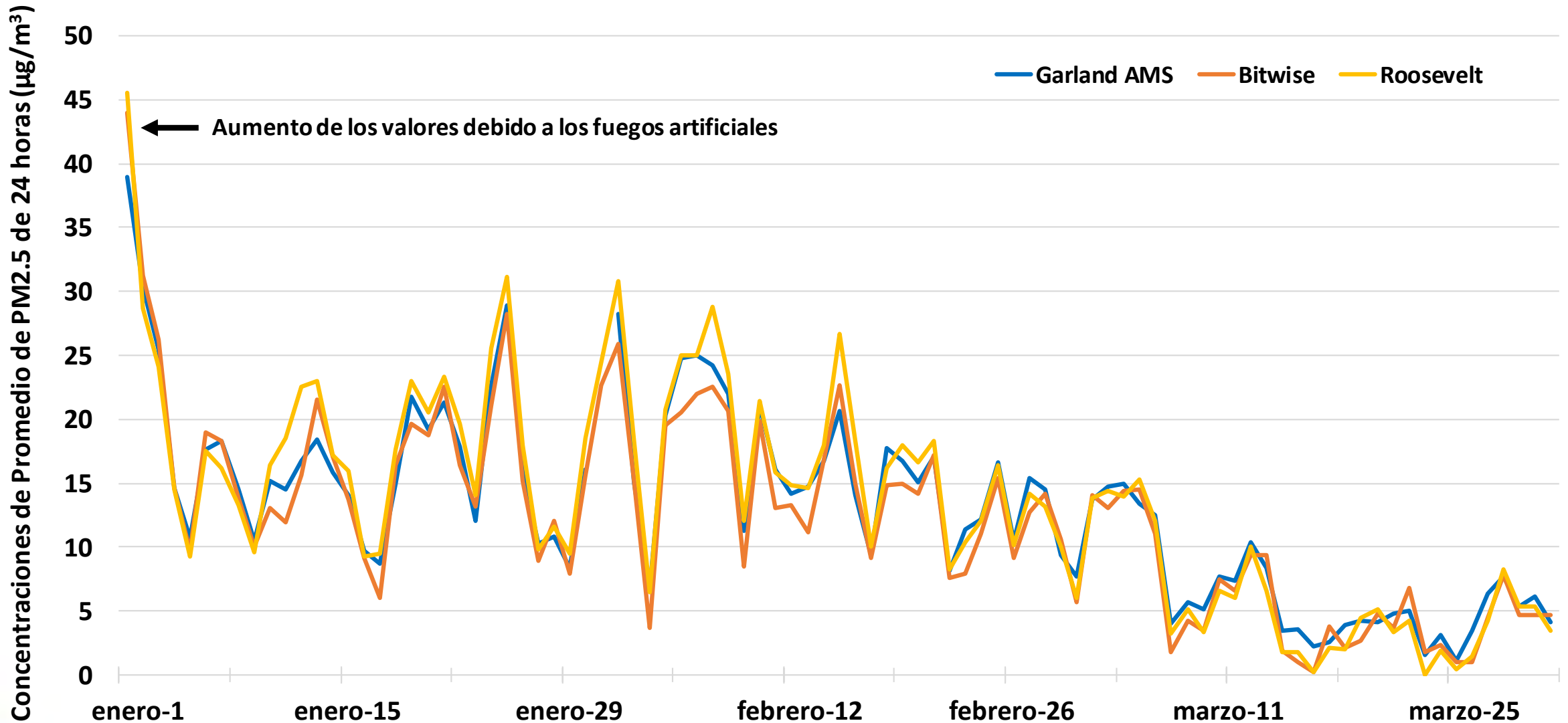
Sistema Compacto de Monitoreo del Aire Multi-Contaminante

- **Orange Center School:** La Junta Escolar votó en contra de colocar equipos en este sitio, trabajando en ubicaciones alternativas
- **Edison High School:** Esperando en Fresno Unified, trabajando en ubicaciones alternativas
- Sistema compacto operando en Fresno-Foundry mientras tanto

Remolque de Monitoreo del Aire

- **Malaga Elementary:** Aprobado por Fowler Unified en febrero de 2020, completando el trabajo eléctrico, luego se instalará el remolque

Comparación del Promedio Diario de Datos de PM2.5 1 de enero de 2020 - 31 de marzo de 2020



Comparación de Promedio de PM 2.5

1 de enero - 31 de marzo de 2020

Sitio	Concentración de Promedio de PM2.5 ($\mu\text{g}/\text{m}^3$)
Fresno-Garland	13.1
Fresno-Roosevelt	13.7
Fresno-Bitwise	12.5
Fresno-Foundry*	14.7

* El sitio mide la contaminación del camino, no representa las condiciones ambientales

Actividades de Camioneta de Monitoreo del Aire Móvil

Sitio A: Estacionamiento en la esquina este de Tulare y la calle 'R'

Sitio B: Estacionamiento en la esquina sureste de East Butler Ave y South Cedar Ave

Sitio C: Estacionamiento en la esquina suroeste de East California Ave y South Van Ness Ave

Sitio D: En 2nd Street al sur de la intersección con Jensen Ave

Sitio E: Estacionamiento en la esquina sureste de E Jensen Ave y S Cedar Ave

Sitio F: Lote sin pavimentar en la esquina suroeste de E North Ave y S Cherry Ave

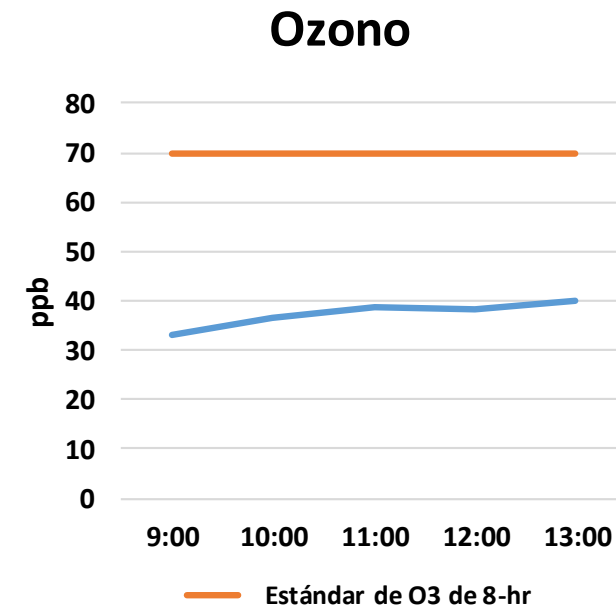
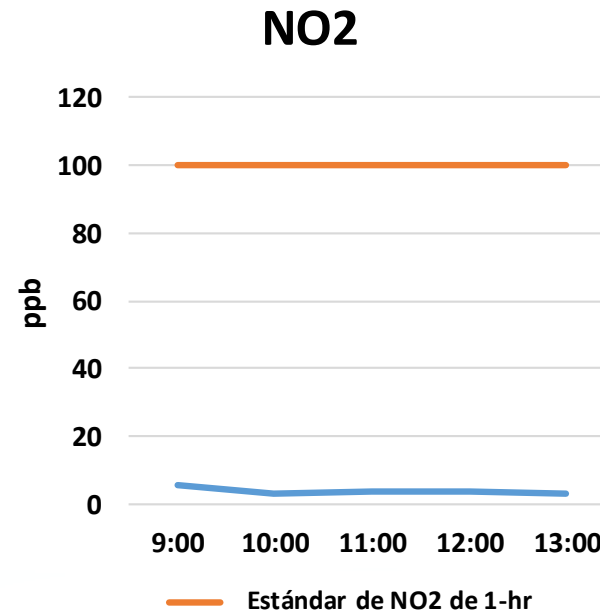
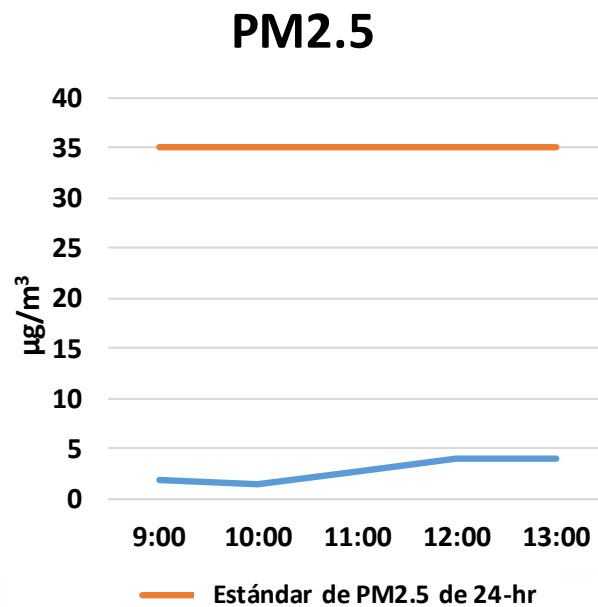


Actividades de Camioneta de Monitoreo del Aire Móvil (cont)

- Medidas de corto plazo tomadas en múltiples ubicaciones en varios días en enero de 2020
- Las concentraciones de contaminantes medidas para todos los lugares fueron mínimas durante este período:
 - Ozono no excedió 53 ppb, debajo del estándar federal de ozono de 8-hr de 70 ppb
 - CO no excedió 0.59 ppm, debajo del estándar federal de CO de 1-hr de 35 ppm
 - NO₂ no excedió 52 ppb, debajo del estándar federal de NO₂ de 1-hr de 100 ppb
 - SO₂ no excedió 0.9 ppb, debajo del estándar federal de SO₂ de 1-hr de 75 ppb
 - Los analizadores de VOC no detectaron emisiones de BTEX medibles en ubicaciones seleccionadas durante este período de monitoreo
 - BTEX es un buen indicador de las concentraciones de VOC en su totalidad

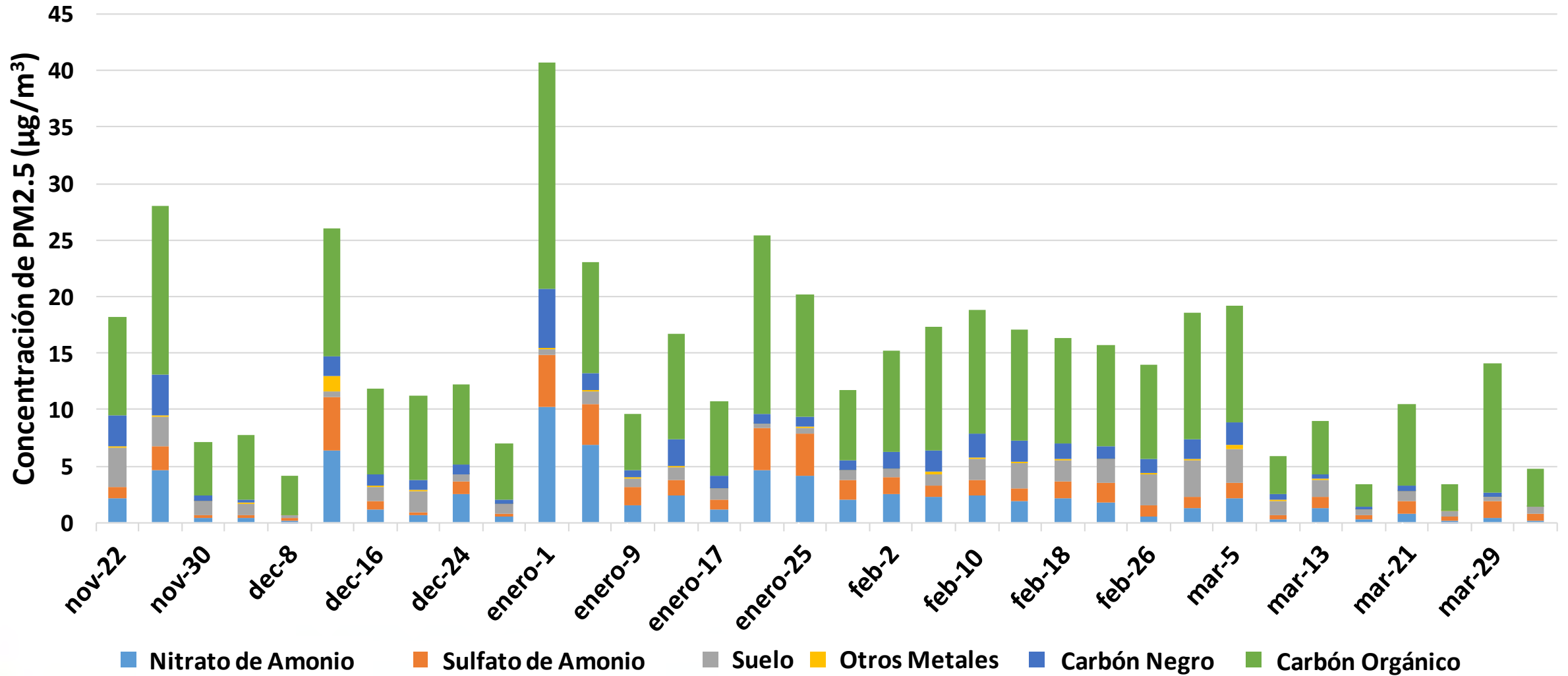
Actividades de Camioneta de Monitoreo del Aire Móvil (cont)

- Medidas de varias horas tomadas en ubicaciones individuales en marzo de 2020
 - Los datos recopilados permitieron una mejor comparación con los estándares federales de calidad del aire
 - Distrito enfocando estos esfuerzos en áreas identificadas en el Plan Comunitario de Monitoreo del Aire
- Ejemplo: medidas del 19 de marzo cerca de Edison High School



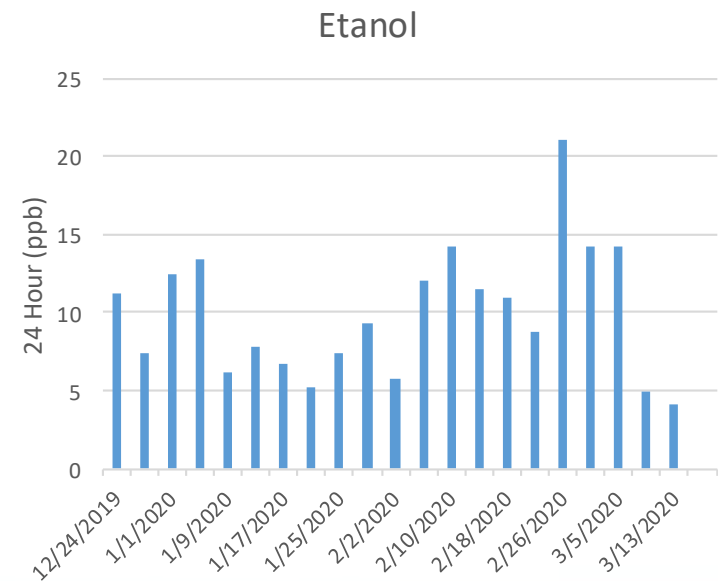
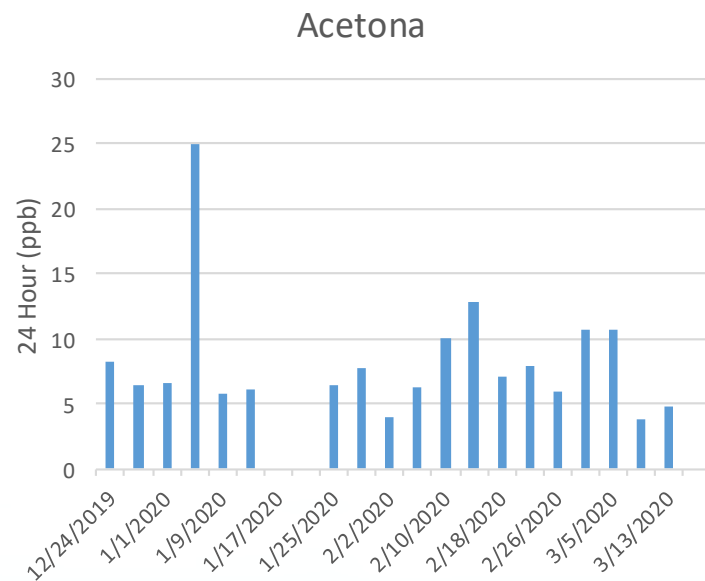
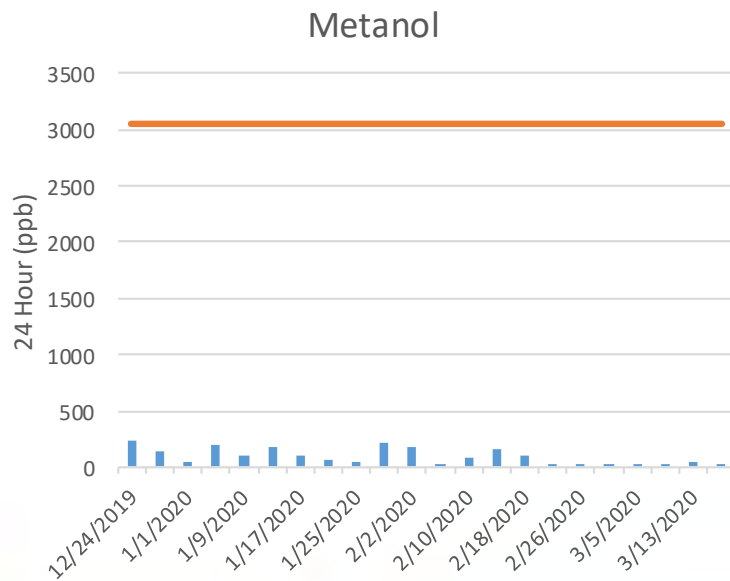
Análisis de Especiación de PM2.5

Sitio de Fresno-Foundry (noviembre 2019 – marzo 2020)

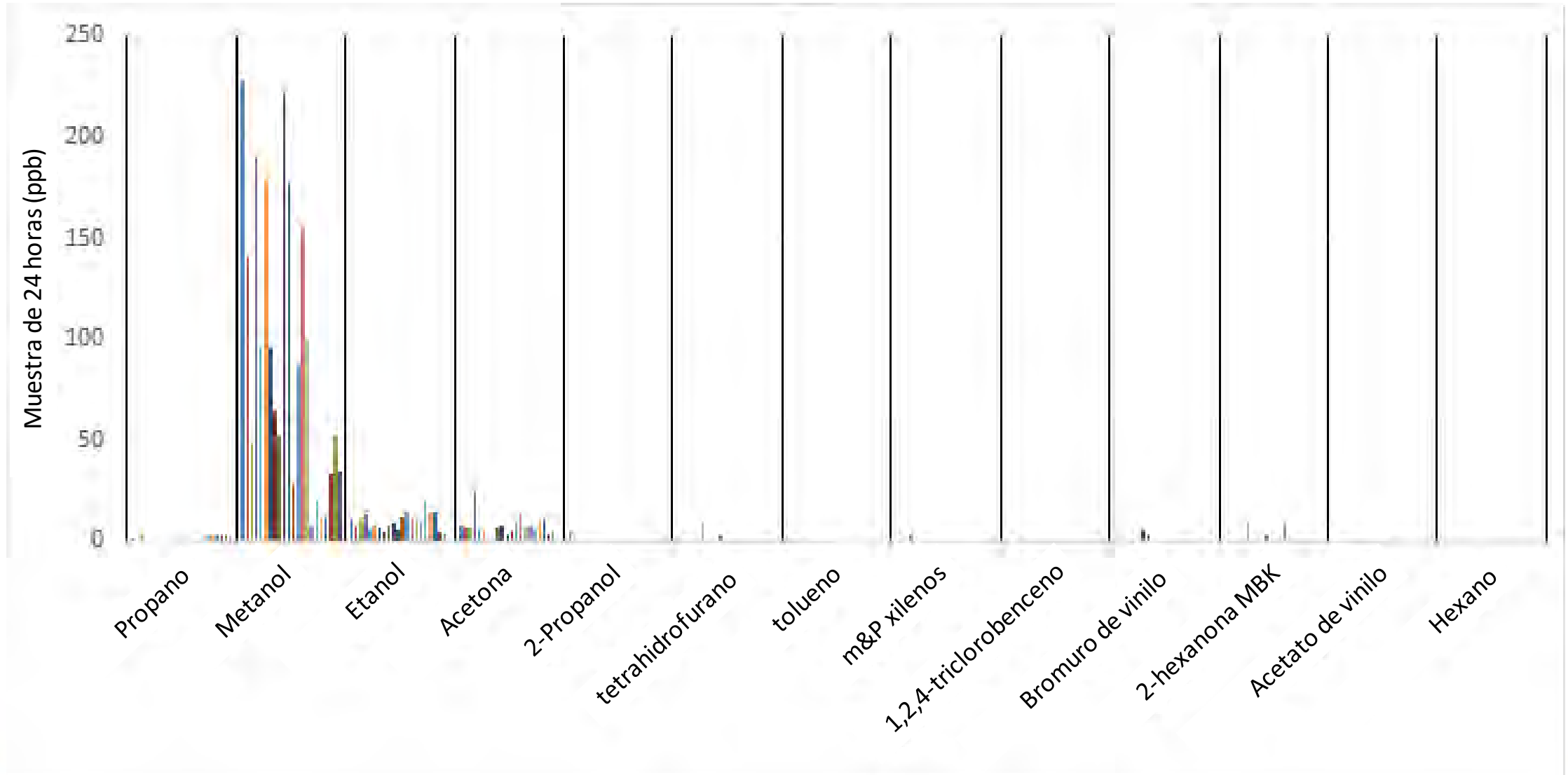


Análisis de Especiación de VOC

- Las medidas de VOC y el análisis de laboratorio de especiación se han llevado a cabo en el sitio de Fresno-Foundry desde diciembre 2019
- El análisis de laboratorio aísla las concentraciones de 68 especies de VOC
 - Los resultados muestran trazas o no detecciones de la mayoría de las especies de VOC
 - Enfocando resultados sobre qué especies fueron detectadas en análisis de laboratorio



Especies de VOC Detectadas



Disponibilidad de Datos Recopilados de la Calidad del Aire de la Comunidad

- CARB está desarrollando 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 comunidades AB 617 seleccionadas
 - Sitio web AQview: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
 - Los datos de calidad del aire de las comunidades AB 617 del Valle ya 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 del Distrito AB 617 en:
<http://community.valleyair.org/community-air-monitoring>

Desarrollo y Disponibilidad de Informes Continuos

- El Distrito desarrollará reportes trimestrales completos cuales resumerán los datos de monitoreo del aire recopilados
 - Los informes trimestrales se publicarán en la página web del Distrito AB 617
- Los reportes detallados del análisis de especiación de PM2.5 y VOC de laboratorio también se publicarán en la página web del Distrito AB 617
- El reporte que resume los datos recopilados de monitoreo del aire desde febrero de 2019 hasta marzo de 2020 estará disponible en: <http://community.valleyair.org/selected-communities/south-central-fresno/air-monitoring/>

Comentarios/¿Preguntas?

Presented by

City of Fresno, Public Works Department

Scott Mozier, PE, TE, Public Works Director

**Truck Re-Routing Study
AB617 Steering Committee
Update – May 13, 2020**

Community Priority Re-Routing of Large Trucks

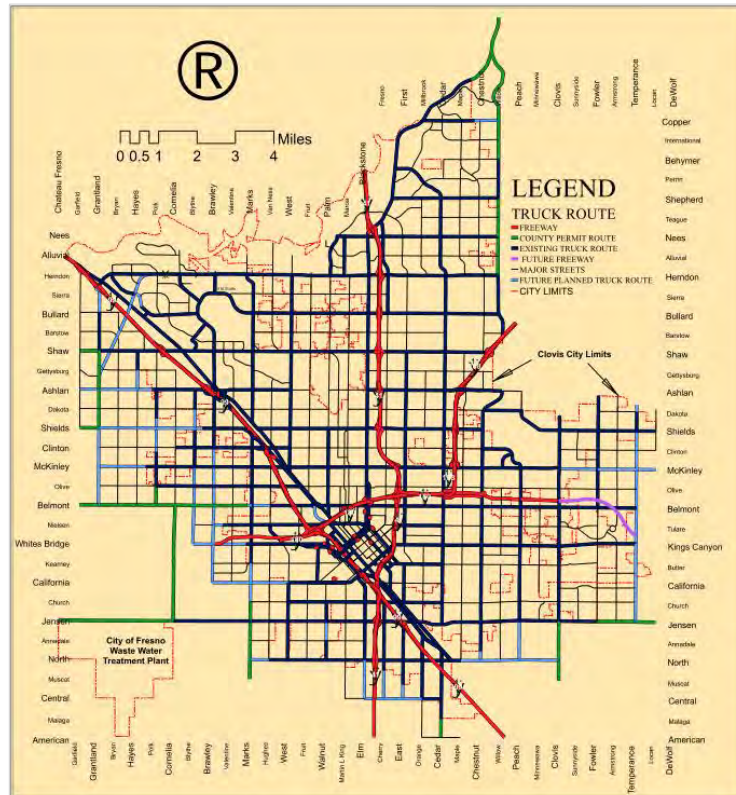
- Identified as community priority through AB617 process
- Included in adopted Community Emission Reduction Plan (CERP)
- Re-route trucks away from certain corridors



Truck Re-Routing Study

Current City of Fresno Map (Ordinance)

CITY OF FRESNO Designated Truck Routes



Note: Commercial vehicles exceeding twelve thousand (12,000) pounds maximum gross weight are restricted to designated truck routes. Certain exceptions may be permitted pursuant to California Vehicle Code sec. 35701 and Fresno Municipal Code Section 10-1303. Call 559-621-8683 or 559-621-8600 for additional information.

Effective September 25, 2005



Truck Re-Routing Study

Changing Truck Routes – the Process

- Preparation of a study by a professional transportation consulting firm
 - Community & Stakeholder Engagement
 - Analysis
 - Recommendations
- CEQA Environmental Document
- Amended Ordinance and Truck Route Map to be adopted by Fresno City Council

Truck Re-Routing Study

Components

- Management of study by City of Fresno
- Community & stakeholder engagement
 - Residents
 - Businesses
 - Public agencies
- Collection of traffic counts
- Review of existing roadway conditions
- Potential changes to existing truck routes
- Elimination of truck routes
- Proposed new routes
- CEQA analysis

Truck Re-Routing Study

Funding

- City of Fresno proposes to provide the traffic counts as an in-kind service (\$66,000 value)
- Funding needed for consultant costs, project management & contract administration (Air District/AB617, other funding sources?)

Truck Re-Routing Study

Next Steps

- Finalize funding plan
- SJVAPCD and City of Fresno to develop a cooperative agreement for Board/City Council approval
- Consultant selection process & contract approval (12 weeks)
- Traffic counts – potentially in August if “normal” conditions have resumed
- Community engagement and preparation of truck re-routing study (10-12 months from notice to proceed to selected consultant)

Questions



Presentado por

Ciudad de Fresno, Departamento de Obras Públicas

Scott Mozier, PE, TE, Director de Obras Públicas

Estudio de Cambio de Ruta de Camiones

Comité Directivo AB617

Actualización – 13 de mayo de 2020

Prioridad Comunitaria

Cambio de Ruta de Camiones

- Identificado como prioridad de la comunidad a través del proceso AB617
- Incluido en el Plan de Reducción de Emisiones de la Comunidad adoptado (CERP)
- Desviar los camiones lejos de ciertos corredores



Estudio de Cambio de Ruta de Camiones

Cambio de rutas de camiones – el Proceso

- Preparación de un estudio por una empresa consultora de transporte profesional
 - Compromiso de la Comunidad y las Partes Interesadas
 - Análisis
 - Recomendaciones
- Documento Ambiental de CEQA
- Ordenanza modificada y mapa de ruta de camiones que será adoptado por el Concejo Municipal de Fresno

Estudio de Cambio de Ruta de Camiones

Componentes

- Gestión del Estudio por la Ciudad de Fresno
- Compromiso de la Comunidad y las Partes Interesadas
 - Residentes
 - Negocios
 - Agencias Públicas
- Colección de conteos de tráfico
- Revisión de las condiciones de la carretera existente
- Posibles cambios en las rutas de camiones existentes
- Eliminación de rutas de camiones
- Nuevas rutas propuestas
- Análisis CEQA

Estudio de Cambio de Ruta de Camiones Financiamiento

- La Ciudad de Fresno propone proporcionar los recuentos de tráfico como un servicio en especie (valor de \$66,000)
- Financiamiento necesario para costos de consultores, gestión de proyectos y administración de contratos (Distrito del Aire/ AB617, ¿otras fuentes de financiamiento?)

Estudio de Cambio de Ruta de Camiones

Próximos Pasos

- Finalizar plan de financiación
- SJVAPCD y la Ciudad de Fresno desarrollarán un acuerdo cooperativo para la aprobación de la Mesa Directiva/Consejo Municipal
- Proceso de selección de consultores y aprobación del contrato (12 semanas)
- Recuentos de tráfico: potencialmente en agosto si se han reanudado las condiciones "normales"
- Participación de la comunidad y preparación del estudio de cambio de ruta de camiones (10-12 meses desde la notificación para proceder al consultor seleccionado)

Preguntas





The Olivine Community: Fresno Energy Program

Sponsored by PG&E



Public Utilities Commission Orders Pilots

Problem: High polluting gas peaker plants are disproportionately located in or near disadvantaged communities (DACs). These gas peaker plants are operated when demand for energy is high, typically in the summer and evening hours.

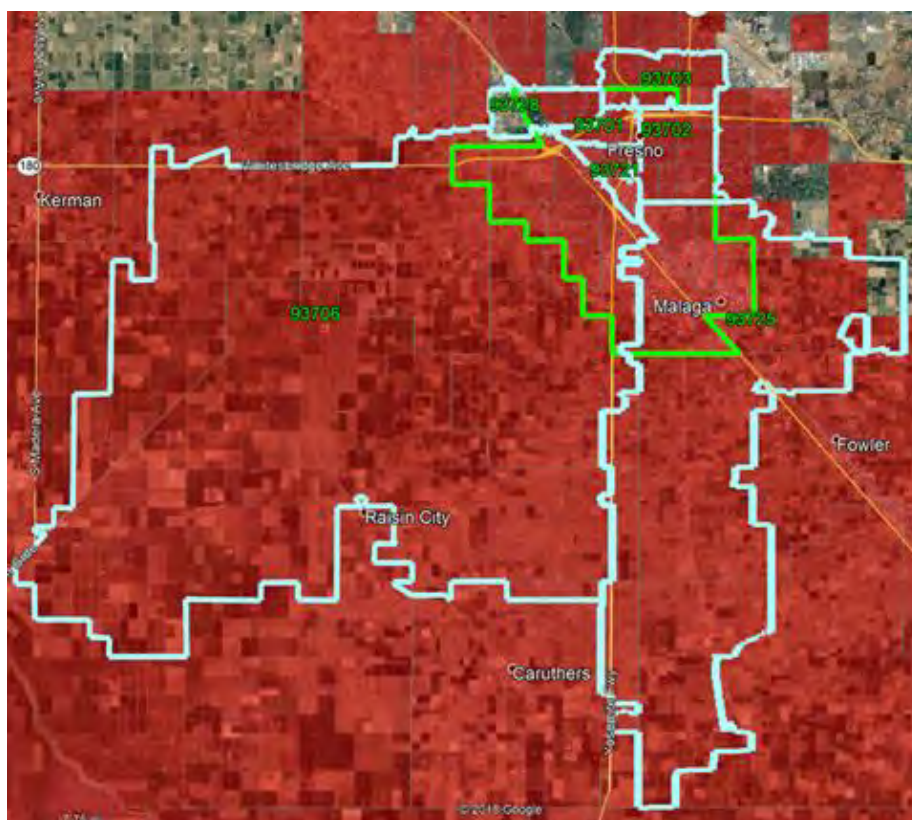
Demand response (DR), a form of renewable energy, can be used to reduce demand on these gas peaker plants, leading not only to air quality improvements but other monetary and non-monetary benefits to residents.

Decision: Conduct a study in each of the 3 IOU territories located in DACs to examine potential for participation in demand response programs by residents.



Program Area- South-Central Fresno

- Census tracts within the AB617 boundary score in the top 5% of DACs in California.



	PG&E Pilot Zip Codes
	AB 617 Regional Outline
	SB-535 DACs

Goals of the Fresno Energy Program

- **Ability and Willingness of residents to participate**
 - What is the current level of awareness of DR program availability
 - Level of understanding of how DR programs create value for customers and the community?
 - What is the current level of interest in participating in demand response programs?
- **Energy Use**
 - How do the different households use energy in their homes?
 - How well can households respond to and participate in DR programs?
- **Outreach**
 - What are the best methods to reach different types of Fresno households (Inc. hard to reach customers)
- **Messaging**
 - What kind of messaging resonate best with Fresno households?
- **Benefits**
 - What kinds of DR incentives and program offerings will be of greatest value to Fresno households and benefit them the most?

Results will be used to inform future program design including possible expansion of the program in the Fresno area.

What is the Olivine Community?

An innovative platform for aggregation of energy resources to provide grid services and decarbonize our environment.

Working Together | Equity | Impact local environment | Reduce energy costs & Earn Money

Current Programs:

- Fresno Energy Program: Sponsored by PG&E
- Power Response Program: Clean Power Alliance (CPA). In Los Angeles and Ventura Counties
- Lancaster Green District
- Richmond Advanced Energy
- Sonoma GridSavvy: Sonoma and Mendocino County



What are the benefits of participation?

Benefits for you and your family:

- Earn Money
- Reduce your energy costs
- Opportunity to earn free Smart Thermostats and learn about other programs.

Benefits for your community:

- Reduce pollution by reducing energy demand during peak times
- Reduce greenhouse gas emissions & fight Climate Change
- Engage with your community
- Answer our surveys and contribute to develop future programs



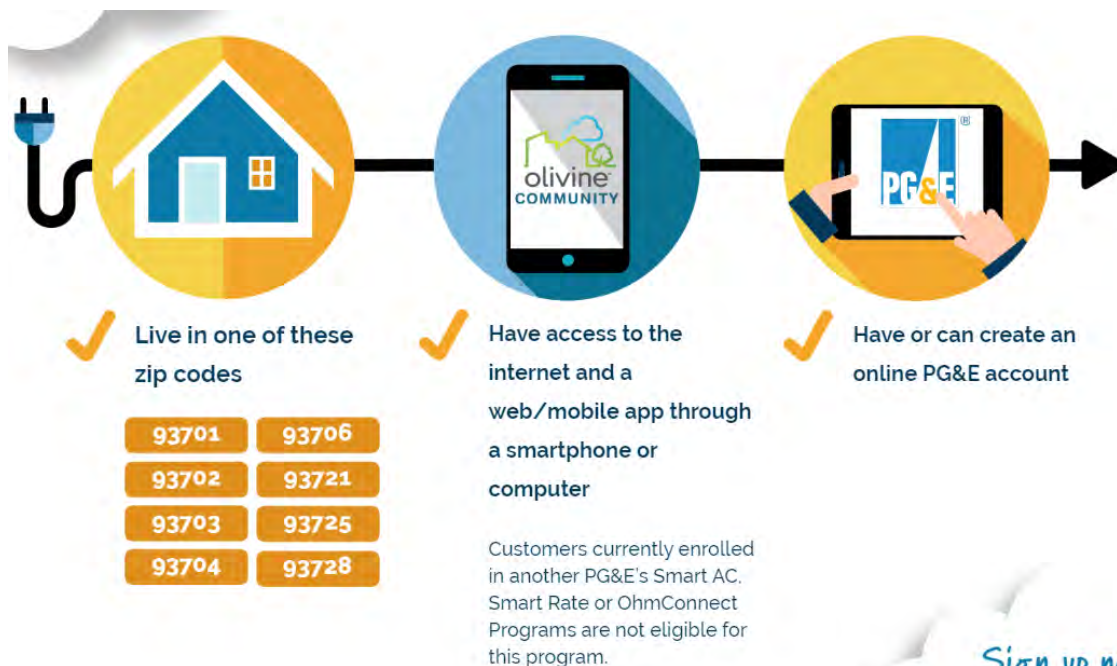
How are rewards earned?



\$20 Referral Bonus Reward (Limit 10/household)

Who can enroll?

- You are **eligible** if :
 - You live in one of these **zip codes** – 93701, 93702, 93703, 93704, 93706, 93721, 93725, 93728
 - Have access to the internet and a web/mobile app through a smartphone or computer
 - Have or can create an online PG&E account
 - Are not enrolled in another Demand Response (DR) program

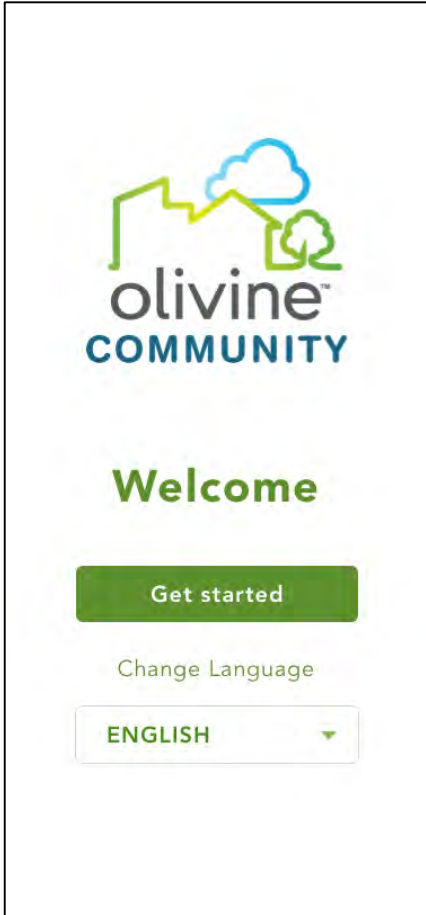


Sign up now!
Enrollment ends
6/30/2020.

What does this program not do?

- X** Change your home electricity service, provider, or rates
- X** Increase your electric bill
- X** Require you to buy anything in order to participate
- X** Commit you to reducing your home electricity use when asked
- X** Make your information public or available to businesses

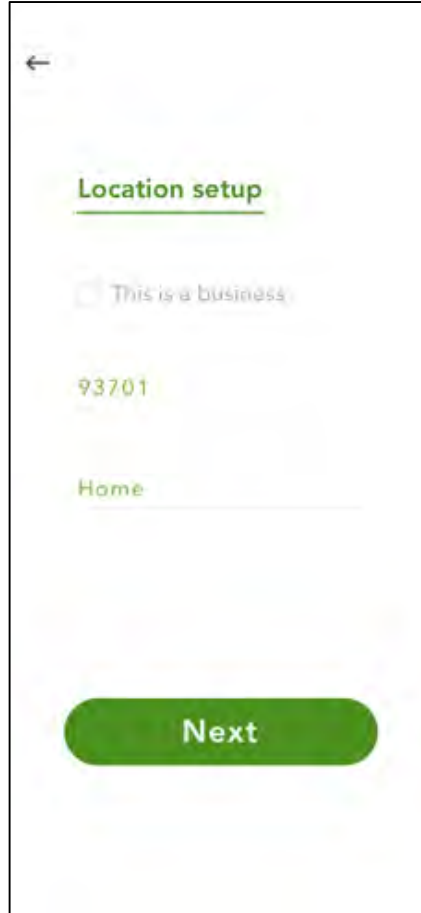
Enrolling on the app



Bilingual App Welcome



Account Setup Screens



Connect to Utility

View home energy use and earn!



Energy Dashboard

9:41 | Home

Fresno Energy Program

You have a request to reduce energy on
Wednesday, March 28
5:00 - 6:00 pm

ACCEPT

Decline

Event Notifications

← Back

\$78
Money earned

108 Wh
Electricity saved

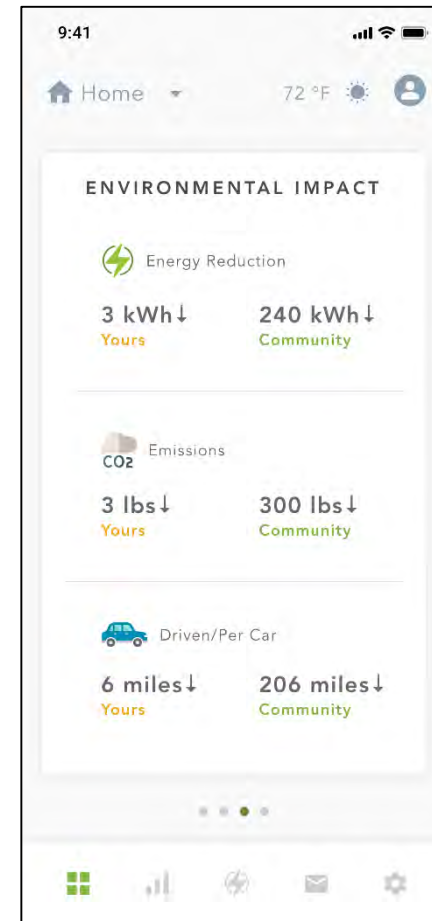
23
Requests

GOLD

HISTORY

Request # 30 Tue, May 07 2019	32 Wh → 23 %
Request # 29 Wed, May 01 2019	26 Wh → 13 %
Request # 28 Fri, Apr 26 2019	31 Wh → 13 %
Request # 27 Fri, Apr 19 2019	30 Wh → 20 %

Event Participation Summary



Environmental Impact



Our Partners



United Way Fresno
and Madera Counties



We need your help!

- Send out promotional materials (provided by us) to your members, via flyer, email, text, etc.
- Like/Follow us on Facebook and promote the program by linking to our posts
- Earn \$20 bonus referral/household for your org
- Enroll and earn rewards too!



How did you hear about our program?

Please choose one

- From a referral
- GRID Alternatives
- FHA

Next

Skip



Contact us

- Limited time opportunity

- Jan-June 2020: Enrollment

- Contact Us

- Call 1 866-482-8472 or Email: Ask@fresnoenergyprogram.com

Principal Contact:

- Vasudha Lathey, Program Manager, 925.886.9222, vlathey@olivineinc.com

PG&E

- Sebastian Csapo, Program Manager, SSCb@pge.com



PG&E™ refers to Pacific Gas and Electric Company, a subsidiary of PG&E Corporation. The Fresno Energy Program is funded by California utility customers under the auspices of the California Public Utilities Commission (CPUC)

The Fresno Energy Program is an offering of the Olivine Community™ model – An inclusive platform that empowers everyone to be a part of a clean energy future for our planet. To learn more about Olivine, please visit www.olivineinc.com



La Comunidad de Olivine: Programa de Energía de Fresno

Patrocinado por PG&E



Comisión de Servicios Públicos Ordena Pilotos

Problema: Las plantas pico de gases altamente contaminantes están ubicadas de manera desproporcionada en o cerca de las comunidades desfavorecidas (DACs, por sus siglas en inglés). Estas plantas pico de gas se operan cuando la demanda de energía es alta, generalmente en las horas de verano y por la tarde.

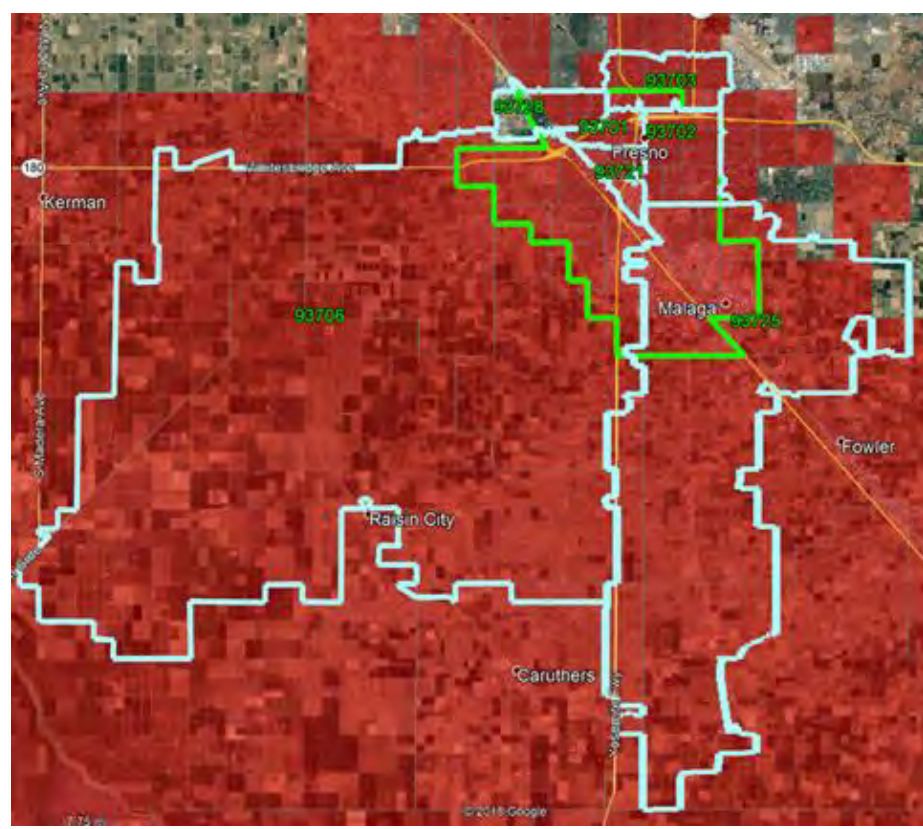
La Respuesta de Demanda (Demand Response, DR, por sus siglas en inglés) una forma de energía renovable, se puede utilizar para reducir la demanda en estas plantas de gas pico, lo que conduce no solo a mejoras en la calidad del aire, sino a otros beneficios monetarios y no monetarios para los residentes.

Decisión: Realizar un estudio en cada uno de los 3 territorios de IOU ubicados en DACs para examinar el potencial de participación de los residentes en los programas de respuesta a la demanda.



Área de Programa- Centro-Sur Fresno

- Zonas censales dentro del límite de AB617 marcan en el 5% superior de los DAC en California.



	PG&E Pilot Zip Codes
	AB 617 Regional Outline
	SB-535 DACs

Objetivos del Programa de Energía de Fresno

- **Capacidad y Disposición** de residentes para participar
 - ¿Cuál es el nivel actual de conocimiento de la disponibilidad del programa DR?
 - ¿Nivel de comprensión de cómo los programas de DR crean valor para los clientes y la comunidad?
 - ¿Cuál es el nivel actual de interés en participar en programas de respuesta a la demanda?
- **Uso de Energía**
 - ¿Cómo utilizan los diferentes hogares la energía en sus hogares?
 - ¿Qué tan bien pueden responder y participar los hogares en los programas de DR?
- **Alcance**
 - ¿Cuáles son los mejores métodos para llegar a los diferentes tipos de hogares de Fresno? (Incluyendo clientes difíciles de alcanzar)
- **Mensaje**
 - ¿Qué tipo de mensajes resuenan mejor con los hogares de Fresno?
- **Beneficios**
 - ¿Qué tipos de incentivos y ofertas de programas de DR serán de mayor valor para los hogares de Fresno y los beneficiarán más?

Los resultados se utilizarán para informar el diseño futuro del programa, incluyendo la posible expansión del programa en el área de Fresno.

¿Qué es Olivine Community?

Una plataforma innovadora para la agregación de recursos energéticos para proporcionar servicios de red y descarbonizar nuestro medio ambiente.

Trabajando Juntos | Equidad | Impacto en el medio ambiente local | Reducir los costos de energía & Ganar Dinero

Programas:

- Fresno Energy Program: Sponsored by PG&E
- Power Response Program: Clean Power Alliance (CPA). En los condados de Los Angeles y Ventura.
- Lancaster Green District
- Richmond Advanced Energy
- Sonoma GridSavvy: Sonoma and Mendocino County



¿Cuales son los beneficios de participar?

Beneficios para usted y su familia:

- Ganar dinero
- Reducir sus costos de energía
- Oportunidad de ganar Termostatos Inteligentes gratis y conocer otros programas.

Beneficios para su comunidad:

- Reducir la contaminación al reducir la demanda de energía durante las horas pico
- Reducir las emisiones de gases de efecto invernadero y combata el Cambio Climático
- Interactuar con su comunidad
- Responda a nuestras encuestas y contribuya a desarrollar futuros programas



¿Cómo se ganan las recompensas?



Recompensa de Bonificación de Referencia de \$20 (Límite 10/hogar)

¿Quién puede inscribirse?

- Usted es **elegible** si:
 - Vive en uno de estos **códigos postales** – 93701, 93702, 93703, 93704, 93706, 93721, 93725, 93728
 - Tiene acceso al internet mediante un teléfono inteligente o computadora
 - Tiene o puede crear una cuenta en línea de PG&E
 - No está inscrito en otro programa de Respuesta a la Demanda (DR, por sus siglas en ingles)

¡Es gratuito!
Sin compromiso.
¡Inscríbase ahora!

¿Cumple con todos los requisitos?

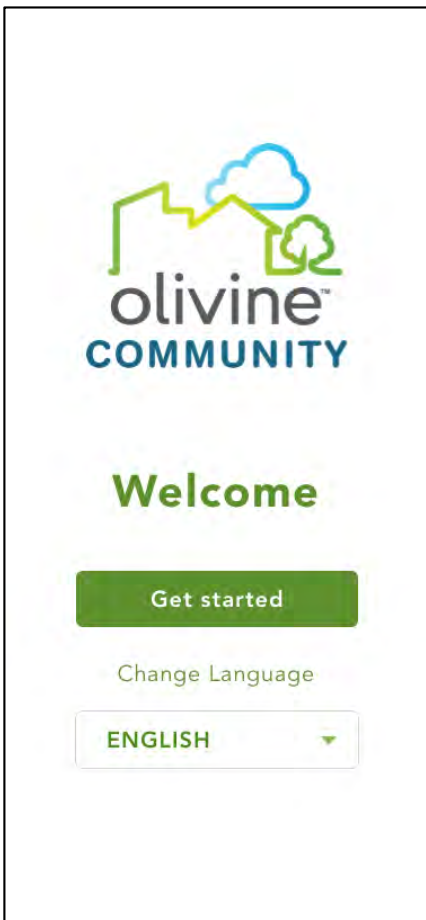
Oportunidad
por tiempo
limitado.



¿Qué no hace este programa?

- X** Cambiar el servicio, el proveedor o las tarifas de electricidad de su hogar
- X** Aumenta su factura de electricidad
- X** Requerirle que compre algo para participar
- X** Comprometerse a reducir el uso de electricidad de su hogar cuando se le solicite
- X** Haga su información pública o disponible a empresas

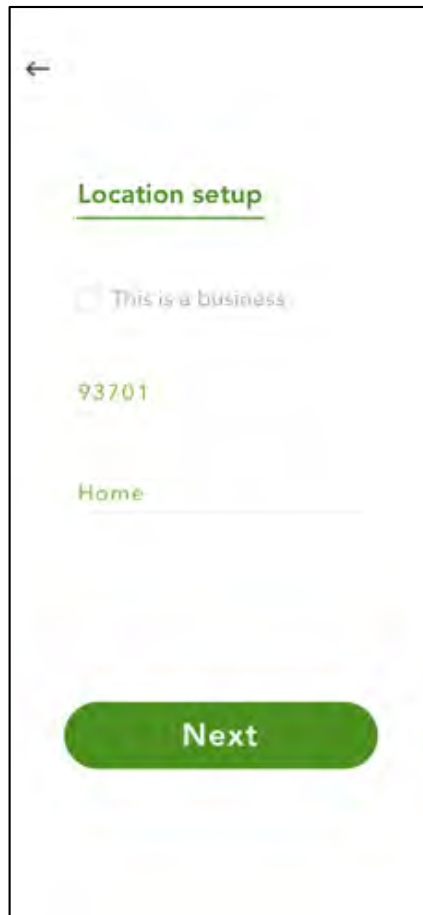
Registrarse en la aplicación



Bienvenida Bilingüe en la aplicación



Pantallas de Configuración de Cuenta



Conectarse a la Utilidad

¡Vea el uso de energía en el hogar y gane!



Panel de Energía

Fresno Energy Program

You have a request to reduce energy on
Wednesday, March 28
5:00 - 6:00 pm

ACCEPT

Decline

Notificaciones de Eventos

\$78
Money earned

108 Wh
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23
Requests

GOLD

HISTORY

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Request # 29 Wed, May 01 2019	26 Wh ↘ 13 %
Request # 28 Fri, Apr 26 2019	31 Wh ↘ 13 %
Request # 27 Fri, Apr 19 2019	30 Wh ↘ 20 %

Resumen de la Participación del Evento

ENVIRONMENTAL IMPACT

Energy Reduction

3 kWh ↓
Yours

240 kWh ↓
Community

CO2 Emissions

3 lbs ↓
Yours

300 lbs ↓
Community

Driven/Per Car

6 miles ↓
Yours

206 miles ↓
Community

Impacto Ambiental



Nuestros Socios




United Way Fresno
and Madera Counties



¡Necesitamos su ayuda!

- Envíe materiales promocionales (proporcionados por nosotros) a sus miembros, a través de un volante, correo electrónico, texto, etc.
- Haga clic en *Like* o síganos en Facebook y promocióne el programa vinculando en nuestras publicaciones
- Gane \$20 de bonificación por referencia/hogar para su organización
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- enero-junio de 2020: Inscripción

- Contáctenos

- Llame al 1 866-482-8472 o envíe un correo electrónico: Ask@fresnoenergyprogram.com

Contacto Principal:

- Vasudha Lathey, Gerente de Programa, 925.886.9222, vlathey@olivineinc.com

PG&E

- Sebastian Csapo, Gerente de Programa, SSCb@pge.com



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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

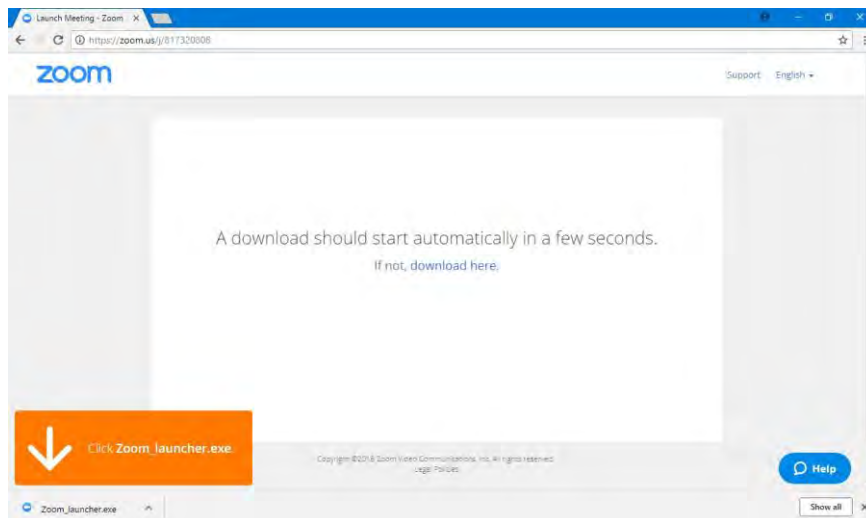
ZOOM INSTRUCTIONS FOR AB 617 PARTICIPANTS

Before a Zoom meeting:

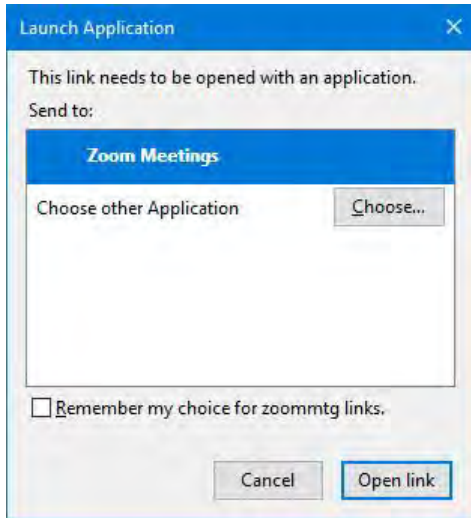
1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio and video immediately upon joining a meeting.
2. You will receive an email inviting you to participate in a Zoom meeting from the Valley Air District. The notification will 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:

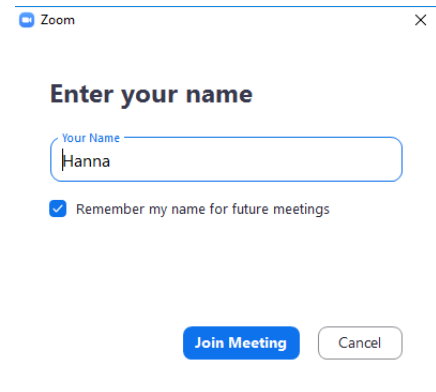
5-10 min before start time of your meeting, click on the link in your invitation. You *may* be instructed to download the Zoom application.



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:

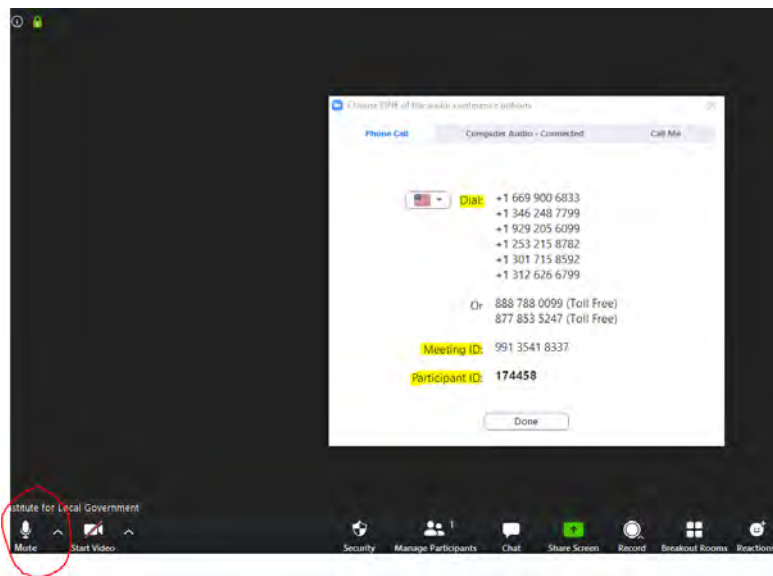
1. On your phone, dial the teleconferencing number provided in your invitation.
2. Enter the **Meeting ID number** (also provided in your invitation) when prompted using your touch-tone keypad.
3. If you have already joined the meeting via computer, please enter your **Participant ID** associated with your Zoom participation. *(Picture is an example of what you will see on the screen. Your numbers will be different).*



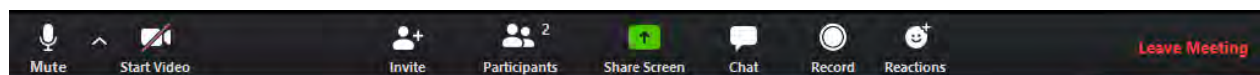
To minimize the potential echo during the meeting, please pick one audio option – Phone or Computer Audio.

Switching between computer and phone audio:



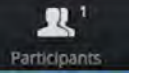

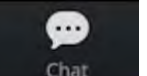
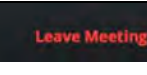
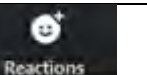
If you need to switch between computer and phone audio, click the bottom left corner arrow on your screen and select **Join Phone Audio** in the pop up menu. Follow the instructions below.



Exploring Participant Controls on the bottom of your screen:

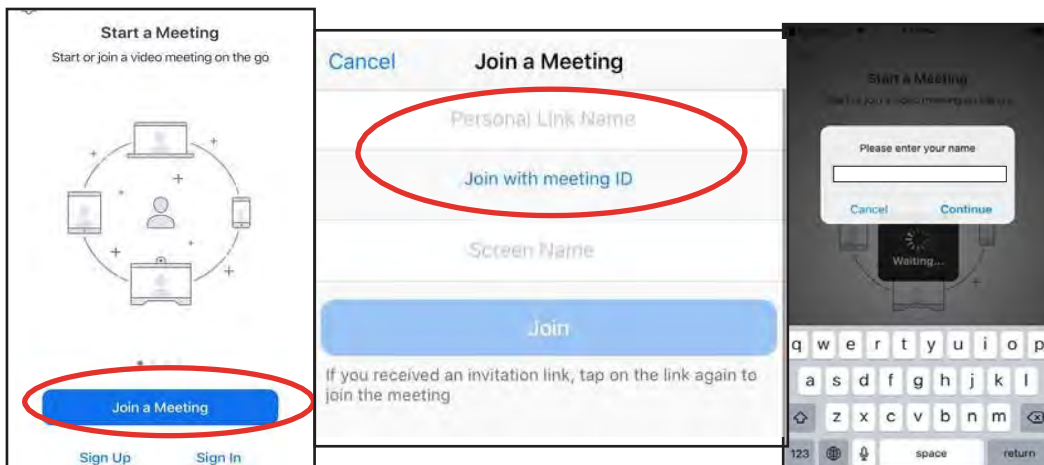


	Once your audio is working, you will see a different icon: a microphone. You can click on this icon to Mute and Unmute yourself.
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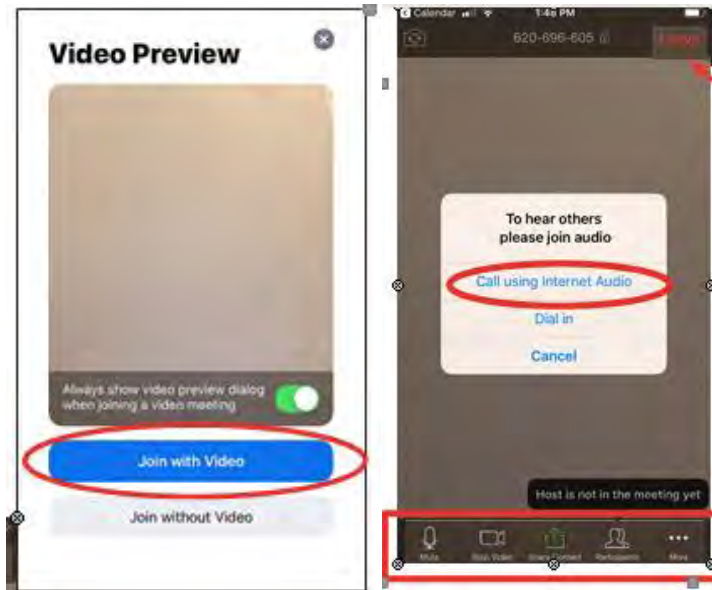
 <p>Start Video</p>	<p>Click on this icon to start your video. If this is the first time you are using Zoom, you will be asked to allow Zoom to use your camera. Click Allow.</p>
 <p>Invite</p>	<p>This icon allows you to invite other people to join the meeting.</p>
 <p>Participants</p>	<p>This icon tells 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

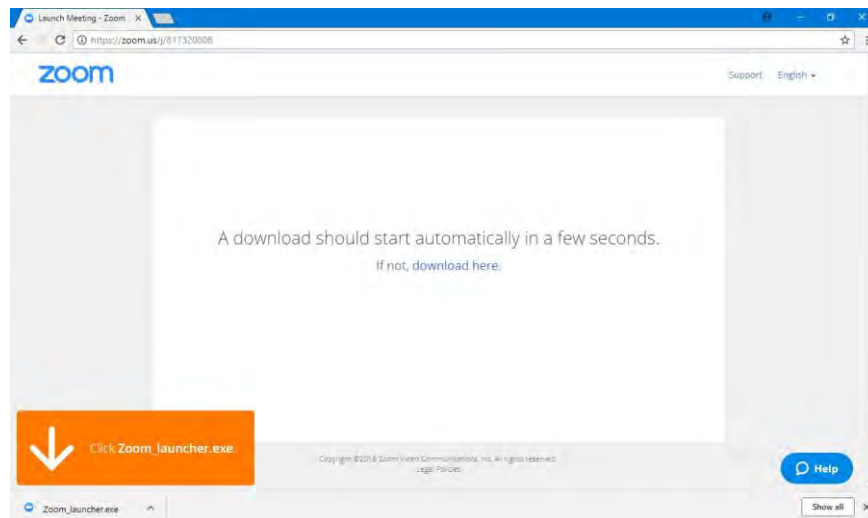
INSTRUCCIONES DE ZOOM PARA PARTICIPANTES DE AB 617

Antes de una reunión por Zoom:

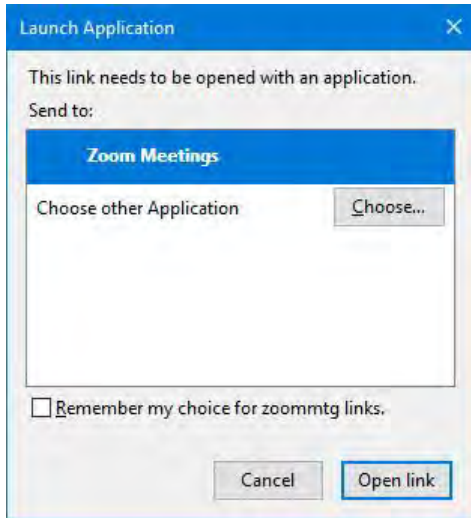
1. Necesitará una computadora, tableta o teléfono inteligente con una bocina o audífonos. Tendrá una oportunidad de verificar su audio y video inmediatamente después de unirse a una reunión.
2. Recibirá un correo electrónico invitándole a participar en una reunión del Distrito del Aire del Valle. La 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:

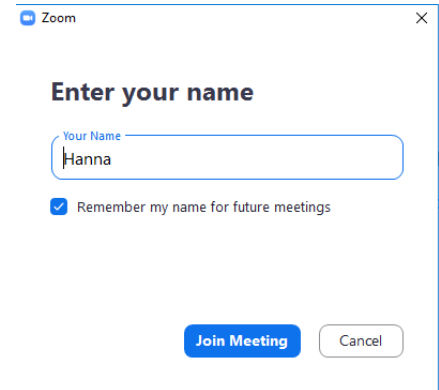
5-10 minutos antes de la hora de inicio de su reunión, haga clic en el enlace de su invitación. Es **posible** que le indique que descargue la aplicación Zoom.



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.”**



○ Para unirse por teléfono:

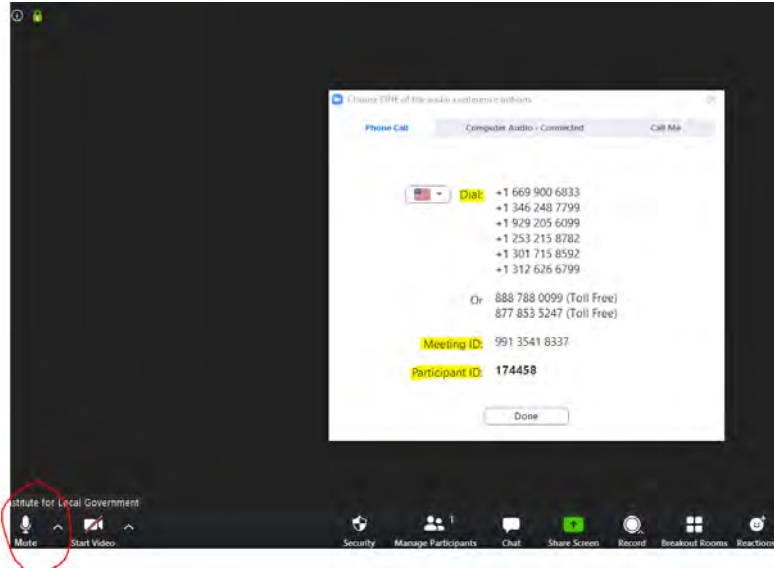
1. En su teléfono, marque el número de teleconferencia proporcionado en su invitación.
2. Ingrese el número de **Meeting ID** (también incluido en su invitación) cuando se le solicite en su teclado.
3. Si ya se unió a la reunión por computadora, ingrese el **Participant ID** asociada con su participación de Zoom. (La imagen es un ejemplo de lo que verá en la pantalla. Sus números serán diferentes).



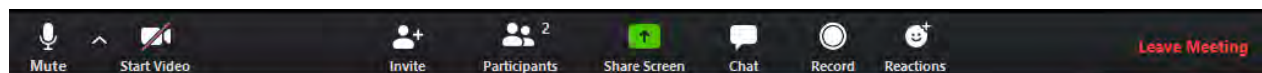
Para minimizar el eco potencial durante la reunión, elija una opción de audio – Audio por Computadora o Teléfono.


Cambiar entre la computadora y el audio del teléfono:





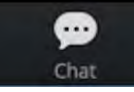
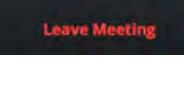

Si necesita cambiar entre la computadora y el audio del teléfono, haga clic en la flecha de la esquina inferior izquierda de la pantalla y seleccione **Join Phone Audio** en el menú emergente. Siga las instrucciones debajo.



Explorando los Controles de los Participantes en la parte inferior de la pantalla:

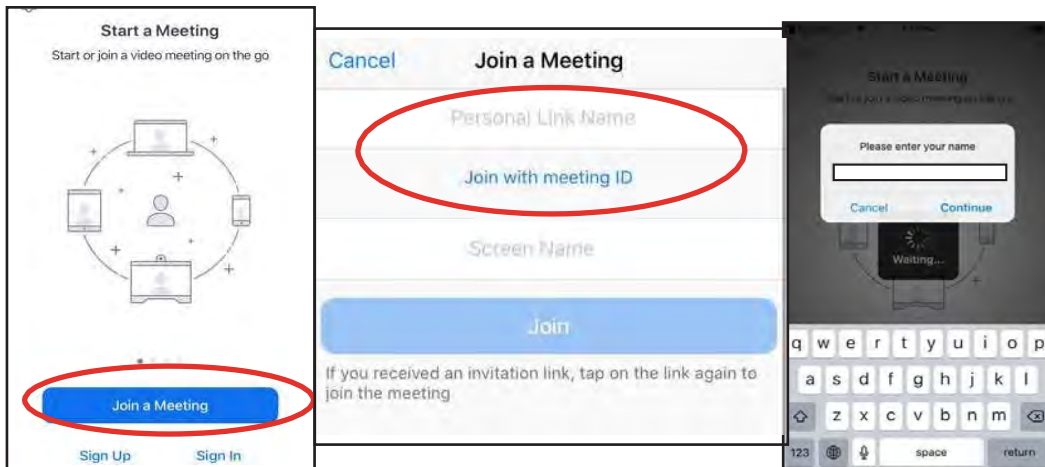


	Una vez que su audio esté funcionando, verá un icono diferente: un micrófono. Puede hacer clic en este icono para Silenciar y Activar el sonido.
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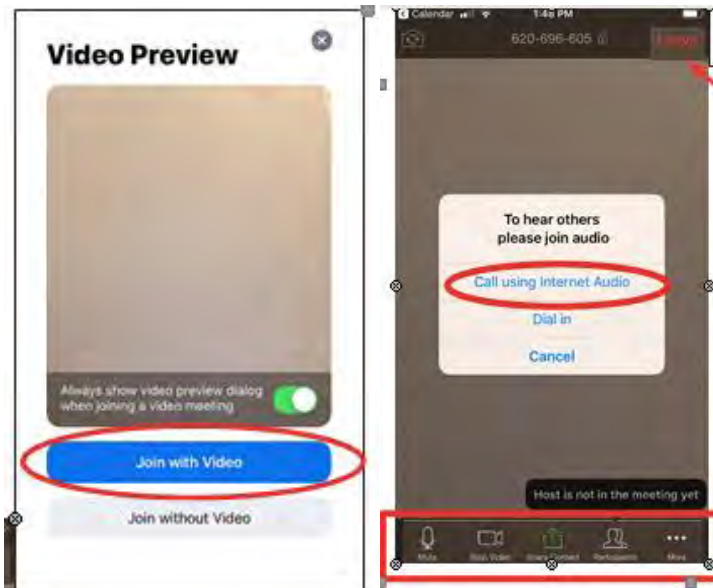
	<p>Haga clic en este icono para comenzar su video. Si es la primera vez que usa Zoom, se le pedirá que permita que Zoom use su cámara. Haz clic en Allow.</p>
	<p>Este icono le permite invitar a otras personas a unirse a la reunión.</p>
	<p>Este icono le indica cuántas personas hay actualmente en la reunión. 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.

CSC Meetings

Agendas, Topics, Time Allocations, Technology, Frequency, Structure, Engagement, Code of Conduct, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> • Prep meetings are good • Facilitation team is good on CSC meetings • CSC and meetings have helped connect regional businesses and community groups/stakeholders – we’re making connections and improvements 	<ul style="list-style-type: none"> • Make more time for discussion in the agenda; allow for active listening and discussion among the CSC and the AD • Need clarity and agreement on direction for the CSC by the CSC • Minimize repeat requests to the AD; need better process for tracking CSC requests and making sure they are completed • Code of conduct in meeting is important; there should be a clear understanding that we should hear one another, listen to one another, but not always agree • AD should respond to resident concerns and make sure follow through happens in a timely manner • Meeting agendas are too full, packed; need fewer agenda items and more time for discussion • There doesn’t appear to be much action or progress between meetings; how to remedy/improve this? • Give co-host a larger role in the meeting; give a section of the agenda to present • Clearly delineate action items after each meeting, make sure there is follow through • Need more accountability and transparency from the Air District and CARB; especially around requests made during and between meetings • Comment from CARB: Feel free to email CARB with any suggestions/questions • Need one dedicated Air District staff person who is the point person for everything; someone who can track requests, seek answers and make sure requests are completed • Need faster Air District response time to questions and requests from the CSC

Subcommittees

Topics, Meeting Frequency, Times, Outcomes, Structure, Engagement, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> Subcommittee process is good, but could be better with some modifications 	<ul style="list-style-type: none"> Subcommittee meetings may need additional structure and revision to better lift up community voices Need more progress and action between meetings We need to balance getting everyone's feedback with the desire for productivity and progress on the CERP More subcommittees may be needed to make real progress on CERP Consider selecting a passionate CSC member to be a facilitator or meeting host for the subcommittees Move the subcommittee start times to the early evenings so more residents can participate; if this is done, limit to one hour Need Gantt chart of the CERP that highlights what we're doing in each subcommittee and when we're doing it Each subcommittee should include: a timeline of activities from conception to completion, budget by task, staff hours, funding allocations, task assignments, etc.

Notifications & Updates

Calls, e-Mails, Printed & Mailed Updates, Doodle Polls, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none">• Doodle polls are working well• Gratitude and thanks to the Air District staff for dropping off printed packets when requested• Spanish speakers appreciate the printed copies of materials and being able to read everything in a larger font	<ul style="list-style-type: none">• Meeting information and background may be arriving too late; more advance notice needed for materials and updates• Public members are not getting agendas or meeting notifications for subcommittee meetings; they need this information and want to be able to support committee goals• Need better AD notification and more detection for fireplace smoke*• Need more information about air pollution levels and reductions shared with the CSC; also important for AD to share on Facebook so CSC members can share with their networks



Translation, Interpretation & Access

During Meetings, Outside Meetings, Technology, etc.

Working Well	Suggestions for 2021
<ul style="list-style-type: none">• Translation of documents has improved over time – definitely important and getting better• Real time translation via Zoom in writing and on screen = very good• Live interpretation = good; helps Spanish speakers participate in the meetings; actually better through Zoom than in-person	

Membership

Committee Makeup, Residents, etc.

Working Well	Suggestions for 2021
	<ul style="list-style-type: none"> • Consider whether we need to recruit more residents; clarify the process for that and how that may work; possibly advertise for CSC vacancies/openings • Make concerted outreach to the Hmong community for possibly participation and membership • Need more accountability for meeting attendance; announce the number of CSC members vs. staff in each meeting • Provide CSC contact info for fellow members; establish parameters for contacting them • Question: Are the missing or inactive CSC members getting calls? • Question: How many CSC members have backups or alternates? • Question: Does the committee represent the different geographic areas within the boundary? Let's check and make sure it does.



2021 Administration Goals

If we could *fast forward* to the end of 2021... What do you think **SUCCESS** would look like in this Administration category?

What administration improvement or process is the **MOST IMPORTANT** for the CSC to accomplish in 2021?

Administration Goals

- **Clean air that is free of asthma and contaminants;**
- **To not have to drive out of the area to breathe fresh, clean air**
- Working more effectively so that this CERP implementation process moves along faster
- A road map of the strategies that residents want to prioritize, including revised funding and actionable plans on how we will get there and the responsible parties
- Land use policy changes
- A breakdown of the budget, how much we have spent, and how much we have for the rest of the strategies
- A CERP tracker that includes all priorities
- A crack down on unregistered fireplaces

Reuniones del Comité Directivo

Agendas, Temas, Asignaciones de Tiempo, Tecnología, Frecuencia, Estructura, Compromiso, Código de Conducta, etc.

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> Las reuniones de preparación son buenas El equipo de facilitación es bueno en las reuniones del comité Las reuniones del comité directivo han ayudado a conectar empresas regionales y grupos comunitarios/partes interesadas – estamos estableciendo conexiones y mejorando 	<ul style="list-style-type: none"> Más tiempo para discusión en la agenda; escuchar activamente y la discusión entre el Comité y el Distrito del Aire Se necesita claridad y acuerdo en la dirección para el comité del comité Minimizar las solicitudes repetidas al Distrito del Aire; se necesita un mejor proceso para monitorear las solicitudes del Comité y asegurar que se completen Código de conducta en la reunión es importante; debe haber un entendimiento claro de que debemos escucharnos unos a otros, pero no siempre estar de acuerdo El Distrito debe responder a las inquietudes de los residentes y asegurarse de que el seguimiento se realice de manera oportuna Las agendas de las reuniones están demasiado llenas; necesitan menos elementos en la agenda y más tiempo para la discusión No parece haber mucha acción o progreso entre reuniones; ¿Cómo remediar/mejorar esto? Dar al coanfitrión un papel más importante en la reunión; dar una sección de la agenda para presentar Delinear claramente los elementos de acción después de cada reunión, asegúrese de que haya un seguimiento Se necesita más responsabilidad y transparencia del Distrito del Aire y CARB; especialmente en torno a las solicitudes realizadas durante y entre reuniones Comentario de CARB: no dude en enviar un correo electrónico a CARB con cualquier sugerencia/pregunta Se necesita un miembro del personal dedicado del Distrito del Aire que sea la persona clave para todo; alguien que pueda recibir solicitudes, buscar respuestas y asegurarse de que las solicitudes se completen Necesita un tiempo de respuesta más rápido del Distrito del Aire a las preguntas y solicitudes del Comité Directivo

Subcomités

Temas, Frecuencia de Reuniones, Horarios, Resultados, Estructura, Compromiso, etc.

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> El proceso de los subcomités es bueno, pero podría funcionar mejor con algunas modificaciones 	<ul style="list-style-type: none"> Las reuniones del subcomité pueden necesitar una revisión adicional de la estructura para levantar las voces de la comunidad Se necesita más progreso y acción entre reuniones Se necesita equilibrar los comentarios de todos con el deseo de productividad y progreso en el CERP Es posible que se necesiten más subcomités para lograr un progreso real en el CERP Consideren la posibilidad de seleccionar un miembro apasionado del Comité Directivo para que sea un facilitador o anfitrión de la reunión de los subcomités Mover las horas de inicio del subcomité a las primeras horas de la noche para que puedan participar más residentes; si se hace esto, limite a una hora Necesitamos un diagrama de Gantt del CERP que resalte lo que estamos haciendo en cada subcomité y cuándo lo estamos haciendo Cada subcomité debe incluir: un cronograma de actividades desde la concepción hasta la finalización, presupuesto por tarea, horas del personal, asignaciones de fondos, asignaciones de tareas, etc.

Notificaciones y Actualizaciones

Llamadas, Correos Electrónicos, Actualizaciones Impresas y Enviadas por Correo, Encuestas por Doodle, etc.

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none">• Las encuestas de Doodle están funcionando bien• Gratitud y agradecimiento al personal del Distrito del Aire por entregar los paquetes impresos cuando se le solicitó• Los hispanohablantes aprecian las copias impresas de los materiales y poder leer todo en una tipografía más grande	<ul style="list-style-type: none">• La información de la reunión y los antecedentes pueden llegar demasiado tarde; aviso con mayor antelación para materiales y actualizaciones• los miembros del público no están recibiendo agendas o notificaciones de reuniones para el subcomité; necesitan esta información y quieren poder apoyar los objetivos del comité• Se necesita una mejor notificación del Distrito del Aire y más detección de humo de chimenea*• Se necesita más información sobre los niveles de contaminación del aire y las reducciones compartidas con el Comité Directivo; también es importante que el Distrito del Aire lo comparta en Facebook para que los miembros del Comité Directivo puedan compartir con sus redes

Traducción, Interpretación y Acceso

Durante Reuniones, Reuniones Externas, Tecnología, etc.

Funcionando Bien	Sugerencias para 2021
<ul style="list-style-type: none">• La traducción de documentos ha mejorado con el tiempo – definitivamente importante y mejorando• Traducción en tiempo real mediante Zoom en escritura y en línea = buena• Interpretación en vivo = buena; ayuda a los que hablamos español a participar en las reuniones; realmente mejor a través de Zoom que en persona	

Membresía

Composición del Comité, Residentes, etc.

Funcionando Bien	Sugerencias para 2021
	<ul style="list-style-type: none"> • Considerar reclutar más residentes; aclarar el proceso para eso y cómo puede funcionar; posiblemente anunciar las posiciones vacantes/abiertas del Comité Directivo • Hacer un alcance concertado a la comunidad Hmong para una posible participación y membresía • Se necesita más responsabilidad en la asistencia de reuniones; anunciar el número de miembros del Comité Directivo frente al personal en cada reunión • Proporcionar información de contacto del Comité Directivo para otros miembros; establecer parámetros para contactarlos • Pregunta: ¿Están recibiendo llamadas los miembros del Comité Directivo desaparecidos o inactivos? • Pregunta: ¿Cuántos miembros del Comité Directivo tienen suplentes? • Pregunta: ¿El comité representa las diferentes áreas geográficas dentro del límite? Comprobemos y asegurémonos de que así sea.

Metas Administrativas de 2021

Si pudiéramos *avanzar rápidamente* hasta finales de 2021... ¿Cómo crees que sería el **ÉXITO** en esta categoría de Administración?

¿Qué mejora o proceso de administración es lo **MÁS IMPORTANTE** que debe lograr el Comité Directivo en 2021?

Metas Administrativas

- **Aire limpio libre de asma y contaminantes**
- **No tener que conducir fuera del área para respirar aire fresco y limpio**
- Trabajar de manera más eficaz para que este proceso de implementación del CERP avance más rápido
- Una hoja de ruta de las estrategias que los residentes quieren priorizar, incluyendo la financiación actualizada y los planes procesables sobre cómo llegaremos allí y las partes responsables
- Cambios en la política de uso del suelo
- Un análisis del presupuesto, cuánto hemos gastado y cuánto tenemos para el resto de las estrategias
- Un informe del CERP que incluye todas las prioridades
- Ponerse más estricto en las chimeneas no registradas



Reporting About Subcommittee Activities

Working Well	Suggestions for 2021
<ul style="list-style-type: none">- Urban greening, vegetative barriers and truck rerouting committees are working well – CSC should continue- Air monitoring subcommittee could use additional participation now that we have data rolling in; this may need to be made a higher priority in the main CSC discussion agendas- We should think about the best approach to linking data to enforceability- Ownership of the subcommittees by CSC members is working well, especially when the member has expertise- Really appreciate the work on the vegetative barriers subcommittee	<ul style="list-style-type: none">- As a small group, each CERP measure may need a subcommittee and/or additional CSC member engagement to cover all the necessary activities and updates- Some CSC members are feeling uninformed about the progress being made; CSC members would love to see more progress being made, or reported on- Can issues brought up in the committees be brought back to the larger CSC more often?- Stationary sources haven't been reported on in about a year; need more frequent updates- CSC agendas are often too tight to discuss all committee updates; a table or tracker on progress would help- Subcommittee meeting notes would be helpful- Consider appointing a chair position for each subcommittee that is responsible for reporting back at the CSC meetings in writing and verbally

Website Updates

Working Well	Suggestions for 2021
	<ul style="list-style-type: none">• Members of the public may have difficulty finding information on the website• The web development team should adhere to the 3-click rule for ease of navigation• Air monitoring information should be easier to find for the general public, especially those stakeholders who are connected to the areas where the monitors are placed• The website still has some navigation challenges for the Spanish speaking participants; see 3 click rule suggestion above• Search terminology should be based on general public terminology, not technical terms• Would a CSC website training be helpful? Spanish speakers say yes

Reporting from Other Agencies

CARB, DPR, City of Fresno, etc.

Working Well	Suggestions for 2021
	<ul style="list-style-type: none"> • Monitoring for pesticides has not yet been addressed by DPR or the AD; periodic updates are appreciated, but often the reports the CSC receives are too minimal • Written summary from subcommittees and partner agencies may be helpful for more robust updates • Transparency is key; CSC wants to be at the table during the discussions with partner agencies to help make decisions, not just reported back to • More communication would be helpful • Clarify decision-making authority of the CSC with these partner agencies • City council is still uninformed about AB 617 – what kind of status report or orientation can the CSC or AD give to the City Council in advance of discussions about planning process changes? • Ask city about providing status report on canal and street cleaning

Reporting about Air Monitoring Reporting about the CERP Implementation Process Community Co-host Suggestions

Working Well	Suggestions for 2021
<ul style="list-style-type: none"> Monitor placement in schools is important and sends the right signal to the community about the importance of air quality Thanks to Maricela and the rest of the team for their help with social media updates CSC members are enjoying the co-host process and opportunity 	<p>CERP Implementation</p> <ul style="list-style-type: none"> Prefer to see milestones and a Gantt chart by month, as well as an estimation of completion for major tasks <p>Air Monitoring</p> <ul style="list-style-type: none"> Technical support and subject matter expertise on air monitoring is important and should be maintained moving forward; include PM 2.5, dust, mold, genetics, etc. CARB is interested in working more closely with the CSC to share and interpret data CSC should schedule a separate meeting to discuss and take action on some of the air monitoring concerns <p>Co-Hosts</p> <ul style="list-style-type: none"> More community co-host engagement in each meeting Discuss co-host role at the agenda-setting/planning meetings and assign specific responsibilities Determine the comfort level of each co-host with facilitation and technology



2021 Reporting & Tracking Goals

If we could *fast forward* to the end of 2021... What do you think **SUCCESS** would look like in this Reporting & Tracking category?

What data, reporting & status updates are **MOST IMPORTANT** for the CSC to have in 2021?

Reporting & Tracking Goals

- Timeline on a calendar
- Expenditures and milestones; task-oriented approach to CERP implementation and reporting
- The committee isn't making clear decisions or seeing things happen as quickly as possible; give committee more opportunities to advise the AD and vote; make advisory role more clear and decision-making framework more consistent
- Measurable milestones and reporting around air quality in the CERP strategies
- Focus on trust building and relationship building; continue to discuss and disagree respectfully
- Review the blueprint at least once a year to ensure we're operating within the committee structure and priorities

CERP Prioritization

In preparation for prioritizing the CERP measures at the next meeting, please answer these questions:

Question	Suggestions/Comments
<p>What type of written background information do you need to receive IN ADVANCE of the meetings to best prepare you for the discussion?</p>	<ul style="list-style-type: none"> • CSC needs to understand the timelines for each measure • Clarify the air monitoring information and timeframes? • Understand what else is happening with the other measures; what activities impact implementation? • Need to see a Gantt chart with milestones, funding, MOUs, etc. • Clarity around monetary capital vs. human capital (enforcement) activities • More information on the ROAR program and where we have approvals to proceed • Roles, responsibilities and plans for addressing land use discussions (in industrial zones)
<p>Do you need a CERP refresher? Should the Air District provide a verbal recap of CERP strategies DURING the meeting?</p>	<ul style="list-style-type: none"> • Some members implied that a short overview would be helpful.
<p>What level of detail do you need DURING the meeting?</p>	<ul style="list-style-type: none"> • Not discussed
<p>Would you be willing to answer a Doodle Poll about your CERP priorities?</p>	<ul style="list-style-type: none"> • Yes
<p>Would you be open to using other forms of polling technology DURING the meeting?</p>	<ul style="list-style-type: none"> • Only if translation can be seamless and there is training offered



Other Notes

Suggestions for 2021

- *The “replace woodburning devices and enhanced enforcement items in the CERP” need more gas burning fireplaces registered*
- *Need quicker response from inspectors on enforcement*
- *Are there internet connected devices that would help with enforcement in the “check before you burn time”? (Ryan referenced night vision cameras and nighttime surveillance)*
- *The City councilmember meetings did not result in much action; we need their support to move forward*
- *Funding should be available to move forward with the projects; CSC would like to see more progress (AD responded about some progress, additional outreach, reasons for delay, etc.)*
- *Knowing what is in the queue and what has been submitted would be helpful for the CSC*
- *How does prioritization align with the resolution and submission of plans related to the CERP that the AD is sending to CARB?*
- *More buses are needed for the schools*
- *There are concerns about what happens to air quality when the kids return to school*
- *If we plant more trees, we’ll need to remove old logs and trim trees that are too large*
- *Old TVs and refrigerators are becoming more prevalent, oil discharge is polluting subsoil; we need to find a program to help with that effort*
- *We should mold CSC agendas to allow for more flexibility in the discussion and free-flowing conversation*
- *What is happening with the fines? (Ryan answered that they pay for air pollution reduction activities, including having enforcement of District regulations)*



Informes Sobre las Actividades del Subcomité

Trabajando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> - Los subcomités de Ecologización Urbana, Barreras Vegetativas y desviación de camiones están trabajando bien – continúen - El subcomité de monitoreo del aire podría usar participación adicional ahora que tenemos datos; es posible que deba ser una prioridad más alta en las agendas de discusión del comité - Deberíamos pensar en el mejor enfoque para vincular los datos con el cumplimiento - La responsabilidad de los subcomités por parte de los miembros del comité está funcionando bien, especialmente cuando el miembro tiene experiencia - Realmente aprecio el trabajo en el subcomité de barreras vegetativas 	<ul style="list-style-type: none"> - Como grupo pequeño, cada medida del CERP puede necesitar un subcomité y/o participación adicional de miembros del Comité para cubrir todas las actividades y actualizaciones necesarias - Algunos miembros del comité se sienten desinformados sobre el progreso; me encantaría ver más progresos realizados o informados - ¿Se pueden traer los problemas que surgen en los subcomités al comité más grande con más frecuencia? - No se ha informado sobre fuentes estacionarias en aproximadamente un año; necesita actualizaciones más frecuentes - Agendas del Comité muchas de las veces están muy llenas para hablar sobre todos los temas; una tabla o informe en el progreso sería una gran ayuda - Notas de las reuniones de los subcomités nos ayudarían; - Considerar poner una persona responsable/tipo presidente para cada subcomité que es responsable para reportar para tras al comité por escrito y verbalmente

Actualizaciones del Sitio Web

Trabajando Bien	Sugerencias para 2021
	<ul style="list-style-type: none">• Miembros del público tienen dificultad encontrando información en el sitio web• El equipo del desarrollo del web debería adherirse a la regla de los 3 clics para facilitar la navegación• La información de monitoreo del aire debería ser más fácil de encontrar para el público en general, especialmente para las partes interesadas que participan en las áreas donde se ubican los monitores• El sitio web todavía tiene retos de navegación para los participantes que hablan español; ve la regla de los 3 clics mencionado arriba• La terminología de búsqueda debe basarse en la terminología del público en general, no términos técnicos• ¿Un entrenamiento al Comité acerca del sitio web les ayudaría? Hispanohablantes dicen que si

Informes de Otras Agencias

CARB, DPR, Ciudad de Fresno, etc.

Trabajando Bien	Sugerencias para 2021
	<ul style="list-style-type: none">• No hemos escuchado de DPR o del Distrito acerca del monitoreo de pesticidas; se agradecen las actualizaciones periódicas, pero a menudo son mínimas• El resumen escrito de los subcomités y las agencias asociadas puede ser útil para obtener actualizaciones más sólidas• La transparencia es clave; el comité quiere estar en la mesa durante las discusiones con las agencias asociadas para ayudar a tomar decisiones, no solo recibir la información• Más comunicación sería útil• Aclarar la autoridad de toma de decisiones del comité con las agencias asociadas• El Concilio aún no está informado sobre ab 617- ¿Qué tipo de informe de estado u orientación puede el comité o distrito antes de la discusión sobre cambios en el proceso de planificación• Preguntarle a la ciudad acerca del estado de los canales y el barrido de las calles



Informes sobre el Monitoreo del Aire, Proceso de Implementación del CERP, y Sugerencias para el Coanfitrión de la Comunidad

Trabajando Bien	Sugerencias para 2021
<ul style="list-style-type: none"> • Los monitores en las escuelas es importante y envía la señal correcta a la comunidad sobre la importancia de la calidad del aire • Gracias a Maricela y el resto del equipo del Distrito con su ayuda con mensajes en las redes sociales • Los miembros del Comité les gusta el proceso y oportunidad de los coanfitriones 	<p>Implementación del CERP</p> <ul style="list-style-type: none"> • Prefiera ver los hitos y el gráfico de gannt por mes; así como la estimación de la finalización de las tareas principales <p>Monitoreo del Aire</p> <ul style="list-style-type: none"> • El apoyo técnico y la experiencia en la materia sobre el monitoreo del aire son importantes y deben mantenerse en el futuro; PM2.5, polvo, moho, genética • CARB interesado en trabajando más en conjunto con el comité para compartir e interpretar los datos • Reunión separada para hablar y tomar acción en las inquietudes del monitoreo del aire <p>Coanfitrión</p> <ul style="list-style-type: none"> • Más participación de los coanfitriones de la comunidad en cada reunión • Hablar sobre el rol de coanfitrión en las reuniones de planificación y asignar responsabilidades • Determinar el nivel de comodidad de cada coanfitrión con facilitación y tecnología



Objetivos de Informes y Seguimiento de 2021

Si pudiéramos *avanzar rápidamente* hasta finales de 2021... ¿Cómo cree que sería **ÉXITO** en esta categoría de Informes y Seguimiento?

¿Qué datos, informes y medición son los **MÁS IMPORTANTES** que debe lograr el Comité Directivo en 2021?

Objetivos de Informes y Seguimiento

- Cronograma en un calendario
- Gastos e hitos; enfoque orientado a base de tareas
- El comité no toma decisiones claras ni ve que suceden cosas; darles más oportunidades para avisar al distrito y votar; hacer más clara la función de asesoramiento y más coherente el marco de toma de decisiones
- Hitos medibles e informes sobre la calidad del aire en las estrategias del CERP
- Centrarse en la construcción de confianza, construcción de relaciones; revisar el plan al menos una vez al año para asegurarnos de que estamos operando dentro de la estructura y las prioridades del comité
- Revise el marco al menos una vez al año

Priorización del CERP

En preparación para priorizar las medidas del CERP en la próxima reunión, por favor responda a estas preguntas:

Pregunta	Sugerencias/Comentarios
¿Qué tipo de información de antecedentes por escrito necesita recibir ANTES de las reuniones para prepararse mejor para la discusión?	<ul style="list-style-type: none"> • El comité necesita comprender el cronograma para cada medida • ¿La información de monitoreo del aire y los plazos son claros para el comité? • Que está pasando con las otras medidas; ¿que impacta la implementación? • Diagrama Gannt, hitos, financiación, MOU's, etc. • Capital monetario vs. Capital humano (cumplimiento) • Más información acerca del programa ROAR y donde tenemos aprobación para continuar • Discusiones acerca del uso del suelo, los roles, responsabilidad y planes para abordar (en zonas industriales)
¿Necesita un repaso del CERP? ¿Debería el Distrito del Aire proporcionar un resumen verbal de las estrategias del CERP DURANTE la reunión?	<ul style="list-style-type: none"> • Unos miembros implicaron que un repaso corto les ayudaría
¿Qué nivel de detalle necesita DURANTE la reunión?	<ul style="list-style-type: none"> • No discutido.
¿Estaría dispuesto a responder a una encuesta de Doodle sobre sus prioridades del CERP?	<ul style="list-style-type: none"> • Sí
¿Estaría dispuesto a utilizar otras formas de tecnología de sondeo DURANTE la reunión?	<ul style="list-style-type: none"> • Solamente si hubiera interpretación y hubiera entrenamiento



Otras Notas

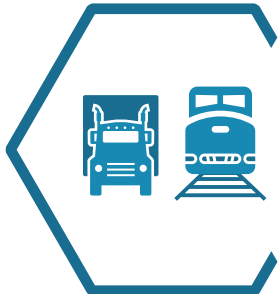
Sugerencias para 2021

- *Reemplazar dispositivos que queman leña y cumplimiento mejorado en el CERP – necesita más chimeneas registradas*
- *Respuesta más rápida de los inspectores de cumplimiento*
- *¿Hay aplicaciones conectadas a internet que ayudarían hacer cumplir con la regla de Confirma Antes de Quemar?
(Ryan hizo referencia a las cámaras de visión nocturna y la vigilancia nocturna)*
- *Las reuniones con los miembros del Concilio no resultan en acciones; necesitamos su apoyo para mover adelante*
- *Incentivos deben ser disponibles para seguir adelante con los proyectos; los miembros del comité quieren ver más progreso (el Distrito del aire respondió acerca del progreso, alcance adicional, razones por retrasos, etc.)*
- *Sería útil al Comité saber qué hay en la línea y qué se ha enviado*
- *¿Cómo la priorización alinea con la resolución y la sumisión de los planes relacionados al CERP que el Distrito está enviando a CARB?*
- *Se necesitan más autobuses en las escuelas*
- *Calidad del aire está bien en este momento porque los niños no van a la escuela; pero que va pasar cuando regresen*
- *Si plantamos más árboles, necesitamos que remover los antiguos o los pedazos que quedan*
- *Los viejos televisores y refrigeradores son cada vez más frecuentes, la descarga de petróleo contamina el subsuelo; necesitamos encontrar un programa que nos ayude con ese esfuerzo*
- *Deberíamos moldear las agendas del comité para permitir flexibilidad en la discusión y conversación fluida*
- *¿Qué pasa con las multas que se reciben? (Ryan respondió que pagan por las actividades de reducción de la contaminación del aire, incluyendo el cumplimiento de las regulaciones del Distrito)*

AB 617 Fresno CERP At-A-Glance

On the following pages you will find the top air quality concerns as identified by the South Central Fresno Community Steering Committee and the strategies developed to address those concerns. Please refer to the full CERP document to fully understand the community, the steering committee, the air quality challenges, the CERP strategies and other issues. This document is simply a very small snapshot of the larger document.

Trucks & Trains



Truck rerouting

Encourage clean fueling infrastructure

Replace old diesel locomotives with cleaner ones

Replace trucks with zero and near zero emission trucks

Replace old diesel train equipment with cleaner equipment

Reduce idling of trucks by providing charging infrastructure

More enforcement of anti-idling

Promote the use of biodiesel and renewable diesel fuels

Replace old school buses with zero and near zero emission buses

High Polluting & Idling Cars



Host events to repair old high polluting cars

Reduce cars idling through education

Replace old cars with electric or hybrid electric cars

Train electrical vehicle mechanics

Residential Burning



Replace old fireplaces and wood burning devices with cleaner devices

Reduce trash burning through enforcement

More enforcement of "No Burn" days

Reduce trash burning through education

Agricultural Operations



Replace open burning with clean alternatives

Reduce exposure to pesticides

Land-Use/Industrial Development



Encourage things that reduce the need for cars

Work with the city, county and community on land use issues

Educate the public on land use tools

Industrial Processes



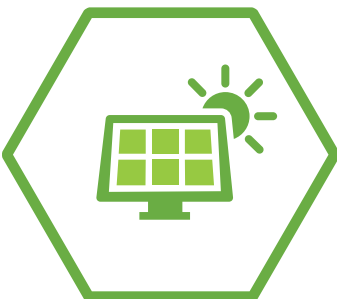
Reduce emissions from industries through regulations

Reduce emissions from industries through new incentives

Increase inspections at industries

Self-inspections at gas stations

Install More Solar



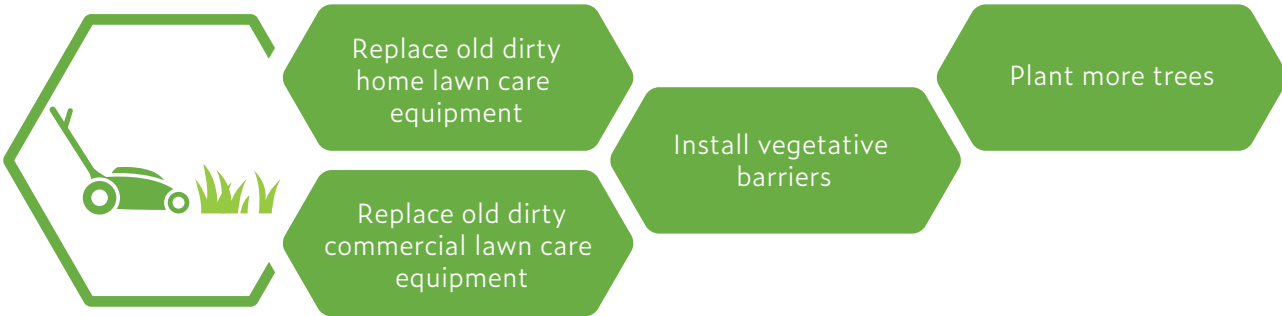
Reduce Emissions from Restaurant Cooking



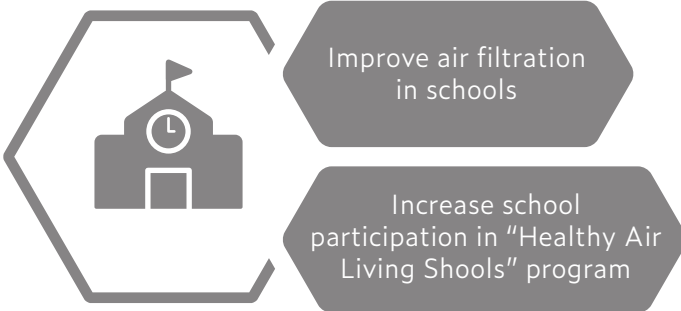
Dust and Roads



Trees and Lawns



Schools



Indoor Air Quality



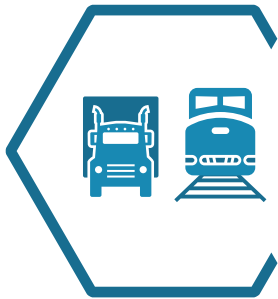
Outreach



AB 617 CERP de Centro-Sur Fresno de un Vistazo

En las siguientes páginas encontrará las principales preocupaciones sobre la calidad del aire identificadas por el Comité Directivo de la Comunidad de Centro-Sur Fresno y las estrategias desarrolladas para abordar esas preocupaciones. Consulte el documento completo del CERP para comprender completamente la comunidad, el comité directivo, los desafíos de la calidad del aire, las estrategias del CERP y otros temas. Este documento es simplemente una pequeña imagen del documento más grande.

Camiones y Trenes



Desviación de camiones

Reemplazar camiones con camiones de cero o casi cero emisiones

Reducir camiones con motores encendidos mientras estacionados al proveer infraestructura de carga

Incentivar una infraestructura de combustible limpio

Más cumplimiento de motores encendidos mientras estacionados

Reemplazar los autobuses escolares antiguos con autobuses de cero o casi cero emisiones

Reemplazar las locomotoras diésel antiguas con otras más limpias

Reemplazar equipos antiguos de trenes con equipo más nuevo

Promover el uso de biodiésel y combustibles diésel renovables

Autos Altamente Contaminantes y Motores Encendidos Mientras Estacionados



Organizar eventos para reparar autos antiguos altamente contaminantes

Reemplazar autos antiguos con autos eléctricos o híbridos

Entrenar mecánicos sobre vehículos eléctricos

Reducir los vehículos con motores encendidos mientras estacionados a través de la educación

Quema Residencial



Reemplazar las chimeneas antiguas y los aparatos de leña con aparatos más limpios

Más cumplimiento en los días de "No Quemar"

Reducir la quema de basura a través de la educación

Reducir la quema de basura a través del cumplimiento

Operaciones Agrícolas



Reemplazar la quema al aire libre con alternativas limpias

Reducir la exposición a pesticidas

Desarrollo de Uso de Suelo/Industria



Alentar cosas que reduzcan la necesidades de automóviles

Trabajar con la ciudad, el condado y la comunidad en cuestiones de uso de suelo

Educar al público sobre las herramientas de uso de suelo

Procesos Industriales



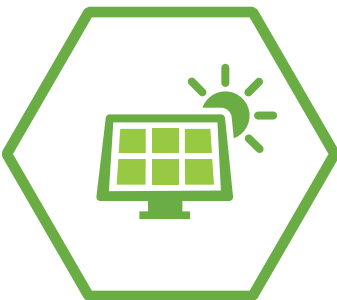
Reducir las emisiones de las industrias a través de regulaciones

Reducir las emisiones de las industrias mediante nuevos incentivos

Aumentar las inspecciones en las industrias

Autoinspecciones en gasolineras

Instalar Más Solar



Reducir las Emisiones de la Cocina en Restaurantes



Polvo y Carreteras



Reducir el polvo en la comunidad a través del cumplimiento

Aumentar el barrido de calles

Alentar las mejoras en la pavimentación de carreteras

Árboles y Césped



Reemplazar el equipo antiguo y contaminante para el cuidado de césped residencial

Reemplazar el equipo antiguo y contaminante para el cuidado de césped comercial

Instalar barreras vegetativas

Plantar más árboles

Escuelas



Mejorar la filtración de aire en las escuelas

Aumentar la participación escolar en el programa "Healthy Air Living Schools"

Calidad del Aire Interior



Promover programas de climatización para hogares

Alcance



Educar al público sobre la calidad del aire

Educar al público sobre cómo pueden protegerse de la mala calidad del aire

Trabajar con la comunidad para traer más fondos de calidad del aire a la comunidad

AB 617 Community Participants Needed

Through implementation of the new AB 617 Community Air Protection Program, new resources have been committed to the Valley to reduce air pollution, improve quality of life, and help the region meet its clean air mandates. The California Air Resources Board (CARB) announced the selection of South Central Fresno (including Calwa and Malaga) and the City of Shafter as the first Valley communities to receive additional resources under AB 617.

The Valley Air District is now establishing a steering committee for each of those communities and is seeking involvement from interested residents, businesses and other members of the community to help the District understand the specific needs of each community and develop effective clean air strategies.

The basic role of the Steering Committee will include:

- Work with the District to establish a Steering Committee Charter
- Help the District understand community concerns, including socioeconomic burdens, location of sensitive receptors, etc.
- Identification of local mobile and stationary sources
- Assist in developing any community monitoring plan necessary to determine whether local sources are impacting community air quality
- Assist in developing community-specific steering committee webpage
- Assist with the public engagement process
- Assist in identifying and evaluating emission reduction opportunities, including socioeconomic considerations of actions identified

Membership

- The core of the steering committee should directly represent the residents and businesses in the community.
- Additional committee members may include representatives from city and county planning agencies, transportation agencies, health departments, faith-based groups, and schools.
- All interested stakeholders not appointed to the steering committee will be encouraged to participate at all public meetings.
- To ensure that the community steering committee focuses on the needs of the residents, a majority of the members must be community residents.

If you are interested in becoming a member of the Steering Committee for your community, please complete and return the application below as soon as possible. You will then be contacted about upcoming meetings and the Community Steering Committee membership selection process.

If you have questions about the process, please email AB617@valleyair.org or call 559-230-6000.

Application on following page

Information provided by you on this application (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. Names of all applicants will be posted on the District's AB 617 webpage.



AB 617 South Central Fresno Steering Committee Membership

Applicant Info

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

E-mail Address _____ Primary Phone _____

Community Involvement

Community Involvement *(check all that apply)* **Home Address within Boundary**

Resident of community _____

Own, manage, or directly represent business in community
Name _____
Address _____

Locally-based business association
(Association's address must be within boundary)
Name _____
Address _____

Work at business in community
(Representing self, not business)
Name _____
Address _____

Please provide name of Entity/Agency

Local Government Name _____

Health Care, School Association or Faith-based Name _____

Local Community-based Environmental Justice Organization Name _____

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. These statements may be posted on the AB 617 website as part of the community steering committee member page.

Verify

Being a member of this Steering Committee will require commitment, participation and attendance at regular meetings. If selected for the community steering committee, limited personal information (excluding contact details) may be shared with the public and posted on the AB 617 website.

By signing this application, I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature _____ Date _____

Submit

Submit application to: AB617@valleyair.org **Or by mail to:** San Joaquin Valley Air Pollution Control District
(Digital or wet signatures are accepted) Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



Membresía para el Comité Directivo de la Comunidad AB 617 de Centro-Sur Fresno

Información del Solicitante

Nombre y Apellido _____

Dirección de Envío _____

Ciudad _____

Estado _____

Código Postal _____

Correo Electrónico _____

Teléfono Principal _____

Participación en la Comunidad

Participación en la Comunidad

(marque todo lo que corresponda)

Residente de comunidad

Poseer, administrar o representar directamente negocio en la comunidad

Asociación empresarial local
(La dirección de la asociación debe estar dentro del límite)

Trabajar en negocio en la comunidad
(En representación de uno mismo, no de negocios)

Gobierno local

Atención médica, asociación escolar o basada en la fe

Organización local de justicia ambiental basada en la comunidad

Domicilio dentro del límite

Proporcione el nombre del negocio Y la dirección dentro del límite

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Proporcione el nombre de la entidad/agencia

Nombre _____

Nombre _____

Nombre _____

Explique brevemente su participación con la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.

Verificar

Ser miembro de este Comité Directivo requerirá compromiso, participación y asistencia a las reuniones regulares. Si es seleccionado para el comité directivo de la comunidad, la información personal limitada (excluyendo los detalles de contacto) puede compartirse con el público y publicarse en el sitio web de AB 617.

Al firmar esta solicitud, certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Firma _____

Fecha _____

Enviar

Enviar solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o a mano)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



AB 617 Community Steering Committee Application for Alternates

Applicant Info

Applying to be an ALTERNATE for: _____

For the community of (select one): Shafter South Central Fresno Stockton Arvin/Lamont

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

E-mail Address _____ Primary Phone _____

Community Involvement

Community Involvement (check all that apply) Home Address within Boundary

Resident of community _____

Please Provide Name of Business AND Corresponding Address within Boundary

Own, manage, or directly represent business in community
Name _____
Address _____

Locally-based business association
(Association's address must be within boundary)
Name _____
Address _____

Work at business in community
(Representing self, not business)
Name _____
Address _____

Please provide name of Entity/Agency

Local Government Name _____

Health Care, School Association or Faith-based Name _____

Local Community-based Environmental Justice Organization Name _____

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. *These statements may be posted on the AB 617 website as part of the community steering committee member page.*

Verify

As an alternate member of this Steering Committee I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature of Alternate Member _____ **Date** _____

As the primary member, I hereby certify and agree to have the above named individual serve as my alternate for this Community Steering Committee.

Signature of Primary Member _____ **Date** _____

Submit

Submit application to: AB617@valleyair.org **Or by mail to:** San Joaquin Valley Air Pollution Control District
(Digital or wet signatures are accepted) Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



Solicitud para Suplentes del Comité Directivo Comunitario de AB 617

Información del Solicitante

Solicitando ser SUPLENTE para: _____

Para la comunidad de (seleccione uno): Shafter Centro-Sur Fresno Stockton Arvin/Lamont

Primer Nombre y Apellido _____

Dirección Postal _____ Ciudad _____ Estado _____ Código Postal _____

Correo Electrónico _____ Teléfono Primario _____

Participación en la Comunidad

Participación en la comunidad (marque todo lo que corresponda)

Residente de la comunidad

Dueño, Administrador o Representante Directamente Negocios en la Comunidad

Asociación Empresarial Local
(La dirección de la asociación debe estar dentro de los límites)

Trabajo en un Negocio en la Comunidad
(En representación de uno mismo, no un negocio)

Gobierno Local

Cuidado de la Salud, Asociación Escolar o Basado en la Fe

Organización Local de Justicia Ambiental Basada en la Comunidad

Dirección Dentro de Límites

Nombre del Negocio Y la Dirección Correspondiente Dentro de los Límites

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre de la Entidad/Agencia

Nombre _____

Nombre _____

Nombre _____

Explique brevemente su participación en la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. *Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.*

Verify

Como miembro suplente de este Comité Directivo certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Como miembro principal, certifico y acepto que la persona mencionada anteriormente sirva como mi suplente para este Comité Directivo de la Comunidad.

Firma de la Miembro Suplente

Fecha

Firma de la Miembro Principal

Fecha

Someter

Someter solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o con pluma)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: Solicitud del Comité Directivo AB617
1990 East Gettysburg Ave., Fresno, CA 93726-0244

State of California
AIR RESOURCES BOARD

AB 617 Community Air Protection Program –
Community Emissions Reduction Program for South Central Fresno

Resolution 20-07

February 13, 2020

Agenda Item No.: 20-3-2

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the California Air Resources Board (CARB or Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, California's air quality programs have led to significant public health improvements; however, certain communities continue to experience environmental and health inequities from air pollution;

WHEREAS, many of these communities are affected by multiple stationary, area, and mobile sources of air pollution and suffer disproportionate health impacts;

WHEREAS, the high cumulative exposure burdens in these communities are a public health concern, contributing to health conditions such as cardiorespiratory disease, increased cancer risk, and an increased risk of premature death;

WHEREAS, expedited emission reductions of toxic air contaminants and criteria air pollutants in communities with high cumulative exposure burdens are critical to reduce these disproportionate health impacts;

WHEREAS, Assembly Bill (AB) 617 (C. Garcia, Statutes of 2017, chapter 136) added sections 39607.1, 40920.8, 42411, 42705.5, 44391.2 and amended sections 40920.6, 42400, 42402 in the Health and Safety Code, requiring a new community-focused program to address criteria air pollutants and toxic air contaminants;

WHEREAS, AB 617 is a significant step in transforming California's air quality programs to address air pollution disparities at the neighborhood level;

WHEREAS, the legislature has demonstrated an ongoing commitment to improving air quality in California's most burdened communities through the allocation of nearly \$750 million to CARB, with subsequent distribution to local air districts, as "Community Air Protection" funds to reduce exposure in highly impacted communities;

WHEREAS, statute required CARB by October 1, 2018, to engage stakeholders through a robust public process to set overall Program requirements to reduce toxic air contaminant and criteria air pollutant emissions in communities with high cumulative exposure, and select initial communities with high cumulative exposure burdens for the deployment of community air monitoring systems and/or the development of community emissions reduction programs;

WHEREAS, on September 27, 2018 CARB approved the *Community Air Protection Blueprint: For Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring* (Blueprint), which described criteria for the development of community emissions reduction programs by air districts, in conformance with the requirements of AB 617, and determined that the Blueprint and online Resource Center met statutory requirements for CARB to develop a monitoring plan and state strategy;

WHEREAS, statute requires that community emissions reduction programs be consistent with the state strategy;

WHEREAS on September 27, 2018 CARB selected the community of South Central Fresno to develop a community emissions reduction program as one of ten initial communities;

WHEREAS, the San Joaquin Valley Air Pollution Control District (District) convened a steering committee comprised of South Central Fresno community residents, non-profit organizations, businesses, and local government representatives and developed a community emissions reduction program to improve air quality in South Central Fresno, titled "South Central Fresno Community Emissions Reduction Program" (Program), included as Attachment A;

WHEREAS, the District conducted a public process to develop the Program over the course of a year including a series of 19 public meetings, including community steering committee meetings and workshops;

WHEREAS, the District Governing Board approved the Program on September 19, 2019 and submitted it to CARB on September 30, 2019;

WHEREAS, CARB staff hosted a community meeting, coinciding with a community steering committee meeting, on November 13, 2019 to hear directly from the community steering committee and the public on the Program;

WHEREAS, local decisions that determine land use and traffic patterns impact exposure to air pollution, and in many impacted communities throughout the State, including South Central Fresno, the proximity of emissions sources to nearby sensitive receptors like schools, homes, and day care centers exacerbates the cumulative exposure burden;

WHEREAS, historic land use decisions have created disproportionate impacts in many communities throughout the State;

WHEREAS, the State has emphasized the importance of incorporating environmental justice into city and county planning to address existing and new environmental injustice through the passage of Senate Bill 1000 (Levy, Chapter 587, Statutes of 2016), requiring general plans to include environmental justice elements and policies, and the Governor's Office of Planning and Research's General Plan Guidelines;

WHEREAS, CARB staff reviewed the Program to determine whether it meets the criteria established in the Blueprint and considered the perspectives of the community steering committee members in developing recommendations to the Board;

WHEREAS, CARB staff have identified key strengths of the Program to highlight for future communities as well as specific aspects of the Program that will need further definition to support successful implementation in the areas of reduction strategies and process;

WHEREAS, aspects of the Program may change over implementation, including implementation timeframes, technical information, and strategy prioritization;

WHEREAS, staff has proposed that CARB approve the South Central Fresno community emissions reduction program and direct CARB staff to work with the District to take additional actions to strengthen implementation as set forth in Attachment B: the South Central Fresno Community Emissions Reduction Program Staff Report (Staff Report), released to the public on January 24, 2019;

WHEREAS, the District should continue to work with the community steering committee and CARB to expeditiously implement the Program, including measurable progress on the additional actions set forth in Attachment B prior to the first annual reporting due October 1, 2020;

WHEREAS, ongoing adjustments to provide mechanisms for enhanced collaboration with the community steering committee in the development of agendas and co-leadership in the running of meetings is providing for more active community participation and improved decision-making process and should be continued;

WHEREAS, CARB's regulatory program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans has been certified by the Secretary for Natural Resources under Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA; Title 14, California Code of Regulations, section 15251 (d)), and CARB conducts its CEQA review according to this certified program (Title 17, California Code of Regulations, sections 60000-60008);

WHEREAS, staff has determined that the Proposed Project is exempt from CEQA under the following exemptions: (1) Title 14, California Code of Regulations, section 15061 ("Common Sense Exemption") as it can be seen with certainty and supported by

the record evidence that there is no possibility that the activity in question may have a significant effect on the environment; (2) Title 14 California Code of Regulations, section 15308 ("Class 8" exemption: Actions Taken by Regulatory Agencies for Protection of the Environment) because the record evidence shows that the Proposed Project will enhance the environment by better protecting the public from health impacts associated with exposure to air pollution within the project area, the Proposed Project includes procedures for protection of the environment and the Proposed Project does not relax any applicable standards; (3) Title 14, California Code of Regulations, section 15306 ("Class 6" exemption: Information Collection) because the record evidence shows that many of the Proposed Project's implementing measures involve outreach and data collection from various parties to better hone particular efforts from implementing agencies in reducing localized pollution levels which may lead to actions by those agencies; and (4) Title 14 California Code of Regulations, section 15321 ("Class 21" exemption: Enforcement Actions by Regulatory Agencies) because the record evidence shows that the Proposed Project incorporates actions by implementing agencies to enforce permits from the districts or other entitlements for use issued, adopted or prescribed by applicable regulatory agencies or enforcement of laws, general rules, standards, objectives administered or adopted by regulatory agencies identified as implementing agencies in the Proposed Project.

Board Findings

WHEREAS, in consideration of the applicable statutory and Blueprint requirements, written and oral testimony provided by community members, the District, and other stakeholders, the Board finds that:

- the Program is a community emissions reduction program pursuant to AB 617;
- the Program was developed with the community steering committee in an open public process, in consultation with affected parties, through numerous public workshops, individual meetings, and other outreach efforts, and these efforts are expected to continue;
- the Program addresses key elements required in statute and the Blueprint and will benefit from additional actions to support successful implementation in the areas of reduction strategies and process;
- the Program is exempt from CEQA under Title 14, California Code of Regulations, sections 15061, 15306, 15308 and 15321 for the reasons stated herein.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the Program as set forth in Attachment A pursuant to additional direction to CARB staff and the District subject to the following actions taking place as set out in this Resolution:

- CARB staff works with the District and the community steering committee to take the additional actions to strengthen implementation as defined in the Staff Report in Attachment B on pages 8, 9, and 10 and as modified by this Resolution, to do the following:
 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. This should include the District seeking co-funding for the truck re-routing strategy, with full funding provided by the District if sufficient co-funding is not identified.

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.
 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.
 4. Conduct a review of stationary source rules applicable to sources in the community and discuss current permitting and rule-making processes, as well as next steps in a transparent and expeditious manner with the community steering committee members by the end of 2020.
 5. Continue to strengthen the working relationship with the agencies that have land use and transportation authority in South Central Fresno to address community steering committee concerns, including seeking to establish a Memorandum of Understanding or other appropriate mechanisms with these agencies, including the City and County of Fresno, to address air quality impacts and concerns. To support these efforts, CARB staff will continue to move forward on development of the Freight Handbook and CARB and the District commit to work with the community steering committee to advance implementation of the best practices discussed in Tables 5 and 6 of the Freight Handbook Concept Paper.
 6. Continue to improve communication between the District and the community steering committee by developing clear objectives, setting mutually agreed upon deadlines, and providing information and feedback within defined timeframes, including the time needed for translation of materials into Spanish.
 7. Define a process for continued discussion of any additional community steering committee strategy ideas that are not currently included in the Program, and potential mechanisms for updates through the annual progress reports.
 8. Include the community steering committee in the agenda setting process, while continuing the rotation of community steering committee members as meeting co-hosts, so that members can continue to actively participate in meeting development and management.
- Identify the specific implementation steps and milestones for each of the strategies in the Program.
 - CARB staff, the District, and the community steering committee report back to the Board semi-annually or as directed by the Board, on implementation of these actions.

BE IT FURTHER RESOLVED that the Board directs the District to submit annual reports to CARB by October 1 of each year beginning in 2020, developed in accordance with the Blueprint requirements, and including updates on the implementation of the Program and measurable progress made regarding the additional actions required in this Resolution. The report should be developed in collaboration with the community steering committee with steering committee input documented in the report.

BE IT FURTHER RESOLVED that CARB will develop a template for reporting back on implementation of the Program, which shall also include any additional strategies that have been identified. The template will include items included in the Blueprint requirements for annual reports, along with other specific actions called for in the Resolution.

BE IT FURTHER RESOLVED that the Board affirms the existing authority of CARB staff to review and interpret aspects of the community emissions reduction programs and delegates to the Executive Officer, or his or her designee, the authority to approve District changes to the Program, in a manner compliant with CEQA, that he or she deems necessary to enable effective implementation of the Program, provided that such changes are consistent with statute and the goals established by the Board. Staff shall identify those changes when the Board receives an update on the annual report on the Program.

I hereby certify that the above is a true and correct copy of Resolution 20-7 as adopted by the California Air Resources Board.

/s/

Ryan Sakazaki, Board Clerk

Resolution 20-07

February 13, 2020

Identification of Attachments to the Board Resolution

Attachment A*: *Proposed South Central Fresno community emissions reduction program, submitted to CARB on September 30, 2019*
<http://community.valleyair.org/media/1516/01finalscfresnocerp-9-19-19.pdf>

Attachment B: *South Central Fresno Community Emissions Reduction Program Staff Report*

***Attachment A is NOT attached to the proposed resolution; it is simply described on this page.**

Estado de California
Consejo de Recursos del Aire de California

AB 617 Programa de Protección del Aire en la Comunidad –
Programa de Reducción de Emisiones en la Comunidad de Centro
Sur Fresno

Resolución 20-07

13 de febrero de 2020

Número de Artículo de la Agenda.: 20-3-2

CONSIDERANDO QUE, las secciones 39600 y 39601 del Código de Salud y Seguridad autorizan a el Consejo de Recursos del Aire de California (CARB o Consejo) a adoptar normas, reglas y regulaciones y a realizar los actos que sean necesarios para la ejecución adecuada de los poderes y deberes otorgados e impuestos sobre el Consejo por ley;

CONSIDERANDO QUE, los programas de calidad del aire de California han llevado a mejoras significativas en la salud pública; sin embargo, ciertas comunidades continúan experimentando inequidades ambientales y de salud por la contaminación del aire;

CONSIDERANDO QUE, muchas de estas comunidades son afectadas por múltiples fuentes estacionarias, de área y móviles de contaminación del aire y sufren impactos desproporcionados en la salud;

CONSIDERANDO QUE, las altas cargas de exposición acumulada en estas comunidades son un problema de salud pública, ya que contribuyen a afecciones de salud como enfermedades cardiorrespiratorias, un mayor riesgo de cáncer y un mayor riesgo de muerte prematura;

CONSIDERANDO QUE, las reducciones expeditas de emisiones de contaminantes atmosféricos tóxicos y contaminantes atmosféricos de criterio en comunidades con altas cargas de exposición acumulativa son críticas para reducir estos impactos desproporcionados en la salud;

CONSIDERANDO QUE, el proyecto de ley de la Asamblea (AB) 617 (C. García, Estatutos de 2017, capítulo 136) agregó las secciones 39607.1, 40920.8, 42411, 42705.5, 44391.2 y modificó las secciones 40920.6, 42400, 42402 en el Código de Salud y Seguridad, que requieren un nuevo programa centrado en la comunidad para abordar criterios contaminantes del aire y contaminantes tóxicos del aire;

CONSIDERANDO QUE, AB 617 es un paso significativo en la transformación de los programas de calidad del aire de California para abordar las disparidades de contaminación del aire a nivel de vecindario;

CONSIDERANDO QUE,
la legislatura ha demostrado un compromiso continuo para mejorar la calidad del aire en las comunidades más agobiadas de California a través de la asignación de casi \$750 millones a CARB, con distribución posterior a los distritos aéreos locales, como

fondos de "Protección del Aire en la Comunidad" para reducir la exposición en comunidades altamente impactadas;

CONSIDERANDO QUE, el estatuto exigía a CARB antes del 1 de octubre de 2018, involucrar a las partes interesadas a través de un proceso público sólido para establecer los requisitos generales del Programa para reducir las emisiones contaminantes tóxicas del aire y los emisiones de los criterios contaminantes del aire en comunidades con alta exposición acumulativa, y seleccionar comunidades iniciales con altas cargas de exposición acumulativa para el despliegue de sistemas de monitoreo del aire en la comunidad y / o el desarrollo de programas de reducción de emisiones en la comunidad;

CONSIDERANDO QUE, el 27 de septiembre de 2018, CARB aprobó el *Plan Marco de la Protección del Aire en la Comunidad: Para Seleccionar a las Comunidades, Preparar los Programas de Reducción de Emisiones en las Comunidades, Identificar las Estrategias Estatales y Monitorear el Aire de las Comunidades* (Plan Marco), que describe los criterios para el desarrollo de programas de reducción de emisiones en la comunidad por distritos de aire, de conformidad con los requisitos de AB 617, y determinó que el Plan Marco y el Centro de Recursos en línea cumplieron con los requisitos legales para que CARB desarrolle un plan de monitoreo y una estrategia estatal;

CONSIDERANDO QUE, el estatuto requiere que los programas de reducción de emisiones en la comunidad sean consistentes con la estrategia estatal;

CONSIDERANDO QUE el 27 de septiembre de 2018, CARB seleccionó a la comunidad de Centro Sur Fresno para desarrollar un programa de reducción de emisiones en la comunidad como una de las diez comunidades iniciales;

CONSIDERANDO QUE El Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito) convocó a un comité directivo compuesto por residentes de la comunidad del Centro Sur Fresno, organizaciones sin fines de lucro, empresas y representantes del gobierno local y desarrolló un programa de reducción de emisiones en la comunidad para mejorar la calidad del aire en Centro Sur Fresno, titulado "Programa de reducción de emisiones en la Comunidad de Centro Sur Fresno" (Programa), incluido como Anexo A;

CONSIDERANDO QUE, el Distrito llevó a cabo un proceso público para desarrollar el Programa en el transcurso de un año, que incluyó una serie de 19 reuniones públicas, incluidas reuniones y talleres del comité directivo de la comunidad;

CONSIDERANDO QUE, el Consejo de Gobierno del Distrito aprobó el Programa el 19 de septiembre de 2019 y lo presentó a CARB el 30 de septiembre de 2019;

CONSIDERANDO QUE, el personal de CARB organizó una reunión comunitaria, coincidiendo con una reunión del comité directivo de la comunidad, el 13 de noviembre de 2019 para escuchar directamente del comité directivo de la comunidad y del público sobre el Programa.;

CONSIDERANDO QUE, las decisiones locales que determinan el uso del terreno y los patrones de tráfico impactan la exposición a la contaminación del aire, y en

muchas comunidades afectadas en todo el estado, incluido el Centro Sur Fresno, la proximidad de las fuentes de emisiones a receptores sensibles cercanos como escuelas, hogares y guarderías exacerba la carga de exposición acumulativa;

CONSIDERANDO QUE, las decisiones históricas sobre el uso del terreno han creado impactos desproporcionados en muchas comunidades en todo el estado;

CONSIDERANDO QUE, el Estado ha enfatizado la importancia de incorporar la justicia ambiental en la planificación de la ciudad y el condado para abordar la injusticia ambiental existente y nueva a través de la aprobación del Proyecto de Ley 1000 del Senado (Levy, Capítulo 587, Estatutos de 2016), que requiere planes generales para incluir elementos y políticas de justicia ambiental y las Directrices del Plan General de la Oficina de Planificación e Investigación del Gobernador;

CONSIDERANDO QUE, el personal de CARB revisó el Programa para determinar si cumple con los criterios establecidos en el Plan y consideró las perspectivas de los miembros del comité directivo de la comunidad al desarrollar recomendaciones para el Consejo;

CONSIDERANDO QUE, el personal de CARB ha identificado las fortalezas clave del Programa para resaltar para las comunidades futuras, así como los aspectos específicos del Programa que necesitarán una definición adicional para apoyar la implementación exitosa en las áreas de estrategias de reducción y proceso;

CONSIDERANDO QUE, los aspectos del Programa pueden cambiar con respecto a la implementación, incluidos los plazos de implementación, la información técnica y la priorización de la estrategia;

CONSIDERANDO QUE, el personal ha propuesto que CARB apruebe el programa de reducción de emisiones en la comunidad de Centro Sur Fresno y dirija al personal de CARB a trabajar con el Distrito para tomar medidas adicionales para fortalecer la implementación como se establece en el Anexo B: Informe del Personal del Programa de Reducción de Emisiones en la Comunidad de Centro Sur Fresno (Informe del Personal), lanzado al público el 24 de enero de 2019;

CONSIDERANDO QUE, El Distrito debe continuar trabajando con el comité directivo de la comunidad y CARB para implementar rápidamente el Programa, incluido el progreso medible en las acciones adicionales establecidas en el Anexo B antes del primer informe anual que vence el 1 de octubre de 2020;

CONSIDERANDO QUE, los ajustes continuos para proporcionar mecanismos para una mejor colaboración con el comité directivo de la comunidad en el desarrollo de agendas y co-liderazgo en la ejecución de las reuniones están proporcionando una participación comunitaria más activa y un mejor proceso de toma de decisiones y deben continuar;

CONSIDERANDO QUE, el programa regulatorio de CARB que involucra la adopción, aprobación, enmienda o derogación de estándares, reglas, regulaciones o planes ha sido certificado por el Secretario de Recursos Naturales bajo la sección 21080.5 del Código de Recursos Públicos de la Ley de Calidad Ambiental de California (CEQA; Título 14, Código de Regulaciones de California, sección 15251

(d)), y CARB realiza su revisión CEQA de acuerdo con este programa certificado (Título 17, Código de Regulaciones de California, secciones 60000-60008);

CONSIDERANDO QUE, el personal ha determinado que el Proyecto Propuesto está exento de CEQA bajo las siguientes exenciones: (1) Título 14, Código de Regulaciones de California, sección 15061 ("Exención de sentido común") como se puede ver con certeza y respaldado por la evidencia de que no hay posibilidad de que la actividad en cuestión pueda tener un efecto significativo en el medio ambiente; (2) Título 14 del Código de Regulaciones de California, sección 15308 (exención de "Clase 8": Acciones tomadas por agencias reguladoras para la protección del medio ambiente) porque la evidencia del registro muestra que el Proyecto Propuesto mejorará el medio ambiente al proteger mejor al público de los impactos en la salud asociados con exposición a la contaminación del aire dentro del área del proyecto, el Proyecto Propuesto incluye procedimientos para la protección del medio ambiente y el Proyecto Propuesto no relaja ninguna norma aplicable; (3) Título 14, Código de Regulaciones de California, sección 15306 (exención de "Clase 6": Recolección de información) porque la evidencia del registro muestra que muchas de las medidas de implementación del Proyecto Propuesto incluyen divulgación y recopilación de datos de varias partes para perfeccionar mejor los esfuerzos particulares de las agencias implementadoras en reducir los niveles de contaminación localizados que pueden conducir a acciones de esas agencias; y (4) Título 14 del Código de Regulaciones de California, sección 15321 (exención "Clase 21": Acciones de cumplimiento por parte de agencias reguladoras) porque la evidencia de registro muestra que el Proyecto Propuesto incorpora acciones de agencias implementadoras para hacer cumplir los permisos de los distritos u otros derechos de uso emitidos, adoptados o prescrito por las agencias reguladoras aplicables o la aplicación de las leyes, normas generales, estándares, objetivos administrados o adoptados por las agencias reguladoras identificadas como agencias implementadoras en el Proyecto Propuesto.

Resultados del Consejo

CONSIDERANDO QUE, en consideración de los requisitos legales y del Plan Marco aplicable, el testimonio escrito y oral proporcionado por miembros de la comunidad, el Distrito y otras partes interesadas, el Consejo considera que:

- el Programa es un programa de reducción de emisiones en la comunidad de conformidad con AB 617;
- el Programa se desarrolló con el comité directivo de la comunidad en un proceso público abierto, en consulta con las partes afectadas, a través de numerosos talleres públicos, reuniones individuales y otros esfuerzos de divulgación, y se espera que estos esfuerzos continúen;
- el Programa aborda los elementos clave requeridos en el estatuto y el Plan y se beneficiará de acciones adicionales para apoyar la implementación exitosa en las áreas de estrategias de reducción y proceso;
- el Programa está exento de CEQA bajo el Título 14, Código de Regulaciones de California, secciones 15061, 15306, 15308 y 15321 por las razones establecidas en este documento.

AHORA, POR LO TANTO, SE RESUELVA que el Consejo aquí aprueba el Programa como se establece en el Anexo A de conformidad con las instrucciones adicionales para el personal de CARB y el Distrito sujeto a las siguientes acciones que tienen

lugar como se establece en esta Resolución:

- El personal de CARB trabaja con el Distrito y el comité directivo de la comunidad para tomar medidas adicionales para fortalecer la implementación como se define en el Informe del Personal en el Anexo B en las páginas 8, 9 y 10 y según lo modificado por esta Resolución, para hacer lo siguiente:
 1. Incluir un proceso para hacer ajustes a los montos de financiamiento de las medidas de incentivos basados en las discusiones y recomendaciones continuas del comité directivo de la comunidad, y continúe involucrando al comité en la priorización de las medidas de incentivos y la selección de proyectos. Esto debe incluir que el Distrito busque cofinanciación para la estrategia de cambio de ruta de camiones, con una financiación total proporcionada por el Distrito si no se identifica la cofinanciación suficiente.
 2. Desarrollar y proporcionar criterios específicos para los montos de financiamiento del proyecto y la selección del proyecto, y aclare en las “Métricas para realizar un seguimiento del progreso” el proceso para ajustar las asignaciones cuando los proyectos tienen una baja o excesiva suscripción.
 3. Actualizar los objetivos de reducción de emisiones a medida que haya nueva información disponible para las estrategias regulatorias y otras que aún no tienen beneficios definidos donde la cuantificación es factible.
 4. Lleve a cabo una revisión de las reglas de fuentes estacionarias aplicables a las fuentes en la comunidad y discuta los procesos actuales de permisos y elaboración de reglas, así como los próximos pasos de manera transparente y expedita con los miembros del comité directivo de la comunidad para fines de 2020.
 5. Continuar fortaleciendo la relación de trabajo con las agencias que tienen autoridad de uso del terreno y transporte en Centro Sur Fresno para abordar las inquietudes del comité directivo de la comunidad, incluida la búsqueda de establecer un Memorando de Entendimiento u otros mecanismos apropiados con estas agencias, incluyendo la Ciudad y el Condado de Fresno, para abordar los problemas e inquietudes de la calidad del aire. Para apoyar estos esfuerzos, el personal de CARB continuará avanzando en el desarrollo del Manual de Carga y CARB y el Distrito se comprometen a trabajar con el comité directivo de la comunidad para avanzar en la implementación de las mejores prácticas discutidas en las Tablas 5 y 6 del Documento Conceptual del Manual de Carga
 6. Continuar mejorando la comunicación entre el Distrito y el comité directivo de la comunidad mediante el desarrollo de objetivos claros, estableciendo plazos acordados mutuamente y proporcionando información y comentarios dentro de plazos definidos, incluido el tiempo necesario para la traducción de materiales al español.
 7. Definir un proceso para la discusión continua de cualquier idea adicional de estrategia del comité directivo de la comunidad que no esté actualmente incluida en el Programa, y posibles mecanismos para actualizaciones a través de los informes anuales de progreso.
 8. Incluya al comité directivo de la comunidad en el proceso de establecimiento de la agenda, mientras continúa la rotación de los

miembros del comité directivo de la comunidad como coanfitriones de la reunión, para que los miembros puedan continuar participando activamente en el desarrollo y gestión de reuniones.

- Identificar los pasos específicos de implementación y los hitos para cada una de las estrategias en el Programa
- El personal de CARB, el Distrito y el comité directivo de la comunidad informan al Consejo semestralmente, o según lo indique el Consejo, sobre la implementación de estas acciones.

SE RESUELVE ADEMÁS que el Consejo ordena al Distrito que presente informes anuales a CARB antes del 1 de octubre de cada año a partir de 2020, desarrollado de acuerdo con los requisitos del Plan Marco e incluyendo actualizaciones sobre la implementación del Programa y el progreso medible realizado con respecto a las acciones adicionales requeridas en esta Resolución. El informe debe desarrollarse en colaboración con el comité directivo de la comunidad con los aportes del comité directivo documentados en el informe.

SE RESUELVE ADEMÁS que CARB desarrollará un modelo para informar sobre la implementación del Programa, que también incluirá cualquier estrategia adicional que se haya identificado. El modelo incluirá elementos incluidos en los requisitos del Plan Marco para informes anuales, junto con otras acciones específicas requeridas en la Resolución.

SE RESUELVE ADEMÁS que el Consejo afirma la autoridad existente del personal de CARB para revisar e interpretar aspectos de los programas de reducción de emisiones en la comunidad y delega al Oficial Ejecutivo, o su designado, la autoridad para aprobar los cambios del Distrito al Programa, de una manera que cumpla con CEQA , que él o ella considere necesario para permitir la implementación efectiva del Programa, siempre que dichos cambios sean consistentes con el estatuto y las metas establecidas por el Consejo. El personal identificará esos cambios cuando el Consejo reciba una actualización del informe anual sobre el Programa.

Por la presente certifico que lo anterior es una copia verdadera y correcta de la Resolución 20-7 adoptada por el Consejo de Recursos del Aire de California.

/s/

Ryan Sakazaki, Secretario del Consejo

Resolución 20-07

13 de febrero de 2020

Identificación de Anexos a la Resolución del Consejo

- Anexo A*:** *Programa de Reducción de Emisiones en la Comunidad de Centro Sur Fresno Propuesto, presentado a CARB el 30 de septiembre de 2019*
<http://community.valleyair.org/media/1516/01finalscfresnocerp-9-19-19.pdf>
- Anexo B:** *Informe del Personal del Programa de Reducción de Emisiones en la Comunidad de Centro Sur Fresno*

***El Anexo A NO se adjunta a la resolución propuesta; simplemente se describe en esta página.**

A General Framework for Thinking about Air Monitoring

Some possible objectives of air monitoring:

- To determine where and when emissions are occurring.
- To determine which sources are primarily responsible for the air pollution.
- To track the progress of the Community Emissions Reduction Programs.
- To support public health research.
- To provide real-time air quality information so that community members can make informed choices and change their behavior to reduce exposure.
- To launch community awareness campaigns.
- To create a new regulatory system of air monitors (i.e. to produce data that could be used by local, state, and federal agencies to enforce regulations).
- *Other key objectives?*

Some critical questions to ask regarding air monitoring and air monitoring systems:

- What will be the duration of air monitoring? How long will the monitor be up and running? What goals or purpose does this decision support?
- What are the specific time periods that should be monitored (i.e. specific seasons, day vs. night, after certain events or scenarios occur, etc.).
- What data already exists and how is it being used?
- Where should monitoring take place? What areas have been ground-truthed? What are the areas of greatest concern?
- Where are sensitive populations located? How should that inform the air monitoring?
- What should the data produced by the monitoring system be used for? And how should it be shared with the public?
- How will the community be involved in the actual implementation of air monitoring?
- *Other key questions?*

Pollutants	Example Sources	Platform			
		Trailer (x1)	Van (x1)	Compact System (x2)	Stand Alone PM2.5 (x4)
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	
VOC Auto GC/MS	Industry, mobile	X			
Toxics	Industry, mobile	X	X		
Meteorology		X	X	X	

Glossary

PM2.5	Particulate Matter of 2.5 microns or less
Black Carbon	Primarily from diesel particulate matter
NO, NO2, NOx	Oxides of Nitrogen (precursor to PM2.5, Ozone)
CO	Carobon Monoxide
Ozone	Regional, formed from VOC and NOx
SO2, H2S	Sulfur Dioxide, Hydrogen Sulfide
VOC (BTEX)	Volitile Organic Compounds (Benzene, Toluene, Ethylene, Xylene)
VOC Auto GC/MS	Other non BTEX Volitile Organic Compounds
Toxics	Many different compounds that can cause harmful health effects
Meteorology	Wind speed, wind direction, temperature, humidity

Current Air Monitoring Sites

Air Monitoring Site	Pollutants Measured
Fresno-Pacific (FP)	PM2.5 (filter-based)
Fresno-Foundry (FF)	NO2, Meteorology (+ real-time PM2.5 and CO in 2019)
Fresno-Drummond (FD)	Ozone, NO/NO2/NOx, PM10 (filter-based), Meteorology

Community Air Monitoring Network Design Worksheet

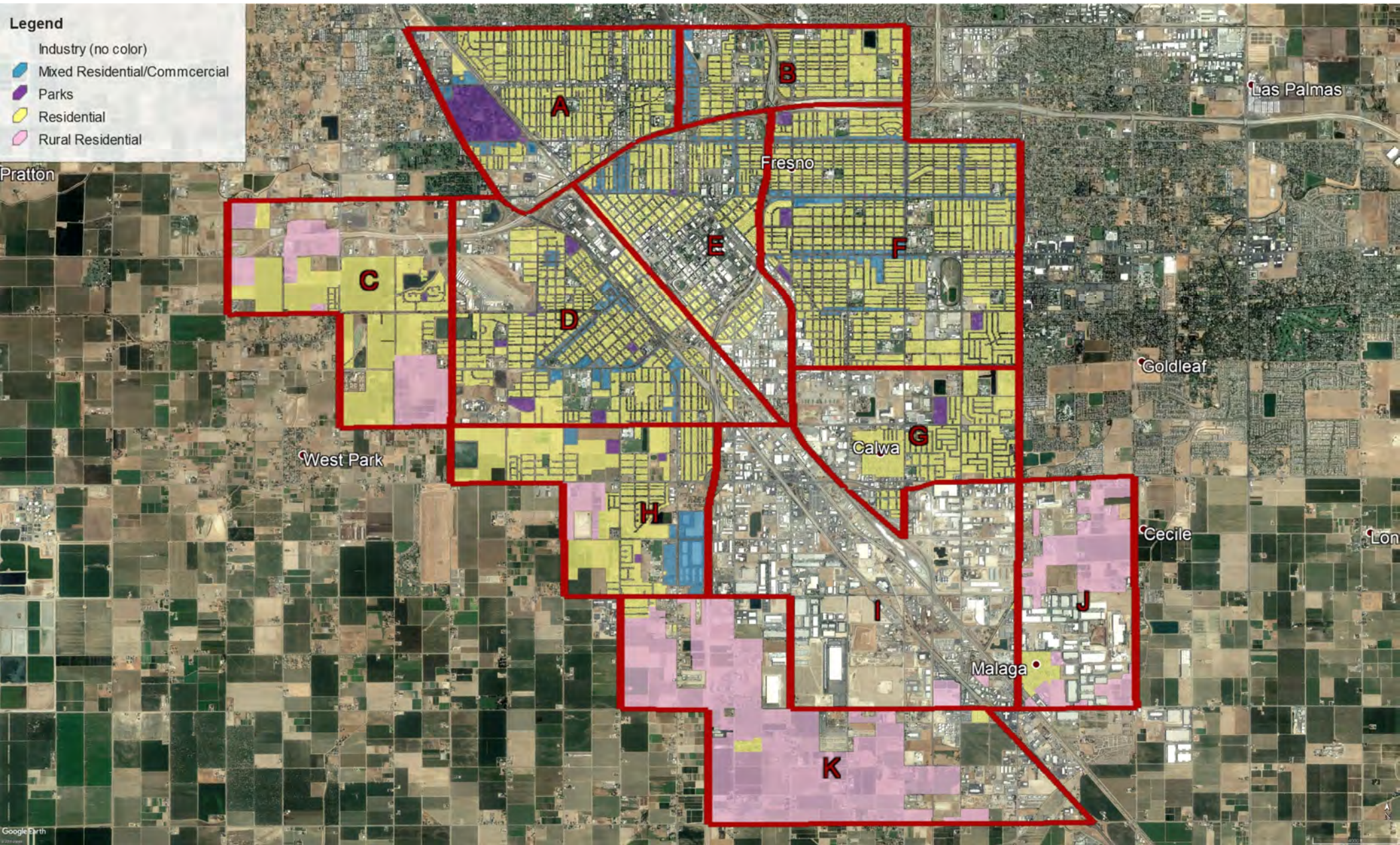
Full-sized Trailer = select top 2 air monitoring zones as your highest priority areas

Compact System = select top 3 air monitoring zones as your highest priority areas

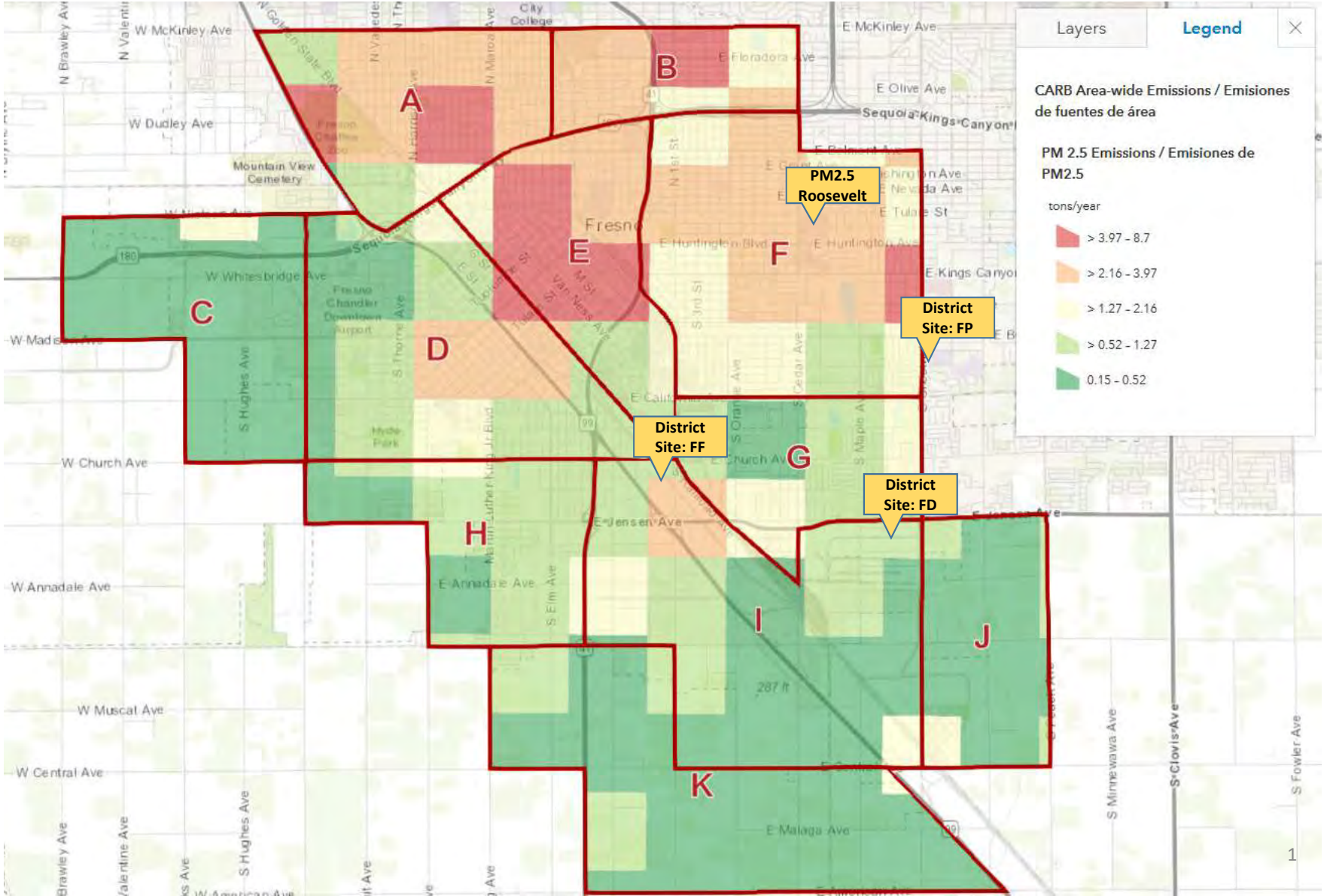
PM2.5 Stand Alone = select 4 air monitoring zones as your highest priority areas

Community Air Monitoring Zone	Full-Sized Trailer Priority (select 2)	Compact System (select 3)	PM2.5 Stand Alone (select 4)	Other (explain pollutant, type of monitor, reason)
A				
B				
C				
D				
E				
F				
G				
H				
I				
J				
K				

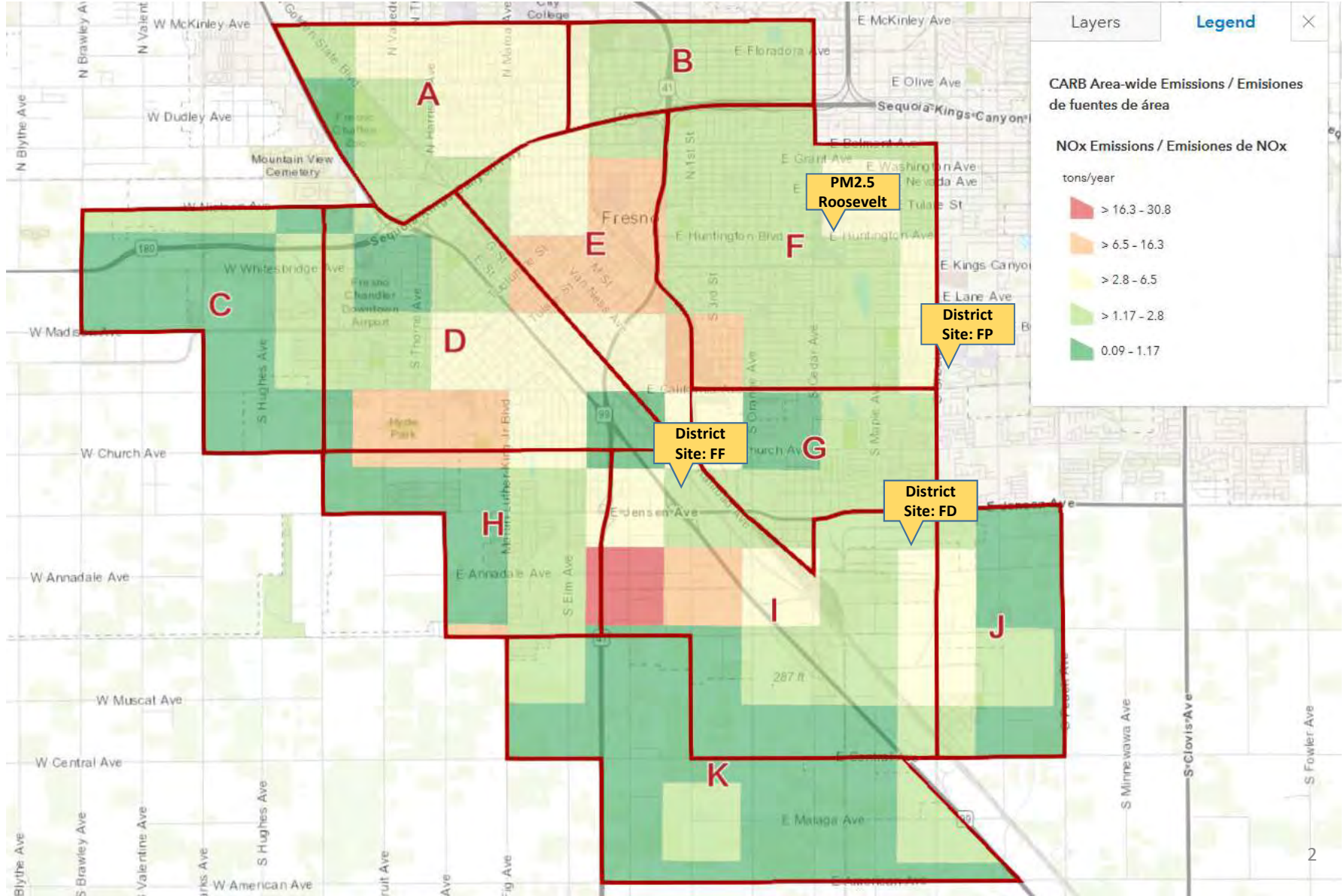
02 Land Use



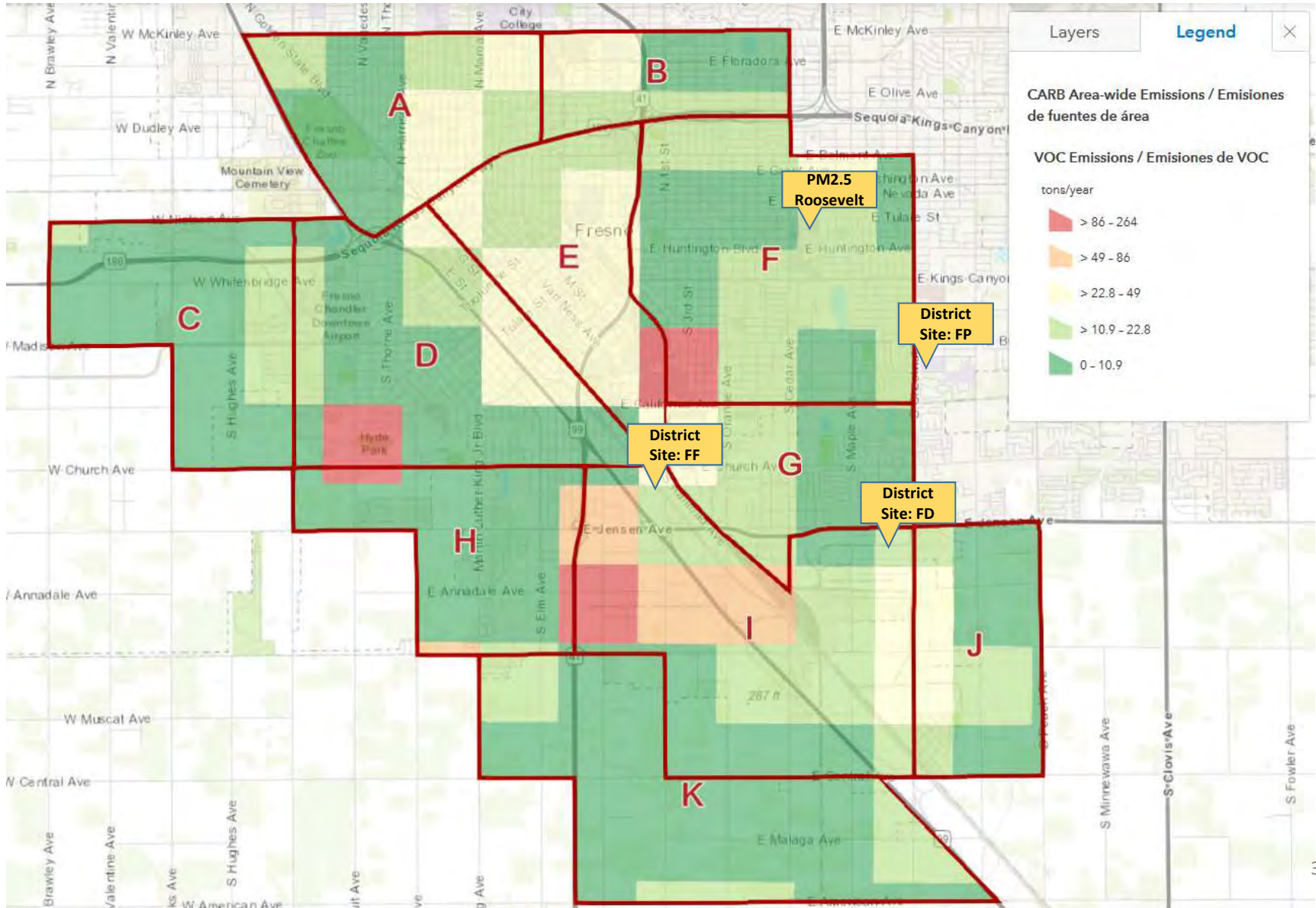
**CARB Area-Wide Emissions
Emisiones de fuentes de área
PM2.5**



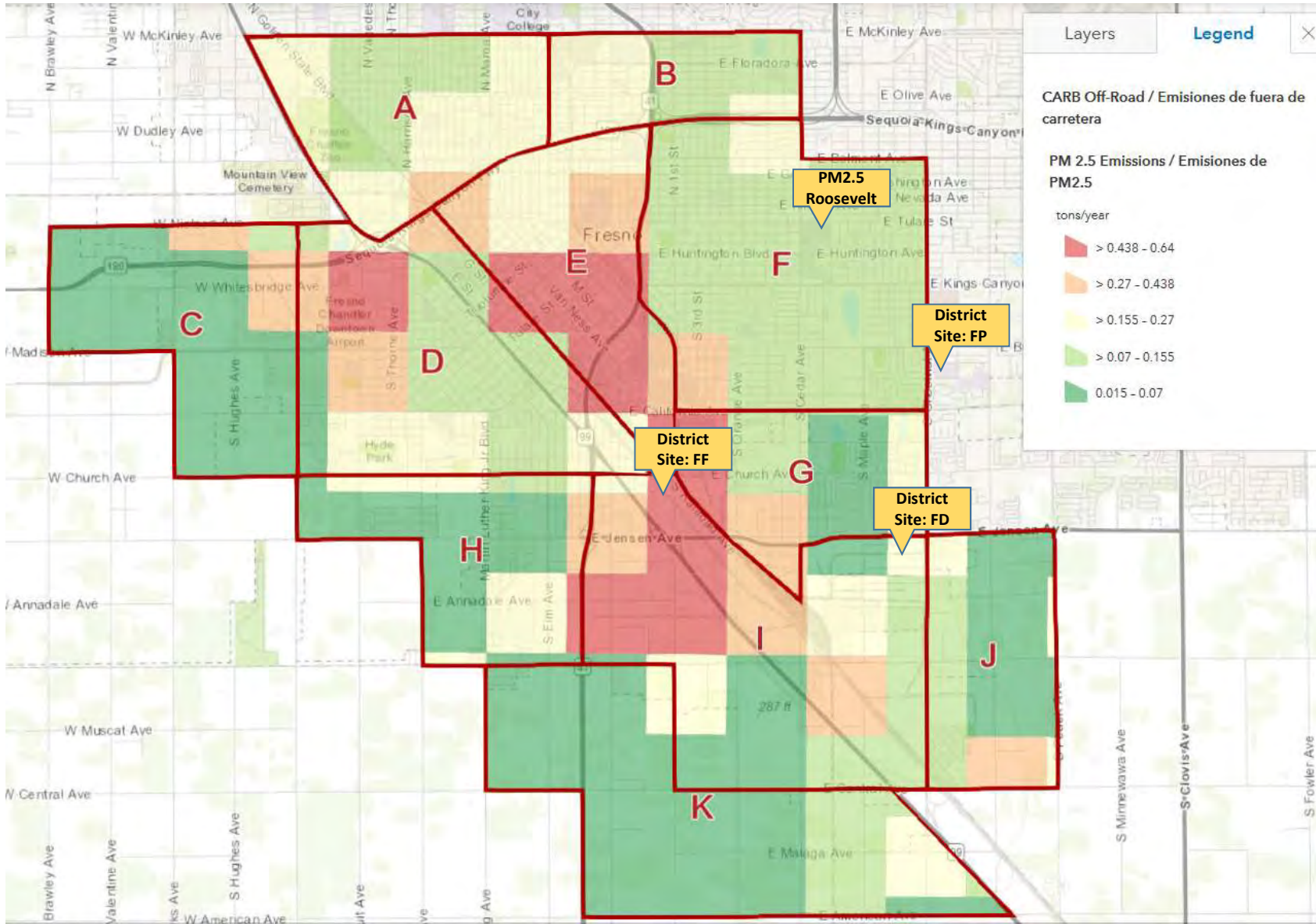
**CARB Area-Wide Emissions
Emisiones de fuentes de área
NOx**



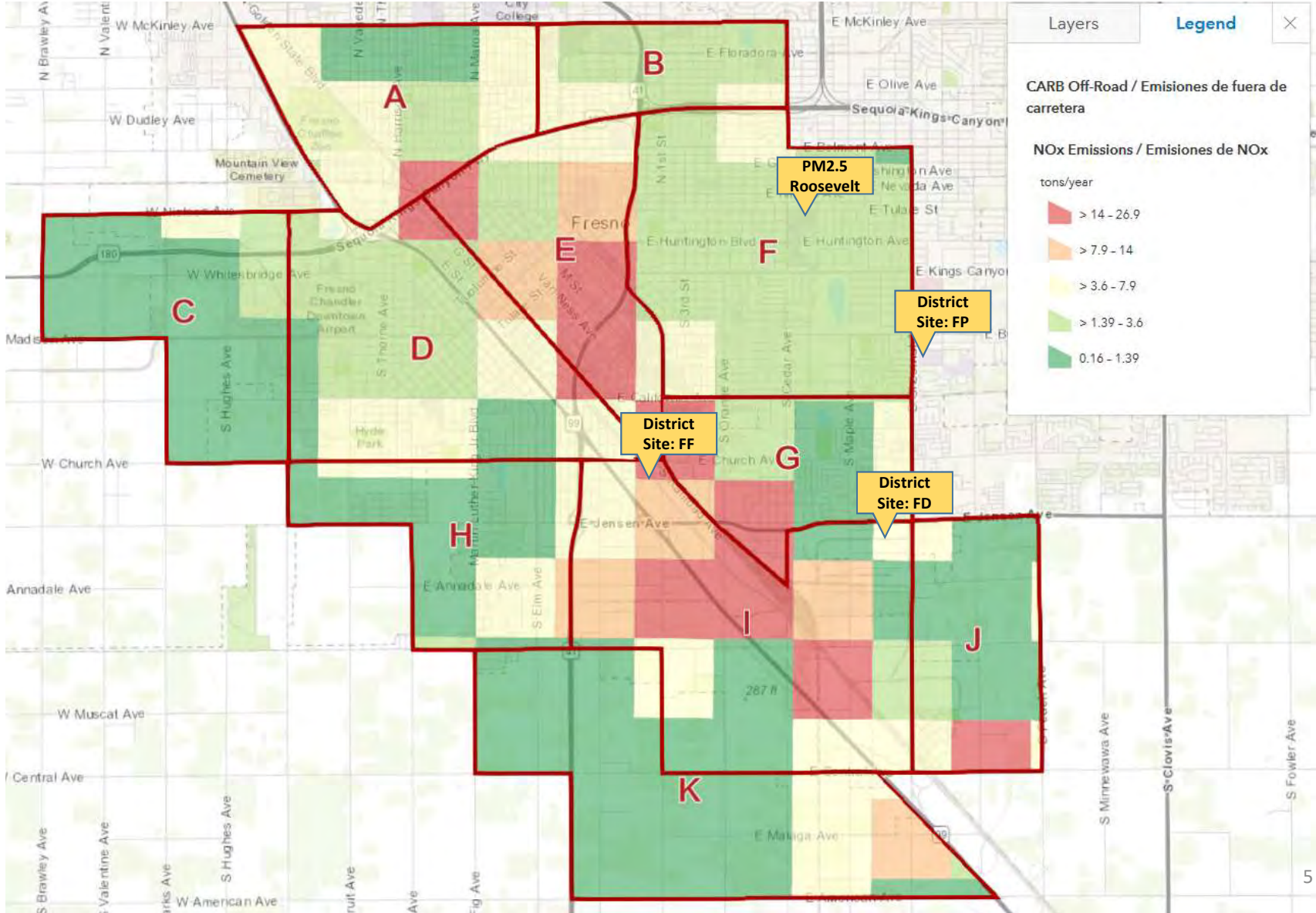
CARB Area-Wide Emissions
Emisiones de fuentes de área
VOC



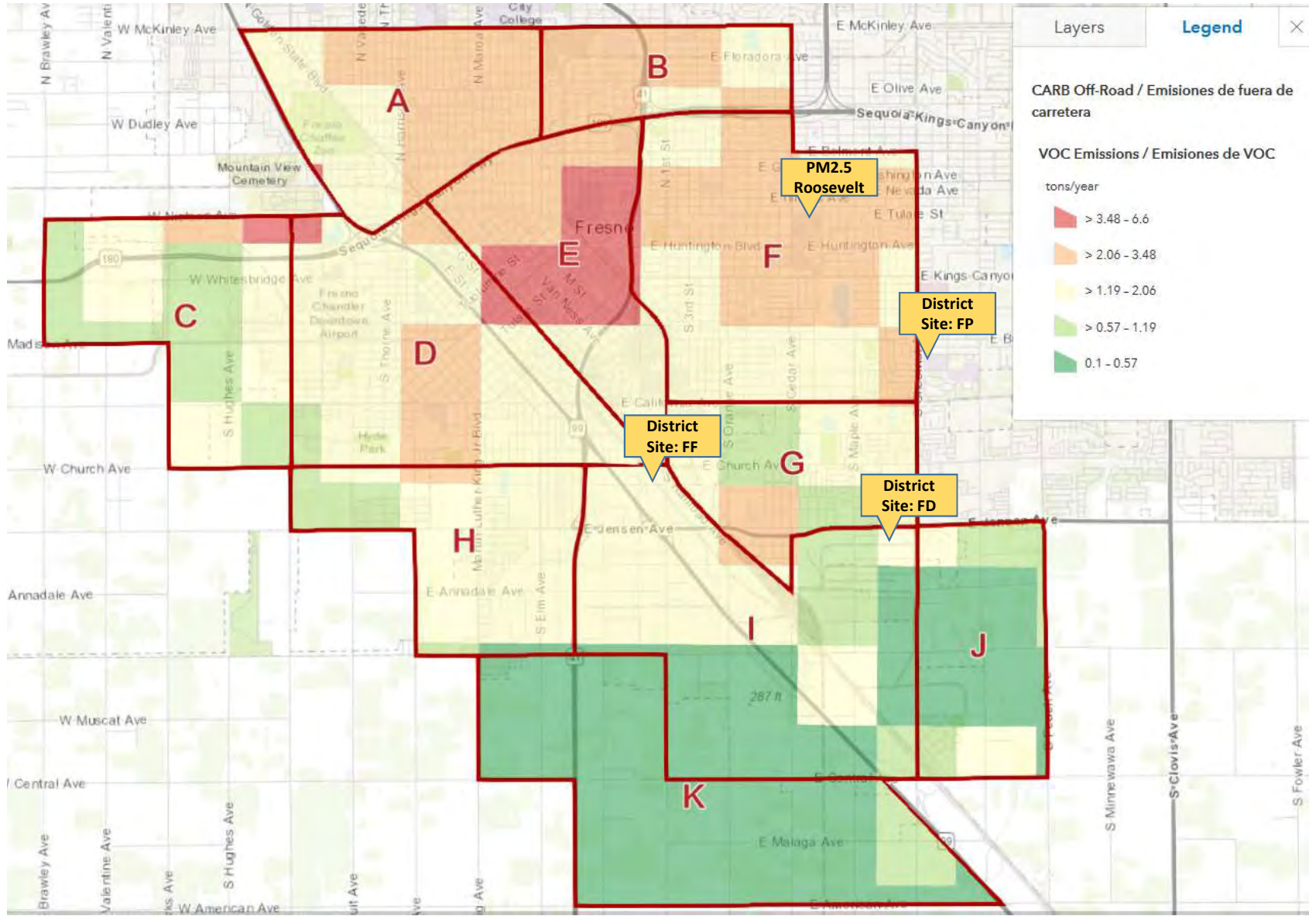
CARB Off-Road Emissions
Emissiones de fuera de carretera
PM2.5



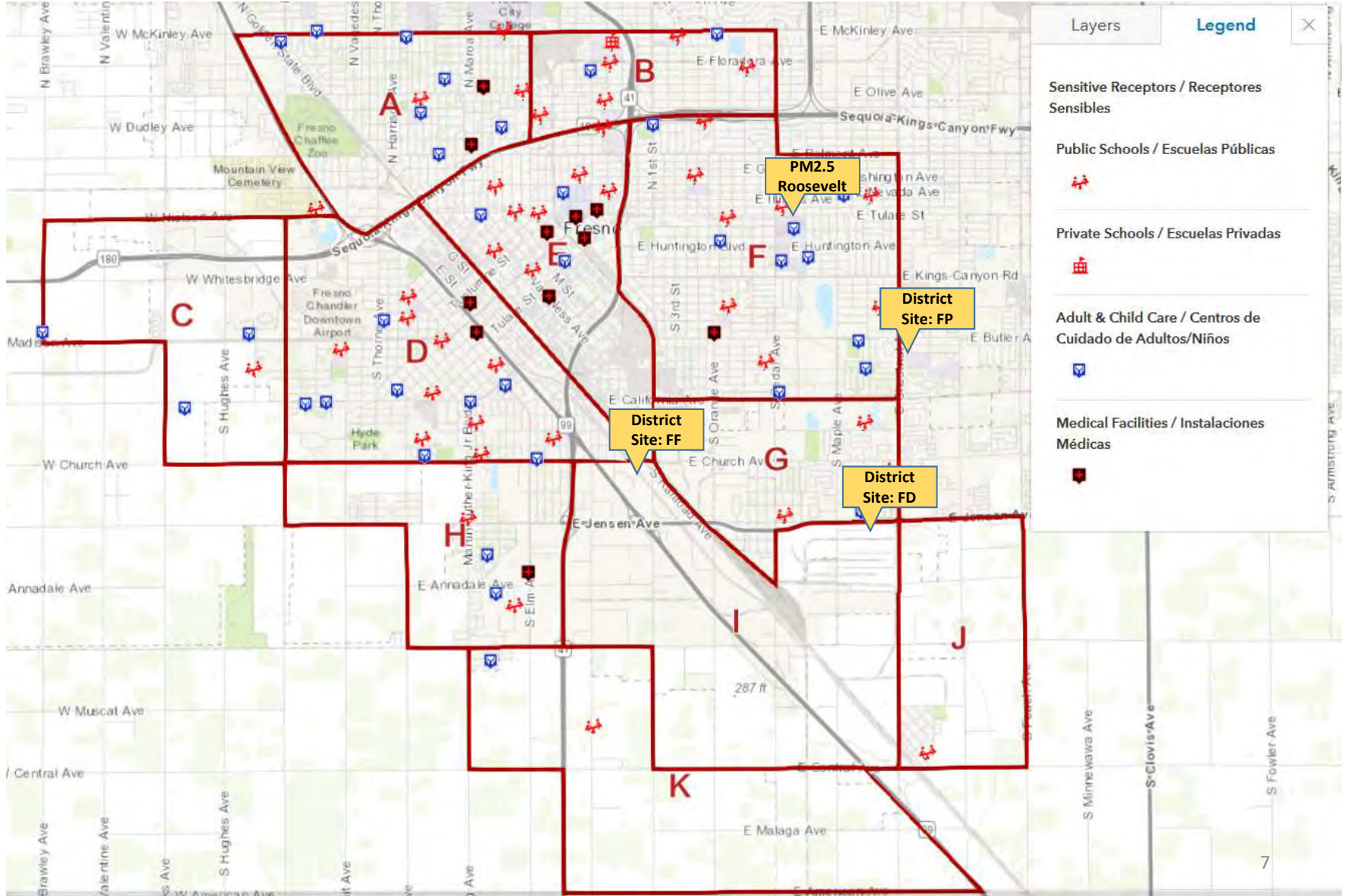
**CARB Off-Road Emissions
Emisiones de fuera de carretera
NOx**



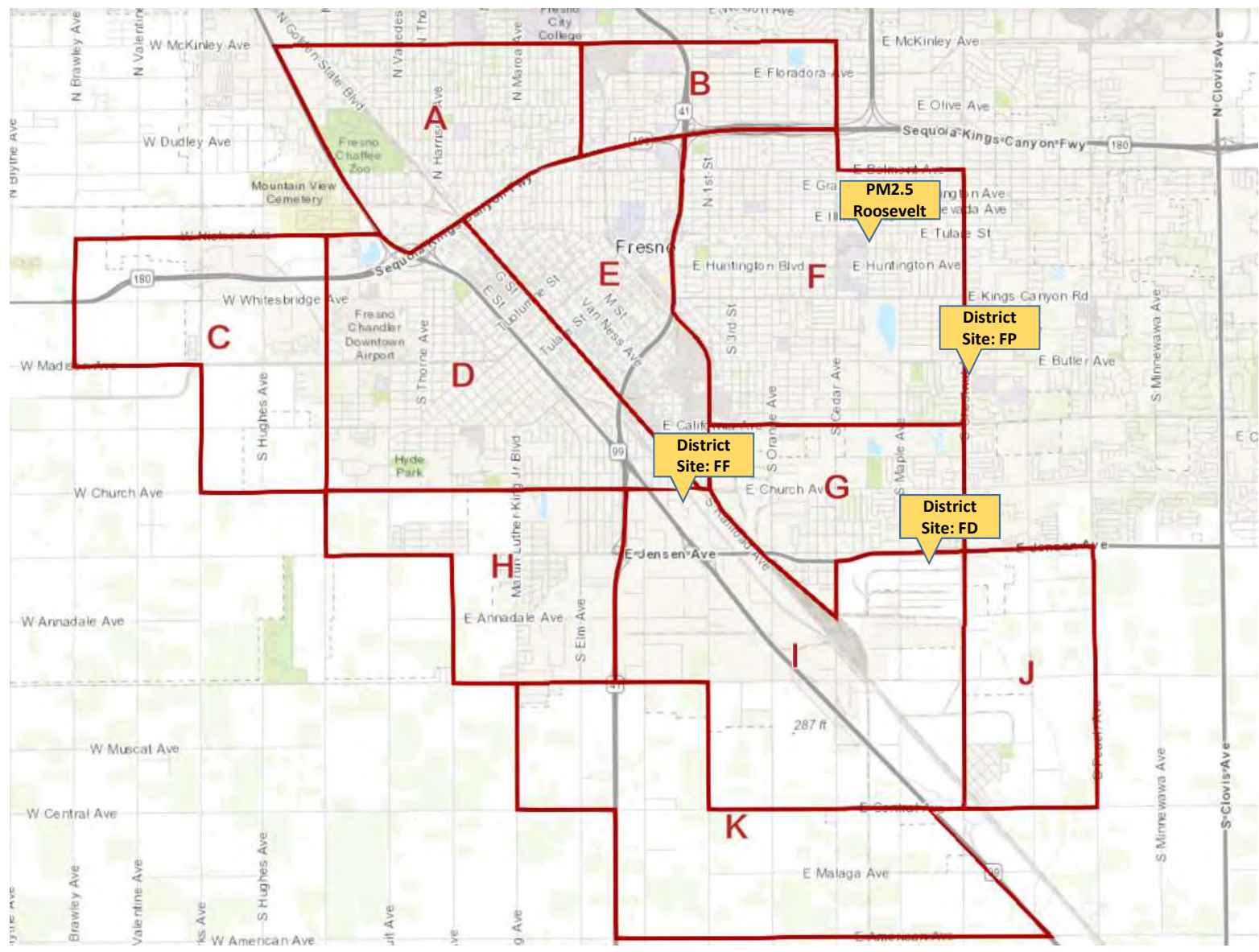
CARB Off-Road Emissions
Emisiones de fuera de carretera
VOC



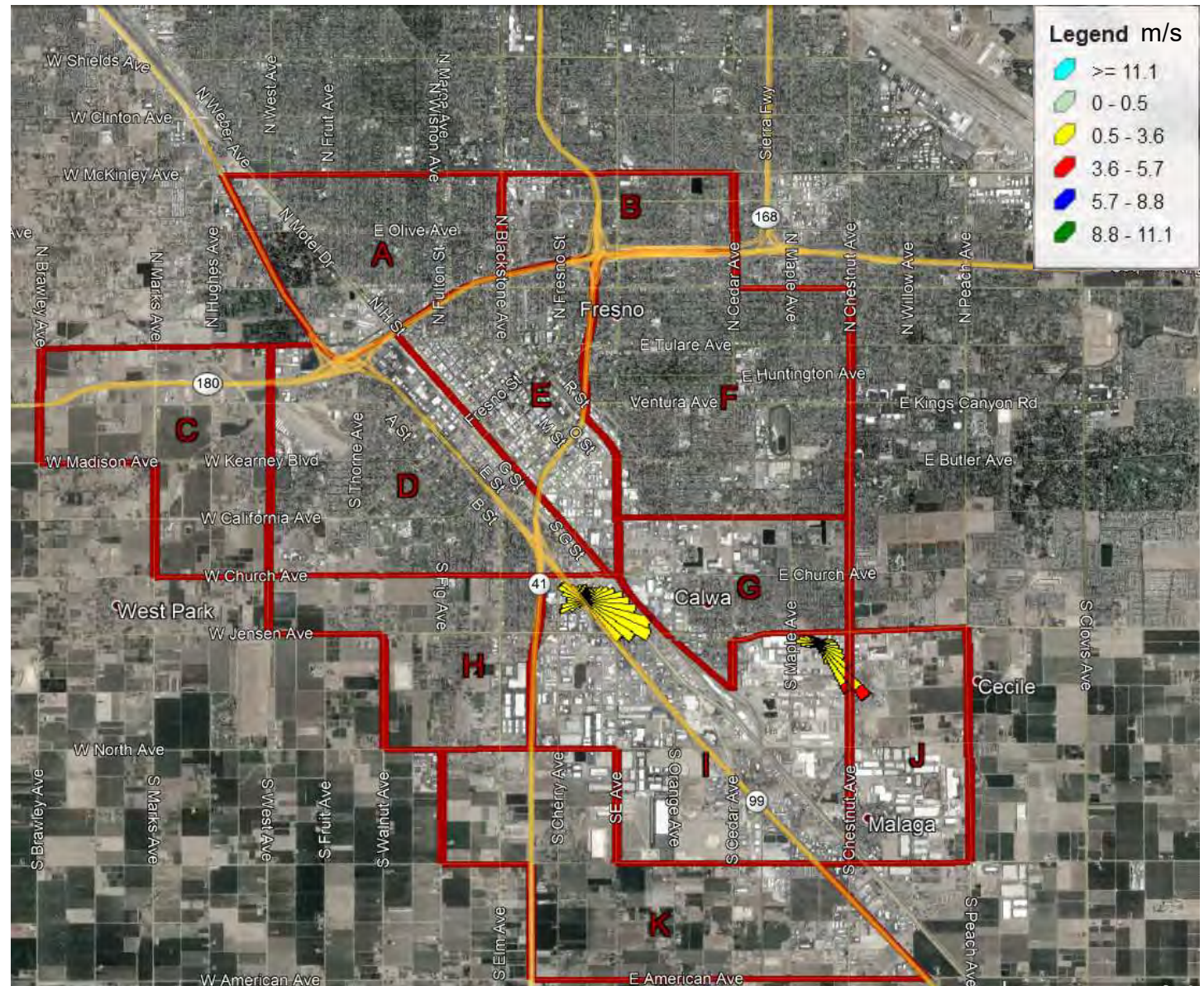
Sensitive Receptors
Receptores Sensibles



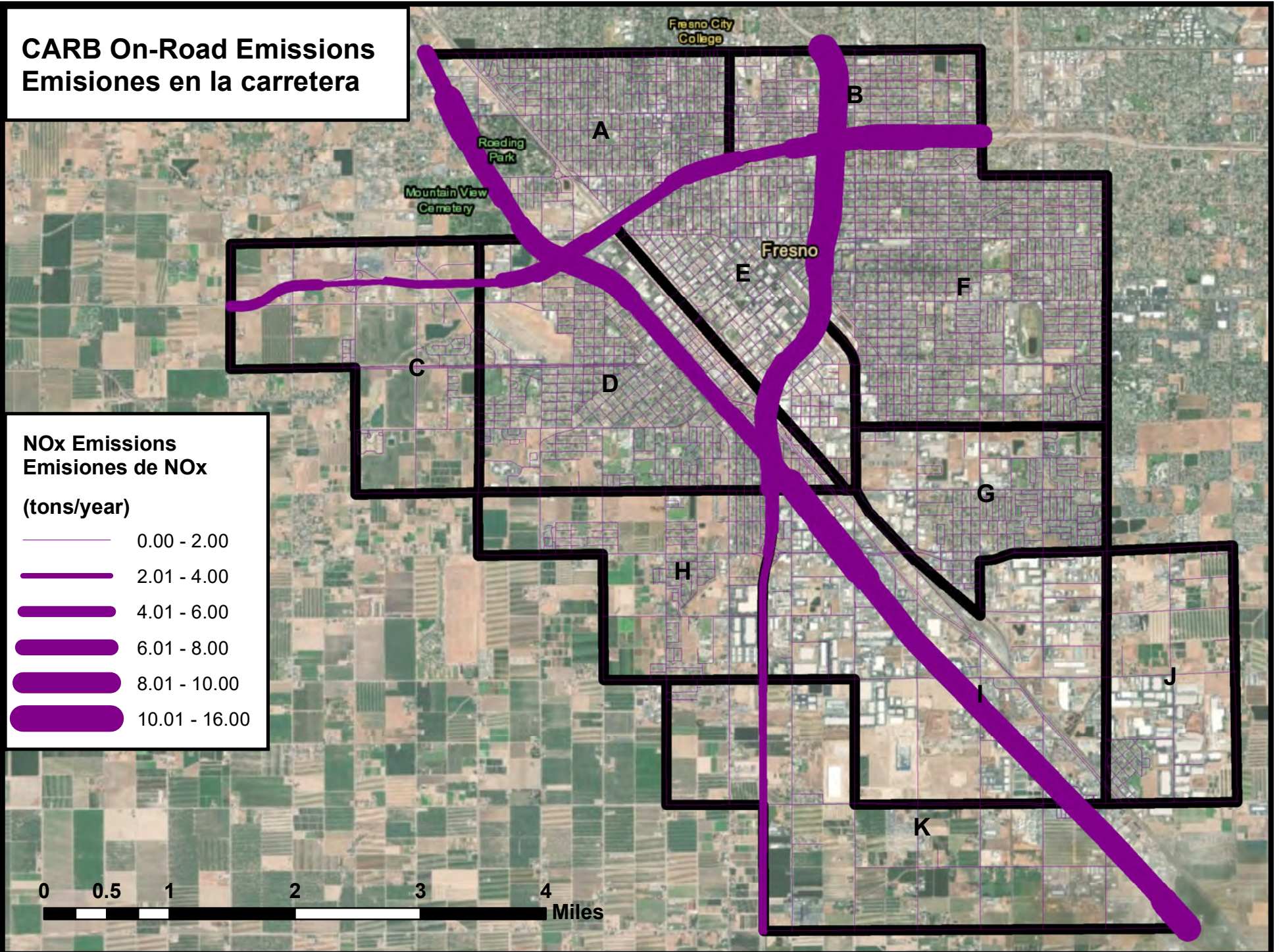
Current Monitors
Monitores Actuales



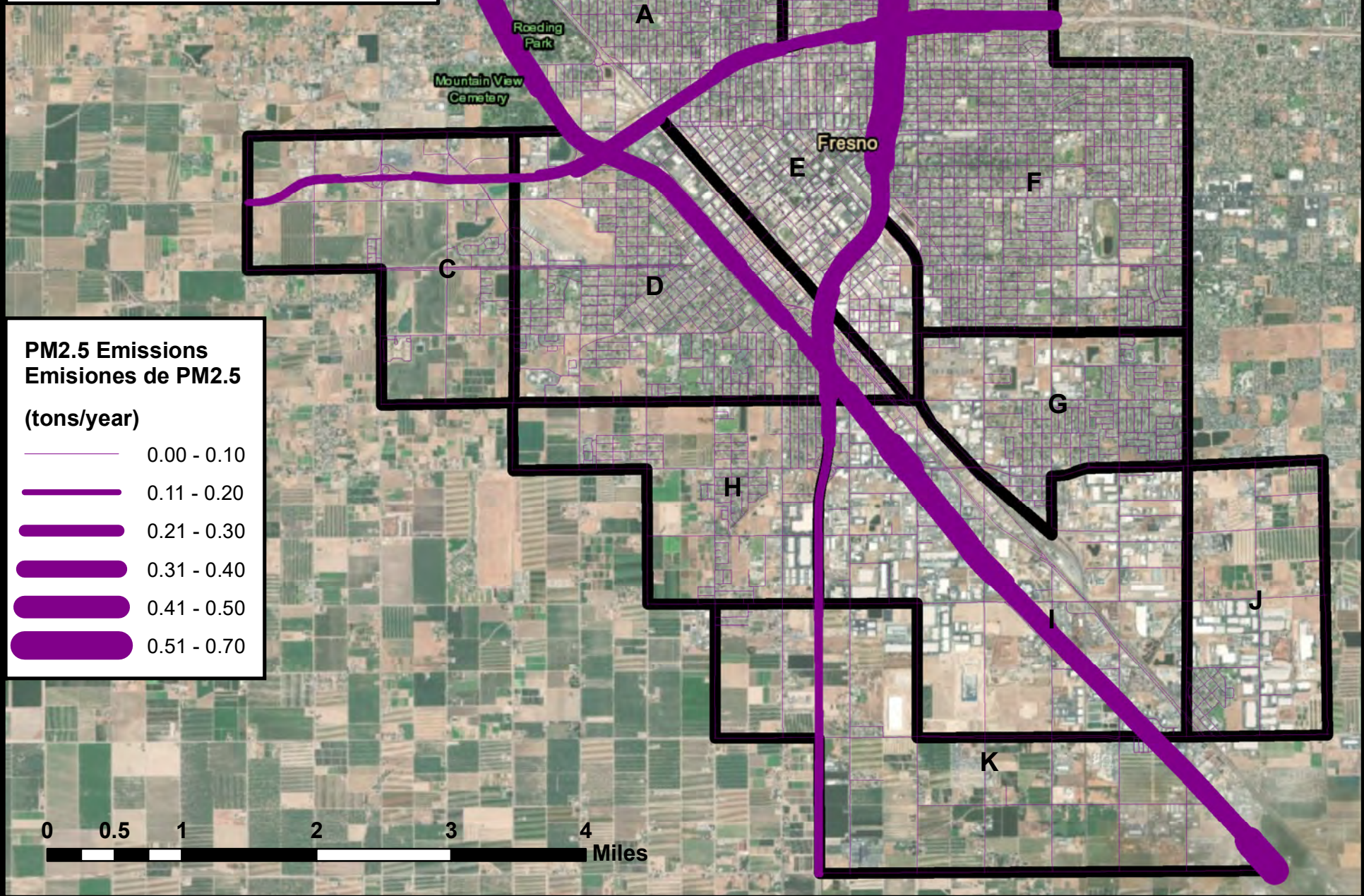
Wind Rose: how wind speed and direction are distributed at a given location for a certain time period.
Spoke Color: wind speed
Spoke Length: how often wind blows TO that direction



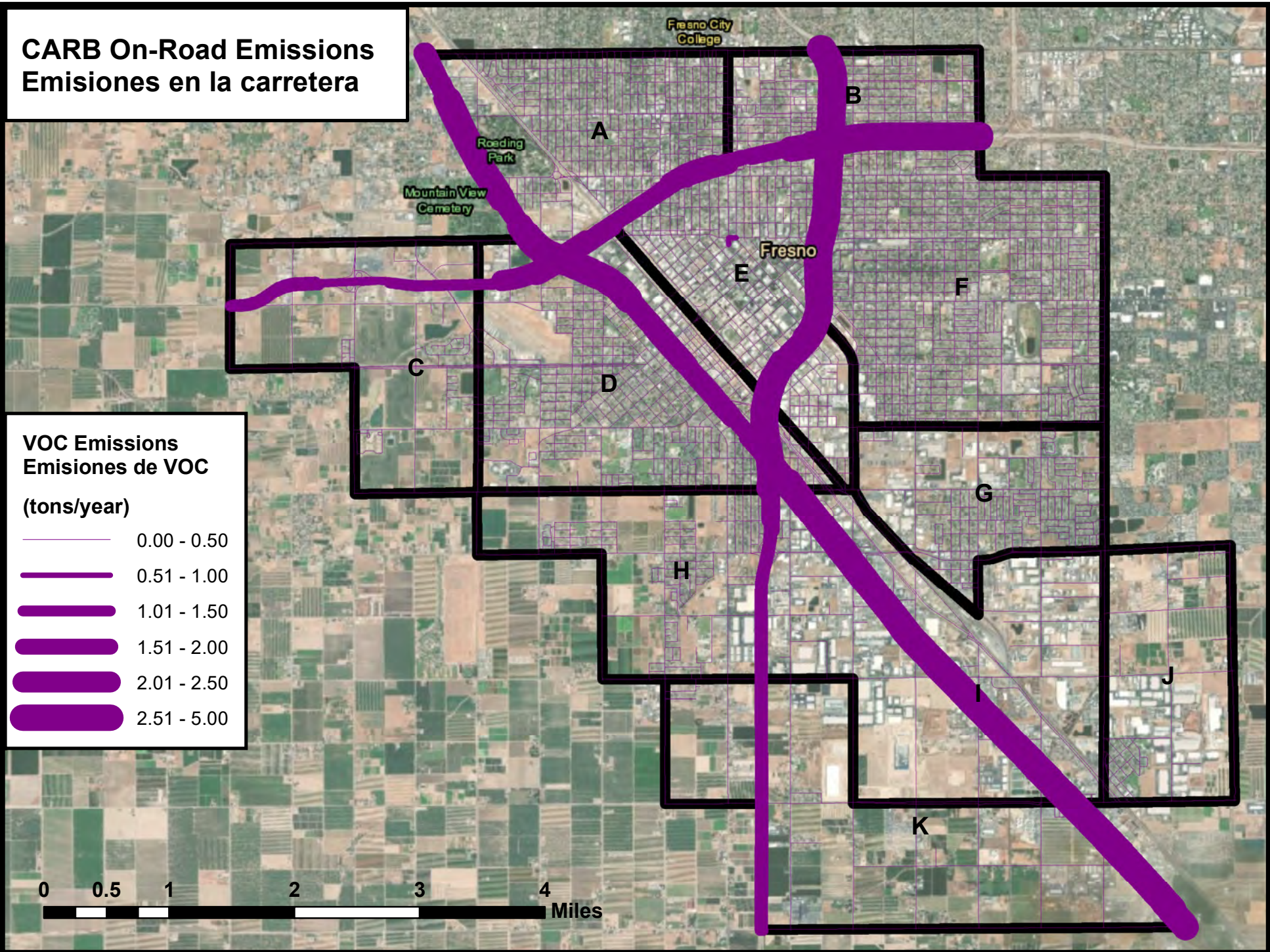
CARB On-Road Emissions Emisiones en la carretera



CARB On-Road Emissions Emisiones en la carretera



CARB On-Road Emissions
Emisiones en la carretera



Types of Area Emissions Sources
COOKING
PAVED ROAD DUST
RESIDENTIAL FUEL COMBUSTION
CONSTRUCTION AND DEMOLITION
FUGITIVE WINDBLOWN DUST
SERVICE AND COMMERCIAL
MANAGED BURNING AND DISPOSAL
FIRES
FARMING OPERATIONS
MANUFACTURING AND INDUSTRIAL
UNPAVED ROAD DUST

Types of Off-Road Mobile Sources
CONSTRUCTION AND MINING EQUIPMENT
INDUSTRIAL EQUIPMENT
LOCOMOTIVES - SWITCHING
COMMERCIAL
LOCOMOTIVES - ROAD HAULING
TRANSPORT REFRIGERATION UNITS
LAWN AND GARDEN (COMMERCIAL)
AGRICULTURAL EQUIPMENT
LAWN AND GARDEN (RESIDENTIAL)

Types of On-Road Mobile Sources
HEAVY-DUTY TRUCKS
SCHOOL BUSES
MEDIUM-DUTY TRUCKS
LIGHT-DUTY TRUCKS
PASSENGER VEHICLES
MOTOCYCLES
TRANSIT BUSES

Important Note: Mass emissions of air toxics, as represented below, should not be used to make conclusions about a facility's impacts on an individual's health. Effects on an individual's health depends upon a number of factors, including the concentration of toxics in the air, the potency (toxicity) of the chemical, and the length of exposure. In addition to the mass emissions of air toxics represented below, the concentration of toxics in the air at a specific location is also dependent on other factors such as, but not limited to, how the pollutant is emitted (stack height and direction, exit velocity and temperature of emissions), wind direction and speed, and distance to the receptor location.

The District is currently implementing a multi-year process under AB 2588 (Air Toxics "Hot Spots" Information and Assessment Act) to update this information and determine each facility's air toxics information and potential impact on the community, including performing complex dispersion modeling and health risk assessment of those facilities with the potential to create a health risk. The final phase of this process will be initiated in 2020. Updated air toxics information will be added to the District's AB 617 website as available: <http://community.valleyair.org/>

The information presented below addresses facility emissions only; however, a community may also be impacted by other types of sources such as mobile sources and dispersed areawide sources. These will be addressed in future enhancements to information available on the District's AB 617 website: <http://community.valleyair.org/>

The air toxics information presented below has been extracted from the State's CEIDARS database, available at: <https://www.arb.ca.gov/app/emsinv/facinfo/facinfo.php>

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
A	2699	AMERICAN PAVING CO	ASPHALT PAVING MIXTURES	1	Toluene	0.78
A	2699	AMERICAN PAVING CO	ASPHALT PAVING MIXTURES	1	Xylenes (mixed)	0.23
A	2699	AMERICAN PAVING CO	ASPHALT PAVING MIXTURES	1	Benzene	0.05
A	4073	AP GILL INC. DBA ZOO LIQUOR and GAS	GASOLINE DISPENSING	1	Toluene	22.04
A	4073	AP GILL INC. DBA ZOO LIQUOR and GAS	GASOLINE DISPENSING	1	Xylenes (mixed)	6.57
A	4073	AP GILL INC. DBA ZOO LIQUOR and GAS	GASOLINE DISPENSING	1	Benzene	1.68
A	7674	CALIFORNIA DEPT OF TRANSPORTATION	REGULATION AND ADMIN OF TRANSPORTATION	2	Toluene	19.14
A	7674	CALIFORNIA DEPT OF TRANSPORTATION	REGULATION AND ADMIN OF TRANSPORTATION	2	Xylenes (mixed)	5.73
A	7674	CALIFORNIA DEPT OF TRANSPORTATION	REGULATION AND ADMIN OF TRANSPORTATION	2	Benzene	1.04
A	189	CALIFORNIA HIGHWAY PATROL #435	POLICE PROTECTION	1	Toluene	11.10
A	189	CALIFORNIA HIGHWAY PATROL #435	POLICE PROTECTION	1	Xylenes (mixed)	3.31
A	189	CALIFORNIA HIGHWAY PATROL #435	POLICE PROTECTION	1	Benzene	0.80
A	1917	CALIFORNIA-FRESNO OIL CO	GASOLINE DISPENSING	1	Toluene	64.69
A	1917	CALIFORNIA-FRESNO OIL CO	GASOLINE DISPENSING	1	Xylenes (mixed)	19.27
A	1917	CALIFORNIA-FRESNO OIL CO	GASOLINE DISPENSING	1	Benzene	4.93
A	805	CASTLE B INC DBA PARKSIDE CHEVRON	GASOLINE DISPENSING	1	Toluene	77.58
A	805	CASTLE B INC DBA PARKSIDE CHEVRON	GASOLINE DISPENSING	1	Xylenes (mixed)	23.27
A	805	CASTLE B INC DBA PARKSIDE CHEVRON	GASOLINE DISPENSING	1	Benzene	5.91
A	2325	CIRCLE K STORES INC	GASOLINE DISPENSING	1	Toluene	45.36
A	2325	CIRCLE K STORES INC	GASOLINE DISPENSING	1	Xylenes (mixed)	13.61
A	2325	CIRCLE K STORES INC	GASOLINE DISPENSING	1	Benzene	3.46
A	1395	FAST N ESY #21	GASOLINE DISPENSING	1	Toluene	23.18
A	1395	FAST N ESY #21	GASOLINE DISPENSING	1	Xylenes (mixed)	6.90
A	1395	FAST N ESY #21	GASOLINE DISPENSING	1	Benzene	1.77
A	3971	FRESNO METROPOLITAN FLOOD CONTROL DIST	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.12
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Propylene	0.75
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Toluene	0.04
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Xylenes (mixed)	0.03
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Formaldehyde	0.02
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Ethyl benzene	0.01
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Benzene	0.01
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Hexane	0.01
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Acetaldehyde	0.00
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Acrolein	0.00

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Naphthalene	0.00
A	3224	GREENWAY AUTOBODY	AUTO BODY SPRAY COATING	2	Benzo[a]pyrene	0.00
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Propylene	32.84
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Toluene	1.64
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Xylenes (mixed)	1.22
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Formaldehyde	0.76
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Ethyl benzene	0.43
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Benzene	0.36
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Hexane	0.28
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Acetaldehyde	0.19
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Acrolein	0.12
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	Naphthalene	0.01
A	3252	LA TAPATIA TORTILLERIA INC	CHIPS - SALTY SNACKS	10	PAHs, total	0.01
A	3706	LEVEL 3 COMMUNICATIONS LLC	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	14.67
A	2404	LOTUS COMMUNICATIONS, CORP	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	3.03
A	916	PATTON SHEET METAL	PLUMBING, HEATING AND AIR CONDITIONING	1	Diesel engine exhaust, particulate matter (Diesel PM)	3.34
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Propylene	32.74
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Toluene	1.64
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Xylenes (mixed)	1.22
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Formaldehyde	0.76
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Ethyl benzene	0.43
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Benzene	0.36
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Hexane	0.28
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Acetaldehyde	0.19
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Acrolein	0.12
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Naphthalene	0.01
A	3058	PRODUCERS DAIRY FOODS, INC	FLUID MILK	2	Benzo[a]pyrene	0.00
A	693	QUICK FOOD STORE	GASOLINE DISPENSING	1	Toluene	14.20
A	693	QUICK FOOD STORE	GASOLINE DISPENSING	1	Xylenes (mixed)	4.26
A	693	QUICK FOOD STORE	GASOLINE DISPENSING	1	Benzene	1.08
A	4018	SPRINT/UNITED MANAGEMENT COMPANY	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.79
A	8186	STATE OF CALIFORNIA DEPT OF TRANSPORTATI	GOVERNMENTAL SERVICES	2	Diesel engine exhaust, particulate matter (Diesel PM)	3.35
A	1245	TOWER GAS and MINI MART	GASOLINE DISPENSING	1	Toluene	20.76
A	1245	TOWER GAS and MINI MART	GASOLINE DISPENSING	1	Xylenes (mixed)	6.23
A	1245	TOWER GAS and MINI MART	GASOLINE DISPENSING	1	Benzene	1.58
A	1268	UNITED PARCEL SERVICE	AIR COURIER SERVICES	1	Toluene	13.25
A	1268	UNITED PARCEL SERVICE	AIR COURIER SERVICES	1	Xylenes (mixed)	3.95
A	1268	UNITED PARCEL SERVICE	AIR COURIER SERVICES	1	Benzene	1.01
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benzene	5.96
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Formaldehyde	4.65
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acetaldehyde	3.33
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Toluene	2.40
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Styrene	2.24
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Naphthalene	0.92
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Propionaldehyde	0.90
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Propylene	0.81
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Ethyl benzene	0.48
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	PAHs, total	0.37
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Xylenes (mixed)	0.36

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B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Phenol	0.27
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Phenanthrene	0.21
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acenaphthylene	0.20
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Ethylene dichloride {EDC}	0.16
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Biphenyl	0.10
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Pyrene	0.06
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Fluorene	0.05
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Fluoranthene	0.05
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Anthracene	0.04
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Cresols (mixtures of) {Cresylic acid}	0.04
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acetophenone	0.03
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Dibutyl phthalate	0.02
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benz[a]anthracene	0.01
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acenaphthene	0.01
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benzo[a]pyrene	0.01
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Hexane	0.01
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benzo[g,h,i]perylene	0.01
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Indeno[1,2,3-cd]pyrene	0.00
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acrolein	0.00
B	4116	CARL'S JR.	RESTAURANT - FAST FOOD	1	PAHs, total	0.00
B	2313	CIRCLE D FOOD and LIQUOR	GASOLINE DISPENSING	1	Toluene	16.32
B	2313	CIRCLE D FOOD and LIQUOR	GASOLINE DISPENSING	1	Xylenes (mixed)	4.90
B	2313	CIRCLE D FOOD and LIQUOR	GASOLINE DISPENSING	1	Benzene	1.24
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	1,1,2,2-Tetrachloroethane	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	1,1,2-Trichloroethane	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	1,1-Dichloroethane	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	1,2,4-Trimethylbenzene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	1,2-Dichloropropane	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	1,3-Butadiene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	2,2,4-Trimethylpentane	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	2-Methyl naphthalene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Acenaphthene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Acenaphthylene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Acetaldehyde	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Acrolein	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Benzene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Benzo[b]fluoranthene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Benzo[e]pyrene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Benzo[g,h,i]perylene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Biphenyl	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Carbon tetrachloride	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Chlorobenzene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Chloroform	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Chrysene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Ethyl benzene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Ethylene dibromide {EDB}	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Ethylene dichloride {EDC}	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Fluoranthene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Fluorene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Formaldehyde	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Hexane	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Methanol	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Methylene chloride {Dichloromethane}	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Naphthalene	0.00

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B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	PAHs, total	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Phenanthrene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Phenol	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Pyrene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Styrene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Toluene	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Vinyl chloride	0.00
B	2079	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Xylenes (mixed)	0.00
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Manganese	0.26
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Zinc	0.06
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Copper	0.02
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Nickel	0.02
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Arsenic	0.01
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Lead	0.01
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Chromium, hexavalent (& compounds)	0.00
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Beryllium	0.00
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Cadmium	0.00
B	473	E-Z HAUL READY MIX	READY-MIX CONCRETE	6	Selenium	0.00
B	8043	FAMILY EXPRESS FOOD AND DELI	GASOLINE DISPENSING	1	Toluene	37.22
B	8043	FAMILY EXPRESS FOOD AND DELI	GASOLINE DISPENSING	1	Xylenes (mixed)	11.09
B	8043	FAMILY EXPRESS FOOD AND DELI	GASOLINE DISPENSING	1	Benzene	2.84
B	9222	FRESNO MOSQUITO and VCD	MOSQUITO ABATEMENT DISTRICT	1	Toluene	2.72
B	9222	FRESNO MOSQUITO and VCD	MOSQUITO ABATEMENT DISTRICT	1	Xylenes (mixed)	0.82
B	9222	FRESNO MOSQUITO and VCD	MOSQUITO ABATEMENT DISTRICT	1	Benzene	0.10
B	3890	FRESNO UNIFIED SCHOOL DISTRICT	ELEMENTARY AND SECONDARY SCHOOLS	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.63
B	2312	HARMON STAR MART #2 (AVTAR SINGH)	GASOLINE DISPENSING	1	Toluene	41.18
B	2312	HARMON STAR MART #2 (AVTAR SINGH)	GASOLINE DISPENSING	1	Xylenes (mixed)	12.35
B	2312	HARMON STAR MART #2 (AVTAR SINGH)	GASOLINE DISPENSING	1	Benzene	3.14
B	3483	JKR VENTURES INC DBA R and S MINI MART	GASOLINE DISPENSING	1	Toluene	52.38
B	3483	JKR VENTURES INC DBA R and S MINI MART	GASOLINE DISPENSING	1	Xylenes (mixed)	15.66
B	3483	JKR VENTURES INC DBA R and S MINI MART	GASOLINE DISPENSING	1	Benzene	3.99
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Propylene	0.06
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Toluene	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Xylenes (mixed)	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Formaldehyde	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Ethyl benzene	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Benzene	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Hexane	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Acetaldehyde	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Acrolein	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	PAHs, total	0.00
B	1081	SCHMIDTS AUTOBODY SHOP	AUTO BODY SPRAY COATING	2	Naphthalene	0.00
B	8745	VERIZON WIRELESS - EFFIE	WIRELESS TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.02
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Propylene	1.41
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Toluene	0.07
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Xylenes (mixed)	0.05
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Formaldehyde	0.03
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Ethyl benzene	0.02
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Benzene	0.02
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Hexane	0.01
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Acetaldehyde	0.01
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Acrolein	0.01

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B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	PAHs, total	0.00
B	3589	WESTROCK CONVERTING LLC	BOX MANUFACTURING	2	Naphthalene	0.00
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Hydrochloric acid	76.40
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Mercury	4.26
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Toluene	0.88
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Hydrogen fluoride	0.69
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Xylenes (mixed)	0.25
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Acetaldehyde	0.13
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Lead	0.09
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Benzene	0.06
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Selenium	0.06
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Arsenic	0.05
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Nickel	0.05
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Zinc	0.05
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Copper	0.04
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Formaldehyde	0.04
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Chromium	0.03
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Chromium, hexavalent (& compounds)	0.02
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Cadmium	0.01
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	PAHs, total	0.00
C	3537	FRESNO PET CEMETERY	ANIMAL CEMETERY	3	Beryllium	0.00
C	3084	FRESNO TRACTOR INC	FARM MACHINERY AND EQUIPMENT	2	Toluene	0.10
C	3084	FRESNO TRACTOR INC	FARM MACHINERY AND EQUIPMENT	2	Xylenes (mixed)	0.03
C	3084	FRESNO TRACTOR INC	FARM MACHINERY AND EQUIPMENT	2	Benzene	0.01
C	1868	MANHEIM CENTRAL CA/TRA-CENTRAL CA	AUTOMOBILE AUCTION WHOLESALE	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.70
C	8176	VETERANS HOME OF CALIFORNIA, FRESNO	NURSING AND PERSONAL CARE FACILITY	1	Diesel engine exhaust, particulate matter (Diesel PM)	11.66
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Propylene	31.68
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Toluene	1.58
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Xylenes (mixed)	1.18
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Formaldehyde	0.74
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Ethyl benzene	0.41
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Benzene	0.35
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Hexane	0.27
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Acetaldehyde	0.19
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Acrolein	0.14
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Naphthalene	0.02
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	PAHs, total	0.01
D	2108	AMERIPRIDE UNIFORM SERVICES	INDUSTRIAL LAUNDERERS	5	Benzo[a]pyrene	0.00
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Propylene	20.01
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Toluene	1.00
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Xylenes (mixed)	0.74
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Formaldehyde	0.47
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Ethyl benzene	0.26
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Benzene	0.22
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Hexane	0.17
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Acetaldehyde	0.12
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Acrolein	0.07
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	PAHs, total	0.01
D	859	ANGELICA	INDUSTRIAL LAUNDERERS	11	Naphthalene	0.01
D	7994	BEAL DEVELOPMENT LLC-CHEVRON FOOD MART	GASOLINE DISPENSING	1	Toluene	74.63
D	7994	BEAL DEVELOPMENT LLC-CHEVRON FOOD MART	GASOLINE DISPENSING	1	Xylenes (mixed)	22.39
D	7994	BEAL DEVELOPMENT LLC-CHEVRON FOOD MART	GASOLINE DISPENSING	1	Benzene	5.69

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D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Naphthalene	1.09
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Propylene	0.61
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Acenaphthylene	0.23
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Phenanthrene	0.23
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Biphenyl	0.12
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Pyrene	0.05
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Fluorene	0.05
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Anthracene	0.04
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Fluoranthene	0.04
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Toluene	0.03
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Xylenes (mixed)	0.02
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	PAHs, total	0.02
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Formaldehyde	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Acenaphthene	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Benz[a]anthracene	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Benzo[a]pyrene	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Ethyl benzene	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Benzo[g,h,i]perylene	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Benzene	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Hexane	0.01
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Indeno[1,2,3-cd]pyrene	0.00
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Acetaldehyde	0.00
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	Acrolein	0.00
D	4107	BURGER KING #12875/ I DOUBLE ON NINE INC	RESTAURANT - FAST FOOD	1	PAHs, total	0.00
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Propylene	259.05
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Toluene	12.95
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Xylenes (mixed)	9.63
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Formaldehyde	6.01
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Ethyl benzene	3.37
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Benzene	2.83
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Hexane	2.25
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Acetaldehyde	1.52
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Acrolein	1.32
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Diesel engine exhaust, particulate matter (Diesel PM)	0.79
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	PAHs, total	0.20
D	402	CALIFORNIA DAIRIES, INC.	MILK PROCESSING	13	Naphthalene	0.15
D	331	CITY OF FRESNO	GOVERNMENT SERVICES	2	Toluene	40.81
D	331	CITY OF FRESNO	GOVERNMENT SERVICES	2	Xylenes (mixed)	12.16
D	331	CITY OF FRESNO	GOVERNMENT SERVICES	2	Diesel engine exhaust, particulate matter (Diesel PM)	5.80
D	331	CITY OF FRESNO	GOVERNMENT SERVICES	2	Benzene	3.11
D	7368	CITY OF FRESNO	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.23
D	3852	CITY OF FRESNO (SOLID WASTE MGT DIV)	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.40
D	987	FAMILY EXPRESS FOOD and LIQUOR #2	GASOLINE DISPENSING	1	Toluene	37.19
D	987	FAMILY EXPRESS FOOD and LIQUOR #2	GASOLINE DISPENSING	1	Xylenes (mixed)	11.16
D	987	FAMILY EXPRESS FOOD and LIQUOR #2	GASOLINE DISPENSING	1	Benzene	2.83
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Propylene	31.64
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Toluene	1.58
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Xylenes (mixed)	1.18
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Formaldehyde	0.73
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Ethyl benzene	0.41

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Benzene	0.35
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Hexane	0.27
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Acetaldehyde	0.19
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Acrolein	0.16
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Naphthalene	0.02
D	1406	FOSTER FARMS, BELGRAVIA PLANT	POULTRY SLAUGHTERING AND PROCESSING	2	Benzo[a]pyrene	0.01
D	517	FRANK RUIZ AVIONICS	AIRPORTS AND AIRPORT TERMINAL SERVICES	1	Toluene	14.95
D	517	FRANK RUIZ AVIONICS	AIRPORTS AND AIRPORT TERMINAL SERVICES	1	Xylenes (mixed)	4.48
D	517	FRANK RUIZ AVIONICS	AIRPORTS AND AIRPORT TERMINAL SERVICES	1	Benzene	0.62
D	1117	FRESNO 99 INVESTMENTS LLC	GASOLINE DISPENSING	1	Toluene	186.73
D	1117	FRESNO 99 INVESTMENTS LLC	GASOLINE DISPENSING	1	Xylenes (mixed)	56.02
D	1117	FRESNO 99 INVESTMENTS LLC	GASOLINE DISPENSING	1	Benzene	14.23
D	528	FRESNO AREA EXPRESS	BUS LINE OPERATION	7	Diesel engine exhaust, particulate matter (Diesel PM)	2.98
D	521	FRESNO BEE	NEWSPAPER	2	Diesel engine exhaust, particulate matter (Diesel PM)	0.82
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Hydrochloric acid	21.43
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Mercury	1.33
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Toluene	1.16
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Hydrogen fluoride	0.18
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Xylenes (mixed)	0.16
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Zinc	0.13
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Benzene	0.05
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Thallium	0.03
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Naphthalene	0.03
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Lead	0.03
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Vanadium (fume or dust)	0.02
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Selenium	0.02
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Arsenic	0.02
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Nickel	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Antimony	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Copper	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Vinyl chloride	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Barium	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Acetaldehyde	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Chromium	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Molybdenum trioxide	0.01
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Chromium, hexavalent (& compounds)	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Cadmium	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Silver	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Formaldehyde	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Cobalt	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Phenanthrene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Beryllium	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Fluorene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Anthracene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Fluoranthene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Pyrene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Acenaphthylene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Acenaphthene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Chrysene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Benzo[a]pyrene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Benzo[g,h,i]perylene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Benz[a]anthracene	0.00

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D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Benzo[b]fluoranthene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Indeno[1,2,3-cd]pyrene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Benzo[k]fluoranthene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	Dibenz[a,h]anthracene	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,4,6,7,8-Heptachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,4,6,7,8-Heptachlorodibenzo-p-dioxin	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,7,8,9-Hexachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,4,7,8-Hexachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	2,3,4,7,8-Pentachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,6,7,8-Hexachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	2,3,7,8-Tetrachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,7,8,9-Hexachlorodibenzo-p-dioxin	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,6,7,8-Hexachlorodibenzo-p-dioxin	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	2,3,4,6,7,8-Hexachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,7,8-Pentachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,4,7,8,9-Heptachlorodibenzofuran	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,4,7,8-Hexachlorodibenzo-p-dioxin	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	1,2,3,7,8-Pentachlorodibenzo-p-dioxin	0.00
D	7218	GOLDEN STATE CREMATORY INC	NONCLASSIFIABLE ESTABLISHMENTS	1	2,3,7,8-Tetrachlorodibenzo-p-dioxin	0.00
D	2873	KFSN-TV CAPITAL CITIES/ABC INC	TELEVISION BROADCASTING	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.34
D	2494	KING INDUSTRIAL HARD CHROME	CHROME PLATING	2	Chromium, hexavalent (& compounds)	0.00
D	3725	MEMLEY AVIATION	AIR TRANSPORTATION, NONSCHEDULED	1	Toluene	31.50
D	3725	MEMLEY AVIATION	AIR TRANSPORTATION, NONSCHEDULED	1	Xylenes (mixed)	9.45
D	3725	MEMLEY AVIATION	AIR TRANSPORTATION, NONSCHEDULED	1	Benzene	1.31
D	84	VALLEY GAS AND MINI MART (AJITPAL SINGH)	GASOLINE DISPENSING	1	Toluene	23.55
D	84	VALLEY GAS AND MINI MART (AJITPAL SINGH)	GASOLINE DISPENSING	1	Xylenes (mixed)	7.02
D	84	VALLEY GAS AND MINI MART (AJITPAL SINGH)	GASOLINE DISPENSING	1	Benzene	1.80
E	7389	1060 FULTON MALL LLC	DEPARTMENT STORE	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.14
E	7421	5TH APPELLATE COURT OF CALIFORNIA	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	4.67
E	46	ABBY ARCO	GASOLINE DISPENSING	1	Toluene	71.88
E	46	ABBY ARCO	GASOLINE DISPENSING	1	Xylenes (mixed)	21.56
E	46	ABBY ARCO	GASOLINE DISPENSING	1	Benzene	5.48
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Propylene	1.59
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Toluene	0.08
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Xylenes (mixed)	0.06
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Formaldehyde	0.04
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Ethyl benzene	0.02
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Benzene	0.02
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Hexane	0.01
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Acetaldehyde	0.01
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Acrolein	0.01
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Naphthalene	0.00
E	61	ARROW ELECTRIC	ELECTRICAL REPAIR	3	Benzo[a]pyrene	0.00
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benzene	5.88
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Formaldehyde	4.58
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acetaldehyde	3.28
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Toluene	2.36
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Styrene	2.21
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Naphthalene	0.90
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Propionaldehyde	0.88
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Propylene	0.69

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Ethyl benzene	0.47
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	PAHs, total	0.36
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Xylenes (mixed)	0.35
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Phenol	0.27
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Phenanthrene	0.21
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acenaphthylene	0.19
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Ethylene dichloride {EDC}	0.16
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Biphenyl	0.10
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Pyrene	0.06
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Fluorene	0.05
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Fluoranthene	0.05
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Anthracene	0.04
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Cresols (mixtures of) {Cresylic acid}	0.04
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acetophenone	0.03
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Dibutyl phthalate	0.02
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benz[a]anthracene	0.01
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acenaphthene	0.01
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benzo[a]pyrene	0.01
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Benzo[g,h,i]perylene	0.01
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Hexane	0.01
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Indeno[1,2,3-cd]pyrene	0.00
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	Acrolein	0.00
E	4114	CARL'S JR.	RESTAURANT - FAST FOOD	1	PAHs, total	0.00
E	3615	CITY OF FRESNO	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.98
E	6969	CITY OF FRESNO	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.71
E	4020	CITY OF FRESNO	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.14
E	7673	CITY OF FRESNO FIRE DEPARTMENT	CITY MUNICIPAL SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.10
E	7	CITY OF FRESNO, CITY HALL	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.07
E	3885	CITY OF FRESNO, POLICE DEPT	POLICE PROTECTION	1	Diesel engine exhaust, particulate matter (Diesel PM)	3.55
E	3296	COMCAST CABLE COMMUNICATIONS INC	CABLE TELEVISION SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.69
E	3903	COUNTY OF FRESNO	CORRECTIONAL INSTITUTION	1	Diesel engine exhaust, particulate matter (Diesel PM)	7.39
E	3920	COUNTY OF FRESNO	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	3.49
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Propylene	0.24
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Toluene	0.01
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Xylenes (mixed)	0.01
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Formaldehyde	0.01
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Ethyl benzene	0.00
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Benzene	0.00
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Hexane	0.00
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Acetaldehyde	0.00
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Acrolein	0.00
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	PAHs, total	0.00
E	453	ELECTRIC MOTOR SHOP INC.	ELECTRIC MOTOR REBUILDING AND REPAIR	4	Naphthalene	0.00
E	2797	FRESNO CENTRAL MARKET	GASOLINE DISPENSING	1	Toluene	7.74
E	2797	FRESNO CENTRAL MARKET	GASOLINE DISPENSING	1	Xylenes (mixed)	2.32
E	2797	FRESNO CENTRAL MARKET	GASOLINE DISPENSING	1	Benzene	0.59

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Diesel engine exhaust, particulate matter (Diesel PM)	12.10
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Propylene	7.68
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Toluene	0.38
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Xylenes (mixed)	0.29
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Formaldehyde	0.18
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Ethyl benzene	0.10
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Benzene	0.08
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Hexane	0.07
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Acetaldehyde	0.04
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Acrolein	0.04
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	PAHs, total	0.01
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Naphthalene	0.00
E	540	FRESNO COMMUNITY HOSPITAL	HOSPITALS	11	Ethylene oxide	0.00
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Propylene	54.32
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Diesel engine exhaust, particulate matter (Diesel PM)	38.96
E	1625	FRESNO COUNTY BUILD MAINT DIV	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	13.89
E	1624	FRESNO COUNTY BUILD MAINT DIV	GOVERNMENT SERVICES	2	Diesel engine exhaust, particulate matter (Diesel PM)	10.77
E	1627	FRESNO COUNTY BUILD MAINT DIV	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	4.90
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Toluene	2.72
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Xylenes (mixed)	2.02
E	1614	FRESNO COUNTY BUILD MAINT DIV	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.47
E	1622	FRESNO COUNTY BUILD MAINT DIV	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.27
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Formaldehyde	1.26
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Ethyl benzene	0.71
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Benzene	0.59
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Hexane	0.47
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Acetaldehyde	0.32
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Acrolein	0.28
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Naphthalene	0.03
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Benzo[a]pyrene	0.01
E	1629	FRESNO COUNTY BUILD MAINT DIV	CORRECTIONAL INSTITUTION	4	Ammonia	0.00
E	4011	FRESNO COUNTY BUILDING MAINTENANCE	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.24
E	671	FRESNO COUNTY FLEET SERVICES	COUNTY GOVERNMENT	1	Toluene	15.40
E	671	FRESNO COUNTY FLEET SERVICES	COUNTY GOVERNMENT	1	Xylenes (mixed)	4.62
E	671	FRESNO COUNTY FLEET SERVICES	COUNTY GOVERNMENT	1	Benzene	1.17
E	7238	FRESNO UNIFIED SCHOOL DISTRICT	SCHOOL DISTRICT	2	Diesel engine exhaust, particulate matter (Diesel PM)	0.05
E	4228	GSA PACIFIC RIM REGION	GOVERNMENT SERVICES	2	Diesel engine exhaust, particulate matter (Diesel PM)	5.62
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Propylene	13.11
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Toluene	0.66
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Xylenes (mixed)	0.49
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Formaldehyde	0.30
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Ethyl benzene	0.17
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Benzene	0.14
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Hexane	0.11
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Acetaldehyde	0.08

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Acrolein	0.05
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	PAHs, total	0.01
E	248	GUSMER ENTERPRISES INC	CONVERTED PAPER PRODUCTS NEC	3	Naphthalene	0.01
E	3293	JACK'S GAS	GASOLINE DISPENSING	1	Toluene	53.92
E	3293	JACK'S GAS	GASOLINE DISPENSING	1	Xylenes (mixed)	16.06
E	3293	JACK'S GAS	GASOLINE DISPENSING	1	Benzene	4.11
E	1626	JUDICIAL COUNCIL OF CALIFORNIA - AOC	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.72
E	4198	M. L. STREET PROPERTIES, A JOINT VENTURE	OPERATORS OF NONRESIDENTIAL BUILDINGS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.66
E	3008	MCI	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	5.15
E	992	MGA LIQUOR 3	GASOLINE DISPENSING	1	Toluene	21.74
E	992	MGA LIQUOR 3	GASOLINE DISPENSING	1	Xylenes (mixed)	6.52
E	992	MGA LIQUOR 3	GASOLINE DISPENSING	1	Benzene	1.66
E	898	PACIFIC BELL TELEPHONE CO (DBA ATandT CA)	TELECOMMUNICATIONS	2	Diesel engine exhaust, particulate matter (Diesel PM)	19.65
E	2886	PACIFIC GAS and ELECTRIC CO	POWER GENERATION	1	Diesel engine exhaust, particulate matter (Diesel PM)	4.04
E	933	PACIFIC GAS and ELECTRIC CO	PUBLIC UTILITY	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.31
E	923	PENNY WISE	GASOLINE DISPENSING	1	Toluene	64.45
E	923	PENNY WISE	GASOLINE DISPENSING	1	Xylenes (mixed)	19.20
E	923	PENNY WISE	GASOLINE DISPENSING	1	Benzene	4.91
E	3327	QWEST COMMUNICATIONS CO LLC/CENTURYLINK	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.89
E	2261	RANI FOOD and LIQUOR INC.	GASOLINE DISPENSING	1	Toluene	39.89
E	2261	RANI FOOD and LIQUOR INC.	GASOLINE DISPENSING	1	Xylenes (mixed)	11.97
E	2261	RANI FOOD and LIQUOR INC.	GASOLINE DISPENSING	1	Benzene	3.04
E	9230	SALVATION ARMY DBA SILVERCREST RET.	HOUSING PROGRAMS - HOUSING AUTHORITY	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.19
E	3891	STATE OF CA, JUDICIAL COUNCIL OF CA, ADM	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.66
E	8628	STATE OF CALIFORNIA	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.12
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Hydrochloric acid	12.22
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Mercury	0.76
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Toluene	0.66
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Hydrogen fluoride	0.11
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Xylenes (mixed)	0.09
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Zinc	0.08
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Benzene	0.03
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Thallium	0.02
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Naphthalene	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Lead	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Vanadium (fume or dust)	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Selenium	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Arsenic	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Nickel	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Antimony	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Copper	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Vinyl chloride	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Barium	0.01
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Acetaldehyde	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Chromium	0.00

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Molybdenum trioxide	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Chromium, hexavalent (& compounds)	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Cadmium	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Silver	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Formaldehyde	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Cobalt	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Phenanthrene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Beryllium	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Fluorene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Anthracene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Fluoranthene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Pyrene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Acenaphthylene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Acenaphthene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Chrysene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Benzo[a]pyrene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Benzo[g,h,i]perylene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Benz[a]anthracene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Benzo[b]fluoranthene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Indeno[1,2,3-cd]pyrene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Benzo[k]fluoranthene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	Dibenz[a,h]anthracene	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,4,6,7,8-Heptachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,4,6,7,8-Heptachlorodibenzo-p-dioxin	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,7,8,9-Hexachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,4,7,8-Hexachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	2,3,4,7,8-Pentachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,6,7,8-Hexachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	2,3,7,8-Tetrachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,7,8,9-Hexachlorodibenzo-p-dioxin	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,6,7,8-Hexachlorodibenzo-p-dioxin	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	2,3,4,6,7,8-Hexachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,7,8-Pentachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,4,7,8,9-Heptachlorodibenzofuran	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,4,7,8-Hexachlorodibenzo-p-dioxin	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	1,2,3,7,8-Pentachlorodibenzo-p-dioxin	0.00
E	1241	TINKLER MISSION CHAPEL	FUNERAL SERVICE AND CREMATORIES	1	2,3,7,8-Tetrachlorodibenzo-p-dioxin	0.00
E	4223	USGP FRESNO IRS LLC C/O MANCO ABBOTT INC	OPERATORS OF NONRESIDENTIAL BUILDINGS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.36
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Propylene	2.34
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Toluene	0.12
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Xylenes (mixed)	0.09
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Formaldehyde	0.05
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Ethyl benzene	0.03
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Benzene	0.03
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Hexane	0.02
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Acetaldehyde	0.01
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Acrolein	0.01
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	PAHs, total	0.00
E	3087	VALLEY LAVOSH BAKING COMPANY	BAKERY	1	Naphthalene	0.00
E	7147	VALLEY PUBLIC TELEVISION INC	TELEVISION BROADCASTING	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.04
E	578	VISA PETROLEUM INC	BULK PLANT	1	Toluene	24.19
E	578	VISA PETROLEUM INC	BULK PLANT	1	Xylenes (mixed)	7.21

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
E	578	VISA PETROLEUM INC	BULK PLANT	1	Benzene	1.84
F	3170	21ST DIST. AGRICULTURAL ASSOC.	OPERATION OF AGRICULTURAL FAIRS	1	Toluene	0.94
F	3170	21ST DIST. AGRICULTURAL ASSOC.	OPERATION OF AGRICULTURAL FAIRS	1	Xylenes (mixed)	0.28
F	3170	21ST DIST. AGRICULTURAL ASSOC.	OPERATION OF AGRICULTURAL FAIRS	1	Benzene	0.06
F	1547	AMERICAN MEDICAL SERVICES	DOCTORS OFFICE	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.71
F	2323	CALCO GEN LLC	FOOD PROCESSING	2	Ammonia	395.37
F	50	CandB ARCO DBA HandR ENTERPRISES	GASOLINE DISPENSING	1	Toluene	141.72
F	50	CandB ARCO DBA HandR ENTERPRISES	GASOLINE DISPENSING	1	Xylenes (mixed)	42.52
F	50	CandB ARCO DBA HandR ENTERPRISES	GASOLINE DISPENSING	1	Benzene	10.80
F	2477	CITY OF FRESNO FLT MGT/CEDAR	PUBLIC WORKS	1	Toluene	6.63
F	2477	CITY OF FRESNO FLT MGT/CEDAR	PUBLIC WORKS	1	Xylenes (mixed)	1.99
F	2477	CITY OF FRESNO FLT MGT/CEDAR	PUBLIC WORKS	1	Benzene	0.51
F	3316	CITY OF FRESNO WATER DIVISION	WATER SUPPLY	1	Diesel engine exhaust, particulate matter (Diesel PM)	4.54
F	3257	CITY OF FRESNO WATER DIVISION	WATER SUPPLY	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.06
F	3261	CITY OF FRESNO WATER DIVISION	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.06
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Diesel engine exhaust, particulate matter (Diesel PM)	9.78
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Propylene	5.88
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Toluene	0.29
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Xylenes (mixed)	0.22
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Formaldehyde	0.14
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Ethyl benzene	0.08
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Benzene	0.06
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Hexane	0.05
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Acetaldehyde	0.03
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Acrolein	0.03
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	PAHs, total	0.00
F	1333	COUNTY OF FRESNO FACILITY SERVICES	HOSPITAL	6	Naphthalene	0.00
F	947	FAMILY EXPRESS FOOD and LIQUOR	GASOLINE DISPENSING	1	Toluene	30.15
F	947	FAMILY EXPRESS FOOD and LIQUOR	GASOLINE DISPENSING	1	Xylenes (mixed)	9.04
F	947	FAMILY EXPRESS FOOD and LIQUOR	GASOLINE DISPENSING	1	Benzene	2.30
F	1923	FRESNO COUNTY	GOVERNMENT SERVICES	1	Toluene	16.65
F	1923	FRESNO COUNTY	GOVERNMENT SERVICES	1	Xylenes (mixed)	5.00
F	1923	FRESNO COUNTY	GOVERNMENT SERVICES	1	Benzene	1.27
F	383	FRESNO COUNTY FLEET SERVICES	GOVERNMENT SERVICES	1	Toluene	7.11
F	383	FRESNO COUNTY FLEET SERVICES	GOVERNMENT SERVICES	1	Xylenes (mixed)	2.13
F	383	FRESNO COUNTY FLEET SERVICES	GOVERNMENT SERVICES	1	Benzene	0.54
F	1623	FRESNO UNIFIED SCHOOL DISTRICT	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	28.57
F	3088	FRESNO UNIFIED SCHOOL DISTRICT	CORRECTIONAL INSTITUTION	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.11
F	4167	FRESNO UNIFIED SCHOOL DISTRICT	ELEMENTARY AND SECONDARY SCHOOLS	2	Diesel engine exhaust, particulate matter (Diesel PM)	0.14
F	3619	GET-N-GO #4	GASOLINE DISPENSING	1	Toluene	14.35
F	3619	GET-N-GO #4	GASOLINE DISPENSING	1	Xylenes (mixed)	4.30
F	3619	GET-N-GO #4	GASOLINE DISPENSING	1	Benzene	1.09
F	1541	GOLDEN BOY MARKET	GASOLINE DISPENSING	1	Toluene	33.60
F	1541	GOLDEN BOY MARKET	GASOLINE DISPENSING	1	Xylenes (mixed)	10.08
F	1541	GOLDEN BOY MARKET	GASOLINE DISPENSING	1	Benzene	2.56
F	92	KWIK SERV	GASOLINE DISPENSING	1	Toluene	34.39
F	92	KWIK SERV	GASOLINE DISPENSING	1	Xylenes (mixed)	10.32

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F	92	KWIK SERV	GASOLINE DISPENSING	1	Benzene	2.62
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Propylene	65.42
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Toluene	3.27
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Xylenes (mixed)	2.43
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Formaldehyde	1.52
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Ethyl benzene	0.85
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Benzene	0.72
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Hexane	0.57
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Acetaldehyde	0.38
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Acrolein	0.33
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	PAHs, total	0.05
F	7348	LYONS MAGNUS	FOOD PREPARATIONS	2	Naphthalene	0.04
F	1141	NIRMAL SINGH SHOP N QUICK INC	GASOLINE DISPENSING	1	Toluene	35.83
F	1141	NIRMAL SINGH SHOP N QUICK INC	GASOLINE DISPENSING	1	Xylenes (mixed)	10.75
F	1141	NIRMAL SINGH SHOP N QUICK INC	GASOLINE DISPENSING	1	Benzene	2.73
F	1669	PACIFIC BELL TELEPHONE CO (DBA ATandT CA)	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	3.08
F	1184	PIC 'N' GO #2	GASOLINE DISPENSING	1	Toluene	37.35
F	1184	PIC 'N' GO #2	GASOLINE DISPENSING	1	Xylenes (mixed)	11.20
F	1184	PIC 'N' GO #2	GASOLINE DISPENSING	1	Benzene	2.85
F	1139	QUICK PICK and DELI	GASOLINE DISPENSING	1	Toluene	16.51
F	1139	QUICK PICK and DELI	GASOLINE DISPENSING	1	Xylenes (mixed)	4.95
F	1139	QUICK PICK and DELI	GASOLINE DISPENSING	1	Benzene	1.26
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Naphthalene	6.32
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Benzene	6.07
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Formaldehyde	4.74
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Acetaldehyde	3.39
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Toluene	2.45
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Styrene	2.28
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Phenanthrene	1.36
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Acenaphthylene	1.34
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Propylene	1.02
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Propionaldehyde	0.91
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Biphenyl	0.67
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Ethyl benzene	0.49
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	PAHs, total	0.46
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Xylenes (mixed)	0.37
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Pyrene	0.33
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Fluorene	0.30
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Phenol	0.28
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Anthracene	0.26
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Fluoranthene	0.25
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Ethylene dichloride {EDC}	0.17
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Acenaphthene	0.08
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Benz[a]anthracene	0.06
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Benzo[a]pyrene	0.05
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Benzo[g,h,i]perylene	0.04
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Cresols (mixtures of) {Cresylic acid}	0.04
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Acetophenone	0.03
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Indeno[1,2,3-cd]pyrene	0.03
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Dibutyl phthalate	0.02
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Hexane	0.01
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	Acrolein	0.00
F	4145	QUIKSERVE ENTERPRISES BURGER KING #3160	RESTAURANT - FAST FOOD	1	PAHs, total	0.00

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
F	1201	SUPER 1 FOOD STORE	GASOLINE DISPENSING	1	Toluene	15.42
F	1201	SUPER 1 FOOD STORE	GASOLINE DISPENSING	1	Xylenes (mixed)	4.63
F	1201	SUPER 1 FOOD STORE	GASOLINE DISPENSING	1	Benzene	1.18
F	733	SUPER-7	GASOLINE DISPENSING	1	Toluene	17.26
F	733	SUPER-7	GASOLINE DISPENSING	1	Xylenes (mixed)	5.18
F	733	SUPER-7	GASOLINE DISPENSING	1	Benzene	1.32
F	4217	TONY'S 1 STOP SHOP	GASOLINE DISPENSING	1	Toluene	48.18
F	4217	TONY'S 1 STOP SHOP	GASOLINE DISPENSING	1	Xylenes (mixed)	14.45
F	4217	TONY'S 1 STOP SHOP	GASOLINE DISPENSING	1	Benzene	3.67
F	3793	TULARE ARCO (SAI ROJA INC)	GASOLINE DISPENSING	1	Toluene	372.01
F	3793	TULARE ARCO (SAI ROJA INC)	GASOLINE DISPENSING	1	Xylenes (mixed)	111.60
F	3793	TULARE ARCO (SAI ROJA INC)	GASOLINE DISPENSING	1	Benzene	28.36
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Phosphine	19.54
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Propylene	11.78
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Toluene	0.59
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Xylenes (mixed)	0.44
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Formaldehyde	0.27
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Ethyl benzene	0.15
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Benzene	0.13
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Hexane	0.10
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Acetaldehyde	0.07
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Acrolein	0.04
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Naphthalene	0.00
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	PAHs, total	0.00
F	1326	VALLEY FIG GROWERS	AGRICULTURAL PRODUCTS PROCESSING - FIGS	5	Benzo[a]pyrene	0.00
F	8051	VERIZON WIRELESS - 1ST and BELMONT	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.27
F	287	WKM ASSOCIATES INC	GASOLINE DISPENSING	1	Toluene	113.66
F	287	WKM ASSOCIATES INC	GASOLINE DISPENSING	1	Xylenes (mixed)	34.10
F	287	WKM ASSOCIATES INC	GASOLINE DISPENSING	1	Benzene	8.66
F	2250	WONG CORPORATION	GASOLINE DISPENSING	1	Toluene	13.99
F	2250	WONG CORPORATION	GASOLINE DISPENSING	1	Xylenes (mixed)	4.17
F	2250	WONG CORPORATION	GASOLINE DISPENSING	1	Benzene	1.07
G	4141	CAVALIER FOOD	GASOLINE DISPENSING	1	Toluene	78.78
G	4141	CAVALIER FOOD	GASOLINE DISPENSING	1	Xylenes (mixed)	23.63
G	4141	CAVALIER FOOD	GASOLINE DISPENSING	1	Benzene	6.00
G	432	DONAGHY SALES	DISTRIBUTION - WHOLESALE BEER AND ALE	4	Toluene	8.93
G	432	DONAGHY SALES	DISTRIBUTION - WHOLESALE BEER AND ALE	4	Xylenes (mixed)	2.66
G	432	DONAGHY SALES	DISTRIBUTION - WHOLESALE BEER AND ALE	4	Benzene	0.68
G	613	HANDI STOP MARKET	GASOLINE DISPENSING	1	Toluene	12.88
G	613	HANDI STOP MARKET	GASOLINE DISPENSING	1	Xylenes (mixed)	3.87
G	613	HANDI STOP MARKET	GASOLINE DISPENSING	1	Benzene	0.98
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Propylene	159.57
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Toluene	7.98
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Xylenes (mixed)	5.93
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Formaldehyde	3.70
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Ethyl benzene	2.08
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Diesel engine exhaust, particulate matter (Diesel PM)	1.86
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Benzene	1.75
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Hexane	1.38
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Acetaldehyde	0.93
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Acrolein	0.81
G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	PAHs, total	0.12

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G	234	KRAFT HEINZ FOODS COMPANY	AGRICULTURAL PRODUCTS PROCESSING	4	Naphthalene	0.09
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Propylene	42.85
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Toluene	2.14
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Xylenes (mixed)	1.59
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Diesel engine exhaust, particulate matter (Diesel PM)	1.05
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Formaldehyde	0.99
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Ethyl benzene	0.56
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Benzene	0.47
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Hexane	0.37
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Acetaldehyde	0.25
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Acrolein	0.22
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	PAHs, total	0.03
G	375	KRAFT HEINZ FOODS COMPANY (CORNNUTS)	SALTED AND ROASTED NUTS AND SEEDS	6	Naphthalene	0.02
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Propylene	7.63
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Toluene	0.38
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Xylenes (mixed)	0.28
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Formaldehyde	0.18
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Ethyl benzene	0.10
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Benzene	0.08
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Hexane	0.07
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Acetaldehyde	0.04
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Acrolein	0.04
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	PAHs, total	0.01
G	844	MISSION UNIFORM and LINEN SERVICE	INDUSTRIAL LAUNDERS	5	Naphthalene	0.00
G	7089	PACIFIC GAS and ELECTRIC (BLDG B)	PUBLIC UTILITIES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.33
G	930	PACIFIC GAS and ELECTRIC CO	PUBLIC UTILITIES	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.89
G	899	PACIFIC GAS and ELECTRIC CO	PUBLIC UTILITY	1	Toluene	1.56
G	899	PACIFIC GAS and ELECTRIC CO	PUBLIC UTILITY	1	Xylenes (mixed)	0.46
G	899	PACIFIC GAS and ELECTRIC CO	PUBLIC UTILITY	1	Benzene	0.11
G	5884	PACIFIC GAS and ELECTRIC COMPANY	PUBLIC UTILITIES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.61
G	393	SILVAS OIL COMPANY, INC.	BULK PLANT	4	Toluene	43.58
G	393	SILVAS OIL COMPANY, INC.	BULK PLANT	4	Xylenes (mixed)	13.07
G	393	SILVAS OIL COMPANY, INC.	BULK PLANT	4	Benzene	1.64
G	6189	THE BURLINGTON NORTHERN SANTA FE RAILWAY	RAILROAD COMPANY	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.25
G	2241	TJ FOOD N LIQUOR (ERIC S. TANG)	GASOLINE DISPENSING	1	Toluene	45.05
G	2241	TJ FOOD N LIQUOR (ERIC S. TANG)	GASOLINE DISPENSING	1	Xylenes (mixed)	13.51
G	2241	TJ FOOD N LIQUOR (ERIC S. TANG)	GASOLINE DISPENSING	1	Benzene	3.43
G	8452	VERIZON WIRELESS - JENSEN AVENUE	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.05
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Propylene	4.35
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Toluene	0.22
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Xylenes (mixed)	0.16
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Formaldehyde	0.10
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Ethyl benzene	0.06
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Benzene	0.05
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Hexane	0.04
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Acetaldehyde	0.03
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Acrolein	0.02
G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	PAHs, total	0.00

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G	2781	WAWONA FROZEN FOODS	PACKAGED FROZEN FOODS	1	Naphthalene	0.00
G	4161	WESTERN CO-GEN, LLC	POWER GENERATION	2	Ammonia	0.00
H	3269	CITY OF FRESNO WATER DIVISION	WATER SUPPLY	1	Diesel engine exhaust, particulate matter (Diesel PM)	2.06
H	4214	COAST TO COAST PETROLEUM	GASOLINE DISPENSING	1	Toluene	98.84
H	4214	COAST TO COAST PETROLEUM	GASOLINE DISPENSING	1	Xylenes (mixed)	29.65
H	4214	COAST TO COAST PETROLEUM	GASOLINE DISPENSING	1	Benzene	7.53
H	4245	GLAXO SMITH KLINE CONSUMER BRANDS	WAREHOUSE	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.22
I	2892	2925 S MAPLE PARTNERS LLC	AGRICULTURAL PRODUCTS	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.50
I	7365	AHERN RENTALS INC	CONSTRUCTION EQUIPMENT RENTAL AND LEASING	1	Toluene	0.19
I	7365	AHERN RENTALS INC	CONSTRUCTION EQUIPMENT RENTAL AND LEASING	1	Xylenes (mixed)	0.06
I	7365	AHERN RENTALS INC	CONSTRUCTION EQUIPMENT RENTAL AND LEASING	1	Benzene	0.01
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Propylene	28.01
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Toluene	1.40
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Xylenes (mixed)	1.04
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Formaldehyde	0.65
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Ethyl benzene	0.36
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Benzene	0.31
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Hexane	0.24
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Acetaldehyde	0.16
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Acrolein	0.10
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	PAHs, total	0.02
I	119	BETTS COMPANY	METAL PARTS PRODUCTION	17	Naphthalene	0.01
I	38	BUNNELL and ALMANN'S PETROLEUM INC	GASOLINE DISPENSING	1	Toluene	37.35
I	38	BUNNELL and ALMANN'S PETROLEUM INC	GASOLINE DISPENSING	1	Xylenes (mixed)	11.13
I	38	BUNNELL and ALMANN'S PETROLEUM INC	GASOLINE DISPENSING	1	Benzene	2.85
I	2368	CALIFORNIA-FRESNO OIL CO	GASOLINE DISPENSING	1	Toluene	119.26
I	2368	CALIFORNIA-FRESNO OIL CO	GASOLINE DISPENSING	1	Xylenes (mixed)	35.53
I	2368	CALIFORNIA-FRESNO OIL CO	GASOLINE DISPENSING	1	Benzene	9.09
I	2880	CARDLOCK FUELS SYSTEM INC	GASOLINE DISPENSING	1	Toluene	16.54
I	2880	CARDLOCK FUELS SYSTEM INC	GASOLINE DISPENSING	1	Xylenes (mixed)	4.96
I	2880	CARDLOCK FUELS SYSTEM INC	GASOLINE DISPENSING	1	Benzene	1.26
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Propylene	1.13
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Toluene	0.06
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Xylenes (mixed)	0.04
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Formaldehyde	0.03
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Ethyl benzene	0.01
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Benzene	0.01
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Hexane	0.01
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Acetaldehyde	0.01
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Acrolein	0.00
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	PAHs, total	0.00
I	4121	CARL'S JR #7545	RESTAURANT - FAST FOOD	1	Naphthalene	0.00
I	694	CENTRAL FOOD MART	GASOLINE DISPENSING	1	Toluene	58.81
I	694	CENTRAL FOOD MART	GASOLINE DISPENSING	1	Xylenes (mixed)	17.64
I	694	CENTRAL FOOD MART	GASOLINE DISPENSING	1	Benzene	4.48
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Propylene	0.26
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Toluene	0.01
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Xylenes (mixed)	0.01

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Formaldehyde	0.01
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Ethyl benzene	0.00
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Benzene	0.00
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Hexane	0.00
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Acetaldehyde	0.00
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Acrolein	0.00
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	PAHs, total	0.00
I	5600	CONCEPT COATING	METAL PARTS AND PRODUCTS COATING	6	Naphthalene	0.00
I	89	FIFTH WHEEL TRUCK STOP INC.	GASOLINE DISPENSING	1	Toluene	1.37
I	89	FIFTH WHEEL TRUCK STOP INC.	GASOLINE DISPENSING	1	Xylenes (mixed)	0.41
I	89	FIFTH WHEEL TRUCK STOP INC.	GASOLINE DISPENSING	1	Benzene	0.10
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Propylene	28.17
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Toluene	1.41
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Xylenes (mixed)	1.05
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Formaldehyde	0.65
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Ethyl benzene	0.37
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Benzene	0.31
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Hexane	0.24
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Diesel engine exhaust, particulate matter (Diesel PM)	0.22
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Acetaldehyde	0.16
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Acrolein	0.14
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	PAHs, total	0.02
I	507	FOSTER FARMS	POULTRY SLAUGHTERING AND PROCESSING	5	Naphthalene	0.02
I	2066	FRESNO IRRIGATION DISTRICT	IRRIGATION DISTRICT	1	Toluene	5.97
I	2066	FRESNO IRRIGATION DISTRICT	IRRIGATION DISTRICT	1	Xylenes (mixed)	1.78
I	2066	FRESNO IRRIGATION DISTRICT	IRRIGATION DISTRICT	1	Benzene	0.46
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Propylene	58.10
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Toluene	2.91
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Xylenes (mixed)	2.16
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Formaldehyde	1.35
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Ethyl benzene	0.76
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Benzene	0.64
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Hexane	0.50
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Acetaldehyde	0.34
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Acrolein	0.21
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	PAHs, total	0.03
I	845	GRUMA CORPORATION	FOOD PREPARATIONS	18	Naphthalene	0.02
I	7174	HERTZ EQUIPMENT RENTAL CORP	AUTOMOTIVE RENTALS	1	Toluene	0.43
I	7174	HERTZ EQUIPMENT RENTAL CORP	AUTOMOTIVE RENTALS	1	Xylenes (mixed)	0.13
I	7174	HERTZ EQUIPMENT RENTAL CORP	AUTOMOTIVE RENTALS	1	Benzene	0.03
I	7222	IPULL-U-PULL AUTO PARTS	MOTOR VEHICLE PARTS, USED	1	Benzene	0.00
I	7222	IPULL-U-PULL AUTO PARTS	MOTOR VEHICLE PARTS, USED	1	Toluene	0.00
I	7222	IPULL-U-PULL AUTO PARTS	MOTOR VEHICLE PARTS, USED	1	Xylenes (mixed)	0.00
I	1053	JENSEN SHELL	GASOLINE DISPENSING	1	Toluene	85.09
I	1053	JENSEN SHELL	GASOLINE DISPENSING	1	Xylenes (mixed)	25.53
I	1053	JENSEN SHELL	GASOLINE DISPENSING	1	Benzene	6.49
I	712	KEARNEYS' MANUFACTURING	FOUNDRY	2	Toluene	5.20
I	712	KEARNEYS' MANUFACTURING	FOUNDRY	2	Xylenes (mixed)	1.56
I	712	KEARNEYS' MANUFACTURING	FOUNDRY	2	Benzene	0.22
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Propylene	3.09
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Toluene	0.15
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Xylenes (mixed)	0.12
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Formaldehyde	0.07

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Ethyl benzene	0.04
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Benzene	0.03
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Hexane	0.03
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Acetaldehyde	0.02
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Acrolein	0.01
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	PAHs, total	0.00
I	2457	KEISER SPORTS HEALTH EQUIPMENT	SPORTING AND ATHLETIC GOODS	4	Naphthalene	0.00
I	2876	MALAGA COUNTY WATER DISTRICT	WATER SUPPLY	1	Diesel engine exhaust, particulate matter (Diesel PM)	7.57
I	2875	MALAGA COUNTY WATER DISTRICT	WATER SUPPLY	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.42
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Ammonia	714.29
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Toluene	28.09
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Xylenes (mixed)	13.83
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Acetaldehyde	8.64
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Ethyl benzene	6.92
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Propylene oxide	6.27
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Formaldehyde	4.32
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Acrolein	1.38
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	PAHs, total	0.48
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Naphthalene	0.28
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	Benzene	0.20
I	4305	MALAGA POWER, LLC	POWER GENERATION	2	1,3-Butadiene	0.09
I	3855	NEW ENGLAND SHEET METAL and MECHANICAL	SHEET METAL WORK	2	Diesel engine exhaust, particulate matter (Diesel PM)	0.21
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Propylene	28.73
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Hexane	4.10
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Ethyl benzene	2.04
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Toluene	1.50
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Xylenes (mixed)	1.21
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Naphthalene	0.78
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Benzene	0.78
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Formaldehyde	0.68
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Acetaldehyde	0.18
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	Acrolein	0.18
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	PAHs, total	0.08
I	906	PACIFIC CHOICE BRANDS	FOOD PREPARATIONS	6	PAHs, total	0.02
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Propylene	66.79
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Toluene	3.34
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Xylenes (mixed)	2.49
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Formaldehyde	1.55
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Ethyl benzene	0.87
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Benzene	0.73
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Hexane	0.58
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Acetaldehyde	0.39
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Acrolein	0.25

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	Naphthalene	0.03
I	2252	PENNY-NEWMAN GRAIN COMPANY	AG PRODUCTS PROCESSING - FRUITS/VEGETABLE	11	PAHs, total	0.01
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Propylene	9.83
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Toluene	0.49
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Xylenes (mixed)	0.37
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Formaldehyde	0.23
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Ethyl benzene	0.13
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Benzene	0.11
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Hexane	0.08
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Acetaldehyde	0.06
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Acrolein	0.04
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	PAHs, total	0.00
I	980	PRUDENTIAL OVERALL SUPPLY	INDUSTRIAL LAUNDERS	5	Naphthalene	0.00
I	4204	QUINN RENTAL SERVICES	EQUIPMENT RENTAL	1	Toluene	0.23
I	4204	QUINN RENTAL SERVICES	EQUIPMENT RENTAL	1	Xylenes (mixed)	0.07
I	4204	QUINN RENTAL SERVICES	EQUIPMENT RENTAL	1	Benzene	0.02
I	1049	RUTTER ARMEY	MACHINE SHOP	1	Chromium, hexavalent (& compounds)	0.01
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Ethyl benzene	0.01
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Hexane	0.01
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Xylenes (mixed)	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Acrolein	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Toluene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Benzene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Formaldehyde	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Benz[a]anthracene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Naphthalene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Benzo[b]fluoranthene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Benzo[k]fluoranthene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Indeno[1,2,3-cd]pyrene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	PCBs {Polychlorinated biphenyls}	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Benzo[a]pyrene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Dibenz[a,h]anthracene	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	2,3,7,8-Tetrachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Acetaldehyde	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	2,3,4,7,8-Pentachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,7,8-Pentachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Dioxins, total	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,4,7,8-Hexachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	2,3,4,6,7,8-Hexachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,4,6,7,8-Heptachlorodibenzo-p-dioxin	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,6,7,8-Hexachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,4,6,7,8-Heptachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	Dibenzofurans (chlorinated) {PCDFs}	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,7,8,9-Hexachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,7,8-Pentachlorodibenzo-p-dioxin	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,6,7,8-Hexachlorodibenzo-p-dioxin	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,4,7,8,9-Heptachlorodibenzofuran	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	2,3,7,8-Tetrachlorodibenzo-p-dioxin	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,7,8,9-Hexachlorodibenzo-p-dioxin	0.00
I	1057	SAF-T-CAB	AUTOBODY SPRAY COATING	7	1,2,3,4,7,8-Hexachlorodibenzo-p-dioxin	0.00
I	1074	SANGER BOATS, INC.	BOAT MANUFACTURING	11	Styrene	11331.40
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Propylene	0.22

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Toluene	0.01
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Xylenes (mixed)	0.01
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Formaldehyde	0.01
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Ethyl benzene	0.00
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Benzene	0.00
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Hexane	0.00
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Acetaldehyde	0.00
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Acrolein	0.00
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	PAHs, total	0.00
I	1080	SCELZI ENTERPRISES INC	AUTO BODY SPRAY COATING	8	Naphthalene	0.00
I	7865	SPECIALTY SALES LLC	AGRICULTURAL CHEMICAL SERVICE	3	Hydrochloric acid	4.00
I	7865	SPECIALTY SALES LLC	AGRICULTURAL CHEMICAL SERVICE	3	Diesel engine exhaust, particulate matter (Diesel PM)	1.38
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Propylene	15.17
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Toluene	0.76
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Xylenes (mixed)	0.56
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Formaldehyde	0.35
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Ethyl benzene	0.20
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Benzene	0.17
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Hexane	0.13
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Acetaldehyde	0.09
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Acrolein	0.06
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	PAHs, total	0.01
I	1968	SUNNYLAND BULGUR WHEAT, INC.	AGRICULTURAL PRODUCTS PROCESSING	3	Naphthalene	0.01
I	240	TESORO REFINING and MARKETING CO. LLC	GASOLINE DISPENSING	1	Toluene	42.36
I	240	TESORO REFINING and MARKETING CO. LLC	GASOLINE DISPENSING	1	Xylenes (mixed)	12.62
I	240	TESORO REFINING and MARKETING CO. LLC	GASOLINE DISPENSING	1	Benzene	3.23
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Propylene	0.16
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Toluene	0.01
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Xylenes (mixed)	0.01
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Formaldehyde	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Ethyl benzene	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Benzene	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Hexane	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Acetaldehyde	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Acrolein	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	PAHs, total	0.00
I	7992	THE PAPE GROUP-DAN RADONSKI	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	Naphthalene	0.00
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Propylene	1.71
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Toluene	0.09
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Xylenes (mixed)	0.06
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Formaldehyde	0.04
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Ethyl benzene	0.02
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Benzene	0.02

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Hexane	0.01
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Acetaldehyde	0.01
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Acrolein	0.01
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	PAHs, total	0.00
I	1317	UTILITY TRAILER SALES COMPANY	TRUCK AND TRAILER COATING	1	Naphthalene	0.00
I	920	WEIR FLOWAY, INC.	PUMP MANUFACTURING	6	Diesel engine exhaust, particulate matter (Diesel PM)	0.04
I	1398	WILBUR-ELLIS COMPANY	FERTILIZER PRODUCTION	4	Toluene	0.21
I	1398	WILBUR-ELLIS COMPANY	FERTILIZER PRODUCTION	4	Xylenes (mixed)	0.06
I	1398	WILBUR-ELLIS COMPANY	FERTILIZER PRODUCTION	4	Benzene	0.01
J	8744	CUSTOM AG FORMULATORS, INC	FERTILIZER PRODUCTION	8	Isopropyl alcohol	7.99
J	3944	ELI LILLY AND COMPANY	DISTRIBUTION - PHARMACEUTICALS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.93
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Propylene	2.64
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Toluene	0.13
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Xylenes (mixed)	0.10
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Formaldehyde	0.06
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Ethyl benzene	0.03
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Benzene	0.03
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Hexane	0.02
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Acetaldehyde	0.02
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Acrolein	0.01
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	PAHs, total	0.00
J	3168	GEORGIA-PACIFIC CORRUGATED LLC	PAPER COATINGS	1	Naphthalene	0.00
J	3623	INLAND STAR WAREHOUSE	AGRICULTURAL PRODUCTS	1	Diesel engine exhaust, particulate matter (Diesel PM)	3.65
J	1003	RED TRIANGLE	BULK PLANT	4	Toluene	81.99
J	1003	RED TRIANGLE	BULK PLANT	4	Xylenes (mixed)	25.54
J	1003	RED TRIANGLE	BULK PLANT	4	Benzene	4.13
J	1820	RIO BRAVO FRESNO	ELECTRICAL SERVICES COGENERATION	3	Ammonia	11954.96
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Propylene	48.62
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Toluene	2.43
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Xylenes (mixed)	1.81
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Formaldehyde	1.13
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Ethyl benzene	0.63
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Benzene	0.53
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Hexane	0.42
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Acetaldehyde	0.28
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Acrolein	0.25
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	Naphthalene	0.03
J	903	STRATAS FOODS, LLC	VEGETABLE OIL MILLS	2	PAHs, total	0.01
J	948	VITRO FLAT GLASS LLC	GLASS MANUFACTURING	21	Diesel engine exhaust, particulate matter (Diesel PM)	28.25
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Propylene	29.26
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Toluene	1.46
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Xylenes (mixed)	1.09
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Formaldehyde	0.68
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Diesel engine exhaust, particulate matter (Diesel PM)	0.51
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Ethyl benzene	0.38

Community Zone	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	# of ACTIVE PERMITS	POLLUTANT	2017
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Benzene	0.32
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Hexane	0.25
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Acetaldehyde	0.17
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Acrolein	0.15
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	PAHs, total	0.02
J	7165	WESTROCK CP, LLC	CORRUGATED CARDBOARD BOX MANUFACTURER	11	Naphthalene	0.02
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Propylene	0.94
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Toluene	0.47
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Xylenes (mixed)	0.35
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Formaldehyde	0.22
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Ethyl benzene	0.12
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Benzene	0.10
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Hexane	0.08
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Acetaldehyde	0.05
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Acrolein	0.05
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	PAHs, total	0.02
K	2696	CALAVERAS MATERIALS INC	ASPHALT PAVING MIXTURES	5	Naphthalene	0.02
K	7875	CITY OF FRESNO	GOVERNMENT SERVICES	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.08
K	2408	GLEIM-CROWN PUMP INC	PUMP MANUFACTURING	2	Toluene	3.45
K	2408	GLEIM-CROWN PUMP INC	PUMP MANUFACTURING	2	Diesel engine exhaust, particulate matter (Diesel PM)	2.06
K	2408	GLEIM-CROWN PUMP INC	PUMP MANUFACTURING	2	Xylenes (mixed)	1.03
K	2408	GLEIM-CROWN PUMP INC	PUMP MANUFACTURING	2	Benzene	0.25
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Propylene	2.05
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Toluene	0.10
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Xylenes (mixed)	0.08
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Formaldehyde	0.05
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Ethyl benzene	0.03
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Benzene	0.02
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Hexane	0.02
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Acetaldehyde	0.01
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Acrolein	0.01
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	PAHs, total	0.00
K	782	LIFTCO CAPS SANDBLASTING	METAL PARTS AND PRODUCTS COATING	9	Naphthalene	0.00
K	8403	MALAGA COUNTY WATER DISTRICT	MUNICIPAL WATER SUPPLIER	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.04
K	8630	NICHOLAS J. BUSICK	FREIGHT TRANSPORT	1	Diesel engine exhaust, particulate matter (Diesel PM)	1.85
K	1031	ROBERT V. JENSEN, INC	GASOLINE DISPENSING	1	Toluene	50.60
K	1031	ROBERT V. JENSEN, INC	GASOLINE DISPENSING	1	Xylenes (mixed)	15.18
K	1031	ROBERT V. JENSEN, INC	GASOLINE DISPENSING	1	Benzene	3.86
K	1077	SFPP, L.P.	PETROLEUM TRANSPORTATION	37	Diesel engine exhaust, particulate matter (Diesel PM)	29.10
K	367	VERIZON WIRELESS - CALWA	TELECOMMUNICATIONS	1	Diesel engine exhaust, particulate matter (Diesel PM)	0.45

Pensando en el Monitoreo de Aire

Algunos posibles objetivos de la monitorización del aire:

- Para determinar dónde y cuándo se producen las emisiones.
- Determinar qué fuentes son las principales responsables de la contaminación del aire.
- Para seguir el progreso de los Programas Comunitarios de Reducción de Emisiones.
- Para apoyar la investigación en salud pública.
- Proporcionar información en tiempo real sobre la calidad del aire para que los miembros de la comunidad puedan tomar decisiones informadas y cambiar su comportamiento para reducir la exposición.
- Lanzar campañas de información a la comunidad.
- Crear un nuevo sistema regulador de monitores de aire (es decir, para producir datos que puedan ser utilizados por agencias locales, estatales y federales para hacer cumplir las regulaciones).
- Otras preguntas?

Algunas preguntas críticas que se deben hacer con respecto a los sistemas de monitoreo de aire y monitoreo de aire:

- ¿Cuál será la duración del monitoreo del aire? ¿Cuánto tiempo estará el monitor en funcionamiento? ¿Qué metas o propósitos apoya esta decisión?
- Cuáles son los períodos de tiempo específicos que deben ser monitoreados (por ejemplo, estaciones específicas, día vs. noche, después de que ocurran ciertos eventos o escenarios, etc.).
- ¿Qué datos ya existen y cómo se utilizan?
- ¿Dónde debe tener lugar el monitoreo? ¿Qué áreas han sido verificadas en persona? ¿Cuáles son las áreas de mayor preocupación?
- ¿Dónde se encuentran las poblaciones sensibles? ¿Cómo debería informar eso al monitoreo del aire?
- ¿Para qué deben utilizarse los datos producidos por el sistema de monitoreo? ¿Y cómo debe compartirse con el público?
- ¿Cómo se involucrará la comunidad en la implementación del monitoreo del aire?
- Otras preguntas?

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	
VOC Auto GC/MS	Industria, móvil	x	x		
Tóxicos	Industria, móvil	x	x		
Meteorología		x	x	x	

Glosario

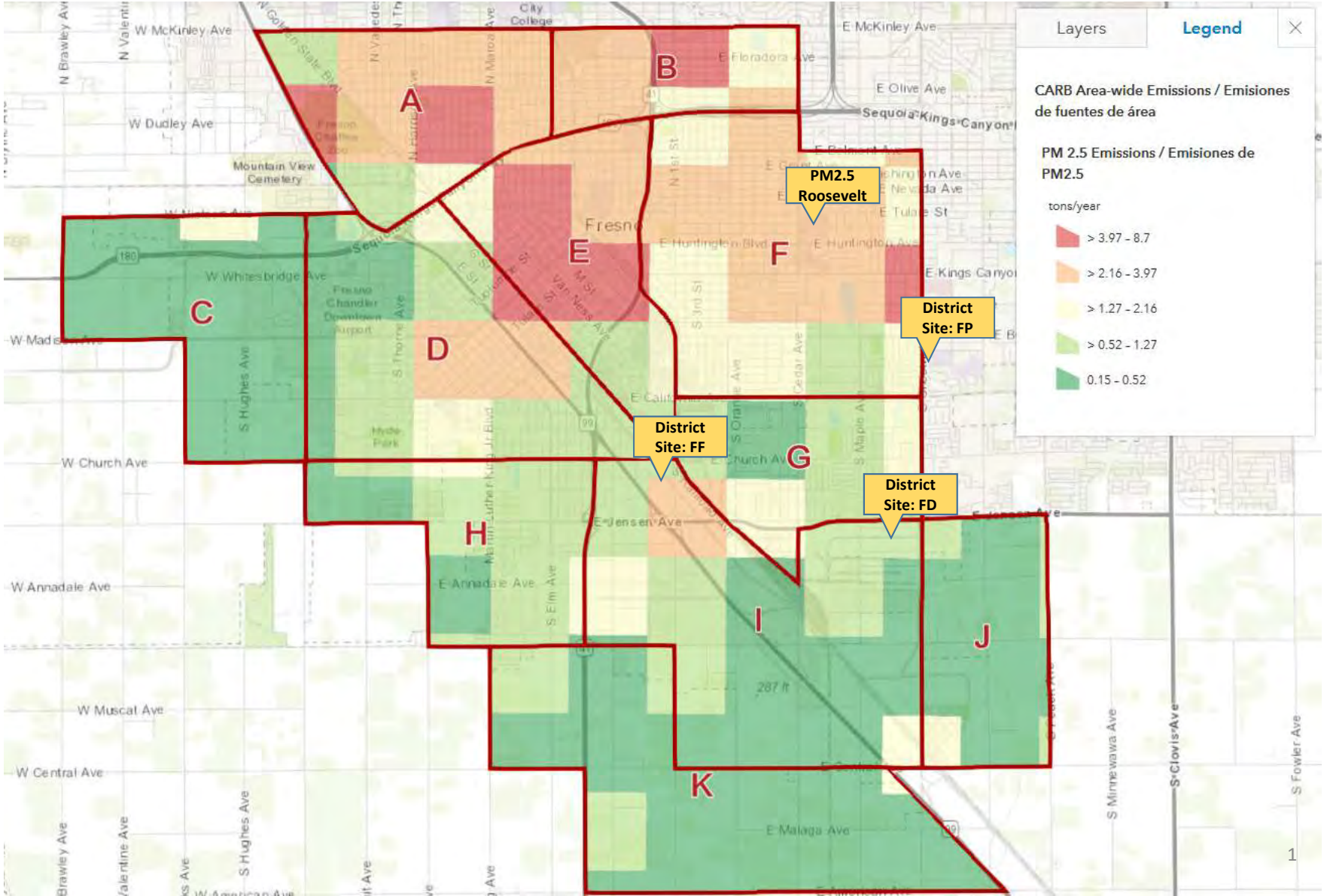
PM2.5	Partículas de 2.5 micrones o menos
Negro de Carbón	Principalmente de partículas de diesel
NO, NO2, NOx	Óxidos of Nitrógeno (precursor de PM2.5, Ozono)
CO	Monóxido de Carbono
Ozono	Regional, formado por VOC y NOx
SO2, H2S	Dióxido de Azufre, Sulfuro de Hidrógeno
VOC (BTEX)	Compuestos Orgánicos Volátiles (Benceno, Tolueno, Etileno, Xileno)
VOC Auto GC/MS	Otros Compuestos Orgánicos Volátiles no BTEX
Tóxicos	Muchos compuestos diferentes que pueden causar efectos dañinos a la salud
Meteorología	Velocidad del viento, dirección del viento, temperatura, humedad

Hoja de Trabajo del Diseño de la Red de Monitoreo del Aire de la Comunidad

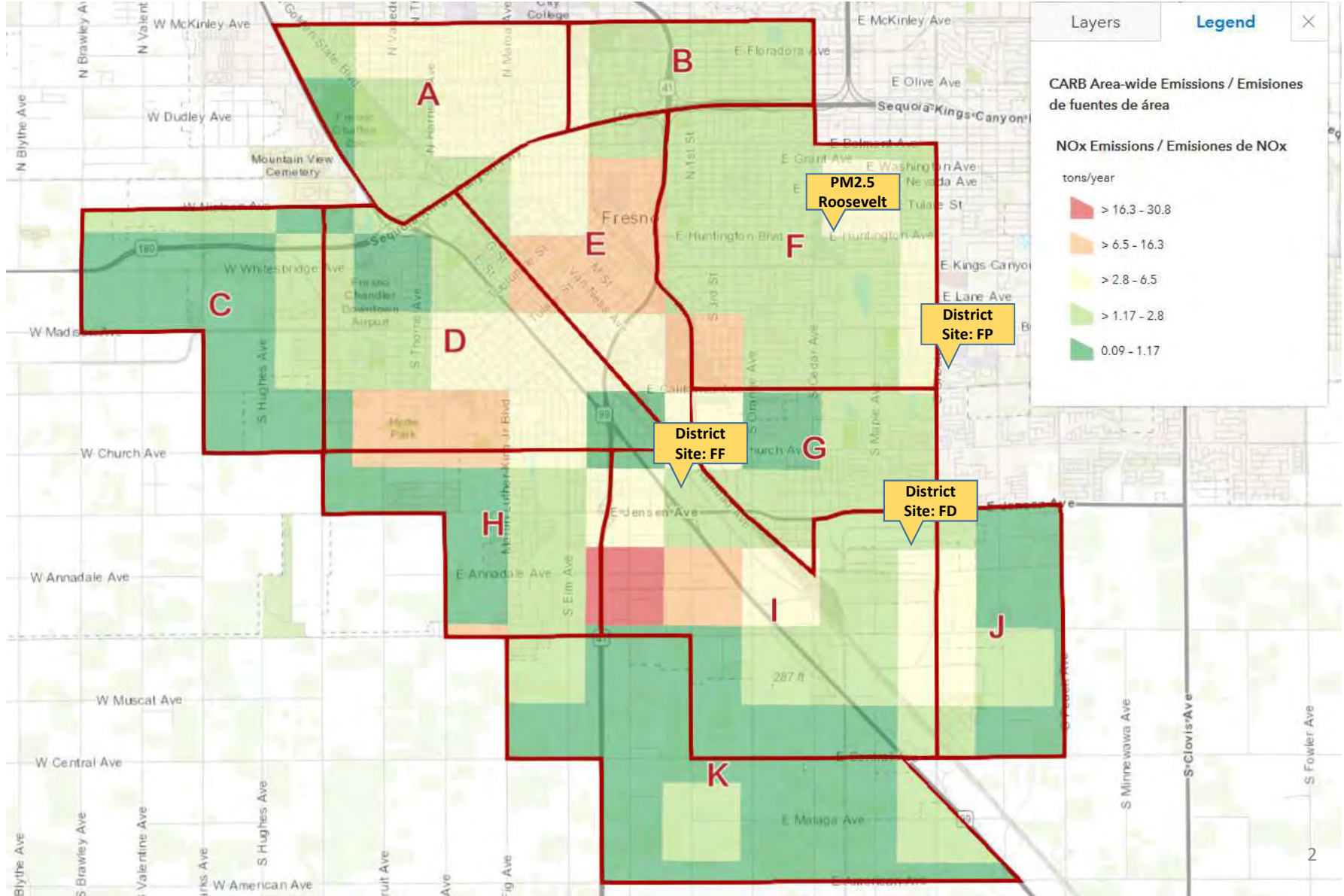
Remolque de Tamaño-completo = seleccione las 2 zonas de monitoreo del aire principales como sus áreas c
 Sistema Compacto = seleccione las 3 zonas de monitoreo del aire principales como sus áreas de mayor prio
 PM2.5 Independiente = seleccione 4 zonas de monitoreo del aire como sus áreas de mayor prioridad

Zona de Monitoreo del Aire de la Comunidad	Prioridad de Remolque de Tamaño-Completo (seleccione 2)	Sistema Compacto (seleccione 3)	PM2.5 Independiente (seleccione 4)	Otro (expliqué contaminante, tipo de monitor, razón)
A				
B				
C				
D				
E				
F				
G				
H				
I				
J				
K				

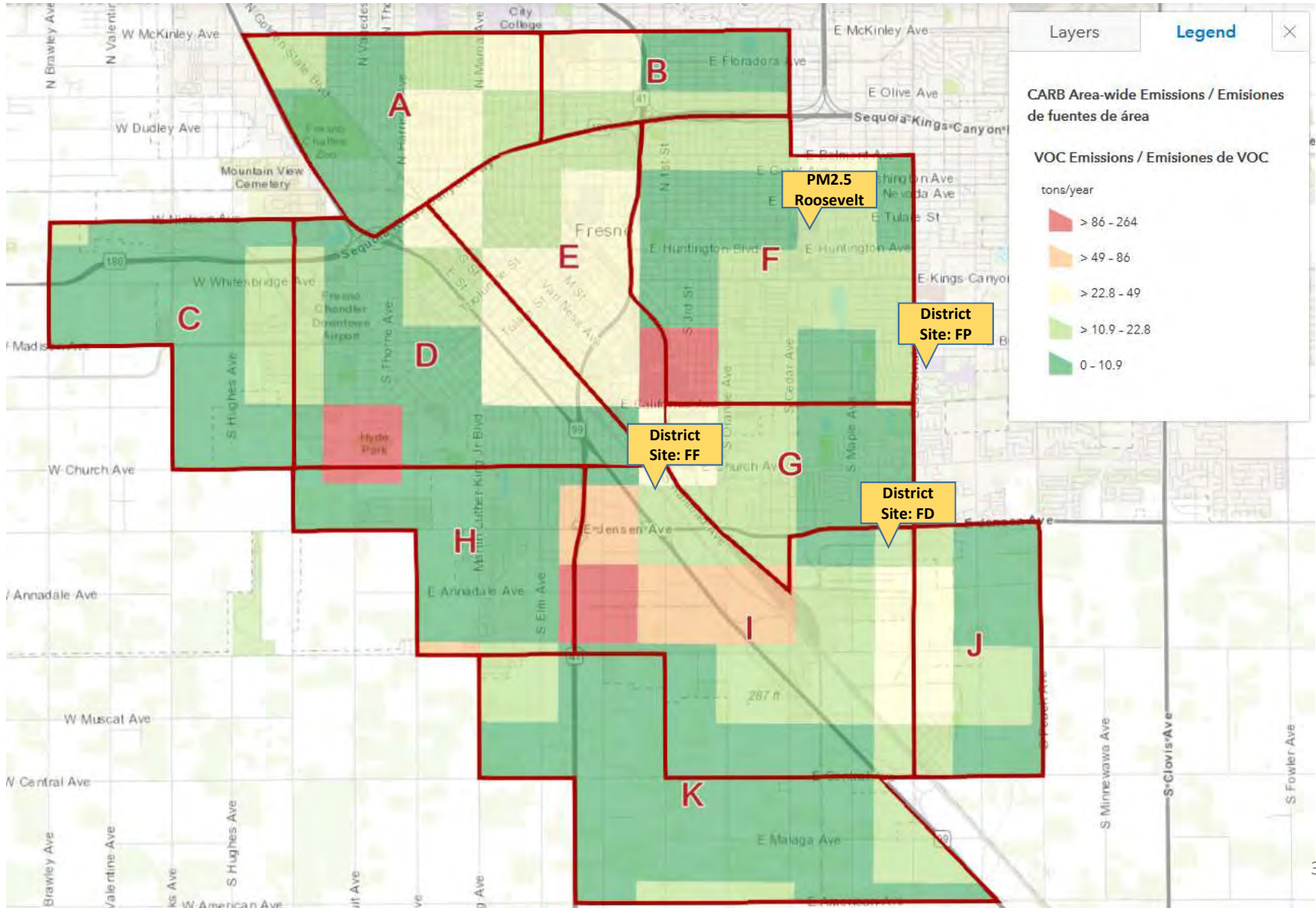
**CARB Area-Wide Emissions
Emisiones de fuentes de área
PM2.5**



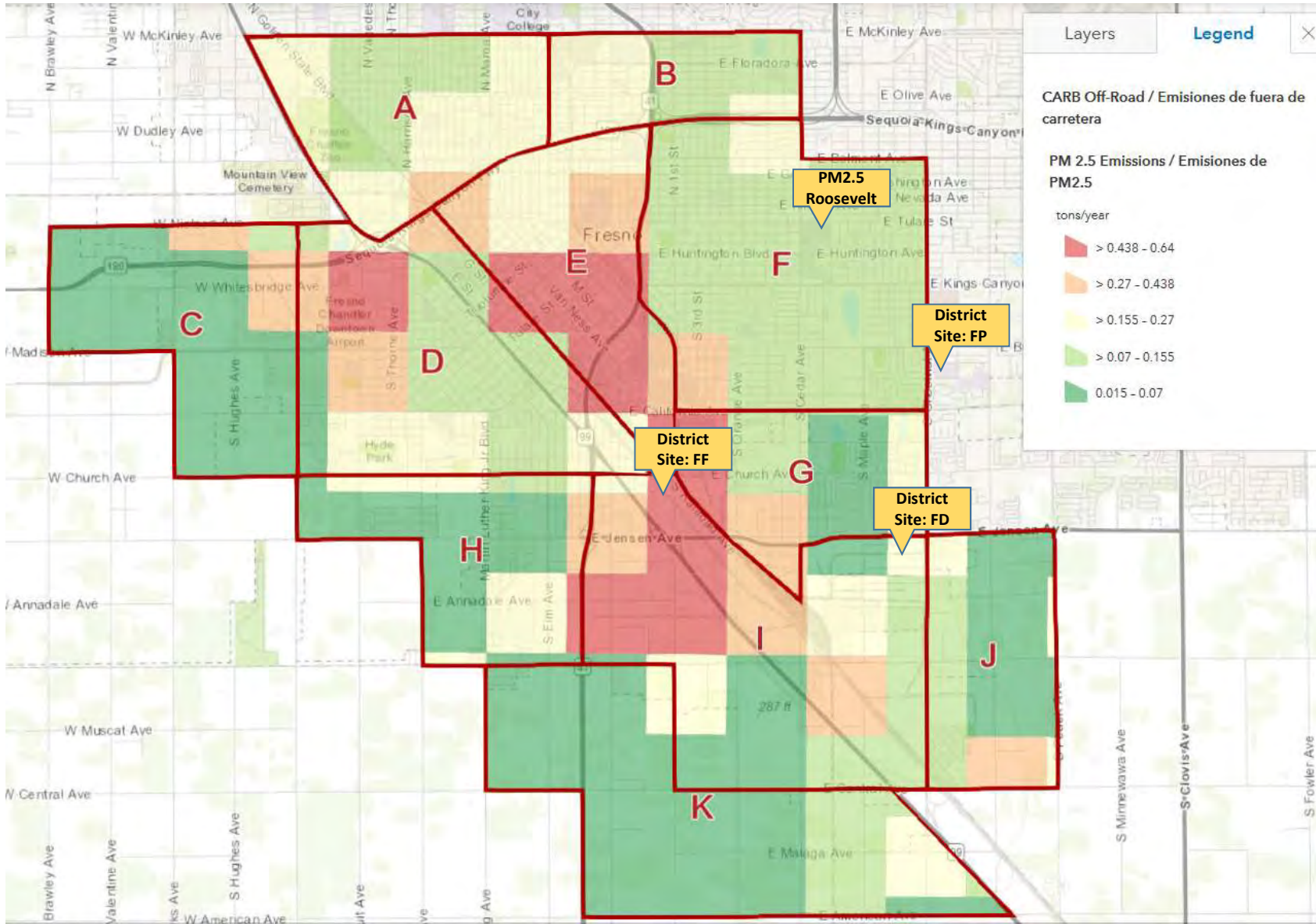
**CARB Area-Wide Emissions
Emisiones de fuentes de área
NOx**



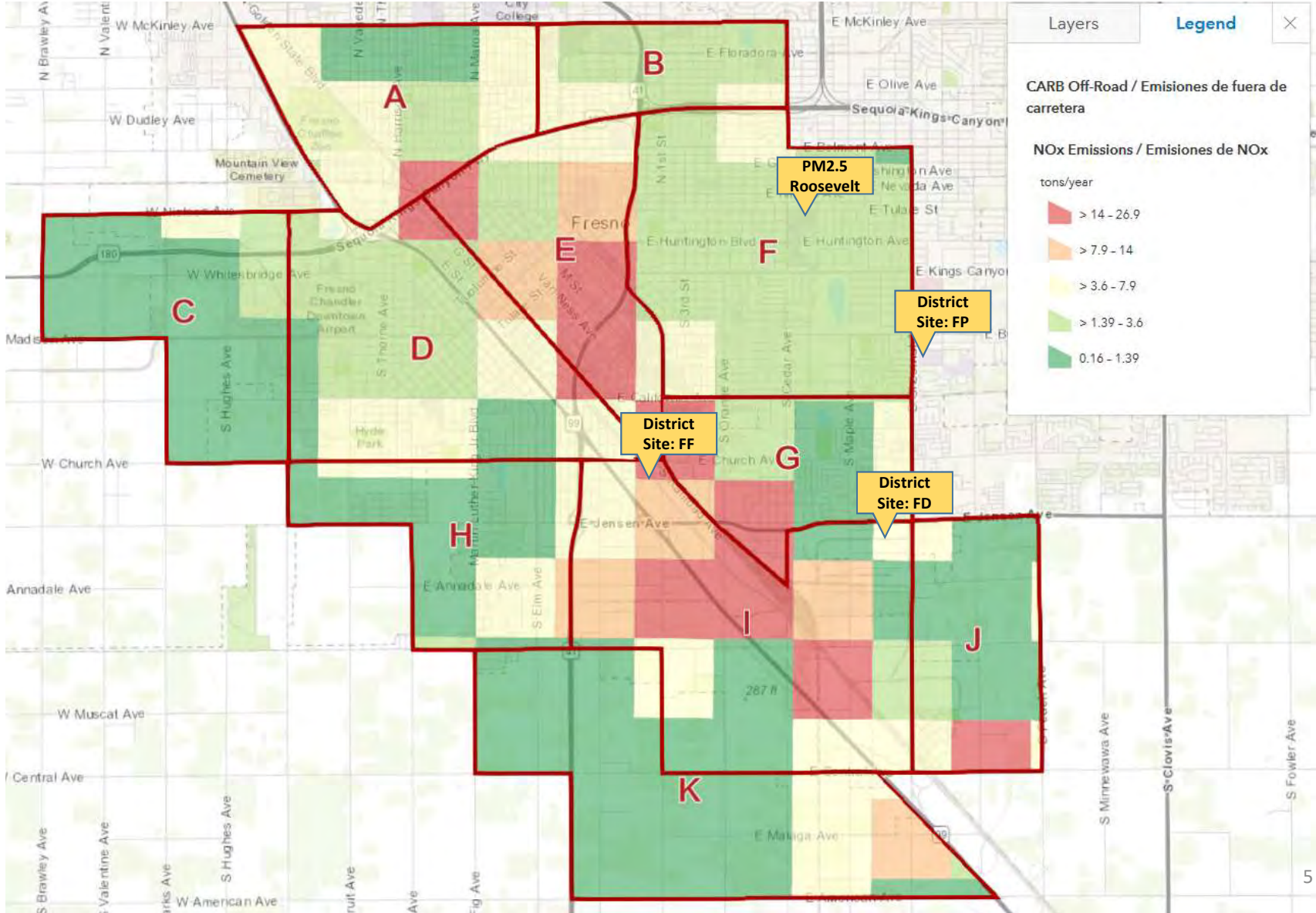
**CARB Area-Wide Emissions
Emisiones de fuentes de área
VOC**



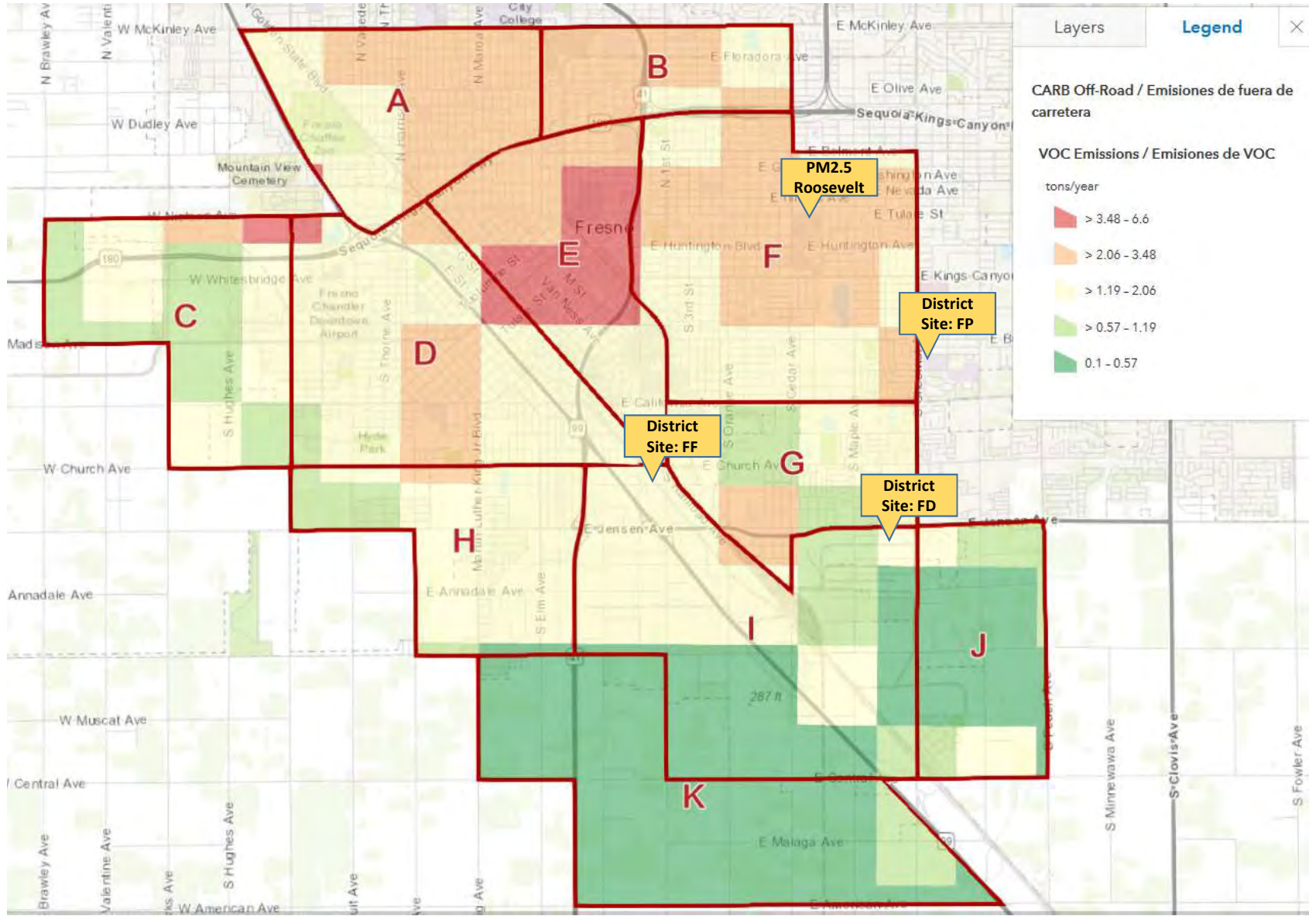
CARB Off-Road Emissions
Emissiones de fuera de carretera
PM2.5



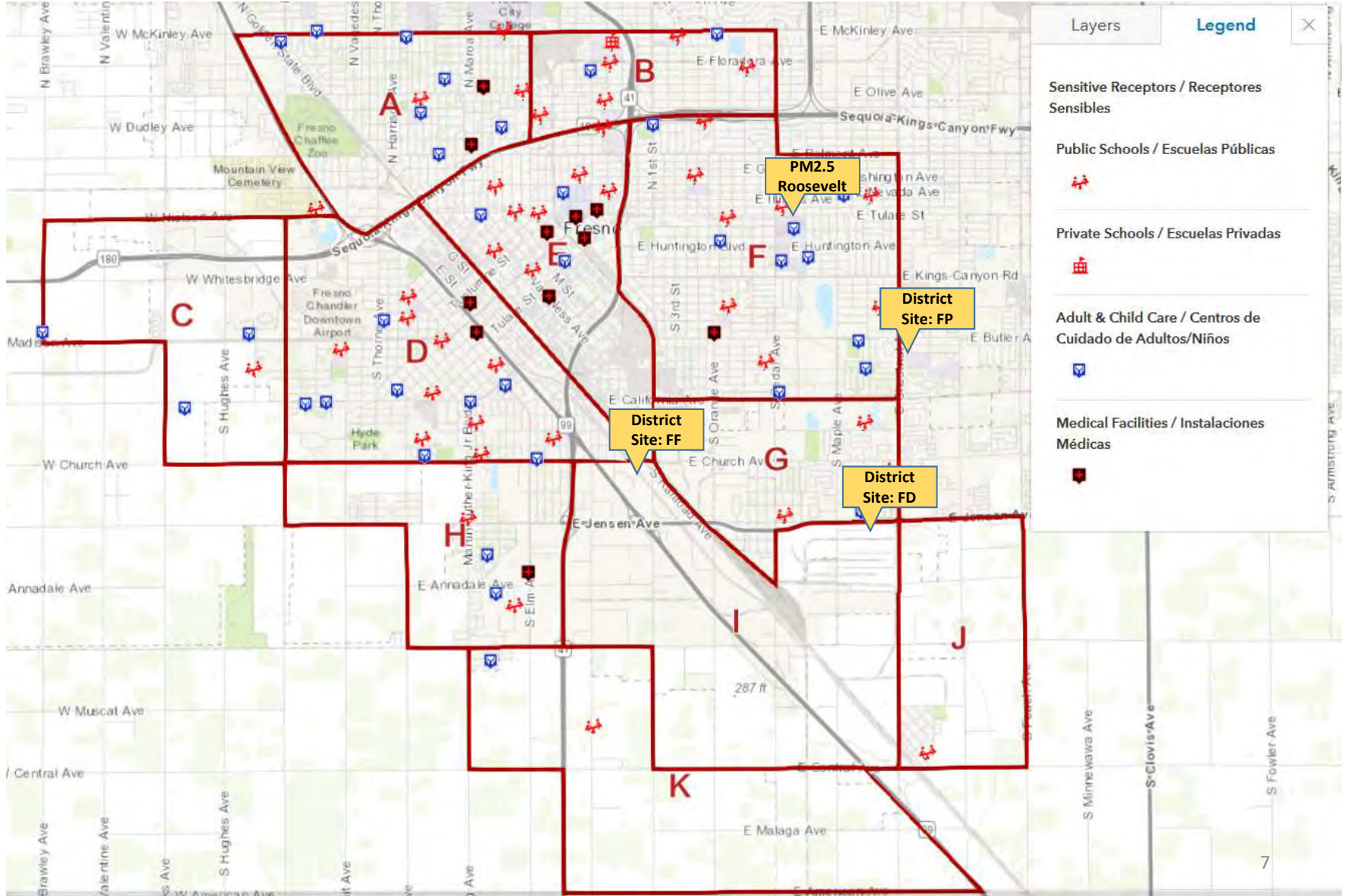
CARB Off-Road Emissions
Emissiones de fuera de carretera
NOx



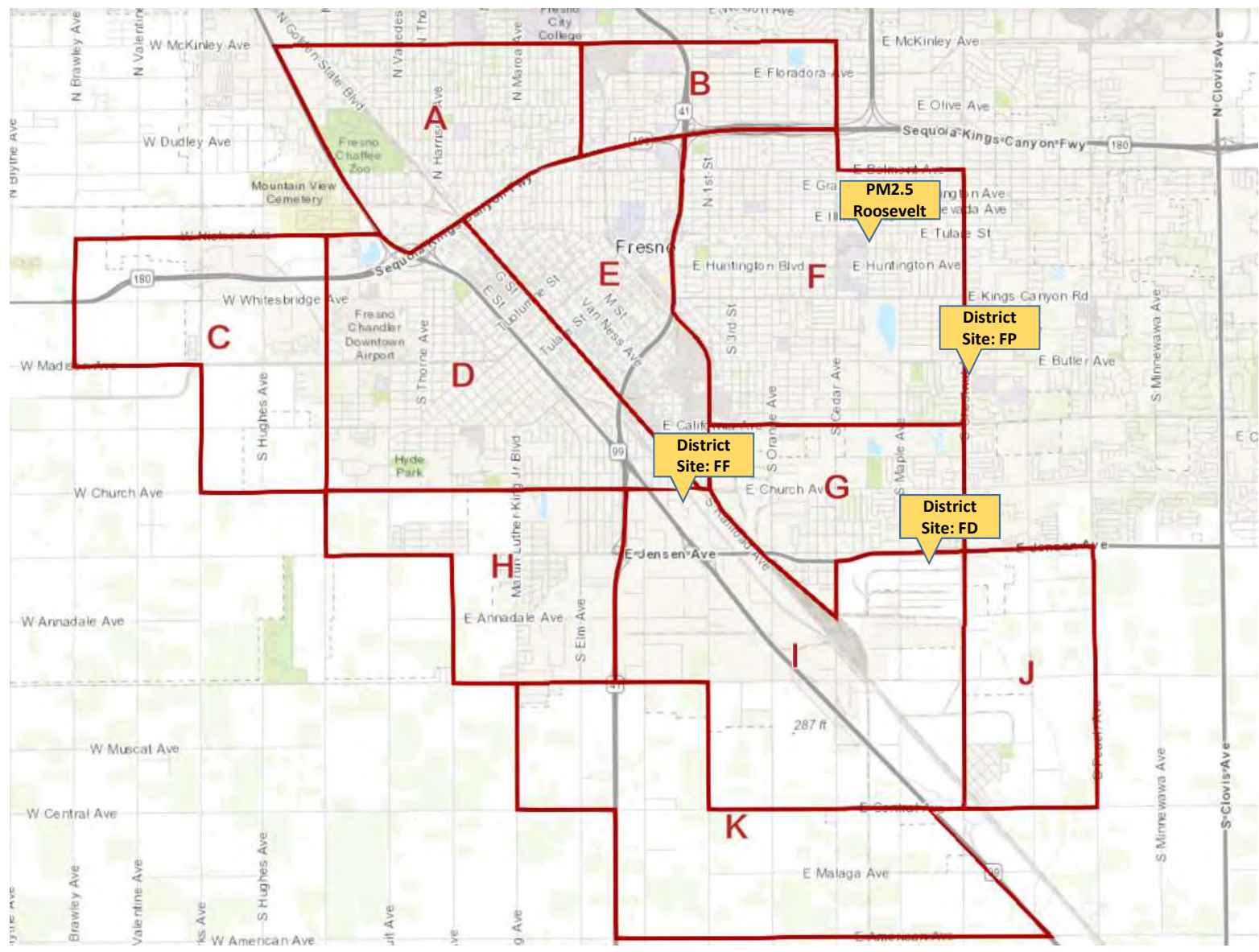
CARB Off-Road Emissions
Emisiones de fuera de carretera
VOC



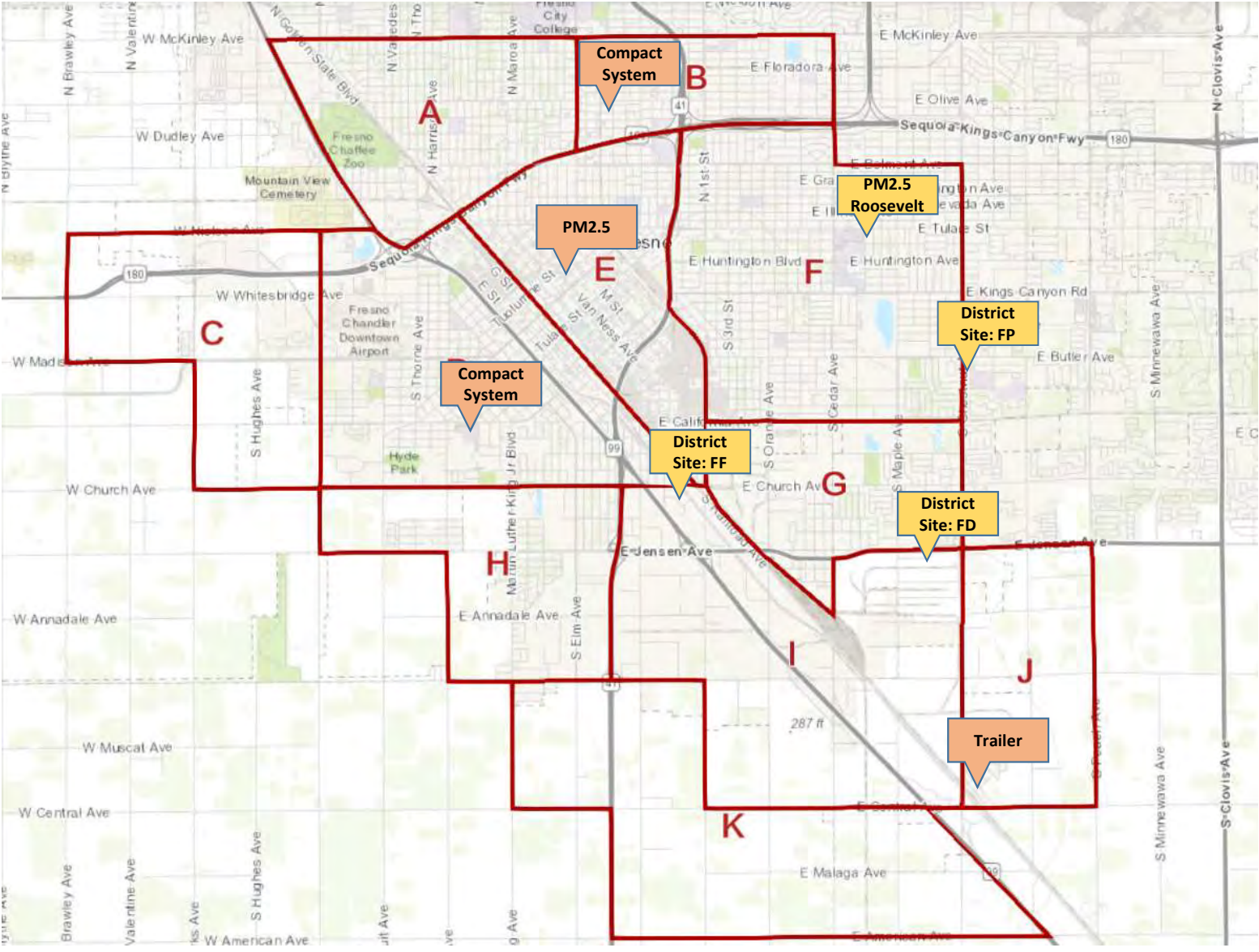
Sensitive Receptors
Receptores Sensibles



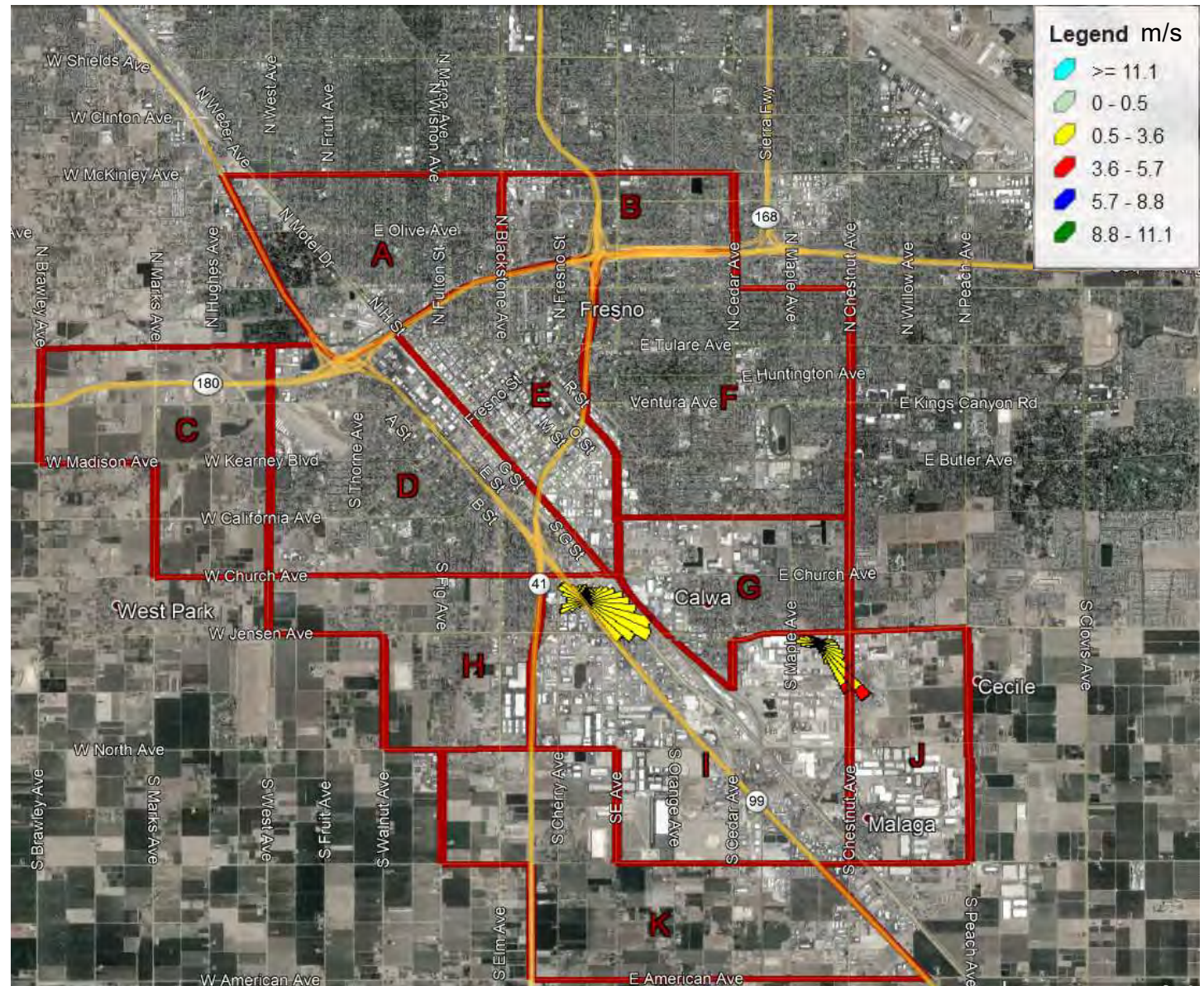
Current Monitors
Monitores Actuales



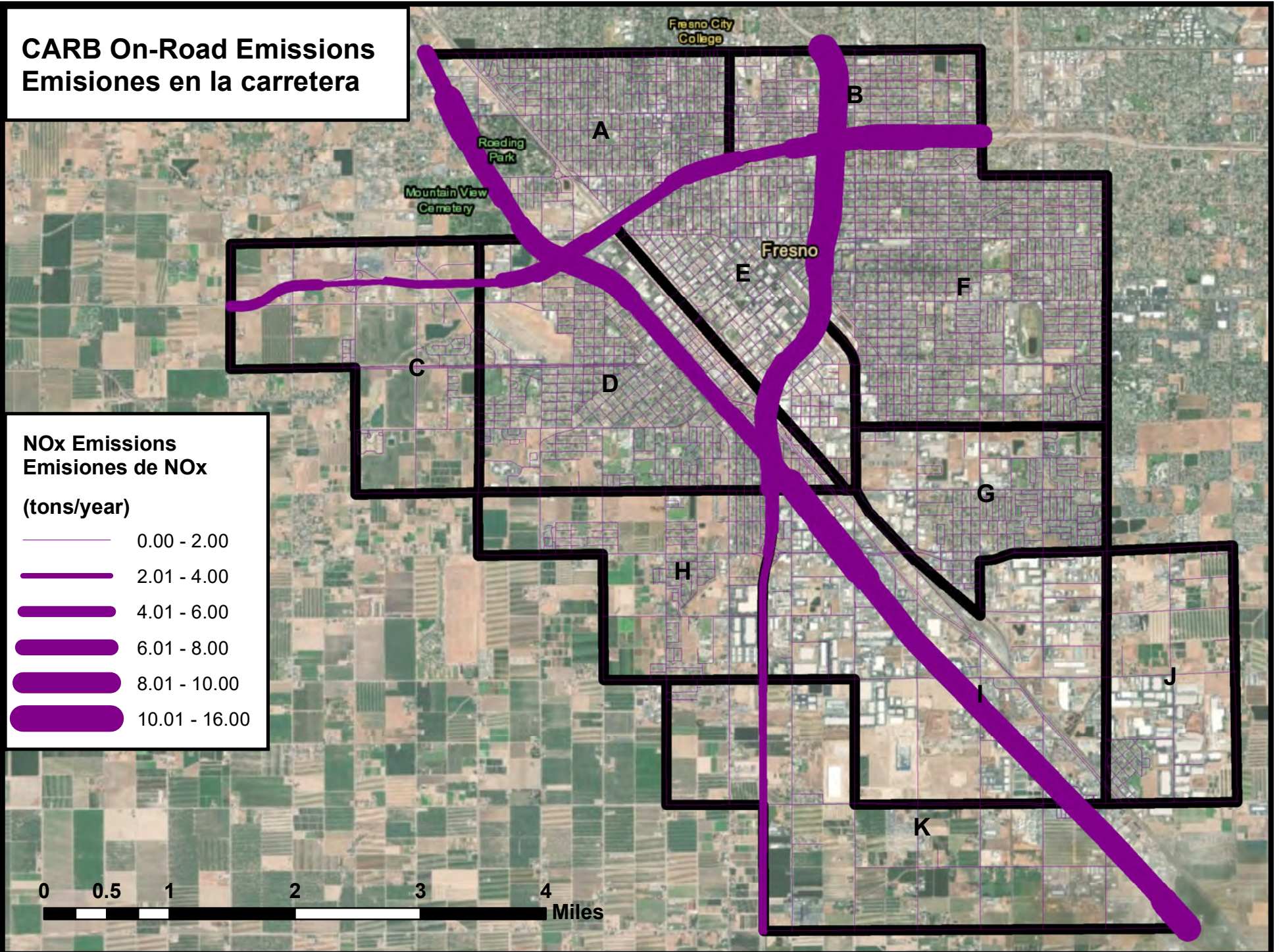
Potential Design
Diseño Potencial



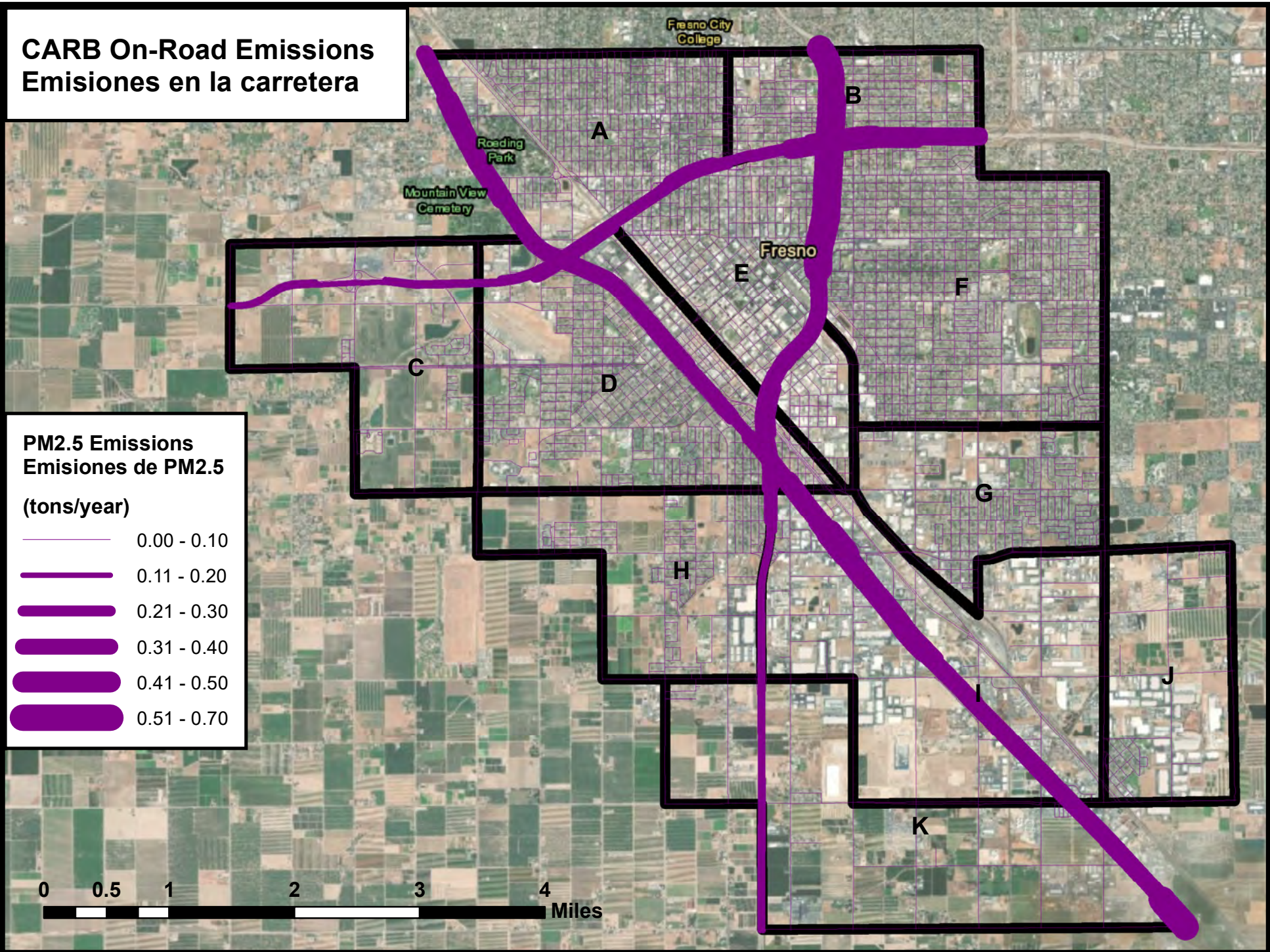
Wind Rose: how wind speed and direction are distributed at a given location for a certain time period.
Spoke Color: wind speed
Spoke Length: how often wind blows TO that direction



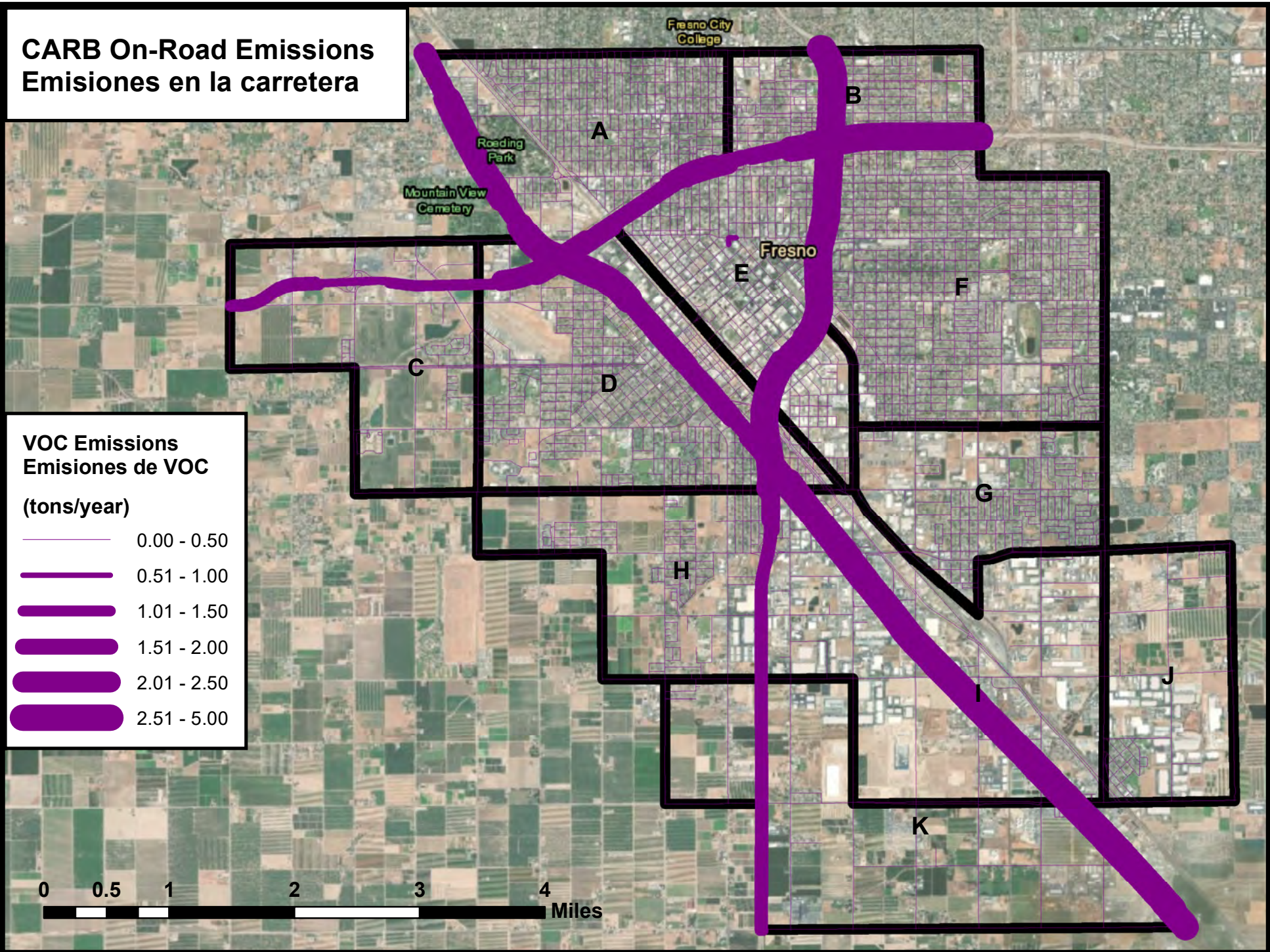
CARB On-Road Emissions Emisiones en la carretera



CARB On-Road Emissions
Emisiones en la carretera



CARB On-Road Emissions
Emisiones en la carretera



APÉNDICE I.

GLOSARIO

El glosario de la Tabla I-1 tiene el objetivo de aclarar los términos usados en este documento; no contiene definiciones oficiales que se usen para otros fines. La página web donde se encuentra el glosario del Consejo de Recursos del Aire de California¹ (*California Air Resources Board, CARB*) también proporciona los términos comúnmente utilizados en todas nuestras páginas web y documentos, y puede utilizarse para consultar términos adicionales que no estén incluidos en la lista a continuación.

Tabla I-1 Glosario de Términos para el Programa de Protección del Aire en la Comunidad

TÉRMINO (SIGLA)	DESCRIPCIÓN
Año fiscal (<i>Fiscal Year, FY</i>)	Un período de 12 meses durante el cual se generan ganancias, se incurre en obligaciones, se realizan gravámenes, se gastan las asignaciones y para el cual se reconocen transacciones fiscales. En el gobierno del Estado de California, el año fiscal comienza el 1 de julio y finaliza el 30 de junio. Por ejemplo, si se hace una referencia al año fiscal estatal 2017-2018, este es el período que comienza el 1 de julio de 2017 y termina el 30 de junio de 2018. http://www.ebudget.ca.gov/reference/GlossaryOfTerms.pdf
Área de obtención	Un área geográfica con una calidad de aire igual o mejor, que los estándares de calidad del aire ambiental nacionales o de California. Un área puede ser un área de obtención con respecto a un contaminante y un área sin obtención para otros contaminantes.
Área sin obtención	Un área geográfica que la Agencia de Protección Ambiental de los Estados Unidos o el Consejo de Recursos del Aire de California identifica como un área que no cumple con los Estándares Nacionales de la Calidad del Aire Ambiental ni con los Estándares de California de la Calidad del Aire Ambiental para un agente contaminante determinado.
Aseguramiento de calidad	Un programa integrado utilizado para documentar el cumplimiento de los requisitos de calidad y generar confianza en que se cumplirán.

¹ Página web donde se encuentra el glosario del Consejo de Recursos del Aire de California:
<https://ww2.arb.ca.gov/about/glossary>.

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Asociación de Funcionarios de Control de la Calidad del Aire (<i>California Air Pollution Control Officers Association, CAPCOA</i>)	CAPCOA es una asociación de funcionarios de control de la contaminación del aire que representa a las 35 agencias locales de calidad del aire de California.
Atribución de las fuentes	Una evaluación para identificar las fuentes o las categorías de las fuentes que contribuyen, incluidas, entre otras, fuentes fijas y móviles, y una estimación de su contribución relativa a la alta exposición a la contaminación del aire en las comunidades afectadas.
CalEnviroScreen	Desarrollado por la Agencia de Protección Ambiental de California y la Oficina de Evaluación de Riesgos a la Salud Ambiental (<i>Office of Environmental Health Hazard Assessment, OEHHA</i>), CalEnviroScreen es una herramienta de evaluación que se utiliza para identificar las comunidades que tienen una carga desproporcionada de fuentes de contaminación múltiples y con características poblacionales que las vuelven más susceptibles a la contaminación. https://oehha.ca.gov/calenviroscreen
Centro de Recursos	El Consejo de Recursos del Aire de California cuenta con un repositorio en línea que almacena las herramientas que los miembros de la comunidad, los distritos de aire y demás partes interesadas pueden utilizar cuando desarrollan e implementan el Programa de Protección del Aire en la Comunidad. https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617
Comunidades en desventaja	Estas comunidades se identifican según criterios geográficos, socioeconómicos, de salud pública y de peligro medioambiental y pueden incluir, entre otros, lo siguiente: (1) áreas afectadas de manera desproporcionada por la contaminación ambiental y por otros peligros que pueden generar efectos negativos en la salud pública, exposición o degradación ambiental o (2) áreas con concentraciones de personas con bajos ingresos, alto desempleo, pocos propietarios de viviendas, cargas de renta elevadas, poblaciones vulnerables o niveles educativos bajos. Código de Salud y Seguridad de California §39711(a)

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Consejo Gobernante del Consejo de Recursos del Aire de California (Consejo Gobernante de CARB)	El Consejo Gobernante del Consejo de Recursos del Aire de California está compuesta por 16 miembros, de los cuales 12 son designados por el gobernador y confirmados por el Senado del Estado. Los 12 incluyen 5 que trabajan en los distritos de aire locales, 4 expertos en campos que desarrollan las normas de calidad del aire, 2 miembros del público y 1, el presidente, que es el único miembro de tiempo completo. Los otros 4 miembros incluyen 2 que representan a las comunidades de justicia ambiental (1 designado por el Senado y otro, por la Asamblea) y 2 miembros sin derecho a voto designados para la supervisión legislativa, 1 del Senado y otro de la Asamblea.
Contaminantes del aire de criterio	Contaminantes del aire para los que se pueden determinar niveles aceptables y para los que se debe establecer un estándar de calidad del aire ambiental. Los ejemplos incluyen lo siguiente: ozono, monóxido de carbono, dióxido de nitrógeno, dióxido de azufre, materia particulada 10 y materia particulada 2.5.
Contaminantes tóxicos del aire	Un contaminante del aire, que se identifica según las regulaciones de CARB, que puede provocar o contribuir al aumento de muertes o enfermedades graves, o que puede generar un peligro en la actualidad o a futuro para la salud de los seres humanos. Los efectos en la salud de los contaminantes tóxicos del aire pueden ocurrir a niveles extremadamente bajos y, por lo general, es difícil identificar niveles de exposición que no produzcan efectos adversos para la salud.
Control de calidad	El control de calidad es un conjunto de procedimientos de rutina para verificar la calidad de los datos y garantizar que los objetivos de calidad de estos se cumplan, al mismo tiempo que se lleva a cabo el monitoreo.
Detección remota	El uso de instrumentos que se pueden implementar en plataformas terrestres, aéreas o espaciales, que miden la radiación emitida o reflejada a fin de recopilar información acerca de las concentraciones de contaminantes en el aire y de las condiciones meteorológicas.
Distrito de aire	Un distrito de control de la contaminación del aire, de gestión de la calidad del aire o de recursos del aire ubicado en California.
Efecto crónico en la salud	Un efecto en la salud que se produce en un período relativamente largo (p. ej., en meses o años).

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Efecto grave en la salud	Un efecto en la salud que se produce en un período relativamente corto (p. ej., en minutos u horas). El término se utiliza para describir exposiciones y efectos breves que aparecen de inmediato luego de la exposición.
Estándar de calidad del aire	El nivel establecido de un contaminante en el aire exterior que no se debe superar en un período específico, a fin de proteger la salud pública. Es establecido por el gobierno estatal y el gobierno federal.
Evaluación estatal	Un documento desarrollado por el personal del Consejo de Recursos del Aire de California (<i>California Air Resources Board</i> , CARB) con el fin de resumir la información de la comunidad, como también los resultados de las evaluaciones de los distritos de aire o de la evaluación estatal de CARB para cada comunidad recomendada al Consejo Gobernante de CARB para consideración para el despliegue del monitoreo del aire en la comunidad y/o el desarrollo de programas de reducción de emisiones en la comunidad. La evaluación estatal proporciona una descripción general de la información utilizada para presentarle las recomendaciones del personal a el Consejo Gobernante de CARB.
Fuentes de áreas extendidas	Fuentes de contaminación en las cuales las emisiones se esparcen en un área amplia como, por ejemplo, productos del consumidor, chimeneas, polvo en la carretera y trabajos agrícolas. Las fuentes de áreas extendidas no incluyen las fuentes móviles ni las fuentes fijas.
Fuentes estacionarias	Fuentes que no son móviles, como plantas de energía, refinerías y fábricas, que emiten contaminantes del aire.
Fuentes móviles	Fuentes de contaminación del aire como automóviles, motocicletas, camiones, vehículos todoterreno, embarcaciones y aviones.
Gases de efecto invernadero (<i>Greenhouse gases</i> , GHG)	Los gases atmosféricos, como dióxido de carbono, metano, clorofluorocarbonos, óxido nitroso, ozono y vapor de agua, que demoran el paso del calor que se vuelve a irradiar a través de la atmósfera terrestre.

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TÉRMINO (SIGLA)	DESCRIPCIÓN
Impactos acumulativos	<p>Las exposiciones o los efectos ambientales o de salud pública de las emisiones y las descargas combinadas, en un área geográfica, que incluyen la contaminación ambiental de todas las fuentes, ya sea única o múltiple, rutinaria, accidental o emitida de algún otro modo. En los impactos se tendrán en cuenta las poblaciones vulnerables y los factores socioeconómicos, según sea necesario y en la medida en la que los datos estén disponibles. Los altos efectos acumulativos que aborda el programa de protección del aire de la comunidad son aquellos relacionados con las emisiones de contaminantes del aire de criterio y contaminantes del aire tóxicos.</p> <p>https://oehha.ca.gov/calenviroscreen/report/cumulative-impacts-building-scientific-foundation-report</p>
Indicadores de calidad de los datos	<p>Los indicadores de calidad de los datos incluyen una serie de métricas utilizadas para asegurarse de que los datos cumplan con los estándares de calidad definidos en el nivel establecido de seguridad que sea adecuado para alcanzar los objetivos de monitoreo del aire. Los ejemplos están enumerados en la Tabla E-1.</p>
Inventario de emisiones	<p>Un cálculo de la cantidad de contaminantes liberados a la atmósfera a partir de categorías de fuentes móviles, de áreas extendidas y fijas provocadas por la actividad humana y de fuentes naturales. Las fuentes naturales de emisiones incluyen hidrocarburos biogénicos y geogénicos, polvo natural transportado por el viento y emisiones de incendios forestales. Las emisiones de una fuente en particular se calculan como una masa de contaminante emitido durante un período específico, como en toneladas por día o por año.</p>
Justicia ambiental	<p>El tratamiento justo de las personas de todas las razas e ingresos con respecto al desarrollo, la implementación y la aplicación de las leyes, reglamentaciones y políticas ambientales.</p>
Ley de Calidad Ambiental de California (<i>California Environmental Quality Act</i> , CEQA)	<p>Una ley de California que establece un proceso para que las agencias públicas tomen decisiones informadas sobre las aprobaciones discrecionales de proyectos. El proceso ayuda a las personas encargadas de tomar decisiones a determinar si existe algún impacto ambiental relacionado con un proyecto propuesto. Exige que se eliminen o reduzcan los impactos ambientales relacionados con un proyecto propuesto y que se implementen medidas de mitigación de la calidad del aire.</p>

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Materia particulada	Cualquier material, excepto agua pura, que existe en estado sólido o líquido en la atmósfera. El tamaño de las partículas puede variar, desde partículas gruesas transportadas por el viento hasta partículas finas de la combustión de productos.
Materia particulada 2.5 (<i>particulate matter 2.5</i> , PM2.5)	Materia particulada que tiene un diámetro aerodinámico de 2.5 micrones o menos. Esta fracción de partículas penetra más profundamente en los pulmones.
Materia particulada 10 (<i>particulate matter 10</i> , PM10)	Materia particulada que tiene un diámetro aerodinámico de 10 micrones o inferior (alrededor de 1/7 del diámetro de un cabello humano). El tamaño pequeño les permite ingresar en los sacos de aire que se encuentran en las profundidades de los pulmones, donde pueden quedar depositados y producir efectos negativos para la salud. Las PM10 también causan reducción de la visibilidad.
Materia particulada de diésel	El material sólido en el escape diésel. Por lo general, las partículas de diésel están compuestas de partículas de carbono (“hollín”, también llamado carbono negro) y varios compuestos orgánicos, incluidas más de 40 sustancias orgánicas cancerígenas. Más del 90 por ciento de las partículas de diésel tiene un diámetro inferior a 1 micrón; por lo tanto, es un subconjunto de partículas con un diámetro inferior a menos de 2.5 micrones. https://www.arb.ca.gov/research/diesel/diesel-health.htm
Medida de Control de Contaminantes Tóxicos Transmitidos en el Aire (<i>Airborne Toxic Control Measures</i> , ATCM).	Es una medida de control que adoptó el Consejo de Recursos del Aire de California, que reduce las emisiones de los contaminantes tóxicos del aire. Código de Salud y Seguridad de California §39666 y siguientes.
Mejor tecnología de control disponible para contaminantes tóxicos del aire (<i>best available control technology for toxic air contaminants</i> , T-BACT).	La técnica más efectiva para limitar o controlar las emisiones que se logró en la práctica o cualquier otra técnica para limitar o controlar las emisiones, incluyendo cambios en el proceso y equipo, que resultó ser tecnológicamente viable para una clase o categoría de fuente por el Director Ejecutivo del Consejo de Recursos del Aire de California o para el Funcionario de Control de la Contaminación del Aire de los distritos de aire.

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Mejor tecnología de readaptación disponible para el control de emisiones (<i>best available retrofit control technology</i> , BARCT)	Un límite de la emisión de aire que se aplica a las fuentes existentes y que se basa en el grado máximo de reducción que se puede lograr, teniendo en cuenta los impactos ambientales, energéticos y económicos según cada clase o categoría de fuente.
Mejor tecnología disponible para el control de emisiones (<i>best available control technology</i> , BACT).	Un estándar de tecnología de control utilizado en los programas de permisos previos a la construcción. El término se utiliza en el programa federal de permisos para la prevención del deterioro significativo, y su definición puede encontrarse en la Ley de Aire Limpio (<i>Clean Air Act</i>) y el Código de Reglamentos Federales (<i>Code of Federal Regulations</i>). Sin embargo, en California, con frecuencia se utiliza para describir los requisitos de tecnología de control en las reglas de revisión de fuentes nuevas. Por lo general, las definiciones utilizadas por los distritos de control de la contaminación del aire de California son equivalentes al requisito de revisión de fuentes nuevas federal para la tecnología de control, o bien más estrictas, y más parecidas a la definición de tasa de emisión mínima alcanzable utilizada en la Ley de Aire Limpio federal.
Monitoreo móvil	Una plataforma de medición equipada con instrumentos que pueden medir rápidamente las concentraciones de contaminantes en el aire mientras están en movimiento.
Objetivo basado en la proximidad	Objetivos mensurables incluidos en los programas de reducción de emisiones en la comunidad para reducir la exposición en ubicaciones de receptores sensibles que están expuestos a niveles elevados debido a su proximidad a las fuentes de emisiones.
Objetivos de calidad de los datos	Criterios de rendimiento y aceptación para monitorear los datos necesarios y, de esta manera, respaldar medidas y decisiones específicas.
Ozono	Un producto del proceso fotoquímico que incluye energía solar y precursores de ozono, como, por ejemplo, hidrocarburos y óxidos de nitrógeno. El ozono existe en la capa de ozono superior de la atmósfera (ozono estratosférico) y en la superficie terrestre de la tropósfera (ozono). El ozono en la tropósfera provoca muchos efectos adversos en la salud y es un contaminante del aire de criterio. Es un componente importante del esmog.

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Plan Marco para la Protección del Aire en la Comunidad (Plan Marco)	Un conjunto de elementos que están diseñados para cumplir con los requisitos del Proyecto de Ley de la Asamblea 617 para desarrollar una estrategia y un plan de monitoreo de aire estatales con el propósito de que sean evaluados por el Consejo de Recursos del Aire de California. Estos elementos incluyen el proceso para identificar a las comunidades afectadas, las estrategias estatales para reducir las emisiones de los contaminantes del aire de criterio y los contaminantes del aire tóxicos, como también los criterios propuestos para la implementación del monitoreo del aire en las comunidades, y el desarrollo y la implementación de los programas comunitarios de reducción de emisiones.
Programa de Protección del Aire en la Comunidad (Programa)	El programa establecido por el Consejo de Recursos del Aire de California para implementar los requisitos definidos en el Proyecto de Ley de la Asamblea 617.
Proyecto de Ley de la Asamblea 617	<p>El Proyecto de Ley de la Asamblea 617 se promulgó para reducir la exposición en las comunidades más afectadas por la contaminación del aire. Esta primera iniciativa estatal, única en su tipo, incluye el monitoreo del aire de la comunidad; programas de reducción de emisiones de la comunidad; nuevos requisitos para la adaptación acelerada de los controles de contaminación en fuentes industriales, mayores multas y mayor transparencia y disponibilidad de datos sobre la calidad y las emisiones del aire.</p> <p>El Proyecto de Ley de la Asamblea 617, Garcia, C., Capítulo 136, Estatutos de 2017, modificó el Código de Salud y Seguridad de California; enmendó § 40920.6, § 42400 y § 42402, y agregó §39607.1, § 40920.8, § 42411, § 42705.5 y § 44391.2.</p>
Proyectos ambientales suplementarios	<p>Proyectos comunitarios para mejorar la salud pública, reducir la contaminación, mejorar el cumplimiento ambiental y generar conciencia pública en los vecindarios más perjudicados por los daños ambientales, que se financian con una parte del pago de las sanciones recibidas durante la resolución de medidas de cumplimiento.</p> <p>https://www.arb.ca.gov/enf/seppolicy.htm</p>

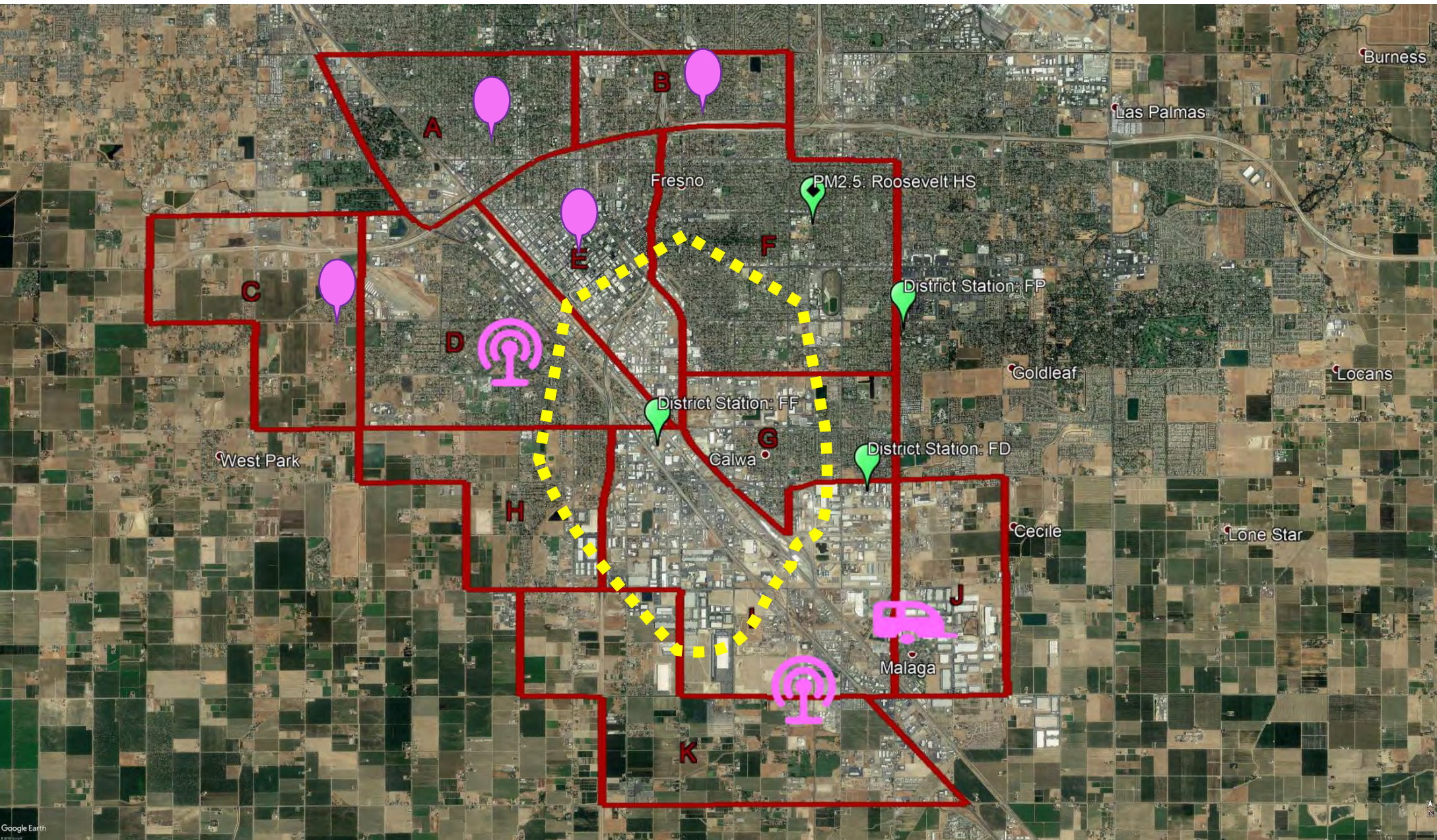
APÉNDICE I – GLOSARIO




TÉRMINO (SIGLA)	DESCRIPCIÓN
Receptores sensibles	Incluye hospitales, escuelas, guarderías y demás instituciones similares que el consejo del distrito de aire o el Consejo de Recursos del Aire de California puedan determinar. Código de Salud y Seguridad de California §42705.5(a)(5)
Sensor de aire	Un dispositivo que mide los contaminantes del aire en tiempo real o casi tiempo real. Por lo general, es un dispositivo portátil, de bajo costo y que necesita menos energía para funcionar en comparación con otros métodos para el monitoreo del aire. https://www.epa.gov/air-sensor-toolbox
Sistema de monitoreo perimetral	Un equipo de monitoreo del aire que mide y registra las concentraciones de contaminantes en el aire, en una fuente fija o cerca de ella, que puede ser útil para detectar o calcular las emisiones de contaminantes de la fuente, incluida la cantidad de emisiones fugitivas, y para respaldar las iniciativas de cumplimiento. Código de Salud y Seguridad de California §42705.5(a)(3)
Tóxicos del aire	Un término genérico que hace referencia a un químico o a un grupo de químicos dañinos que existe en el aire. Las sustancias que son especialmente dañinas para la salud, como las que figuran en el programa de contaminantes peligrosos del aire de la Agencia de Protección Ambiental de los Estados Unidos o en los programas de agentes tóxicos del aire del Proyecto de Ley de la Asamblea 1807 o del Proyecto de Ley de la Asamblea 2588 de California, se consideran agentes tóxicos del aire. Técnicamente, cualquier compuesto que se encuentre en el aire y que tenga el potencial de producir efectos adversos en la salud es un agente tóxico del aire.



Platform Capabilities for Initial Community Air Monitoring Network

Pollutants	Example Sources	Platform			
		Trailer (x1)	Van (x1)	Compact System (x2)	Stand Alone PM2.5 (x4)
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	
VOC Auto GC/MS	Industry, mobile	x			
Toxics	Industry, mobile	x	x		
Meteorology		x	x	x	

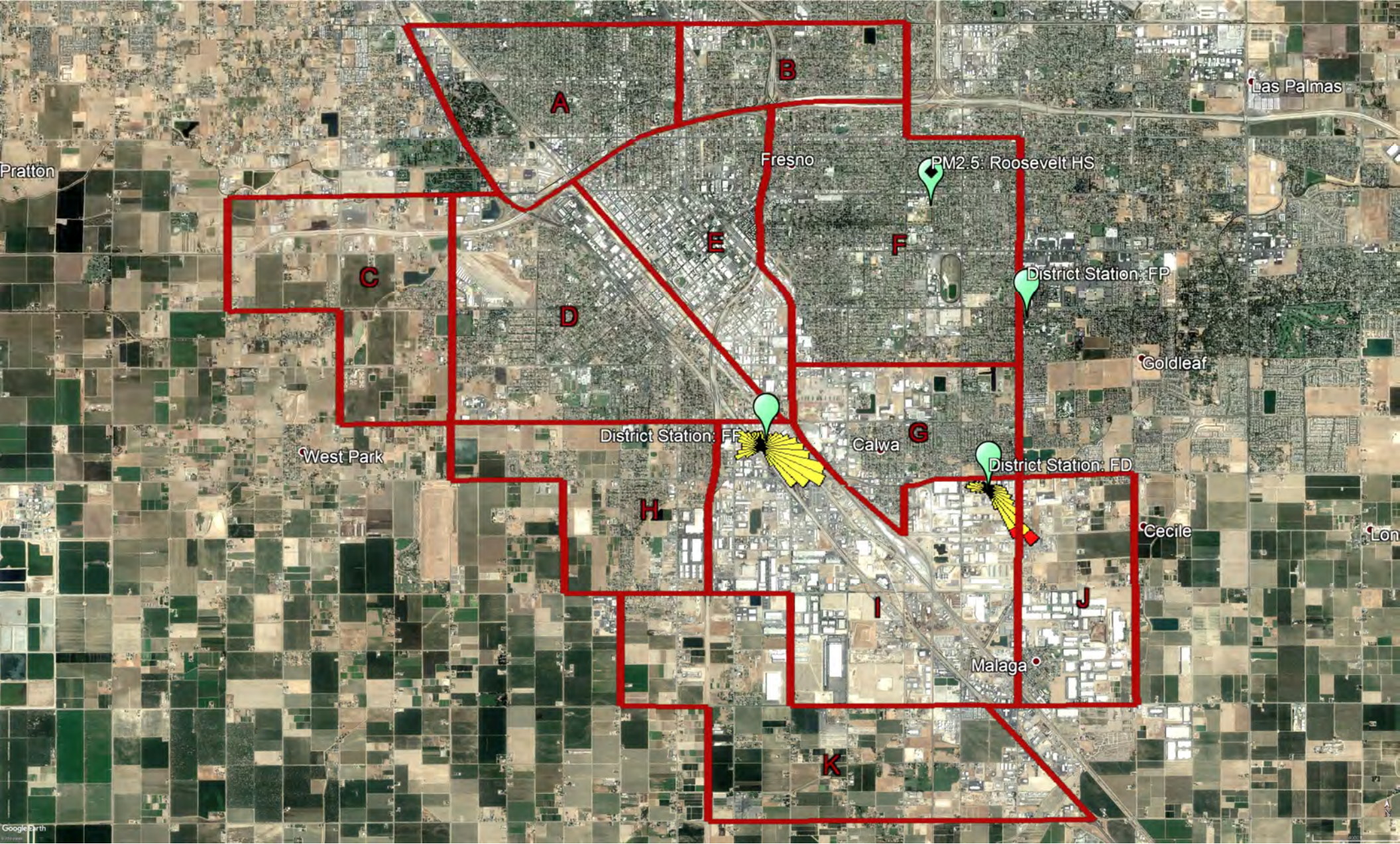
Recommended Locations of Current Resources



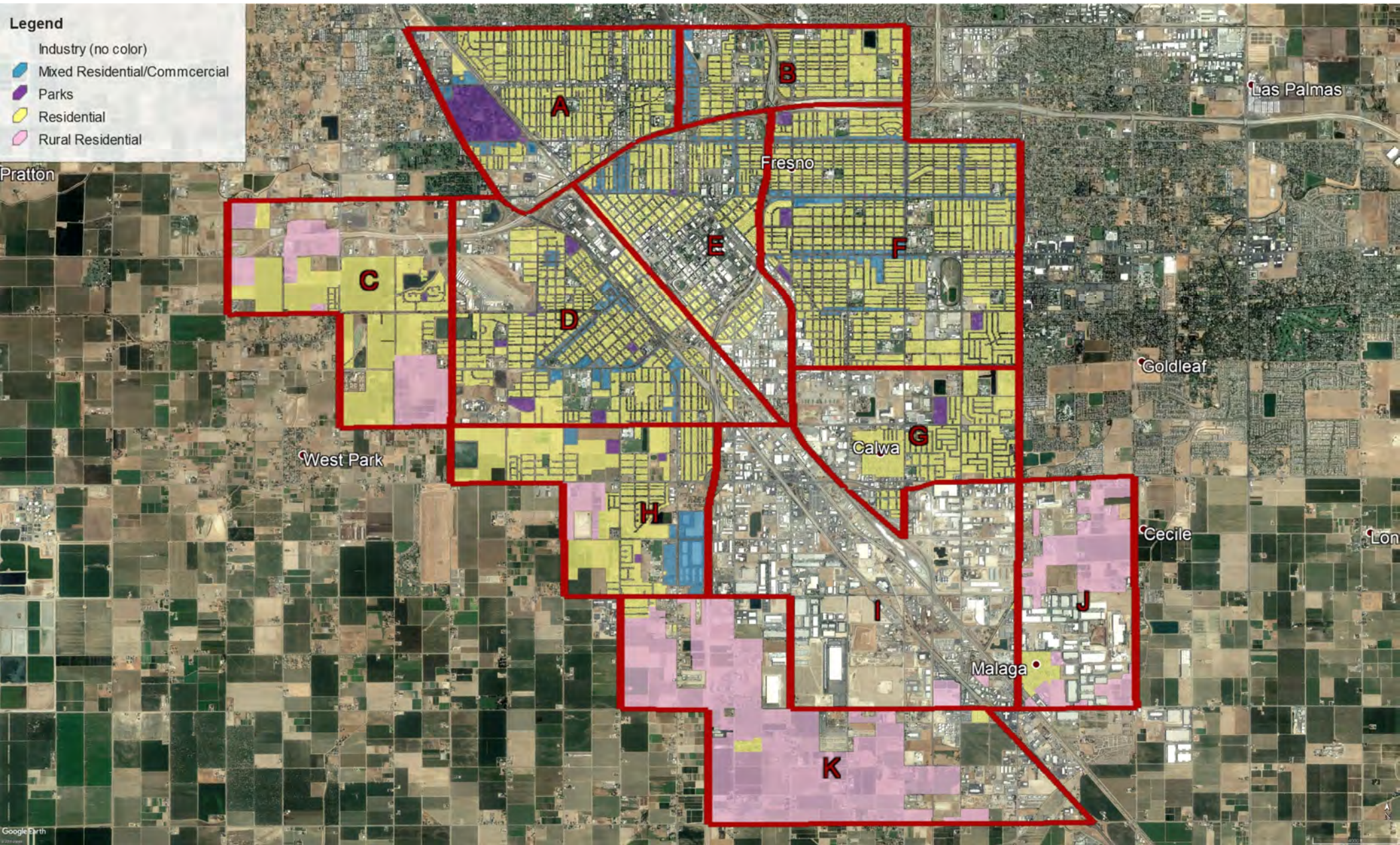
-  Stand-Alone PM2.5
-  Compact Air Monitoring System
-  Trailer

-  **Mobile Monitoring Van**
 - Drive on a regular schedule throughout entire boundary all year
 - Respond to community concerns
-  - Recommended focus route

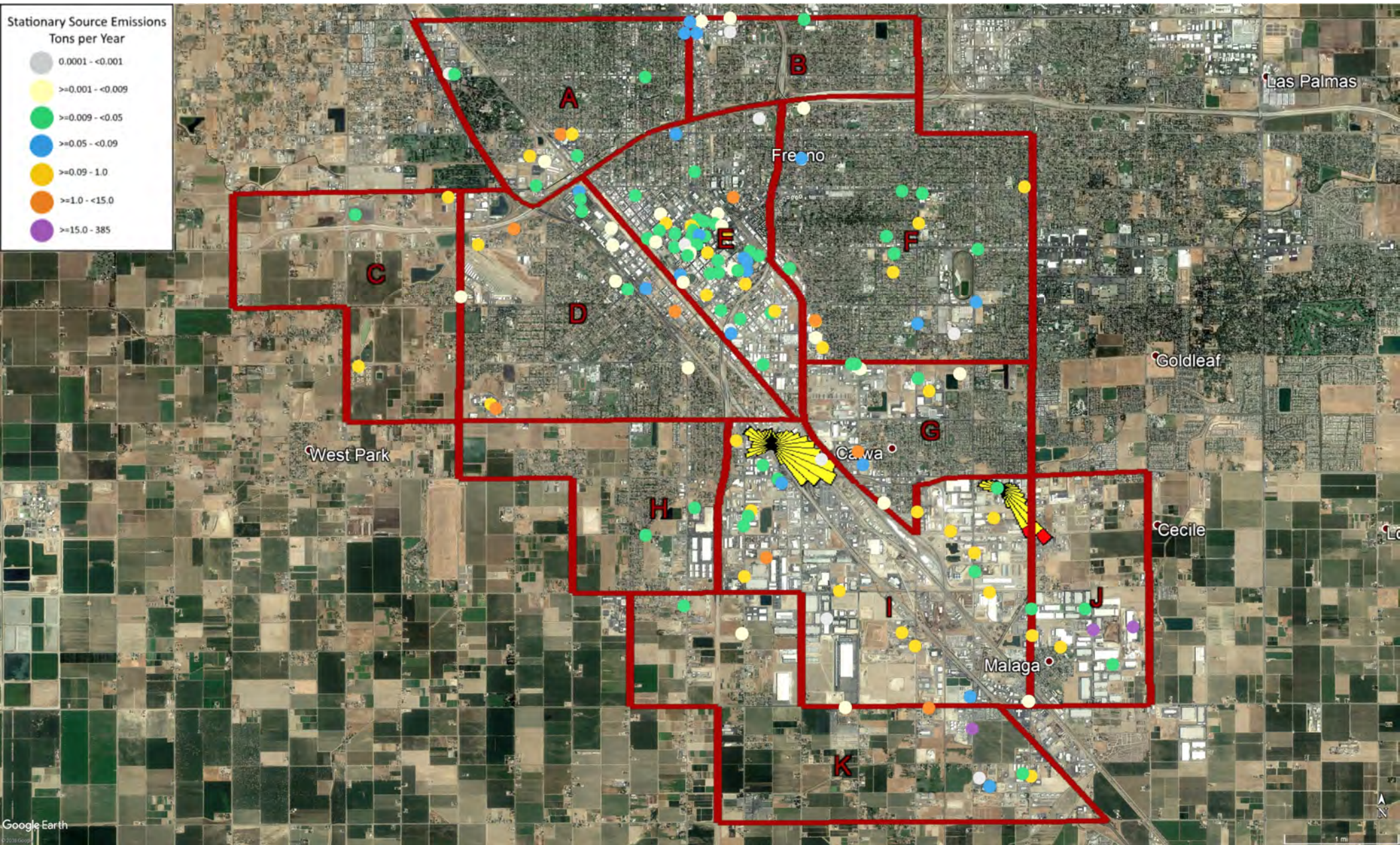
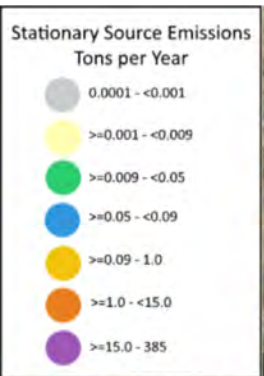
01 Current Monitoring



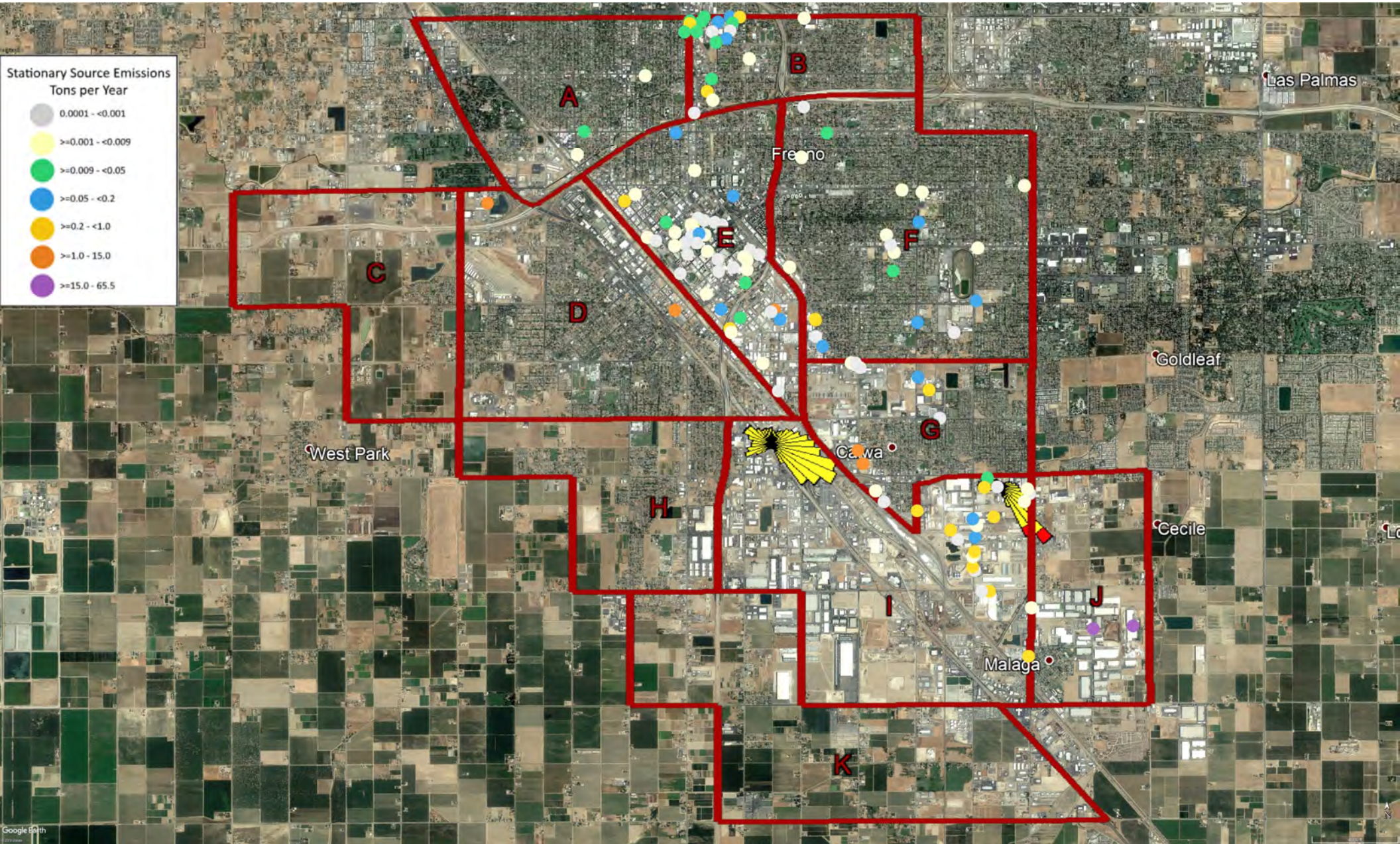
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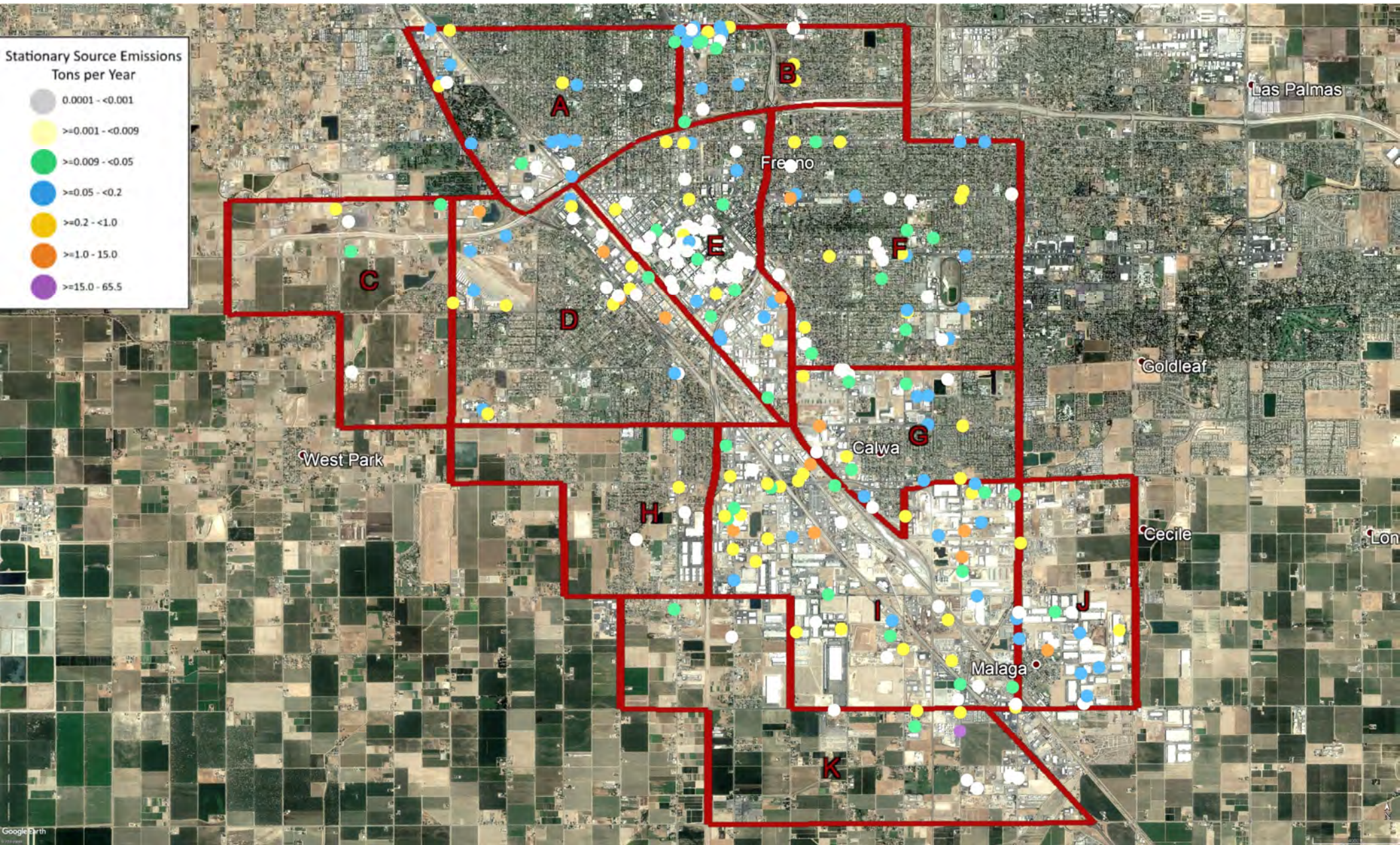
03 Stationary Source NOx



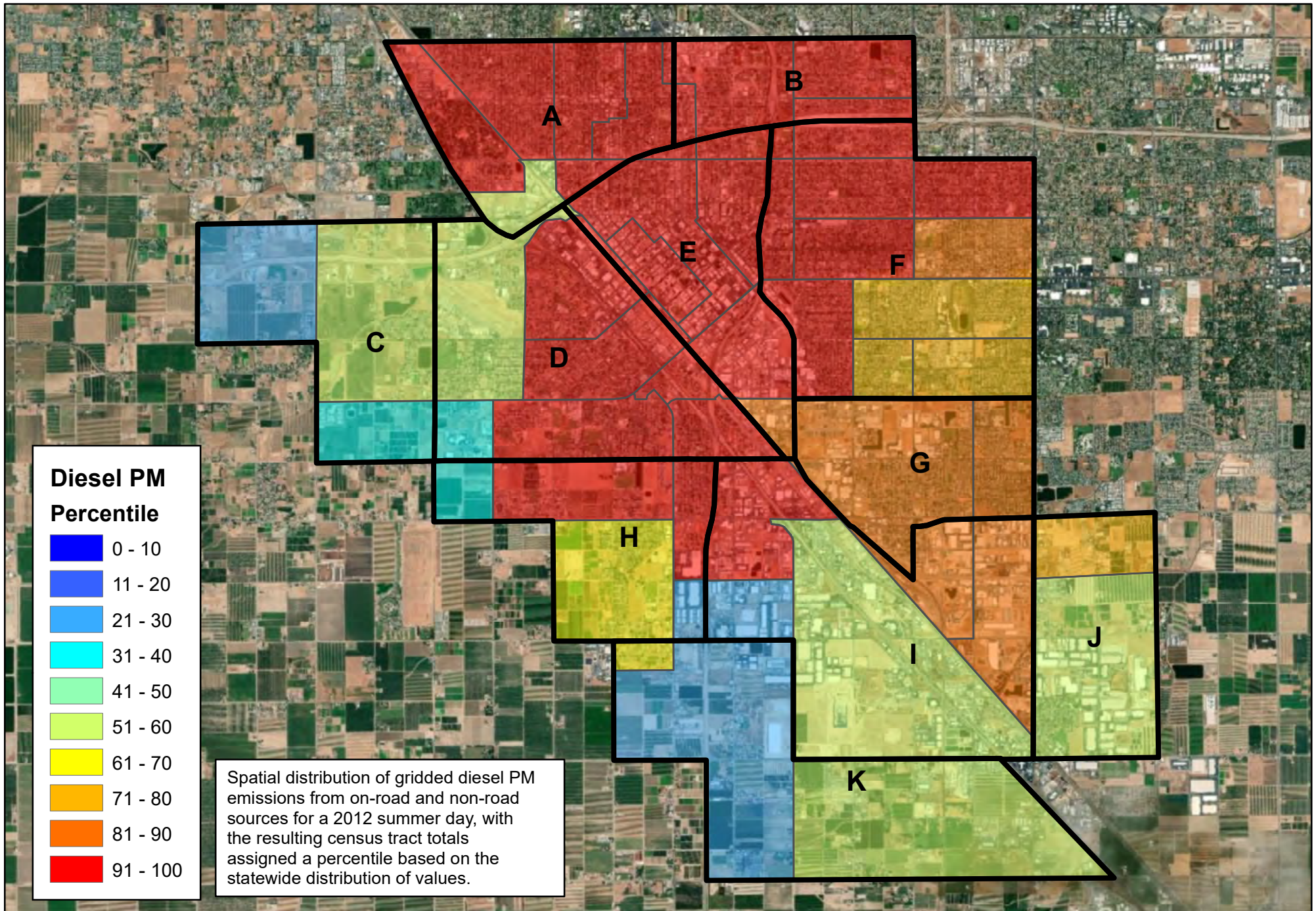
04 Stationary Source PM2.5



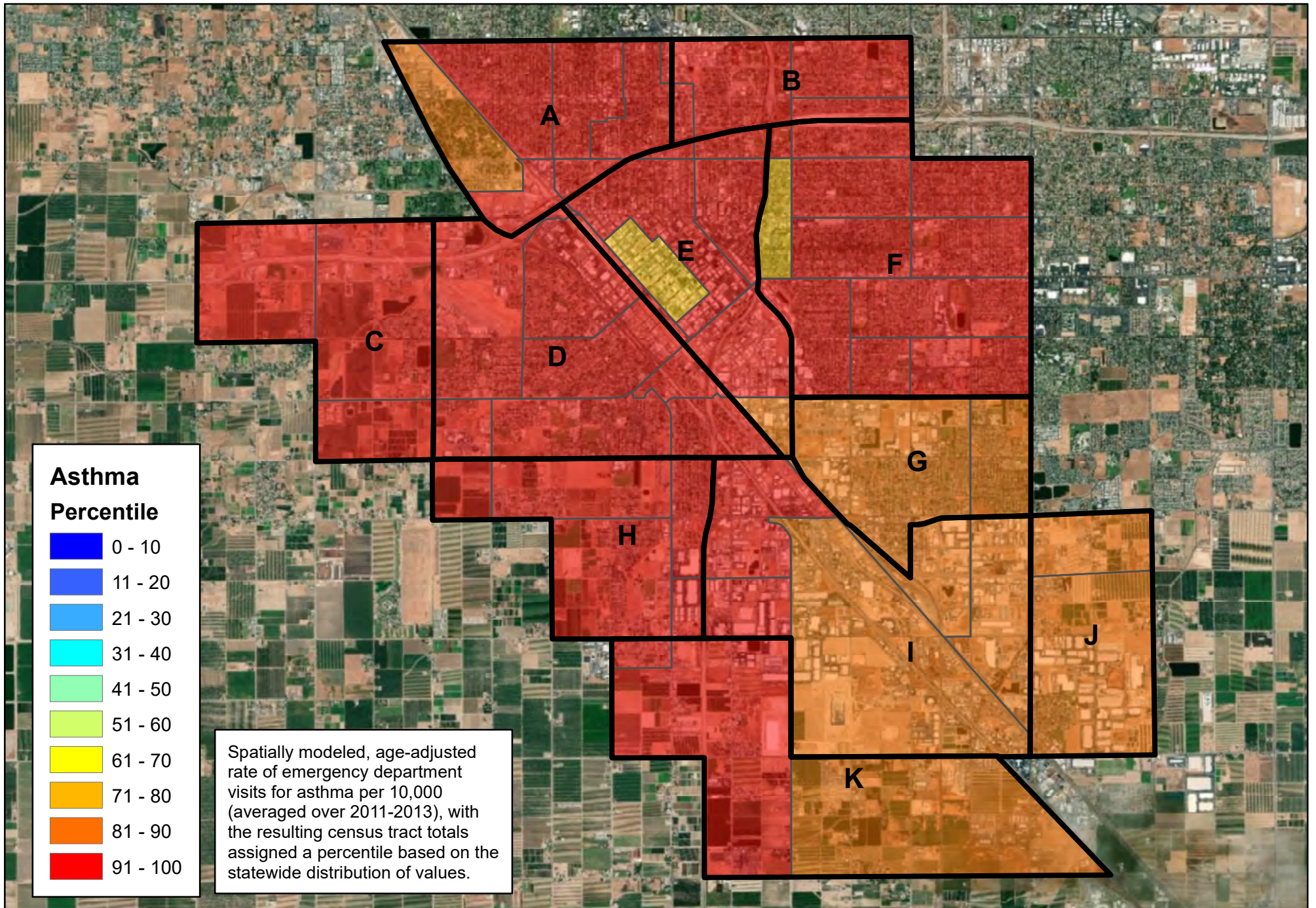
05 Stationary Source VOC



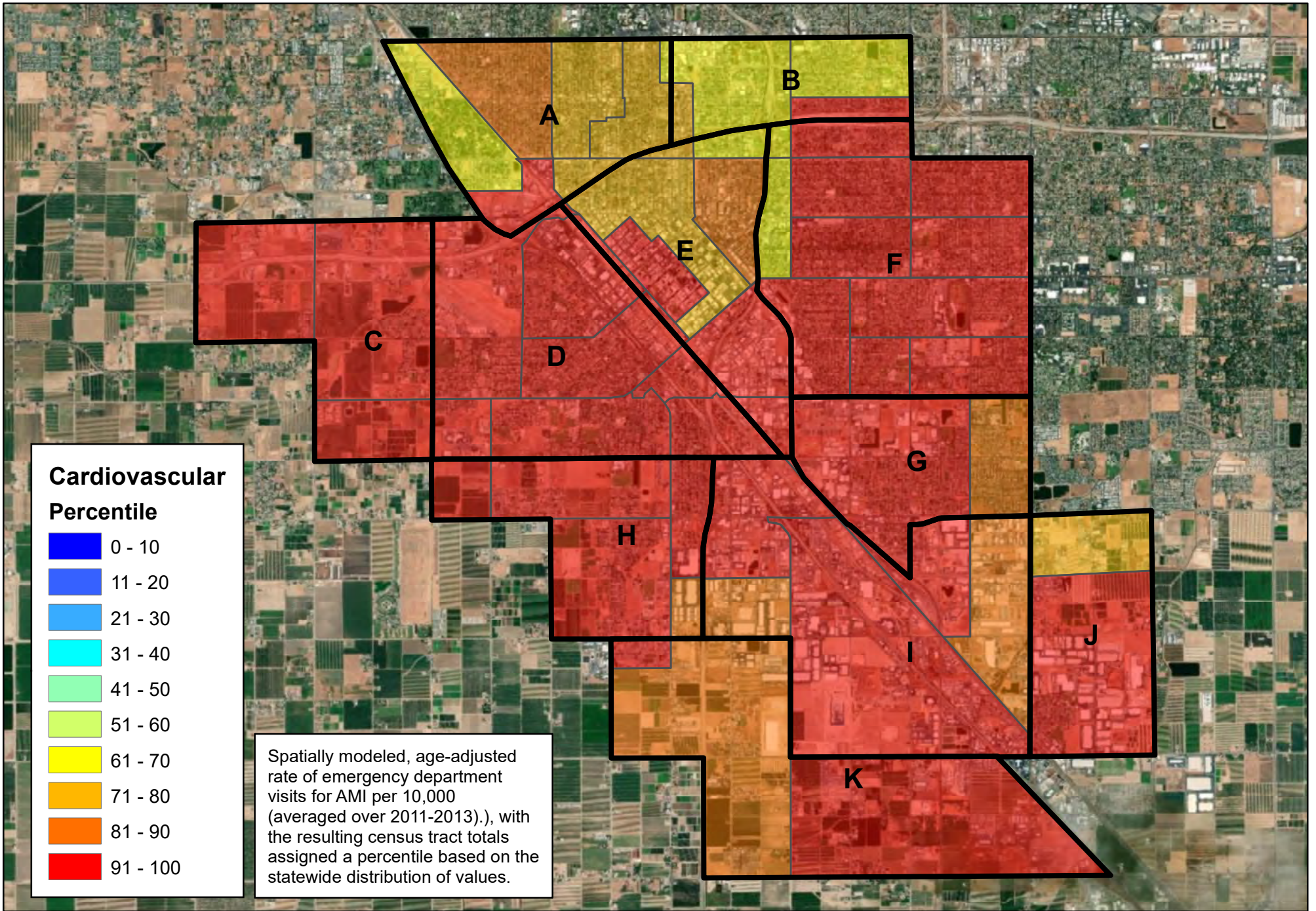
06 CalEnviroScreen 3.0 - Diesel PM Percentile



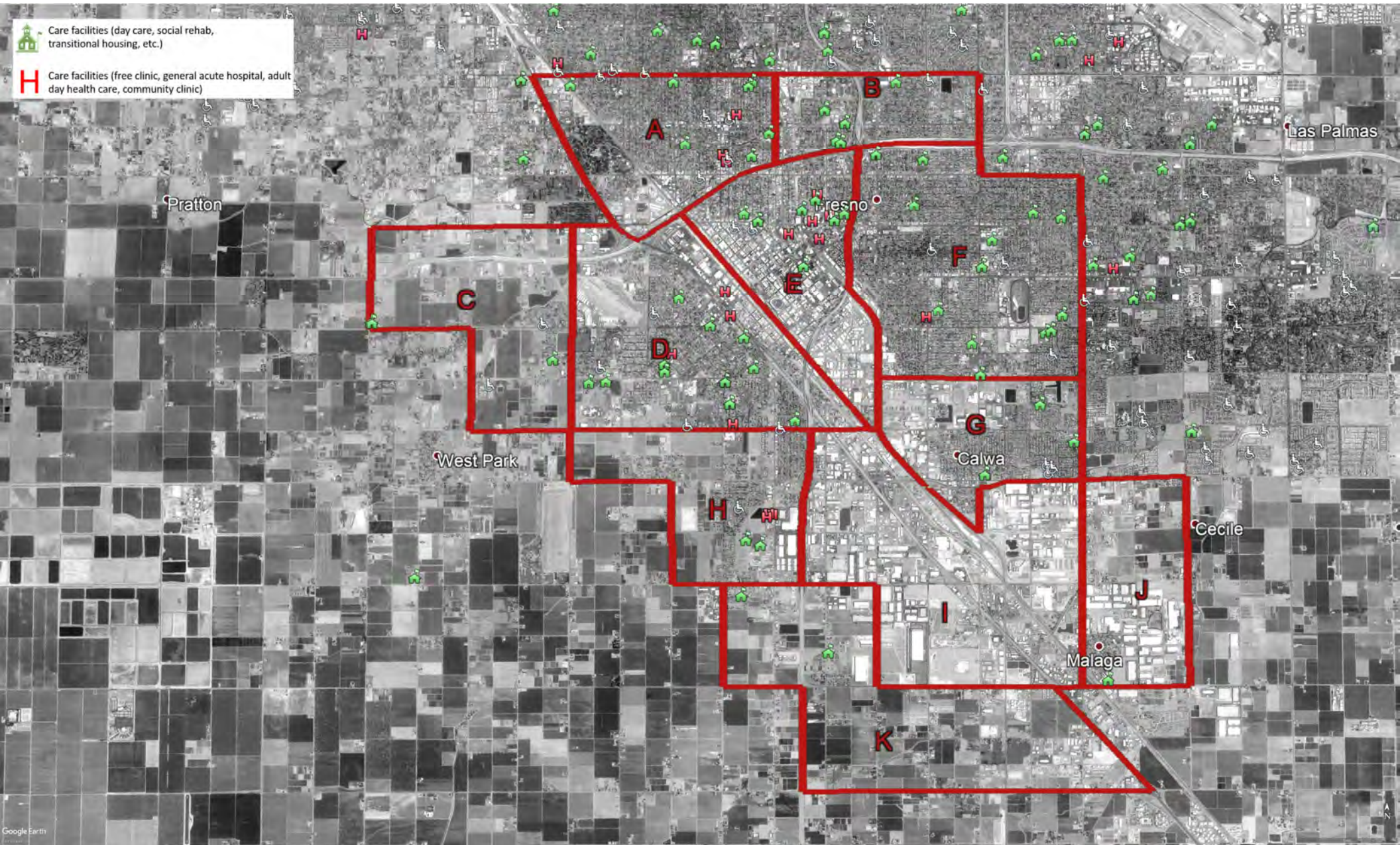
07 CalEnviroScreen 3.0 - Asthma Percentile



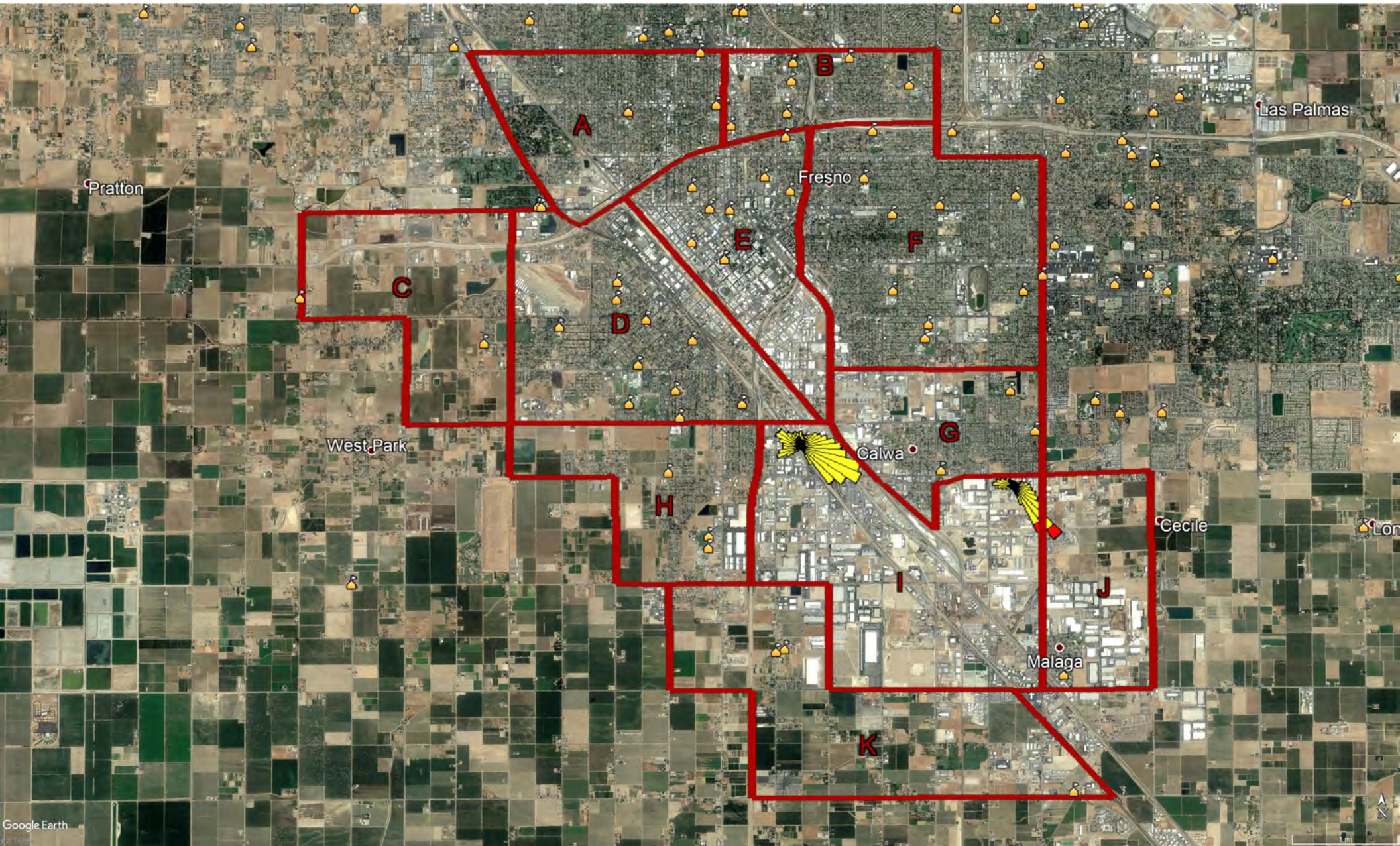
08 CalEnviroScreen 3.0 - Cardiovascular Percentile



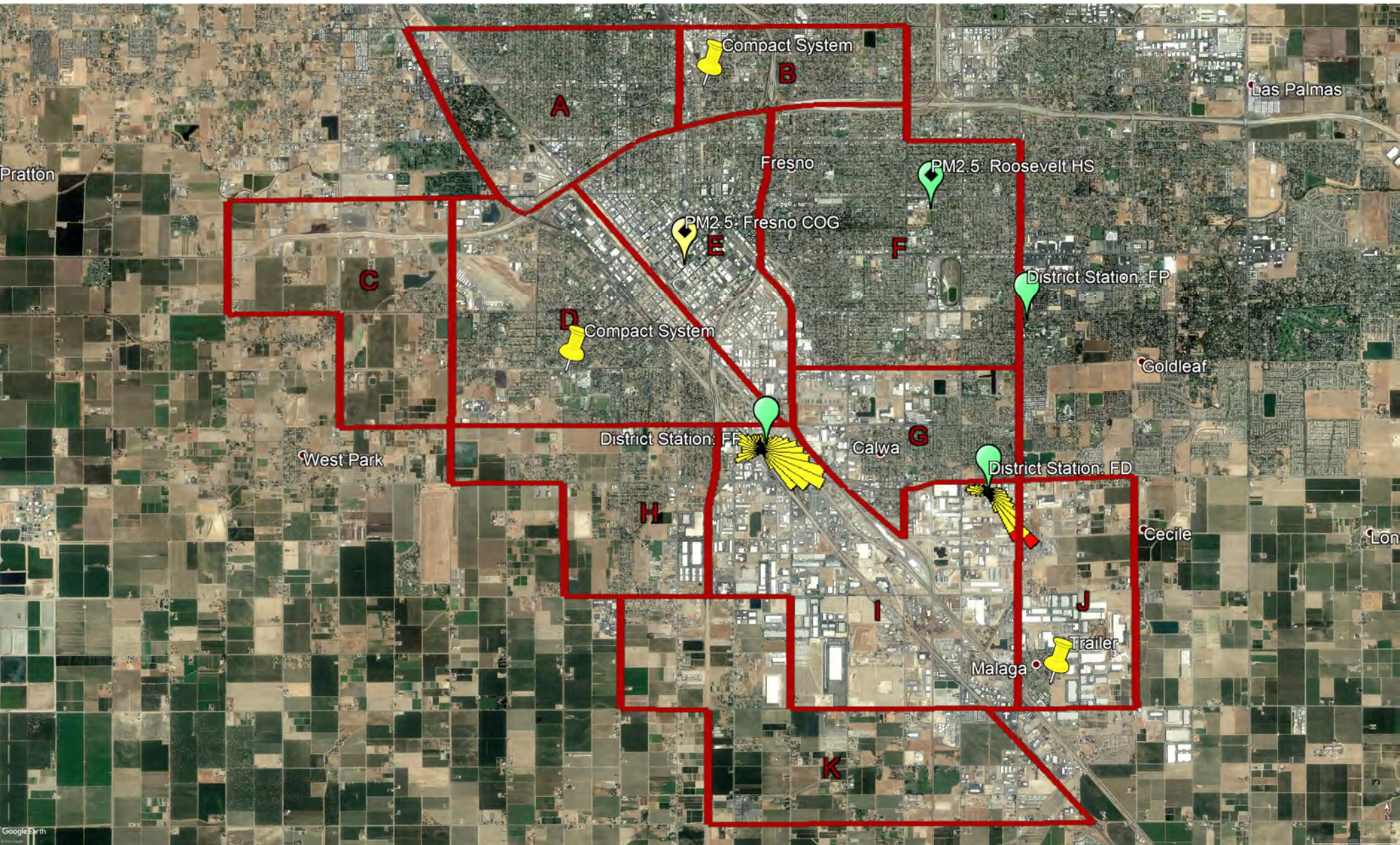
09 Care and Medical Facilities



09 Schools



10 Potential Network Design



A General Framework for Thinking about Air Monitoring

Some possible objectives of air monitoring:

- To determine where and when emissions are occurring.
- To determine which sources are primarily responsible for the air pollution.
- To track the progress of the Community Emissions Reduction Programs.
- To support public health research.
- To provide real-time air quality information so that community members can make informed choices and change their behavior to reduce exposure.
- To launch community awareness campaigns.
- To create a new regulatory system of air monitors (i.e. to produce data that could be used by local, state, and federal agencies to enforce regulations).
- *Other key objectives?*

Some critical questions to ask regarding air monitoring and air monitoring systems:

- What will be the duration of air monitoring? How long will the monitor be up and running? What goals or purpose does this decision support?
- What are the specific time periods that should be monitored (i.e. specific seasons, day vs. night, after certain events or scenarios occur, etc.).
- What data already exists and how is it being used?
- Where should monitoring take place? What areas have been ground-truthed? What are the areas of greatest concern?
- Where are sensitive populations located? How should that inform the air monitoring?
- What should the data produced by the monitoring system be used for? And how should it be shared with the public?
- How will the community be involved in the actual implementation of air monitoring?
- *Other key questions?*

Pensando en el Monitoreo de Aire

Algunos posibles objetivos de la monitorización del aire:

- Para determinar dónde y cuándo se producen las emisiones.
- Determinar qué fuentes son las principales responsables de la contaminación del aire.
- Para seguir el progreso de los Programas Comunitarios de Reducción de Emisiones.
- Para apoyar la investigación en salud pública.
- Proporcionar información en tiempo real sobre la calidad del aire para que los miembros de la comunidad puedan tomar decisiones informadas y cambiar su comportamiento para reducir la exposición.
- Lanzar campañas de información a la comunidad.
- Crear un nuevo sistema regulador de monitores de aire (es decir, para producir datos que puedan ser utilizados por agencias locales, estatales y federales para hacer cumplir las regulaciones).
- Otras preguntas?

Algunas preguntas críticas que se deben hacer con respecto a los sistemas de monitoreo de aire y monitoreo de aire:

- ¿Cuál será la duración del monitoreo del aire? ¿Cuánto tiempo estará el monitor en funcionamiento? ¿Qué metas o propósitos apoya esta decisión?
- Cuáles son los períodos de tiempo específicos que deben ser monitoreados (por ejemplo, estaciones específicas, día vs. noche, después de que ocurran ciertos eventos o escenarios, etc.).
- ¿Qué datos ya existen y cómo se utilizan?
- ¿Dónde debe tener lugar el monitoreo? ¿Qué áreas han sido verificadas en persona? ¿Cuáles son las áreas de mayor preocupación?
- ¿Dónde se encuentran las poblaciones sensibles? ¿Cómo debería informar eso al monitoreo del aire?
- ¿Para qué deben utilizarse los datos producidos por el sistema de monitoreo? ¿Y cómo debe compartirse con el público?
- ¿Cómo se involucrará la comunidad en la implementación del monitoreo del aire?
- Otras preguntas?

APPENDIX I. GLOSSARY

The glossary in Table I-1 is intended to clarify the terms used in this document; it does not contain official definitions to be used for other purposes. The California Air Resources Board’s Glossary webpage¹ also provides commonly used terms throughout our webpages and documents and may be used for additional terms not included in the list below.

Table I-1 Glossary of Terms for the Community Air Protection Program

TERM (ACRONYM)	DESCRIPTION
Acute health effect	A health effect that occurs over a relatively short period of time (e.g., minutes, hours). The term is used to describe brief exposures and effects which appear promptly after exposure.
Air district	An air pollution control district, air quality management district, or air resources district, located in California.
Air quality standard	The prescribed level of a pollutant in the outside air that should not be exceeded during a specific time period to protect public health. Established by both federal and State governments.
Air sensor	Device that measures air pollutants on a real-time or near real-time basis that is generally portable, low in cost, and can require less power than other air monitoring methods. https://www.epa.gov/air-sensor-toolbox
Air toxics	A generic term referring to a harmful chemical or group of chemicals in the air. Substances that are especially harmful to health, such as those considered under U.S. Environmental Protection Agency’s hazardous air pollutant program or California’s Assembly Bill 1807 and/or Assembly Bill 2588 air toxics programs, are considered to be air toxics. Technically, any compound that is in the air and has the potential to produce adverse health effects is an air toxic.
Airborne Toxic Control Measure (ATCM)	A control measure adopted by the California Air Resources Board that reduces emissions of toxic air contaminants. California Health and Safety Code § 39666 et seq.

¹ California Air Resources Board’s Glossary webpage: <https://ww2.arb.ca.gov/about/glossary>.

APPENDIX I – GLOSSARY

TERM (ACRONYM)	DESCRIPTION
Area-wide sources	Sources of pollution where the emissions are spread over a wide area, such as consumer products, fireplaces, road dust, and farming operations. Area-wide sources do not include mobile sources or stationary sources.
Assembly Bill 617	<p>Assembly Bill 617 was enacted to reduce exposure in communities most impacted by air pollution. This first-of-its-kind statewide effort includes: community air monitoring; community emissions reduction programs; new requirements for accelerated retrofit of pollution controls on industrial sources; increased penalty fees; and greater transparency and availability of air quality and emissions data.</p> <p>Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017, modified the California Health and Safety Code, amending § 40920.6, § 42400, and § 42402, and adding § 39607.1, § 40920.8, § 42411, § 42705.5, and § 44391.2</p>
Attainment area	A geographical area identified to have air quality as good as, or better than, the national and/or California ambient air quality standards. An area may be an attainment area for one pollutant and a nonattainment area for others.
Best available control technology (BACT)	A control technology standard used in preconstruction permit programs. The term is used in the federal prevention of significant deterioration permitting program with a definition found in the federal Clean Air Act and the Code of Federal Regulations. In California, however, it is often used to describe control technology requirements in new source review rules. Usually, definitions used by California air pollution control districts are equivalent to or even more stringent than the federal new source review requirement for control technology and more akin to the lowest achievable emission rate definition used in the federal Clean Air Act.
Best available control technology for toxic air contaminants (T-BACT)	The most effective emissions limitation or control technique which has been achieved in practice or any other emissions limitation or control technique, including process and equipment changes, found by the California Air Resources Board Executive Officer or Air Pollution Control Officer of the air districts to be technologically feasible for a class or category of source.
Best available retrofit control technology (BARCT)	An air emission limitation that applies to existing sources and is based on the maximum degree of reduction achievable, taking into account environmental, energy, and economic impacts by each class or category of source.

APPENDIX I – GLOSSARY

TERM (ACRONYM)	DESCRIPTION
CalEnviroScreen	Developed by the California Environmental Protection Agency and the Office of Environmental Health Hazard Assessment, CalEnviroScreen is a screening tool that is used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. https://oehha.ca.gov/calenviroscreen
California Air Pollution Control Officers Association (CAPCOA)	CAPCOA is an association of Air Pollution Control Officers representing all 35 local air quality agencies throughout California.
California Air Resources Board Governing Board (CARB Governing Board)	The Governing Board for the California Air Resources Board consists of 16 members, of which 12 members are appointed by the Governor and confirmed by the State Senate. The 12 members include 5 who serve on air districts, 4 experts in fields that shape air quality rules, 2 public members, and the Chair, who serves as the only full-time member. The other 4 members include 2 who represent environmental justice communities (1 appointed by the Senate and the other by the Assembly) and 2 non-voting members appointed for Legislative oversight, 1 each from the Senate and Assembly.
California Environmental Quality Act (CEQA)	A California law that sets forth a process for public agencies to make informed decisions on discretionary project approvals. The process aids decision-makers to determine whether any environmental impacts are associated with a proposed project. It requires environmental impacts associated with a proposed project to be eliminated or reduced and that air quality mitigation measures are implemented.
Chronic health effect	A health effect that occurs over a relatively long period of time (e.g., months, years).
Community Air Protection Program (Program)	The program established by the California Air Resources Board to implement the requirements set forth in Assembly Bill 617.
Community Air Protection Blueprint (Blueprint)	A set of elements designed to meet Assembly Bill 617's requirements to develop a statewide strategy and statewide air monitoring plan for the California Air Resources Board consideration. These elements include the process for identifying impacted communities, statewide strategies to reduce emissions of criteria air pollutants and toxic air contaminants, as well as proposed criteria for deployment of community air monitoring and development and implementation of community emissions reduction programs.

APPENDIX I – GLOSSARY

TERM (ACRONYM)	DESCRIPTION
Criteria air pollutants	Air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter 10 and particulate matter 2.5.
Cumulative impacts	The exposures, public health, or environmental effects from the combined emissions and discharges, in a geographic area, including environmental pollution from all sources, whether single or multi-media, routinely, accidentally, or otherwise released. Impacts will take into account sensitive populations and socio-economic factors, where applicable and to the extent data are available. The high cumulative impacts the Community Air Protection Program addresses are those related to emissions of criteria air pollutants and toxic air contaminants. https://oehha.ca.gov/calenviroscreen/report/cumulative-impacts-building-scientific-foundation-report
Data quality indicators	Data quality indicators include a variety of metrics used to ensure data will meet defined standards of quality at stated level of confidence appropriate to satisfy air monitoring objective(s). Examples are listed in Table E-1.
Data quality objectives	Performance and acceptance criteria of monitoring data needed to support specific actions or decisions.
Diesel particulate matter	The solid material in diesel exhaust. Diesel particulate matter is typically composed of carbon particles (“soot”, also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. More than 90 percent of diesel particulate matter is less than 1 micron in diameter, and thus is a subset of particulate matter less than 2.5 microns in diameter. https://www.arb.ca.gov/research/diesel/diesel-health.htm
Disadvantaged communities	These communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following: (1) areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation or (2) areas with concentrations of people that are of low-income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment. California Health and Safety Code § 39711(a)

APPENDIX I – GLOSSARY

TERM (ACRONYM)	DESCRIPTION
Emissions inventory	An estimate of the amount of pollutants emitted into the atmosphere from categories of mobile, area-wide, and stationary sources caused by human activity as well as from natural sources. Natural source emissions include biogenic hydrocarbons, geogenic hydrocarbons, natural wind-blown dust, and wildfire emissions. Emissions from a particular source are estimated as mass of a pollutant emitted over a specific period of time, such as a tons per day or tons per year.
Environmental justice	The fair treatment of people of all races and incomes with respect to development, implementation and enforcement of environmental laws, regulations, and policies.
Fence-line monitoring system	Air monitoring equipment that measures and records air pollutant concentrations at or adjacent to a stationary source that may be useful for detecting or estimating emissions of pollutants from the source, including the quantity of fugitive emissions, and in supporting enforcement efforts. California Health and Safety Code § 42705.5(a)(3)
Fiscal Year (FY)	A 12-month period during which revenue is earned and received, obligations are incurred, encumbrances are made, appropriations are expended, and for which other fiscal transactions are recognized. In California State government, the fiscal year begins July 1 and ends the following June 30. For example, if reference is made to the State's Fiscal Year 2017-2018, this is the time period beginning July 1, 2017 and ending June 30, 2018. http://www.ebudget.ca.gov/reference/GlossaryOfTerms.pdf
Greenhouse gases (GHG)	Atmospheric gases such as carbon dioxide, methane, chlorofluorocarbons, nitrous oxide, ozone, and water vapor that slow the passage of re-radiated heat through the Earth's atmosphere.
Mobile monitoring	A measurement platform equipped with instrumentation that can quickly measure air pollutant concentrations while in motion.
Mobile sources	Sources of air pollution such as automobiles, motorcycles, trucks, off-road vehicles, boats, and airplanes.
Nonattainment area	A geographic area identified by the U.S. Environmental Protection Agency and/or the California Air Resources Board as not meeting either the National Ambient Air Quality Standards or the California Ambient Air Quality Standards for a given pollutant.

APPENDIX I – GLOSSARY

TERM (ACRONYM)	DESCRIPTION
Ozone	A product of the photochemical process involving the sun's energy and ozone precursors, such as hydrocarbons and oxides of nitrogen. Ozone exists in the upper atmosphere ozone layer (stratospheric ozone) as well as at the Earth's surface in the troposphere (ozone). Ozone in the troposphere causes numerous adverse health effects and is a criteria air pollutant. It is a major component of smog.
Particulate matter	Any material, except pure water, that exists in the solid or liquid state in the atmosphere. The size of particulate matter can vary from coarse, wind-blown dust particles to fine particle combustion products.
Particulate matter 10 (PM10)	Particulate matter 10 microns or less in aerodynamic diameter (about 1/7 the diameter of a single human hair). Their small size allows them to make their way to the air sacs deep within the lungs where they may be deposited and result in adverse health effects. PM10 also causes visibility reduction.
Particulate matter 2.5 (PM2.5)	Particulate matter 2.5 microns or less in aerodynamic diameter. This fraction of particulate matter penetrates most deeply into the lungs.
Proximity-based goal	Measurable goals included in community emissions reduction programs to reduce exposure at sensitive receptor locations that are exposed to elevated levels because of their proximity to emissions sources.
Remote sensing	The use of instrumentation that may be deployed on ground-based, airborne, or spaceborne platforms that measures reflected or emitted radiation to collect information about air pollutant concentrations and meteorological conditions.
Resource Center	The California Air Resources Board's online repository that houses tools for community members, air districts, and other stakeholders to use when developing and implementing the Community Air Protection Program. https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program
Sensitive receptors	Includes hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine. California Health and Safety Code § 42705.5(a)(5)
Source attribution	An assessment identifying the contributing sources or categories of sources, including, but not limited to, stationary and mobile sources, and an estimate of their relative contribution to elevated exposure to air pollution in impacted communities.

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TERM (ACRONYM)	DESCRIPTION
Statewide assessment	A document developed by California Air Resources Board (CARB) staff to summarize community information as well as air district and/or CARB statewide assessment outcomes for each community that is recommended to the CARB Governing Board for consideration for deployment of community air monitoring and/or the development of community emissions reduction programs. The statewide assessment provides an overview of the information used to make the staff's recommendation to the CARB Governing Board.
Stationary sources	Non-mobile sources such as power plants, refineries, and manufacturing facilities which emit air pollutants.
Supplemental Environmental Projects	Community-based projects to improve public health, reduce pollution, increase environmental compliance, and bring public awareness to neighborhoods most burdened by environmental harm that are funded from a portion of the penalties received during settlement of enforcement actions. https://www.arb.ca.gov/enf/seppolicy.htm
Toxic air contaminants	An air pollutant, identified in regulation by CARB, which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health. Health effects of toxic air contaminants may occur at extremely low levels and it is typically difficult to identify levels of exposure that do not produce adverse health effects.
Quality assurance	An integrated program used to document and provide confidence that data quality requirements will be fulfilled.
Quality control	Quality control is a set of routine procedures used to verify the quality of data and ensure that data quality objectives are being met while monitoring is underway.

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	
VOC Auto GC/MS	Industry, mobile	x	x		
Toxics	Industry, mobile	x	x		
Meteorology		x	x	x	

Glossary

PM2.5	Particulate Matter of 2.5 microns or less
Black Carbon	Primarily from diesel particulate matter
NO, NO2, NOx	Oxides of Nitrogen (precursor to PM2.5, Ozone)
CO	Carbon Monoxide
Ozone	Regional, formed from VOC and NOx
SO2, H2S	Sulfur Dioxide, Hydrogen Sulfide
VOC (BTEX)	Volatile Organic Compounds (Benzene, Toluene, Ethylene, Xylene)
VOC Auto GC/MS	Other non BTEX Volatile Organic Compounds
Toxics	Many different compounds that can cause harmful health effects
Meteorology	Wind speed, wind direction, temperature, humidity

Community Air Monitoring Network Design Worksheet

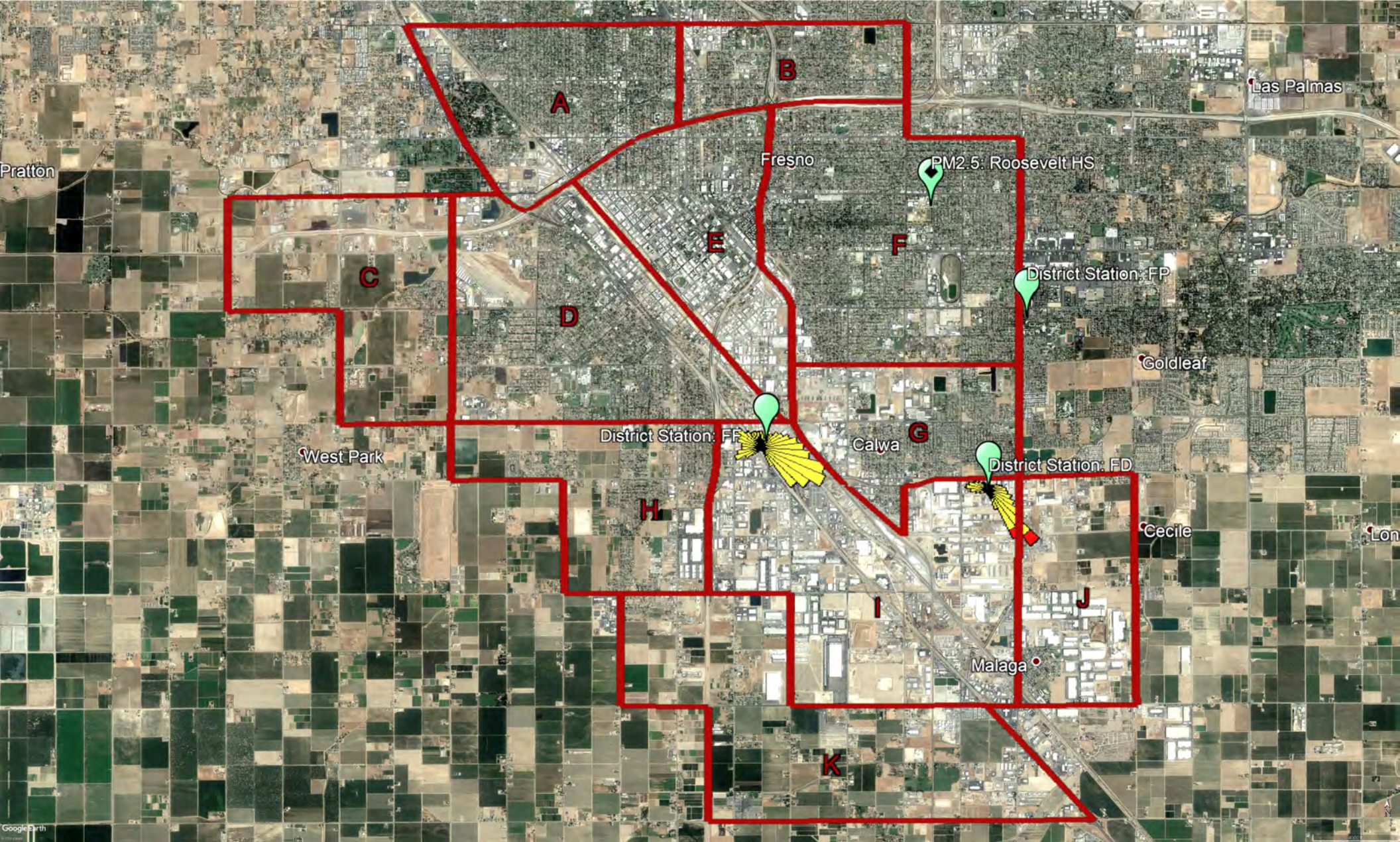
Full-sized Trailer = select top 2 air monitoring zones as your highest priority areas

Compact System = select top 3 air monitoring zones as your highest priority areas

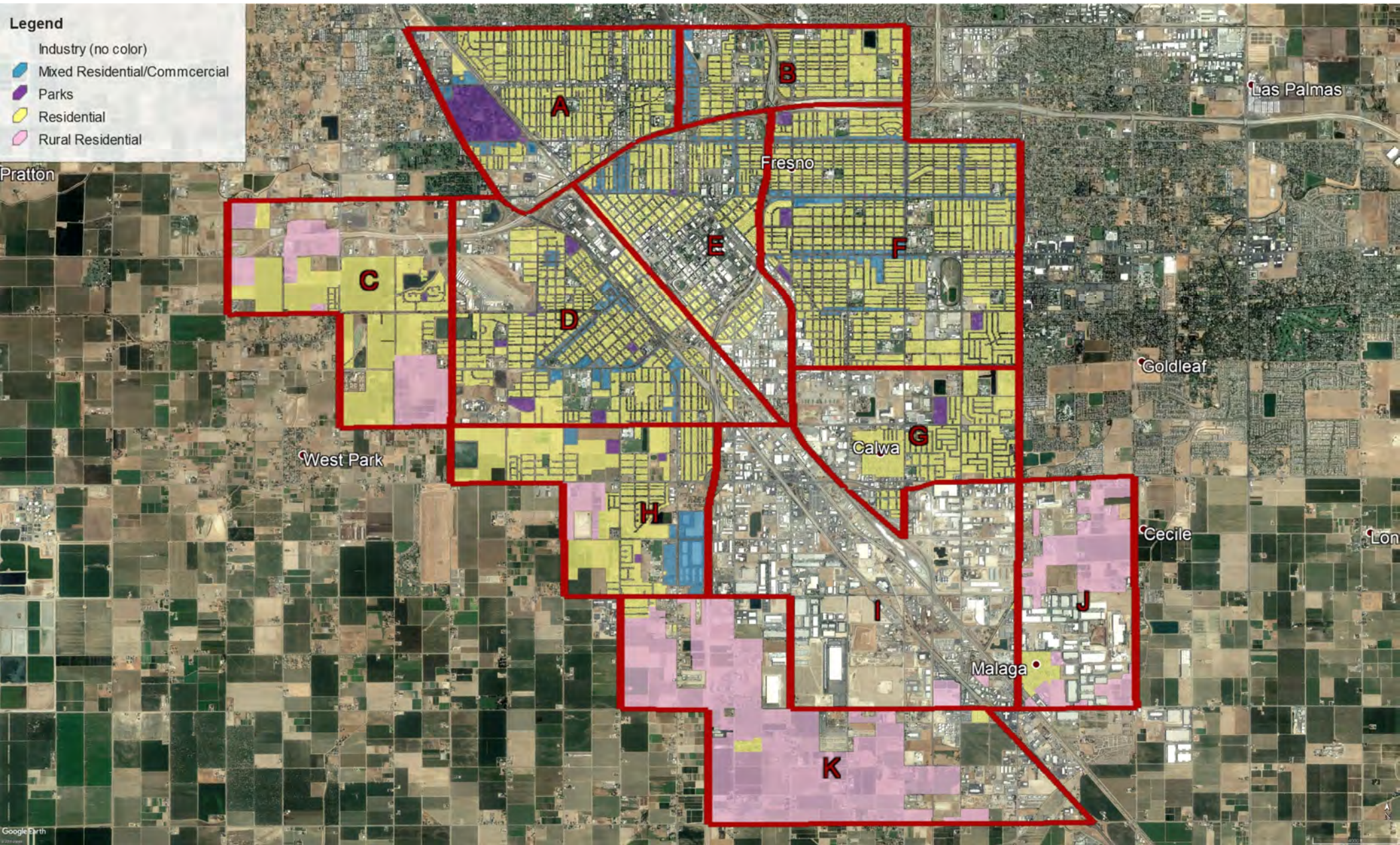
PM2.5 Stand Alone = select 4 air monitoring zones as your highest priority areas

Community Air Monitoring Zone	Full-Sized Trailer Priority (select 2)	Compact System (select 3)	PM2.5 Stand Alone (select 4)	Other (explain pollutant, type of monitor, reason)
A				
B				
C				
D				
E				
F				
G				
H				
I				
J				
K				

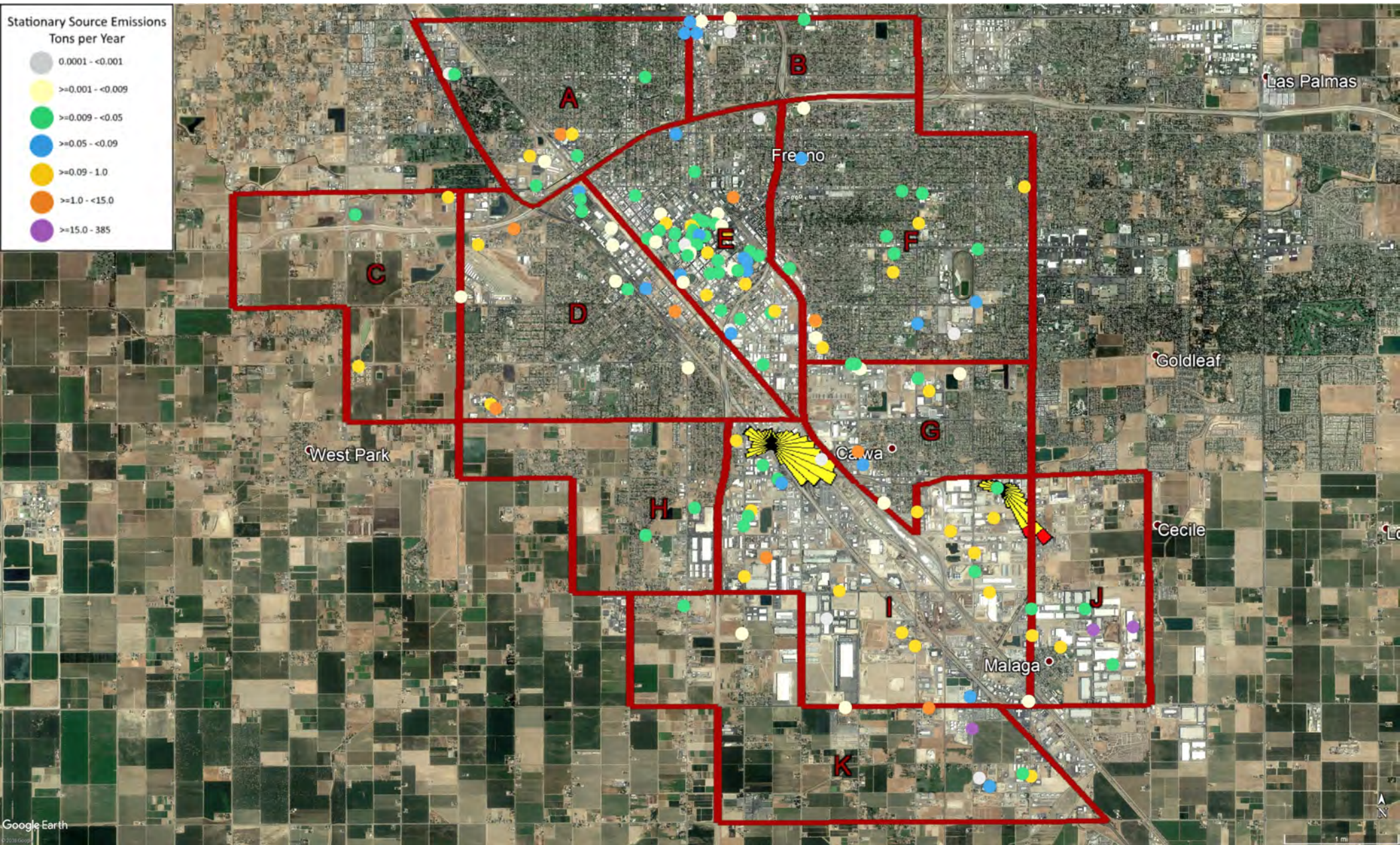
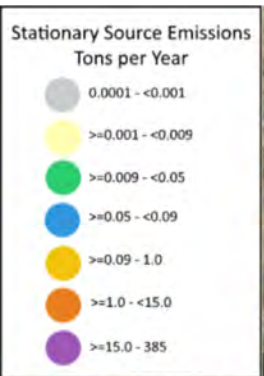
01 Monitores Actuales



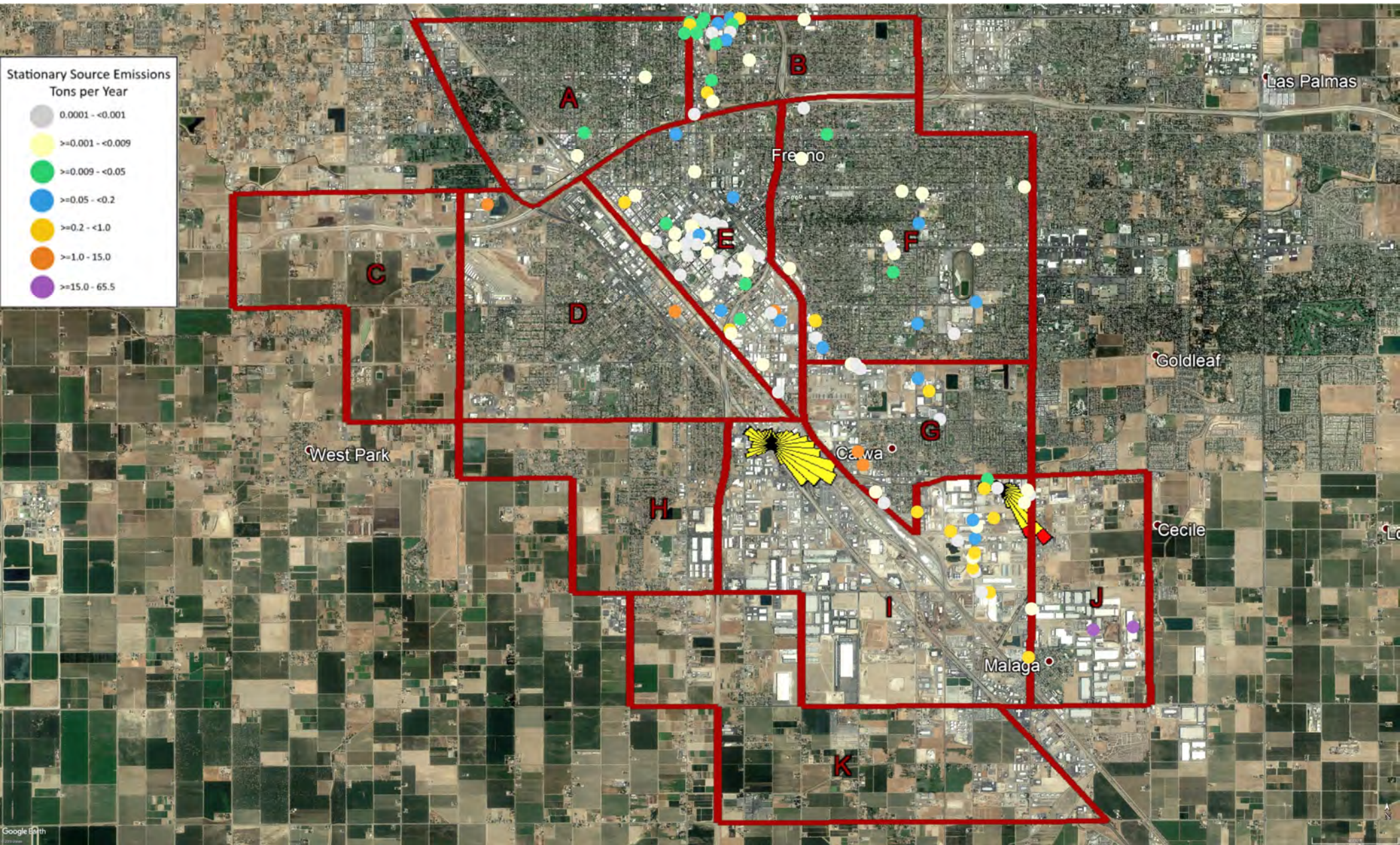
02 Uso del Suelo



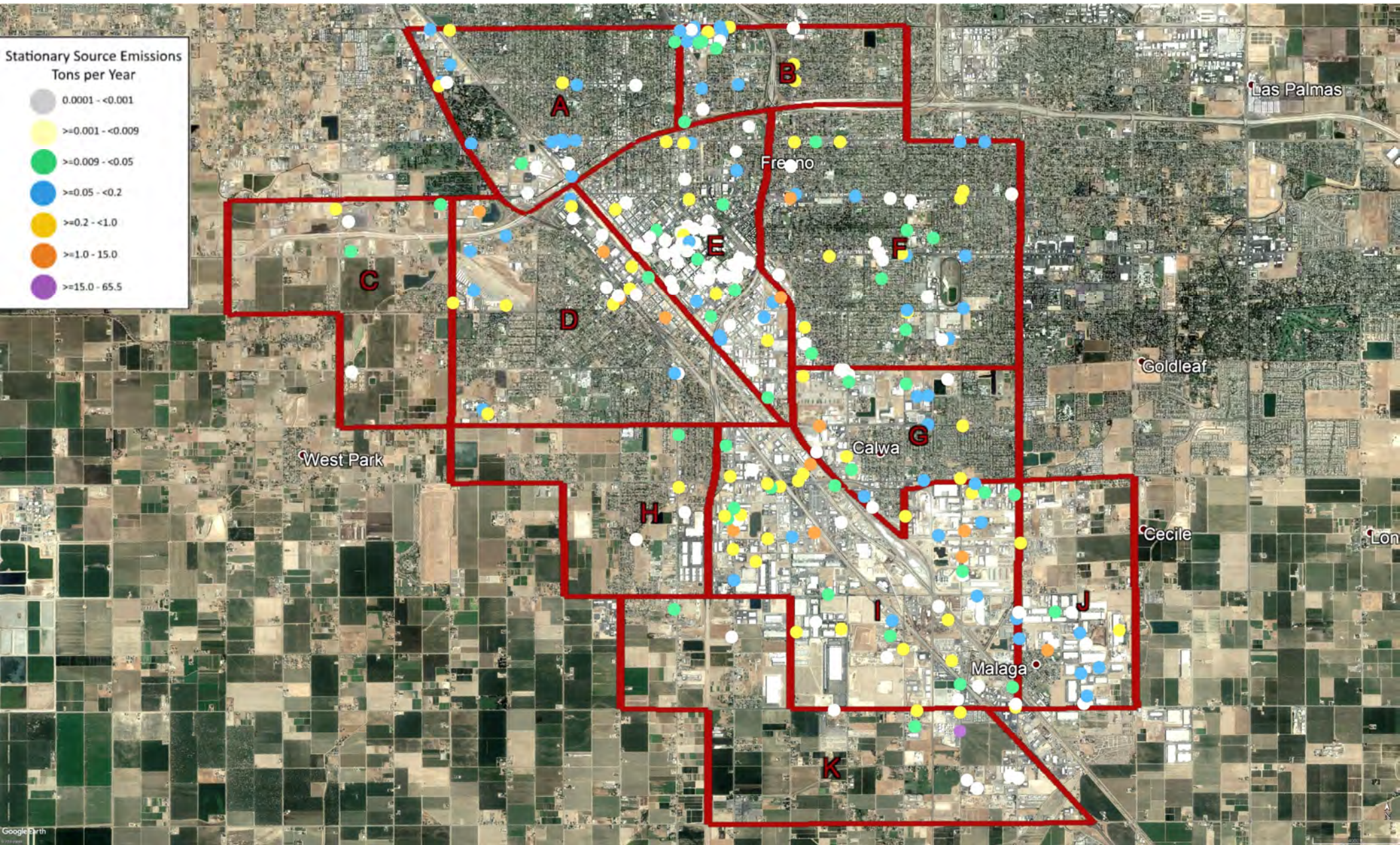
03 Emisiones de Fuentes Estacionarias NOx



04 Emisiones de Fuentes Estacionarias PM2.5



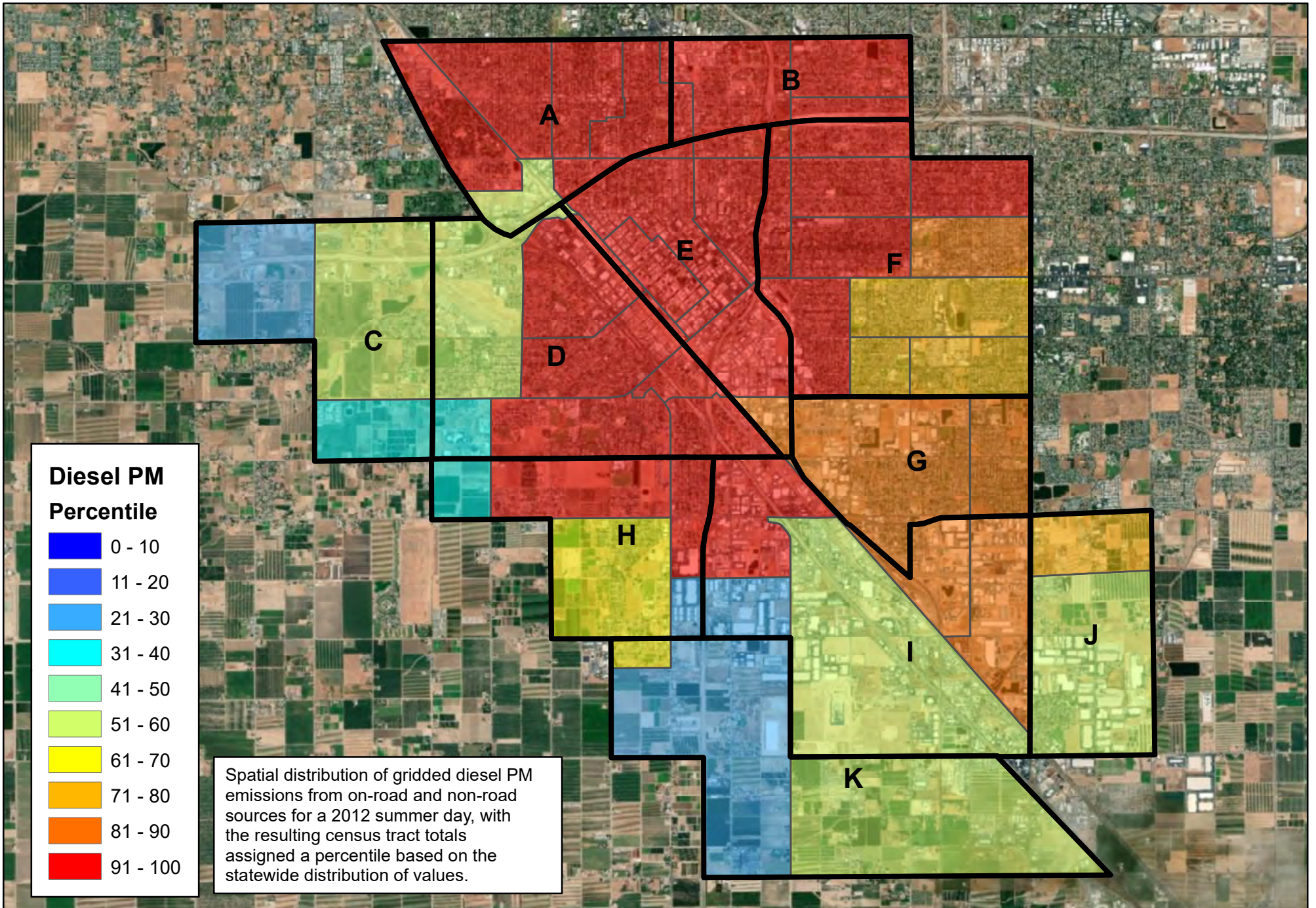
05 Emisiones de Fuentes Estacionarias VOC



PERCENTIL DE PM DE DIESEL

Distribución espacial de emisiones de PM de diesel cuadrículado de fuentes en carretera y fuera de carretera para un día de verano de 2012, con los totales resultantes de las zonas censales asignado un percentil basado en la distribución de valores a nivel estatal.

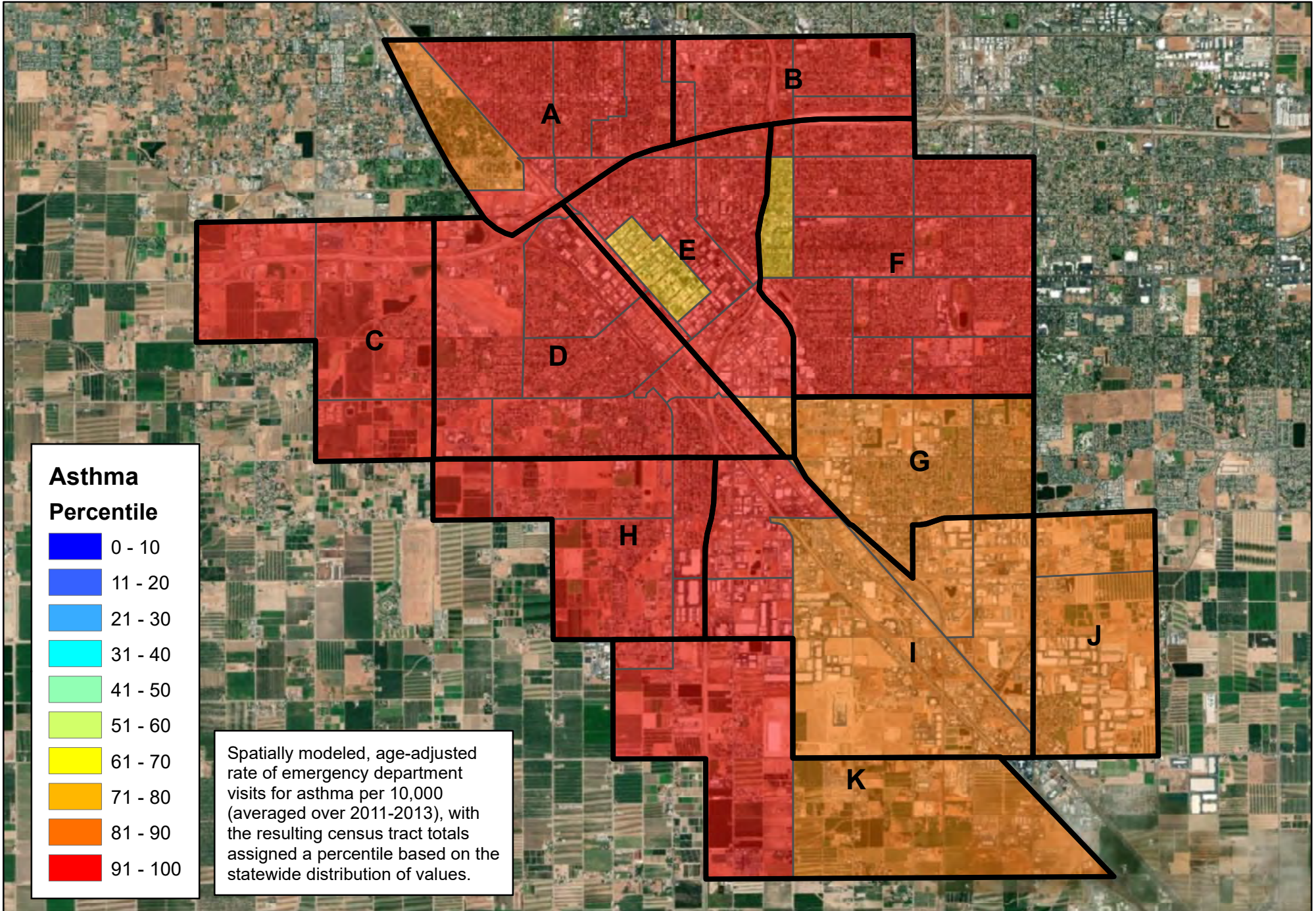
06 CalEnviroScreen 3.0 - Diesel Percentile



PERCENTIL DE ASMA

Modelo espacial, tasa ajustada por edad de visitas de servicio de urgencias de asma por 10,000 (promediado a lo largo de 2011-2013), con los totales resultantes de las zonas censales asignado un percentil basado en la distribución de valores a nivel estatal.

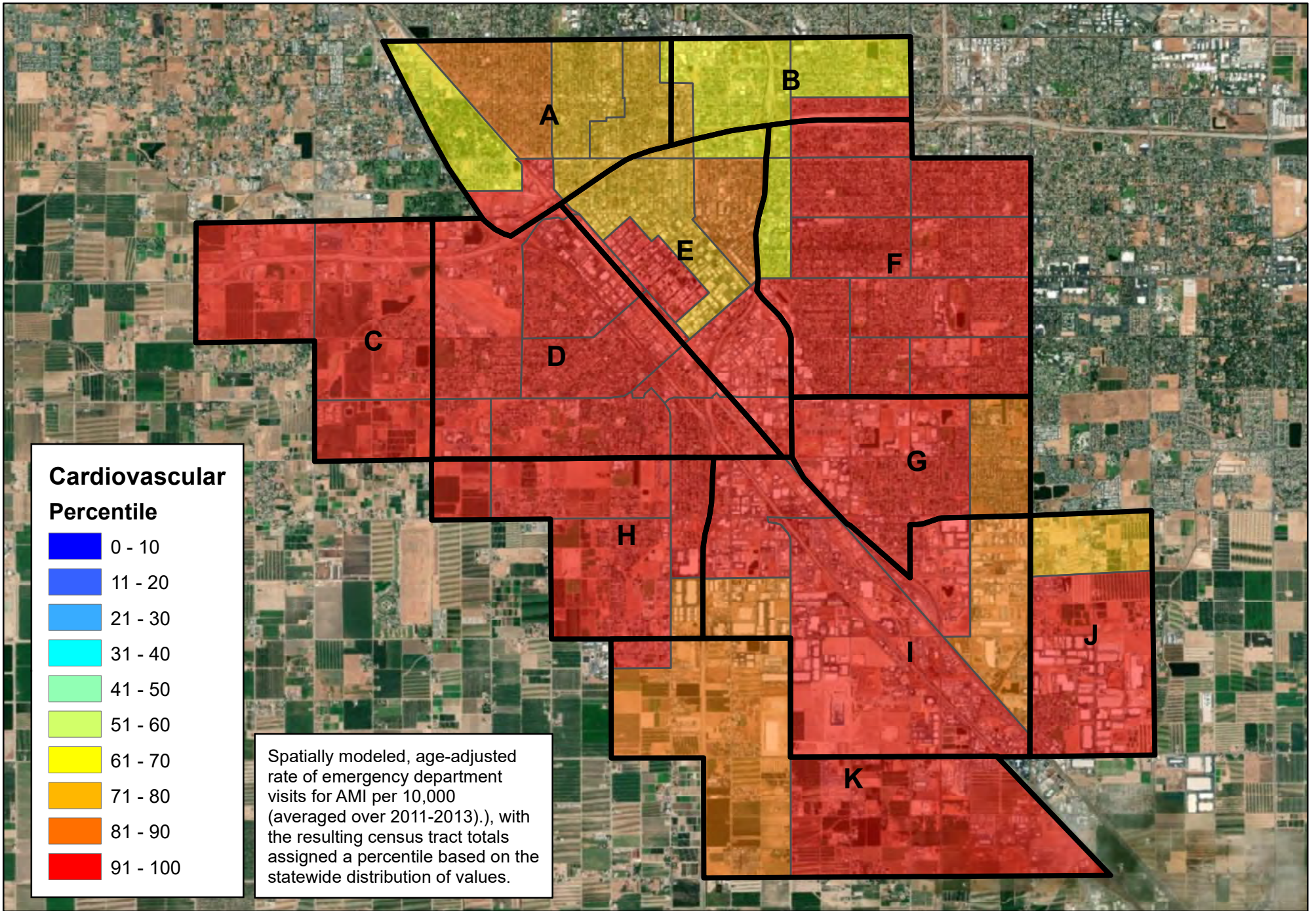
07 CalEnviroScreen 3.0 - Asthma Percentile



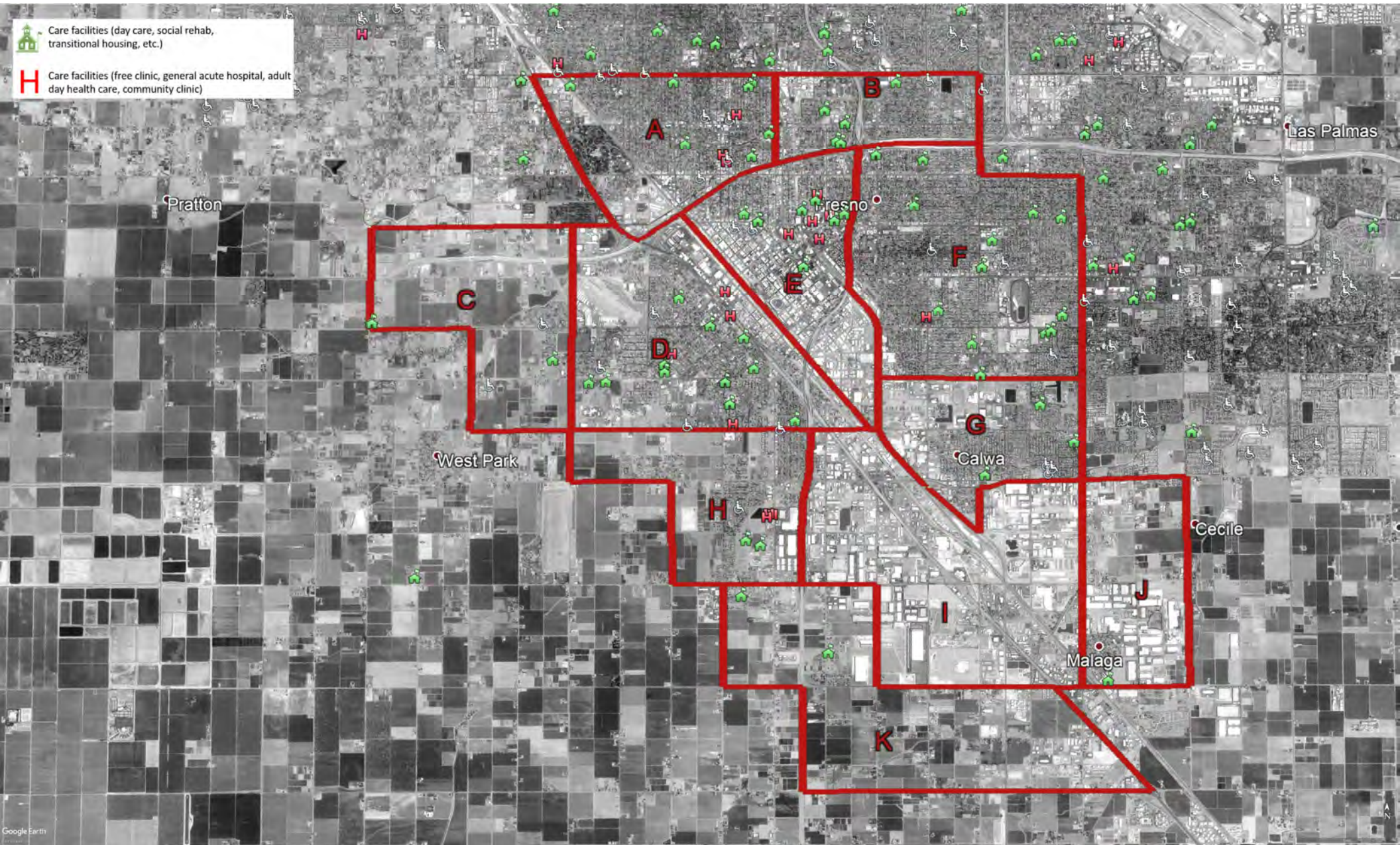
PERCENTIL CARDIOVASCULAR

Modelo espacial, tasa ajustada por edad de visitas de servicio de urgencias por AMI por 10,000 (promediado en 2011-2013), con los totales resultantes de las zonas censales asignado un percentil basado en la distribución de valores a nivel estatal.

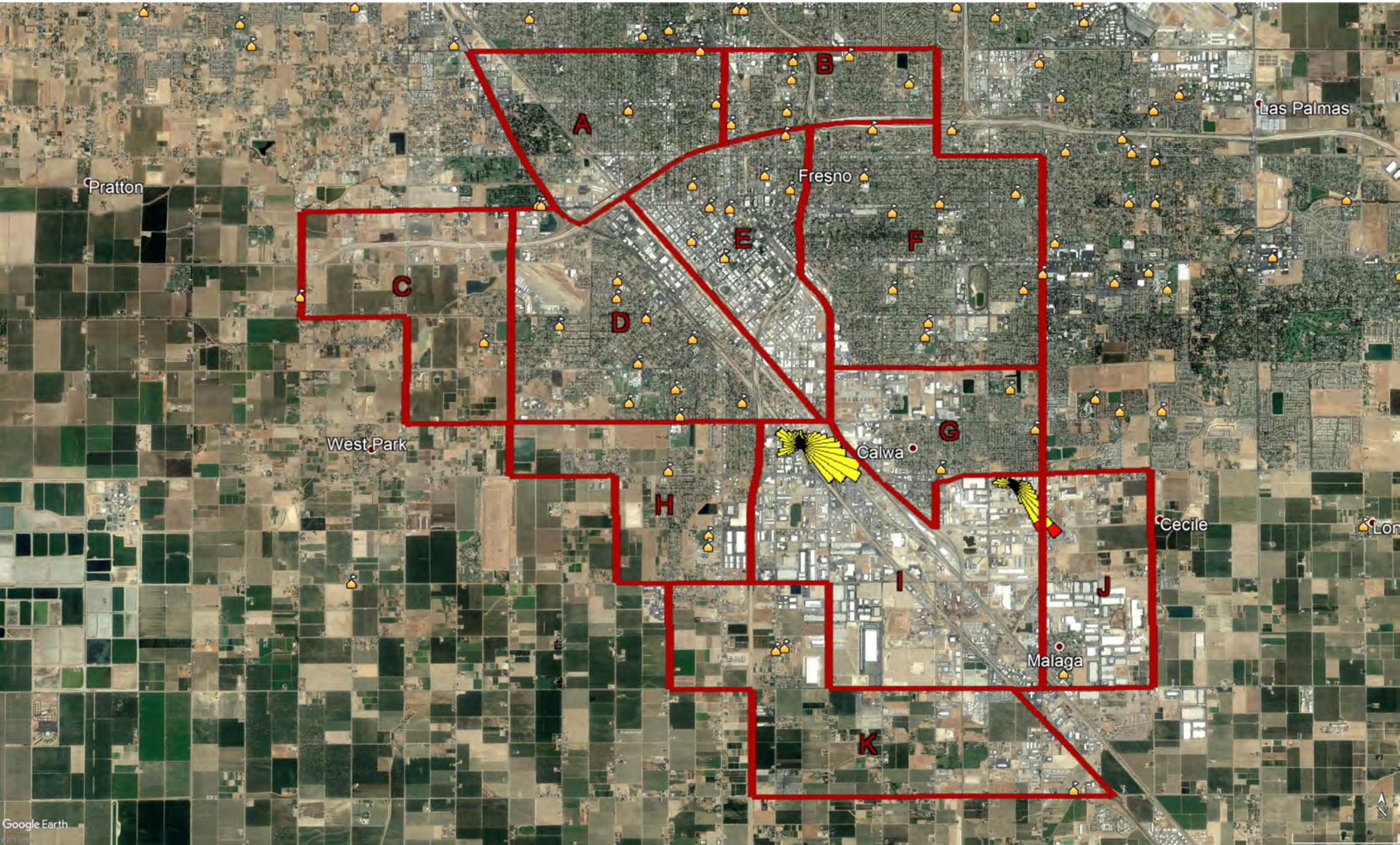
08 CalEnviroScreen 3.0 - Cardiovascular Percentile



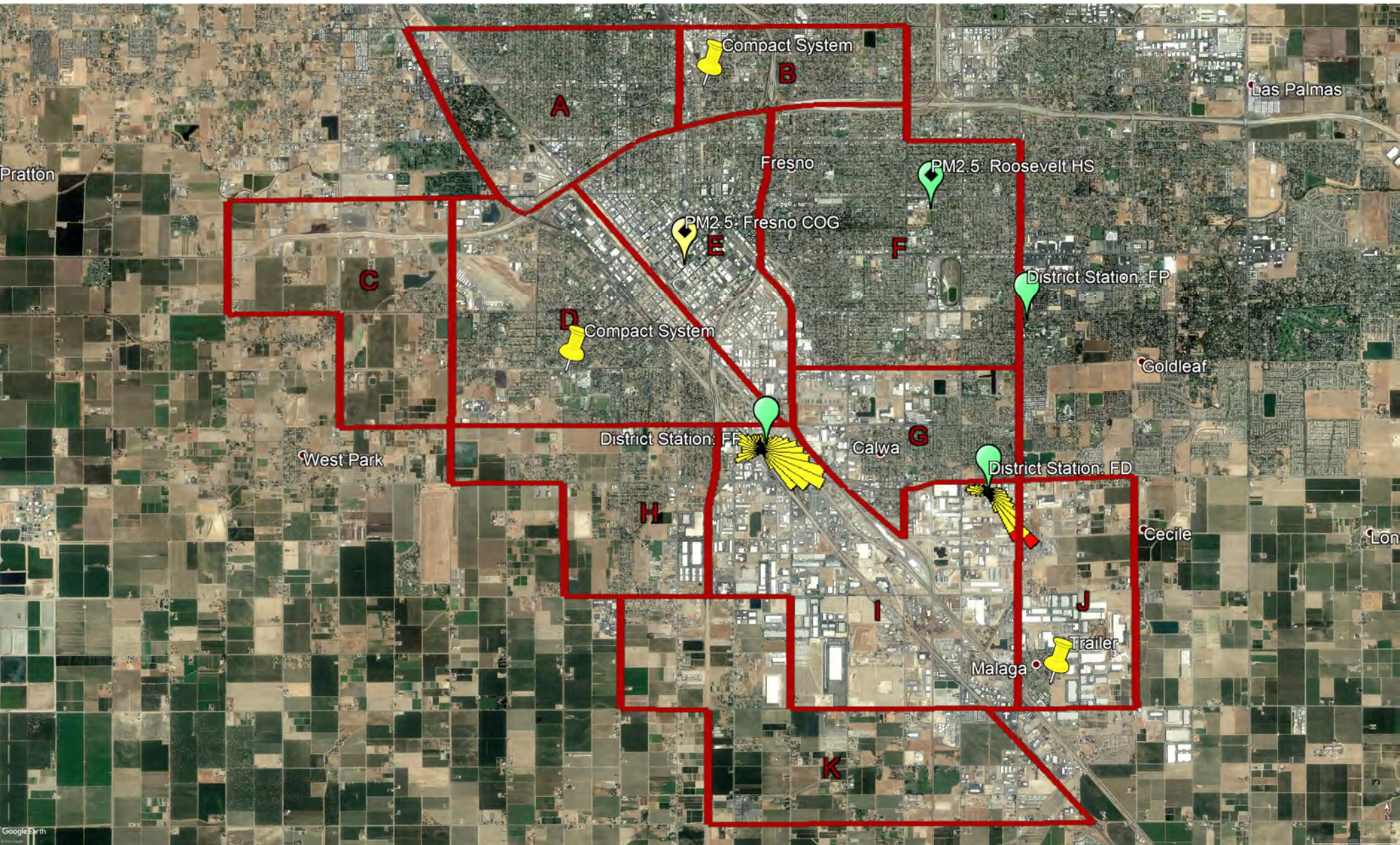
09 Care and Medical Facilities



09 Escuelas



10 Diseño Potencial



Pensando en el Monitoreo de Aire

Algunos posibles objetivos de la monitorización del aire:

- Para determinar dónde y cuándo se producen las emisiones.
- Determinar qué fuentes son las principales responsables de la contaminación del aire.
- Para seguir el progreso de los Programas Comunitarios de Reducción de Emisiones.
- Para apoyar la investigación en salud pública.
- Proporcionar información en tiempo real sobre la calidad del aire para que los miembros de la comunidad puedan tomar decisiones informadas y cambiar su comportamiento para reducir la exposición.
- Lanzar campañas de información a la comunidad.
- Crear un nuevo sistema regulador de monitores de aire (es decir, para producir datos que puedan ser utilizados por agencias locales, estatales y federales para hacer cumplir las regulaciones).
- Otras preguntas?

Algunas preguntas críticas que se deben hacer con respecto a los sistemas de monitoreo de aire y monitoreo de aire:

- ¿Cuál será la duración del monitoreo del aire? ¿Cuánto tiempo estará el monitor en funcionamiento? ¿Qué metas o propósitos apoya esta decisión?
- Cuáles son los períodos de tiempo específicos que deben ser monitoreados (por ejemplo, estaciones específicas, día vs. noche, después de que ocurran ciertos eventos o escenarios, etc.).
- ¿Qué datos ya existen y cómo se utilizan?
- ¿Dónde debe tener lugar el monitoreo? ¿Qué áreas han sido verificadas en persona? ¿Cuáles son las áreas de mayor preocupación?
- ¿Dónde se encuentran las poblaciones sensibles? ¿Cómo debería informar eso al monitoreo del aire?
- ¿Para qué deben utilizarse los datos producidos por el sistema de monitoreo? ¿Y cómo debe compartirse con el público?
- ¿Cómo se involucrará la comunidad en la implementación del monitoreo del aire?
- Otras preguntas?

APÉNDICE I.

GLOSARIO

El glosario de la Tabla I-1 tiene el objetivo de aclarar los términos usados en este documento; no contiene definiciones oficiales que se usen para otros fines. La página web donde se encuentra el glosario del Consejo de Recursos del Aire de California¹ (*California Air Resources Board, CARB*) también proporciona los términos comúnmente utilizados en todas nuestras páginas web y documentos, y puede utilizarse para consultar términos adicionales que no estén incluidos en la lista a continuación.

Tabla I-1 Glosario de Términos para el Programa de Protección del Aire en la Comunidad

TÉRMINO (SIGLA)	DESCRIPCIÓN
Año fiscal (<i>Fiscal Year, FY</i>)	Un período de 12 meses durante el cual se generan ganancias, se incurre en obligaciones, se realizan gravámenes, se gastan las asignaciones y para el cual se reconocen transacciones fiscales. En el gobierno del Estado de California, el año fiscal comienza el 1 de julio y finaliza el 30 de junio. Por ejemplo, si se hace una referencia al año fiscal estatal 2017-2018, este es el período que comienza el 1 de julio de 2017 y termina el 30 de junio de 2018. http://www.ebudget.ca.gov/reference/GlossaryOfTerms.pdf
Área de obtención	Un área geográfica con una calidad de aire igual o mejor, que los estándares de calidad del aire ambiental nacionales o de California. Un área puede ser un área de obtención con respecto a un contaminante y un área sin obtención para otros contaminantes.
Área sin obtención	Un área geográfica que la Agencia de Protección Ambiental de los Estados Unidos o el Consejo de Recursos del Aire de California identifica como un área que no cumple con los Estándares Nacionales de la Calidad del Aire Ambiental ni con los Estándares de California de la Calidad del Aire Ambiental para un agente contaminante determinado.
Aseguramiento de calidad	Un programa integrado utilizado para documentar el cumplimiento de los requisitos de calidad y generar confianza en que se cumplirán.

¹ Página web donde se encuentra el glosario del Consejo de Recursos del Aire de California:
<https://ww2.arb.ca.gov/about/glossary>.

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Asociación de Funcionarios de Control de la Calidad del Aire (<i>California Air Pollution Control Officers Association, CAPCOA</i>)	CAPCOA es una asociación de funcionarios de control de la contaminación del aire que representa a las 35 agencias locales de calidad del aire de California.
Atribución de las fuentes	Una evaluación para identificar las fuentes o las categorías de las fuentes que contribuyen, incluidas, entre otras, fuentes fijas y móviles, y una estimación de su contribución relativa a la alta exposición a la contaminación del aire en las comunidades afectadas.
CalEnviroScreen	Desarrollado por la Agencia de Protección Ambiental de California y la Oficina de Evaluación de Riesgos a la Salud Ambiental (<i>Office of Environmental Health Hazard Assessment, OEHHA</i>), CalEnviroScreen es una herramienta de evaluación que se utiliza para identificar las comunidades que tienen una carga desproporcionada de fuentes de contaminación múltiples y con características poblacionales que las vuelven más susceptibles a la contaminación. https://oehha.ca.gov/calenviroscreen
Centro de Recursos	El Consejo de Recursos del Aire de California cuenta con un repositorio en línea que almacena las herramientas que los miembros de la comunidad, los distritos de aire y demás partes interesadas pueden utilizar cuando desarrollan e implementan el Programa de Protección del Aire en la Comunidad. https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617
Comunidades en desventaja	Estas comunidades se identifican según criterios geográficos, socioeconómicos, de salud pública y de peligro medioambiental y pueden incluir, entre otros, lo siguiente: (1) áreas afectadas de manera desproporcionada por la contaminación ambiental y por otros peligros que pueden generar efectos negativos en la salud pública, exposición o degradación ambiental o (2) áreas con concentraciones de personas con bajos ingresos, alto desempleo, pocos propietarios de viviendas, cargas de renta elevadas, poblaciones vulnerables o niveles educativos bajos. Código de Salud y Seguridad de California §39711(a)

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Consejo Gobernante del Consejo de Recursos del Aire de California (Consejo Gobernante de CARB)	El Consejo Gobernante del Consejo de Recursos del Aire de California está compuesta por 16 miembros, de los cuales 12 son designados por el gobernador y confirmados por el Senado del Estado. Los 12 incluyen 5 que trabajan en los distritos de aire locales, 4 expertos en campos que desarrollan las normas de calidad del aire, 2 miembros del público y 1, el presidente, que es el único miembro de tiempo completo. Los otros 4 miembros incluyen 2 que representan a las comunidades de justicia ambiental (1 designado por el Senado y otro, por la Asamblea) y 2 miembros sin derecho a voto designados para la supervisión legislativa, 1 del Senado y otro de la Asamblea.
Contaminantes del aire de criterio	Contaminantes del aire para los que se pueden determinar niveles aceptables y para los que se debe establecer un estándar de calidad del aire ambiental. Los ejemplos incluyen lo siguiente: ozono, monóxido de carbono, dióxido de nitrógeno, dióxido de azufre, materia particulada 10 y materia particulada 2.5.
Contaminantes tóxicos del aire	Un contaminante del aire, que se identifica según las regulaciones de CARB, que puede provocar o contribuir al aumento de muertes o enfermedades graves, o que puede generar un peligro en la actualidad o a futuro para la salud de los seres humanos. Los efectos en la salud de los contaminantes tóxicos del aire pueden ocurrir a niveles extremadamente bajos y, por lo general, es difícil identificar niveles de exposición que no produzcan efectos adversos para la salud.
Control de calidad	El control de calidad es un conjunto de procedimientos de rutina para verificar la calidad de los datos y garantizar que los objetivos de calidad de estos se cumplan, al mismo tiempo que se lleva a cabo el monitoreo.
Detección remota	El uso de instrumentos que se pueden implementar en plataformas terrestres, aéreas o espaciales, que miden la radiación emitida o reflejada a fin de recopilar información acerca de las concentraciones de contaminantes en el aire y de las condiciones meteorológicas.
Distrito de aire	Un distrito de control de la contaminación del aire, de gestión de la calidad del aire o de recursos del aire ubicado en California.
Efecto crónico en la salud	Un efecto en la salud que se produce en un período relativamente largo (p. ej., en meses o años).

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Efecto grave en la salud	Un efecto en la salud que se produce en un período relativamente corto (p. ej., en minutos u horas). El término se utiliza para describir exposiciones y efectos breves que aparecen de inmediato luego de la exposición.
Estándar de calidad del aire	El nivel establecido de un contaminante en el aire exterior que no se debe superar en un período específico, a fin de proteger la salud pública. Es establecido por el gobierno estatal y el gobierno federal.
Evaluación estatal	Un documento desarrollado por el personal del Consejo de Recursos del Aire de California (<i>California Air Resources Board</i> , CARB) con el fin de resumir la información de la comunidad, como también los resultados de las evaluaciones de los distritos de aire o de la evaluación estatal de CARB para cada comunidad recomendada al Consejo Gobernante de CARB para consideración para el despliegue del monitoreo del aire en la comunidad y/o el desarrollo de programas de reducción de emisiones en la comunidad. La evaluación estatal proporciona una descripción general de la información utilizada para presentarle las recomendaciones del personal a el Consejo Gobernante de CARB.
Fuentes de áreas extendidas	Fuentes de contaminación en las cuales las emisiones se esparcen en un área amplia como, por ejemplo, productos del consumidor, chimeneas, polvo en la carretera y trabajos agrícolas. Las fuentes de áreas extendidas no incluyen las fuentes móviles ni las fuentes fijas.
Fuentes estacionarias	Fuentes que no son móviles, como plantas de energía, refinerías y fábricas, que emiten contaminantes del aire.
Fuentes móviles	Fuentes de contaminación del aire como automóviles, motocicletas, camiones, vehículos todoterreno, embarcaciones y aviones.
Gases de efecto invernadero (<i>Greenhouse gases</i> , GHG)	Los gases atmosféricos, como dióxido de carbono, metano, clorofluorocarbonos, óxido nitroso, ozono y vapor de agua, que demoran el paso del calor que se vuelve a irradiar a través de la atmósfera terrestre.

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TÉRMINO (SIGLA)	DESCRIPCIÓN
Impactos acumulativos	<p>Las exposiciones o los efectos ambientales o de salud pública de las emisiones y las descargas combinadas, en un área geográfica, que incluyen la contaminación ambiental de todas las fuentes, ya sea única o múltiple, rutinaria, accidental o emitida de algún otro modo. En los impactos se tendrán en cuenta las poblaciones vulnerables y los factores socioeconómicos, según sea necesario y en la medida en la que los datos estén disponibles. Los altos efectos acumulativos que aborda el programa de protección del aire de la comunidad son aquellos relacionados con las emisiones de contaminantes del aire de criterio y contaminantes del aire tóxicos.</p> <p>https://oehha.ca.gov/calenviroscreen/report/cumulative-impacts-building-scientific-foundation-report</p>
Indicadores de calidad de los datos	<p>Los indicadores de calidad de los datos incluyen una serie de métricas utilizadas para asegurarse de que los datos cumplan con los estándares de calidad definidos en el nivel establecido de seguridad que sea adecuado para alcanzar los objetivos de monitoreo del aire. Los ejemplos están enumerados en la Tabla E-1.</p>
Inventario de emisiones	<p>Un cálculo de la cantidad de contaminantes liberados a la atmósfera a partir de categorías de fuentes móviles, de áreas extendidas y fijas provocadas por la actividad humana y de fuentes naturales. Las fuentes naturales de emisiones incluyen hidrocarburos biogénicos y geogénicos, polvo natural transportado por el viento y emisiones de incendios forestales. Las emisiones de una fuente en particular se calculan como una masa de contaminante emitido durante un período específico, como en toneladas por día o por año.</p>
Justicia ambiental	<p>El tratamiento justo de las personas de todas las razas e ingresos con respecto al desarrollo, la implementación y la aplicación de las leyes, reglamentaciones y políticas ambientales.</p>
Ley de Calidad Ambiental de California (<i>California Environmental Quality Act</i> , CEQA)	<p>Una ley de California que establece un proceso para que las agencias públicas tomen decisiones informadas sobre las aprobaciones discrecionales de proyectos. El proceso ayuda a las personas encargadas de tomar decisiones a determinar si existe algún impacto ambiental relacionado con un proyecto propuesto. Exige que se eliminen o reduzcan los impactos ambientales relacionados con un proyecto propuesto y que se implementen medidas de mitigación de la calidad del aire.</p>

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Materia particulada	Cualquier material, excepto agua pura, que existe en estado sólido o líquido en la atmósfera. El tamaño de las partículas puede variar, desde partículas gruesas transportadas por el viento hasta partículas finas de la combustión de productos.
Materia particulada 2.5 (<i>particulate matter 2.5</i> , PM2.5)	Materia particulada que tiene un diámetro aerodinámico de 2.5 micrones o menos. Esta fracción de partículas penetra más profundamente en los pulmones.
Materia particulada 10 (<i>particulate matter 10</i> , PM10)	Materia particulada que tiene un diámetro aerodinámico de 10 micrones o inferior (alrededor de 1/7 del diámetro de un cabello humano). El tamaño pequeño les permite ingresar en los sacos de aire que se encuentran en las profundidades de los pulmones, donde pueden quedar depositados y producir efectos negativos para la salud. Las PM10 también causan reducción de la visibilidad.
Materia particulada de diésel	El material sólido en el escape diésel. Por lo general, las partículas de diésel están compuestas de partículas de carbono (“hollín”, también llamado carbono negro) y varios compuestos orgánicos, incluidas más de 40 sustancias orgánicas cancerígenas. Más del 90 por ciento de las partículas de diésel tiene un diámetro inferior a 1 micrón; por lo tanto, es un subconjunto de partículas con un diámetro inferior a menos de 2.5 micrones. https://www.arb.ca.gov/research/diesel/diesel-health.htm
Medida de Control de Contaminantes Tóxicos Transmitidos en el Aire (<i>Airborne Toxic Control Measures</i> , ATCM).	Es una medida de control que adoptó el Consejo de Recursos del Aire de California, que reduce las emisiones de los contaminantes tóxicos del aire. Código de Salud y Seguridad de California §39666 y siguientes.
Mejor tecnología de control disponible para contaminantes tóxicos del aire (<i>best available control technology for toxic air contaminants</i> , T-BACT).	La técnica más efectiva para limitar o controlar las emisiones que se logró en la práctica o cualquier otra técnica para limitar o controlar las emisiones, incluyendo cambios en el proceso y equipo, que resultó ser tecnológicamente viable para una clase o categoría de fuente por el Director Ejecutivo del Consejo de Recursos del Aire de California o para el Funcionario de Control de la Contaminación del Aire de los distritos de aire.

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Mejor tecnología de readaptación disponible para el control de emisiones (<i>best available retrofit control technology</i> , BARCT)	Un límite de la emisión de aire que se aplica a las fuentes existentes y que se basa en el grado máximo de reducción que se puede lograr, teniendo en cuenta los impactos ambientales, energéticos y económicos según cada clase o categoría de fuente.
Mejor tecnología disponible para el control de emisiones (<i>best available control technology</i> , BACT).	Un estándar de tecnología de control utilizado en los programas de permisos previos a la construcción. El término se utiliza en el programa federal de permisos para la prevención del deterioro significativo, y su definición puede encontrarse en la Ley de Aire Limpio (<i>Clean Air Act</i>) y el Código de Reglamentos Federales (<i>Code of Federal Regulations</i>). Sin embargo, en California, con frecuencia se utiliza para describir los requisitos de tecnología de control en las reglas de revisión de fuentes nuevas. Por lo general, las definiciones utilizadas por los distritos de control de la contaminación del aire de California son equivalentes al requisito de revisión de fuentes nuevas federal para la tecnología de control, o bien más estrictas, y más parecidas a la definición de tasa de emisión mínima alcanzable utilizada en la Ley de Aire Limpio federal.
Monitoreo móvil	Una plataforma de medición equipada con instrumentos que pueden medir rápidamente las concentraciones de contaminantes en el aire mientras están en movimiento.
Objetivo basado en la proximidad	Objetivos mensurables incluidos en los programas de reducción de emisiones en la comunidad para reducir la exposición en ubicaciones de receptores sensibles que están expuestos a niveles elevados debido a su proximidad a las fuentes de emisiones.
Objetivos de calidad de los datos	Criterios de rendimiento y aceptación para monitorear los datos necesarios y, de esta manera, respaldar medidas y decisiones específicas.
Ozono	Un producto del proceso fotoquímico que incluye energía solar y precursores de ozono, como, por ejemplo, hidrocarburos y óxidos de nitrógeno. El ozono existe en la capa de ozono superior de la atmósfera (ozono estratosférico) y en la superficie terrestre de la tropósfera (ozono). El ozono en la tropósfera provoca muchos efectos adversos en la salud y es un contaminante del aire de criterio. Es un componente importante del esmog.

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Plan Marco para la Protección del Aire en la Comunidad (Plan Marco)	Un conjunto de elementos que están diseñados para cumplir con los requisitos del Proyecto de Ley de la Asamblea 617 para desarrollar una estrategia y un plan de monitoreo de aire estatales con el propósito de que sean evaluados por el Consejo de Recursos del Aire de California. Estos elementos incluyen el proceso para identificar a las comunidades afectadas, las estrategias estatales para reducir las emisiones de los contaminantes del aire de criterio y los contaminantes del aire tóxicos, como también los criterios propuestos para la implementación del monitoreo del aire en las comunidades, y el desarrollo y la implementación de los programas comunitarios de reducción de emisiones.
Programa de Protección del Aire en la Comunidad (Programa)	El programa establecido por el Consejo de Recursos del Aire de California para implementar los requisitos definidos en el Proyecto de Ley de la Asamblea 617.
Proyecto de Ley de la Asamblea 617	<p>El Proyecto de Ley de la Asamblea 617 se promulgó para reducir la exposición en las comunidades más afectadas por la contaminación del aire. Esta primera iniciativa estatal, única en su tipo, incluye el monitoreo del aire de la comunidad; programas de reducción de emisiones de la comunidad; nuevos requisitos para la adaptación acelerada de los controles de contaminación en fuentes industriales, mayores multas y mayor transparencia y disponibilidad de datos sobre la calidad y las emisiones del aire.</p> <p>El Proyecto de Ley de la Asamblea 617, Garcia, C., Capítulo 136, Estatutos de 2017, modificó el Código de Salud y Seguridad de California; enmendó § 40920.6, § 42400 y § 42402, y agregó §39607.1, § 40920.8, § 42411, § 42705.5 y § 44391.2.</p>
Proyectos ambientales suplementarios	<p>Proyectos comunitarios para mejorar la salud pública, reducir la contaminación, mejorar el cumplimiento ambiental y generar conciencia pública en los vecindarios más perjudicados por los daños ambientales, que se financian con una parte del pago de las sanciones recibidas durante la resolución de medidas de cumplimiento.</p> <p>https://www.arb.ca.gov/enf/seppolicy.htm</p>

APÉNDICE I – GLOSARIO

TÉRMINO (SIGLA)	DESCRIPCIÓN
Receptores sensibles	Incluye hospitales, escuelas, guarderías y demás instituciones similares que el consejo del distrito de aire o el Consejo de Recursos del Aire de California puedan determinar. Código de Salud y Seguridad de California §42705.5(a)(5)
Sensor de aire	Un dispositivo que mide los contaminantes del aire en tiempo real o casi tiempo real. Por lo general, es un dispositivo portátil, de bajo costo y que necesita menos energía para funcionar en comparación con otros métodos para el monitoreo del aire. https://www.epa.gov/air-sensor-toolbox
Sistema de monitoreo perimetral	Un equipo de monitoreo del aire que mide y registra las concentraciones de contaminantes en el aire, en una fuente fija o cerca de ella, que puede ser útil para detectar o calcular las emisiones de contaminantes de la fuente, incluida la cantidad de emisiones fugitivas, y para respaldar las iniciativas de cumplimiento. Código de Salud y Seguridad de California §42705.5(a)(3)
Tóxicos del aire	Un término genérico que hace referencia a un químico o a un grupo de químicos dañinos que existe en el aire. Las sustancias que son especialmente dañinas para la salud, como las que figuran en el programa de contaminantes peligrosos del aire de la Agencia de Protección Ambiental de los Estados Unidos o en los programas de agentes tóxicos del aire del Proyecto de Ley de la Asamblea 1807 o del Proyecto de Ley de la Asamblea 2588 de California, se consideran agentes tóxicos del aire. Técnicamente, cualquier compuesto que se encuentre en el aire y que tenga el potencial de producir efectos adversos en la salud es un agente tóxico del aire.

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	
VOC Auto GC/MS	Industria, móvil	x	x		
Tóxicos	Industria, móvil	x	x		
Meteorología		x	x	x	

Glosario

PM2.5	Partículas de 2.5 micrones o menos
Negro de Carbón	Principalmente de partículas de diesel
NO, NO2, NOx	Óxidos of Nitrógeno (precursor de PM2.5, Ozono)
CO	Monóxido de Carbono
Ozono	Regional, formado por VOC y NOx
SO2, H2S	Dióxido de Azufre, Sulfuro de Hidrógeno
VOC (BTEX)	Compuestos Orgánicos Volátiles (Benceno, Tolueno, Etileno, Xileno)
VOC Auto GC/MS	Otros Compuestos Orgánicos Volátiles no BTEX
Tóxicos	Muchos compuestos diferentes que pueden causar efectos dañinos a la salud
Meteorología	Velocidad del viento, dirección del viento, temperatura, humedad

Hoja de Trabajo del Diseño de la Red de Monitoreo del Aire de la Comunidad

Remolque de Tamaño-completo = seleccione las 2 zonas de monitoreo del aire principales como sus áreas c
 Sistema Compacto = seleccione las 3 zonas de monitoreo del aire principales como sus áreas de mayor prio
 PM2.5 Independiente = seleccione 4 zonas de monitoreo del aire como sus áreas de mayor prioridad

Zona de Monitoreo del Aire de la Comunidad	Prioridad de Remolque de Tamaño-Completo (seleccione 2)	Sistema Compacto (seleccione 3)	PM2.5 Independiente (seleccione 4)	Otro (explíqueme contaminante, tipo de monitor, razón)
A				
B				
C				
D				
E				
F				
G				
H				
I				
J				
K				

South Central Fresno Community Steering Committee Charter

1. Committee Objectives

The South Central Fresno 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. The goal is for the Monitoring Plan to be adopted by the San Joaquin Valley Air District by July 2019 and the CERP by October 2019. 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.

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.

The committee will discuss the major elements of the CERP as they are developed including:

- 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 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.

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 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 Air District, 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 at all meetings, 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.

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 South Central Fresno 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 South Central Fresno Community:

- **Adopt and support the principles of ensuring improved air quality in South Central Fresno:**
 - 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 South Central Fresno. 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 South Central Fresno
 - 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 South Central Fresno
- **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

Printed Name: _____ Date: _____

Signature: _____

Comunidad de Centro-Sur Fresno

Carta Estatutaria del Comité Directivo

1. Objetivos del Comité

El Comité Directivo Comunitario de Centro-Sur Fresno 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 de 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. El objetivo es que el Plan de Monitoreo sea implementado por el Distrito del Aire del Valle de San Joaquín antes de julio de 2019 y que la Mesa Directiva del Distrito del Aire adopte el CERP antes de octubre de 2019. 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:

- problemas de la comunidad y 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 comunitarios de reducción de emisiones;
- mecanismos para colaborar con otras agencias;
- enfoques para un alcance comunitario adicional;

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.

- Otros temas de interés para el comité.

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.

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 el Distrito del Aire, 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 en todas las reuniones 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.

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 de que todos los solicitantes participen en el Comité Directivo AB 617, 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 Potencial

Al firmar a continuación, acepto cumplir con todas las condiciones de la Carta Estatutaria del Comité Directivo de Centro-Sur Fresno. 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 Centro-Sur Fresno:

- **Adoptar y apoyar los principios para garantizar una mejor calidad del aire en Centro-Sur Fresno:**
 - 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 Centro-Sur Fresno. 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 Centro-Sur Fresno
 - Uso de datos para informar análisis de desarrollo de estrategias
 - Seguimiento de 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 Centro-Sur Fresno
- **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 positive, 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

Nombre en letra de molde: _____ Fecha: _____

Firma: _____

South Central Fresno Community Steering Committee Consensus/Voting Guide and Expectations

Under the South Central Fresno Community Steering Committee Charter, the Committee is to use a “deliberation and consensus” process to provide the Committee’s advice to the San Joaquin Valley Air District towards the District’s development of the Air Quality Monitoring Plan and the Community Emission Reduction Program for South Central Fresno. In January 2019, the Committee approved a voting process to capture the majority position of the Committee, to be employed in the event consensus cannot be reached, and inserted the voting process into their Charter. As outlined in the Brown Act and other established public meeting procedures, certain requirements must be met to ensure an open and transparent process, and inclusive participation by interested Committee members and public:

1. The Committee must make an inclusive and sincere attempt to find consensus on issues prior to taking a vote on the issue. Such an effort at establishing consensus includes:
 - a. Following the Committee Participation Agreement, which requires Committee members, “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”.
 - b. Allowing all Committee members who wish to speak on the issue to do so.
 - c. After all Committee discussion has taken place, opening the meeting to public comment and allow all members of the public who wish to speak on the topic to do so (the facilitator may limit the amount of time allowed for each commenter, and may limit comments to non-repetitive comments, as necessary to allow the meeting to progress reasonably).
 - d. Allowing additional Committee discussion on any issues of interest brought up by the public.

2. After completing the above consensus process regarding any particular decision, if consensus has not been reached, any Committee member may request the Facilitator to hold a vote on the decision. The facilitator will:
 - a. Ensure that the above consensus process was followed.

- b. Capture in sufficient detail the specific motion or issue that will be voted on, including specific wording and documentation as necessary.
 - c. Hold a vote by show of hands, allowing only one vote per member.
 - d. Record the vote, and indicate whether the motion passed (by vote of at least 50%+1 of all Committee members, excluding ex-officio members) or failed.
 - e. Report the official outcome of the vote, as well as any opposing or minority perspective expressed during the discussion, to the District and the Committee in a written summary of the meeting.
3. The Committee may only vote on items that are posted as a part of the agenda for the meeting at which the vote takes place, so that members of the Committee and the public that are interested in the item are aware of the potential action in advance and may take part in the process.

In the interests of providing sufficient notice of items on the agenda, the District intends to post agendas and associated materials 7 days in advance of each meeting. Committee members wishing to produce and distribute associated materials to be shared with other members of the Committee must share them with all members of the Committee, at least 7 days in advance of the meeting, by forwarding them to the District for timely distribution. In the interests of providing open and public deliberation, Committee members must be careful to avoid meeting or corresponding in ways that result in a majority of committee members discussing Committee meeting agenda items, whether in simultaneous (one-to-many) or string (one-to-one) communications.

Comité Directivo de la Comunidad de Centro Sur Fresno Consenso/Guía de Votación y Expectativas

Bajo la Carta Estatutaria del Comité Directivo Comunitario de Centro Sur Fresno, el Comité debe usar un proceso de “deliberación y consenso” para proporcionar el asesoramiento del Comité al Distrito del Aire del Valle de San Joaquín hacia el desarrollo del Plan de Monitoreo de la Calidad del Aire y el Programa de Reducción de Emisiones Comunitarias del Distrito para Centro Sur Fresno. En enero 2019, el Comité aprobó un proceso de votación para capturar la posición mayoría del Comité, para ser utilizado en caso de que no se pueda llegar a un consenso, e insertaron el proceso de votación en su Carta Estatutaria. Tal como se describe en la Ley Brown y otros procedimientos establecidos de reuniones públicas, se deben cumplir ciertos requisitos para garantizar un proceso abierto y transparente, y una participación inclusiva de los miembros interesados del Comité y del público:

1. El Comité debe hacer un intento inclusivo y sincero de encontrar un consenso sobre los temas antes de votar sobre el tema. Tal esfuerzo para establecer consenso incluye:
 - a. Siguiendo el Acuerdo de Participación del Comité, que exige a los miembros del Comité, “Trabajar para lograr un consenso y al mismo tiempo reconocer que no todos estarán de acuerdo en todos los temas y resolver los conflictos de manera positiva, rápida y constructiva”.
 - b. Permitir que todos los miembros del Comité que deseen hablar sobre el tema lo hagan.
 - c. Después de que se haya llevado a cabo toda la discusión del Comité, abrir la reunión para comentarios públicos y permitir que todos los miembros del público que deseen hablar sobre el tema lo hagan (el facilitador puede limitar la cantidad de tiempo permitido para cada comentarista y puede limitar los comentarios a comentarios no repetitivos, según sea necesario para permitir que la reunión progrese razonablemente).
 - d. Permitir una discusión adicional del Comité sobre cualquier tema de interés presentado por el público.

2. Después de completar el proceso de consenso antedicho con respecto a cualquier decisión en particular, si no se ha alcanzado un consenso, cualquier miembro del Comité puede solicitar al Facilitador para realizar una votación sobre la decisión. El facilitador tiene que:
 - a. Asegúrese de que se siguió el proceso de consenso antedicho.
 - b. Capturar con suficiente detalle la moción o el tema específico de votación, incluyendo la redacción específica y la documentación según sea necesario.
 - c. Realizar la votación a mano alzada, permitiendo solo un voto por miembro.
 - d. Registrar la votación e indicar si la moción fue aprobada (por votación de al menos el 50% + 1 de todos los miembros del Comité, excluyendo a los miembros de oficio) o denegada.
 - e. Informar el resultado oficial de la votación, así como cualquier perspectiva opuesta o minoritaria expresada durante la discusión, al Distrito y al Comité en un resumen escrito de la reunión.

3. El Comité solo puede votar sobre los puntos que se publican como parte de la agenda de la reunión en la que se lleva a cabo la votación, de modo que los miembros del Comité y el público que está interesado en el tema conozcan la posible acción en avanzado y participen en el proceso.

Con el fin de proporcionar un aviso suficiente de los puntos en la agenda, el Distrito tiene la intención de publicar las agendas y los materiales asociados 7 días antes de cada reunión. Los miembros del Comité que deseen producir y distribuir materiales asociados para compartir con otros miembros del Comité deben compartirlos con todos los miembros del Comité, al menos 7 días antes de la reunión, enviándolos al Distrito para su distribución oportuna. Con el fin de proporcionar una deliberación abierta y pública, los miembros del Comité deben tener cuidado de evitar reunirse o corresponder de manera tal que la mayoría de los miembros del comité discutan los temas de la agenda de la reunión del Comité, ya sea de comunicaciones simultánea (de uno a muchos) o en una cadena (una-a-uno).

FREQUENTLY USED ACRONYMS

APCD - Air Pollution Control District

AQI - Air Quality Index

ARB - Air Resources Board

CAC - Citizens Advisory Committee

CCAA - California Clean Air Act

CEQA - California Environmental Quality Act

EPA - United States Environmental Protection Agency

ICE - Internal Combustion Engine

NAAQS - National Ambient Air Quality Standards

NO_x - Oxides of Nitrogen

NOV - Notice of Violation

O₃ - Ozone

PM - Particulate Matter

SIP - State Implementation Plan

tpd - Tons per Day

tpy - Tons per Year

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compound

GLOSSARY OF FREQUENTLY USED TERMS

carbon monoxide - a colorless, odorless gas emitted from combustion processes like mobile sources.

carpool - an arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others.

dry-seasoned wood - wood that has been dried to reduce the moisture content before its use.

emissions - substances, and especially pollutants, discharged into the air.

EPA - Environmental Protection Agency, federal agency in charge of creating and enforcing regulations to protect human health and the environment.

EPA certified device - wood heaters certified by the US EPA as meeting their emission standards.

exhaust - waste gases or air expelled from an engine, turbine, or other machine in the course of its operation.

idling - keep the engine of a vehicle running while parked.

inversion layer - a layer of the atmosphere in which there is a temperature inversion, with the layer tending to prevent the air below it from rising, thus trapping any pollutants that are present.

lead - it is a soft, malleable metal and is a chemical element in the carbon group.

manufactured wood logs - engineered wood made from the same hardwoods and softwood used to manufacture lumber.

nitrogen dioxide (NO₂) - it is one of a group of highly reactive gases known as “oxides of nitrogen” or “nitrogen oxides (NO_x).” NO₂ forms quickly from mobile and industrial sources and it contributes to the formation of ground-level ozone, and fine particle pollution.

nitrogen oxides (NO_x) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

particulate matter - also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles.

PM_{2.5} - is fine particulate matter 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires and wood-burning devices.

smog - fog or haze combined with smoke and other atmospheric pollutants.

sulfur dioxide - is a toxic gas with a strong, irritating smell. It is one of a group of highly reactive gases known as “oxides of sulfur.”

Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

wood pellet - a small capsule compacted with sawdust and other lumber waste. Burned to create a source of heat for residential homes.

SIGLAS DE USO FRECUENTE (por sus siglas en inglés)

APCD - Distrito del Control de la Contaminación del Aire

AQI - Índice de Calidad del Aire

ARB - Junta de Recursos del Aire

CAC - Comité Asesor de Ciudadanos

CCAA - Ley de Aire Limpio de California

CEQA - Ley de Calidad Ambiental de California

EPA - Agencia de Protección Ambiental de los Estados Unidos

ICE - Motor de Combustión Interna

NAAQS - Estándares Nacionales de la Calidad del Aire Ambiental

NO_x - Óxidos de Nitrógeno

NOV - Aviso de Violación

O₃ - Ozono

PM - Materia Particulada (Partículas)

SIP - Plan de Implementación del Estado

tpd - Toneladas por Día

tpy - Toneladas por Año

VMT - Millas Recorridas por Vehículos

VOC - Compuesto orgánico volátil

GLOSARIO DE TÉRMINOS DE USO FRECUENTE

monóxido de carbono - un gas incoloro e inodoro emitido por los procesos de combustión, como las fuentes móviles.

compartir el viaje - un acuerdo entre varias personas para hacer un viaje regular en un solo vehículo, generalmente cada persona toma turnos para conducir a los otros.

leña seca - leña que se ha secado para reducir el contenido de humedad antes de su uso.

emisiones - materia, especialmente los contaminantes descargados en el aire.

EPA - La Agencia de Protección Ambiental, es una agencia federal a cargo de crear y ejecutar regulaciones para proteger la salud humana y el medio ambiente.

aparato certificado por la EPA - aparatos de leña certificados por la EPA de los Estados Unidos cumpliendo con los estándares de emisiones.

escape - gases residuales o aire expulsado de un motor, turbina u otra máquina en el curso de su funcionamiento.

ralentí - mantener el motor encendido mientras el vehículo está estacionado.

inversión térmica - una capa en la atmósfera en donde hay una inversión térmica, con la capa impidiendo que el aire por debajo se eleve, atrapando contaminantes que estén presente.

plomo - es un metal suave, maleable y es un elemento químico en el grupo de carbono.

leños prefabricados - leña fabricada con madera dura y madera blanda.

dióxido de nitrógeno (NO₂) - es uno del grupo de gases altamente reactivos conocidos como "óxidos de nitrógeno (NO_x)". NO₂ se forma rápidamente de fuentes móviles e industriales y contribuye a la formación del ozono al nivel del suelo, y contaminación de partículas finas.

óxidos de nitrógeno (NO_x) - es un grupo de gases compuestos de nitrógeno y oxígeno. Dos de los óxidos de nitrógeno más comunes son el óxido nítrico (NO) y el dióxido de nitrógeno (NO₂).

ozono (O₃) - el ozono al nivel del suelo u ozono "malo" que no se emite directamente al aire, se crea por reacciones químicas entre los óxidos de nitrógeno (NO_x) y los compuestos orgánicos volátiles (VOC) en presencia de la luz solar.

partículas - también conocidas como contaminación de partículas (PM), es una mezcla compleja de partículas extremadamente pequeñas y gotas de líquido. La contaminación de partículas está formada por varios componentes, incluyendo los ácidos (como nitratos y sulfatos), químicos orgánicos, metales y polvo.

PM_{2.5} - son partículas finas de 2.5 micrómetros de diámetro y más pequeñas. Estas partículas pueden ser emitidas directamente de fuentes tales como incendios forestales y la quema de leña.

smog - neblina o calina combinada con humo y otros contaminantes atmosféricos.

dióxido de azufre - es un gas tóxico con un olor fuerte e irritante. Es uno del grupo de gases altamente reactivos conocidos como "óxidos de azufre".

Compuestos orgánicos volátiles (VOCs) - son un grupo grande de químicos basados en carbono que fácilmente se convierten en vapores o gases. Incluyen compuestos químicos artificiales y naturales.

combustible granulado - cápsulas pequeñas compactadas con serrín y otros desechos de madera. Estas capsulas son quemadas en estufas de leña para calentar el hogar.

South Central Fresno Steering Committee Roster (as of April 7, 2021)

Primary Name	Alternate Name	Affiliation	Sector
Lilia Becerril			Resident
Venise Curry			Resident
Genevieve Amsalem			Resident
Dyami Hunt			Resident
Laura Moreno	<i>Sandra Celedon-Castro</i>		Resident
Dalia Mondragon-Arenas			Resident
Estela Ortega			Resident
Eric Payne			Resident
Larry Taylor			Resident
Isabel Vargas			Resident
Michelle Bergen		Alliance of Nurses for Healthy Enviroments	Business in community
Andy Burgin		Calaveras Materials Inc.	Business in community
Santokh Dhillon		Arco Gas Station	Business in community
Lisa Flores		Krugman Consulting	Business in community
Janet Gardner		Cedar Ave Recycling & Transfer Station	Business in community
Sylvesta Hall		Valero Gas Station	Business in community
Kevin Hamilton	<i>Tim Tyner</i>	Central California Asthma Collaborative	EJ Advocate
Bill Jensen		Robert V Jensen Inc.	Business in community
Victor Lai		Producers Dairy Inc.	Business in community
Oralia Maceda Mendez		Binational Center for the Development of the Oaxacan Indigenous Communities	EJ Advocate
Nayamin Martinez	<i>Jesus Mendoza Pineda</i>	Central California Environmental Justice Network	EJ Advocate
Kimberly McCoy	<i>Ediomo Ndon</i>	Fresno Building Healthy Communities	EJ Advocate
David Meeker	<i>Alejandro Hernandez</i>	Penny Newman Grain Co.	Business in community
Oscar Robinson		United Truck School	Business in community
Ivanka Saunders	<i>Shayda Azamian</i>	Leadership Counsel for Justice and Accountability	EJ Advocate
Rick Spurlock	<i>Hector Lara Jr.</i>	Rio Bravo Fresno	Business in community
Ed Ward		Valley Pacific Petroleum Services	Business in community
Gregory Barfield		The City of Fresno Department of Transportation (FAX)	Government Official
Braden Duran	<i>Meg Prince</i>	Fresno Council of Governments	Government Official
Scott Mozier	<i>Andrew Benelli</i>	The City of Fresno	Government Official
Lupe Perez		The City of Fresno Economic Development Dept.	Government Official
Facilitators			
Kim Danko		Institute for Local Government	
Erica Manuel		Institute for Local Government	
Hanna Stelmakhovich		Institute for Local Government	
Agency Staff			
Heather Heinks		Valley Air District	
Jaime Holt		Valley Air District	
Jessica Olsen	Jason Lawler	Valley Air District	
Maricela Velasquez		Valley Air District	
Cassandra Melching		Valley Air District	
Brian Moore		California Air Resources Board	
Skott Wall		California Air Resources Board	
Justin Shields		California Air Resources Board	

**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G18-CAPP-26
Grant #G19-CAPP-26
Report #3**

Appendix C

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



Agenda for Stockton Community Steering Committee Meeting #20

Wednesday, May 5, 2021 – 5:00 pm - 7:00 pm

Public Participation: Join via *YouTube Live* - www.youtube.com/healthyairliving

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 5:10 p.m. Icebreaker**
To kick off the new phase of the CSC, we will host an icebreaker in breakout rooms to reengage with our fellow CSC members!
- 5:30 p.m. What does Implementation Look Like?**
Overview of CERP Implementation with CSC, including discussing how we'll prioritize measures, establish subcommittees, review tools for tracking and reporting CERP implementation progress, and need process for developing/modifying incentive project plans for community identified projects required by CARB.
- 6:00 p.m. Review and Discuss Committee Charter**
The Charter is the foundation for how the CSC will continue to operate and implement the CERP moving forward. During this item, the CSC will review and discuss the [Committee Charter](#).
- 6:30 p.m. Standing Updates**
- *Community Air Monitoring – District, Stockton Unified School District*
 - *CARB*
- This section of the agenda will always appear here, with the standing items continuing to grow as implementation work begins.
- 6:50 p.m. Wrap Up/Next Steps**
Interest in participating in technical advisory subcommittee - Email
AB617@valleyair.org
Next Meeting: Wednesday, June 2, 5 pm via ZOOM
- 6:55 p.m. Public Comment**

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



Agenda for Stockton Community Steering Committee Meeting #19

Wednesday, April 7, 2021 – 5:00 pm - 7:00 pm

Public Participation: Join via *YouTube Live* - www.youtube.com/healthyairliving

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Jeff Wingfield, Community Co-host, Director of Environmental & Public Affairs, Port of Stockton
- 5:10 p.m. Discussion of Concerns Raised by Community Steering Committee Members Regarding Conduct**
- 5:25 p.m. CERP Adoption and Next Steps**
Overview of CERP adoption at District's Governing Board hearing, and review of next steps as the CSC transitions to the implementation phase.
- 5:35 p.m. Discuss Inclusion of Previously-Considered Port Measures in CERP (Potential Voting Item)**
On March 18, 2021, the District Governing Board approved the proposed CERP for Stockton. In response to public requests and support for the inclusion of Port measures, in addition to approving the proposed CERP, the District's Board took additional action to provide a window of opportunity for the CSC to discuss previously-shared port measures (see attached), and, if able to reach collaborative consensus with the Port, return the measures (including \$5 million funding allocation) to the District Governing Board for consideration for inclusion in the approved CERP, by no later than May 2021.
- 6:15 p.m. Discuss Potential Location of Community Air Monitoring Equipment**
CSC and District to review and discuss the proposed air monitoring equipment location recommendations based on feedback from Air Monitoring Subcommittee (see attached).
- 6:45 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 6:50 p.m. Public Comment**

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.

P.1 Collaborating to Facilitate Enhanced Platforms for Discussion and Information Sharing Between the Community and the Port of Stockton

Description of Proposed Actions: Port of Stockton will establish recurring Community Environmental Committee (CEC) to build collaboration, improve dialogue between concerned citizens in community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton. Goals of CEC will be to encourage additional community engagement, bring community insights to the Port's environmental improvement efforts, and work on select environmental projects within Port's jurisdiction to help preserve, protect, and improve the environment. Prospective projects that would be brought before the CEC include:

- Discussion of future Port of Stockton projects and expansion
 - Port of Stockton emission reduction strategy development
 - Environmental event planning
 - Community outreach support
 - Program development
- Utilizing Port's website to broadcast outward-facing communications through quarterly updates, and add functionality for submitting comments, questions, and complaints
 - Providing routine updates to CSC regarding ongoing projects happening at Port

P.2 Incentive Program for Deployment of Clean Heavy-duty Mobile Equipment Operating at Ports, Intermodal Railyards and Distribution Centers

Description of Proposed Actions: The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in heavy-duty mobile off-road equipment operating at the Port of Stockton. Diesel pollution from on-road and off-road operations greatly impacts the health of the community surrounding the Port. Funding will be offered to replace diesel mobile cargo handling equipment used to handle cargo or perform routine maintenance activities at the Port with new, zero and near-zero emissions technologies. Based on CSC priorities, zero-emissions will be prioritized for funding where applicable to the equipment type. Established methodology through the Carl Moyer Program will be used to quantify the emission reductions for funded projects, but an estimate of potential project reductions is summarized below.

Budget Amount: \$2,000,000

Quantifiable Emissions Reductions: Estimated emission reductions associated with this measure includes up to 2 tons of NOx

P.3 Tug Boat Replacement/Repower

Description of Proposed Actions: The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in tugboats operating at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to repower the existing propulsion and auxiliary engines with new diesel engines. The new engines will have the highest tier rating available that will fit within the confines of their engine compartments. Established methodology through the Carl Moyer Program will be used to quantify the emission reductions for funded projects.

Budget Amount: \$1,000,000

Quantifiable Emissions Reductions: Estimated emission reductions associated with this measure includes up to 1 ton of PM and 29 tons of NOx

P.4 Marine Exhaust Intake Bonnet Emissions Control

Description of Proposed Actions: The goal of this strategy is to reduce emissions from the diesel engines of marine vessels while berthed at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to purchase and install a marine vessel exhaust capture and control system. This system will work with marine vessels to reduce PM and NO_x emissions while at berth. Available exhaust capture and control systems can reduce PM_{2.5} up to 95% and NO_x up to 90%. Emission reductions for these projects will be quantified using state approved calculation methodology.

Budget Amount: \$2,000,000

Quantifiable Emissions Reductions: Estimated emission reductions associated with this measure includes up to 68 tons of NO_x



Agenda for Stockton Community Steering Committee Meeting #18

Wednesday, March 9, 2021 – 5:00 pm - 7:00 pm

Public Participation: Join via *YouTube Live* - www.youtube.com/healthyairliving

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 5:15 p.m. Discuss Port measures**
CSC and District will review and discuss the remaining Port measures for possible inclusion in the CERP. A vote will be taken if needed.
Community Steering Committee
- 6:15 p.m. Review and discuss additional CERP language**
CSC and District review and discuss the additional language requested by the CSC be included in the final CERP document.
Community Steering Committee
- 6:45 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 6:50 p.m. Public Comment**

REMINDERS

- Next meeting: Wednesday, April 7, 2021, via Zoom for CSC members and **YouTube Live** for public.

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



Agenda for Stockton Community Steering Committee Meeting #17

Wednesday, March 3, 2021 – 5:00 pm - 7:30 pm

Public Participation: Join via *YouTube Live* - www.youtube.com/healthyairliving

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 5:15 p.m. Discuss inclusion of remaining CERP measures**
Electric School Buses (HD.7), Local Locomotive Switchers (HD.10), & Port Measures (PO.2, PO.3, PO.4)
Erica Manuel, Facilitator, Institute for Local Government
- 6:15 p.m. Vote: Final CERP review and support**
CSC and District discuss final changes made to CERP based on feedback received. CSC will have opportunity to vote to support the CERP for 3/18 adoption by District Governing Board
Community Steering Committee
- 7:10 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 7:15 p.m. Public Comment**

REMINDERS

- CERP Adoption Governing Board Meeting: Thursday, March 18, at 9 a.m.
- Next meeting: Wednesday, April 7, 2021, via Zoom for CSC members and **YouTube Live** for public.

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

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #16

February 16, 2021 | 5:00 pm - 7:30 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Review and send in comments on draft CERP by Feb. 28

Action items for San Joaquin Valley Air Pollution Control District (District):

- Denote CERP language revisions in a different font or color for CSC
- Add the locomotive switchers and electric school bus measures to the discussion agenda for the next CSC meeting
- Follow up with Stockton Unified on measure related to air filtration in schools and MERV filters they are installing
- Provide additional information on Port-related measures not currently approved for the CERP; consider additional discussion at next meeting

Welcome and Introductions

Erica Manuel, Facilitator & Executive Director/CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Erica welcomed the Stockton CSC participants to the second meeting of the month, introduced the ILG facilitation team, gave an agenda overview and flagged the extended meeting time.

Ryan thanked the CSC for the many comments they submitted to the District on the draft CERP. He noted that the CSC has reached a big milestone in the AB 617 process.

Erica recapped the previous CSC meeting and discussed some process improvements that may help the virtual meetings remain productive and engaging for all members.

The following items were discussed and incorporated into the meeting:

- **Elevating resident voices**—every perspective is valid and the plan is to adjust our discussion practices to make sure resident voices and quieter voices are elevated, even in a virtual environment
- **Chat box activity**—the chat log at the last meeting was dozens of pages long and included many side conversations that were not specifically related to the topic being discussed verbally. CSC members had shared concerns with being unable to follow both. CSC members were asked to please limit the chat comments to only reflect the item being discussed at that time
- **Voting process**—voting can be done more quickly and in a more streamlined, transparent manner. In the future, every CSC member vote will be shown on the screen so voting members can validate their choices in real time

Comment: Thank you, I think these clarifications are extremely helpful and I appreciate the toning down of the chat box.

ILG Response: Thank you. We received similar feedback from other CSC members as well.

Erica also identified a number of discussion topics from the last meeting that generated significant CSC interest. She outlined the following subjects and next steps related to them:

- **Health studies**—the District is going to clarify the exact type of health studies the CSC is looking for to help inform the decision-making process
- **Adding measures to CERP after Board approval**—there may be some confusion about what can and cannot be added to the CERP after it is approved by the District or CARB board; the District will clarify this
- **Delaying the CERP**—there have been discussions about getting another extension on the CERP; the District will provide clarity on options for delaying the CERP
- **How CERP measures impact Stockton’s AB 617 budget**—there is a correlation between which measures are included in the CERP and the final budget for AB 617 activities in Stockton; the District will explain that dynamic

District staff shared the following insights related to the above:

- **Health studies** - The District has reviewed the legislation, the scientific review panels, the federal EPA guidance and other existing studies of the Central Valley; there are no existing health studies that have been completed for the Stockton area that show a direct nexus between the implementation of specific measures and types of pollution reduced and certain types of health indicators. The AB 617 legislation was crafted to remove criteria pollutant emissions; if the CSC does that with measures in its CERP, the region will get the health benefits desired
- **Adding measures to CERP after Board approval** – The District has received feedback from CARB that the CERPs should be “living documents”. This reflects the possibility that there may be new technologies that would benefit the AB 617 communities over the course of the CERP implementation timeframe. The Stockton CSC will be able to recommend amending the CERP to include measures that incorporate new or emerging technology or make substantive changes as more information becomes available through implementation. However, the CERP should not be amended frequently and any amendments the CSC votes on after initial adoption may require District Board approval
- **Delaying the CERP** – At the request of the CSC, the District submitted an extension request on behalf of this CSC in December. CSC members have been working very hard to meet the new deadline and the committee is close to finalizing a CERP that reflects CSC input. An additional extension is likely not possible, as the statute is clear that the deadline has already passed. Additional delays would begin to impact implementation timeframes with incentive funding having specific timelines to expend funds
- **How CERP strategies impact Stockton AB 617 budget** - The District previously shared what the budget could be for incentive strategies; those budget suggestions were included in the strategy prioritization survey the District sent out in late summer that the CSC responded to. During the October 2020 meeting, the District shared what the possible funding may be available to the Stockton community, provided the CSC identified strategies that could be spent within the required timelines (June 30, 2025).

The District shared the budget amounts for the CERP strategies that the CSC is considering for inclusion in the latest draft of the CERP. If the CSC does not want to include a particular measure in the CERP, those dollars may not be able to be redirected to the overall budget. For example, if certain high emission reduction measures with considerable costs are excluded from the CERP, that may potentially reduce the total incentive funding available for the Stockton community as those funds cannot necessarily be re-allocated to other strategies unless there is a clear ability to spend incentive funds within the timelines to expend the funds

Review and Discuss Draft CERP

Jessica Olsen, Program Manager, District

Jessica reviewed the initial draft CERP comments received from the CSC. Presentation highlights included:

- All comments received are included in the draft posted on the Stockton AB 617 webpage
- Comment highlights included:
 - Acknowledgement of the hard work and input provided by the CSC
 - Re-order CERP layout to reflect community priorities in each of the sections; based on prioritization survey
 - Prioritize zero-emission over near-zero emission technologies where feasible
 - Clarify match funding in places where CERP mentions “identifying funds”
 - Clarify implementation timeline

Based on this feedback, the District agreed to the following revisions in the later drafts:

- Include historical background of Stockton
- Re-order measures in the CERP to reflect CSC prioritization
- Include a ranked list of community priorities
- Specify how the District will work to leverage other funding for several measures to get more out of AB 617
- Clarify that resident incentives are only for those in the AB 617 boundary
- Include a proposed implementation timeline
- Rewrite the CERP measures to prioritize electric technologies where feasible
- Include more details about school filtration measures, including monitoring component

Question: Is it possible for the revisions to be in a different font or color?

District Response: Absolutely, I think that’s a great idea.

Comment: It seems like we are funding already existing programs. When we have asked how much is already being spent on certain programs, we don’t get a response--I think that’s where the friction is. We want to move things forward, but want to have these questions answered.

District Response: Good point. Some programs may have funding right now through other programs or agencies, but that amount may be on a year-by-year basis. AB 617 is a five-year program and we have dedicated funding for these projects for the next five years. If a project or

measure is important to the CSC, it should be included in this CERP to ensure that funding is made available. We cannot rely on consistent or appropriate funding from other programs.

Follow-up comment: We are not trying to be obstructionists. So much money seems to go to industries that have polluted in our community and have never done outreach, which is traumatic for us.

District Response: It is definitely personal and we understand the trust-building that needs to take place.

Comment: I would like to see more innovative programs and measures included in the CERP. For example, a community-run air monitoring system would be wonderful.

Response from ILG: Thanks for your suggestion.

Comment: People are stealing catalytic converters and it seems like a burden to get them replaced. Etching on them will help dissuade thieves from stealing them and keep our air clean, since people don't have the funds to replace them.

Question: Given that we endure the worst asthma rates in the state, I am curious about who we are waiting behind for funding?

District Response: The programs follow statewide guidelines that extend beyond the District. These programs most often allocate funding on a first-come, first-serve basis and are Valley-wide. We do not have the ability to reserve funding from other sources and demand it go to Stockton. The Valley has the most disadvantaged communities with needs and desires to benefit from emission reductions from projects funded

Comment: We held a formal vote on a red category item in which we had a tie. Is there a consensus on that item? Since Stockton is a major logistics hub, I would like us to put together a delegation where we approach Amazon for funding technologies that could be developed if the industries are willing.

ILG Response: Thank you. A comment in the chat says that Amazon is already looking at alternative energy sources. In regards to the vote, we did have a tie, so that measure was not included in the CERP, based on our charter.

District Response: Our plan is to better inform the CSC so members have a better understanding of the benefits certain measures provide.

Question: At the last CAMP meeting, we were notified that the air monitoring equipment has already been purchased. A few months ago, the CSC voted that we would only approve the map of monitoring locations. Can someone clarify how equipment was purchased when the CSC only approved the map?

District Response: The District worked closely with the CSC on identifying sources of concerns and their location. During the August 2020 meeting, the District shared a map of the general locations the CSC proposed for air monitoring equipment and the District shared what types of air monitoring equipment would be needed to monitor the air pollution. The District informed CSC that the next step would be to purchase some of the air monitoring equipment, such as the trailer, with the intent of placing it at Washington Elementary and asked for the CSCs feedback and did not receive any. The PM 2.5 monitors are a more standard type of equipment that we will need in our inventory. We also bought a couple multi-pollutant monitors as well, based on the

types of pollutants the CSC identified they were concerned about. These items have been purchased but not yet placed.

Budget Prioritization Exercise

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Ryan presented the CERP incentive funding strategy to the CSC. Presentation highlights included:

- Funding must be liquidated by 6/30/2025
- Proposed funding amounts based on multiple factors
 - Cost effectiveness
 - Exposure reduction for sensitive populations
 - Availability of potential projects
 - Willingness/availability of businesses/organizations/agencies to provide cost share and partner on projects
 - Ability to complete project within legislative deadline
 - Overall project cost
- Stockton CERP incentive measures are anticipated to have a budget of \$36-\$42 million

The District shared a spreadsheet with CSC-suggested incentive measures listed with the incentive cost per units, proposed number of units, allocation amount, and direct reductions estimate.

Question: Did you assess barriers to electrical panel upgrades to homes and providing incentives for panel upgrades so more folks can apply for the regular incentive programs to purchase an electric car?

District Response: We want residents to understand that trickle charging really does work. While it is great to have in-home Level II chargers, you do not need to redo all of the electrical in your house to participate.

Comment: The EV mechanic training is a great example of innovative programs that can really elevate this CERP. It could make a lasting impact in Stockton.

District Response: Thank you.

The CSC flagged the EV mechanic training measure as one that should have increased funding if the college district can accommodate additional capacity.

Question: Is the car share program the same one the Housing Authority presented? How long is this \$1 million going to last?

Housing Authority Response: Yes. The Housing Authority has the money for the chargers and this money would be for the cars. The budget is intended to fund the five-year length of the grant. It is specifically for Sierra Vista I, Sierra Vista II, and Conway Homes.

Comment: I think we are light on our budget for the EV mechanic training. The real concern is, for some of our community members, being able to afford the tools that they need to accomplish the task of working in the field after they have met the standard. That might be something we want to look at.

ILG Response: Thanks for that comment; it is an important workforce development conversation.

Note: The District included the locomotive switchers incentive measure in the funding spreadsheet even though it is not currently approved to be included in the Stockton CERP; this was done to show the CSC what the funding amount and emissions reductions might be.

Comment: We should focus on small business trucking over fleets.

District Response: Yes, we will put together outreach campaigns. This will require significant effort from the CSC to engage residents and ensure that we inform all the local businesses.

Stockton Unified School District Comment: Stockton Unified has done \$1.8 million in infrastructure upgrades. We have obtained two buses from the CEC, four buses from CARB, and we have a 24-bus infrastructure that we can accommodate. If the CSC uses some of your money for this, it would help us fill our fleet.

ILG Comment: Thank you for that context. We'll try to get a consensus from the CSC about whether to re-consider that item at a future meeting.

Comment: We did not hear people's rationale for how they voted in the last meeting on the red measures that did not get into the CERP. I get the sense there is a lot of push to include huge polluters and we need to consider it more carefully. We need to prioritize cleaning the air.

ILG Comment: Thanks for that comment. This is why the budget prioritization exercise is an important step; so you can see the cost effectiveness of each measure and the potential emission reductions.

Question: I would like to have a COVID lens in this program. Can that be added on rail and buses—places where people are confined? Has anyone thought of including and funding that?

District Response: There is some discussion at the state level, specifically about schools. We are closely watching what the state does so that any filtration the District incorporates also aligns with what the state is doing.

CARB Comment: If the CSC decides not to fund switchers, there is no reason you cannot approach your local railyard and ask for a voluntary agreement that the first locomotives they replace are voluntarily restricted to operate only in your community.

District Comment: There is a contract requirement that would require them to spend a certain amount of time in the AB 617 community because we are using local money and want to ensure emissions reductions stay local.

Based on the dialogue and CSC interest, Erica suggested that the CSC and District put the locomotive switchers and electric school bus measures back on the agenda for the March meeting so the CSC can decide on inclusion in the CERP.

Question: For the air filtration in schools measure, Stockton Unified is already planning to put MERV 13 filters in all of the classrooms. Are these measures intended for outside of Stockton Unified?

District Response: That is new information for us, so we will reach out to Stockton Unified to better answer that question.

Question: Is \$80,000 per school sufficient funding for the air filtration in schools measure?

District Response: There are 33 schools in the community and we think that budget is appropriate.

Wrap Up/Next Steps

Erica Manuel, Facilitator & Executive Director/CEO, ILG

Erica thanked the CSC for their work and reminded the group that the committee is scheduled to vote on the CERP at their next meeting.

Reminders

The next CSC meeting is March 3 on Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Stockton Reunión #16
16 de febrero de 2021 | 5:00 pm - 7:30 pm
Reunión Virtual a través de Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Stockton (Comité):

- Revisar y enviar comentarios sobre el borrador del CERP antes del 28 de febrero

Artículos de Acción para el Distrito del Aire del Valle (Distrito):

- Indica las revisiones del lenguaje del CERP en una tipografía o color diferente para el Comité
- Agregue los conmutadores de locomotoras y las medidas de los autobuses escolares eléctricos a la agenda de discusión para la próxima reunión del Comité
- Dar seguimiento con Stockton Unified sobre las medidas relacionadas con la filtración de aire en las escuelas y los filtros MERV que están instalando
- Proporcionar información adicional sobre medidas relacionadas con el Puerto que actualmente no están aprobadas para el CERP; considerar una discusión adicional en la próxima reunión

Bienvenida e Introducciones

Erica Manuel, Facilitadora y Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Erica dio la bienvenida a los participantes del Comité de Stockton a la segunda reunión del mes, presentó al equipo de facilitación de ILG, dio una descripción general de la agenda y señaló el tiempo de reunión extendido.

Ryan agradeció al Comité por los muchos comentarios que enviaron al Distrito sobre el borrador del CERP. Señaló que el Comité ha alcanzado un gran hito en el proceso AB 617.

Erica resumió la reunión anterior del Comité y discutió algunas mejoras en el proceso que pueden ayudar a que las reuniones virtuales sigan siendo productivas y atractivas para todos los miembros.

Los siguientes puntos fueron discutidos e incorporados a la reunión:

- **Elevar las voces de los residentes**—todas las perspectivas son válidas y el plan es ajustar nuestras prácticas de discusión para asegurar que las voces de los residentes y las voces más tranquilas sean elevadas, incluso en un entorno virtual
- **Actividad del cuadro de chat**—el registro de chat de la última reunión tenía decenas de páginas e incluía muchas conversaciones paralelas que no estaban específicamente relacionadas con el tema que se discutía verbalmente. Los miembros del Comité habían compartido preocupaciones por no poder seguir a ambos. Se pidió a los miembros del Comité que limitaran los comentarios del chat para reflejar solo el tema que se está discutiendo en ese momento

- **Proceso de votación**—la votación se puede realizar de manera más rápida, simplificada y transparente. En el futuro, todos los votos de los miembros del Comité se mostrarán en la pantalla para que los miembros votantes puedan validar sus elecciones en tiempo real

Comentario: Gracias, creo que estas aclaraciones son extremadamente útiles y agradezco la atenuación del chat.

Respuesta de ILG: Gracias. También recibimos comentarios similares de otros miembros del Comité.

Erica también identificó una serie de temas de discusión de la última reunión que generaron un interés significativo del Comité. Ella describió los siguientes temas y los próximos pasos relacionados con ellos:

- **Estudios de salud**—el Distrito aclarará el tipo exacto de estudios de salud que el Comité está buscando para ayudar a informar el proceso de toma de decisiones
- **Agregar medidas al CERP después de la aprobación de la Mesa**—puede haber cierta confusión sobre lo que se puede y no se puede agregar al CERP después de que sea aprobado por el Distrito o la Junta de CARB; el Distrito aclarará esto
- **Retrasar el CERP**—se ha debatido la posibilidad de obtener otra extensión del CERP; el Distrito proporcionará claridad sobre las opciones para retrasar el CERP
- **Cómo impactan las medidas del CERP en el presupuesto AB 617 de Stockton**—existe una correlación entre las medidas que se incluyen en el CERP y el presupuesto final para las actividades AB 617 en Stockton; el Distrito explicará esa dinámica

El personal del Distrito compartió las siguientes ideas relacionadas con lo anterior:

- **Estudios de salud**—el Distrito ha revisado la legislación, los paneles de revisión científica, la guía federal de la EPA y otros estudios existentes del Valle Central; No hay estudios de salud existentes que se hayan completado para el área de Stockton que muestren un nexo directo entre la implementación de medidas específicas y tipos de contaminación reducidos y ciertos tipos de indicadores de salud. La legislación AB 617 se elaboró para eliminar las emisiones de contaminantes de criterio; si el Comité hace eso con medidas en su CERP, la región obtendrá los beneficios de salud deseados
- **Agregar medidas al CERP después de la aprobación de la Mesa**—el Distrito ha recibido comentarios de CARB de que los CERP deben ser “documentos vivos”. Esto refleja la posibilidad de que pueda haber nuevas tecnologías que beneficiarían a las comunidades AB 617 en el transcurso del plazo de implementación del CERP. El Comité de Stockton podrá recomendar enmendar el CERP para incluir medidas que incorporen tecnología nueva o emergente o realizar cambios sustanciales a medida que se disponga de más información a través de la implementación. Sin embargo, el CERP no debe enmendarse con frecuencia y cualquier enmienda que el Comité vote después de la adopción inicial puede requerir la aprobación de la Mesa del Distrito
- **Retrasar el CERP**—a pedido del Comité, el Distrito presentó una solicitud de extensión en nombre de este Comité en diciembre. Los miembros del Comité han estado trabajando muy duro para cumplir con la nueva fecha límite y el comité está cerca de finalizar un CERP que refleje los aportes del Comité. Es probable que no sea posible una extensión adicional, ya que el estatuto deja claro que la fecha límite ya pasó. Las demoras

adicionales comenzarían a afectar los plazos de implementación con el financiamiento de incentivos con plazos específicos para gastar fondos

- **Cómo impactan las estrategias del CERP en el presupuesto de Stockton AB 617**—el Distrito previamente compartió cuál podría ser el presupuesto para las estrategias de incentivos; esas sugerencias presupuestarias se incluyeron en la encuesta de priorización de estrategias que el Distrito envió a fines del verano a la que respondió el Comité. Durante la reunión de octubre de 2020, el Distrito compartió cuáles son los posibles fondos disponibles para la comunidad de Stockton, siempre que el Comité identifique estrategias que se podrían gastar dentro de los plazos requeridos (30 de junio de 2025). El Distrito compartió los montos presupuestarios para las estrategias CERP que el Comité está considerando incluir en el último borrador del CERP. Si el Comité no desea incluir una medida en particular en el CERP, es posible que esos dólares no puedan redirigirse al presupuesto general. Por ejemplo, si ciertas medidas de alta reducción de emisiones con costos considerables se excluyen del CERP, eso puede reducir potencialmente el financiamiento de incentivos total disponible para la comunidad de Stockton, ya que esos fondos no necesariamente pueden reasignarse a otras estrategias a menos que exista una clara capacidad para gastar fondos de incentivos dentro de los plazos para gastar los fondos

Repasar y Discutir el Borrador del CERP

Jessica Olsen, Gerente de Programas, Distrito

Jessica revisó el borrador inicial de los comentarios del CERP recibidos del Comité. Los puntos importantes de la presentación incluyeron:

- Todos los comentarios recibidos se incluyen en el borrador publicado en la página web de Stockton AB 617
- Los puntos importantes de los comentarios incluyeron:
 - Reconocimiento del arduo trabajo y aportes proporcionados por el Comité
 - Reordenar el diseño del CERP para reflejar las prioridades de la comunidad en cada una de las secciones; basado en una encuesta de priorización
 - Priorizar las tecnologías de cero emisiones sobre las tecnologías de emisión casi cero cuando sea posible
 - Aclarar el financiamiento de contrapartida en lugares donde el CERP menciona "identificar fondos"
 - Aclarar el cronograma de implementación

Con base en los comentarios recibidos, el Distrito acordó las siguientes revisiones en los borradores posteriores:

- Incluir antecedentes históricos de Stockton
- Reordenar las medidas en el CERP para reflejar la priorización del Comité
- Incluir una lista clasificada de prioridades de la comunidad
- Especificar cómo trabajará el Distrito para aprovechar otros fondos para varias medidas para sacar más provecho de AB 617
- Aclarar que los incentivos para residentes son solo para aquellos en el límite AB 617
- Incluir un cronograma de implementación propuesto

- Reescribir las medidas del CERP para priorizar las tecnologías eléctricas cuando sea factible
- Incluir más detalles sobre las medidas de filtración de la escuela, incluyendo el componente de monitoreo

Pregunta: ¿Es posible que las revisiones estén en un tipografía o color diferente?

Respuesta del Distrito: Absolutamente, creo que es una gran idea.

Comentario: Parece que estamos financiando programas ya existentes. Cuando preguntamos cuánto se está gastando ya en ciertos programas, no obtenemos una respuesta; creo que ahí es donde está la fricción. Queremos hacer avanzar las cosas, pero queremos que se respondan estas preguntas.

Respuesta del Distrito: Buen punto. Algunos programas pueden tener financiación en este momento a través de otros programas o agencias, pero esa cantidad puede ser anual. AB 617 es un programa de cinco años y hemos dedicado fondos para estos proyectos durante los próximos cinco años. Si un proyecto o medida es importante para el Comité, debe incluirse en este CERP para garantizar que haya fondos disponibles. No podemos depender de una financiación constante o adecuada de otros programas.

Comentario de seguimiento: No intentamos ser obstruccionistas. Parece que tanto dinero se destina a industrias que han contaminado en nuestra comunidad y nunca han realizado actividades de alcance, lo cual es traumático para nosotros.

Respuesta del Distrito: Definitivamente es personal y entendemos la construcción de confianza que debe tener lugar.

Comentario: Me gustaría ver más programas y medidas innovadores incluidos en el CERP. Por ejemplo, un sistema de monitoreo del aire administrado por la comunidad sería maravilloso.

Respuesta de ILG: Gracias por su sugerencia.

Comentario: La gente está robando convertidores catalíticos y parece una carga reemplazarlos. Grabarlos ayudará a disuadir a los ladrones de robarlos y mantendrá nuestro aire limpio, ya que la gente no tiene los fondos para reemplazarlos.

Pregunta: Dado que sufrimos las peores tasas de asma en el estado, tengo curiosidad por saber a quién estamos esperando para recibir fondos.

Respuesta del Distrito: Los programas siguen las pautas estatales que se extienden más allá del Distrito. Estos programas suelen asignar fondos por orden de llegada y se realizan en todo el Valle. No tenemos la capacidad de reservar fondos de otras fuentes y exigir que se envíen a Stockton. El Valle tiene las comunidades más desfavorecidas con necesidades y deseos de beneficiarse de las reducciones de emisiones de los proyectos financiados

Comentario: Realizamos una votación formal sobre un artículo de la categoría roja en el que teníamos un empate. ¿Existe consenso sobre ese tema? Dado que Stockton es un importante centro logístico, me gustaría que reuniéramos una delegación en la que nos acerquemos a Amazon para financiar tecnologías que podrían desarrollarse si las industrias están dispuestas.

Respuesta de ILG: Gracias. Un comentario en el chat dice que Amazon ya está buscando fuentes de energía alternativas. En cuanto a la votación, sí tuvimos un empate, por lo que esa medida no estaba incluida en el CERP, según nuestra carta.

Respuesta del Distrito: Nuestro plan es informar mejor al Comité para que los miembros comprendan mejor los beneficios que brindan ciertas medidas.

Pregunta: En la última reunión del CAMP, se nos notificó que ya se había comprado el equipo de monitoreo del aire. Hace unos meses, el Comité votó que solo aprobaríamos el mapa de ubicaciones de monitoreo. ¿Alguien puede aclarar cómo se compró el equipo cuando el Comité solo aprobó el mapa?

Respuesta del Distrito: El Distrito trabajó en estrecha colaboración con el Comité para identificar las fuentes de inquietud y su ubicación. Durante la reunión de agosto de 2020, el Distrito compartió un mapa de las ubicaciones generales que el Comité propuso para el equipo de monitoreo del aire y el Distrito compartió qué tipos de equipo de monitoreo del aire se necesitarían para monitorear la contaminación del aire. El Distrito informó al Comité que el próximo paso sería comprar algunos de los equipos de monitoreo de aire, como el remolque, con la intención de colocarlo en la Primaria Washington y pidió comentarios del Comité y no recibió ninguno. Los monitores PM2.5 son un tipo de equipo más estándar que necesitaremos en nuestro inventario. También compramos un par de monitores de contaminantes múltiples, basados en los tipos de contaminantes que el Comité identificó que les preocupaba. Estos artículos se han comprado pero aún no se han colocado.

Ejercicio de Priorización Presupuestaria

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Ryan presentó la estrategia de financiación de incentivos del CERP al Comité. Los puntos importantes de la presentación incluyeron:

- La financiación debe liquidarse antes del 6/30/2025
- Montos de financiamiento propuestos basados en múltiples factores
 - Rentabilidad
 - Reducción de la exposición para poblaciones sensibles
 - Disponibilidad de proyectos potenciales
 - Voluntad/disponibilidad de empresas/organizaciones/agencias para proporcionar costos compartidos y socios en proyectos
 - Capacidad para completar el proyecto dentro del plazo legislativo
 - Costo total del proyecto
- Se prevé que las medidas de incentivo del CERP de Stockton tengan un presupuesto de \$36-\$42 millones

El Distrito compartió una hoja de cálculo con las medidas de incentivo sugeridas por el Comité enumeradas con el costo de incentivo por unidades, el número propuesto de unidades, el monto de la asignación y la estimación de reducciones directas.

Pregunta: ¿Evaluó las barreras para la actualización de los paneles eléctricos de los hogares y proporcionó incentivos para las actualizaciones de los paneles para que más personas puedan solicitar los programas de incentivos regulares para comprar un automóvil eléctrico?

Respuesta del Distrito: Queremos que los residentes comprendan que el cobro por goteo realmente funciona. Si bien es genial tener cargadores de Nivel II en el hogar, no es necesario que rehagas todos los componentes eléctricos de tu casa para participar.

Comentario: El entrenamiento de mecánicos de vehículos eléctricos es un gran ejemplo de programas innovadores que realmente pueden elevar este CERP. Podría tener un impacto duradero en Stockton.

Respuesta del Distrito: Gracias.

El Comité señaló la medida de capacitación para mecánicos de vehículos eléctricos como una que debería haber aumentado los fondos si el distrito universitario puede acomodar capacidad adicional.

Pregunta: ¿El programa de autos compartidos es el mismo que presentó la Autoridad de Vivienda? ¿Cuánto tiempo van a durar este millón de dólares?

Respuesta de la Autoridad de Vivienda: Sí. La Autoridad de Vivienda tiene el dinero para los cargadores y este dinero sería para los vehículos. El presupuesto está destinado a financiar los cinco años de duración de la subvención. Es específicamente para Sierra Vista I, Sierra Vista II y Conway Homes.

Comentario: Creo que tenemos poco presupuesto para la capacitación de mecánicos de vehículos eléctricos. La verdadera preocupación es, para algunos de los miembros de nuestra comunidad, poder pagar las herramientas que necesitan para realizar la tarea de trabajar en el campo después de haber cumplido con el estándar. Eso podría ser algo que queremos ver.

Respuesta de ILG: Gracias por ese comentario; es una conversación importante sobre el desarrollo de la fuerza laboral.

Nota: El Distrito incluyó la medida de incentivo de los cambiadores de locomotoras en la hoja de cálculo de financiamiento, aunque actualmente no está aprobada para ser incluida en el CERP de Stockton; esto se hizo para mostrarle al Comité cuál podría ser la cantidad de financiamiento y las reducciones de emisiones.

Comentario: Deberíamos centrarnos en el transporte de camiones de pequeñas empresas sobre flotillas.

Respuesta del Distrito: Sí, organizaremos campañas de alcance. Esto requerirá un esfuerzo significativo por parte del Comité para involucrar a los residentes y garantizar que informamos a todas las empresas locales.

Comentario del Distrito Escolar Unificado de Stockton: El Distrito Escolar Unificado de Stockton ha realizado \$1.8 millones en mejoras de infraestructura. Hemos obtenido dos autobuses de la CEC, cuatro autobuses de CARB y tenemos una infraestructura de 24 autobuses que podemos acomodar. Si el Comité utiliza parte de su dinero para esto, nos ayudaría a llenar nuestra flotilla.

Comentario de ILG: Gracias por ese contexto. Intentaremos obtener un consenso del CSC sobre si volver a considerar ese tema en una reunión futura.

Comentario: No escuchamos la justificación de la gente sobre cómo votaron en la última reunión sobre las medidas rojas que no entraron en el CERP. Tengo la sensación de que se está presionando mucho para incluir a los grandes contaminadores y debemos considerarlo más detenidamente. Necesitamos priorizar la limpieza del aire.

Comentario de ILG: Gracias por ese comentario. Es por eso que el ejercicio de priorización presupuestaria es un paso importante; para que pueda ver la rentabilidad de cada medida y las posibles reducciones de emisiones.

Pregunta: Me gustaría tener un lente COVID en este programa. ¿Se puede agregar eso en trenes y autobuses, lugares donde la gente está confinada? ¿Alguien ha pensado en incluirlo y financiarlo?

Respuesta del Distrito: Existe cierta discusión a nivel estatal, específicamente sobre las escuelas. Estamos observando de cerca lo que hace el estado para que cualquier filtración que incorpore el Distrito también se alinee con lo que está haciendo el estado.

Comentario de CARB: Si el Comité decide no financiar a los cambiadores, no hay razón para que no pueda acercarse a su estación ferroviaria local y solicitar un acuerdo voluntario de que las primeras locomotoras que reemplazan están restringidas voluntariamente para operar solo en su comunidad.

Comentario del Distrito: Existe un requisito contractual que les exigiría pasar una cierta cantidad de tiempo en la comunidad AB 617 porque estamos usando dinero local y queremos asegurarnos de que las reducciones de emisiones sigan siendo locales.

Con base en el diálogo y el interés del Comité, Erica sugirió que el Comité y el Distrito vuelvan a poner los conmutadores de locomotoras y las medidas de los autobuses escolares eléctricos en la agenda de la reunión de marzo para que el Comité pueda decidir su inclusión en el CERP.

Pregunta: Para la medida de filtración de aire en las escuelas, el Distrito Escolar Unificado de Stockton ya está planeando colocar filtros MERV 13 en todas las aulas. ¿Están estas medidas destinadas a fuera del Distrito Unificado de Stockton?

Respuesta del Distrito: Esa es información nueva para nosotros, por lo que nos comunicaremos con el Distrito Unificado de Stockton para responder mejor esa pregunta.

Pregunta: ¿\$80,000 por escuela son fondos suficientes para la medida de filtración de aire en las escuelas?

Respuesta del Distrito: Hay 33 escuelas en la comunidad y creemos que el presupuesto es apropiado.

Concluir/Próximos Pasos

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Erica agradeció al Comité por su trabajo y le recordó al grupo que el comité está programado para votar sobre el CERP en su próxima reunión.

Recordatorios

La próxima reunión regular del Comité Directivo es el 3 de marzo en Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión.*

Comentario Público

Ningún comentario público.



Agenda for Stockton Community Steering Committee Meeting #16

Tuesday, February 16, 2021 – 5:00 pm - 7:30 pm

Public Participation: Join via *YouTube Live* - www.youtube.com/healthyairliving

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 5:15 p.m. Review and discuss draft CERP**
CSC and District review and discuss the initial draft CERP document and feedback received
Community Steering Committee
- 6 p.m. Budget Prioritization Exercise**
Work through proposed budget based on CSC suggestions
Community Steering Committee
- 7:10 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 7:15 p.m. Public Comment**

REMINDERS

- Next meeting: Wednesday, March 3, 2021, via Zoom for CSC members and **YouTube Live** for public.

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



Agenda for Stockton Community Steering Committee Meeting #15

Wednesday, February 3, 2021 – 5:00 pm - 7:30 pm

Public Participation: Join via *YouTube Live* - www.youtube.com/healthyairliving

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 5:15 p.m. Action: Community Emission Reduction Program (CERP) Strategies – Discussion & Vote**
Finish discussing items from both the incentive strategies and the non-incentive strategies
Community Steering Committee
- 6:15 p.m. Present initial draft CERP document and language at the meeting for review over next several weeks.**
- 7:10 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 7:15 p.m. Public Comment**

REMINDERS

- Next meeting: Tuesday, Feb. 16, 2021, via Zoom for CSC members and **YouTube Live** for public.

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

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #14

January 19, 2021 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Email the District if interested in being a future community co-host (after CERP)

Action items for San Joaquin Valley Air Pollution Control District (District):

- Inform residents if the rescheduled January CSC meeting is eligible for stipend
- Confirm that the Port will present to the CSC about the four port-related CERP measures in February
- Send the residential wood burning outreach surveys to CSC to evaluate
- Remind CARB to share the truck forum details with the CSC

Welcome and Introductions

Erica Manuel, Facilitator & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, the District

Erica welcomed the Stockton CSC participants to the second meeting of the month, introduced the ILG facilitation team and gave an overview of the CERP strategies sorting process.

Ryan welcomed the CSC and expressed appreciation for the fast turnaround from the previous meeting.

Community Emission Reduction Program (CERP) Strategies

Erica Manuel, Facilitator & CEO, ILG

Erica presented a “CERP refresher” slide to reiterate what step in the process the CSC is in. Presentation highlights included:

- The CERP is a dynamic and flexible document; it is a framework for the work the CSC is going to do over five years of implementation
- Even after CERP consensus is achieved, the document can be modified during implementation
- The CERP includes emission reduction, exposure reduction and coordination measures
- The task of the CSC is to create a CERP document that will achieve emissions reductions through programs and activities that reflect community priorities
- The new deadline for the CSC to achieve consensus on the CERP is March
- The CERP that goes to the District Board in March will not be all inclusive (and it can be changed after “board approval”) but it should reflect the major priorities that need to be addressed during implementation

Erica also shared the proposed CSC work plan and schedule necessary to accomplish the objective of approving the CERP by March. She also provided an update that the Port data discussed at the previous meeting had not yet been completed and that the Port would work with the District to present those incentive measures at a future meeting rather than tonight.

Question: Can the Port let us know the emissions numbers on trucks idling around the area?

Port of Stockton Response: We have an anti-idling policy enforced at the Port, but it is only on Port property. I will talk to the District to see what we can work out.

Question: Can information be provided for existing funding for some of these measures?

ILG Response: We will have a comprehensive budget meeting as part of this CERP development process. The goal is to have the CSC prioritize the incentives first, so the District can develop an appropriate budget and give the CSC all necessary financial information based on that intel.

The CSC participated in a sorting exercise for the non-incentive CERP measures. Discussion highlights included:

Question: Is enforcement more of a priority than education and coordination?

District Response: They are all equally important. The nice thing about the CERP is that if a measure is included in the CERP, you don't have to pick and choose which ones you want to do. The District implements all the measures that the CSC includes.

Question: Has there been any data collected about the public health impact of these enforcements? I think that will help us prioritize.

District Response: If you're looking for data that supports enhanced enforcement and demonstrated impacts of improved health in studies, I am not aware of that. However, higher compliance rates with District rules and regulation will result in less emissions.

Erica highlighted seven of the yellow measures that CARB will be enforcing regardless of the Stockton CERP.

CARB Comment: These seven measures are CARB regulations, and we already enforce them in Stockton. We will still be involved with Stockton and will come back to CSC to report back.

Question: When it comes to enhanced enforcement, does that mean quicker reporting and a quicker turnaround?

CARB Response: We currently do annual reports, but if the CSC would like us to come back on a quarterly basis to provide an update on our activities, that is something we can commit to if it is included in this CERP.

Question: Some CARB measures are being implemented in a faster timeline because the Valley as a whole has such bad air quality. For those measures that are in that expedited timeline, how much faster would we get these reductions in Stockton?

CARB Comment: It focuses the compliance of the regulation in your community because they are doing more checks than they normally would.

The CSC reached consensus to move the seven CARB regulation enforcement measures to green. The CSC then discussed enforcement of the residential wood burning rule and vehicle miles traveled reductions next.

Comment: I think enforcement of wood burning won't go far in Stockton; it should be an incentive.

District Response: As an organization we are required to enforce our regulations, but if you don't include this measure in the CERP, it wouldn't be enhanced enforcement.

Comment: I want to voice support for the enforcement of wood burning. A few weeks ago, I submitted a form about a wood burning violation and about ten minutes later, it was responded to and the violator was cited. It was quick and efficient.

Comment: I am ok with moving it to green with enforcement if we match that with very strong incentives and outreach.

District Response: Thank you. We do have outreach included in the incentive measures you already approved.

Comment: I am worried that by increasing enforcement and potentially fining people, it would be an added stressor to an area that is already vulnerable and disproportionately challenged.

Comment: Realtors in the area should have forms that tell them what is and is not permitted so they can educate buyers how to be environmentally-friendly.

ILG Comment: Based on the comments from the District and the mix of perspectives from the CSC, there are a number of options. If you want to include enhanced enforcement of residential wood burning but you're concerned about the adverse impacts to the community right now, you could include this measure in the CERP with specific language that delays enhanced enforcement for 2-3 years down the road. You could focus on outreach and incentives in the first two years to give people a chance to get caught up from the impacts of COVID.

The CSC reached consensus to review the language options for including enforcement of residential wood burning, but staggering enforcement after education and outreach. Not officially moved to green.

Question: In three years, if we bring this back as enhanced enforcement, would we be able to do a study to show the cause and effects of enhancement on the community or on providing incentive funding to them to see if there is a huge change?

District Response: We have done significant outreach surveys on this issue. That research shows a direct correlation between education, enforcement and incentives reducing the levels of wood burning within the community.

District Comment: The vehicle miles traveled reduction measure is in alignment with the efforts of other agencies and jurisdictions that exist to ensure there is coordination around these projects.

The CSC reached consensus to move vehicle miles traveled reduction to green.

Two measures remained in red and will be discussed at the next CSC meeting.

All Non-Incentive Strategies by Color (after meeting)		
Green	Green	Red
<ul style="list-style-type: none"> • Permitted Stationary Sources (Measure #1) • Truck Idling (Measure #2) • Facility Risk Assessment (Measure #3) • Enforcement of Heavy-Duty Vehicle Inspection Programs (Measure #4) • Multilingual Outreach – Air Quality Info and Program (Measure #5) • Reduce Children’s Exposure to Poor Air Quality at Schools (Measure #7) • Port of Stockton (Measure #8) • Fugitive Dust (Measure #10) • Evaluation of District Rules (Measure #13) • Illegal Burning (Measure #16) • Illegal Residential Open Burning (Measure #19) • Transportation Planning (Measure #23) • Algal Bloom (Measure #24) 	<ul style="list-style-type: none"> • Ocean Going Vessel Fuel Regulation (Measure #6) • Mobile Cargo Handling Equipment Regulation (Measure #9) • Transport Refrigeration Units Regulation (Measure #12) • Consumer Products Regulatory Program (Measure #15) • Commercial Harbor Craft Regulation (Measure #17) • In-Use Off-Road Diesel-Fueled Fleets (Measure #14) • Truck and Bus Regulation (Measure #11) • Enforcement of Residential Wood Burning Rule (Measure #18) • Vehicle Miles Traveled Reduction (Measure #20) 	<ol style="list-style-type: none"> 1. Outdoor Commercial Cooking Emissions (Measure #21) 2. (Gas Station) Self-Inspections Training Program (Measure #22)

Wrap Up/Next Steps

Erica Manuel, Facilitator & CEO, ILG

Erica thanked the CSC for their work and reminded the CSC there will not be community co-hosts until the CERP has been finalized by the CSC. CSC members are still encouraged to volunteer to co-host future meetings.

Reminders

The next CSC meeting is Feb. 3 on Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

Public Comment

No public comment.

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

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Stockton Reunión #14

19 de enero de 2021 | 5:00 pm - 7:00 pm

Reunión Virtual a través de Zoom

Artículos de Acción para el Comité Directivo Comunitario de Stockton (Comité):

- Envié un correo electrónico al Distrito si está interesado en ser coanfitrión de la comunidad en el futuro (después del CERP)

Artículos de Acción para el Distrito del Aire del Valle (Distrito):

- Informar a los residentes si la reunión del Comité de enero reprogramada es elegible para recibir un estipendio
- Confirmar que el Puerto presentará al Comité sobre las cuatro medidas del CERP relacionadas con el puerto en febrero
- Envié las encuestas de alcance residencial sobre la quema de leña al Comité para evaluar
- Recordarle a CARB que comparta los detalles del foro de camiones con el Comité

Bienvenida e Introducciones

Erica Manuel, Facilitadora y Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Erica dio la bienvenida a los participantes del Comité de Stockton a la segunda reunión del mes, presentó al equipo de facilitación de ILG y brindó una descripción general del proceso de clasificación de estrategias del CERP.

Ryan dio la bienvenida al Comité y expresó su agradecimiento por el rápido cambio de rumbo de la reunión anterior.

Estrategias del Programa de Reducción de Emisiones en la Comunidad (CERP, por sus siglas en inglés)

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Erica presentó una “Actualización del CERP” para reiterar en qué paso del proceso se encuentra el Comité. Los puntos importantes de la presentación incluyeron:

- El CERP es un documento dinámico y flexible; es un marco para el trabajo que el Comité va a realizar durante cinco años de implementación
- Incluso después de lograr el consenso del CERP, el documento puede modificarse durante la implementación
- El CERP incluye medidas de reducción de emisiones, reducción de exposición y coordinación
- La tarea del Comité es crear un documento CERP que logre reducciones de emisiones a través de programas y actividades que reflejen las prioridades de la comunidad
- La nueva fecha límite para que el Comité logre un consenso sobre el CERP es marzo

- El CERP que se envía a la Mesa Directiva del Distrito en marzo no incluirá todo (y se puede cambiar después de la "aprobación de la Mesa"), pero debe reflejar las principales prioridades que deben abordarse durante la implementación

Erica también compartió el plan de trabajo propuesto del Comité y el cronograma necesario para lograr el objetivo de aprobar el CERP para marzo. También proporcionó una actualización de que los datos del Puerto de cual se hablaron en la reunión anterior aún no se habían completado y que el Puerto trabajaría con el Distrito para presentar esos incentivos en una reunión futura en lugar de esta noche.

Pregunta: ¿Puede el Puerto informarnos las cifras de emisiones de los camiones que están inactivos (con el motor encendido) en el área?

Respuesta del Puerto de Stockton: Tenemos una regla contra dejar el motor encendido que se aplica en el Puerto, pero solo en la propiedad del Puerto. Hablaré con el Distrito para ver qué podemos hacer.

Pregunta: ¿Se puede proporcionar información sobre la financiación existente para algunas de estas medidas?

Respuesta de ILG: Tendremos una reunión presupuestaria integral como parte de este proceso de desarrollo del CERP. El objetivo es que el Comité dé prioridad a los incentivos primero, para que el Distrito pueda desarrollar un presupuesto apropiado y darle al Comité toda la información financiera necesaria basada en esa información.

El Comité participó en un ejercicio de clasificación de las medidas del CERP sin incentivos. Los puntos importantes de la discusión incluyeron:

Pregunta: ¿Es el cumplimiento de la ley una prioridad más que la educación y la coordinación?

Respuesta del Distrito: Todos son igualmente importantes. Lo bueno del CERP es que si se incluye una medida en el CERP, no tiene que elegir cuáles quiere hacer. El Distrito implementa todas las medidas que incluye el Comité.

Pregunta: ¿Se han recopilado datos sobre el impacto de estas medidas en la salud pública? Creo que eso nos ayudará a priorizar.

Respuesta del Distrito: Si está buscando datos que respalden el cumplimiento mejorado y los impactos demostrados de una mejor salud en los estudios, no estoy al tanto de eso. Sin embargo, las tasas de cumplimiento más altas con las reglas y regulaciones del Distrito resultarán en menos emisiones.

Erica recalcó siete de las medidas amarillas que CARB aplicará independientemente del CERP de Stockton.

Comentario de CARB: Estas siete medidas son regulaciones de CARB y ya las hacemos cumplir en Stockton. Seguiremos involucrados con Stockton y regresaremos al Comité para informarles.

Pregunta: Cuando se trata del cumplimiento mejorado, ¿eso significa informes más rápidos y una respuesta más rápida?

Respuesta de CARB: Actualmente hacemos informes anuales, pero si el Comité desea que regresemos trimestralmente para brindar una actualización de nuestras actividades, eso es algo a lo que podemos comprometernos si se incluye en este CERP.

Pregunta: Algunas medidas de CARB se están implementando en un plazo más rápido porque el Valle tiene una calidad de aire muy mala. Para aquellas medidas que se encuentran en esa línea de tiempo acelerada, ¿cuánto más rápido obtendríamos estas reducciones en Stockton?

Comentario de CARB: Se enfoca en el cumplimiento de la regulación en su comunidad porque están haciendo más verificaciones de las que normalmente harían.

El Comité llegó a un consenso para cambiar las siete medidas de cumplimiento de la regulación CARB a verde. El Comité luego discutió el cumplimiento de la regla de quema de leña residencial y las reducciones de millas recorridas por vehículos.

Comentario: Creo que el cumplimiento de la quema de leña no llegará muy lejos en Stockton; debería ser un incentivo.

Respuesta del Distrito: Como organización, estamos obligados a hacer cumplir nuestras regulaciones, pero si no incluye esta medida en el CERP, no mejoraría el cumplimiento.

Comentario: Quiero expresar mi apoyo a el cumplimiento de la quema de leña. Hace unas semanas, envié un formulario sobre una infracción de quema de leña y unos diez minutos después, se respondió y se citó al infractor. Fue rápido y eficiente.

Comentario: Estoy de acuerdo con cambiarlo a verde con el cumplimiento si lo combinamos con incentivos y alcance muy fuertes.

Respuesta del Distrito: Gracias. Tenemos el alcance incluido en las medidas de incentivo que ya aprobó.

Comentario: Me preocupa que al aumentar el cumplimiento y potencialmente multar a las personas, sería un factor de estrés adicional para un área que ya es vulnerable y desproporcionadamente desafiada.

Comentario: Los agentes inmobiliarios en el área deben tener formularios que les digan qué está y qué no está permitido para que puedan educar a los compradores sobre cómo ser respetuosos con el medio ambiente.

Comentario de ILG: En base a los comentarios del Distrito y la combinación de perspectivas del Comité, hay varias opciones. Si desea incluir el cumplimiento mejorado de la quema de leña residencial, pero le preocupan los impactos adversos para la comunidad en este momento, podría incluir esta medida en el CERP con un lenguaje específico que retrasa el cumplimiento mejorado durante 2-3 años en el futuro. Podría centrarse en el alcance y los incentivos en los primeros dos años para dar a las personas la oportunidad de ponerse al día con los impactos de COVID.

El Comité llegó a un consenso para repasar las opciones de lenguaje para incluir el cumplimiento de la quema de leña residencial, pero un cumplimiento asombroso después de la educación y el alcance. No se movió oficialmente a verde.

Pregunta: En tres años, si recuperamos esto como el cumplimiento mejorado, ¿podríamos hacer un estudio para mostrar la causa y los efectos de la mejora en la comunidad o para proporcionarles fondos de incentivo para ver si hay un cambio enorme?

Respuesta del Distrito: Hemos realizado importantes encuestas de alcance sobre este tema. Esa investigación muestra una correlación directa entre la educación, el cumplimiento y los incentivos que reducen los niveles de quema de leña dentro de la comunidad.

Comentario del Distrito: La medida de reducción de millas recorridas por vehículos está alineada con los esfuerzos de otras agencias y jurisdicciones que existen para asegurar que haya coordinación en torno a estos proyectos.

El Comité llegó a un consenso para mover la reducción de millas recorridas por vehículos a verde.

Dos medidas permanecieron en rojo y se discutirán en la próxima reunión del Comité.

Todas las Estrategias sin Incentivos por Color (después de la reunión)

Fuentes Estacionarias con Permisos (Medida #1)

Camiones con Motores Encendidos Mientras Estacionados (Medida #2)

Evaluación de Riesgos de Instalaciones (Medida #3)

Programas de Inspección de Cumplimiento de Vehículos de Carga Pesada (Medida #4)

Alcance Multilingüe – Información de la Calidad del Aire y Programas (Medida #5)

Regulación de Combustible para Buques Oceánicos (Medida #6)

Reducir la Exposición de los Niños a la Mala Calidad del Aire en las Escuelas (Medida #7)

Puerto de Stockton (Medida #8)

Regulación de Equipo Móvil de Manejo de Carga (Medida #9)

Polvo Fugitivo (Medida #10)

Regulación de Camiones y Autobuses (Medida #11)

Regulación de Unidades de Refrigeración de Transporte (Medida #12)

Evaluación de las Reglas del Distrito (Medida #13)

Flotillas de Combustible Diésel de Todo Terreno en Uso (Medida #14)

Programa Regulatorio de Productos de Consumo (Medida #15)

Quema Ilegal (Medida #16)

Regulación de Embarcaciones Portuarias Comerciales (Medida #17)

Cumplimiento de la Regla de la Quema de Leña Residencial (Medida #18)

Quema Ilegal Residencial Al Aire Libre (Medida #19)

Reducción de Millas Recorridas por Vehículo (Medida #20)

Planeamiento del Transporte (Medida #23)

Floraciones de Alga (Medida #24)

Emisiones de Cocina Comercial al Aire Libre (Medida #21)

Programa de Capacitación de Autoinspecciones (Gasolineras) (Medida #22)

Concluir/Próximos Pasos

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Erica agradeció al Comité por su trabajo y les recordó que no habrá coanfitriones de la comunidad hasta que el CERP haya sido finalizado por el Comité. Aún se anima a los miembros del Comité a ofrecerse como voluntarios para ser coanfitriones de futuras reuniones.

Recordatorios

La próxima reunión regular del Comité Directivo es el 3 de febrero en Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

Comentario Público

Ningún comentario público.

**Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión.*



Agenda for Stockton Community Steering Committee Meeting #14

Tuesday, January 19, 2021 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
- 5:10 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: continue discussion of individual measures and work toward developing a list of measures to be included in the draft CERP
Community Steering Committee
- 6:50 p.m. Wrap Up/Next Steps**
Erica Manuel, Facilitator
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting: Wednesday, Feb. 3, 2021, via Zoom for CSC members and Facebook Live for public.

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

Meeting Highlights

(Refer to meeting audio to review the full details and comments from the meeting)

AB 617 Stockton Community Steering Committee Meeting #13a

January 14, 2021 | 5:00 pm - 7:00 pm (rescheduled from January 6, 2021)

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Volunteer to be a community co-host at a future meeting (post-CERP)

Action items for San Joaquin Valley Air Pollution Control District (District):

- Send a Doodle Poll with possible dates and times for CAMP subcommittee to meet
- Determine the possibility of getting a future presentation on Carl Moyer, which funds a lot of infrastructure and heavy duty equipment
- Work with Port of Stockton to present emissions inventory data to the CSC

Welcome and Introductions

Erica Manuel, Facilitator & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Irene Calimlim, Fathers & Families of San Joaquin, Community Co-host

Erica welcomed the Stockton CSC participants, introduced the ILG facilitation team and gave an overview of the agenda for the rescheduled CSC meeting

Ryan welcomed the CSC before introducing Irene

Community Co-host Remarks

Irene Calimlim, Community Co-host

Irene shared a presentation detailing the mission of Fathers and Families of San Joaquin. She highlighted the organization's focus on health justice and environmental justice in order to reverse environmental harm and restore healing. She also shared details about their *Greenlining the Hood* initiative, which raises awareness of environmental injustice in South Stockton neighborhoods.

Community Emission Reduction Program (CERP) Strategies

Erica Manuel, Facilitator & CEO, ILG

Erica presented a "CERP refresher" slide that recapped the purpose of the CERP and the usual content in the document. She also outlined where the CSC is in the CERP development process to date and the steps still to be completed. Presentation highlights included:

- The CERP is a dynamic and flexible document; it is a framework for the work the CSC is going to do
- Even after CERP consensus is achieved, the document can be modified during implementation

- The CERP includes emission reduction, exposure reduction and coordination measures
- The task of the CSC is to create a CERP document that will achieve emissions reductions through programs and activities that reflect community priorities
- The new deadline for the CSC to achieve consensus on the CERP is March
- The CERP that goes to the District Board in March is the framework for the work to be done during implementation (and it can be changed after being approved) and it should reflect the major priorities that need to be addressed during implementation

The CSC discussed the schedule for reviewing all CERP measures and determining which should be included. Then the CSC participated in a sorting exercise for the remaining CERP incentive measures. Discussion highlights included:

District Comment: Is there any chance the CSC wants to combine the bike share and car share program measures? The proposal we sent out that some partner agencies are looking at pairing those two things.

Question: I have never used car share or bike share. Is there data on the actual usage rates in the Valley?

District Response: There was a survey of residents in Sierra Vista and Conway Homes and an overwhelming percentage of people were interested. We have operated several of these programs in the District and they have been hugely successful.

Question: Does the District know anything about the COG's strategy for integrating those two things?

District Response: I know the COG has a program that is not as targeted as the Housing Authority's. It goes beyond the boundaries of AB 617.

Comment: There is no end in sight with COVID, so I don't know what that means with approving this initiative—the cost of sanitizing the vehicles and bikes between each use will be more expensive.

Comment: My priority is green areas. My concern is when we put trees in, will they be installed with a sprinkler to keep them green? We need to look at other expenses as well, such as insurance.

District Comment: Understanding that this is a five-year implementation period, there are a couple different options. Right now, there may not be great infrastructure for the bike share program. One option is to not include it now and if things change over the five years, add it back in. Alternatively, we can look at adding it now and not prioritizing it for implementation until later in the cycle.

The CSC reached consensus to move the car share program to green, but move bike share measure to red. The next measure discussed was large clean fuel infrastructure, which focuses on clean truck deployment within the community.

Question: Does this measure imply that it is only at the Port?

District Response: This type of infrastructure would support any clean trucks that would fuel in the region.

Comment: We don't have a lot of information about how big the emissions from these measures will be and I think we need to wait for more information so we can evaluate them.

District Response: There is a lot of information that is still being gathered. As a reminder, just because a measure is listed in the CERP that does not mean it is definitively going to get done. If the latest information challenges the original goals, the CSC will be able to adjust accordingly during implementation.

Comment: It is an extremely important measure that we ensure that kind of fuel and electric plug-ins are available, whether it is at the Port or at every truck stop.

Comment: Having been RTD's Director of Planning until a year ago, despite how many electric buses are out there, they are still working on getting the gold standard reliability of charging. This infrastructure needs another year or two to get standardized before we put a lot of money behind it.

Comment: The CSC needs to consider that we have scarce incentive funding. I would love to see the District step forward and do a presentation on Carl Moyer, which funds a lot of infrastructure and heavy duty equipment.

District Response: We are always interested in providing that kind of information. There are some concerns about the way the money from the state will be distributed; it is often first come, first serve.

The CSC reached consensus on moving large clean fuel infrastructure to green. Erica asked the CSC to review the red column and discuss if any of the items could be moved to green. The CSC agreed to keep all items in the red column and only discuss the items in the yellow column.

Comment: I think all the items in red are extremely important, but we are hesitant to move them because we are hoping there is other grant money available.

Port of Stockton Comment: We are in the process of doing an emissions inventory at the Port and I received a draft copy last week. The marine emissions are 4-5 times higher than anything else on there. I am hoping to share these findings with the group in the future.

The next measure discussed was related to replacing wood burning fireplaces, stoves, and inserts.

Comment: It would be nice to see the data on how many units the District replaces each year.

District Response: Fresno and Kern County are hot spot counties with increased incentive funding and, as a result, we see a higher level of participation in the program in this county. A higher incentive amount could lead to higher levels of participation in Stockton as well, which will help reduce localized PM2.5 emissions.

Comment: As part of TCC, there is an organization that is doing home weatherization and retrofits; they may be able to help out with this.

Comment: This issue is important because our air quality has been in the no-burn section for many days.

Comment: I think the wood burning stove is a good bang for the buck. This is a great way to impact people right in their homes.

The CSC reached consensus to move wood burning fireplace, stoves, and inserts into green. The next measure discussed was trains and other rail equipment operating in the community.

Port of Stockton Comment: As much as I can get from the technical advisory committee, I will share. It will show data for all categories in this column.

The CSC reached consensus to keep trains and other rail equipment in the red column. The CSC decided not to move forward with discussing trucks and other heavy duty equipment operating at the port until getting additional data and speaking with the port at the next meeting. The next measure discussed was truck idling plug-ins.

Comment: I thought truck idling was one of our larger issues, especially in Boggs Tract. I didn't realize it was specific to TRUs. I think this would be an important issue for us.

District Response: Generally, these are a bank of plugs that can be used by 20-30 trucks that are queued up. It allows them to operate their TRUs. Overall, these are not super costly.

The CSC reached consensus to move truck idling plug-ins to green.

At the end of the meeting, the sorting assignments were as follows:

Green (in progress)	Yellow	Red
<ol style="list-style-type: none"> 1. Vegetative Barriers (Measure #1) 2. Trees and Urban Greening (Measure # 2) 3. Air Filtration in Schools (Measure #4) 4. Bike Paths and Infrastructure (Measure #5) 5. Trucks (Measure #6) 6. Charging Stations for Electric Vehicles (Measure #7) 7. Training for Electric Vehicle Mechanics (Measure #8) 8. New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents (Measure #11) 9. Repair Cars to Pass Smog Check (Measure #14) 10. Air Filtration in Homes (Measure #22) 11. Home Weatherization, Solar and Electrification (Measure #23) 12. Truck Routes (Measure #3) 13. Replace Commercial Lawn Care Equipment (Measure #19) 14. Replace Home Lawn Care Equipment (Measure #20) 15. Parklets, Pocket Parks, Traffic Calming Measures (Measure #25) 16. Car Share Program (Measure #15) 17. Large Clean Fuel Infrastructure (Measure #10) 18. Replace Wood Burning Fireplace, Stoves and Inserts (Measure #17) 19. Truck Idling Plug Ins (new - (Measure #26) 	<ol style="list-style-type: none"> 1. Trucks and Other Heavy Duty Equipment Operating at the Port (Measure #13) 	<ol style="list-style-type: none"> 1. School Buses (Measure #9) 2. Trains and Other Rail Equipment Operating in the Community (Measure #12) 3. Tug Boats (Measure #16) 4. Marine Exhaust (Measure #21) 5. Electric Bike Share Program (Measure #18)

CAMP Subcommittee

Jon Klassen, Strategies and Incentives, District

Jon highlighted the CAMP subcommittee process. Presentation highlights included:

- The District has been working out logistics on monitoring locations
- The mobile air monitoring van has been deployed to Washington Elementary School
- The van will continue to visit the zones the CSC recommended
- The District would like to work with the CSC to form a subcommittee and get specific recommendations on properties and locations of each zone
- The District will work with subcommittee to refine the language in the CAMP

Wrap Up/Next Steps

Erica Manuel, Facilitator & CEO, ILG

Erica thanked the CSC for their time and productivity despite the virtual process. She also thanked Irene for co-hosting. Irene thanked everyone for their patience and extra time while finishing the measure sorting.

Reminders

The next CSC meeting is January 19 on Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

Puntos Importantes de la Reunión

(Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión)

Comité Directivo de la Comunidad AB 617 de Stockton Reunión #13a

14 de enero de 2021 | 5:00 pm - 7:00 pm (reprogramada del 6 de enero de 2021)

Reunión Virtual a través de Zoom

Artículos de Acción para el Comité Directivo Comunitario de Stockton (Comité):

- Ofrecerse como voluntario para ser coanfitrión de la comunidad en una reunión futuro (después del CERP)

Artículos de Acción para el Distrito de Control de la Contaminación del Aire del Valle de San Joaquín (Distrito):

- Envié una encuesta por Doodle con posibles fechas y horas para que el subcomité del CAMP se reúna
- Determinar la posibilidad de obtener una presentación futura sobre Carl Moyer, que financia una gran cantidad de infraestructura y equipo de servicio pesado
- Trabajar con el Puerto de Stockton para presentar los datos de inventario de emisiones al Comité

Bienvenida e Introducciones

Erica Manuel, Facilitadora y Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Irene Calimlim, Fathers & Families of San Joaquin, Coanfitrión de la Comunidad

Erica dio la bienvenida a los participantes del Comité de Stockton, presentó al equipo de facilitación del ILG y dio una descripción general de la agenda para la reunión reprogramada del Comité.

Ryan dio la bienvenida al Comité antes de presentar a Irene.

Comentarios del Coanfitrión de la Comunidad

Irene Calimlim, Coanfitrión de la Comunidad

Irene compartió una presentación detallando la misión de Fathers and Families of San Joaquin. Resaltó el enfoque de la organización en la justicia de la salud y la justicia ambiental para revertir el daño ambiental y restaurar la curación. También compartió detalles sobre su iniciativa *Greenlining the Hood*, que crea conciencia sobre la injusticia ambiental en los vecindarios de South Stockton.

Estrategias del Programa de Reducción de Emisiones de la Comunidad (CERP)

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Erica presentó una “actualización del CERP” que resumía el propósito del CERP y el contenido habitual del documento. También describió dónde se encuentra el Comité en el proceso de

desarrollo del CERP hasta la fecha y los pasos que aún deben completarse. Los puntos importantes de la presentación incluyeron:

- El CERP es un documento dinámico y flexible; es un marco para el trabajo que va a hacer el Comité
- Incluso después de lograr el consenso del CERP, el documento puede modificarse durante la implementación
- El CERP incluye medidas de reducción de emisiones, reducción de exposición y coordinación
- La tarea del Comité es crear un documento CERP que logre reducciones de emisiones a través de programas y actividades que reflejen las prioridades de la comunidad
- La nueva fecha límite para que el Comité logre un consenso sobre el CERP es marzo
- El CERP que se envía a la Mesa Directiva del Distrito en marzo es el marco para el trabajo a realizar durante la implementación (y puede cambiarse después de ser aprobado) y debe reflejar las principales prioridades que deben abordarse durante la implementación

El Comité discutió el cronograma para revisar todas las medidas del CERP y determinar cuáles deberían incluirse. Luego, el Comité participó en un ejercicio de clasificación para las medidas de incentivo del CERP restantes. Los puntos importantes de la discusión incluyeron:

Comentario del Distrito: ¿Existe alguna posibilidad de que el Comité quiera combinar las medidas del programa de bicicletas compartidas y automóviles compartidos? La propuesta que enviamos es que algunas agencias asociadas están buscando emparejar esas dos cosas.

Pregunta: Nunca he usado un coche compartido o una bicicleta compartida. ¿Hay datos sobre las tasas de uso reales en el Valle?

Respuesta del Distrito: Hubo una encuesta a los residentes de Sierra Vista y Conway Homes y un porcentaje abrumador de personas estaba interesado. Hemos operado varios de estos programas en el Distrito y han tenido un gran éxito.

Pregunta: ¿Sabe el Distrito algo sobre la estrategia del COG para integrar esas dos cosas?

Respuesta del Distrito: Sé que el COG tiene un programa que no es tan específico como el de la Autoridad de Vivienda. Va más allá de los límites de AB 617.

Comentario: No se vislumbra un final con COVID, por lo que no sé qué significa eso con la aprobación de esta iniciativa—el costo de desinfectar los vehículos y las bicicletas entre cada uso será más caro.

Comentario: Mi prioridad son las zonas verdes. Mi preocupación es que cuando coloquemos árboles, ¿se instalarán con un rociador para mantenerlos verdes? También debemos considerar otros gastos, como el seguro.

Comentario del Distrito: Entendiendo que este es un período de implementación de cinco años, hay un par de opciones diferentes. En este momento, puede que no haya una gran infraestructura para el programa de bicicletas compartidas. Una opción es no incluirlo ahora y si las cosas

cambian durante los cinco años, agregarlo nuevamente. Alternativamente, podemos considerar agregarlo ahora y no priorizar su implementación hasta más adelante en el ciclo.

El Comité llegó a un consenso para cambiar el programa de uso compartido de automóviles a verde, pero cambiar la medida de bicicletas compartidas a rojo. La siguiente medida discutida fue una gran infraestructura de combustible limpio, que se enfoca en el despliegue de camiones limpios (menos contaminantes) dentro de la comunidad.

Pregunta: ¿Esta medida implica que es solo en el Puerto?

Respuesta del Distrito: Este tipo de infraestructura respaldaría cualquier camión limpio que abasteciera de combustible en la región.

Comentario: No tenemos mucha información sobre qué tan grandes serán las emisiones de estas medidas y creo que debemos esperar más información para poder evaluarlas.

Respuesta del Distrito: Todavía se está recopilando mucha información. Como recordatorio, el hecho de que una medida esté incluida en el CERP no significa que definitivamente se vaya a llevar a cabo. Si la información más reciente desafía los objetivos originales, el Comité podrá realizar ajustes en consecuencia durante la implementación.

Comentario: Es una medida sumamente importante que nos aseguremos de que se disponga de tipo de combustible y enchufes eléctricos, ya sea en el Puerto o en cada parada de camiones.

Comentario: Habiendo sido Director de Planificación de RTD hasta hace un año, a pesar de la cantidad de autobuses eléctricos que existen, todavía están trabajando para obtener la confiabilidad de carga estándar de oro. Esta infraestructura necesita uno o dos años más para estandarizarse antes de invertir mucho dinero.

Comentario: El Comité debe tener en cuenta que tenemos escasa financiación de incentivos. Me encantaría ver al Distrito dar un paso adelante y hacer una presentación sobre Carl Moyer, que financia una gran cantidad de infraestructura y equipo de servicio pesado.

Respuesta del Distrito: Siempre estamos interesados en brindar ese tipo de información. Existen algunas preocupaciones sobre la forma en que se distribuirá el dinero del estado; a menudo es por orden de llegada.

El Comité llegó a un consenso de cambiar la gran infraestructura de combustible limpio a verde. Erica pidió al Comité que revisara la columna roja y discutiera si alguno de los elementos podría cambiarse a verde. El Comité acordó mantener todos los elementos en la columna roja y solo discutir los elementos en la columna amarilla.

Comentario: Creo que todos los elementos en rojo son extremadamente importantes, pero dudamos en moverlos porque esperamos que haya otro dinero de subvención disponible.

Comentario del Puerto de Stockton: Estamos en el proceso de hacer un inventario de emisiones en el Puerto y recibí un borrador la semana pasada. Las emisiones marinas son 4-5 veces más altas que cualquier otra cosa allí. Espero compartir estos hallazgos con el grupo en el futuro.

La siguiente medida que se hablo estuvo relacionada con el reemplazo de chimeneas, estufas e insertos de leña.

Comentario: Sería bueno ver los datos sobre cuántas unidades reemplaza el Distrito cada año.

Respuesta del Distrito: Fresno y el condado de Kern son condados de zonas conflictivas con mayor financiamiento de incentivos y, como resultado, vemos un mayor nivel de participación en el programa en este condado. Un monto de incentivo más alto también podría conducir a niveles más altos de participación en Stockton, lo que ayudará a reducir las emisiones localizadas de PM2.5.

Comentario: Como parte de TCC, hay una organización que está haciendo acondicionamiento y modernización de viviendas; es posible que puedan ayudar con esto.

Comentario: Este problema es importante porque la calidad del aire ha estado en la sección de no quema durante muchos días.

Comentario: Creo que la estufa de leña es una buena inversión. Esta es una excelente manera de impactar a las personas directamente en sus hogares.

El Comité llegó a un consenso para trasladar la chimenea, las estufas y los insertos de leña a verde. La siguiente medida discutida fueron los trenes y otros equipos ferroviarios que operan en la comunidad.

Comentario del Puerto de Stockton: Compartiré todo lo que pueda obtener del comité asesor técnico. Mostrará datos para todas las categorías en esta columna.

El Comité llegó a un consenso para mantener los trenes y otros equipos ferroviarios en la columna roja. El Comité decidió no seguir adelante con la discusión de camiones y otros equipos pesados que operan en el puerto hasta obtener datos adicionales y hablar con el puerto en la próxima reunión. La siguiente medida discutida fueron los enchufes para minimizar camiones que dejan el motor encendido.

Comentario: Pensé que el dejar el motor encendido del camión era uno de nuestros problemas más importantes, especialmente en Boggs Tract. No me di cuenta de que era específico de las TRU. Creo que este sería un tema importante para nosotros.

Respuesta del Distrito: Generalmente, estos son un banco de enchufes que pueden ser utilizados por 20-30 camiones que están en línea. Les permite operar sus TRU. En general, estos no son muy costosos.

El Comité llegó a un consenso para cambiar los complementos de inactividad de los camiones a verde.

Al final de la reunión, las asignaciones de clasificación fueron las siguientes:

Verde (en progreso)

1. Barreras Vegetativas (Medida #1)

2. Árboles y Ecologización Urbana (Medida #2)
3. Filtración de Aire en las Escuelas (Medida #4)
4. Carriles de Bicicleta e Infraestructura (Medida #5)
5. Camiones (Medida #6)
6. Estaciones de Cargadores para Vehículos Eléctricos (Medida #7)
7. Capacitación para Mecánicos de Vehículos Eléctricos (Medida #8)
8. Vehículos Eléctricos Nuevos, Vehículos de Enchufar, y Cargadores para Hogares para Residentes (Medida #11)
9. Reparar Vehículos para Pasar Control de Smog (Medida #14)
10. Filtración de Aire en Hogares (Medida #22)
11. Climatización, Solar y Electrificación del Hogar (Medida #23)
12. Rutas de Camiones (Medida #3)
13. Reemplazar Equipo de Césped y Jardín Comercial (Medida #19)
14. Reemplazar Equipo de Césped y Jardín Residencial (Medida #20)
15. Parklets, Parquecitos, Medidas para Calmar el Trafico (Medida #25)
16. Programa de Vehículo Compartido (Medida #15)
17. Infraestructura de Combustible Limpio (Medida #10)
18. Reemplazar Chimeneas, Estufas, e Insertos que Queman Leña (Medida #17)
19. Enchufes para Minimizar el Dejar el Motor Encendido por Camiones (nuevo, Medida #26)

Amarillo

1. Camiones y Otro Equipo de Servicio Pesado Operando en un Puerto (Medida #13)

Rojo

1. Autobuses Escolares (Medida #9)
2. Trenes y Otros Equipos de Ferroviarios Operando en la Comunidad (Medida #12)
3. Remolcadores (Medida #16)
4. Escape Marino (Medida #21)
5. Programa de Bicicletas Eléctricas Compartidas (Medida #18)

Subcomité del CAMP

Jon Klassen, Estrategias e Incentivos, Distrito

Jon resaltó el proceso del subcomité del CAMP. Los puntos importantes de la presentación incluyeron:

- El Distrito ha estado trabajando en la logística para monitorear los lugares.
- La camioneta móvil de monitoreo de aire se ha desplegado en la Escuela Primaria Washington.
- La camioneta seguirá visitando las zonas recomendadas por el Comité.
- El Distrito quisiera trabajar con el Comité para formar un subcomité y obtener recomendaciones específicas sobre las propiedades y ubicaciones de cada zona.
- El Distrito trabajará con el subcomité para refinar el lenguaje en el CAMP.

Concluir/Próximos Pasos

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Erica agradeció al Comité por su tiempo y productividad a pesar del proceso virtual. También agradeció a Irene por ser coanfitrión. Irene agradeció a todos por su paciencia y tiempo extra mientras terminaba la clasificación de las medidas.

Recordatorios

La próxima reunión regular del Comité Directivo es el 19 de enero en Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.



Agenda for Stockton Community Steering Committee Meeting #13.a

Thursday, January 14, 2021 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Irene Calimlim, Community Co-host, Fathers & Families of San Joaquin
- 5:10 p.m. Icebreaker Poll**
- 5:15 p.m. Fathers & Families of San Joaquin's Greenlining the Hood Report: How resident participation and perspectives align with CERP measures**
Irene Calimlim, Community Co-host, Fathers & Families of San Joaquin
- 5:35 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: continue discussion of individual measures and work toward developing a list of measures to be included in the draft CERP
Community Steering Committee
- 6:40 p.m. CAMP Subcommittee**
Discuss forming a subcommittee to review the CAMP
District Staff
- 6:50 p.m. Wrap Up/Next Steps**
 - Subcommittee to review the CAMP
 - Additional CSC Meetings*Erica Manuel, Facilitator*
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting: Tuesday, January 19, 2021, via Zoom for CSC members and Facebook Live for public.

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.

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>2. TREES AND URBAN GREENING</p> <p>Overall, CSC supports this measure. Some implementation concerns.</p>	<ul style="list-style-type: none"> • Long term maintenance trust • Quantifying benefits 	<ul style="list-style-type: none"> • Include Hazelton Ave • Consider planting from seeds • Increase number of sites • Connect with Caltrans 		Green
<p>3. TRUCK ROUTES</p> <p>CSC supports and wants to ensure focus around Port and through Boggs Tract.</p>	<ul style="list-style-type: none"> • Don't use money for another study • Line up with the air monitoring results • Port actions on this • Quantifiable goals 	<ul style="list-style-type: none"> • Could this money be used to actually add speed bumps and signs directing trucks rather than just studying? 	<ul style="list-style-type: none"> • Supporting information is appreciated • CLARIFY to establish what the money is needed for • What "access means" • Please ask the county's consultant to give an update on the Boggs Tract Sustainability Plan 	Green
<p>4. AIR FILTRATION IN SCHOOLS</p> <p>CSC supports for schools within AB 617 boundary.</p>	<ul style="list-style-type: none"> • Prioritize older schools first • Consider health benefits and use monitoring data to show that 33 schools are in need 	<ul style="list-style-type: none"> • For schools near transportation corridors • Public and private schools • Should cover full cost for schools to transition as well as support for ongoing maintenance • Oldest school building should get it first 	<ul style="list-style-type: none"> • Are these schools in the boundaries? • Is this upgrading the system plus a supply of filters? • Needs more detail on where the money goes. 	Green
<p>5. BIKE PATHS AND INFRASTRUCTURE</p> <p>CSC supports and wants to see money is spent on projects that provide connectivity and safety, do not overlap, and are based on recent studies.</p>	<ul style="list-style-type: none"> • Don't spend money on planning • Ensure safety 	<ul style="list-style-type: none"> • Considered Van Buskirk Golf Course • Matching funds for safe routes to school, bicycle helmets, safety education • Connect with other projects (TCC) and infrastructure to maximize the benefit 	<ul style="list-style-type: none"> • Share the list of potential projects 	Green
<p>6. TRUCKS</p> <p>CSC supports and wants to focus on zero emission truck only.</p>	<ul style="list-style-type: none"> • How do we ensure 50 trucks are part of the local solution • Need robust charging infrastructure too 		<ul style="list-style-type: none"> • Zero emission vs near zero emission • Who should pay this cost 	Green

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>7. CHARGING STATIONS FOR ELECTRIC VEHICLES</p> <p>Overall, CSC supports this measure.</p>	<ul style="list-style-type: none"> • Long term solution • This should be an ongoing program as we transition from fossil fuels to electrification 	<ul style="list-style-type: none"> • Electric upgrade for residents • Outreach to business • Assistance with accessing incentive 	<ul style="list-style-type: none"> • Where is VW settlement funding being spent? • Fees and fines from local facilities? • Other sources of money? 	<p>Green</p>
<p>8. TRAINING FOR ELECTRIC VEHICLE MECHANICS</p> <p>Overall, CSC supports this measure and suggests adding more trainings and establishing more concrete goals.</p>	<ul style="list-style-type: none"> • Two mechanics trainings is not enough to keep up with growth in EVs 	<ul style="list-style-type: none"> • More trainings • Connect with Delta College vocational training • Check on feasibility at SJDC or find the nearest opportunity to be available for potential residents of our area • Spend on a "graduate" stipend, including tuition for Delta College electrical technical program (\$1800/mo) • It seems cost efficient to invest more here and bring green jobs to the AB 617 community 	<ul style="list-style-type: none"> • Number of trainings • Concrete details • What would this money be used for? (Scholarships, hiring staff, etc.) Is it enough? 	<p>Green</p>
<p>9. SCHOOL BUSES</p> <p>CSC questions 'bang for the buck', availability of other funding and COVID's shifting priorities. CSC may not want to include in CERP.</p>	<ul style="list-style-type: none"> • Other heavy equipment programs can deliver more bang for the buck • Buses are still used in the community? Be clear on need before spending so much money • More immediate Covid-19 needs? 	<ul style="list-style-type: none"> • School lists. Need emergency charging opportunities • Maybe check on disabled buses • Invest in more immediate needs 	<ul style="list-style-type: none"> • How many of these buses are in use in the community? • Are there other grants to access? 	<p>Red</p>
<p>10. LARGE CLEAN FUEL INFRASTRUCTURE</p> <p>CSC support installation of large clean fuel infrastructure, but needs more discussion regarding types of fuel.</p>	<ul style="list-style-type: none"> • Don't spend on planning • No incentivizing dirty forms of upstream energy 	<ul style="list-style-type: none"> • Blend into HD.1 • Planning here should include partnering with the City of Stockton to update the Climate Action Plan 	<ul style="list-style-type: none"> • What is "clean fuel" here? <i>Need to clearly define</i> • Program is vague 	<p>Yellow</p>

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>11. NEW ELECTRIC VEHICLES, PLUG-IN EVs, AND HOME CHARGERS FOR RESIDENTS</p> <p>CSC supports program.</p>	<ul style="list-style-type: none"> Investments stay in the AB 617 area 	<ul style="list-style-type: none"> Include assistance to homeowners in finding rebate Target AB 617 area investment 	<ul style="list-style-type: none"> Timeframe Program details Metrics 	<p>Green</p>
<p>12. TRAINS AND OTHER RAIL EQUIPMENT OPERATING IN THE COMMUNITY</p> <p>While CSC recognizes emission reduction potential, cost and who picks up the bill is a concern. Need more discussion on benefits.</p>	<ul style="list-style-type: none"> Why does CSC have to pick up the bill? 	<ul style="list-style-type: none"> Use other grant options first Port has to do that 	<ul style="list-style-type: none"> Timeframe What is estimated emission reduction? 	<p>Red</p>
<p>13. TRUCKS AND OTHER HEAVY DUTY EQUIPMENT OPERATING AT THE PORT</p> <p>Despite the concerns, CSC recognizes an opportunity with this strategy.</p>	<ul style="list-style-type: none"> Only zero emission, not near zero Port needs to be involved Large operations should pay for it 	<ul style="list-style-type: none"> Equipment primarily used in Stockton; vehicles that will be in area >75% of time Money only goes to low income independent owners 	<ul style="list-style-type: none"> Timeframe, how many? What is emission reduction? 	<p>Yellow</p>
<p>14. REPAIR CARS TO PASS SMOG CHECK</p> <p>CSC supports program and wants to further target it in AB 617 community and potentially increase the incentive.</p>	<ul style="list-style-type: none"> How effective is this program? \$500 does not cover smog repair cost Limited to certain mechanics 	<ul style="list-style-type: none"> Replace 1999 and newer vehicles Host the program in smaller communities 	<ul style="list-style-type: none"> Aren't existing programs adequate? Metrics Provide summaries of existing programs 	<p>Green</p>

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>15. CAR SHARE PROGRAM</p> <p>CSC supports further discussion of joining forces with SJCOG and HACSJ to expand car sharing grant to provide super low cost car share for residents in AB 617.</p>	<ul style="list-style-type: none"> • Transit could be harmed 	<ul style="list-style-type: none"> • Ability to rent 4WD for winter sports • The vehicle should be a truck--can reach more people since everybody needs a truck • Get the pilot first then expand 	<ul style="list-style-type: none"> • What does it cover? • Where the money is going to? • What's the emission reduction? • Strictly for AB 617 residents? 	<p>Yellow</p>
<p>16. TUG BOATS</p> <p>More discussion needs to occur regarding other resources and the port being responsible for financing and implementing this.</p>	<ul style="list-style-type: none"> • Port & operators should pay for it • Port should seek funding and cover the cost • CSC is not in position to determine what port needs 	<ul style="list-style-type: none"> • Relocate money • Compare benefits to other programs first 	<ul style="list-style-type: none"> • Need to know port's operations 	<p>Red</p>
<p>17. REPLACE WOOD BURNING FIREPLACE, STOVES AND INSERTS</p> <p>There is some skepticism about this measure. Need more information.</p>	<ul style="list-style-type: none"> • If all electric is not an option, use money elsewhere • Residents will never convert from wood and will resent the mandates 	<ul style="list-style-type: none"> • Should be all electric • Enforcement should focus on assistance with options to replace 	<ul style="list-style-type: none"> • Program metrics and impact • How much each type are and how much does the resident pay or is it based on need/income? 	<p>Yellow</p>
<p>18. ELECTRIC BIKE SHARE PROGRAM</p> <p>CSC likes this measure in general. Safety is a big concern.</p>	<ul style="list-style-type: none"> • Safety • Don't use money for a study 	<ul style="list-style-type: none"> • Include update from SJCOG with status of their grant and overlap 	<ul style="list-style-type: none"> • What about road diets? 	<p>Yellow</p>
<p>19. REPLACE COMMERCIAL LAWN CARE EQUIPMENT</p> <p>CSC is concerned with ensuring that the equipment stays in the area and questions why commercial is prioritized over residential.</p>	<ul style="list-style-type: none"> • Ensure these stay within the boundary (at least 75%) • Isn't it better to fund residential? 	<ul style="list-style-type: none"> • Use existing funds • Shift funds to community used equipment rather than commercial used • If commercial, fund small businesses 	<ul style="list-style-type: none"> • How much each type are and how much does the resident pay or is it based on need/income? 	<p>Green</p>

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>20. REPLACE HOME LAWN CARE EQUIPMENT</p> <p>It's a mix of high and low priority ranking. CSC prioritizes effectiveness, AB 617 boundary, direct benefits to residents and lower electric bills.</p>	<ul style="list-style-type: none"> • Need to stay in the boundary • People will resent mandates • Will replacement increase electric bill higher? 	<ul style="list-style-type: none"> • Education is an important piece • Flip allocation so residents get most of the funding • What about assistance with rooftop solar for residents? It might be a good option instead 	<ul style="list-style-type: none"> • Are we replacing to electric? 	<p>Green</p>
<p>21. MARINE EXHAUST</p> <p>One member recognizes this strategy as "good to reduce stationary pollution sources." Majority of a few comments received suggest the port should pay for it.</p>	<ul style="list-style-type: none"> • Port should pay for clean-up, especially if it's required by regulation 	<ul style="list-style-type: none"> • Re-allocate funds • Partner funds for feasibility study that assesses emission reduction and ability to implement. 		<p>Red</p>
<p>22. AIR FILTRATION IN HOMES</p> <p>This is a very important, high priority measure for CSC. Members want to see a more data driven approach, increased funding and ensure that the most vulnerable benefit from this strategy.</p>	<ul style="list-style-type: none"> • Ensure protection of residents living closest to major polluting sources 	<ul style="list-style-type: none"> • Use fines from polluters in the area to create a fund to support long term • Should be done in conjunction with proper health studies • Could use some data analysis • Income and <i>need</i> determines eligibility 	<ul style="list-style-type: none"> • Can someone use GIS to analyze how many homes and sensitive sites are within danger zones? Or what is the unit allocation estimated from? 	<p>Green</p>
<p>23. HOME WEATHERIZATION AND ELECTRIFICATION</p> <p>CSC supports this measure and wants to maximize partnerships.</p>	<ul style="list-style-type: none"> • Ensure that funding benefits people living in the community • Since PG&E already provides these benefits, this should not be an AB 617 project 	<ul style="list-style-type: none"> • Partner up with CPUC, Grid Alternative, and other agencies • Use funds from fines to support long term • Focus on solar rooftops 	<ul style="list-style-type: none"> • What would 100% rooftop solar look like in these charts? • Clarify what constitutes electrification 	<p>Green</p>
<p>NEW. TRUCK IDLING PLUG INS</p> <p>CSC member new suggestion needs discussion.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Need research and responsible parties 	<ul style="list-style-type: none"> • 	<p>Yellow</p>

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>NEW. PARKLETS, POCKET PARKS, TRAFFIC CALMING MEASURE</p> <p>CSC member new suggestion needs discussion.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Need research and responsible parties 	<ul style="list-style-type: none"> • 	<p>Green</p>



Agenda for Stockton Community Steering Committee Meeting #13

Wednesday, January 6, 2021 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Irene Calimlim, Community Co-host, Fathers & Families of San Joaquin
- 5:10 p.m. Icebreaker Poll**
- 5:15 p.m. Fathers & Families of San Joaquin's Greenlining the Hood Report: How resident participation and perspectives align with CERP measures**
Irene Calimlim, Community Co-host, Fathers & Families of San Joaquin
- 5:35 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: continue discussion of individual measures and work toward developing a list of measures to be included in the draft CERP
Community Steering Committee
- 6:40 p.m. CAMP Subcommittee**
Discuss forming a subcommittee to review the CAMP
District Staff
- 6:50 p.m. Wrap Up/Next Steps**
 - Subcommittee to review the CAMP
 - Additional CSC Meetings*Erica Manuel, Facilitator*
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting: Tuesday, January 19, 2021, via Zoom for CSC members and Facebook Live for public.

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.

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>2. TREES AND URBAN GREENING</p> <p>Overall, CSC supports this measure. Some implementation concerns.</p>	<ul style="list-style-type: none"> • Long term maintenance trust • Quantifying benefits 	<ul style="list-style-type: none"> • Include Hazelton Ave • Consider planting from seeds • Increase number of sites • Connect with Caltrans 		Green
<p>3. TRUCK ROUTES</p> <p>CSC supports and wants to ensure focus around Port and through Boggs Tract.</p>	<ul style="list-style-type: none"> • Don't use money for another study • Line up with the air monitoring results • Port actions on this • Quantifiable goals 	<ul style="list-style-type: none"> • Could this money be used to actually add speed bumps and signs directing trucks rather than just studying? 	<ul style="list-style-type: none"> • Supporting information is appreciated • CLARIFY to establish what the money is needed for • What "access means" • Please ask the county's consultant to give an update on the Boggs Tract Sustainability Plan 	Green
<p>4. AIR FILTRATION IN SCHOOLS</p> <p>CSC supports for schools within AB 617 boundary.</p>	<ul style="list-style-type: none"> • Prioritize older schools first • Consider health benefits and use monitoring data to show that 33 schools are in need 	<ul style="list-style-type: none"> • For schools near transportation corridors • Public and private schools • Should cover full cost for schools to transition as well as support for ongoing maintenance • Oldest school building should get it first 	<ul style="list-style-type: none"> • Are these schools in the boundaries? • Is this upgrading the system plus a supply of filters? • Needs more detail on where the money goes. 	Green
<p>5. BIKE PATHS AND INFRASTRUCTURE</p> <p>CSC supports and wants to see money is spent on projects that provide connectivity and safety, do not overlap, and are based on recent studies.</p>	<ul style="list-style-type: none"> • Don't spend money on planning • Ensure safety 	<ul style="list-style-type: none"> • Considered Van Buskirk Golf Course • Matching funds for safe routes to school, bicycle helmets, safety education • Connect with other projects (TCC) and infrastructure to maximize the benefit 	<ul style="list-style-type: none"> • Share the list of potential projects 	Green
<p>6. TRUCKS</p> <p>CSC supports and wants to focus on zero emission truck only.</p>	<ul style="list-style-type: none"> • How do we ensure 50 trucks are part of the local solution • Need robust charging infrastructure too 		<ul style="list-style-type: none"> • Zero emission vs near zero emission • Who should pay this cost 	Green

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>7. CHARGING STATIONS FOR ELECTRIC VEHICLES</p> <p>Overall, CSC supports this measure.</p>	<ul style="list-style-type: none"> Long term solution This should be an ongoing program as we transition from fossil fuels to electrification 	<ul style="list-style-type: none"> Electric upgrade for residents Outreach to business Assistance with accessing incentive 	<ul style="list-style-type: none"> Where is VW settlement funding being spent? Fees and fines from local facilities? Other sources of money? 	Green
<p>8. TRAINING FOR ELECTRIC VEHICLE MECHANICS</p> <p>Overall, CSC supports this measure and suggests adding more trainings and establishing more concrete goals.</p>	<ul style="list-style-type: none"> Two mechanics trainings is not enough to keep up with growth in EVs 	<ul style="list-style-type: none"> More trainings Connect with Delta College vocational training Check on feasibility at SJDC or find the nearest opportunity to be available for potential residents of our area Spend on a "graduate" stipend, including tuition for Delta College electrical technical program (\$1800/mo) It seems cost efficient to invest more here and bring green jobs to the AB 617 community 	<ul style="list-style-type: none"> Number of trainings Concrete details What would this money be used for? (Scholarships, hiring staff, etc.) Is it enough? 	Green
<p>9. SCHOOL BUSES</p> <p>CSC questions 'bang for the buck', availability of other funding and COVID's shifting priorities. CSC may not want to include in CERP.</p>	<ul style="list-style-type: none"> Other heavy equipment programs can deliver more bang for the buck Buses are still used in the community? Be clear on need before spending so much money More immediate Covid-19 needs? 	<ul style="list-style-type: none"> School lists. Need emergency charging opportunities Maybe check on disabled buses Invest in more immediate needs 	<ul style="list-style-type: none"> How many of these buses are in use in the community? Are there other grants to access? 	Red
<p>10. LARGE CLEAN FUEL INFRASTRUCTURE</p> <p>CSC support installation of large clean fuel infrastructure, but needs more discussion regarding types of fuel.</p>	<ul style="list-style-type: none"> Don't spend on planning No incentivizing dirty forms of upstream energy 	<ul style="list-style-type: none"> Blend into HD.1 Planning here should include partnering with the City of Stockton to update the Climate Action Plan 	<ul style="list-style-type: none"> What is "clean fuel" here? <i>Need to clearly define</i> Program is vague 	Yellow

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>11. NEW ELECTRIC VEHICLES, PLUG-IN EVs, AND HOME CHARGERS FOR RESIDENTS</p> <p>CSC supports program.</p>	<ul style="list-style-type: none"> Investments stay in the AB 617 area 	<ul style="list-style-type: none"> Include assistance to homeowners in finding rebate Target AB 617 area investment 	<ul style="list-style-type: none"> Timeframe Program details Metrics 	<p>Green</p>
<p>12. TRAINS AND OTHER RAIL EQUIPMENT OPERATING IN THE COMMUNITY</p> <p>While CSC recognizes emission reduction potential, cost and who picks up the bill is a concern. Need more discussion on benefits.</p>	<ul style="list-style-type: none"> Why does CSC have to pick up the bill? 	<ul style="list-style-type: none"> Use other grant options first Port has to do that 	<ul style="list-style-type: none"> Timeframe What is estimated emission reduction? 	<p>Red</p>
<p>13. TRUCKS AND OTHER HEAVY DUTY EQUIPMENT OPERATING AT THE PORT</p> <p>Despite the concerns, CSC recognizes an opportunity with this strategy.</p>	<ul style="list-style-type: none"> Only zero emission, not near zero Port needs to be involved Large operations should pay for it 	<ul style="list-style-type: none"> Equipment primarily used in Stockton; vehicles that will be in area >75% of time Money only goes to low income independent owners 	<ul style="list-style-type: none"> Timeframe, how many? What is emission reduction? 	<p>Yellow</p>
<p>14. REPAIR CARS TO PASS SMOG CHECK</p> <p>CSC supports program and wants to further target it in AB 617 community and potentially increase the incentive.</p>	<ul style="list-style-type: none"> How effective is this program? \$500 does not cover smog repair cost Limited to certain mechanics 	<ul style="list-style-type: none"> Replace 1999 and newer vehicles Host the program in smaller communities 	<ul style="list-style-type: none"> Aren't existing programs adequate? Metrics Provide summaries of existing programs 	<p>Green</p>

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>15. CAR SHARE PROGRAM</p> <p>CSC supports further discussion of joining forces with SJCOG and HACSJ to expand car sharing grant to provide super low cost car share for residents in AB 617.</p>	<ul style="list-style-type: none"> Transit could be harmed 	<ul style="list-style-type: none"> Ability to rent 4WD for winter sports The vehicle should be a truck--can reach more people since everybody needs a truck Get the pilot first then expand 	<ul style="list-style-type: none"> What does it cover? Where the money is going to? What's the emission reduction? Strictly for AB 617 residents? 	<p>Yellow</p>
<p>16. TUG BOATS</p> <p>More discussion needs to occur regarding other resources and the port being responsible for financing and implementing this.</p>	<ul style="list-style-type: none"> Port & operators should pay for it Port should seek funding and cover the cost CSC is not in position to determine what port needs 	<ul style="list-style-type: none"> Relocate money Compare benefits to other programs first 	<ul style="list-style-type: none"> Need to know port's operations 	<p>Red</p>
<p>17. REPLACE WOOD BURNING FIREPLACE, STOVES AND INSERTS</p> <p>There is some skepticism about this measure. Need more information.</p>	<ul style="list-style-type: none"> If all electric is not an option, use money elsewhere Residents will never convert from wood and will resent the mandates 	<ul style="list-style-type: none"> Should be all electric Enforcement should focus on assistance with options to replace 	<ul style="list-style-type: none"> Program metrics and impact How much each type are and how much does the resident pay or is it based on need/income? 	<p>Yellow</p>
<p>18. ELECTRIC BIKE SHARE PROGRAM</p> <p>CSC likes this measure in general. Safety is a big concern.</p>	<ul style="list-style-type: none"> Safety Don't use money for a study 	<ul style="list-style-type: none"> Include update from SJCOG with status of their grant and overlap 	<ul style="list-style-type: none"> What about road diets? 	<p>Yellow</p>
<p>19. REPLACE COMMERCIAL LAWN CARE EQUIPMENT</p> <p>CSC is concerned with ensuring that the equipment stays in the area and questions why commercial is prioritized over residential.</p>	<ul style="list-style-type: none"> Ensure these stay within the boundary (at least 75%) Isn't it better to fund residential? 	<ul style="list-style-type: none"> Use existing funds Shift funds to community used equipment rather than commercial used If commercial, fund small businesses 	<ul style="list-style-type: none"> How much each type are and how much does the resident pay or is it based on need/income? 	<p>Green</p>

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<p>22. AIR FILTRATION IN HOMES</p> <p>This is a very important, high priority measure for CSC. Members want to see a more data driven approach, increased funding and ensure that the most vulnerable benefit from this strategy.</p>	<ul style="list-style-type: none"> • Ensure protection of residents living closest to major polluting sources 	<ul style="list-style-type: none"> • Use fines from polluters in the area to create a fund to support long term • Should be done in conjunction with proper health studies • Could use some data analysis • Income and <i>need</i> determines eligibility 	<ul style="list-style-type: none"> • Can someone use GIS to analyze how many homes and sensitive sites are within danger zones? Or what is the unit allocation estimated from? 	Green
<p>23. HOME WEATHERIZATION AND ELECTRIFICATION</p> <p>CSC supports this measure and wants to maximize partnerships.</p>	<ul style="list-style-type: none"> • Ensure that funding benefits people living in the community • Since PG&E already provides these benefits, this should not be an AB 617 project 	<ul style="list-style-type: none"> • Partner up with CPUC, Grid Alternative, and other agencies • Use funds from fines to support long term • Focus on solar rooftops 	<ul style="list-style-type: none"> • What would 100% rooftop solar look like in these charts? • Clarify what constitutes electrification 	Green
<p>NEW. TRUCK IDLING PLUG INS</p> <p>CSC member new suggestion needs discussion.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Need research and responsible parties 	<ul style="list-style-type: none"> • 	Yellow

Measure	Concerns	Suggestions	Questions/Add'l Discussion	Status Based on CSC Feedback
<p>NEW. PARKLETS, POCKET PARKS, TRAFFIC CALMING MEASURE</p> <p>CSC member new suggestion needs discussion.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Need research and responsible parties 	<ul style="list-style-type: none"> • 	<p>Green</p>

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #12

December 2, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Email Air District to volunteer to be a community co-host at a future meeting
- Reach out to CARB if there are any additional questions about the new heavy-duty omnibus regulations

Action items for San Joaquin Valley Air Pollution Control District (District):

- Send out a doodle poll for additional CSC meeting dates
- Send Zoom links for standing CSC meetings
- Allocate time to discuss CAMP into future agendas

Welcome and Introductions

Erica Manuel, Facilitator & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Stacey Panyasee, Community Co-host

Erica welcomed the Stockton CSC participants, introduced the ILG facilitation team and gave an overview of the agenda.

Ryan welcomed the CSC before introducing Stacey.

Community Co-host Remarks

Stacey Panyasee, Community Co-host

Stacey shared a presentation detailing how residents of Stockton experience the impacts of air pollution daily. She shared statistics about average life expectancy in Stockton compared to the rest of San Joaquin County and California. Stacey urged the CSC to continue working together as the decisions will impact 132,000 lives and counting.

Community Emission Reduction Program (CERP) Strategies

Erica Manuel, Facilitator & CEO, ILG

Jaime Holt, Chief Communications Officer, District

Erica presented a slide that recapped the CERP development process and showed the CSC which stage they are currently in. The District showed examples of measures from other community CERPs. Presentation highlights include:

- At this stage, a measure is very high level and does not include specific details until the implementation phase
- The District wants to ensure there is flexibility to implement CSC suggestions
- The CERP is a living document that can be changed as needed during the implementation phase

Question: What is ongoing oversight of the implementation phase like? Have we anticipated any planning and collaborative strategies for integrating agency leads into the specific measure details?

District Response: The District has incorporated some of that during the implementation phase in other communities and has created numerous subcommittees that include relevant agencies to achieve specific goals. As an example, there is a pesticide measure in Shafter and DPR is heavily involved.

Question: Who is writing up the measures?

ILG Response: The District will take the lead on writing and refinement.

Question: What is the compensation for community volunteers in subcommittees? Can we have the same overview that we're getting for the incentive measures with the enforcement measures?

District Response: Absolutely, we'll structure the enforcement measure overview in the same way. Regarding compensation, the District follows the statewide stipend guidance. Stipends are only paid for full CSC meetings, not committee meetings. But the residents in Fresno and Shafter are participating actively in the subcommittees and we have not seen a decrease in resident participation.

Question: How will the proposed schedule accommodate that we still need more time to discuss the monitoring plan?

District Response: The District is currently reaching out to property owners to get access and approval on specific locations. We will provide an update to the CSC on those discussions. We'll also make time in a future agenda to discuss the draft that was sent out. If the CSC wants to explore having a subcommittee to talk about the draft CAMP or additional meetings, we can explore that as well.

Erica explained the measure sorting process to the CSC. The measures were sorted into green, yellow, and red columns, color coded based on CSC feedback. Green measures have received general consensus and can start to be refined, yellow measures have some agreement but need additional discussion and red measures have a lot of confusion and little agreement from the CSC. ILG presented all 25 measures and what color they have been coded based on initial feedback. The CSC discussed the measures and if they thought some should be moved to different color categories.

Comment: Within the vegetative barriers measure, I had suggested we place trees in people's homes and have a contract signed by the residents saying they will maintain the trees.

District Response: The District has taken note of that. The process is complex and would include further investigation and asking the public about locations, but that definitely can be part of the process.

Question: For green trucks, these are local, but not long-haul right?

District Response: The CSC has said they want to focus on zero-emission technology. The majority of the use for those vehicles would have to be local.

Question: Can we hear about CARB's heavy-duty omnibus regulation that was passed by CARB? I think we need an understanding of what businesses operating at the port will be doing in the future.

CARB Response: The regulation is adding several different layers of regulatory measures to the heavy-duty regulations. The regulation is complex, so I will post a fact sheet in the chat. Feel free to reach out to CARB.

Comment: Urban greening and parklets/traffic calming measures are all urban greening. The planning for urban greening costs as much as the urban greening itself.

ILG Response: Each one of these individual items will have a budget allocation, so if we want to prioritize some items for emphasis and budget considerations, that may be why they are currently listed as separate.

District Comment: Another reason why some related measures are separate right now has to do with who the District thinks may be partner agencies in this. For vegetative barriers, trees, and urban greening, we see PUENTES or Fathers and Families of San Joaquin being the main points of contacts.

Comment: I am with PUENTES and we have been doing a lot of the individual planting throughout Stockton and have strategies for people to take accountability for that.

ILG Response: That's great.

Comment: I am more supportive of green space. The District used to have incentives for electric bikes and I could go to work or city hall on one. Do you have that type of program in Fresno?

District Response: The District doesn't currently have a bike sharing program. There have been versions of those programs started in a lot of different cities with varying success. It is certainly a possibility.

Question: Why are the home lawn care equipment and wood burning fireplaces in the yellow box? I think these are important.

District Response: They are definitely important but we wanted to make sure the CSC understand what the measures entailed before moving them to green. The home lawn care equipment measure can be explained like you going to Lowe's and buying a trimmer and getting a rebate for that. The commercial equipment measure is for equipment that is significantly more expensive than residential lawn care equipment and it often has to run for 8-10 hours at a time. The percentage that this program would pay for residential would be more than it would pay for commercial, but the commercial dollar amount may be more because that equipment is in operation longer. With regards to wood stoves, an incentive for people to go from wood to gas is something some want to do. Gas still does have emissions and needs a little bit more discussion.

District Response: The lawn care equipment is the one program at the District that really targets neighborhoods. The emission reductions and benefits are highly localized. Even the new pieces of equipment are fairly dirty when talking about combustible equipment, so going all electric has many emission benefits.

Comment: I used to have a powerful gas lawn mower. With electrical, they stop every five minutes because they get stuck or the battery dies.

District Response: That is a great point and has been the experience of a lot of early adopters of the technology. Over the last 2-3 years, there has been a huge increase in the number of manufacturers of this equipment and the power and battery storage has increased.

Comment: I don't know enough about cycling in Stockton, but I believe the city doesn't have the infrastructure in place for a safe cycling community. There is a world of planning and infrastructure that needs to happen before bike share can be introduced.

The following measures were moved from yellow to green:

- Truck routes
- Replace commercial lawn care equipment
- Replace home lawn care equipment
- Parklets, pocket parks, traffic calming measures

There will be six yellow and four red measures to continue discussing at future meetings.

District Comment: If the CSC still wants to consider the bike share, we can include it, place a lower priority on it and look to launch a program later as opposed to right out of the gate.

Comment: The truck idling plug-ins should be green. Perhaps there are other programs that handle that concept and we can encourage that to start taking place.

ILG Comment: Noted. Also remember that anything yellow is going to continue to be discussed.

Comment: Stockton does not have the infrastructure for healthy bike riding. The main thing is that we have such a problem with illegal bicycling. I am not in favor of spending any money on electric bikes at this time.

ILG Response: Thank you. The chat reflects there is still a lot of interest in continuing the conversation on that item.

The Original and Revised color coding assignments are as follows:

All Incentive Strategies in Order - Original

1. Vegetative Barriers
 2. Trees and Urban Greening
 3. Truck Routes
 4. Air Filtration in Schools
 5. Bike Paths and Infrastructure
 6. Trucks
 7. Charging Stations for Electric Vehicles
 8. Training for Electric Vehicle Mechanics
 9. School Buses
 10. Large Clean Fuel Infrastructure
 11. New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents
 12. Trains and Other Rail Equipment Operating in the Community
 13. Trucks and Other Heavy Duty Equipment Operating at the Port
 14. Repair Cars to Pass Smog Check
 15. Car Share Program
 16. Tug Boats
 17. Replace Wood Burning Fireplace, Stoves and Inserts
 18. Electric Bike Share Program
 19. Replace Commercial Lawn Care Equipment
 20. Replace Home Lawn Care Equipment
 21. Marine Exhaust
 22. Air Filtration in Homes
 23. Home Weatherization and Electrification
- New. Truck Idling Plug Ins
New. Parklets, Pocket Parks, Traffic Calming Measures

All Incentive Strategies by Color - Original

Green	Yellow	Red
<ul style="list-style-type: none"> • Vegetative Barriers • Trees and Urban Greening • Air Filtration in Schools • Bike Paths and Infrastructure • Trucks • Charging Stations for Electric Vehicles • Training for Electric Vehicle Mechanics • New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents • Repair Cars to Pass Smog Check • Air Filtration in Homes • Home Weatherization, Solar and Electrification 	<ul style="list-style-type: none"> • Truck Routes • Large Clean Fuel Infrastructure • Trucks and Other Heavy Duty Equipment Operating at the Port • Car Share Program • Replace Wood Burning Fireplace, Stoves and Inserts • Electric Bike Share Program • Replace Commercial Lawn Care Equipment • Replace Home Lawn Care Equipment • Truck Idling Plug Ins (new) • Parklets, Pocket Parks, Traffic Calming Measures (new) 	<ul style="list-style-type: none"> • School Buses • Trains and Other Rail Equipment Operating in the Community • Tug Boats • Marine Exhaust

All Incentive Strategies by Color - Revised

Green	Yellow	Red
<ul style="list-style-type: none">• Vegetative Barriers• Trees and Urban Greening• Air Filtration in Schools• Bike Paths and Infrastructure• Trucks• Charging Stations for Electric Vehicles• Training for Electric Vehicle Mechanics• New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents• Repair Cars to Pass Smog Check• Air Filtration in Homes• Home Weatherization, Solar and Electrification• Truck Routes• Replace Commercial Lawn Care Equipment• Replace Home Lawn Care Equipment• Parklets, Pocket Parks, Traffic Calming Measures (new)	<ul style="list-style-type: none">• Large Clean Fuel Infrastructure• Trucks and Other Heavy Duty Equipment Operating at the Port• Car Share Program• Replace Wood Burning Fireplace, Stoves and Inserts• Electric Bike Share Program• Truck Idling Plug Ins (new)	<ul style="list-style-type: none">• School Buses• Trains and Other Rail Equipment Operating in the Community• Tug Boats• Marine Exhaust

Extension Letter

*Ryan Hayashi, Deputy Air Pollution Control Officer, District
Skott Wall, Community Air Protection Program, CARB*

Ryan explained the process for requesting a CERP extension. Presentation highlights include:

- State law requires that the CERP is completed no later than 12 months after the community was selected, which was December 2019
- CARB released guidance that includes the process for extending the deadline
- The draft extension letter shows the CERP being presented to the District board for approval on March 18, 2021
- The CERP would go to CARB for adoption shortly after

CARB Comment: If you submit the letter and have CSC and District buy-in on the request to extend the deadline, there should be no problem with CARB approving the extension.

The CSC approved the extension of the CERP.

Wrap Up/Next Steps

Erica Manuel, Facilitator, ILG

Erica reminded the CSC that they will continue to discuss the yellow and red color-coded measures at future meetings. Ryan thanked the CSC for getting a great amount of work done and wished everyone happy holidays. Stacey, community co-host, thanked everyone for their energy and time in making a difference.

Reminders

The next regular CSC meeting is January 6 on Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Stockton Reunión #12

2 de diciembre de 2020 | 5:00 pm - 7:00 pm

Reunión Virtual a través de Zoom

Artículos de Acción para el Comité Directivo de la Comunidad de Stockton (Comité):

- Envíe un correo electrónico al Distrito de Aire para ofrecerse como voluntario para ser coanfitrión de la comunidad en una reunión futura
- Comuníquese con CARB si tiene alguna pregunta adicional sobre las nuevas regulaciones de ómnibus de servicio pesado

Artículos de Acción para el Distrito del Aire del Valle (Distrito):

- Envíe una encuesta de doodle para más fechas de reuniones del Comité
- Enviar enlaces de Zoom para reuniones del Comité
- Asignar tiempo para discutir el CAMP en agendas futuras

Bienvenida e Introducciones

Erica Manuel, Facilitadora y Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto del Control de la Contaminación del Aire, Distrito

Stacey Panyasee, Coanfitrión de la Comunidad

Erica dio la bienvenida a los participantes del Comité de Stockton, presentó al equipo de facilitación de ILG y dio una descripción general de la agenda.

Ryan dio la bienvenida al Comité antes de presentar a Stacey.

Comentarios del Coanfitrión de la Comunidad

Stacey Panyasee, Coanfitrión de la Comunidad

Stacey compartió una presentación que detalla cómo los residentes de Stockton sufren los impactos de la contaminación del aire a diario. Ella compartió estadísticas sobre la esperanza de vida promedio en Stockton en comparación con el resto del condado de San Joaquín y California. Stacey instó al Comité a continuar trabajando juntos ya que las decisiones afectarán 132,000 vidas y contando.

Estrategias del Programa de Reducción de Emisiones de la Comunidad (CERP)

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Jaime Holt, Directora de Comunicaciones, Distrito

Erica presentó el proceso de desarrollo del CERP y le mostró al Comité en qué etapa se encuentran actualmente. El Distrito mostró ejemplos de medidas de otros CERP comunitarios. Los puntos importantes de la presentación incluyen:

- En esta etapa, una medida es de muy alto nivel y no incluye detalles específicos hasta la fase de implementación

- El Distrito quiere asegurarse de que haya flexibilidad para implementar las sugerencias del Comité
- El CERP es un documento vivo que se puede modificar según sea necesario durante la fase de implementación

Pregunta: ¿Cómo es la supervisión continua de la fase de implementación? ¿Hemos anticipado alguna estrategia de planificación y colaboración para integrar los clientes potenciales de la agencia en los detalles específicos de la medida?

Respuesta del Distrito: El Distrito ha incorporado algo de eso durante la fase de implementación en otras comunidades y ha creado numerosos subcomités que incluyen agencias relevantes para lograr metas específicas. Por ejemplo, hay una medida de pesticidas en Shafter y el DPR está muy involucrado.

Pregunta: ¿Quién está redactando las medidas?

Respuesta de ILG: El Distrito tomará la iniciativa en la redacción y el refinamiento.

Pregunta: ¿Cuál es la compensación para los voluntarios de la comunidad en los subcomités? ¿Podemos tener la misma visión general que estamos obteniendo para las medidas de incentivo con las medidas de ejecución?

Respuesta del Distrito: Absolutamente, estructuraremos la descripción general de la medida de cumplimiento de la misma manera. Con respecto a la compensación, el Distrito sigue la guía de estipendios a nivel estatal. Los estipendios solo se pagan por las reuniones completas del Comité, no por las reuniones del comité. Pero los residentes de Fresno y Shafter están participando activamente en los subcomités y no hemos visto una disminución en la participación de los residentes.

Pregunta: ¿Cómo se adaptará el cronograma propuesto a que todavía necesitamos más tiempo para discutir el plan de monitoreo?

Respuesta del Distrito: El Distrito se está comunicando con los propietarios para obtener acceso y aprobación en ubicaciones específicas. Proporcionaremos una actualización al Comité sobre esas discusiones. También haremos tiempo en una agenda futura para discutir el borrador que se envió. Si el Comité quiere explorar la posibilidad de tener un subcomité para hablar sobre el borrador del CAMP o reuniones adicionales, también podemos explorar eso.

Erica explicó el proceso de clasificación de medidas al Comité. Las medidas se clasificaron en columnas verdes, amarillas y rojas, codificadas por colores según los comentarios del Comité. Las medidas verdes han recibido un consenso general y pueden comenzar a refinarse, las medidas amarillas tienen cierto acuerdo pero necesitan discusión adicional y las medidas rojas tienen mucha confusión y poco acuerdo por parte del Comité. ILG presentó las 25 medidas y el color que se han codificado en función de la retroalimentación inicial. El Comité discutió las medidas y si pensaban que algunas deberían trasladarse a diferentes categorías de colores.

Comentario: Dentro de la medida de barreras vegetativas, había sugerido que colocáramos árboles en las casas de las personas y que los residentes firmen un contrato diciendo que ellos mantendrán los árboles.

Respuesta del Distrito: El Distrito ha tomado nota de eso. El proceso es complejo e incluiría una mayor investigación y preguntar al público sobre ubicaciones, pero eso definitivamente puede ser parte del proceso.

Pregunta: Para los camiones ecológicos, estos son locales, pero no de largo recorrido, ¿verdad?

Respuesta del Distrito: El Comité ha dicho que quieren enfocarse en la tecnología de cero emisiones. La mayor parte del uso de esos vehículos tendría que ser local.

Pregunta: ¿Podemos escuchar sobre la regulación de ómnibus de servicio pesado de CARB que fue aprobada por CARB? Creo que necesitamos comprender qué harán en el futuro las empresas que operan en el puerto.

Respuesta de CARB: La regulación está agregando varios niveles diferentes de medidas regulatorias a las regulaciones de servicio pesado. La regulación es compleja, así que publicaré una hoja informativa en el chat. No dude en comunicarse con CARB.

Comentario: La ecologización urbana y los parklets/las medidas para calmar el tráfico son todos de la ecologización urbana. La planificación de la ecologización urbana cuesta tanto como la ecologización urbana en sí.

Respuesta de ILG: Cada uno de estos elementos individuales tendrá una asignación presupuestaria, por lo que si queremos priorizar algunos elementos por énfasis y consideraciones presupuestarias, esa puede ser la razón por la que actualmente se enumeran como separados.

Comentario del Distrito: Otra razón por la que algunas medidas relacionadas están separadas en este momento tiene que ver con quiénes el Distrito cree que pueden ser agencias asociadas en esto. Para barreras vegetativas, arbolado y ecologización urbana, vemos a PUENTES o Fathers and Families of San Joaquin como los principales puntos de contacto.

Comentario: Estoy con PUENTES y hemos estado haciendo muchas plantaciones individuales en todo Stockton y tenemos estrategias para que la gente se responsabilice por ello.

Respuesta de ILG: Eso es genial.

Comentario: Apoyo más los espacios verdes. El Distrito solía tener incentivos para las bicicletas eléctricas y yo podía ir al trabajo o al ayuntamiento en una. ¿Tiene ese tipo de programa en Fresno?

Respuesta del Distrito: El Distrito no tiene actualmente un programa para compartir bicicletas. Ha habido versiones de esos programas iniciadas en muchas ciudades diferentes con éxito variable. Ciertamente es una posibilidad.

Pregunta: ¿Por qué el equipo para el cuidado del césped de la casa y las chimeneas de leña están en la caja amarilla? Creo que estos son importantes.

Respuesta del Distrito: Definitivamente son importantes, pero queríamos asegurarnos de que el Comité comprenda lo que implican las medidas antes de cambiarlas a verde. La medida del equipo para el cuidado del césped en el hogar se puede explicar como si usted fuera a Lowe's, comprara una podadora y obtenga un reembolso por eso. La medida para equipos comerciales es para equipos que son significativamente más costosos que los equipos residenciales para el cuidado del césped y, a menudo, debe dejar correr durante 8 a 10 horas seguidas. El porcentaje que este programa pagaría por viviendas residenciales sería más de lo que pagaría por comerciales, pero la cantidad comercial en dólares puede ser mayor porque el equipo está en funcionamiento por más tiempo. Con respecto a las estufas de leña, un incentivo para que las

personas pasen de la leña al gas es algo que algunos quieren hacer. El gas todavía tiene emisiones y necesita un poco más de discusión.

Respuesta del Distrito: El equipo para el cuidado del césped es el único programa del Distrito que realmente se enfoca en los vecindarios. Las reducciones de emisiones y los beneficios están muy localizados. Incluso los equipos nuevos están bastante sucios cuando se habla de equipos combustibles, por lo que utilizar un sistema totalmente eléctrico tiene muchos beneficios de emisiones.

Comentario: Yo antes tenía una potente cortadora de césped de gas. Con los eléctricos, se detienen cada cinco minutos porque se atascan o la batería se agota.

Respuesta del Distrito: Ese es un gran punto y ha sido la experiencia de muchos de los primeros en adoptar la tecnología. Durante los últimos 2-3 años, ha habido un gran aumento en el número de fabricantes de este equipo y ha aumentado la energía y el almacenamiento de la batería.

Comentario: No sé lo suficiente sobre el ciclismo en Stockton, pero creo que la ciudad no cuenta con la infraestructura necesaria para una comunidad ciclista segura. Hay un mundo de planificación e infraestructura que debe suceder antes de que se pueda introducir la bicicleta compartida.

Las siguientes medidas se cambiaron de amarillo a verde:

- Rutas de camiones
- Reemplazar el equipo comercial para el cuidado del césped
- Reemplazar el equipo de cuidado del césped de la casa
- Parklets, parquecitos, medidas para calmar el tráfico

Habrán seis medidas amarillas y cuatro rojas para seguir discutiendo en reuniones futuras.

Comentario del Distrito: Si el Comité todavía quiere considerar la bicicleta compartida, podemos incluirla, darle una prioridad más baja y buscar lanzar un programa más tarde en lugar de hacerlo desde el principio.

Comentario: Los enchufes para camiones con los motores encendidos deben ser de color verde. Quizás hay otros programas que manejan ese concepto y podemos alentarlos a que comience a tener lugar.

Comentario de ILG: Anotado. También recuerde que todo lo amarillo se seguirá discutiendo.

Comentario: Stockton no tiene la infraestructura para andar en bicicleta de manera saludable. Lo principal es que tenemos un gran problema con el ciclismo ilegal. No estoy a favor de gastar dinero en bicicletas eléctricas en este momento.

Respuesta de ILG: Gracias. El chat refleja que todavía hay mucho interés en continuar la conversación sobre ese tema.

Las asignaciones de codificación de colores originales y revisadas son las siguientes:

Todas las Estrategias de Incentivos en Orden – Original

1. Barreras Vegetativas
 2. Árboles y Ecologización Urbana
 3. Rutas de Camiones
 4. Filtración de Aire en las Escuelas
 5. Carriles de Bicicleta e Infraestructura
 6. Camiones
 7. Estaciones de Cargadores para Vehículos Eléctricos
 8. Capacitación para Mecánicos de Vehículos Eléctricos
 9. Autobuses Escolares
 10. Infraestructura de Combustible Limpio
 11. Vehículos Eléctricos Nuevos, Vehículos de Enchufar, y Cargadores para Hogares para Residentes
 12. Trenes y Otros Equipos de Ferroviarios Operando en la Comunidad
 13. Camiones y Otro Equipo de Servicio Pesado Operando en un Puerto
 14. Reparar Vehículos para Pasar Control de Smog
 15. Programa de Vehículo Compartido
 16. Remolcadores
 17. Reemplazar Chimeneas, Estufas, e Insertos que Queman Leña
 18. Programa de Bicicletas Eléctricas Compartidas
 19. Reemplazar Equipo de Césped y Jardín Comercial
 20. Reemplazar Equipo de Césped y Jardín Residencial
 21. Escape Marino
 22. Filtración de Aire en Hogares
 23. Climatización y Electrificación del Hogar
- Nuevo. Enchufes para Minimizar el Dejar el Motor Encendido por Camiones
Nuevo. Parklets, Parquecitos, Medidas para Calmar el Trafico

Todas las Estrategias de Incentivos por Color – Original

Verde:

- Barreras Vegetativas
- Árboles y Ecologización Urbana
- Filtración de Aire en las Escuelas
- Carriles de Bicicleta e Infraestructura
- Camiones
- Estaciones de Cargadores para Vehículos Eléctricos
- Capacitación para Mecánicos de Vehículos Eléctricos
- Vehículos Eléctricos Nuevos, Vehículos de Enchufar, y Cargadores para Hogares para Residentes
- Reparar Vehículos para Pasar Control de Smog
- Filtración de Aire en Hogares
- Climatización y Electrificación del Hogar

Amarillo:

- Rutas de Camiones
- Infraestructura de Combustible Limpio

Camiones y Otro Equipo de Servicio Pesado Operando en un Puerto
Programa de Vehículo Compartido
Reemplazar Chimeneas, Estufas, e Insertos que Queman Leña
Programa de Bicicletas Eléctricas Compartidas
Reemplazar Equipo de Césped y Jardín Comercial
Reemplazar Equipo de Césped y Jardín Residencial
Nuevo. Enchufes para Minimizar el Dejar el Motor Encendido por Camiones
Nuevo. Parklets, Parquecitos, Medidas para Calmar el Trafico

Rojo:

Autobuses Escolares
Trenes y Otros Equipos de Ferroviarios Operando en la Comunidad
Remolcadores
Escape Marino

Todas las Estrategias de Incentivos por Color – Revisado

Verde:

Barreras Vegetativas
Árboles y Ecologización Urbana
Filtración de Aire en las Escuelas
Carriles de Bicicleta e Infraestructura
Camiones
Estaciones de Cargadores para Vehículos Eléctricos
Capacitación para Mecánicos de Vehículos Eléctricos
Vehículos Eléctricos Nuevos, Vehículos de Enchufar, y Cargadores para Hogares para Residentes
Reparar Vehículos para Pasar Control de Smog
Filtración de Aire en Hogares
Climatización y Electrificación del Hogar
Rutas de Camiones
Reemplazar Equipo de Césped y Jardín Comercial
Reemplazar Equipo de Césped y Jardín Residencial
Parklets, Parquecitos, Medidas para Calmar el Trafico

Amarillo:

Infraestructura de Combustible Limpio
Camiones y Otro Equipo de Servicio Pesado Operando en un Puerto
Programa de Vehículo Compartido
Reemplazar Chimeneas, Estufas, e Insertos que Queman Leña
Programa de Bicicletas Eléctricas Compartidas
Nuevo. Enchufes para Minimizar el Dejar el Motor Encendido por Camiones

Rojo:

Autobuses Escolares
Trenes y Otros Equipos de Ferroviarios Operando en la Comunidad

Remolcadores Escape Marino

Carta de Extensión

*Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito
Skott Wall, Programa Comunitario de Protección del Aire, CARB*

Ryan explicó el proceso para solicitar una extensión del CERP. Los puntos importantes de la presentación incluyen:

- La ley estatal requiere que el CERP se complete a más tardar 12 meses después de que se seleccionó la comunidad, que fue en diciembre de 2019
- CARB publicó una guía que incluye el proceso para extender el plazo
- El borrador de la carta de extensión muestra que el CERP se presenta a la Mesa Directiva del Distrito para su aprobación el 18 de marzo de 2021
- El CERP iría a CARB para su adopción poco después

Comentario de CARB: Si envía la carta y tiene la aceptación del Comité y del Distrito en la solicitud para extender el plazo, no debería haber ningún problema con que CARB apruebe la extensión.

El Comité aprobó la extensión del CERP.

Concluir/Próximos Pasos

Erica Manuel, Facilitadora, ILG

Erica recordó al Comité que continuarán discutiendo las medidas codificadas por colores amarillo y rojo en reuniones futuras. Ryan agradeció al Comité por hacer una gran cantidad de trabajo y les deseó a todos felices fiestas. Stacey, coanfitrión de la comunidad, agradeció a todos por su energía y tiempo en haciendo la diferencia.

Recordatorios

La próxima reunión regular del Comité Directivo es el 6 de enero en Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión.*

Comentario Público

Ningún comentario público.



Agenda for Stockton Community Steering Committee Meeting #12

Wednesday, December 2, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Stacey Panyasee, Community Co-host, Resident
- 5:15 p.m. On the Front Line: Living the Impacts of Air Pollution Every Day**
Stacey Panyasee, Community Co-host, Resident
- 5:30 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: continue discussion of individual measures and work toward developing a list of measure to be included in the draft CERP
Community Steering Committee
- 6:40 p.m. Extension Letter**
Review and discuss the draft extension letter to CARB
District Staff
- 6:50 p.m. Wrap Up/Next Steps**
Additional CSC Meetings
Erica Manuel, Facilitator
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting January 6, 2021, via Zoom for CSC members and Facebook Live for public.

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



On the Front Line: Living the Impacts of Air Pollution Every Day

STACEY PANYASEE-STOCKTON AB 617 CSC RESIDENT

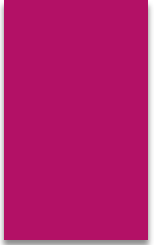
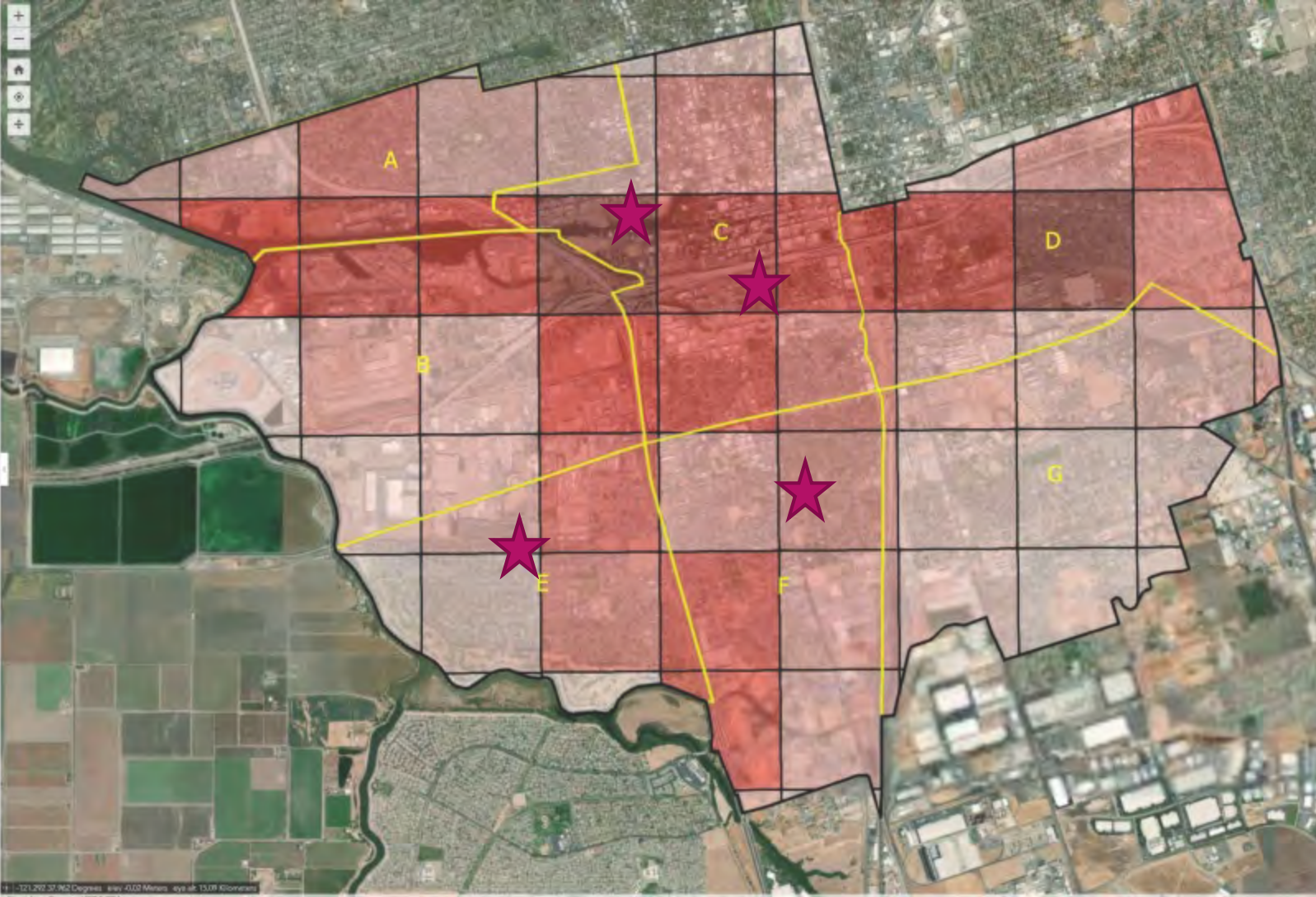
I am ONE of MANY residents



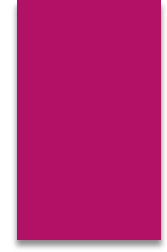
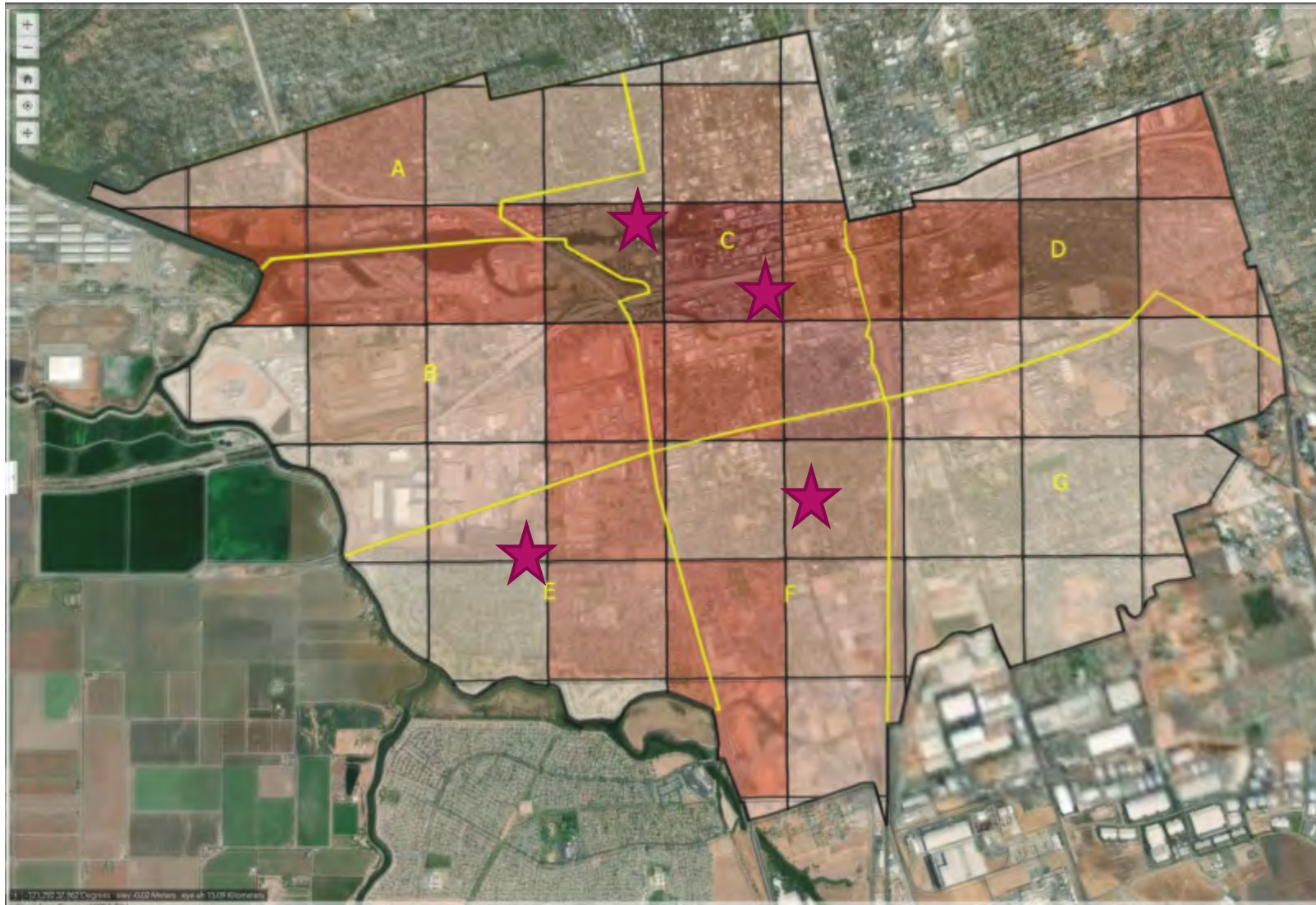
- ▶ New mom to a one yr. old
- ▶ My partner is a mail carrier who serves the zip codes in Stockton AB617 Community with the worst air quality
- ▶ I have family members who suffer from asthma



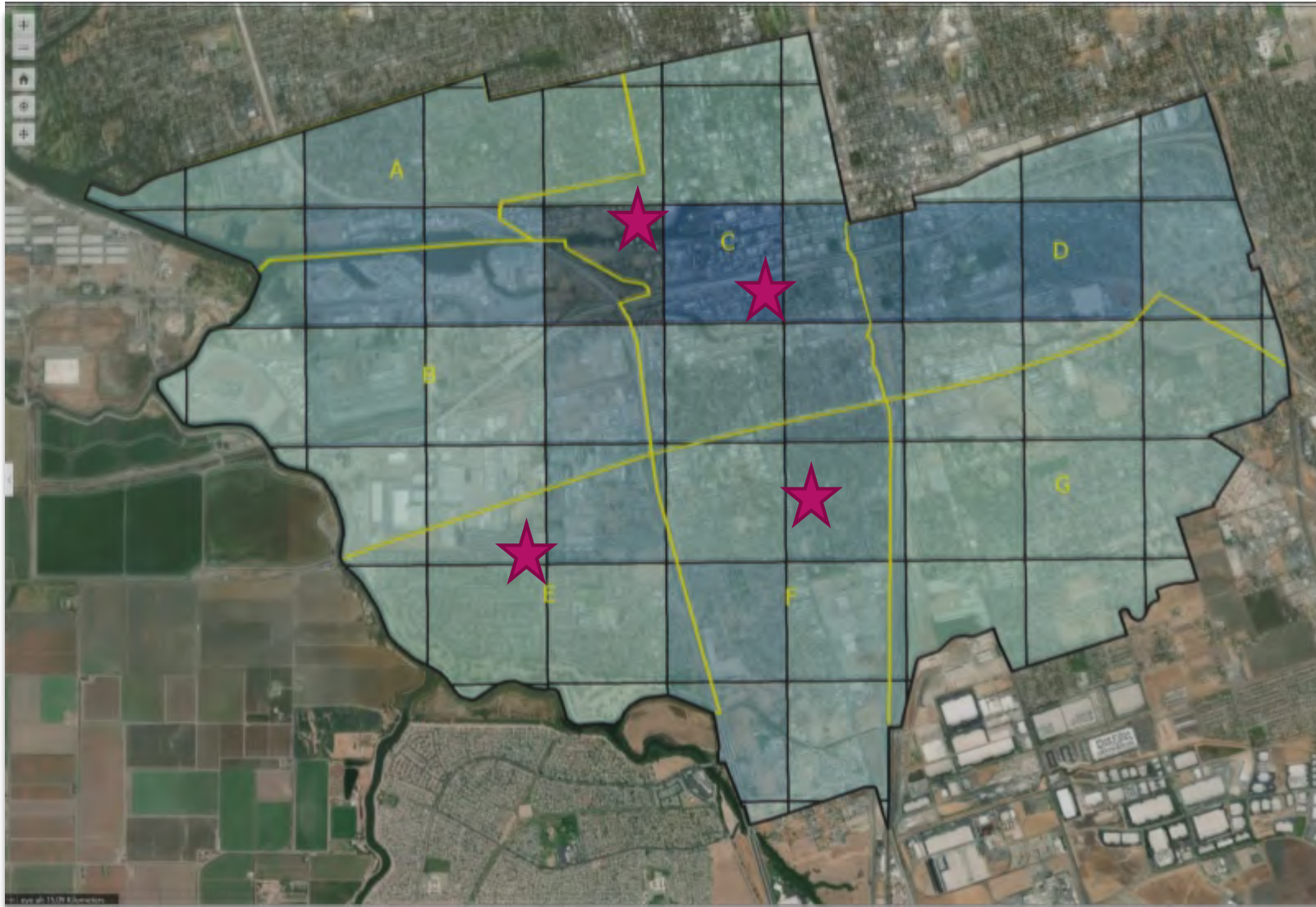
NOx Emissions



NOx Emissions + PM2.5 Emissions



NOx Emissions + PM2.5 Emissions+ Diesel Particulate Emissions



74

- ▶ **South Stockton residents have an avg. life expectancy of approx. 74 yrs**
 - ▶ -4 years vs San Joaquin County (78 yrs)
 - ▶ -7 years vs California (81 yrs)
 - ▶ Source: [U.S. Census Tract](#)
- ▶ **Example:** At my current age (30 yrs), I have approx. 44 more yrs. to live.
- ▶ I joined the Stockton AB 617 Steering Committee for two reasons:
 - ▶ Reason One: **Access to clean air is a human right!**
 - ▶ Reason Two: It is important for the voices of my community and the most vulnerable/marginalized to be heard **especially, when our lives are directly impacted by the decisions we make.**

Challenges, Fears and Concerns

- ▶ How can we work together to prolong the lives of thousands who are negatively impacted by major sources of pollution, including the Port of Stockton and DTE?
- ▶ At what cost will it take for every resident in my community to have access to clean air?
- ▶ When will it be safe for children to play outside without having to think twice about emissions that are harmful to their health?



Let us work together!

- ▶ The decisions we make moving forward will have a direct impact on 132,000 lives. Let's thoroughly review the measures and save lives!
- ▶ <https://www.youtube.com/watch?v=Z-aVMdJ3Aok>

Collectively, we can make a greater positive difference.

THANK YOU!

All Incentive Strategies in Order - Original

1. Vegetative Barriers
2. Trees and Urban Greening
3. Truck Routes
4. Air Filtration in Schools
5. Bike Paths and Infrastructure
6. Trucks
7. Charging Stations for Electric Vehicles
8. Training for Electric Vehicle Mechanics
9. School Buses
10. Large Clean Fuel Infrastructure
11. New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents
12. Trains and Other Rail Equipment Operating in the Community
13. Trucks and Other Heavy Duty Equipment Operating at the Port
14. Repair Cars to Pass Smog Check
15. Car Share Program
16. Tug Boats
17. Replace Wood Burning Fireplace, Stoves and Inserts
18. Electric Bike Share Program
19. Replace Commercial Lawn Care Equipment
20. Replace Home Lawn Care Equipment
21. Marine Exhaust
22. Air Filtration in Homes
23. Home Weatherization and Electrification
- New. Truck Idling Plug Ins
- New. Parklets, Pocket Parks, Traffic Calming Measures

All Incentive Strategies by Color - Original

Green

- Vegetative Barriers
- Trees and Urban Greening
- Air Filtration in Schools
- Bike Paths and Infrastructure
- Trucks
- Charging Stations for Electric Vehicles
- Training for Electric Vehicle Mechanics
- New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents
- Repair Cars to Pass Smog Check
- Air Filtration in Homes
- Home Weatherization, Solar and Electrification

Yellow

- Truck Routes
- Large Clean Fuel Infrastructure
- Trucks and Other Heavy Duty Equipment Operating at the Port
- Car Share Program
- Replace Wood Burning Fireplace, Stoves and Inserts
- Electric Bike Share Program
- Replace Commercial Lawn Care Equipment
- Replace Home Lawn Care Equipment
- Truck Idling Plug Ins (new)
- Parklets, Pocket Parks, Traffic Calming Measures (new)

Red

- School Buses
- Trains and Other Rail Equipment Operating in the Community
- Tug Boats
- Marine Exhaust

All Incentive Strategies in Order - Revised

1. Vegetative Barriers
2. Trees and Urban Greening
3. Truck Routes
4. Air Filtration in Schools
5. Bike Paths and Infrastructure
6. Trucks
7. Charging Stations for Electric Vehicles
8. Training for Electric Vehicle Mechanics
9. School Buses
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23. Home Weatherization and Electrification
- New. Truck Idling Plug Ins
- New. Parklets, Pocket Parks, Traffic Calming Measures

All Incentive Strategies by Color - Revised

Green

- Vegetative Barriers
- Trees and Urban Greening
- Air Filtration in Schools
- Bike Paths and Infrastructure
- Trucks
- Charging Stations for Electric Vehicles
- Training for Electric Vehicle Mechanics
- New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents
- Repair Cars to Pass Smog Check
- Air Filtration in Homes
- Home Weatherization, Solar and Electrification
- Truck Routes
- Replace Commercial Lawn Care Equipment
- Replace Home Lawn Care Equipment
- Parklets, Pocket Parks, Traffic Calming Measures (new)

Yellow

- Large Clean Fuel Infrastructure
- Trucks and Other Heavy Duty Equipment Operating at the Port
- Car Share Program
- Replace Wood Burning Fireplace, Stoves and Inserts
- Electric Bike Share Program
- Truck Idling Plug Ins (new)

Red

- School Buses
- Trains and Other Rail Equipment Operating in the Community
- Tug Boats
- Marine Exhaust

Meeting Highlights*

AB 617 Stockton Community Steering Committee (CSC) Meeting #11

November 18, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for San Joaquin Valley Air Pollution Control District (District):

- Distribute CAMP response to comment letters to full CSC
- Send updated CAMP with incorporated CSC changes
- Send dates for additional CSC meetings to approve CERP measures
- Outline approach for CAMP revisions with CSC input

Welcome and Introductions

Erica Manuel, Facilitator & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Catherine Garoupa White, Community Co-host

Erica welcomed the Stockton CSC participants, introduced the ILG facilitation team, and thanked everyone for attending the second November special meeting. She outlined the AB 617 process, recapped comments made at the last regular CSC meeting, and gave an overview of the agenda. She specifically outlined the following key priorities and process improvements related to committee governance moving forward:

- Explained and reiterated the CERP development and approval process
- Make agendas more specific; highlight action items (like voting) on the agenda
- Be clear about the meeting times and possible trade-offs of spending more time on specific agenda items
- If the meeting will go more than 2 hours, send an updated invite in advance
- Provide meeting materials 72 hours in advance, if possible
- Allow adequate time during the meeting for deliberation and discussion
- Please end on time!

Ryan welcomed the CSC and introduced a new CSC member, Matt Holmes.

Community Co-host Remarks

Catherine Garoupa White, Community Co-host

Catherine provided a community co-host welcome, thanked the CSC for joining the meeting and acknowledged the community's resilience to keep moving with the AB 617 process despite a challenging year. She then shared a presentation on the work of the Central Valley Air Quality Coalition and her perspective on air quality in Stockton as it relates to environmental justice.

Comment: This meeting has a formal agenda and I don't think this presentation reflects the core of why this meeting was called. The presentation was redundant and did not meet its allotted timeframe, so I won't be able to stay on the line to discuss the CAMP. I gave the District a letter

with comments related to the CAMP and did not get a complete response. I will vote no on the CAMP because I do not think I received a complete response to my letter.

ILG Response: Thank you for that feedback about the community co-host presentation. We have consistently provided time during each meeting for the community co-host time to share insights with the CSC. We do understand that this presentation went longer than scheduled and your concerns have been noted. We're sorry you won't be able to participate in the rest of the meeting,

The CSC participated in a virtual breakout activity, which was requested by the community co-host.

Overview of CSC Charter for Consensus Process and Voting

Erica Manuel, Facilitator & CEO, ILG

Erica reminded the CSC about a few key elements of the charter document that was developed when the CSC initially convened. The charter specifies a desire to achieve consensus on key issues, but in the absence of consensus, a majority vote (50% + 1) of all CSC members present will be taken. Erica then explained virtual voting protocol in preparation for discussing the CAMP.

Action: Community Air Monitoring Plan Discussion and Vote

Jon Klassen, Director of Strategies and Incentives, Air District

Jon reviewed the community air monitoring plan (CAMP) and how it has evolved to reflect the CSC's input. Presentation highlights:

- The CSC can access the CAMP comments and responses on the community webpage
- The community air monitoring network will provide a spatial understanding of air quality in Stockton and that data will be available in real time
- The District has made some changes to the CAMP based on CSC comments
- The District will link to the monitoring equipment and data on the community webpage once that feature is available The District would like to move forward with the suggested areas for monitoring in the CAMP, in order to get specific locations identified
- The CAMP is not a static document and equipment can be moved around even after it is approved

Comment: I think we should have a manual tally to gauge CSC priorities. Also, San Joaquin Board of Education included in their budget funding for research related to the District. Do you have any documentation of that project?

District Response: We are not familiar with that project, maybe you could send some information and we can look into that.

Question: What are you considering "real time data"?

District Response: The way we set it up in Shafter, real time data means hourly measurements.

Follow-up comment: Monitoring is useful to show emissions being reduced effectively, but I think it is most useful for behavior modification, specifically for the public to protect themselves. In order to do this, people need access. Are you doing any modeling with real time access that the public will be able to use? I think this CAMP plan is good, and I think modeling and monitoring can be complementary. Monitoring can build trust and the CSC participating in not just the location and siting, but long-term monitoring will build a lot more goodwill. With additional adjustments this CAMP could be even better and we should consider how to move parts of it forward while fixing the parts that need refinement.

ILG Comment: To paraphrase, you're saying the plan is substantively good and your background in behavior change and community organizing has led you to realize how helpful it is to continue to infuse the value and expertise of this CSC as we evolve that plan. Even if there is an approval to proceed, it is not an approval to rubber stamp the plan without adjustments.

Comment: My biggest concern is we are delaying getting the monitoring started. It sounds like the Air District wants the map approved so we can get the locations started instead of delaying the monitoring to wordsmith the CAMP. I support voting for the map with the understanding that the wording in the CAMP can still be refined.

ILG Response: Correct.

District Comment: When the District received AB 617 nominations for Stockton from residents the city and others, the request received were for both air monitoring and community emission reduction program combined. This makes completing the work in the legislative timelines even more difficult and challenging. However, the District is supportive of the addition to co-locate different types of monitors, such as indoor/outdoors at schools. The conversation will continue about air monitoring that can be done by the community.

ILG Response: The CSC has three options to consider for moving forward with the CAMP: a full green light to proceed, a yellow to approve the map and start getting land owner approvals for equipment while working on the CAMP language, and a full stop to review and reset.

Question: What does approving the map mean in terms of the resources? Where are we in the overall timeline?

District Response: If the CSC is ok with the District moving forward with the locations you recommended, that doesn't mean we can't talk about how the community can be involved and do air monitoring themselves to compliment these efforts in the CAMP.

Vote: The CSC reached consensus and approved the map portion of the CAMP. They requested additional agenda and/or committee time to refine the language in the CAMP.

District Comment: Thank you for your approval. The District is looking forward to setting up the sites and reporting back.

Erica, Facilitator, reviewed the AB 617 timeline and process. The CSC is currently in the stage of selecting individual measures to include in the final CERP. The CERP is due to CARB by the end of the year, but CARB has indicated that the Stockton CSC can request an extension.

Wrap Up/Next Steps

Erica Manuel, Facilitator, ILG

Erica thanked Catherine for co-hosting and setting the stage for the meeting and emphasized the importance of community input in processes like AB 617. Catherine thanked the CSC and congratulated everyone for making progress.

Stacey Panyasee volunteered to be the next community co-host.

Question: What are the next steps for the CAMP process since the CSC only voted on the map?

District Response: The Air District will formalize all the changes we went over and will send that to the CSC. This will be an ongoing conversation. We will work with the CSC on the specific sites for the monitors.

Comment: I heard about a car-share program from the Housing Authority and I hope we work closely with all the other entities doing similar and complimentary work.

District Response: We hear you and we agree.

Reminders

The next regular CSC meeting is December 2 on Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.

Puntos Importantes de la Reunión*

Comité Directivo de la Comunidad AB 617 de Stockton Reunión #11

18 de noviembre de 2020 | 5:00 pm - 7:00 pm

Reunión Virtual a través de Zoom

Artículos de Acción para el Distrito del Aire del Valle (Distrito):

- Distribuir la respuesta del CAMP a las cartas de comentarios al Comité Directivo completo
- Enviar el CAMP actualizado con cambios del Comité Directivo incorporados
- Enviar fechas para reuniones adicionales del Comité Directivo para aprobar medidas del CERP
- Esquema del enfoque para las revisiones del CAMP con aportes del Comité Directivo

Bienvenida e Introducciones

Erica Manuel, Facilitadora & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Catherine Garoupa White, Coanfitrión de la Comunidad

Erica dio la bienvenida a los participantes del Comité Directivo de Stockton, presentó al equipo de facilitación de ILG y agradeció a todos por asistir a la segunda reunión especial de noviembre. Ella describió el proceso de AB 617, resumió los comentarios hechos en la última reunión regular del Comité y dio una descripción general de la agenda. Ella describió específicamente las siguientes prioridades clave y mejoras de procesos relacionadas con la gobernanza del comité en el futuro:

- Explicó y reiteró el proceso de desarrollo y aprobación del CERP
- Hacer las agendas más específicas; resaltar elementos de acción (como votar) en la agenda
- Sea claro sobre los horarios de las reuniones y las posibles compensaciones de dedicar más tiempo a temas específicos de la agenda
- Si la reunión durará más de 2 horas, envíe una invitación actualizada con anticipación
- Proporcionar materiales para la reunión con 72 horas de anticipación, si es posible
- Permita el tiempo adecuado durante la reunión para deliberar y discutir
- ¡Por favor terminar a tiempo!

Ryan dio la bienvenida al Comité Directivo y presentó a un nuevo miembro del Comité, Matt Holmes.

Comentarios del Coanfitrión de la Comunidad

Catherine Garoupa White, Coanfitrión de la Comunidad

Catherine brindó una bienvenida a la comunidad, agradeció al Comité Directivo por unirse a la reunión y reconoció la resistencia de la comunidad para seguir avanzando con el proceso de AB 617 a pesar de un año desafiante. Luego compartió una presentación sobre el trabajo de la

Coalición de Calidad del Aire del Valle Central y su perspectiva sobre la calidad del aire en Stockton en relación con justicia ambiental.

Comentario: Esta reunión tiene una agenda formal y no creo que esta presentación refleje el núcleo de por qué se convocó esta reunión. La presentación fue redundante y no cumplió con el plazo asignado, por lo que no podré quedarme en la línea para discutir el CAMP. Le di al Distrito una carta con comentarios relacionados con el CAMP y no obtuve una respuesta completa. Votaré no en el CAMP porque no creo haber recibido una respuesta completa a mi carta.

Respuesta de ILG: Gracias por sus comentarios sobre la presentación del coanfitrión de la comunidad. Constantemente hemos proporcionado tiempo durante cada reunión para que el coanfitrión de la comunidad comparta ideas con el Comité Directivo. Entendemos que esta presentación duró más de lo programado y se han tomado nota de sus inquietudes. Lamentamos que no pueda participar en el resto de la reunión.

El Comité Directivo participó en una actividad virtual, que fue solicitada por el coanfitrión de la comunidad.

Resumen de la Carta Estatutaria del Comité Directivo para el Proceso de Consenso y Votación

Erica Manuel, Facilitadora y Directora Ejecutiva, ILG

Erica le recordó al Comité Directivo sobre algunos elementos clave de la carta estatutaria que se desarrolló cuando el Comité Directivo se reunió inicialmente. La carta especifica el deseo de lograr un consenso sobre temas clave, pero en ausencia de consenso, se tomará una mayoría de votos (50% + 1) de todos los miembros del Comité Directivo presentes. Luego, Erica explicó el protocolo de votación virtual en preparación para discutir el CAMP.

Acción: Discusión y Votación del Plan de Monitoreo del Aire de la Comunidad

Jon Klassen, Director de Estrategias e Incentivos, Distrito del Aire

Jon repasó el plan de monitoreo del aire de la comunidad (CAMP) y cómo ha evolucionado para reflejar el aporte del Comité Directivo. Puntos importantes de la presentación:

- El Comité Directivo puede acceder a los comentarios y respuestas del CAMP en la página web de la comunidad
- La red de monitoreo del aire de la comunidad proporcionará una comprensión espacial de la calidad del aire en Stockton y los datos estarán disponibles en tiempo real
- El Distrito ha realizado algunos cambios en el CAMP en base a los comentarios del Comité Directivo
- El Distrito conectará el equipo de monitoreo y los datos en la página web de la comunidad una vez que esa función esté disponible. El Distrito quisiera avanzar con las áreas sugeridas para el monitoreo en el CAMP, para poder identificar ubicaciones específicas
- El CAMP no es un documento estático y el equipo se puede mover incluso después de haber sido aprobado

Comentario: Creo que deberíamos tener un recuento manual para medir las prioridades del Comité. Además, la Junta de Educación de San Joaquín incluyó en su presupuesto fondos para investigaciones relacionadas con el Distrito. ¿Tiene alguna documentación de ese proyecto?

Respuesta del Distrito: No estamos familiarizados con ese proyecto, tal vez podría enviarnos alguna información y podemos investigar eso.

Pregunta: ¿Qué está considerando “datos en tiempo real”?

Respuesta del Distrito: De la forma en que lo configuramos en Shafter, los datos en tiempo real significan mediciones por hora.

Comentario de seguimiento: El monitoreo es útil para mostrar que las emisiones se reducen de manera efectiva, pero creo que es más útil para modificar el comportamiento, específicamente para que el público se proteja. Para hacer esto, las personas necesitan acceso. ¿Está realizando algún modelado con acceso en tiempo real que el público pueda utilizar? Creo que este plan del CAMP es bueno y creo que el modelado y el seguimiento pueden ser complementarios. El monitoreo puede generar confianza y la participación del Comité no solo en la ubicación y el emplazamiento, sino también en el monitoreo a largo plazo generará mucha más buena voluntad. Con ajustes adicionales, este CAMP podría ser aún mejor y deberíamos considerar cómo mover partes hacia adelante mientras arreglamos las partes que necesitan refinamiento.

Comentario de ILG: Parafraseando, está diciendo que el plan es sustancialmente bueno y su experiencia en cambio de comportamiento y organización comunitaria lo ha llevado a darse cuenta de lo útil que es continuar infundiendo el valor y la experiencia de este Comité Directivo a medida que evolucionamos ese plan. Incluso si hay una aprobación para continuar, no es una aprobación sellar el plan sin ajustes.

Comentario: Mi mayor preocupación es que estamos retrasando el inicio del monitoreo. Parece que el Distrito del Aire quiere que se apruebe el mapa para que podamos comenzar con las ubicaciones en lugar de retrasar el monitoreo al redactor de palabras del CAMP. Apoyo votar por el mapa en el entendimiento de que la redacción del CAMP aún puede perfeccionarse.

Respuesta de ILG: Correcto.

Comentario del Distrito: Cuando el Distrito recibió nominaciones de AB 617 para Stockton de los residentes de la ciudad y otros, la solicitud recibida fue para el programa de monitoreo de aire y reducción de emisiones de la comunidad combinados. Esto hace que completar el trabajo en los plazos legislativos sea aún más difícil y desafiante. Sin embargo, el Distrito apoya la incorporación de la ubicación conjunta de diferentes tipos de monitores, como interiores y exteriores en las escuelas. Continuará la conversación sobre el control del aire que puede realizar la comunidad.

Respuesta de ILG: El Comité tiene tres opciones a considerar para avanzar con el CAMP: una luz verde completa para continuar, una amarilla para aprobar el mapa y comenzar a obtener las aprobaciones de los propietarios de la tierra para el equipo mientras se trabaja en el lenguaje CAMP, y un punto final para revisar y restablecer.

Pregunta: ¿Qué significa aprobar el mapa en términos de recursos? ¿Dónde estamos en la línea de tiempo general?

Respuesta del Distrito: Si el Comité Directivo está de acuerdo con que el Distrito siga adelante con las ubicaciones que usted recomendó, eso no significa que no podamos hablar sobre cómo la comunidad puede participar y monitorear el aire ellos mismos para complementar estos esfuerzos en el CAMP.

Voto: El Comité Directivo llegó a un consenso y aprobó la parte del mapa del CAMP. Solicitaron una agenda adicional y/o tiempo del comité para refinar el lenguaje en el CAMP.

Comentario del Distrito: Gracias por su aprobación. El Distrito espera establecer los sitios y presentar informes.

La facilitadora, Erica, repasó el cronograma y el proceso de AB 617. El Comité Directivo se encuentra actualmente en la etapa de selección de medidas individuales para incluir en el CERP final. El CERP debe entregarse a CARB antes de fin de año, pero CARB ha indicado que el Comité de Stockton puede solicitar una extensión.

Concluir/Próximos Pasos

Erica Manuel, Facilitadora, ILG

Erica agradeció a Catherine por ser coanfitrión y preparar el camino para la reunión y enfatizó la importancia del aporte de la comunidad en procesos como AB 617. Catherine agradeció al Comité Directivo y felicitó a todos por su progreso.

Stacey Panyasee se ofreció como voluntaria para ser la próxima coanfitrión de la comunidad.

Pregunta: ¿Cuáles son los próximos pasos para el proceso del CAMP ya que el Comité Directivo solo votó en el mapa?

Respuesta del Distrito: El Distrito del Aire formalizará todos los cambios que repasamos y los enviará al Comité Directivo. Esta será una conversación continua. Trabajaremos con el Comité Directivo en los sitios específicos para los monitores.

Comentario: Me enteré de un programa de vehículos compartidos de la Autoridad de Vivienda y espero que trabajemos en colaboración con todas las demás entidades que realizan un trabajo similar y complementario.

Respuesta del Distrito: Los escuchamos y estamos de acuerdo.

Recordatorios

La próxima reunión regular del Comité Directivo es el 2 de diciembre en Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión.*

Comentario Público

Ningún comentario público.



Agenda for Stockton Community Steering Committee Meeting #11

Wednesday, November 18, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Erica Manuel, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Catherine Garoupa White, Community Co-host, CVAQ
- 5:15 p.m. Meet and Greet Breakout Activity**
A quick chance to meet and reconnect
- 5:25 p.m. Overview of CSC Charter for Consensus Process and Voting**
Erica Manuel, Facilitator, Institute for Local Government
- 5:40 p.m. Action: Community Air Monitoring Plan – Discussion & Vote**
Discuss the proposed Stockton Community Air Monitoring Plan and comments received. Potentially **VOTE** on approval.
Jon Klassen, Director of Air Quality Science and Planning, Valley Air District
- 6:00 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: continue discussion of individual measures and work toward developing a final list of CERP strategies.
Community Steering Committee
- 6:50 p.m. Wrap Up/Next Steps**
Additional CSC Meetings
Erica Manuel, Facilitator
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting December 2, via Zoom for CSC members and Facebook Live for public.

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.

VEGETATIVE BARRIERS

Incentive program for the installation of vegetative barriers (and sound walls) around/near sources of concern (Interstate 5, schools, truck routes, near Port of Stockton, rail routes, Charter Way, Boggs Tract and El Dorado). Leverage with city, county, state funds given significant scale and infrastructure costs.

Comments received prior to Oct. 31

- A >High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5.
- R >For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes.
- B >Vegetative barriers should also include walls at the Highway
- R >Trees and plants are much needed
- R >This is an area of high priority for the community for the long term benefits. Interstate 5 is where I would recommend.
- R >Very high priority in combination with physical barriers as most effective, wherever possible, especially along Interstate 5.
- A >High priority in combination with physical barrier as most effective, especially along Interstate 5 and crosstown freeway. Where residential homes are less than 1000 ft. away.
- R > All potential strategies acceptable as ranked.
- Need clarity on where this would be on Charter Way since most of Charter Way is occupied by business fronts.
- G >High, Seems like several vegetation barriers could be provided for \$500,000. I am suggesting here that we consider up to 10 new barriers. I don't suggest that we spend \$5 million on these barriers. If possible, perhaps \$1 million and not more than \$3 million here. Sound walls help with noise but not air. I would suggest not funding that and merge line item 25 with this one which appear to be duplicate.
- A/R/A/A/R >Highest priority: Add more \$\$\$
- R > Very high priority for VEGETATIVE BARRIERS, not for sound walls. Vegetative barriers should dampen sound, beautify, and provide environmental benefits of cooling, absorbing pollutants, and producing oxygen for the air. Sounds walls partially dampen sound, and do little else, except to become ugly and attract graffiti. Benefits may not be completely quantifiable but the public will like this and agree with vegetative barriers and this use of money to improve the environment.
- R > incentive program for installation of vegetative barriers should be a very high priority. With a \$35 million budget, the allocation to this number one priority should be significantly higher than \$1 million, perhaps 25% of total budget or \$8.8 million.
- R > High Priority, Work together / plan with other comm groups working on this. Include ongoing maintenance trust with the city.
- R > Highest priority: This needs to include rail lines particularly relating to sound wall for the low income neighborhoods most impacted by sound and train exhaust.
- R > There is an area of I-5 by Smith Canal that could use some new trees and around Monte Diablo. I-5 is much more needy for trees than 99

Original Proposed Funding Amount:

\$500,000

Units: n/a

Updated Proposed Funding Amount:

\$1,000,000

Units: n/a

Nov. 4th Comments

- Spend funds judiciously;
- Consider roles/responsibilities of water and maintenance issues;
- Vegetative barriers:
 - Ensure they mitigate or reduce pollution
 - Taller, denser and placed perpendicular to prevailing winds are most successful at lofting emissions
 - Arizona cypress—one of a few options
- Have strong, proactive partner discussions
- Caltrans has a list of vegetative barriers with the pro and cons of each
- Is there an initiative similar to Tree Fresno in Stockton?

TREES AND URBAN GREENING

Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community while keeping in mind water and maintenance issues. Focus areas include Charter Way, Boggs Tract and El Dorado. Leverage with city, county, state funds given significant scale and infrastructure costs. TCC grant includes tree planting and maintenance for new trees.

Comments received prior to Oct. 31

- R >For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes. Include Hazelton Ave
- B >Potential long term reductions and development of a more pleasing environment
- R >Cost can be reduced by growing trees instead of buying trees...example: from seeds like avocados and from trimmings. Pine cones are everywhere
- R >Urban greenery - much needed
- R > Very High Priority
- G > Increasing the number from 1 site up to 5. Is there any data that shows whether vegetative barriers are as effective as tree canopy? Might help reduce ongoing maintenance costs.
- A/R/A/A/R >Highest priority: Add more \$\$\$
- R > Very High Priority. To be a vibrant urban area, there must be urban greening to beautify, reduce GHG & heat, and to provide oxygen to our air. Careful and detailed analysis should quantify benefits both materially and economically.
- R > increased urban greening, should be a very high priority. The budget should be much higher than \$600,000, again perhaps 25% of the total budget or \$8.8 million.
- R > High Priority, Include an ongoing maintenance trust Also connect with CalTrans and rail for increased sound walls. For areas that don't have them along freeways and rail.
- R > Highest priority: Urban greening is necessary for our community healing:
https://www.youtube.com/watch?v=IYhuiP43lp0&feature=emb_logo, Develop conservancy organization for long term maintenance perhaps a special district?
- R > We need to identify trees that don't take mistletoe, and fit this area. Give trees to residents to plant only in front yards. If put along streets also, city must agree to care for them with add'l employee if necessary funded for first year by this.

Original Proposed Funding Amount:

\$500,000

Units: n/a

Updated Proposed Funding Amount:

\$600,000

Units: n/a

Nov. 4th Comments

-

TRUCK ROUTES

Work with City and County to assess current truck routes (potential impact of speed bumps). CSC suggested Boggs Tract as an area of concern.

Comments received prior to Oct. 31

- R >This is the Port of Stockton's response to an inquiry that the Commissioners deemed worthy of a response: When will the Port conduct a traffic study to help with idling trucks and traffic in the residential neighborhoods related to Port operations or the operations of their leaseholders? The Port has completed several Port-wide traffic improvement projects to reduce congestion both in the Port and in adjacent areas. Over the past few years, the Port has pursued a program of improvements to facilitate a more direct connection to the West Complex from the new Crosstown Freeway ramps. The Port has recently replaced the Navy Drive Bridge and completed widening of Navy Drive to improve traffic flow, avoid neighborhood impacts, decrease idle times, and improve safety between the SR-4 Crosstown Freeway extension and the Port's West Complex. Construction of a grade separation and signalized intersection to improve traffic flow onto the West Complex is also planned. The Port has also undertaken other traffic improvements on West Washington Street to improve traffic flow, and installed signage throughout its property to instruct trucks on which routes to travel and to convey requirements for minimizing idling. In addition, traffic studies have been undertaken for specific Port-led CEQA documents on both the East and West Complexes when required per City of Stockton traffic impact assessment guidelines. The Port will continue to comply with City and San Joaquin Council of Governments requirements related to traffic management and vehicle miles traveled assessments in its role as CEQA lead agency. Recent CEQA documents prepared by the Port have included requirements for minimizing idling of trucks on terminal and use of clean trucks. These types of requirements encourage the development of truck management systems to reduce truck queuing at the gates, which has the potential for spilling over to area neighborhoods. And an FYI there is a major transportant project up for a categorical exemption - Monday 10.20.2020
- B >Very Important
- R >Very High
- R >It is an area of concern. No question about it.
- R >High Priority
- G >Would be helpful to line up our air monitoring results with this strategy. The City of Stockton will be ready and available to work with the air district or other stakeholders as needed. Any supporting information is appreciated.
- A/R/A/A/R > What is "assess" current truck routes? Is a technical study required, or can the city and county develop and implement a plan? What is the timeframe? (1 year?) CLARIFY to establish what the money is needed for. For example, could this money be used to actually add speed bumps and signs directing trucks rather than just studying? Traffic signals could be adjusted to improve traffic flow. Study should be comprehensive. Dollar amount should change based on this information.
- R > Very High Priority. Port operations can be more efficient, less polluting, and economically beneficial.
- R > Work with the city and County to assess current truck routes. I am not sure what that means. For any budget amount, there should be a specific goal of reducing truck traffic that results in direct and measurable reduction in air pollution to Boggs Tract. AB 6 1 7 funds should not be used to pay for another study as opposed to implementing steps to move more truck traffic away from the Boggs Tract neighborhood.

- R > What is "assess" current truck routes? Is a technical study required, or can the city and county develop and implement a plan? What is the timeframe? (1 year?) CLARIFY to establish what the money is needed for. For example, could this money be used to actually add speed bumps and signs directing trucks rather than just studying? Traffic signals could be adjusted to improve traffic flow. Study should be comprehensive. Targeted truck routes that are enforced will enable the community to focus appropriate mitigation measures. Please ask the county's consultant to give an update on the Boggs Tract Sustainability Plan. AECOM is contracted by San Joaquin County to develop the Boggs Tract Sustainability Plan for the areas in Boggs Tract within the County's jurisdiction.
- R > Concerned, but also worried about the Port's actions on this.

Original Proposed Funding Amount:

\$500,000

Units: n/a

Updated Proposed Funding Amount:

\$1,000,000

Units: n/a

Nov. 4th Comments

-

AIR FILTRATION IN SCHOOLS

Incentive program to install advanced air filtration systems in 33 community schools.

Comments received prior to Oct. 31

- R > This should be done with health studies to determine actual health benefits
- R > I think there should be some monitoring data to show that 33 schools are in need. What are these schools?
- B > For schools near transportation corridors
- R > Very High
- R > High Priority
- A/R/A/A/R > Clarify: Are these schools in the boundaries? Is this upgrading the system plus a supply of filters? Needs more detail on where the money goes.
- R > This program should begin as a pilot on selected campuses, carefully studied, and expanded when data justifies it.
- R > I strongly support this measure especially if it can be joined with health studies so to determine the actual health benefits of advanced air filters. There is a high incidence of childhood asthma, and it is possible that air filtration systems in the schools may help address that problem. Again it should be done in conjunction with high-quality health studies. Given a \$35 million budget, the allocation should be far more funds than \$2,640,000. Again, 25% or \$8.8 million.
- R > Highest priority. Should cover full cost for schools to transition. As well as support for ongoing maintenance. Should start this implementation as soon as approved.
- R > Clarify: Are these schools in the boundaries? Is this upgrading the system plus a supply of filters? Needs more detail on where the money goes. These schools must be identified before final budget approval and should include public and private schools and daycare facilities within the AB617 boundary.
- R > I think all schools could use this, but only those built oldest should get it first.

Original Proposed Funding Amount:

\$2,640,000

Units: n/a

Updated Proposed Funding Amount:

\$2,640,000

Units: n/a

Nov. 4th Comments

-

BIKE PATHS AND INFRASTRUCTURE

Work with City, County, and San Joaquin Council of Governments to assess current bike path infrastructure (including bike racks) and look for matching funding to make community more bike and walk friendly.

Comments received prior to Oct. 31

- R >Please do not let this money get sucked up with planning. You have no idea how many plans have yielded zero fruit because it is not a priority.
- B >OK
- R >Have you considered Van Buskirk Golf Course. Plenty of room, needs tree, plants, etc.
- R >If this is done which is great, it should be promoted often to encourage the community to ride a bike. Also this is south side so then it'd be something else, but we have to ensure the community's safety.
- R >Low Priority
- R >I am not in favor of electric bikes - conflicts with pedestrians and interfere with traffic flow having seen some used by Stockton residents.
- G >These are great one-time investments that serve communities for years. Just as a thought, taking this number up to 10 as we have a very large city and a significant need for zero-emission strategies. Cycling and trails is awesome.
- A/R/A/A/R > Safety first: Where is this realistic? How far out are infrastructure changes to make this safe? If several years
- R > Funding should be applied directly to construction recommended by most recent study and not used for planning!
- R > These funds should not be used solely for planning. If there is \$500,000 allocated, there should be a tangible proposal that will show significant benefit and use by residents of the AB 6 1 7 area. 500k is 1.41% of the total budget which is OK.
- R > I like the idea of focusing on Van Buskirk--it's a beautiful area. Should also connect with the city and surrounding areas and connect with other organizations working on this. Don't want SW Stockton to stay an "island".
- R > Safety first: Where is this realistic? How far out are infrastructure changes to make this safe? If several years out, money should be reduced or go to items above. Also need to assess overlap with other efforts like Transformative Climate Communities, etc. This money can be used for matching funds relating to safe routes to school, bicycle helmets, bicycle safety education, bicycle physical projects not to "assess" with another plan. In consultation with the City of Stockton and Council of Governments develop a list of projects prior to final budget approval.
- R > What has previous plans said? If previous plans have been done, it wasn't done for some reason. Why? If run out of money, then

Original Proposed Funding Amount:

\$500,000

Units: n/a

Updated Proposed Funding Amount:

\$500,000

Units: n/a

Nov. 4th Comments

-

TRUCKS

Incentive program for heavy-duty truck replacement with zero and to a lesser extent near zero emission technology.

Comments received prior to Oct. 31

- A >Use existing funds. These trucks will likely travel well outside the boundary.
- R >Make a fixed proportional commitment say 60% zero and 40% near zero. Any money can be spent on zero infrastructure.
- B >Electric grid not supportive yet for all electric. We have some vehicles but poor charging options
- R >Very High
- R >High Priority
- G > This strategy is quite significant. I'm interested to learn how we designate the 50 trucks, and ensure they are part of the local solution.
- A/R/A/A/R > Too much \$\$\$: Should be ONLY Zero Emissions. Do NOT support "near" zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators.
- R > Should be implemented at this level only with robust charging infrastructure.
- R > incentive program for heavy duty truck replacement. \$10 million is outrageous. Not one dollar of AB 617 funds should be used for this strategy. There are other programs available and issues relating to mobile source pollution arising from diesel trucks and other transportation is a responsibility of car. AB 617 community fund should not be used for this strategy, not one dollar.
- R > Very high priority. If used for trucks that are to be used in within the boundaries. Also need to incorporate more charging areas.
- R > Too much \$\$\$: Should be ONLY Zero Emissions. Do NOT support "near" zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators. Additionally, this money could be spent on charging infrastructure if low income independent owner operators obtain funding for truck replacement elsewhere.

Original Proposed Funding Amount:

\$10,000,000

Units: n/a

Updated Proposed Funding Amount:

\$10,000,000

Units: n/a

Nov. 4th Comments

-

CHARGING STATIONS FOR ELECTRIC VEHICLES

Incentive program for the installation of charging stations for electric vehicles in public spaces.

Comments received prior to Oct. 31

- A >Especially for electric upgrade for residents if necessary
- R >More money
- B > Important part of long term solutions
- R > High
- R > High Priority
- G > Made a modest increase to charging stations, as we likely need dozens more in the next 3-5 years.
- A/R/A/A/R > Where is VW settlement funding being spent? Fees and fines from local facilities? Other sources of money?
- R > Money should be transferred from # 18 to # 19 (this measure). Reliable and comprehensive charging is necessary for ZEVs.
- R > There should be no funding for this strategy. There other sources of funding. We should be concerned about strategies that resulted direct and material benefits to the AB 617 residence.
- R > Very high Priority. More money. Outreach to business that would install stations. Assistance with accessing incentives especially with households that receive vehicle incentives.
- R > Where is VW settlement funding being spent? Fees and fines from local facilities? Other sources of money? This should be an ongoing program as we transition from fossil fuels to electrification.
- R > Very important part of an updated community! Help low income residents with a proven need first. Also help some small businesses to make an upgrade.

Original Proposed Funding Amount:

\$250,000

Units: n/a

Updated Proposed Funding Amount:

\$375,000

Units: 15 Stations

Nov. 4th Comments

-

TRAINING FOR ELECTRIC VEHICLE MECHANICS

Incentive program for educational training for electric vehicle mechanics.

Comments received prior to Oct. 31

- R >This type of job training should be emphasized and encouraged and implemented soon.
- A >Two Mechanics training is not enough to keep up with growth in EVs, it seems cost efficient to invest more here and bring green jobs to the AB 617 community
- R >Triple at least
- B >Connect with Delta College vocational training
- R >Very High
- R > High Priority
- A/R/A/A >This should be increased.
- A/R/A/A/R >What would this money be used for? (Scholarships, hiring staff, etc.) Is it enough? A laudable goal that lacks concrete details. Add \$\$\$ to provide a foundation for this program to be comprehensive and sustainable.
- R > Electric and Zero Emission Vehicles must have trained mechanics in order to convert a critical mass of vehicles to produce quantifiable results.
- R > Very high priority. Should check on feasibility at SJDC or find the nearest opportunity to be available for potential residents of our area.
- R >What would this money be used for? (Scholarships, hiring staff, etc.) Is it enough? A laudable goal that lacks concrete details. Add \$\$\$ to provide a foundation for this program to be comprehensive and sustainable. Our community could become a training hub with an expansion of Delta College's electrical technical program. I think this money should be spent on a "graduate" stipend including tuition for Delta College electrical technical program (\$1800/mo) for the training program and a commitment to work in the community for three years
- R > High! I would give those mechanics whose business does not include electric vehicles first. Work w/Delta to offer?

Original Proposed Funding Amount:

\$30,000

Units: 2 Students

Updated Proposed Funding Amount:

\$150,000

Units: 10 Students

Nov. 4th Comments

-

SCHOOL BUSES

Incentive program for replacing older diesel school buses with zero or to a lesser extent near zero emission buses.

Comments received prior to Oct. 31

- A >How much are school buses still used?
- R >Less money only 7 and commitment that these 7 will be dedicated to AB617 area only
- B >School dists. Need emergency charging opportunities
- R > High
- R >Low Priority
- G >Buses are great, however, due to COVID-19 I might suggest we invest these dollars in more immediate
- A/R/A/A/R >Still wondering how many of these buses are in use in the community. Be clear on need before earmarking so much money.
- R > Nice program, but more bang for buck can be derived in other programs of heavy equipment.
- R > High priority. Are there other grants to access?
- R > Still wondering how many of these buses are in use in the community. Be clear on need before earmarking so much money. A list of the educational transportation companies and routes must be included in the final budget before approval
- R > Low priority to half as much, as they don't use busses much any more. Maybe check on disabled busses.

Original Proposed Funding Amount:

\$5,600,000

Units: n/a

Updated Proposed Funding Amount:

\$2,800,000

Units: 10 buses

Nov. 4th Comments

-

LARGE CLEAN FUEL INFRASTRUCTURE

Incentives for planning and implementation of clean fuel infrastructure such as large-scale electric, hydrogen and other clean fuels.

Comments received prior to Oct. 31

- A >What is "clean fuel" here? Need to clearly define.
- R> Not quite sure again don't spend it all on planning pick a smaller footprint to plan in. Recall the goals of the TCC are not the same as the City of Stockton - I heard with my own ears.
- B >this should blended into HD.1
- R >High
- R >Need More Information
- G >In general, seems appropriate. Require additional information to assess what else can be done in this strategy
- A/R/A/A/R > What are "other" clean fuels? We need to ensure we're not incentivizing dirty forms of upstream energy, like biomass/biogas/biomethane. Difficult to support money going here unless we know exactly what it will be spent on. Only in support of funding for electric infrastructure.
- R > Program is vague and hydrogen is very expensive to develop and years away to be developed on a large scale.
- R > Large scale options are important Hydrogen could be an important option for confined businesses such as the Port.
- R > For Electric only What are "other" clean fuels? We need to ensure we're not incentivizing dirty forms of upstream energy, like biomass/biogas/biomethane. Difficult to support money going here unless we know exactly what it will be spent on. Only in support of funding for electric infrastructure. Already large facilities under construction and development to support importation of renewable diesel. The use of food crops for fuel development is not sustainable. Planning here should include partnering with the City of Stockton to update the Climate Action Plan with an assessment of progress of implementation. Particularly relating to their existing housing stock retrofit and transportation related emissions.
- R > I don't know if this is for "planning" or actually planning and doing.

Original Proposed Funding Amount:

\$1,000,000

Units: n/a

Updated Proposed Funding Amount:

\$1,000,000

Units: n/a

Nov. 4th Comments

-

NEW ELECTRIC VEHICLES, PLUG-IN EVs, AND HOME CHARGERS FOR RESIDENTS

Incentive program for the replacement of passenger vehicles with battery electric or plug-in electric hybrid vehicle with an additional rebate option for those residents installing a Level 2 charger in their home.

Comments received prior to Oct. 31

- A >And include assistance to facilitate homeowners in finding the rebates and being able to utilize.
- B >very important in the initial growth of electrical
- R >High
- R >Low Priority
- A >This should be increased
- G >Throwing some interest to see more local investment into this area.
- A/R/A/A > Metrics: In what timeframe? Who implements this program?
- R > Good program to encourage households to add an electric car. Plug-in is the immediate future to near-term electric car usage.
- R > High Priority. This amount should be doubled or tripled. Must include assistance to seek these incentives and how to utilize.
- R >Low Priority
- R > Metrics: In what timeframe? Who implements this program? Outreach must be targeted to residents living within the boundary of AB617.
- R > High! I would take more money for this! We need people to either purchase and install charging, or just purchase

Original Proposed Funding Amount:

\$800,000

Units: 100 cars and chargers

Updated Proposed Funding Amount:

\$800,000

Units: 100 cars and chargers

Nov. 4th Comments

-

TRAINS AND OTHER RAIL EQUIPMENT OPERATING IN THE COMMUNITY

Incentive program for replacing older diesel railcar movers, switcher locomotives and diesel locomotives primarily operating in the community with new clean-engine technology.

Comments received prior to Oct. 31

- R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells
- B >opportunity to reduce rail emissions immediately
- R >High
- R >Low Priority
- G >No change
- A/R/A/A > In what timeframe? This is a lot of money - What are the estimated emission reductions?
- R > High Priority. This category is more than just the port, it includes all of the mainline railroad switching and intermodal yards that operate locally 24/7. Incentives will nudge railroads towards this technology.
- R > High priority because this will affect local air quality. But should first be using all other grant options.
- R >Very Low Priority
- R > In what timeframe? This is a lot of money - What are the estimated emission reductions?
- R > Low priority if at Port, as they may have to do it themselves.

Original Proposed Funding Amount:

\$3,000,000

Units: n/a

Updated Proposed Funding Amount:

\$8,000,000

Units: n/a

Nov. 4th Comments

-

TRUCKS AND OTHER HEAVY DUTY EQUIPMENT OPERATING AT THE PORT

Incentive program for heavy-duty vehicle with zero, and where zero emissions technology is not available, near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. with a focus on equipment in Port.

Comments received prior to Oct. 31

- A >Only zero emission, not "near zero" Only if limited to equipment primarily used within Stockton.
- R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells
- B >good opportunity
- R >High
- R >Low Priority
- G >Modest increase here.
- A/R/A/A > How many? In what timeframe? This is a lot of money - What are the estimated emission reductions? Only zero, not near zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators.
- R > High Priority. The TRUs are very numerous and often operate 24/7 while sitting in rail yards, loading terminals, and ports.
- R > Important, for vehicles that will be in area >75% of time.
- R >Only Zero emission technology used primarily within Stockton
- R > How many? In what timeframe? This is a lot of money - What are the estimated emission reductions? Only zero, not near zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators.
- R > Only zero emission, not "near zero". I would like to see the Port more involved in this issue. If they really want the money.

Original Proposed Funding Amount:

\$2,000,000

Units: n/a

Updated Proposed Funding Amount:

\$2,000,000

Units: N/A

Nov. 4th Comments

- 'Trucks idling plug-in' measure can be incorporated into this measure
- There is a flexibility with the measure and the funding amount
- Funding is targeted for fleets that operate within the Stockton community boundaries
- How can the trucking industry be managed to follow our expectations
- Consider the Boggs Tract community and document their perspectives in the port's strategic planning process
- Incorporate CSC input on proposed port projects

REPAIR CARS TO PASS SMOG CHECK

Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars through providing an incentive for individuals to get their cars repaired to pass smog check.

Comments received prior to Oct. 31

- C >Would like to see these events allow for the replacement of vehicles newer than 1999.
- R >Would like to see these events hosting in smaller communities such as Boggs tract or Conway Homes
- A >Use existing funds
- R >More money
- R >i received \$500 for repairs so my car can pass smog repair cost was higher. Did not help. limited to certain mechanics also not good
- B >needed support for the community
- R >Isn't existing program adequate?
- R > High
- R > Low Priority
- G> Increased this since not all residents can support 100% electric.
- A/R/A/A > Metrics: How many events? What timeframe? How many cars, how many emission reductions? Existing District program. Would rather fund new approaches and immediate protections.
- R > Very High Priority. Auto use is universal, cars are often in use that are not properly tuned and are polluting. The public neglects to and/or cannot afford tune ups. Programs that provide benefits directly to the public and are beneficial & quantifiable will be popular. Increase funding and incentives.
- R > Important. Increase the amounts of incentives.
- R >Very Low Priority
- R > Mixed reviews – please provide summaries of existing programs with as much detail as possible regarding effectiveness and public reviews of the program collected.
- R > More money for this to possibly expand mechanics/program. Double?

Original Proposed Funding Amount:

\$120,000

Units: 2 Events

Updated Proposed Funding Amount:

\$120,000

Units: 2 Events

Nov. 4th Comments

-

CAR SHARE PROGRAM

Incentive program to launch a car share program to help residents share clean electric cars in community.

Comments received prior to Oct. 31

- C >Housing Authority of San Joaquin is currently applying for EV car share through Clean Mobility Option grant.
- A >What does this cost cover? Wouldn't the company want to come in to get more customers?
- R >I think this a really good idea but probably transit could be harmed.
- B >OK
- R >High
- R >Low Priority
- R >Include the ability to rent a 4wd to go to winter sports opportunities
- A/R/A/A > Still not clear what this money is going toward or when emission reductions are likely to result. Hard to assess
- R > Medium Priority. Car share programs are useful and feel good. Ultimately they must, however, be profitable on their own.
- R > Interesting. An update on programs that are already in place, how it works. (Interesting idea to offer for specialty outings such as 4W drive.) And would it be strictly for residents in the area?
- R >Very Low Priority
- R > Still not clear what this money is going toward or when emission reductions are likely to result. Hard to assess the value. Five neighborhood car pilot study to gauge impact on transit, trip reductions, and community benefits including sustainable funding sources to expand the program if successful.
- R > I think the vehicles should be a truck, as everyone needs a truck at some time or another and it may reach more people that way. Very High priority

Original Proposed Funding Amount:

\$1,000,000

Units: Add'l Cars & Chargers

Updated Proposed Funding Amount:

\$1,000,000

Units: Add'l Cars & Chargers

Nov. 4th Comments

-

TUG BOATS

Incentive program for tug boat replacement/repower.

Comments received prior to Oct. 31

- R >I think the port should let us know what their options are--perhaps other grants or opportunities.
- A >Port and operators should pay these costs.
- R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells
- B >Let's see how Omnibus changes emissions
- R >High
- R >Very Low Priority
- A/R/A/A > Not in support of incentives for the port. Reallocate money elsewhere.
- R > Medium Priority. Tugboat use at the port should be compared to larger benefits of other programs such as TRUs.
- R > Important. Port should seek all options for grants. And Port should cover most costs if it is already a regulation.
- R > Not in support of incentives for the Post. Reallocate money elsewhere
- R > Not in support of incentives for the Post. Reallocate money elsewhere
- R > Not sure we should be determining what the PORT needs. I think more investigation must be done IF we want to give them all this \$

Original Proposed Funding Amount:

\$1,000,000

Units: One Boat

Updated Proposed Funding Amount:

\$1,000,000

Units: One Boat

Nov. 4th Comments

-

REPLACE WOOD BURNING FIREPLACE, STOVES AND INSERTS

Incentive program for the replacement of existing residential wood burning devices (fireplaces, stoves and inserts) and pellet stoves with natural gas or electric technologies.

Comments received prior to Oct. 31

- A >Use existing funds.
- B >OK
- R >Very High
- R >Low Priority
- A/R/A/A > In what timeframe? What are the reductions per device replaced? NOT in support of "cleaner" devices that use natural gas and pellets. Should be all electric; heat pumps. If all electric is not an option, use money elsewhere.
- R > Low Priority. Good idea, however, many residents will never convert from wood and will resent and fight mandates.
- R > High Priority. Enforcement should focus on assistance with options to replace.
- R > Low Priority
- R > In what timeframe? What are the reductions per device replaced? NOT in support of "cleaner" devices that use natural gas and pellets. Should be all electric; heat pumps. If all electric is not an option, use money elsewhere.
- R > Very High Priority! I would like to know how much each type are and how much does the resident pay or is it based on need/income?

Original Proposed Funding Amount:

\$300,000

Units: 100 devices

Updated Proposed Funding Amount:

\$300,000

Units: 100 devices

Nov. 4th Comments

-

ELECTRIC BIKE SHARE PROGRAM

Incentive program to bring a partner to launch an electric bike share program to help residents share clean bike in community.

Comments received prior to Oct. 31

- C >SJCOG is looking into Electric bike sharing and has applied for a grant, we should know by November.
- A >Maybe, after the buffers and necessary protections are in to make biking safe.R >Very High
- B >Could be valuable
- R > Very High
- R > Low Priority
- A/R/A/A > Only when safe. Could money go toward creating the bike lanes rather than studying? What about road diets,
- R > Good program to begin with modest funding.
- R > Important. and update from SJCOG with status of their grant. assuming there are safe bike opportunities.
- R > Low Priority
- R > Only when safe. Could money go toward creating the bike lanes rather than studying? What about road diets, like tree planting and other things that slow traffic?
- R > Let's see if the Electric Bike Sharing takes off. It would be great to add to the program.

Original Proposed Funding Amount:

\$50,000

Units: n/a

Updated Proposed Funding Amount:

\$50,000

Units: n/a

Nov. 4th Comments

-

REPLACE COMMERCIAL LAWN CARE EQUIPMENT

Incentive program for the replacement of commercial lawn and garden equipment such as the large scale equipment operating on school campuses or public parks.

Comments received prior to Oct. 31

- R >How do we determine if to be used widely within the boundaries.
- A >Use existing funds. No guarantee these stay within the boundary.
- B >OK
- R > High
- R >Very Low Priority
- G >Took unit count up on this as well.
- A/R/A/A > Why more funding for commercial replacement? Wouldn't replacement for residents be more likely to benefit the area? Shift funds to community based rather than commercial. For commercial, focus should be on small, locally owned businesses.
- R > Very High Priority. Will reduce pollution directly in residential areas. Independent contractors may convert to electric equipment with incentives.
- R > Important if the machinery is used >75% within the boundaries.
- R >Wouldn't replacement for residents be more likely to benefit the area? Shift funds to community based rather than commercial.
- R >Why more funding for commercial replacement? Wouldn't replacement for residents be more likely to benefit the area? Shift funds to community based rather than commercial. For commercial, focus should be on small, locally owned businesses. This must be for ELECTRIC only.
- R > Very High Priority! I would like to know how much each type are and how much does the resident pay or is it based on need/income?

Original Proposed Funding Amount:

\$200,000

Units: 8 Lg commercial devices

Updated Proposed Funding Amount:

\$100,000

Units: 4 Lg commercial devices

Nov. 4th Comments

-

REPLACE HOME LAWN CARE EQUIPMENT

Incentive program for the replacement of residential lawn and garden equipment.

Comments received prior to Oct. 31

- R >Would like to see this widely introduced.
- A >Only for people who live in the boundary. Not a high priority.
- R >High
- B >OK
- R >replacement to electric? Residents already have high electric bills
- R >Low Priority
- G >Took this up some for units/distribution. Seems like a great local solution.
- A/R/A/A > flip allocations so residents get most of the funding; commercial likely goes outside the community
- R > As with fireplace conversions, many people will resent mandates, will not convert, and may provide loud public resistance.
- R > High importance. Education important. Need to investigate options if would create high electric bills. We haven't talked about assistance with rooftop solar. That might be a good option for residences.
- R >Low Priority
- R >flip allocations so residents get most of the funding; commercial likely goes outside the community
- R > Same comment as above but add: Extremely High Priority add more money to this!!

Original Proposed Funding Amount:

\$25,000

Units: 100 Small devices

Updated Proposed Funding Amount:

\$12,500

Units: 50 Small devices

Nov. 4th Comments

-

MARINE EXHAUST

Incentive program to install marine exhaust intake bonnet emission control technology.

Comments received prior to Oct. 31

- A/R/A/A > Not in support of incentives for the port. They should pay for clean up. Reallocate money elsewhere.
- R > Good to reduce stationary pollution source.
- R > is this something required by regulation? If so, the Port should be covering.
- R >Reallocate money elsewhere
- R > Not in support of incentives for the port. They should pay for clean-up. Reallocate money elsewhere. Partner funds for feasibility study that assesses emission reduction and ability to implement.

Original Proposed Funding Amount:

\$000,000

Units: n/a

Updated Proposed Funding Amount:

\$1,000,000

Units: n/a

Nov. 4th Comments

-

AIR FILTRATION IN HOMES

Incentive program to install advanced air filtration systems in homes within the community.

Comments received prior to Oct. 31

- A >Please ADD based on estimates of houses in the highest polluting zones.
- A >Need funding that immediately protects residents in the danger zones closest to major polluting sources.
- R >Very High
- A/R/A/A/R > High priority: Increase funding. Use fines from polluters in the area to create a fund to support long term. Can someone use GIS to analyze how many homes and sensitive sites are within danger zones? Or what is the unit allocation estimated from? Could use some data analysis.
- R > Good to begin project for Disadvantaged Communities.
- R > air filtration for homes may be considered as with the strategy for advanced air filtration systems for schools. Again this should be done in conjunction with proper health studies, but if we indeed have a \$35 million budget, then perhaps we should allocate 20% or \$7 million to this strategy since it has the prospect of possibly reducing the incidence of childhood asthma.
- R > Very important. Might consider more money. Filtration as well as air purifier.
- R >High priority: Increase funding. Use fines from polluters in the area to create a fund to support long term. Can someone use GIS to analyze how many homes and sensitive sites are within danger zones? Or what is the unit allocation estimated from? Could use some data analysis. Clarify what constitutes electrification – replacing natural gas appliances, how this incentive program will work with existing PGE and Energy Commission programs.
- R > Add more \$ to this!! VERY IMPORTANT! Determined by income and need! Especially in area of need!

Original Proposed Funding Amount:

\$000,000

Units: n/a

Updated Proposed Funding Amount:

\$1,000,000

Units: n/a

Nov. 4th Comments

-

HOME WEATHERIZATION AND ELECTRIFICATION

IAQ.1 Incentive program to bring a partner to expand home weatherization and electrification within the community.

Comments received prior to Oct. 31

- A/R/A/A/R > Highest priority: Add more \$\$\$ Focus of funding should be protecting and benefitting people living in the community. Ask entities like CA Public Utilities Commission and groups like GRID Alternatives to support. Use fines from polluters in the area to create a fund to support long term.
- R > Good to begin project for Disadvantaged Communities.
- R > Home weatherization and electrification probably should not be an AB 617 project. PG&E has a low income energy efficiency program (Energy Savings Assistance Program) that would provide these types of benefits.
- R > High priority. connect with other agencies working on this. And again, more focus on solar rooftops. In fact, what would 100% rooftop solar look like in these charts? And would be good assistance for residents.
- R > Clarify what constitutes electrification – replacing natural gas appliances, how this incentive program will work with existing PGE and Energy Commission programs.
- R > Add more \$ to this!! VERY IMPORTANT! Determined by income and need!

Original Proposed Funding Amount:

\$000,000

Units: n/a

Updated Proposed Funding Amount:

\$1,000,000

Units: n/a

Nov. 4th Comments

-

NEW TRUCK IDLING PLUG INS

Comments received prior to Oct. 31

- AR/A/A/R > Plug ins for trucks idling as they wait to get into the port, when they stop to rest, etc.: Needs research and responsible parties listed.

Original Proposed Funding Amount:

\$000,000

Units: n/a

Updated Proposed Funding Amount:

\$2,000,000

Units: n/a

Nov. 4th Comments

-

NEW
PARKLETS, POCKET PARKS, TRAFFIC CALMING MEASURE

Comments received prior to Oct. 31

- AR/A/R > Parklets, pocket parks, and traffic calming measures like medians, cross walks, adjusting traffic signals. Needs research and responsible parties

Original Proposed Funding Amount:

\$000,000

Units: n/a

Updated Proposed Funding Amount:

\$000,000

Units: n/a

Nov. 4th Comments

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The objective of “Project Mobility” at the Housing Authority is to increase access to transportation (EV car share and van pool) options for residents of the Housing Authority of San Joaquin County.

In 2019, the Housing Authority of the County of San Joaquin received a Jobs Plus Grant from HUD (US Department of Housing and Urban Development). It was 1 of only 4 to be awarded across the country. This \$2.3-million-dollar grant focuses on helping residents get and keep jobs. As part of that grant, community meetings were held and residents addressed the biggest barriers to getting and keeping a job. Transportation was identified as one of the most significant barriers. It was then that car-sharing and other innovative transportation options were considered. After much research, including a survey with over 170 residents responses, car-sharing, van pooling and ride sharing were chosen as the best mobility options to meet the needs of 827 households in Conway Homes and Sierra Vista Homes.

Below are the primary reasons and percentages for which the 170 residents would use program:

Use of EV car share	% of people who will use it	Use of EV car share	% of people who will use it
Groceries & errands	91.4%	Medical appointments	87.5%
Social / recreation	44.7%	Pick up / drop of children	42.8%
Commute to / from school or work	42.8%	Job interviews	32.2%

Currently, we have \$544,000 committed toward an estimated project cost of \$1.6 million over four years. This money is to offset the installation of the chargers at the various locations.

The Housing Authority had unsuccessfully applied for the CMO (Clean Mobility Options) grant. The \$1M award was intended to pay for the cars, vans, further building the charging stations, as well as upkeep and insurance for the vehicles. This would have also included providing discount codes for residents to rent the cars at a reduced rate. Conway Homes, Sierra Vista 1, and Sierra Vista 2 will each ultimately get 6 Level 2 chargers, 2 fast chargers, 3 electric vehicles for car sharing and an electric vehicle for van pooling.

The normal rate for an EV car share is \$11 per hour. With discounts, that could drop to \$5 an hour. This reduced rate will allow residents to be able to afford to utilize a reliable vehicle for shopping, medical appointments and job interviews. The van pooling will be a reliable transportation option to work at such places as the logistics warehouses in Tracy.

To demonstrate the financial benefit for the residents of Conway and Sierra Vista, the cost of car sharing was compared to Uber. Using Uber Estimator (<https://www.uber.com/us/en/price-estimate/>), we calculated trips from each location to Walmart.

Conway to Walmart

Uber price estimator

741 Flint Ave, Stockton, CA ✕
 Walmart Supercenter, 3223 E Hamme... ✕

Your options

<input checked="" type="radio"/> UberX	\$16.57	i
<input type="radio"/> Comfort	\$21.47	i
<input type="radio"/> UberXL	\$22.76	i

Sierra Vista to Walmart

Uber price estimator

2436 Belleview Ave, Stockton, CA ✕
 Walmart Supercenter, 3223 E Hamme... ✕

Your options

<input checked="" type="radio"/> UberX	\$16.17	i
<input type="radio"/> Comfort	\$21.12	i
<input type="radio"/> UberXL	\$22.05	i

The estimated cost via Uber is calculated one way. So, a round trip to Walmart is over \$32. That same trip could be completed for less money with the car share program. For the same amount of money as a single trip to Walmart, our residents could take multiple trips over a 6-hour period. In addition, it would enable residents to have a dedicated car for that six hours that is solely theirs to use for that time period - an important consideration for those with groceries and children.

The EPA National Walkability Index ranks Conway Homes and Sierra Vista, which comprise the total project area, as above average walkable and most walkable, respectively. However, this parameter does little to indicate residents' ability to connect to jobs; over 96% of residents within half a mile of the Conway and Sierra Vista portions of the project area are employed outside of it. According to AllTransit Metrics only 1.32% of Conway residents commute by walking, while 0% of Sierra Vista residents do.

Without the ability to walk, residents require other options to get around. Unfortunately, their public transportation options are severely limited. The data below was gathered from AllTransit Metrics:

- Conway - 0% of households near high frequency transit, at any time of day
- Sierra - 28.1% of households near high frequency transit during rush hour 0% all day

Although the H+T Index indicates that Conway and Sierra Vista residents spend 35% of their income on average, the annual transportation cost is nearly equal to the median household income. The average income at Conway Homes is \$19,931. The average income at Sierra Vista is \$19,129. From this, we can assume that only residents with incomes substantially higher than the median can actually afford reliable transportation, while the rest of the area's residents are left with relatively few mobility options. This provides even more support for the need of reliable affordable transportation. The use of the AB 617 funds for this program fills a major need for the residents of both Conway and Sierra Vista.

Comments/Responses to Draft Community Air Monitoring Plan for Stockton
November 17, 2020

Commenter: Margo Praus

I vote Yes to approve the CAMP and the map for air monitoring placement as indicated on pg. 15. I would like to hear of any concerns that other CSC voters might have. Maybe you could compile and email to the group.

Thank you for your review and input. The District will compile the comments and response and provide them to the CSC.

I don't see info about fugitive dust which has come up in our other discussions. Is it something that could be part of air monitoring?

Fugitive dust could be measured with PM10 analyzers, which could be operated within the proposed air monitoring van. Although the entire San Joaquin Valley has been determined to be in attainment of the federal health-based PM10 air quality standard (including the Stockton area), the air monitoring van can be used to respond to community requests and take measurements of PM10 in areas where localized fugitive dust could be a concern.

Are there any updates on a location for the main stable air monitor that is currently at Hazelton? pg 21 still indicates the proposed stable location around University Park area.

As the Stockton-Hazelton air monitoring site is operated by CARB, they have been working through a process to solicit feedback on where this site could move. CARB will continue to update the CSC on the status of this site move. Thank you for noting that the draft document shows the University Park area is a potential area for the site move, we will update the map on Page 21 accordingly.

I would like an update on the various possible monitoring locations for the network. Might the CSC assist in some way with contacting possibilities for placement? Are there any difficulties the District is having?

Once we have consensus from the Stockton CSC to move forward with our CAMP, we'll then begin thinking about specific locations for each area that will have a monitor placed. Specific recommendations from the committee on locations within each of these areas would be very helpful. Any assistance from the committee in getting permission and leases secured for these locations will be very much welcomed appreciated to ensure that air monitoring equipment is deployed as soon as possible. We'll continue to keep the committee updated as we find places that could work, and as we move through the leasing process.

Also a brief report on how the decision for Agilaire's software and monitoring systems came about. What other software possibilities were considered? Has this system had any concerns where it has been used before?

The Agilaire software is extensively used across California and the nation for the management of air monitoring data. The District has been using it for 5+ years for our regulatory network, and is already using it to manage our South Central Fresno and Shafter community air monitoring data. This system will be needed to ensure that the Stockton community has access to reliable real-time data.

The Appendix A maps for disease indicators all seem to be at least 7 years old. Is there more up to date info?

The maps from Appendix A were based on data from the CalEnviroScreen (CES) 3.0 tool. This statewide tool provided by the California Office of Environmental Health Hazard Assessment (OEHHA), on behalf of the California Environmental Protection Agency, is currently the best available resource. The OEHHA report on CES 3.0 (<https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf>) provides some more background on the health studies used to develop the health indicators. As CES continues to be updated, more recent health studies will be likely be incorporated into this tool.

Commenter: Nate Knodt

This monitoring plan appears to be detailed, accurate, and an excellent reflection of the comments made by community participants at the meetings that I participated in. I like the Monitoring Location Map and have no suggestions, revisions or comments to provide you. I like the report and the map as they are described and displayed in this report.

Thank you for your comments and support.

Commenter: Ned Leiba

I believe the plan should be refocused to ensure that meaningful data is captured relevant to health effects of air pollution. We should focus specifically on air pollution that may relate to the incidence and severity of childhood asthma in the Stockton AB 617 area.

The purpose of the CAMP is to detect and measure pollutants that may have a variety of health effects, including asthma. The equipment is designed to detect a comprehensive suite of pollutants, including those that may relate to the incidence and severity of childhood asthma. As community-level air monitoring data is collected in Stockton, a valuable dataset will be built from which researchers and academic institutions could use to build correlations between Stockton air quality data and the incidences and severity of childhood asthma. The District will be updating the Stockton

CAMP document to include more information on the health-impacts, including asthma, from being exposed to high concentrations of the pollutants to be measured in the community air monitoring network.

Air monitoring devices should be established in closely located pairs to measure (1) outside air quality and (2) inside air quality. We need monitors inside structures where people reside, work and study. As a practical matter, I believe the air monitoring plan should have such paired outdoor and indoor monitors associated with the following schools: Washington, St. George, Edison, Hazelton, Spanos, and Huerta. I believe such tests should include the effect of advanced air filtration systems in some of the schools. Advanced air filtration systems are a highly ranked AB 617 incentive program, and accordingly, the CAMP should provide for monitors that help measure the benefits from the air filtration systems.

Thank you for your comments on indoor air quality. The District will work with the CSC on the implementation the air filtration measure through deploying paired outdoor and indoor monitors to assess the impact of outdoor air quality on indoor air quality and the effectiveness of advanced air filtration systems.

We should seek to learn the relationship between outside and indoor air pollution, and the relationship to childhood asthma. The District indicated it wanted to facilitate health studies for our area that would involve randomized controlled tests of the effect of various pollutants and remedial measures.

This study is beyond the scope of the CAMP. However, the District will work with the CSC to assess potential opportunities.

We want to know the potentially toxic constituent such as organic carbon and elemental carbon (Black Carbon). It does not seem the draft CAMP provides for such monitoring of PM0.1 and I cannot determine if the potentially toxic components of PM2.5 will be separately detected and reported.

The District plans on conducting PM2.5 speciation analysis, which will provide for a summary of various toxic constituents, including organic carbon and elemental carbon. The Stockton CAMP does not propose to monitor ultra-fine PM, but rather focuses on criteria pollutants and toxics.

We need to know the specific costs of the various proposed air monitoring equipment; the cost to operate and maintain those devices. And we need to know the cost to remove, if necessary, those devices once studies are completed.

Based on the District's experience with implementation of community air monitoring networks in the communities of South Central Fresno and Shafter, the District is confident that there is sufficient funding to provide the necessary equipment and resources to ensure that the proposed community air monitoring network, fully based on CSC input, satisfies the needs of the community. This budget is dedicated for air

monitoring and will not impact funding for the implementation of the measures being developed for the Community Emissions Reduction Program.

Commenter: Jonathan Pruitt

The community investment in this plan isn't fully there and needs to be addressed. When comparing to Richmond's CAMP, they have a robust plan that includes community ownership and training. I understand they have more capacity with community partners helping with their own air monitoring and community engagement but I feel Stockton's CAMP could supplement some aspects to that. Due to the Stockton steering committee not provided the chance to hear about Richmond's CAMP, the steering committee wouldn't have imagined opportunities like community trainings, workforce development, and citizen science. It is cases like this where I feel the residents and community-based organizations are not given all the options that are out there.

The development of the CAMP was completely community driven and is a culmination of all the extensive collaborative work that the CSC has done with the District over the past few months, and is focused specifically on the community of Stockton to address its unique needs. The process started in May 2020 with an introduction of the concept of a CAMP. In June 2020, the District worked with the CSC to identify pollution sources of concern throughout the community. In July 2020, the District and the CSC reviewed and discussed maps showing impacts of various pollutions and health indicators, including asthma, throughout the community to identify areas needing air monitoring. Based on these discussions and assessments, and based on the direct recommendations from the CSC, the District developed a draft air monitoring network design that includes the general areas of the Stockton community where air monitoring equipment should be placed, type of pollutants to be monitored, and potential equipment types. This draft community air monitoring network design was reviewed with the CSC in August 2020, and based on the input received, the current draft Stockton CAMP was developed.

The Stockton CSC can continue to discuss how community-based organizations (CBOs) could do additional air monitoring work in Stockton to supplement the work that the District will be conducting. Grant opportunities are available with CARB to help fund CBOs to conduct this type of work. This Stockton CAMP document is focused on the air monitoring work that the District will be conducting in the community.

I want to echo Neb Leiba's comment on looking to pair indoor and outdoor air monitors in schools. The following schools are perfect examples because they are either near a stationary pollution source or a mobile pollution source (i.e. highways and freeways):

- Washington Elementary
- St. George Parish School
- Edison High School
- Spanos Elementary School
- King Elementary School

- Huerta Elementary School

Thank you for your comments on indoor air quality. The District will work with the CSC on the implementation the air filtration measure through deploying paired outdoor and indoor monitors to assess the impact of outdoor air quality on indoor air quality and the effectiveness of advanced air filtration systems.

When looking at XIV. Communicate Results to Support Action, there a few things I'd like to recommend to be added:

- 1) Is there another way to share the real time data that doesn't just involve going through a website? Is it possible that we can utilize the RAAN app and include the data from the different monitoring sites from there? This could potentially help residents have a one stop app to get all information instead of having to remember going to a website. It would also be helpful for residents to be able to view air quality data that is from a monitor close to them.

To make air quality data accessible and easy to use, the District is continually enhancing the way information is provided to the public. This includes the District's current effort in integrating the community air monitoring data with the existing regulatory air monitoring data in RAAN. Once completed, the public will be able to access real-time air quality data based on location that includes both community and regulatory air monitors in one seamless application through the District's RAAN web and mobile app. The Stockton CSC will be updated as this continues to be developed.

- 2) Including: "Shared to the public through social media, e-blasts, press releases, etc."

The District is currently already sharing air quality information, including alerts, through a variety of platforms, including social media, e-blasts, and press releases. The District will share community air monitoring information through these platforms as appropriate.

- 3) Look to find ways for City of Stockton, SJCOG, and San Joaquin County to share this data too through their social medias/websites.

The District will work with the City of Stockton, SJCOG, San Joaquin County, and other organizations to explore potential ways to share this data.

- 4) Distribution of multilingual factsheets.

The District will work with the Stockton CSC to develop multilingual factsheets as needed.

- 5) Training sessions familiarizing steering committee members with reports.

The District will provide trainings session to the steering committee members upon request as needed.

- 6) Looking at coordinating with other non-Valley Air District monitoring initiatives to ingest their data into reports.

The District will work with the Stockton CSC to address this as appropriate.

- 7) Looking at community workshops for the public to attend virtually or in-person (subject to state guidelines). We can look to providing a workshop every four months and a bigger Summit once every year.

The District will be providing community air monitoring updates and other presentations as needed through regular Stockton CSC meetings and other venues, which are open to the public.

Commenter: Cynthia Pinto-Cabrera

Overall the plan has some great components, however, the execution, the timeline, and the participation of the CSC remain very vague and unclear.

The development of the CAMP was completely community driven and is a culmination of all the extensive collaborative work that the CSC has done with the District over the past few months, and is focused specifically on the community of Stockton to address its unique needs. The process started in May 2020 with an introduction of the concept of a CAMP. In June 2020, the District worked with the CSC to identify pollution sources of concern throughout the community. In July 2020, the District and the CSC reviewed and discussed maps showing impacts of various pollutions and health indicators, including asthma, throughout the community to identify areas needing air monitoring. Based on these discussions and assessments, and based on the direct recommendations from the CSC, the District developed a draft air monitoring network design that includes the general areas of the Stockton community where air monitoring equipment should be placed, type of pollutants to be monitored, and potential equipment types. This draft community air monitoring network design was reviewed with the CSC in August 2020, and based on the input received, the current draft Stockton CAMP was developed.

The execution and timeline of the CAMP is highly dependent on a number of variables, including obtaining authorization to install air monitoring equipment at various locations and the associated logistics to implement the necessary infrastructure to support the air monitoring equipment. The District will continue to routinely update the CSC on the process and timeline.

Since this air monitoring network is indented to be community-driven, more clarity on the role that the CSC will be playing is needed. This should include the process for

moving monitors, the process for presenting information to the CSC, as well as the notification process for the community.

As this is a community driven program, the District will continue to provide routine air monitoring updates to the CSC and seek input as needed to ensure that the CSC is aware and can provide feedback for proposed changes to the air monitoring network. This will be clarified in the Stockton CAMP document.

Section VIII. Monitoring methods and equipment. "Community air monitoring network will be re-evaluated on a regular basis to determine changes needed". What does consultation with the CSC look like? Will, there be a subcommittee to assist the running, if so will they received adequate training for this equipment? Can the CSC determine the re-evaluation schedule and process?

The District will provide routine updates to the Stockton CSC and will seek input for any changes to the community air monitoring network. Operation and maintenance of the equipment outlined in the Stockton CAMP will be operated by the District. However, the District can provide an overview of how this equipment is maintained and operated if requested by the CSC. The Stockton CSC can continue to discuss how community-based organizations (CBOs) could do additional air monitoring work in Stockton to supplement the work that the District will be conducting. Grant opportunities are available with CARB to help fund CBOs to conduct this type of work.

Section X: Data Management. Data Review and Flagging process - I initially believed this section was for flagging violations for community members. While I do think it is important to flag readings due to malfunctions to ensure proper data. I believe it will also be important to add a section for flagging violations for CSC members and the Stockton Community. This section should include a timely procedure for notifying residents of any violations captured by the air monitors being used for this CAMP as well as a clear indication of what pollutants are being flagged.

Flags are intended to assist with data review and validation to ensure accurate data is made available to the public. Flags are applied to data when regular maintenance activities are performed, or when the equipment is malfunctioning. These flag notifications help ensure that District staff can quickly respond to equipment that may not be operating properly. During the data validation process, District staff then closely review this flagged data to ensure that accurate data is displayed for public viewing. The CAMP document will be updated to reflect this further information.

With respect to notifying the CSC when the air quality in Stockton violates the federal air quality standards, the air monitoring data will be graphed with references to relevant air quality standards in weekly and quarterly reports to help identify where exceedances occurred. In addition, the air monitoring data will be integrated with the District's Real-Time Air Advisory Network (RAAN) which will provide the necessary mechanisms to inform Valley residents.

RAAN is a free, state of the art system specifically designed to inform Valley residents about local air quality based on the following tools:

- *Online, 24/7 access to the most up-to-date hourly air quality information for your neighborhood*
- *Automated email or text notification whenever air quality is poor in your area*
- *Specific health guidelines for outdoor exercise based on 5 different air quality levels*

The near Port monitor has the potential to not capture or only partly capture the port emissions based on the wind patterns. The Edison high and Dorado monitors might capture some of the port emissions but how can we guarantee port emissions are captured? I would point to the Port of LA that has 3 monitors, 1) community-facing, 2) source determined station 3) coastal bounty station.

The air monitoring site proposed to be placed at Washington Elementary School near the port will be there for a sufficient amount of time to capture all daily and seasonal wind variations to provide a full understanding of potential air quality impacts in this nearby community. This air monitoring location near the Port of Stockton was identified based on recommendations and exercises with the Stockton CSC over this past year. The District's mobile air monitoring van is another resource that can be used to measure air quality in other areas of interest around the Port of Stockton area.

Commenter: Ann Rogan

Will the data collected in the CAMP be correlated to hospitalization rates? (or relevant proxy healthcare data). Recommend alignment that CAMP is aligned to stricter air quality standards (i.e., the World Health Organization's ambient outdoor air quality standards). Referenced here: <https://www.who.int/news-room/fact-sheets/detail/ambient-%28outdoor%29-air-quality-and-health>

According to the California Air Resources Board (CARB), the objectives for community air monitoring include identifying and characterizing areas experiencing disproportionate air pollution impacts in the community, identification of emissions sources and assessing their impact on air quality, assessing progress in improving community air quality, and providing real-time air quality information to inform community members of current conditions within the community. As community-level air monitoring data is collected in Stockton, a valuable data set will be built from which researchers and academic institutions will be able to use the data to build correlations between Stockton air quality data and health impacts, including hospitalization rates. In addition, the air quality data collected will be presented in context with relevant federal health-based air quality standards, and relevant Office of Environmental Health Hazard Assessment (OEHHA) reference exposure levels.

We noticed that black carbon (a short-lived climate pollutant) is being captured in the proposed system. What types of black carbon are being captured - elemental and combustion? In what concentrations? What proportion of funding is being used to monitor black carbon?

Various air monitoring platforms to be used for the Stockton CAMP, including the air monitoring van, compact multi-pollutant system, and air monitoring trailer, include black carbon analyzers that are capable of measuring black carbon at various wavelengths. The draft CAMP includes the use of PM2.5 speciation analyses to provide an estimate of elemental and organic carbons.

What would it take to monitor the other short-lived climate pollutants, like methane, tropospheric ozone and fluorinated gases?

Tropospheric ozone is already planned to be measured in the Stockton community air monitoring network. The canister sampling proposed in the draft CAMP that is planned to be conducted by the District, and the subsequent laboratory analysis, will be able to isolate several fluorinated gases and compounds with methane. It should be noted that AB 617 is intended to reduce criteria and toxic air pollutants that are known to have serious health impacts, such as PM2.5. Methane is not a criteria or a toxic air pollutant and is not a focus area for AB 617 work, however. Many of the criteria and toxic air pollution reduction measures currently being evaluated by the CSC may have a co-benefit in also reducing methane emissions.

For the current pollutants mentioned (PM2.5, ozone, black carbon, carbon monoxide, VOCs, nitrogen oxides, BTEX, hydrogen sulfide, toxic air contaminants), where is there any mention of the health effects associated with ambient exposure to each of these pollutants?

The District has updated Section V - Community Air Monitoring Objectives, in the draft Stockton CAMP document to include more information on the health-impacts from exposure to high concentrations of the pollutants to be measured in the community air monitoring network.

Has the CSC considered implementation structures where parts of the CAMP are operated or monitored by community-based organizations?

The Stockton CSC and District can continue to discuss how community-based organizations (CBOs) could do additional air monitoring work in Stockton to supplement the work outlined in the draft Stockton CAMP. To date, this work has been done through grants from CARB to CBOs to perform this monitoring and have been included in CAMPs due to having an established network at the time the CAMP was developed. With Stockton being recommended by the community as an air monitoring and CERP community, there is an understanding of significant air pollution burden in the community and a need to have equipment that can be used to develop long-term strategies to reduce pollution in the community.

This document requires clarity and definition around a governance structure for current and future decision making pertaining to the CAMP. If a governing charter exists for 617 work, this should be linked to that. Is that available for review?

The charter to govern the activities of the Stockton CSC was reviewed approved by the CSC at the March 4, 2020 meeting. The charter is available for review at http://community.valleyair.org/media/1616/03042020_stockton-charter.pdf. Section I of the draft Stockton CAMP document has been updated to include provisions for discussion of and inclusion of changes into the CAMP in adherence to the CSC Charter.

In the current proposal, it appears as though a vendor has been identified. Would recommend greater transparency around the procurement process - and whether it's intended to be competitive? If not, why? That may have implications for cost-effectiveness. For any future vendor selection, who are the responsible parties for making vendor decisions around hardware procurement and associated activities?

Air monitoring equipment is very specialized and customized and there are a very limited vendors that provide the equipment. In the procurement of the equipment being used for Year 1 AB 617 communities in the San Joaquin Valley, the District used a competitive process and identified few vendors with the knowledge and experience to provide the types of equipment needed. The District worked with a number of potential vendors to understand their capabilities of providing specialized services to build the needed air monitoring assets. Through this analysis, the vendor with the most direct experience in providing these specialized assets was selected. Based on the successful delivery of the assets for Year 1, the District is working again with the same vendor to build air monitoring platforms to be used in the Stockton CAMP.

Based on the CSC conversations to date, have they outlined a preference as to whether they would prefer data to be community-owned vs community-accessible?

As discussed at previous CSC meetings, the Stockton CAMP is community-owned in that the CSC identified the sources of concern and the specific locations where air monitoring needs to be conducted. Additionally, the CSC will also be decision makers in that they will be directly involved in decision making based on the air monitoring information collected from the air monitoring network once deployed. The air monitoring data collected will be posted to a Stockton specific air monitoring page where the public can access and download data directly from the website. The District also plans on providing weekly summaries, and more comprehensive quarterly summary reports to the CSC and discuss the meaning and importance of the data collected and how this information can be used to help inform decisions being made by the CSCs. Towards this end, the District will work to compile and present the data in an understandable and user-friendly manner, taking ongoing suggestions from CSC.

Based on their SJ Air map, can the Central California Asthma Collaborative (CCAC) present their map and work to the CSC, to identify potential for collaboration in the CAMP? Need additional on the CCAC deployment strategy for Stockton.

Should it be requested by the Stockton CSC for CCAC to present at an upcoming steering committee meeting, the District will help facilitate this presentation.

What are the local workforce opportunities available through the CAMP system? Seems like there should be more of an emphasis here, given the potential to increase community engagement through the process and within the project boundary area.

The Stockton CSC and District can continue to discuss how community-based organizations (CBOs) could do additional air monitoring work in Stockton to supplement the work that the District will be conducting. Grant opportunities are available with CARB to help fund CBOs to conduct this type of work. The draft Stockton CAMP document is focused on the air monitoring work that the District will be conducting in the community.

We did not see mention of how the CAMP data will inform the future prioritization of CERP strategies. The CSC should ideally be able to shift prioritization of CERP based on real-time CAMP data that is gathered (because this relates to decision-making, this point links to governance structure).

Based on this feedback, the District updated Section V - Community Air Monitoring Objectives, to better explain how the information collected will be used to help with the CERP implementation process, including ongoing evaluation of CERP strategies.

There seems to be a budget missing from the CAMP proposal around the allocations for specific categories.

The draft Stockton CAMP includes the required elements in accordance with CARB's AB 617 Blueprint, as the CAMP is designed to be the tool that explains the reason for air monitoring, the scope of actions, air monitoring objectives, how monitoring will be conducted, data quality objectives, monitoring equipment to be used, data management, how data will be used to take action, how to analyze and interpret data, and how to communicate results to support action.

During the August CSC, the District had a discussion with the CSC about the need to move forward with the purchase of air monitoring equipment to support the draft CAMP including the trailer and multi-pollutant compact monitors, and that the District would be taking a Governing Board item to approve the purchase of this equipment later that month provided there were no concerns raised by the CSC.

(https://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2020/August/final/10.pdf)

The District has allocated necessary funding for the equipment and staffing to support the proposed draft Stockton CAMP, including the purchase of air monitoring equipment as stated above and the staffing necessary to complete the work outlined in the draft CAMP. Should the CSC elect to modify the draft Stockton CAMP, any changes that would result in reduced levels or type of air monitoring and staffing needs would be re-allocated to support the implementation of AB 617 programs throughout the Valley.



VISION: CVAQ envisions a healthy, safe, and economically prosperous San Joaquin Valley where chronic air pollution and epidemic sickness due to poor air quality is eliminated.

MISSION: To raise awareness, act as a watchdog, advocate for policy, and mobilize communities to create clean air in the San Joaquin Valley.



- ❖ Master of Social Work, PhD in Geography
- ❖ Executive Director, Central Valley Air Quality Coalition (CVAQ)
- ❖ Adjunct Faculty, CSU Stanislaus Stockton Center

California Indian Tribal Groups

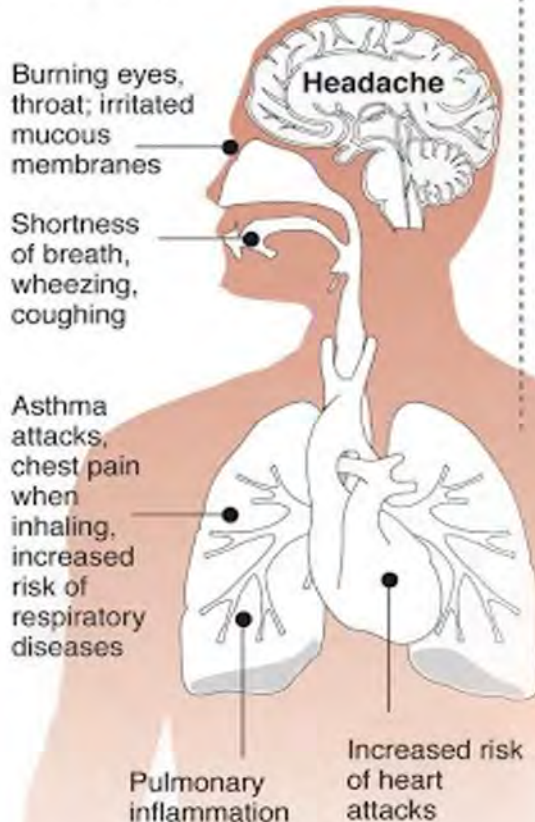


Ozone Pollution

Why smog is harmful

Ozone, the main ingredient in smog, is one of the most widespread air pollutants and among the most dangerous.

Effects on health



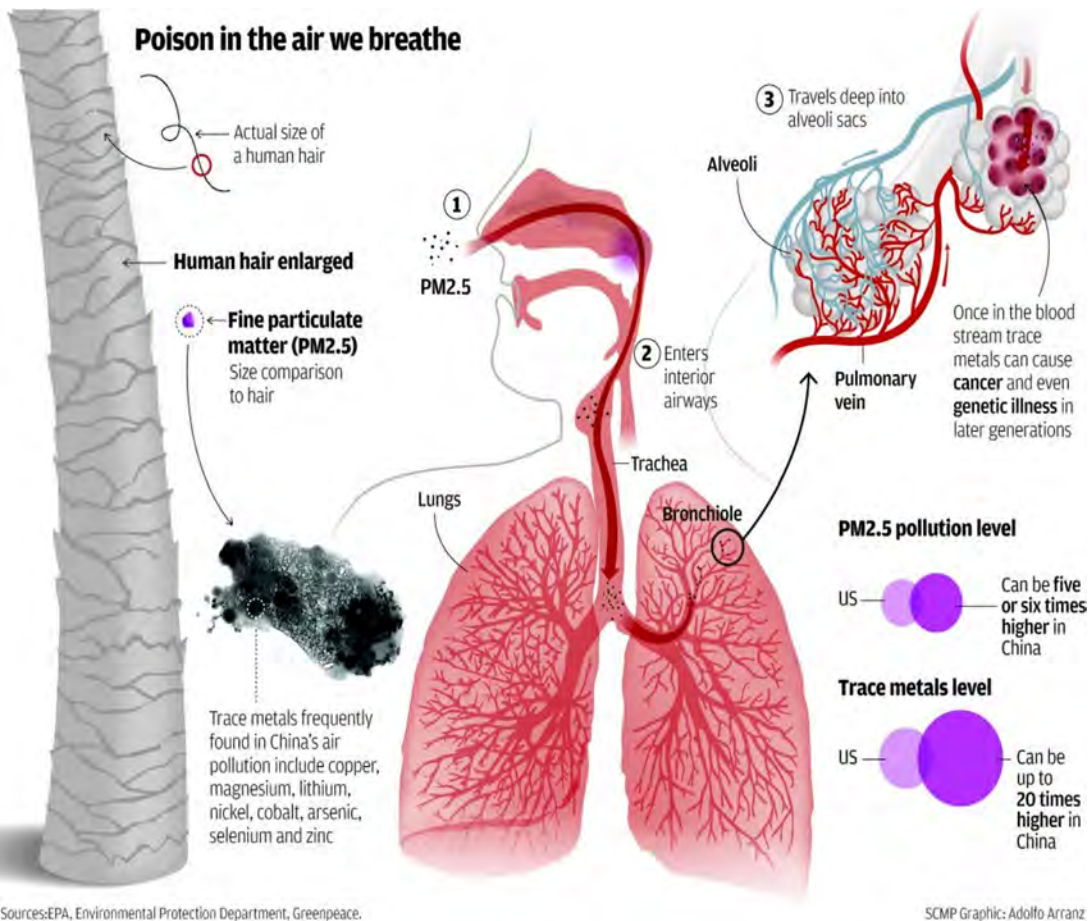
How ozone forms

- 1 Oxygen in the atmosphere O2
- 2 Nitric oxide, byproduct of combustion NO
- 3 Sunlight breaks up nitric oxide
- 4 Ozone formed by three oxygen atoms O3

Most Polluted Cities for Ozone

1. Los Angeles-Long Beach
2. Visalia
3. Bakersfield
4. Fresno-Madera-Hanford
5. Sacramento-Roseville
6. San Diego-Ch. Vista-Carlsbad, CA
7. Phoenix-Mesa, AZ
8. **San Jose-San Francisco-Oak., CA**
9. Las Vegas-Henderson, NV
10. Denver-Aurora, CO

Particulate Matter (PM) Pollution



Most Polluted Cities for Year-Round Particle Pollution Levels

1. Bakersfield
2. Fresno-Madera-Hanford
3. Visalia
4. Los Angeles-Long Beach (incl. Inland Empire)
5. ***San Jose-San Francisco-Oakland (incl. Stockton)***

Most At Risk: "Sensitive Populations" = 40-50% of people in the San Joaquin Valley

Heart & Lung Diseases



Children under the age of 18



People who work outdoors



Pregnant Women



Adults 65 +

Health Impacts & Inequities

- **1 out of 4 children** in the San Joaquin Valley have **asthma**.
- Compared to the national average, children in the San Joaquin Valley are **twice as likely** to be diagnosed with asthma before the age of 18.
- **Emergency room and hospital visits** for ailments like asthma and heart attacks spike during days of unhealthy air pollution.
- **Communities of color and low income communities are disproportionately exposed to air pollution.**
 - ***Pandemic, Climate change = worsening impacts***



Sources:

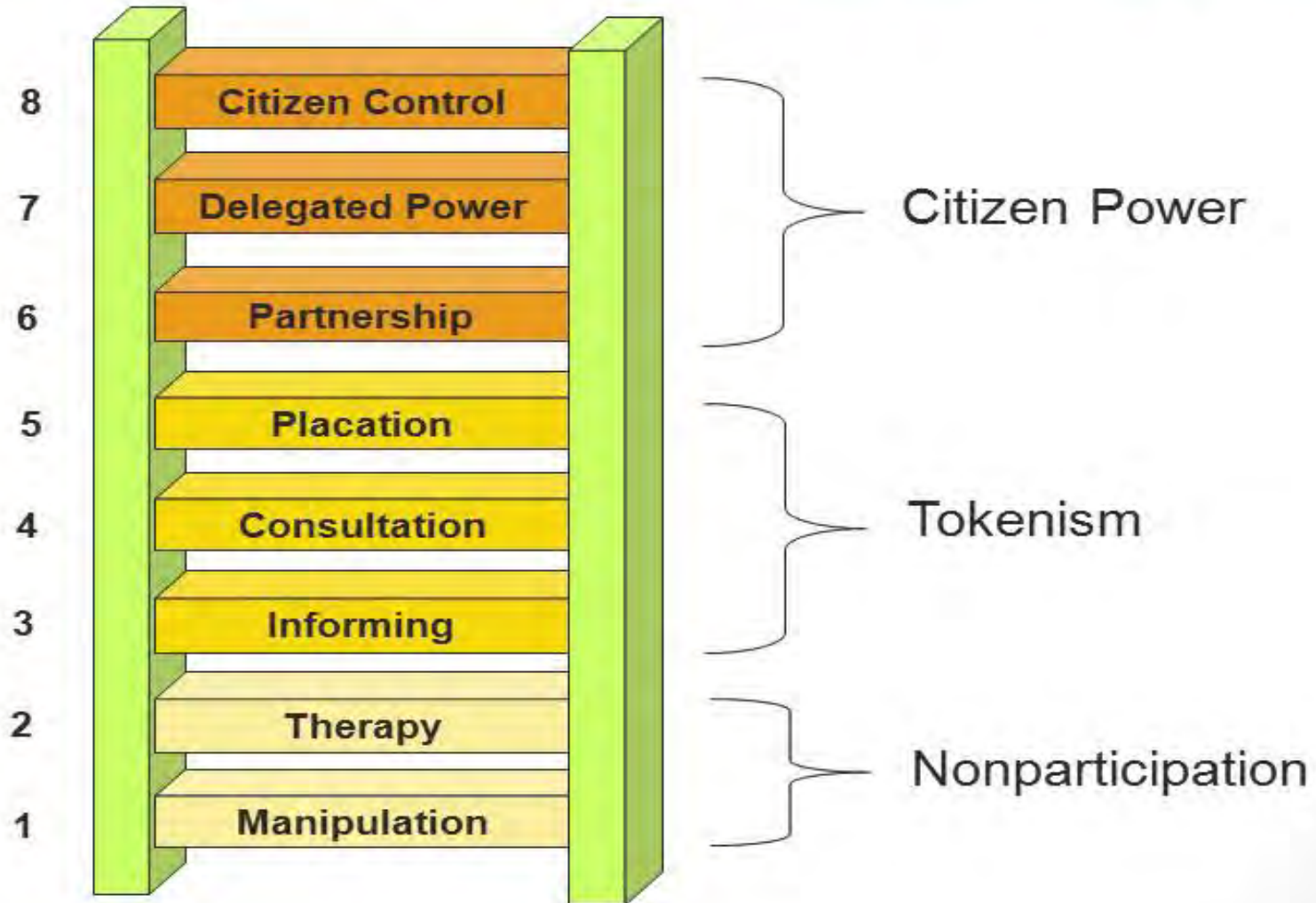
<https://californiahealthline.org/news/dirty-air-and-disasters-sending-kids-to-the-er-for-asthma/>
<http://www.fresnostate.edu/chhs/cvhipi/documents/cvhipi-jointcenter-sanjoaquin.pdf>
<http://www.csufresno.edu/chhs/cvhipi/documents/aqr-web.pdf>
<http://unmaskmcity.org/proiect/fresno/>

Environmental justice (EJ) seeks to:

- i. ensure an equitable, inclusive process -
“procedural justice”
- ii. address the unequal distribution of environmental hazards and benefits; hazards are concentrated in neighborhoods with Black and Indigenous People, People of Color, and lower incomes - ***“distributive justice”***



The Ladder of Citizen Participation (Arnstein)







HIGHWAY

HIGHWAY

COMMUNITY

HIGHWAY

TRUCKS

Schuff Steel

COLD STORAGE

HIGHWAY

TRUCKS

TRAINS

OIL & GAS

BIOMASS INCINERATOR

OCEAN-GOING VESSELS & TUGS

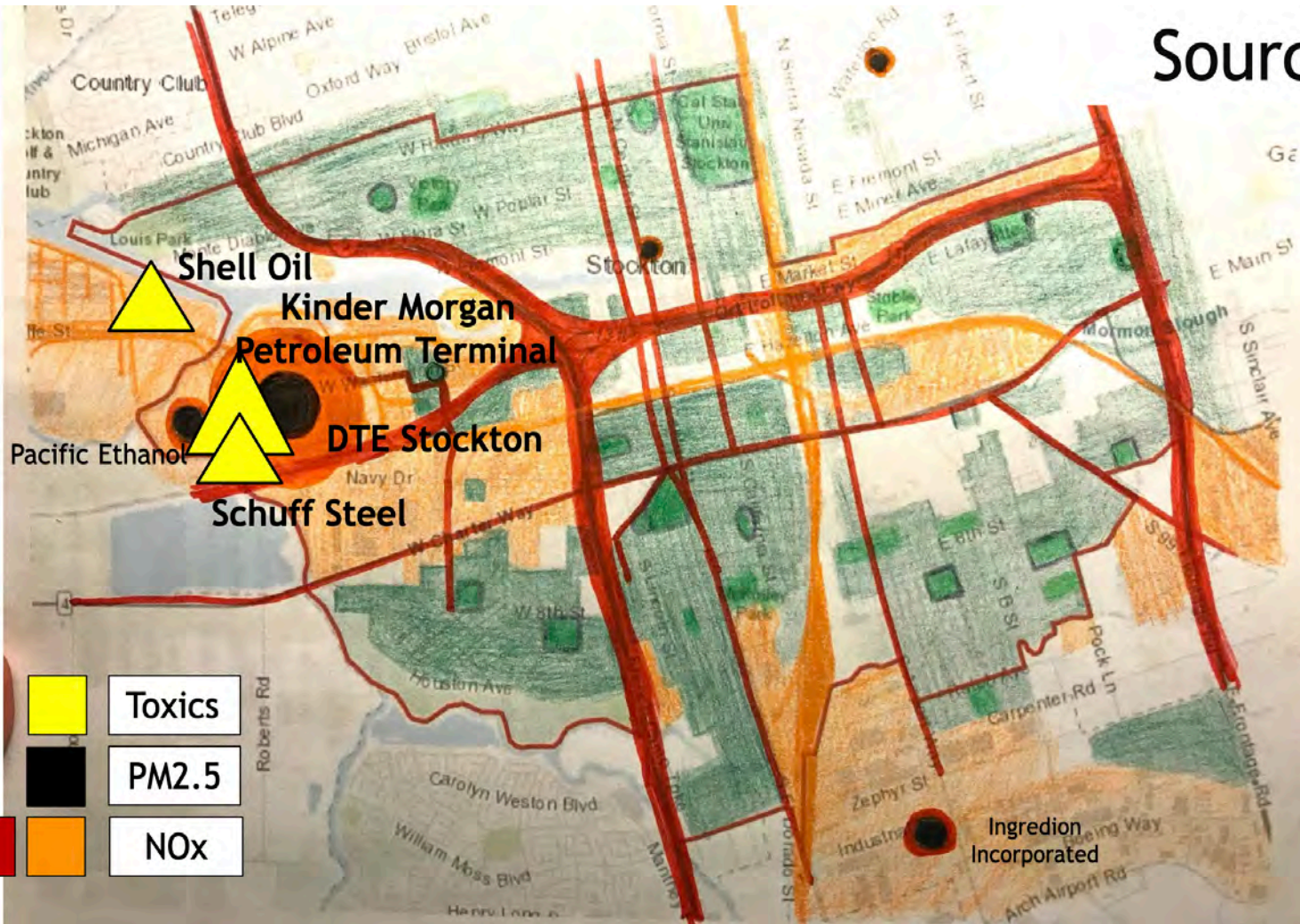
Cargo Equipment & Forklifts

OIL & GAS

TRAINS

Pacific Ethanol

Sources



Sources:

Environmental Protection Agency (2020) *EasyRSEI Dashboard Version 2.3.8*

<https://edap.epa.gov/public/extensions/EasyRSEI/EasyRSEI.html>

California Air Resources Board (2020) *CARB Pollution Mapping Tool*
https://ww3.arb.ca.gov/ei/tools/pollution_map/

What can we do?



1. **Protect ourselves and our communities.**
2. **Take action.**

Wins for Clean Air and Justice

- [Reframing Air Pollution as a Public Health Crisis in California's San Joaquin Valley](#): Case Studies in the Environment, University of California Press
- [Valley Air District's Emissions Bank Likely To Change Following Damaging State Review](#): Kerry Klein, Valley Public Radio

Goals

- ❖ Co-power process and outcomes by centering community expertise and leadership
 - ❖ Timely information
 - ❖ Independent analysis on promising practices
 - ❖ Transparent, equitable decision-making processes
 - ❖ Efficient, clearly communicated use of time

- ***What are your goals for this process? For the plan? For enforcement and implementation?***
- ***What can we do to pull energy back into the roots of the community?***
 - Work at the speed of trust.
 - Process + outcomes = important
 - Knowledge is power: Lived experience + science

THANK YOU!

Catherine Garoupa White, MSW, PhD
Director, Central Valley Air Quality Coalition (CVAQ)

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www.calcleanair.org

(559) 960-0361



Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #10

November 4, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Email District if you do NOT want to receive hard copies of all documents
- Email District if you are interested in being a community co-host

Action items for San Joaquin Valley Air Pollution Control District (District):

- Post the incentive measures and CSC comments on the community webpage
- Email a new version of the measures to the CSC with the original funding amounts and the new funding amounts based on recent discussions
- Send the CSC the air monitoring plan and all the comments received; add the voting item to the next meeting agenda
- Send a Doodle poll with dates of availability for extra meetings between now and the week before Christmas to work on the CERP
- Send electronic versions of documents at least 72 hours before any meetings when the materials will be discussed
- Denote any agenda items that will require CSC voting or consensus

Welcome and Introductions

Erica Manuel, Facilitator & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Noehmi Garcia Jauregui, Community Co-host

Erica welcomed the Stockton CSC participants, introduced the ILG facilitation team, and thanked everyone for attending. She gave an overview of the agenda and explained that the meeting would involve reviewing CERP measures and voting on them. The goal was to review as many measures as possible and give general feedback but the agenda would be flexible. Additional meetings would be scheduled to address budget allocations and other specific wordsmithing that may be needed.

Hanna presented the Zoom controls for voting. Community co-host, Noehmi, welcomed everybody and expressed concerns about voting on the CERP measures at this particular meeting and commented that the CSC probably needs more time for discussion of the measures.

Ryan stated the District is flexible and amenable to granting more time for discussion.

Erica agreed that it would be easy to adjust the meeting agenda structure to accommodate committee preferences.

Ryan clarified that there will be numerous meetings over the course of the next several months to discuss the CERP. The document won't be considered final until the CSC has a document that reflects its priorities and feedback. Until then, the CERP will be a work in progress.

The CSC expressed gratitude for that flexibility.

AB 617 Stockton Funding

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Ryan updated the CSC on the funding available to Stockton for incentives and implementation of measures. Presentation highlights:

- There are two pots of funding: incentive funding and implementation funding to implement the AB 617 program in Stockton
- The District has set aside approximately \$35-\$42 million dollars of total state funding provided to the District for incentive measures to be used for emission reduction and exposure reduction measures provided measures can be developed to be able to spend the funding within the legislative timeframes; the District received \$12 million to implement the AB 617 program for 3 selected communities in the Valley
- There were questions about whether money used for implementing the program can be shifted from the implementation to the incentive side, to which the District explained cannot be done

Community Co-Host Remarks

Noehmi Garcia Jauregui, Community Co-host

Noehmi provided a community co-host welcome and shared photos from the St. George Parish School (where she is Principal) and the surrounding community, which are all within the AB 617 boundary. She shared photos of the children at the school and the location of the neighborhood, which lies southeast of the Port and close to many sources of pollution.

Community Emission Reduction Program (CERP) Strategies

Erica Manuel, Facilitator, ILG

Erica shared a list of all incentive strategies, as prioritized by the CSC through online surveys and other assessments since July. Robust discussion on certain measures followed.

General CERP Development Notes from the Discussion:

- The CERP development is just one stage of the AB 617 process
- Once the CERP is developed implementation can begin
- If the measures are too specific now and require significant modification later, the District may need to go back to its Governing Board, which will delay the process
- We can have as many meetings as the CSC feels is necessary to accomplish this stage of the process. It is a balancing act, especially with the holidays coming soon

- The CSC requested more formality with meetings, such as receiving agendas and paperwork at least 72 hours in advance and for action items to be specifically stated on the agenda. Items to be voted on should be specified in the agenda and in advance

Measure: Vegetative Barriers

Jaime Holt with the District provided an overview of the vegetative barriers measure, a draft of what the strategy might say, as well as all the comments received from CSC members on the measure. Discussion highlights:

- District received numerous questions about vegetative barriers and is researching what they cost, the time frame for installation, and what the air quality benefit would be based on vegetative barriers with sound walls versus just sound walls
- The funding for the incentives has to have a nexus to either mitigating or reducing pollution

Comment: Arizona cypress creates a vegetative barrier like a natural fence and helps with sound.

District Response: The District will note the different types of vegetative barrier options.

Comment: Based on our experience with the Fresno Trees Initiative, we know that the budget will need to be handled cautiously and respectfully so we get the best results for our investment. We should look at places where we can work with people who are already doing things like the Fresno Trees Initiative. Caltrans has lists of vegetation and the pros and cons of each.

District Response: Puentes is on the CSC and has already volunteered to meet with us about their ongoing efforts and potential new opportunities.

Comment: Who would be responsible for acquiring the list of vegetative barriers from Caltrans? District staff or the CSC?

District Response: There are some experts in this group and we are happy to accept any information you give to us. The District is already reaching out to the organizations that do this type of work.

CARB Response: There are a lot of studies, but the one consistency among them is that if the vegetation is taller, denser, and perpendicular to the prevailing winds, it will do the best job at lifting any emissions from the freeway or stationary source of concern.

Comment: One of the things the CSC should leverage is discussion with the leadership of those projects for vegetative barriers. We have the rail project coming up. Much of the rail parallels the highway, so maybe there is a dual role that we can play with the BNSF and UP as the project develops further.

District Response: We should have proactive partner discussions to make sure that the money is being utilized as effectively as possible.

Port Discussion

NOTE: The CSC requested that the agenda be adjusted to discuss the Port, and specifically to discuss an email that was sent out immediately prior to the meeting. The discussion included

broad overviews of the Port and specific comments about Port-related measures. Many questions were asked and answered in the chat.

Jeff Wingfield with the Port of Stockton gave an overview of an email that the Port sent to the CSC shortly before the meeting. Discussion highlights:

- The Port is always interested in community concerns and is more than happy to work with the CSC
- It has been difficult to remove traffic from the existing Boggs Tract neighborhood and the Port is continuing to work on moving traffic away from that neighborhood
- Penny Newman Grain is a competitor of the Port and they are the group that occupies parts of the channel—some of the traffic in that area gets attributed to the Port
- The Port is working on emissions inventory so we can be more proactive with mitigation
- The Port is forming a community outreach group so stakeholders that want to be involved in the Port planning efforts can advise and engage with us

Question: Is it possible for a few of us to come out and actually see what the Port is doing? To visualize it and see what would be important to you and see how what we are proposing would affect the Port?

Port of Stockton Response: Absolutely. A lot of the communication opportunities have been lost with the transition to virtual, but the Port is more than happy to host a small tour group to come see what we're doing and talk about different ideas.

Question: Was a copy of that email sent to every single commissioner that the city and the county have appointed?

Port of Stockton Response: Not yet, but it can definitely be circulated to them. I can make sure it gets to the Port director and commissioners this week.

Measure: Trucks and Other Heavy Duty Equipment Operating At the Port

Measure discussion highlights:

- This AB617 grant program is about taking those heavy duty mobile vehicles operating around the Port. Some are owned by companies that have operations at the Port and some are owned by the Port itself. We would replace them with zero and near zero emission technology.
- One of the major focuses of AB 617 is to reduce emissions in the community in a quick and expeditious manner. Some of the comments the District received were to force people to replace existing equipment. However, without having mandates to do that, it is difficult. This is an opportunity to provide incentive funding to encourage owners of the equipment to replace their existing equipment with cleaner equipment.
- District staff wrote a new strategy and called it “plug-ins for trucks” as they wait to get into the Port, and included it in this strategy. If the CSC is open to it, the District can actually incorporate that into this strategy or can be left separate.

Comment: We should incorporate that because it is a zero emission strategy.

Port of Stockton Response: There are some expansion opportunities. The Port took over Rough and Ready Island from the Navy, which tripled the size of the Port. There are about 600 acres that is still developable. There are some projects that we are working through, but the Port wants to sit and talk with the community outreach group and ensure we are growing the Port as mindful as we can and we are implementing measures that reduce emissions. The Port is trying to eliminate truck traffic moving to the east on Washington Street. One of the things being considered is closing that road off and relocating one of our main entrances to the East Complex. That could eliminate 95% of traffic going through that area.

Question: How much money that could be used for residents would go to this entity and how much is the Port willing to make it happen with or without the CSC? I also don't see anything that explains how much authority that community group would have over Port decisions. How would the Port encourage the trucking industry to these AB 617 guidelines?

Port of Stockton Response: The Port is forming another group internally with our tenants. We can incentivize some of our tenants by putting in lease measures and specific benefits for them if they use zero or near zero emission equipment where available.

Question from Public: Isn't diesel replacement funding existing funding or are we funding existing programs with AB 617 dollars?

District Response: There are various programs that fund diesel replacement and the District does take advantage of those. This would be targeted funding for fleets that operate and are housed within the Stockton community boundaries. Generally speaking, the District's programs are severely over-subscribed. This money would be designated for the community, so they would have immediate access to these funds. These are community-designed programs.

Question: If there is an expansion at the Port, is there an environmental impact report or a study conducted before a new company comes in? Who is involved in those environmental impact reports?

Port of Stockton Response: In the mid-2000s, the Port did a programmatic environmental impact report for the entire development of Rough and Ready Island and looked at the full build out. Now, if we analyze a project, we compare those impacts to what was analyzed in that environmental impact report. If the new project fits within the parameters of what was analyzed previously, then the Port certifies what is called an addendum to that environmental impact report. If the project doesn't fit, the Port does a supplemental environmental impact report that goes out for public review. Environmental analyses are done for every Port project. The Port did not hear from the community previously, but is excited to be able to work with them moving forward to get community input on specific projects.

Question: Do CEQA reports get published? How does the Port let Boggs Tract residents know that there is something to review? How soon will you conduct the re-routing on Washington?

Port of Stockton Response: The reports are published and filed with the county and the state. We promise to get them on our website. The Port is hoping to do the re-routing very soon. It is currently being administered by with our real estate team and may be complete in 2021.

Question: There is \$8 million available for this measure. Does that budget pay for all of one item or all five items?

District Response: That hasn't been decided yet. The CSC can say what they specifically want to work on related to this measure and where the funds should be allocated. As the CSC continues to discuss all the measures, we'll refine the budgets accordingly.

Question: The Port made a promise to post reports on their website. I would like to see them not only posted, but noticed in a Port meeting agendas so there is no confusion about the possibility that a port director may be uninformed. The Port is doing a strategic plan and I would like to propose that the consultant that has been hired to prepare the plan meet with the community members and get their perspectives. That feedback should be documented within the strategic planning process.

Port of Stockton Response: I will follow up with you on the noticing. It's a good idea to hear from the community on the strategic plan. It is good timing to incorporate a lot of our emission reduction goals into the big picture of what we are aiming to do at the Port.

Question: Can you confirm that the Port boundaries are where it meets the security line and that the competitors are outside of the Port?

Port of Stockton Response: Correct.

Monitoring Plan Update

Chay Thao, Program Manager, District

Chay reviewed the community air monitoring plan and showed the map. Presentation highlights:

- District would like to start implementing air monitoring plan as soon as possible, which includes finding the locations and getting permission to install equipment, etc
- There is some flexibility in the plan in its current draft. For example, if we find there is another location we really need to monitor, we can adjust that the plan as needed
- District has received some comments from the CSC members, but not any significant requests to fundamentally change the plan
- If there are no major objections from the CSC, District would like to move forward with the initial efforts

Question: How often are we going to have data to be responding to?

District Response: We use various types of equipment with different monitoring timeframes. The van goes to locations for a couple hours or overnight and captures data. The trailer and smaller compact systems are semi-portable. The monitoring timeframes are based upon whatever the needs are for the community. The plan is a dynamic document and the CSC can modify and update it as the needs arise.

Question: What exactly is that data going to be used for? Will it influence the budget? If the CSC knows who is going to use the data sets and how it has driven decisions in the past, it will give us more context about why it is important. Based on the image shown on the screen, there are about 20-30 different sites. The report says that upon approval, the District will reach out to property owners/managers to set up a testing module on their property. If the District talks to all

30 property owners, but only gets five of those sites, that makes the map look different than the initial plan. How do we ensure that the end result looks similar to the original plan approved?

District Response: The data has a wide variety of uses. Originally, it was intended to help support the community on these issues. The District needs to understand what the emissions concerns are and validate them. The goal is to get all these air monitors in all these locations. There are certain areas that are more difficult to get monitors to. In that case, the District will use the van temporarily in that area and then look at other potential areas around that site.

Question: What is being flagged, one pollutant or all of them? Will all the monitors have flagging capabilities? What is the timeline when a flag is triggered—how quickly will residents be notified?

District Response: Data is flagged for several reasons, including when the equipment is being calibrated or maintenance is being performed or when there are questions about the validity of the data.

Erica asked the CSC if the group would feel comfortable voting on the air monitoring plan at the next meeting in November. The CSC said yes and the District agreed to add that voting item to the next agenda.

Wrap Up/Next Steps

Erica Manuel, Facilitator, ILG

Erica asked the CSC how best to refine the CERP development process moving forward and how best to review the draft measures as a group in a virtual environment.

Comment: We should pick out four or five dates in the next month in a half to work on the measures

Comment: If someone can't make it to a meeting, maybe another member on the CSC can voice their concerns or opinions at that time

The District agreed to send out Doodle polls for additional meeting dates.

Erica reiterated to the CSC that they will be voting on the air monitoring plan at the next special November meeting and that the District will continue to refine the process of the CERP review to ensure the CSC has adequate time for review, deliberation and response.

Erica thanked Noehmi for co-hosting and noted that Catherine will be the next community co-host. She thanked the CSC members and District staff for the input and productive meeting.

Noehmi closed out the meeting and thanked everyone for participating in difficult but important discussions.

Reminders

There will be a second CSC meeting on November 18. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.

Puntos Importantes de la Reunión*
Comité Directivo de la Comunidad AB 617 de Stockton Reunión #10

4 de noviembre de 2020 | 5:00 pm - 7:00 pm

Reunión Virtual a través de Zoom

Artículos de Acción para el Comité Directivo Comunitario de Stockton (Comité):

- Envíe un correo electrónico al Distrito si NO desea recibir copias impresas de todos los documentos
- Envíe un correo electrónico al Distrito si está interesado en ser coanfitrión de la comunidad

Artículos de Acción para el Distrito del Aire del Valle (Distrito):

- Publique las medidas de incentivo y los comentarios del Comité en la página web de la comunidad
- Envíe por correo electrónico una nueva versión de las medidas al Comité con los montos de financiación originales y los nuevos montos de financiación basados en discusiones recientes
- Enviar al Comité el plan de monitoreo del aire y todos los comentarios recibidos; agregar el elemento de votación a la agenda de la próxima reunión
- Envíe una encuesta de Doodle con fechas de disponibilidad para reuniones adicionales entre ahora y la semana antes de Navidad para trabajar en el CERP
- Enviar versiones electrónicas de documentos al menos 72 horas antes de cualquier reunión en la que se discutirán los materiales
- Indique cualquier tema de la agenda que requiera votación o consenso del Comité

Bienvenida e Introducciones

Erica Manuel, Facilitadora y Directora Ejecutiva, Institute for Local Government (ILG)

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Noehmi Garcia Jauregui, Coanfitrión de la Comunidad

Erica dio la bienvenida a los participantes del Comité de Stockton, presentó al equipo de facilitación de ILG y agradeció a todos por asistir. Dio una descripción general de la agenda y explicó que la reunión implicaría revisar las medidas del CERP y votarlas. El objetivo era revisar tantas medidas como fuera posible y dar comentarios generales, pero la agenda sería flexible. Se programarán reuniones adicionales para abordar las asignaciones presupuestarias y otras redacciones específicas que puedan ser necesarias.

Hanna presentó los controles de Zoom para votar. El coanfitrión de la comunidad, Noehmi, dio la bienvenida a todos y expresó su preocupación por votar sobre las medidas del CERP en esta reunión en particular y comentó que el Comité probablemente necesite más tiempo para discutir las medidas.

Ryan dijo que el Distrito es flexible y dispuesto a otorgar más tiempo para la discusión.

Erica estuvo de acuerdo en que sería fácil ajustar la estructura de la agenda de la reunión para acomodar las preferencias del Comité.

Ryan aclaró que habrá numerosas reuniones en el transcurso de los próximos meses para discutir el CERP. El documento no se considerará definitivo hasta que el Comité tenga un documento que refleje sus prioridades y comentarios. Hasta entonces, el CERP será un trabajo en progreso.

El Comité expresó su gratitud por esa flexibilidad.

Financiación de AB 617 en Stockton

Ryan Hayashi, Oficial Adjunto de Control de la Contaminación del Aire, Distrito

Ryan actualizó el Comité sobre los fondos disponibles para Stockton para incentivos e implementación de medidas. Puntos importantes de la presentación:

- Hay dos fuentes de financiación: financiación de incentivos y financiación de implementación para implementar el programa AB 617 en Stockton
- El Distrito ha reservado aproximadamente \$35-\$42 millones de dólares de fondos estatales totales proporcionados al Distrito para medidas de incentivo que se utilizarán para la reducción de emisiones y medidas de reducción de exposición siempre que se puedan desarrollar medidas para poder gastar los fondos dentro de los plazos legislativos; el Distrito recibió \$12 millones para implementar el programa AB 617 para 3 comunidades seleccionadas en el Valle
- Hubo preguntas sobre si el dinero utilizado para implementar el programa se puede cambiar de la implementación al lado de los incentivos, a lo que el Distrito explicó que no se puede

Comentarios del Coanfitrión de la Comunidad

Noehmi Garcia Jauregui, Coanfitrión de la Comunidad

Noehmi brindó una bienvenida a la comunidad como coanfitrión y compartió fotos de la escuela parroquial de St. George (donde es Directora) y la comunidad circundante, que se encuentran dentro del límite de AB 617. Ella compartió fotos de los niños en la escuela y la ubicación del vecindario, que se encuentra al sureste del Puerto y cerca de muchas fuentes de contaminación.

Estrategias del Programa de Reducción de Emisiones en la Comunidad (CERP)

Erica Manuel, Facilitadora y Directora Ejecutiva, Institute for Local Government (ILG)

Erica compartió una lista de todas las estrategias de incentivos, según las prioridades del Comité a través de encuestas en línea y otras evaluaciones desde julio. Siguió una discusión sobre ciertas medidas.

Notas Generales de la Discusión del Desarrollo del CERP:

- El desarrollo del CERP es solo una etapa del proceso AB 617
- Una vez que se desarrolle el CERP, la implementación puede comenzar

- Si las medidas son demasiado específicas ahora y requieren una modificación significativa más adelante, es posible que el Distrito deba volver a su Mesa Directiva, lo que retrasará el proceso
- Podemos tener tantas reuniones como el Comité considere necesario para lograr esta etapa del proceso. Es un acto de equilibrio, especialmente con las próximas días feriados
- El Comité solicitó más formalidad con las reuniones, como recibir agendas y trámites con al menos 72 horas de anticipación y que los puntos de acción se establezcan específicamente en la agenda. Los temas a votar deben especificarse en el orden del día y con anticipación

Medida: Barreras Vegetativas

Jaime Holt del Distrito brindó una descripción general de la medida de barreras vegetativas, un borrador de lo que podría decir la estrategia, así como todos los comentarios recibidos de los miembros del Comité sobre la medida. Puntos importantes de la discusión:

- El Distrito recibió numerosas preguntas sobre barreras vegetativas y está investigando cuánto cuestan, el período de tiempo para la instalación y cuál sería el beneficio de la calidad del aire basado en barreras vegetativas con paredes de sonido en lugar de solo paredes de sonido
- La financiación de los incentivos debe tener un vínculo con la mitigación o la reducción de la contaminación

Comentario: El ciprés de Arizona crea una barrera vegetativa como una cerca natural y ayuda con el sonido.

Respuesta del Distrito: El Distrito notará los diferentes tipos de opciones de barreras vegetativas.

Comentario: Basándonos en nuestra experiencia con la Iniciativa de Árboles de Fresno, sabemos que el presupuesto deberá manejarse con cautela y respeto para que obtengamos los mejores resultados para nuestra inversión. Deberíamos buscar lugares donde podamos trabajar con personas que ya están haciendo cosas como la Iniciativa de Árboles de Fresno. Caltrans tiene listas de vegetación y los pros y los contras de cada una.

Respuesta del Distrito: Puentes está en el Comité y ya se ha ofrecido como voluntario para reunirse con nosotros sobre sus esfuerzos continuos y nuevas oportunidades potenciales.

Comentario: ¿Quién sería responsable de adquirir la lista de barreras vegetativas de Caltrans? ¿El personal del Distrito o el Comité?

Respuesta del Distrito: Hay algunos expertos en este grupo y nos complace aceptar cualquier información que nos brinde. El Distrito ya se está hablando a las organizaciones que realizan este tipo de trabajo.

Respuesta de CARB: Hay muchos estudios, pero la única consistencia entre ellos es que si la vegetación es más alta, más densa y perpendicular a los vientos predominantes, hará el mejor trabajo para eliminar las emisiones de la autopista o fuente estacionaria de preocupación.

Comentario: Una de las cosas que el Comité debería aprovechar es la discusión con el liderazgo de esos proyectos sobre las barreras vegetativas. Tenemos el proyecto ferroviario en camino.

Gran parte del ferrocarril es paralelo a la carretera, por lo que quizás haya un papel doble que podamos desempeñar con el BNSF y el UP a medida que el proyecto se desarrolle más.

Respuesta del Distrito: Deberíamos tener discusiones proactivas con los socios para asegurarnos de que el dinero se utilice de la manera más eficaz posible.

Discusión del Puerto

NOTA: El Comité solicitó que se ajustara la agenda para discutir el Puerto, y específicamente para discutir un correo electrónico que se envió inmediatamente antes de la reunión. La discusión incluyó amplias descripciones del Puerto y comentarios específicos sobre las medidas relacionadas con el Puerto. Se hicieron y respondieron muchas preguntas en el chat.

Jeff Wingfield del Puerto de Stockton dio una descripción general de un correo electrónico que el Puerto envió al Comité poco antes de la reunión. Puntos importantes de la discusión:

- El Puerto siempre está interesado en las preocupaciones de la comunidad y está más que feliz de trabajar con el Comité
- Ha sido difícil eliminar el tráfico del vecindario existente de Boggs Tract y el Puerto continúa trabajando para alejar el tráfico de ese vecindario
- Penny Newman Grain es un competidor del Puerto y es el grupo que ocupa partes del canal—parte del tráfico en esa área se atribuye al Puerto
- El Puerto está trabajando en el inventario de emisiones para que podamos ser más proactivos con la mitigación
- El Puerto está formando un grupo de alcance comunitario para que las partes interesadas que deseen participar en los esfuerzos de planificación del Puerto puedan asesorarnos y participar con nosotros

Pregunta: ¿Es posible que algunos de nosotros salgamos y veamos realmente lo que está haciendo el Puerto? ¿Para visualizarlo y ver qué sería importante para ti y ver cómo afectaría al Puerto lo que te proponemos?

Respuesta del Puerto de Stockton: Absolutamente. Muchas de las oportunidades de comunicación se han perdido con la transición a lo virtual, pero el Puerto está más que feliz de albergar un pequeño grupo para que vengan a ver lo que estamos haciendo y hablen sobre diferentes ideas.

Pregunta: ¿Se envió una copia de ese correo electrónico a cada uno de los comisionados que la ciudad y el condado han designado?

Respuesta del Puerto de Stockton: Todavía no, pero definitivamente se les puede distribuir. Puedo asegurarme de que llegue al director del Puerto y a los comisionados esta semana.

Medida: Camiones y Otros Equipos de Servicio Pesados que Operan en el Puerto

Puntos importantes de la discusión:

- Este programa de subvenciones de AB 617 trata de llevar los vehículos móviles de servicio pesado que operan en el Puerto. Algunas son propiedad de empresas que operan en el Puerto y otras son propiedad del propio Puerto. Los reemplazaríamos con tecnología de emisión cero o casi cero.

- Uno de los enfoques principales de AB 617 es reducir las emisiones en la comunidad de una manera rápida y expedita. Algunos de los comentarios que recibió el Distrito fueron para obligar a las personas a reemplazar el equipo existente. Sin embargo, sin tener mandatos para hacer eso, es difícil. Esta es una oportunidad para proporcionar financiamiento de incentivo para alentar a los propietarios del equipo a reemplazar su equipo existente con equipo más limpio.
- El personal del Distrito redactó una nueva estrategia y la llamó "enchufes para camiones" mientras esperaban para entrar al Puerto, y la incluyó en esta estrategia. Si el Comité está abierto a ello, el Distrito puede incorporarlo en esta estrategia o puede dejarse por separado.

Comentario: Deberíamos incorporar eso porque es una estrategia de cero emisiones.

Respuesta del Puerto de Stockton: Hay algunas oportunidades de expansión. El Puerto tomó el control de *Rough and Ready Island* de la Marina, que triplicó el tamaño del Puerto. Hay alrededor de 600 acres que aún se pueden desarrollar. Hay algunos proyectos en los que estamos trabajando, pero el Puerto quiere sentarse y hablar con el grupo de extensión comunitaria y asegurarse de que estamos haciendo crecer el Puerto de la manera más consciente posible y estamos implementando medidas que reducen las emisiones. El Puerto está tratando de eliminar el tráfico de camiones que se mueven hacia el este por Washington Street. Una de las cosas que se están considerando es cerrar esa carretera y reubicar una de nuestras entradas principales al Complejo Este. Eso podría eliminar el 95% del tráfico que pasa por esa área.

Pregunta: ¿Cuánto dinero que podría usarse para los residentes iría a esta entidad y cuánto está dispuesto el Puerto a hacer que suceda con o sin el Comité? Tampoco veo nada que explique cuánta autoridad tendría ese grupo comunitario sobre las decisiones del Puerto. ¿Cómo alentaría el Puerto a la industria del transporte por carretera a estas pautas de AB 617?

Respuesta del Puerto de Stockton: El Puerto está formando otro grupo internamente con nuestros inquilinos. Podemos incentivar a algunos de nuestros inquilinos mediante la implementación de medidas de arrendamiento y beneficios específicos para ellos si utilizan equipos de cero emisiones o casi cero cuando estén disponibles.

Pregunta del Público: ¿No existe financiamiento para el reemplazo de diésel o estamos financiando programas existentes con dólares de AB 617?

Respuesta del Distrito: Hay varios programas que financian el reemplazo de diésel y el Distrito los aprovecha. Este sería un financiamiento específico para las flotillas que operan y están alojadas dentro de los límites de la comunidad de Stockton. En términos generales, los programas del Distrito están muy suscritos. Este dinero se destinaría a la comunidad, por lo que tendrían acceso inmediato a estos fondos. Estos son programas diseñados por la comunidad.

Pregunta: Si hay una expansión en el Puerto, ¿hay un informe de impacto ambiental o un estudio realizado antes de que ingrese una nueva empresa? ¿Quién está involucrado en esos informes de impacto ambiental?

Respuesta del Puerto de Stockton: A mediados de la década de 2000, el Puerto realizó un informe de impacto ambiental programático para todo el desarrollo de *Rough and Ready Island* y analizó la construcción completa. Ahora, si analizamos un proyecto, comparamos esos impactos con lo que se analizó en ese informe de impacto ambiental. Si el nuevo proyecto se ajusta a los

parámetros de lo analizado anteriormente, el Puerto certifica lo que se denomina un apéndice a ese informe de impacto ambiental. Si el proyecto no ajusta, el Puerto realiza un informe de impacto ambiental complementario que se somete a revisión pública. Se realizan análisis ambientales para cada proyecto portuario. El Puerto no tuvo noticias de la comunidad anteriormente, pero está emocionado de poder trabajar con ellos en el futuro para obtener comentarios de la comunidad sobre proyectos específicos.

Pregunta: ¿Se publican los informes CEQA? ¿Cómo informa el Puerto a los residentes de Boggs Tract que hay algo que revisar? ¿Qué tan pronto llevará a cabo el cambio de ruta en Washington?

Respuesta del Puerto de Stockton: Los informes se publican y se archivan con el condado y el estado. Prometemos tenerlos en nuestro sitio web. El Puerto espera realizar el cambio de ruta muy pronto. Actualmente está siendo administrado por nuestro equipo de bienes raíces y puede estar completo en 2021.

Pregunta: Hay \$8 millones disponibles para esta medida. ¿Ese presupuesto cubre todo un artículo o los cinco?

Respuesta del Distrito: Eso aún no se ha decidido. El Comité puede decir en qué quieren trabajar específicamente en relación con esta medida y dónde se deben asignar los fondos. A medida que el Comité continúe discutiendo todas las medidas, refinaremos los presupuestos en consecuencia.

Pregunta: El Puerto se comprometió a publicar informes en su sitio web. Me gustaría verlos no solo publicados, sino también notados en las agendas de una reunión del Puerto para que no haya confusión sobre la posibilidad de que un director del Puerto no esté informado. El Puerto está haciendo un plan estratégico y me gustaría proponer que el consultor que ha sido contratado para preparar el plan se reúna con los miembros de la comunidad y obtenga sus puntos de vista. Esa información debe documentarse dentro del proceso de planificación estratégica.

Respuesta del Puerto de Stockton: Me pondré en contacto con usted para informarme. Es una buena idea escuchar a la comunidad sobre el plan estratégico. Es un buen momento para incorporar muchos de nuestros objetivos de reducción de emisiones en el panorama general de lo que pretendemos hacer en el Puerto.

Pregunta: ¿Puede confirmar que los límites del Puerto están donde se encuentra con la línea de seguridad y que los competidores están fuera del Puerto?

Respuesta del Puerto de Stockton: Correcto.

Actualización del Plan de Monitoreo

Chay Thao, Gerente de Programas, Distrito

Chay repasó el plan de monitoreo del aire de la comunidad y mostró el mapa. Puntos importantes de la presentación:

- El Distrito quisiera comenzar a implementar el plan de monitoreo del aire lo antes posible, lo que incluye encontrar las ubicaciones y obtener permiso para instalar el equipo, etc.

- Existe cierta flexibilidad en el plan en su borrador actual. Por ejemplo, si encontramos que hay otra ubicación que realmente necesitamos monitorear, podemos ajustar el plan según sea necesario
- El Distrito ha recibido algunos comentarios de los miembros del Comité, pero ninguna solicitud significativa para cambiar fundamentalmente el plan
- Si no hay objeciones importantes del Comité, al Distrito le gustaría seguir adelante con los esfuerzos iniciales

Pregunta: ¿Con qué frecuencia tendremos datos a los que responder?

Respuesta del Distrito: Utilizamos varios tipos de equipos con diferentes marcos de tiempo de monitoreo. La camioneta va a ubicaciones durante un par de horas o durante la noche y captura datos. El remolque y los sistemas compactos más pequeños son semiportátiles. Los plazos de seguimiento se basan en las necesidades de la comunidad. El plan es un documento dinámico y el Comité puede modificarlo y actualizarlo a medida que surjan las necesidades.

Pregunta: ¿Para qué se utilizarán exactamente esos datos? ¿Influirá en el presupuesto? Si el Comité sabe quién va a utilizar los datos y cómo ha impulsado las decisiones en el pasado, nos dará más contexto sobre por qué es importante. Según la imagen que se muestra en la pantalla, hay entre 20 y 30 sitios diferentes. El informe dice que una vez aprobado, el Distrito se comunicará con los propietarios/administradores de propiedades para configurar un módulo de prueba en su propiedad. Si el Distrito habla con los 30 propietarios, pero solo obtiene cinco de esos sitios, eso hace que el mapa se vea diferente al plan inicial. ¿Cómo nos aseguramos de que el resultado final sea similar al plan original aprobado?

Respuesta del Distrito: Los datos tienen una amplia variedad de usos. Originalmente, tenía la intención de ayudar a apoyar a la comunidad en estos temas. El Distrito necesita entender cuáles son las preocupaciones sobre las emisiones y validarlas. El objetivo es conseguir todos estos monitores de aire en todos estos lugares. Hay ciertas áreas a las que es más difícil acceder a los monitores. En ese caso, el Distrito usará la camioneta temporalmente en esa área y luego buscará otras áreas potenciales alrededor de ese sitio.

Pregunta: ¿Qué se está marcando, un contaminante o todos? ¿Todos los monitores tendrán capacidades de marcado? ¿Cuál es el cronograma cuando se activa una bandera? ¿Con qué rapidez se notificará a los residentes?

Respuesta del Distrito: Los datos se marcan por varias razones, incluso cuando el equipo se está calibrando o se está realizando el mantenimiento o cuando hay preguntas sobre la validez de los datos.

Erica preguntó al Comité si el grupo se sentiría cómodo votando sobre el plan de monitoreo del aire en la próxima reunión de noviembre. El Comité dijo que sí y el Distrito acordó agregar ese tema de votación a la próxima agenda.

Concluir/Próximos Pasos

Erica Manuel, Facilitadora, ILG

Erica preguntó al Comité cuál es la mejor manera de refinar el proceso de desarrollo del CERP en el futuro y cuál es la mejor manera de revisar el borrador de las medidas como grupo en un entorno virtual.

Comentario: Deberíamos elegir cuatro o cinco fechas en el próximo mes en medio para trabajar en las medidas

Comentario: Si alguien no puede asistir a una reunión, tal vez otro miembro del Comité pueda expresar sus preocupaciones u opiniones en ese momento.

El Distrito acordó enviar encuestas de Doodle para fechas de reuniones adicionales.

Erica reiteró al Comité que votarán sobre el plan de monitoreo del aire en la próxima reunión especial de noviembre y que el Distrito continuará refinando el proceso de revisión del CERP para garantizar que el Comité tenga tiempo suficiente para la revisión, deliberación y respuesta.

Erica agradeció a Noehmi por ser coanfitrion y señaló que Catherine será la próxima coanfitrion de la comunidad. Agradeció a los miembros de Comité y al personal del Distrito por la contribución y la reunión productiva.

Noehmi cerró la reunión y agradeció a todos por participar en discusiones difíciles pero importantes.

Recordatorios

La próxima reunión regular del Comité Directivo es el 18 de noviembre en Zoom. Todas las presentaciones, los puntos importantes de las reuniones, las transcripciones y la grabación de la reunión de Zoom se publicarán en línea.

**Consulte el audio de la reunión para repasar todos los detalles y comentarios de la reunión.*

Comentario Público

Ningún comentario público.



Agenda for Stockton Community Steering Committee Meeting #10

Wednesday, November 4, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Noehmi Garcia Jauregui, Community Co-host, St. George Parish School
- 5:10 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: discussion of individual measures and work toward developing a final list of CERP strategies.
Community Steering Committee
- 6:45 p.m. Monitoring Plan Update**
Discuss the next steps for the Stockton Community Air Monitoring Plan
Chay Thao, Program Manager, Valley Air District
- 6:50 p.m. Wrap Up/Next Steps**
Additional November CSC Meeting: Proposed date of Nov 18
Hanna Stelmakhovych, Facilitator
- 6:55 p.m. Public Comment**

REMINDERS

- Additional November meeting recommended, TBD, via Zoom for CSC members and Facebook Live for public.

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

AB 617 Stockton Community Steering Committee

November 4, 2020

Discussion Document regarding potential INCENTIVE CERP measures

VEGETATIVE BARRIERS

Incentive program for the installation of vegetative barriers (and sound walls) around/near sources of concern (Interstate 5, schools, truck routes, near Port of Stockton, rail routes, Charter Way, Boggs Tract and El Dorado). Leverage with city, county, state funds given significant scale and infrastructure costs.

Comments received prior to Oct. 31

- A >High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5.
- R >For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes.
- B >Vegetative barriers should also include walls at the Highway
- R >Trees and plants are much needed
- R >This is an area of high priority for the community for the long term benefits. Interstate 5 is where I would recommend.
- R >Very high priority in combination with physical barriers as most effective, wherever possible, especially along Interstate 5.
- A >High priority in combination with physical barrier as most effective, especially along Interstate 5 and crosstown freeway. Where residential homes are less than 1000 ft. away.
- Need clarity on where this would be on Charter Way since most of Charter Way is occupied by business fronts.
- G >High, Seems like several vegetation barriers could be provided for \$500,000. I am suggesting here that we consider up to 10 new barriers. I don't suggest that we spend \$5 million on these barriers. If possible, perhaps \$1 million and not more than \$3 million here. Sound walls help with noise but not air. I would suggest not funding that and merge line item 25 with this one which appear to be duplicate.
- A/R/A/A/R >Highest priority: Add more \$\$\$
- R > Very high priority for VEGETATIVE BARRIERS, not for sound walls. Vegetative barriers should dampen sound, beautify, and provide environmental benefits of cooling, absorbing pollutants, and producing oxygen for the air. Sounds walls partially dampen sound, and do little else, except to become ugly and attract graffiti. Benefits may not be completely quantifiable but the public will like this and agree with vegetative barriers and this use of money to improve the environment.
- R > incentive program for installation of vegetative barriers should be a very high priority. With a \$35 million budget, the allocation to this number one priority should be significantly higher than \$1 million, perhaps 25% of the total budget or \$8.8 million.
- R > High Priority, Work together and plan with other community groups working on this. Include an ongoing maintenance trust with the city.
- R > Highest priority: This needs to include rail lines particularly relating to sound wall for the low income neighborhoods most impacted by sound and train exhaust.
- R > There is an area of I-5 by Smith Canal that could use some new trees and around Monte Diablo. I-5 is much more needy for trees than 99

Updated Proposed Funding Amount: \$1,000,000

Units: n/a

Today's Comments

-

TREES AND URBAN GREENING

Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community while keeping in mind water and maintenance issues. Focus areas include Charter Way, Boggs Tract and El Dorado. Leverage with city, county, state funds given significant scale and infrastructure costs.

Comments received prior to Oct. 31

- R >For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes. Include Hazelton Ave
- B >Potential long term reductions and development of a more pleasing environment
- R >Cost can be reduced by growing trees instead of buying trees...example: from seeds like avocados and from trimmings. Pine cones are everywhere
- R >Urban greenery - much needed
- R > Very High Priority
- G > Increasing the number from 1 site up to 5. Is there any data that shows whether vegetative barriers are as effective as tree canopy? Might help reduce ongoing maintenance costs.
- A/R/A/A/R >Highest priority: Add more \$\$\$
- R > Very High Priority. To be a vibrant urban area, there must be urban greening to beautify, reduce GHG & heat, and to provide oxygen to our air. Careful and detailed analysis should quantify benefits both materially and economically.
- R > increased urban greening, should be a very high priority. The budget should be much higher than \$600,000, again perhaps 25% of the total budget or \$8.8 million.
- R > High Priority, Include an ongoing maintenance trust Also connect with CalTrans and rail for increased sound walls. For areas that don't have them along freeways and rail.
- R > Highest priority: Urban greening is necessary for our community healing:
https://www.youtube.com/watch?v=IYhuiP43lp0&feature=emb_logo, Develop conservancy organization for long term maintenance perhaps a special district?
- R > We need to identify trees that don't take mistletoe, and fit this area. Give trees to residents to plant only in front yards. If put along streets also, city must agree to care for them with add'l employee if necessary funded for first year by this.

Updated Proposed Funding Amount: \$600,000

Units: n/a

Today's Comments

-

TRUCK ROUTES

Work with City and County to assess current truck routes (potential impact of speed bumps). CSC suggested Boggs Tract as an area of concern.

Comments received prior to Oct. 31

- R >This is the Port of Stockton's response to an inquiry that the Commissioners deemed worthy of a response: When will the Port conduct a traffic study to help with idling trucks and traffic in the residential neighborhoods related to Port operations or the operations of their leaseholders? The Port has completed several Port-wide traffic improvement projects to reduce congestion both in the Port and in adjacent areas. Over the past few years, the Port has pursued a program of improvements to facilitate a more direct connection to the West Complex from the new Crosstown Freeway ramps. The Port has recently replaced the Navy Drive Bridge and completed widening of Navy Drive to improve traffic flow, avoid neighborhood impacts, decrease idle times, and improve safety between the SR-4 Crosstown Freeway extension and the Port's West Complex. Construction of a grade separation and signalized intersection to improve traffic flow onto the West Complex is also planned. The Port has also undertaken other traffic improvements on West Washington Street to improve traffic flow, and installed signage throughout its property to instruct trucks on which routes to travel and to convey requirements for minimizing idling. In addition, traffic studies have been undertaken for specific Port-led CEQA documents on both the East and West Complexes when required per City of Stockton traffic impact assessment guidelines. The Port will continue to comply with City and San Joaquin Council of Governments requirements related to traffic management and vehicle miles traveled assessments in its role as CEQA lead agency. Recent CEQA documents prepared by the Port have included requirements for minimizing idling of trucks on terminal and use of clean trucks. These types of requirements encourage the development of truck management systems to reduce truck queuing at the gates, which has the potential for spilling over to area neighborhoods. And an FYI there is a major transportant project up for a categorical exemption - Monday 10.20.2020
- B >Very Important
- R >Very High
- R >It is an area of concern. No question about it.
- R >High Priority
- G >Would be helpful to line up our air monitoring results with this strategy. The City of Stockton will be ready and available to work with the air district or other stakeholders as needed. Any supporting information is appreciated.
- A/R/A/A/R >What is "assess" current truck routes? Is a technical study required, or can the city and county develop and implement a plan? What is the timeframe? (1 year?) CLARIFY to establish what the money is needed for. For example, could this money be used to actually add speed bumps and signs directing trucks rather than just studying? Traffic signals could be adjusted to improve traffic flow. Study should be comprehensive. Dollar amount should change based on this information.
- R > Very High Priority. Port operations can be more efficient, less polluting, and economically beneficial.
- R > Work with the city and County to assess current truck routes. I am not sure what that means. For any budget amount, there should be a specific goal of reducing truck traffic that results in direct and measurable reduction in air pollution to Boggs Tract. AB 6 1 7 funds should not be used to pay for another study as opposed to implementing steps to move more truck traffic away from the Boggs Tract neighborhood.

- R > What is "assess" current truck routes? Is a technical study required, or can the city and county develop and implement a plan? What is the timeframe? (1 year?) CLARIFY to establish what the money is needed for. For example, could this money be used to actually add speed bumps and signs directing trucks rather than just studying? Traffic signals could be adjusted to improve traffic flow. Study should be comprehensive. Targeted truck routes that are enforced will enable the community to focus appropriate mitigation measures. Please ask the county's consultant to give an update on the Boggs Tract Sustainability Plan. AECOM is contracted by San Joaquin County to develop the Boggs Tract Sustainability Plan for the areas in Boggs Tract within the County's jurisdiction.
- R > Concerned, but also worried about the Port's actions on this.

Updated Proposed Funding Amount: \$1,000,000

Units: n/a

Today's Comments

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AIR FILTRATION IN SCHOOLS

Incentive program to install advanced air filtration systems in 33 community schools.

Comments received prior to Oct. 31

- R > This should be done with health studies to determine actual health benefits
- R > I think there should be some monitoring data to show that 33 schools are in need. What are these schools?
- B > For schools near transportation corridors
- R > Very High
- R > High Priority
- A/R/A/A/R > Clarify: Are these schools in the boundaries? Is this upgrading the system plus a supply of filters? Needs more detail on where the money goes.
- R > This program should begin as a pilot on selected campuses, carefully studied, and expanded when data justifies it.
- R > I strongly support this measure especially if it can be joined with health studies so to determine the actual health benefits of advanced air filters. There is a high incidence of childhood asthma, and it is possible that air filtration systems in the schools may help address that problem. Again it should be done in conjunction with high-quality health studies. Given a \$35 million budget, the allocation should be far more funds than \$2,640,000. Again, 25% or \$8.8 million.
- R > Highest priority. Should cover full cost for schools to transition. As well as support for ongoing maintenance. Should start this implementation as soon as approved.
- R > Clarify: Are these schools in the boundaries? Is this upgrading the system plus a supply of filters? Needs more detail on where the money goes. These schools must be identified before final budget approval and should include public and private schools and daycare facilities within the AB617 boundary.
- R > I think all schools could use this, but only those built oldest should get it first.

Updated Proposed Funding Amount: \$2,640,000

Units: 33 Schools

Today's Comments

-

BIKE PATHS AND INFRASTRUCTURE

Work with City, County, and San Joaquin Council of Governments to assess current bike path infrastructure (including bike racks) and look for matching funding to make community more bike and walk friendly.

Comments received prior to Oct. 31

- R >Please do not let this money get sucked up with planning. You have no idea how many plans have yielded zero fruit because it is not a priority.
- B >OK
- R >Have you considered Van Buskirk Golf Course. Plenty of room, needs tree, plants, etc.
- R >If this is done which is great, it should be promoted often to encourage the community to ride a bike. Also this is south side so then it'd be something else, but we have to ensure the community's safety.
- R >Low Priority
- R >I am not in favor of electric bikes - conflicts with pedestrians and interfere with traffic flow having seen some used by Stockton residents.
- G >These are great one-time investments that serve communities for years. Just as a thought, taking this number up to 10 as we have a very large city and a significant need for zero-emission strategies. Cycling and trails is awesome.
- A/R/A/A/R > Safety first: Where is this realistic? How far out are infrastructure changes to make this safe? If several years
- R > Funding should be applied directly to construction recommended by most recent study and not used for planning!
- R > These funds should not be used solely for planning. If there is \$500,000 allocated, there should be a tangible proposal that will show significant benefit and use by residents of the AB 6 1 7 area. 500k is 1.41% of the total budget which is OK.
- R > I like the idea of focusing on Van Buskirk--it's a beautiful area. Should also connect with the city and surrounding areas and connect with other organizations working on this. Don't want SW Stockton to stay an "island".
- R > Safety first: Where is this realistic? How far out are infrastructure changes to make this safe? If several years out, money should be reduced or go to items above. Also need to assess overlap with other efforts like Transformative Climate Communities, etc. This money can be used for matching funds relating to safe routes to school, bicycle helmets, bicycle safety education, bicycle physical projects not to "assess" with another plan. In consultation with the City of Stockton and Council of Governments develop a list of projects prior to final budget approval.
- R > What has previous plans said? If previous plans have been done, it wasn't done for some reason. Why? If run out of money, then

Updated Proposed Funding Amount: \$500,000

Units: n/a

Today's Comments

-

TRUCKS

Incentive program for heavy-duty truck replacement with zero and to a lesser extent near zero emission technology.

Comments received prior to Oct. 31

- A >Use existing funds. These trucks will likely travel well outside the boundary.
- R >Make a fixed proportional commitment say 60% zero and 40% near zero. Any money can be spent on zero infrastructure.
- B >Electric grid not supportive yet for all electric. We have some vehicles but poor charging options
- R >Very High
- R >High Priority
- G > This strategy is quite significant. I'm interested to learn how we designate the 50 trucks, and ensure they are part of the local solution.
- A/R/A/A/R > Too much \$\$\$: Should be ONLY Zero Emissions. Do NOT support "near" zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators.
- R > Should be implemented at this level only with robust charging infrastructure.
- R > incentive program for heavy duty truck replacement. \$10 million is outrageous. Not one dollar of AB 617 funds should be used for this strategy. There are other programs available and issues relating to mobile source pollution arising from diesel trucks and other transportation is a responsibility of car. AB 617 community fund should not be used for this strategy, not one dollar.
- R > Very high priority. If used for trucks that are to be used in within the boundaries. Also need to incorporate more charging areas.
- R > Too much \$\$\$: Should be ONLY Zero Emissions. Do NOT support "near" zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators. Additionally, this money could be spent on charging infrastructure if low income independent owner operators obtain funding for truck replacement elsewhere.

Updated Proposed Funding Amount: \$10,000,000

Units: 50 Trucks

Today's Comments

-

CHARGING STATIONS FOR ELECTRIC VEHICLES

Incentive program for the installation of charging stations for electric vehicles in public spaces.

Comments received prior to Oct. 31

- A >Especially for electric upgrade for residents if necessary
- R >More money
- B > Important part of long term solutions
- R > High
- R > High Priority
- G > Made a modest increase to charging stations, as we likely need dozens more in the next 3-5 years.
- A/R/A/A/R > Where is VW settlement funding being spent? Fees and fines from local facilities? Other sources of money?
- R > Money should be transferred from # 18 to # 19 (this measure). Reliable and comprehensive charging is necessary for ZEVs.
- R > There should be no funding for this strategy. There other sources of funding. We should be concerned about strategies that resulted direct and material benefits to the AB 617 residence.
- R > Very high Priority. More money. Outreach to business that would install stations. Assistance with accessing incentives especially with households that receive vehicle incentives.
- R > Where is VW settlement funding being spent? Fees and fines from local facilities? Other sources of money? This should be an ongoing program as we transition from fossil fuels to electrification.
- R > Very important part of an updated community! Help low income residents with a proven need first. Also help some small businesses to make an upgrade.

Updated Proposed Funding Amount: \$375,000

Units: 15 Stations

Today's Comments

-

TRAINING FOR ELECTRIC VEHICLE MECHANICS

Incentive program for educational training for electric vehicle mechanics.

Comments received prior to Oct. 31

- R >This type of job training should be emphasized and encouraged and implemented soon.
- A >Two Mechanics training is not enough to keep up with growth in EVs, it seems cost efficient to invest more here and bring green jobs to the AB 617 community
- R >Triple at least
- B >Connect with Delta College vocational training
- R >Very High
- R > High Priority
- A/R/A/A >This should be increased.
- A/R/A/A/R >What would this money be used for? (Scholarships, hiring staff, etc.) Is it enough? A laudable goal that lacks concrete details. Add \$\$\$ to provide a foundation for this program to be comprehensive and sustainable.
- R > Electric and Zero Emission Vehicles must have trained mechanics in order to convert a critical mass of vehicles to produce quantifiable results.
- R > Very high priority. Should check on feasibility at SJDC or find the nearest opportunity to be available for potential residents of our area.
- R >What would this money be used for? (Scholarships, hiring staff, etc.) Is it enough? A laudable goal that lacks concrete details. Add \$\$\$ to provide a foundation for this program to be comprehensive and sustainable. Our community could become a training hub with an expansion of Delta College's electrical technical program. I think this money should be spent on a "graduate" stipend including tuition for Delta College electrical technical program (\$1800/mo) for the training program and a commitment to work in the community for three years
- R > High! I would give those mechanics whose business does not include electric vehicles first. Work w/Delta to offer?

Updated Proposed Funding Amount: \$150,000

Units: 10 Students

Today's Comments

-

SCHOOL BUSES

Incentive program for replacing older diesel school buses with zero or to a lesser extent near zero emission buses.

Comments received prior to Oct. 31

- A >How much are school buses still used?
- R >Less money only 7 and commitment that these 7 will be dedicated to AB617 area only
- B >School dists. Need emergency charging opportunities
- R > High
- R >Low Priority
- G >Buses are great, however, due to COVID-19 I might suggest we invest these dollars in more immediate
- A/R/A/A/R >Still wondering how many of these buses are in use in the community. Be clear on need before earmarking so much money.
- R > Nice program, but more bang for buck can be derived in other programs of heavy equipment.
- R > High priority. Are there other grants to access?
- R > Still wondering how many of these buses are in use in the community. Be clear on need before earmarking so much money. A list of the educational transportation companies and routes must be included in the final budget before approval
- R > Low priority to half as much, as they don't use busses much any more. Maybe check on disabled busses.

Updated Proposed Funding Amount: \$2,800,000

Units: 7 Buses

Today's Comments

-

LARGE CLEAN FUEL INFRASTRUCTURE

Incentives for planning and implementation of clean fuel infrastructure such as large-scale electric, hydrogen and other clean fuels.

Comments received prior to Oct. 31

- A >What is "clean fuel" here? Need to clearly define.
- R> Not quite sure again don't spend it all on planning pick a smaller footprint to plan in. Recall the goals of the TCC are not the same as the City of Stockton - I heard with my own ears.
- B >this should blended into HD.1
- R >High
- R >Need More Information
- G >In general, seems appropriate. Require additional information to assess what else can be done in this strategy
- A/R/A/A/R > What are "other" clean fuels? We need to ensure we're not incentivizing dirty forms of upstream energy, like biomass/biogas/biomethane. Difficult to support money going here unless we know exactly what it will be spent on. Only in support of funding for electric infrastructure.
- R > Program is vague and hydrogen is very expensive to develop and years away to be developed on a large scale.
- R > Large scale options are important Hydrogen could be an important option for confined businesses such as the Port.
- R > For Electric only What are "other" clean fuels? We need to ensure we're not incentivizing dirty forms of upstream energy, like biomass/biogas/biomethane. Difficult to support money going here unless we know exactly what it will be spent on. Only in support of funding for electric infrastructure. Already large facilities under construction and development to support importation of renewable diesel. The use of food crops for fuel development is not sustainable. Planning here should include partnering with the City of Stockton to update the Climate Action Plan with an assessment of progress of implementation. Particularly relating to their existing housing stock retrofit and transportation related emissions.
- R > I don't know if this is for "planning" or actually planning and doing.

Updated Proposed Funding Amount: \$1,000,000

Units: n/a

Today's Comments

-

NEW ELECTRIC VEHICLES, PLUG-IN EVs, AND HOME CHARGERS FOR RESIDENTS

Incentive program for the replacement of passenger vehicles with battery electric or plug-in electric hybrid vehicle with an additional rebate option for those residents installing a Level 2 charger in their home.

Comments received prior to Oct. 31

- A >And include assistance to facilitate homeowners in finding the rebates and being able to utilize.
- B >very important in the initial growth of electrical
- R >High
- R >Low Priority
- A >This should be increased
- G >Throwing some interest to see more local investment into this area.
- A/R/A/A > Metrics: In what timeframe? Who implements this program?
- R > Good program to encourage households to add an electric car. Plug-in is the immediate future to near-term electric car usage.
- R > High Priority. This amount should be doubled or tripled. Must include assistance to seek these incentives and how to utilize.
- R >Low Priority
- R > Metrics: In what timeframe? Who implements this program? Outreach must be targeted to residents living within the boundary of AB617.
- R > High! I would take more money for this! We need people to either purchase and install charging, or just purchase

Updated Proposed Funding Amount: \$800,000

Units: 100 Cars and Chargers

Today's Comments

-

TRAINS AND OTHER RAIL EQUIPMENT OPERATING IN THE COMMUNITY

Incentive program for replacing older diesel railcar movers, switcher locomotives and diesel locomotives primarily operating in the community with new clean-engine technology.

Comments received prior to Oct. 31

- R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells
- B >opportunity to reduce rail emissions immediately
- R >High
- R >Low Priority
- G >No change
- A/R/A/A > In what timeframe? This is a lot of money - What are the estimated emission reductions?
- R > High Priority. This category is more than just the port, it includes all of the mainline railroad switching and intermodal yards that operate locally 24/7. Incentives will nudge railroads towards this technology.
- R > High priority because this will affect local air quality. But should first be using all other grant options.
- R >Very Low Priority
- R > In what timeframe? This is a lot of money - What are the estimated emission reductions?
- R > Low priority if at Port, as they may have to do it themselves.

Updated Proposed Funding Amount: \$8,000,000

Units: N/A

Today's Comments

-

TRUCKS AND OTHER HEAVY DUTY EQUIPMENT OPERATING AT THE PORT

Incentive program for heavy-duty vehicle with zero, and where zero emissions technology is not available, near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. with a focus on equipment in Port.

Comments received prior to Oct. 31

- A >Only zero emission, not "near zero" Only if limited to equipment primarily used within Stockton.
- R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells
- B >good opportunity
- R >High
- R >Low Priority
- G >Modest increase here.
- A/R/A/A > How many? In what timeframe? This is a lot of money - What are the estimated emission reductions? Only zero, not near zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators.
- R > High Priority. The TRUs are very numerous and often operate 24/7 while sitting in rail yards, loading terminals, and ports.
- R > Important, for vehicles that will be in area >75% of time.
- R >Only Zero emission technology used primarily within Stockton
- R > How many? In what timeframe? This is a lot of money - What are the estimated emission reductions? Only zero, not near zero. Large operators should pay this cost or apply to other funding sources. IF incentive funding is used, it should only go to low income independent owner operators.
- R > Only zero emission, not "near zero" . I would like to see the Port more involved in this issue. If they really want the money.

Updated Proposed Funding Amount: \$8,000,000

Units: N/A

Today's Comments

-

REPAIR CARS TO PASS SMOG CHECK

Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars through providing an incentive for individuals to get their cars repaired to pass smog check.

Comments received prior to Oct. 31

- C >Would like to see these events allow for the replacement of vehicles newer than 1999.
- R >Would like to see these events hosting in smaller communities such as Boggs tract or Conway Homes
- A >Use existing funds
- R >More money
- R >i received \$500 for repairs so my car can pass smog repair cost was higher. Did not help. limited to certain mechanics also not good
- B >needed support for the community
- R >Isn't existing program adequate?
- R > High
- R > Low Priority
- G> Increased this since not all residents can support 100% electric.
- A/R/A/A > Metrics: How many events? What timeframe? How many cars, how many emission reductions? Existing District program. Would rather fund new approaches and immediate protections.
- R > Very High Priority. Auto use is universal, cars are often in use that are not properly tuned and are polluting. The public neglects to and/or cannot afford tune ups. Programs that provide benefits directly to the public and are beneficial & quantifiable will be popular. Increase funding and incentives.
- R > Important. Increase the amounts of incentives.
- R >Very Low Priority
- R > Mixed reviews – please provide summaries of existing programs with as much detail as possible regarding effectiveness and public reviews of the program collected.
- R > More money for this to possibly expand mechanics/program. Double?

Updated Proposed Funding Amount: \$120,000

Units: 2 Events

Today's Comments

-

CAR SHARE PROGRAM

Incentive program to launch a car share program to help residents share clean electric cars in community.

Comments received prior to Oct. 31

- C >Housing Authority of San Joaquin is currently applying for EV car share through Clean Mobility Option grant.
- A >What does this cost cover? Wouldn't the company want to come in to get more customers?
- R >I think this a really good idea but probably transit could be harmed.
- B >OK
- R >High
- R >Low Priority
- R >Include the ability to rent a 4wd to go to winter sports opportunities
- A/R/A/A > Still not clear what this money is going toward or when emission reductions are likely to result. Hard to assess
- R > Medium Priority. Car share programs are useful and feel good. Ultimately they must, however, be profitable on their own.
- R > Interesting. An update on programs that are already in place, how it works. (Interesting idea to offer for specialty outings such as 4W drive.) And would it be strictly for residents in the area?
- R >Very Low Priority
- R > Still not clear what this money is going toward or when emission reductions are likely to result. Hard to assess the value. Five neighborhood car pilot study to gauge impact on transit, trip reductions, and community benefits including sustainable funding sources to expand the program if successful.
- R > I think the vehicles should be a truck, as everyone needs a truck at some time or another and it may reach more people that way. Very High priority

Updated Proposed Funding Amount: \$1,000,000

Units: Additional Cars and Chargers

Today's Comments

-

TUG BOATS

Incentive program for tug boat replacement/repower.

Comments received prior to Oct. 31

- R >I think the port should let us know what their options are--perhaps other grants or opportunities.
- A >Port and operators should pay these costs.
- R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells
- B >Let's see how Omnibus changes emissions
- R >High
- R >Very Low Priority
- A/R/A/A > Not in support of incentives for the port. Reallocate money elsewhere.
- R > Medium Priority. Tugboat use at the port should be compared to larger benefits of other programs such as TRUs.
- R > Important. Port should seek all options for grants. And Port should cover most costs if it is already a regulation.
- R > Not in support of incentives for the Post. Reallocate money elsewhere
- R > Not in support of incentives for the Post. Reallocate money elsewhere
- R > Not sure we should be determining what the PORT needs. I think more investigation must be done IF we want to give them all this \$

Updated Proposed Funding Amount: \$1,000,000

Units: 1 Boat

Today's Comments

-

REPLACE WOOD BURNING FIREPLACE, STOVES AND INSERTS

Incentive program for the replacement of existing residential wood burning devices (fireplaces, stoves and inserts) and pellet stoves with natural gas or electric technologies.

Comments received prior to Oct. 31

- A >Use existing funds.
- B >OK
- R >Very High
- R >Low Priority
- A/R/A/A > In what timeframe? What are the reductions per device replaced? NOT in support of "cleaner" devices that use natural gas and pellets. Should be all electric; heat pumps. If all electric is not an option, use money elsewhere.
- R > Low Priority. Good idea, however, many residents will never convert from wood and will resent and fight mandates.
- R > High Priority. Enforcement should focus on assistance with options to replace.
- R > Low Priority
- R > In what timeframe? What are the reductions per device replaced? NOT in support of "cleaner" devices that use natural gas and pellets. Should be all electric; heat pumps. If all electric is not an option, use money elsewhere.
- R > Very High Priority! I would like to know how much each type are and how much does the resident pay or is it based on need/income?

Updated Proposed Funding Amount: \$300,000

Units: 100 Devices

Today's Comments

-

ELECTRIC BIKE SHARE PROGRAM

Incentive program to bring a partner to launch an electric bike share program to help residents share clean bike in community.

Comments received prior to Oct. 31

- A >Use existing funds.
- B >OK
- R >Very High
- R >Low Priority
- G >Like this in general.
- A/R/A/A > Only when safe. Could money go toward creating the bike lanes rather than studying? What about road diets,
- R > Good program to begin with modest funding.
- R > Important. and update from SJCOG with status of their grant. assuming there are safe bike opportunities.
- R > Low Priority
- R > Only when safe. Could money go toward creating the bike lanes rather than studying? What about road diets, like tree planting and other things that slow traffic?
- R > Let's see if the Electric Bike Sharing takes off. It would be great to add to the program.

Updated Proposed Funding Amount: \$50,000

Units: n/a

Today's Comments

-

REPLACE COMMERCIAL LAWN CARE EQUIPMENT

Incentive program for the replacement of commercial lawn and garden equipment.

Comments received prior to Oct. 31

- R >How do we determine if to be used widely within the boundaries.
- A >Use existing funds. No guarantee these stay within the boundary.
- B >OK
- R > High
- R >Very Low Priority
- G >Took unit count up on this as well.
- A/R/A/A > Why more funding for commercial replacement? Wouldn't replacement for residents be more likely to benefit the area? Shift funds to community based rather than commercial. For commercial, focus should be on small, locally owned businesses.
- R > Very High Priority. Will reduce pollution directly in residential areas. Independent contractors may convert to electric equipment with incentives.
- R > Important if the machinery is used >75% within the boundaries.
- R >Wouldn't replacement for residents be more likely to benefit the area? Shift funds to community based rather than commercial.
- R >Why more funding for commercial replacement? Wouldn't replacement for residents be more likely to benefit the area? Shift funds to community based rather than commercial. For commercial, focus should be on small, locally owned businesses. This must be for ELECTRIC only.
- R > Very High Priority! I would like to know how much each type are and how much does the resident pay or is it based on need/income?

Updated Proposed Funding Amount: \$100,000 Units: 5 Large Commercial Devices

Today's Comments

-

REPLACE HOME LAWN CARE EQUIPMENT

Incentive program for the replacement of residential lawn and garden equipment.

Comments received prior to Oct. 31

- R >Would like to see this widely introduced.
- A >Only for people who live in the boundary. Not a high priority.
- R >High
- B >OK
- R >replacement to electric? Residents already have high electric bills
- R >Low Priority
- G >Took this up some for units/distribution. Seems like a great local solution.
- A/R/A/A > flip allocations so residents get most of the funding; commercial likely goes outside the community
- R > As with fireplace conversions, many people will resent mandates, will not convert, and may provide loud public resistance.
- R > High importance. Education important. Need to investigate options if would create high electric bills. We haven't talked about assistance with rooftop solar. That might be a good option for residences.
- R >Low Priority
- R >flip allocations so residents get most of the funding; commercial likely goes outside the community
- R > Same comment as above but add: Extremely High Priority add more money to this!!

Updated Proposed Funding Amount: \$12,500

Units: 50 Home Units

Today's Comments

-

MARINE EXHAUST

Incentive program to install marine exhaust intake bonnet emission control technology.

Comments received prior to Oct. 31

- A/R/A/A > Not in support of incentives for the port. They should pay for clean up. Reallocate money elsewhere.
- R > Good to reduce stationary pollution source.
- R > is this something required by regulation? If so, the Port should be covering.
- R >Reallocate money elsewhere
- R > Not in support of incentives for the port. They should pay for clean-up. Reallocate money elsewhere. Partner funds for feasibility study that assesses emission reduction and ability to implement.

Updated Proposed Funding Amount: \$1,000,000

Units: Unknown

Today's Comments

-

AIR FILTRATION IN HOMES

Incentive program to install advanced air filtration systems in homes within the community.

Comments received prior to Oct. 31

- A >Please ADD based on estimates of houses in the highest polluting zones.
- A >Need funding that immediately protects residents in the danger zones closest to major polluting sources.
- R >Very High
- A/R/A/A/R > High priority: Increase funding. Use fines from polluters in the area to create a fund to support long term. Can someone use GIS to analyze how many homes and sensitive sites are within danger zones? Or what is the unit allocation estimated from? Could use some data analysis.
- R > Good to begin project for Disadvantaged Communities.
- R > air filtration for homes may be considered as with the strategy for advanced air filtration systems for schools. Again this should be done in conjunction with proper health studies, but if we indeed have a \$35 million budget, then perhaps we should allocate 20% or \$7 million to this strategy since it has the prospect of possibly reducing the incidence of childhood asthma.
- R > Very important. Might consider more money. Filtration as well as air purifier.
- R >High priority: Increase funding. Use fines from polluters in the area to create a fund to support long term. Can someone use GIS to analyze how many homes and sensitive sites are within danger zones? Or what is the unit allocation estimated from? Could use some data analysis. Clarify what constitutes electrification – replacing natural gas appliances, how this incentive program will work with existing PGE and Energy Commission programs.
- R > Add more \$ to this!! VERY IMPORTANT! Determined by income and need! Especially in area of need!

Updated Proposed Funding Amount: \$1,000,000

Units: Unknown

Today's Comments

-

HOME WEATHERIZATION AND ELECTRIFICATION

IAQ.1 Incentive program to bring a partner to expand home weatherization and electrification within the community.

Comments received prior to Oct. 31

- A/R/A/A/R > Highest priority: Add more \$\$\$ Focus of funding should be protecting and benefitting people living in the community. Ask entities like CA Public Utilities Commission and groups like GRID Alternatives to support. Use fines from polluters in the area to create a fund to support long term.
- R > Good to begin project for Disadvantaged Communities.
- R > Home weatherization and electrification probably should not be an AB 617 project. PG&E has a low income energy efficiency program (Energy Savings Assistance Program) that would provide these types of benefits.
- R > High priority. connect with other agencies working on this. And again, more focus on solar rooftops. In fact, what would 100% rooftop solar look like in these charts? And would be good assistance for residents.
- R > Clarify what constitutes electrification – replacing natural gas appliances, how this incentive program will work with existing PGE and Energy Commission programs.
- R > Add more \$ to this!! VERY IMPORTANT! Determined by income and need!

Updated Proposed Funding Amount: \$1,000,000

Units: Unknown

Today's Comments

-

**NEW
TRUCK IDLING PLUG INS**

Comments received prior to Oct. 31

- AR/A/A/R > Plug ins for trucks idling as they wait to get into the port, when they stop to rest, etc.: Needs research and responsible parties listed.

Updated Proposed Funding Amount: \$0 (\$2 MIL)

Units: Unknown

Today's Comments

-

NEW
PARKLETS, POCKET PARKS, TRAFFIC CALMING MEASURE

Comments received prior to Oct. 31

- AR/A/A/R > Parklets, pocket parks, and traffic calming measures like medians, cross walks, adjusting traffic signals. Needs research and responsible parties

Updated Proposed Funding Amount: \$0 (\$3 MIL)

Units: Unknown

Today's Comments

-

AB 617 STOCKTON FUNDING

AB 617 Funded by Greenhouse Gas Reduction Funds provided through CARB

Incentive Funding \$35-42 Million (Stockton Only)	2020 Implementation Funding \$12 Million (Valley-wide)
Trees and Urban Greening	Meeting interpretation, facilitation, stipends, other meeting costs
Mobile Source Reductions	Enforcement
School and Home Filtration	Outreach and Education
Bike Paths	Regulatory Work
Electric Vehicle Projects	Working with City, County, CARB, Schools, Port, COG and other Partners
Projects at Rail Yard	Air Monitoring
Other Grant Projects	
Truck Reroute Study	

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #9

October 20, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Send any comments on draft CERP measures to the District by Oct. 30
- Submit any recommendations about voting on the CERP measures to the Air District

Action items for San Joaquin Valley Air Pollution Control District (District):

- Invite the San Joaquin Regional Rail Commission to present again at a future meeting
- Make sure Jeff Wingfield receives a transcript of the meeting chat so he can answer questions related to the port
- Re-send both draft CERP spreadsheets to CSC for additional feedback

Welcome and Introductions

Erica Manuel, Facilitator and Executive Director, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, the District

Mary Elizabeth, Community Co-host, Stockton Resident, Sierra Club

Erica welcomed the Stockton CSC participants to the additional October meeting, went over Zoom etiquette and gave an overview of the agenda.

Ryan thanked the CSC and acknowledged the additional work and commitment of the CSC. Ryan introduced Mary Elizabeth for community co-host remarks.

Delta-Sierra Group's Conservation Work

Mary Elizabeth, Stockton Resident, Sierra Club

Mary thanked the CSC and explained her role in the Delta-Sierra Group. She presented on the group's conservation work and how it affects the City of Stockton, including housing, the Port of Stockton, and algal blooms. Presentation highlights include:

- Delta-Sierra Group works in the San Joaquin County around water and land conservation, air, transportation and housing as it relates to the land use
- Some of the Delta-Sierra work includes groundwater sustainability planning, integrated regional water management planning, etc.; members serve on a variety of local and regional advisory groups, committees, and commissions
- Delta-Sierra Group has been reaching out to the Port of Stockton about toxic coal dust concerns, increased traffic and coal shipments, truck idling, projects adoption and public participation processes, as well as commenting on EIR and other public documents
- Sierra Club emphasizes member education about racial justice

Port of Stockton Discussion

Jeff Wingfield, Environmental and Public Affairs Director, Port of Stockton

Jeff presented on the Port of Stockton's air quality monitoring and emission reduction projects. Presentation highlights include:

- The Port is a state agency that distributes mainly non-containerized construction materials and agricultural products and generates its revenue via leases and shipments
- The Port shares CARB's concerns about impacts on neighboring communities and strives to go beyond regulatory requirements to minimize environmental impacts
- Some of the current Port projects include development of a port-wide emissions inventory, retrofitting and replacing current cargo handling equipment with zero and near-zero equipment and charging infrastructure, and exploring hydrogen powered technology options
- The Port will engage an internal port tenants group to explore additional emission reduction strategies, funding and partnership opportunities
- The Port will also form an EJ working group to receive feedback about projects, understand local concerns, and identify alternative solutions
- The Port is seeking more community input and engagement in the future and welcomes participation from the CSC and other members of the community

In the interest of time, Erica Manuel directed CSC members to ask questions in the chat box and asked Jeff to stay online to answer all questions, if possible, in the chat.

Question: How often does the Port provide maintenance on the water hyacinth?

Port Response: Water hyacinth are the responsibility of the Department of Boating and Waterways; they typically maintain it by spraying (and doing mechanical harvesting when conditions worsen). While the Port can get involved upon request, it has to operate under the existing Department of Boating and Waterways' permits.

Stockton Diamond Grade Separation Project

Rene Gutierrez, Associate Planner, San Joaquin Regional Rail Commission

Rene gave an update on the Stockton diamond grade separation. Presentation highlights:

- The project EIR is currently underway
- The Commission will release the draft EIR in Winter 2021
- The project will separate two rail lines, the most congested rail bottleneck in California
- Estimated to cost \$230 million

Update on CARB Regulation Timelines

Skott Wall, Community Liaison, Office of Community Air Protection, CARB

Skott gave an overview of CARB regulation timelines. Presentation highlights include:

- There is a five year timeline for implementation of AB 617 (2021-2025)

- The time frame should allow significant time to implement all of the measures, develop annual reports each year, and make adjustments as priorities change
- There is a five year lookback to make sure the emissions reductions for the measures are long-lasting

Community Emissions Reduction Program (CERP) Strategies

Jaime Holt, Chief Communications Officer, the District

Jaime thanked CSC members for responding to the CERP worksheets. She presented on the input received:

- District has begun to update the potential strategies and incorporate CSC comments into the CERP worksheets
- The highest priority based on the CSC ranking and feedback is vegetative barriers and urban greening; the Air District has increased the recommended dollar amount for that measure to reflect the high priority
- Truck routes are another high priority

Comment: We should research any existing programs with funding for heavy-duty vehicles, so we are not using AB 617 funding unnecessarily. I agree with the air filtration for schools. The buses do not travel as far, so there is not a huge need.

District Response: We will explore that. There are definitely existing programs, but they are typically over-subscribed.

Question: Aren't the buses privately owned?

District Response: The school buses are owned by Stockton Unified School District.

Question: Was this list of initiatives developed based on the CARB brainstorming ideas and community recommendations?

District Response: The strategies come from comments the District has received from the CSC, but they also include recommendations from both CARB and the District based on emissions reductions, and measures that the District has seen work well in other communities.

Follow-up comment: In terms of the enforcement measures, my decision to give call-outs or support certain measures came from the unintended consequences to the demographics that this population serves. My approach was to focus on industrial sources.

District Response: I agree and the District heard that.

Question: During the implementation phase, will the District try to identify a single point person at the District for certain communities?

District Response:: Right now, the communities have several point people. If the District gets another community, there are discussions taking place about how best to divide that workload for maximum impact and support.

Question: Regarding enforcement, it was said the District and Port of Stockton would work together. Why would that discussion only take place between those two?

District Response:: In the strategies, it does include specific CARB enforcement of measures related to regulations about equipment and ships. CARB has committed to enforcing those at the port as well.

Wrap Up/Next Steps

Erica Manuel, Facilitator and Executive Director, ILG

Erica thanked the CSC members and thanked Mary Elizabeth for volunteering her time and presenting. Mary Elizabeth thanked the Air District and closed out the meeting.

Reminders

Next regularly scheduled CSC meeting is Nov. 4 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.



Agenda for Stockton Community Steering Committee Meeting #9

Tuesday, October 20, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period.

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Mary Elizabeth, Community Co-host, Stockton Resident, Sierra Club
- 5:15 p.m. Delta-Sierra Group's Conservation Work**
Presentation: Delta-Sierra Group's conservation work being done in the Stockton community
Mary Elizabeth, Stockton Resident, Sierra Club
- 5:30 p.m. Port of Stockton Discussion**
Presentation: Port of Stockton Overview
Jeff Wingfield, Port of Stockton
- 5:50 p.m. Stockton Diamond Grade Separation Project**
TBD
- 5:55 p.m. Update on CARB Regulation Timelines**
CARB Staff
- 6:00 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: continue discussion of measures in more detail and further refine draft list of measures
Valley Air District Staff
- 6:50 p.m. Wrap Up/Next Steps**
Hanna Stelmakhovych, Facilitator
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting Nov. 4, 2020, via Zoom for CSC members and Facebook Live for public.

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.



SIERRA CLUB

DELTA-SIERRA GROUP
MOTHER LODGE CHAPTER

**AB617 STOCKTON
STEERING
COMMITTEE**

**10.20.2020
MEETING**

Mary Elizabeth M.S., R.E.H.S.
Stockton Resident and Sierra Club member since 1991
Delta-Sierra Group Conservation Chair and ExCom Member

This presentation was prepared while I am on
[Northern Yokuts Tribal Lands](#)

Sierra Club Organization

National Club Organization includes three parts –

- Membership-elected Board of Directors (3.8 million)
- Executive Director, Michael Brune, hired by the Board
- Executive team hired by the Executive Director



The [Delta-Sierra Group](#) has an Executive Committee elected by members of the Group about 870 living in San Joaquin County.

Two members of our Executive Committee are also AB617 Residents: Margo Praus and Mary Elizabeth

The Delta-Sierra Group is involved with several conservation areas involving land, air, and water resources



Delta-Sierra Group Conservation Work

Water Resources

- Groundwater Sustainability Planning – Stakeholders Group M.Elizabeth
- Integrated Regional Water Management Planning – Coordinating Committee M.Elizabeth and Margo Praus Alternate
- City of Stockton Water Advisory Group M.Elizabeth
- San Joaquin County Advisory Water Commission M.Elizabeth

Air, Transportation, and Land Resources

- San Joaquin County Council of Government Citizen's Advisory Commission – Paul Plathe
- Stockton Diamond Grade Separation Stakeholders Group – Paul Plathe and M.Elizabeth Alternate
- San Joaquin Valley Air Pollution Control District Citizen's Advisory Group – Ned Lieba. [SJC recruiting for alternative](#)

Delta-Sierra Group Land Use

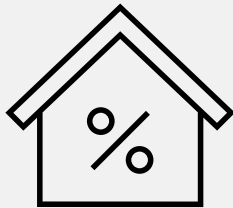
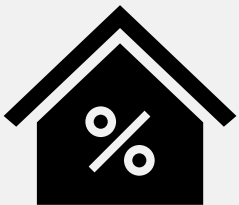
Housing

[City of Stockton](#)

[Housing Consolidated Plan 2020-2025](#)

[Analysis of Impediments to Fair Housing](#)

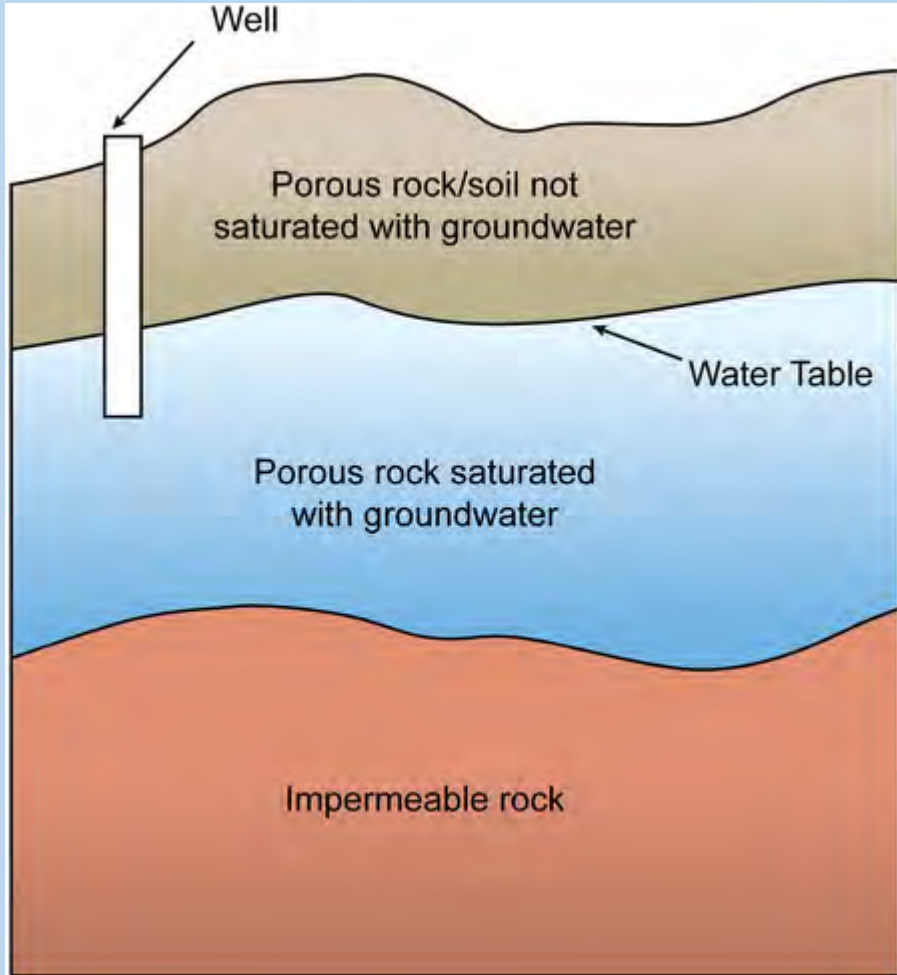
[Delta-Sierra Club Comments.](#)



[Sierra Club California Housing Policy: Meeting Our Housing Needs and Protecting the Environment 2018](#)

Sanchez-Hoggan Annexation Project
DEIR- Huge Warehouse Trucking Project
DEIR Comments Due April 22 File to
Large for Posting City of Stockton [Link
to DEIR](#) Due to Covid-19 work related
issues we were unable to submit
comments on the Draft EIR but were
able to submit comments on the Final
EIR prior to City of Stockton Planning
Commission Meeting and City Council
Adoption: [Delta-Sierra Club Comments](#)

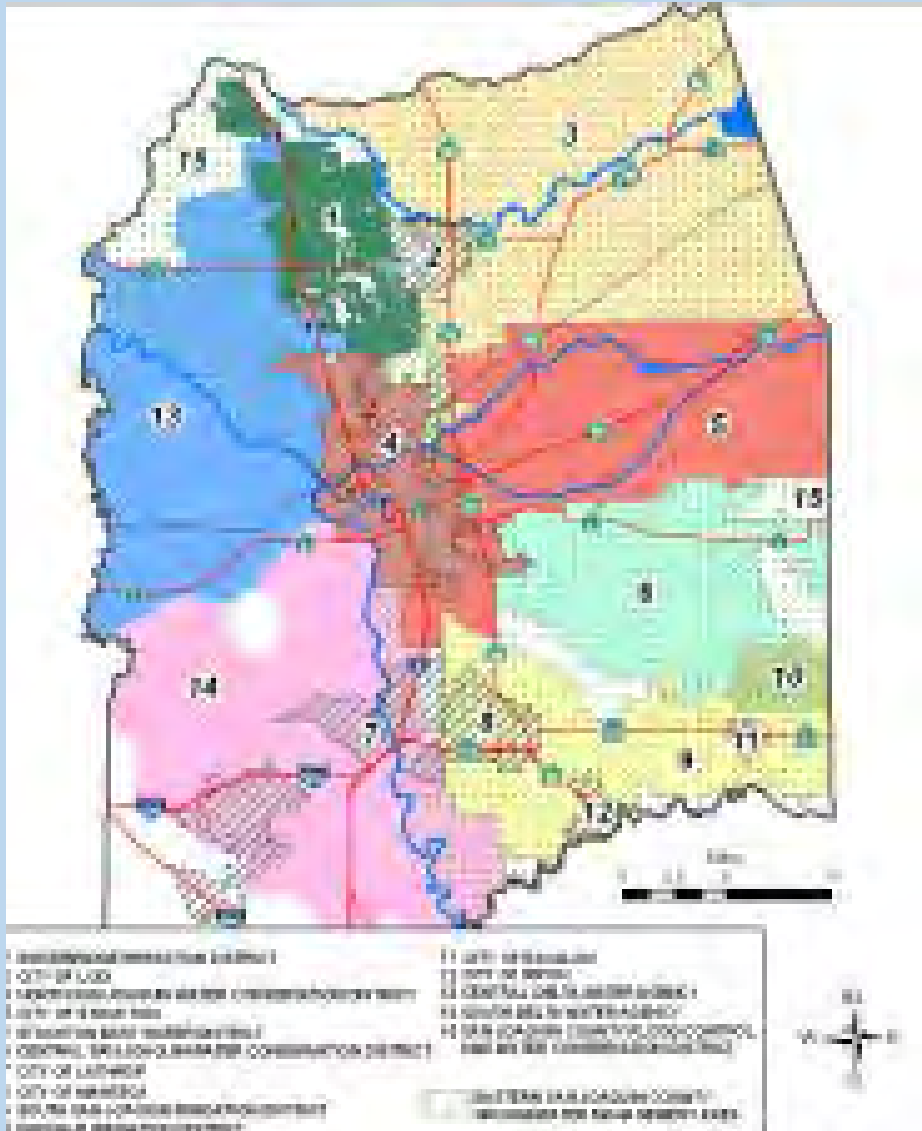
Delta-Sierra Group Groundwater Work



This Photo by Unknown Author is licensed under [CC BY-SA](#)

The Delta-Sierra Group was one of a few non-governmental organizations monitoring and participating in the development of the Eastern San Joaquin Groundwater Sustainability Plan submitted to the Department of Water Resources in January 2020. Comments on the Final Plan were due in May and the DSG submitted comments along with some of our NGO Partners. [The comments can be found here along with the Final GSP.](#)

Delta-Sierra Group Integrated Regional Water Management Work

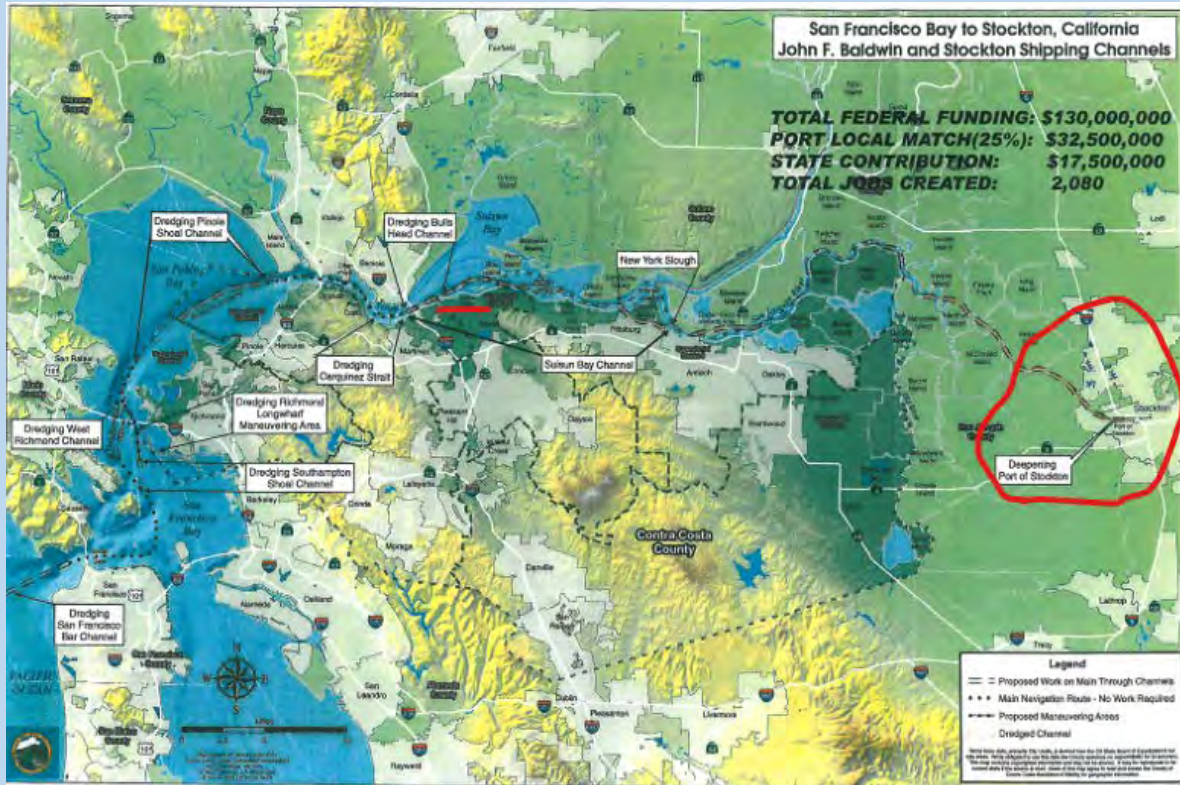


Greater San Joaquin Regional Water Management Coordinating Committee

Active Recruiting Diverse Organizations to fulfill DWR diversity requirements

Most recent [DSG Comments on Internal Draft of 2020 Addendum](#)

Delta-Sierra Group Dredging and Delta Tunnel



Port of Stockton is the Local Sponsor

- [Delta-Sierra Group, Restore the Delta, and California Sports Fishing Alliance Comments on Environmental Impact Statement](#)
- [Sierra Club National and Other Groups and Info](#)

DELTA CONVEYANCE PROJECT
Environmental Justice Community Survey

TAKE THE SURVEY TODAY!

YourDeltaYourVoice.org

If you live or work in the Delta region, **YOUR PERSPECTIVE IS VITAL** to helping identify potential project-related impacts and benefits for the Delta's diverse communities.

[English](#)

[Spanish](#)

[Chinese](#)

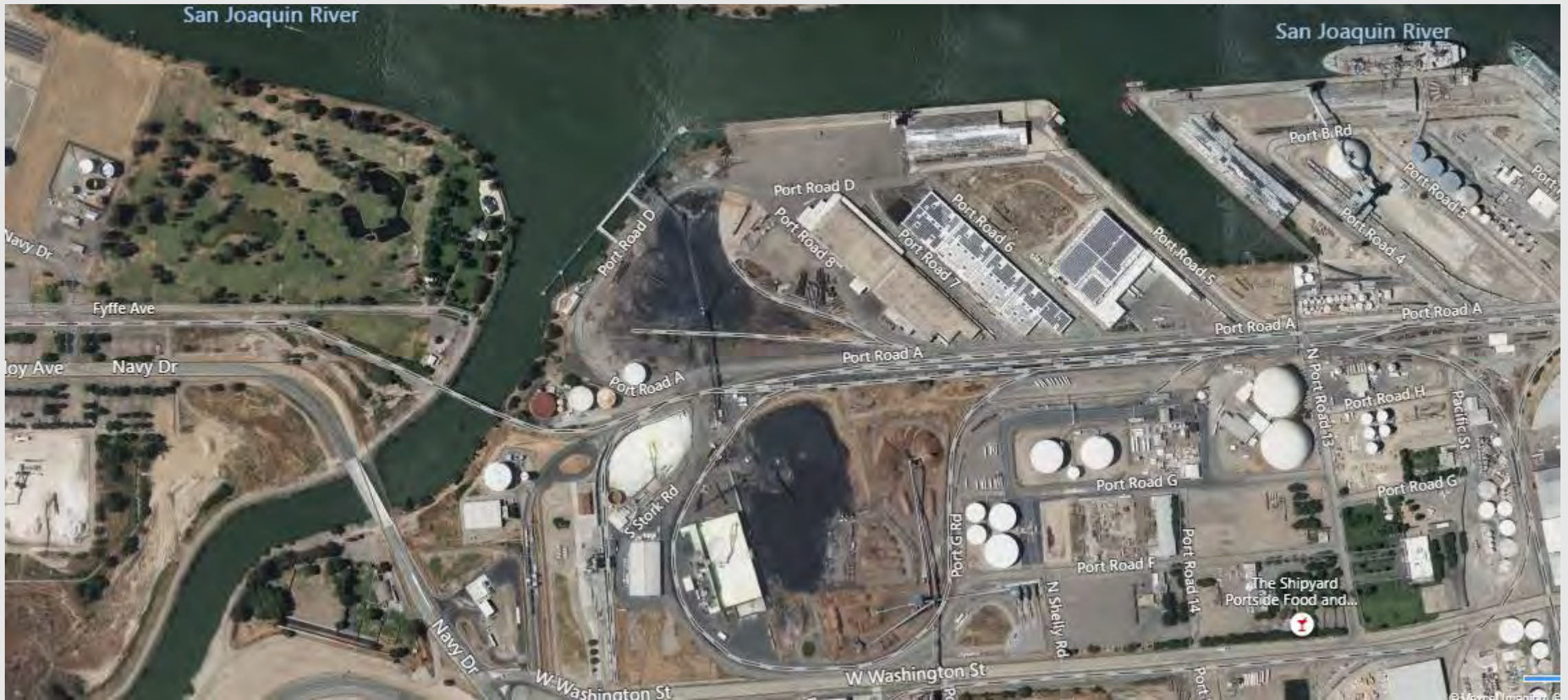
[Notice of Preparation Comment Letter DSG \(Amend\)](#)

Delta-Sierra Group Port of Stockton Work

I learned about the Port as a small child from my Grandfather who was a retired longshoreman. My environmental awakening occurred while working as a quality control chemist for McCormack and Baxter Creosoting Company located on Washington Ave. I switched careers and became a REHS working on environmental cleanup sites.



Back in Stockton, I was wondering what was going on but no Port minutes. Then the DSG, Mother Lode Chapter, Redwood Chapter, and Bay Chapter began talks about a Coal Organizer first Terilynn Chen and now Jacob Klein. My commitment to the cause was to go to each meeting and provide comments.



Delta-Sierra Group Port of Stockton COAL Work

Available information is updated when as available on the [DSG Port of Stockton Overview and Historic Documents](#) webpage. [Toxic Coal Dust](#) is one of our concerns.

Up until 2011 shipments of coal from the port were negligible then quickly maxed in 2014 was the maximum shipped- 2.3 million tons.

<u>Commodity Tonnages</u>	<u>2019</u>	<u>2018</u>
---------------------------	-------------	-------------

Low Sulfur Coal dry bulk	1,584,111	1,636,116
--------------------------	-----------	-----------

This year's Port report did not separate Coal from other bulk commodities.

The Coal stored and shipped out of the Port of Stockton comes from Utah mines. In 2011, when rail provider Union Pacific and Metro Ports completed a \$1.2 million rail line expansion into the port doubling the coal and iron ore capacity from 3 to 6 trains a week w/unknown environmental analysis.

Delta-Sierra Group NuStar Marine Terminal Approved by Port Commissioners April 2020.



[Delta Sierra Group DEIR NuStar Comment Letter Jan 2020](#)

Table 1
Expected Maximum Proposed Project Throughput Compared to Existing Levels (Annual)

	Baseline (2018)		Project Year 10 (Expected Maximum)	
	Mode (annual moves)	Tons of Product	Mode (annual moves)	Tons of Product
Truck ¹	16,730	459,484	42,000	1,100,000
Rail Cars	534	56,057	4,700	500,000
Rail Trips ²	27	--	300	--
Ships Calls	20	287,907	50	1,700,000
Barges Calls	0	0	40	200,000
Total Tons	--	803,448	--	3,500,000

Notes:

1. Truck calls are expressed in one-way moves.
2. Assumes an average of 20 cars per train
3. Current throughput permitted by the SJVAPCD is 2,628,000 tons per day receiving into and 6,000 tons per day shipping out of the terminal.

The NuStar final EIR was not made available until after the Port of Stockton Commissioners adopted and only upon release of public information request.

Delta-Sierra Group Lehigh Cement

According to Port staff the Lehigh Health Risk Assessment is to be underway soon as part of development of the Lehigh Southwest Stockton Terminal Project Final EIR and to be complete in early 2021.



[DSG Comments Lehigh Cement Initial Study/Notice of Preparation November 2019](#)

[DSG Comments Lehigh Cement Draft Environmental Impact Report](#)

[DSG Attorney Letter](#)

Delta-Sierra Group Cottonseed Stockpile Comments

According to Port Staff: the CVAG Bulk Whole Cottonseed Transload Facility Final IS/MND is anticipated to be completed in late 2020.

How has this facility operated for a year on property under the Port of Stockton's jurisdiction, without an SJVAPCD permit or Port of Stockton lease and stormwater management approval?



Air Pollution – Harmful Algal Blooms

[Facts about Cyanobacterial Harmful Algal Blooms for Poison Center Professionals: CDC;](#) [Algae Blooms Affect Air Quality;](#)
[Research Shows Harmful Algal Blooms Can Become Airborne](#)

Blue green algae are a group of bacterial organisms that are among the oldest (Archaeobacteria) on Earth. They can live in freshwater, salt water, or in mixed “brackish” water. Cyanobacteria can be many colors including green, red, orange, or brown.

Cyanobacteria, can multiply quickly with high nutrient levels, particularly when the water is warm and the weather and flows are calm. This population explosion causes “blooms” of blue-green algae that turn the water green.

[Increased aeration can reduce the blooms](#)

For more information on how to protect yourself and your family from algal blooms, [visit Restore the Delta’s website.](#)



Sierra Club Acknowledgment
that our Founder John Muir was
not always as enlightened as
he was in his later years.

[Racial Justice is Climate Justice: Join our 5-week series to read, learn, and grow in understanding](#)

Some recent Sierra Club articles that are
recommended to read:

- 1 - [Racism is Killing the Planet, by Hop Hopkins](#)
- 2 - ["I Can't Breathe": What air pollution and police violence have in common, by Kendra Pierra-Louis](#)





Zip code is the most powerful indicator for health and all zip codes are not created equal. Clean Air for ALL!



Presentation to AB617 Working Group

Jeffrey D. Wingfield
Director of Environmental & Public Affairs



Background



The Port's Function & Focus

- A public agency, an ideal position for domestic and international distribution
- Created by the State to create jobs and economic activity
- Situated in the hub of four major freeways, two transcontinental railroads, an international waterway and a regional airport
- We are not POLA, POLB, or POAK



POS and AB617 Working Group



Environmental Justice Initiatives at POS

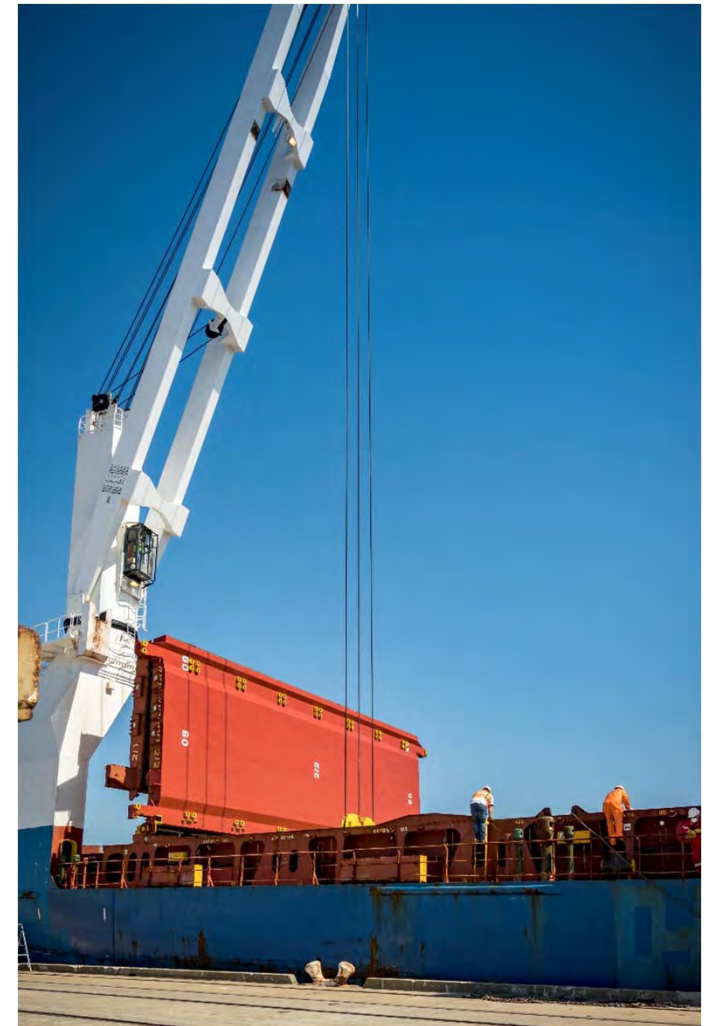
- Sharing CARB's concern about neighboring communities
- POS striving to go beyond regulatory requirements
 - Identifying and reduce environmental impacts from Port operations
 - Assessing and disclosing environmental impacts through the CEQA process
 - Completing health risk assessments (HRAs) as part of CEQA processes
 - Promoting community engagement and education
 - Providing economic opportunities
 - Additional actions in progress
- Working with San Joaquin Valley Air Pollution Control District (SJVAPCD), U.S. Environmental Protection Agency, City of Stockton, and the community

Ideas In Action at POS



Past, Current, & Planned Projects

- **Air Quality Monitoring and Emissions Reductions**
 - Developing plans and strategies to reduce development emissions
 - Conducting a Port-wide criteria pollutant and greenhouse gas emission inventory (Starcrest Consulting, LLC and Technical Working Group)
 - Ensuring new tenant development projects comply with environmental sustainability goals



Ideas In Action at POS



Past, Current, & Planned Projects

- **Air Quality Monitoring and Emissions Reductions (cont.)**
 - Retrofitting existing cargo handling equipment with lower emissions engines for improved air quality. Projects with direct emissions reductions:
 - Replacing gasoline powered trucks with zero-emission electric vehicles; adding 30+ EV charging stations
 - Acquiring zero-emission, multi-use DANNAR mobile power sources
 - Awarded grant funding to receive 34 forklifts from XL Lifts (zero- and near-zero-emissions forklifts)
 - Making annual improvements across applicable resource categories through the Green Marine Environmental Program









Ideas In Action at POS (cont.)



Past, Current, & Planned Projects

- **Community Outreach Initiatives**
 - Two key community engagement groups
 - **Group 1:** Formed to improve communication, identify information gaps, facilitate opportunities for collaboration and problem solving, and define key strategies to reduce emissions and improve air quality
 - **Group 2:** Formed to amplify local voices, create a communication channel between concerned citizens, community groups, environmental justice organizations
 - Rebuilding website and outward-facing communications
 - Incorporated submission forms for comments, questions, and complaints

Ideas In Action at POS (cont.)



Past, Current, & Planned Projects

- **Green Marine Program and Environmental Programs**

Green Marine Program

- **Annual incremental improvements & achievements in 7 categories:**

Aquatic Invasive Species, Greenhouse Gases and Air Pollutants, Spill Prevention, Dry Bulk Handling, Community Impacts, Environmental Leadership, and Waste Management

Incorporation of Environmental Programs

- **TEAM (tenant group), EJ working group,**

Delta Tours, Shoreline Cleanups, Boggs Tract Community Farm

















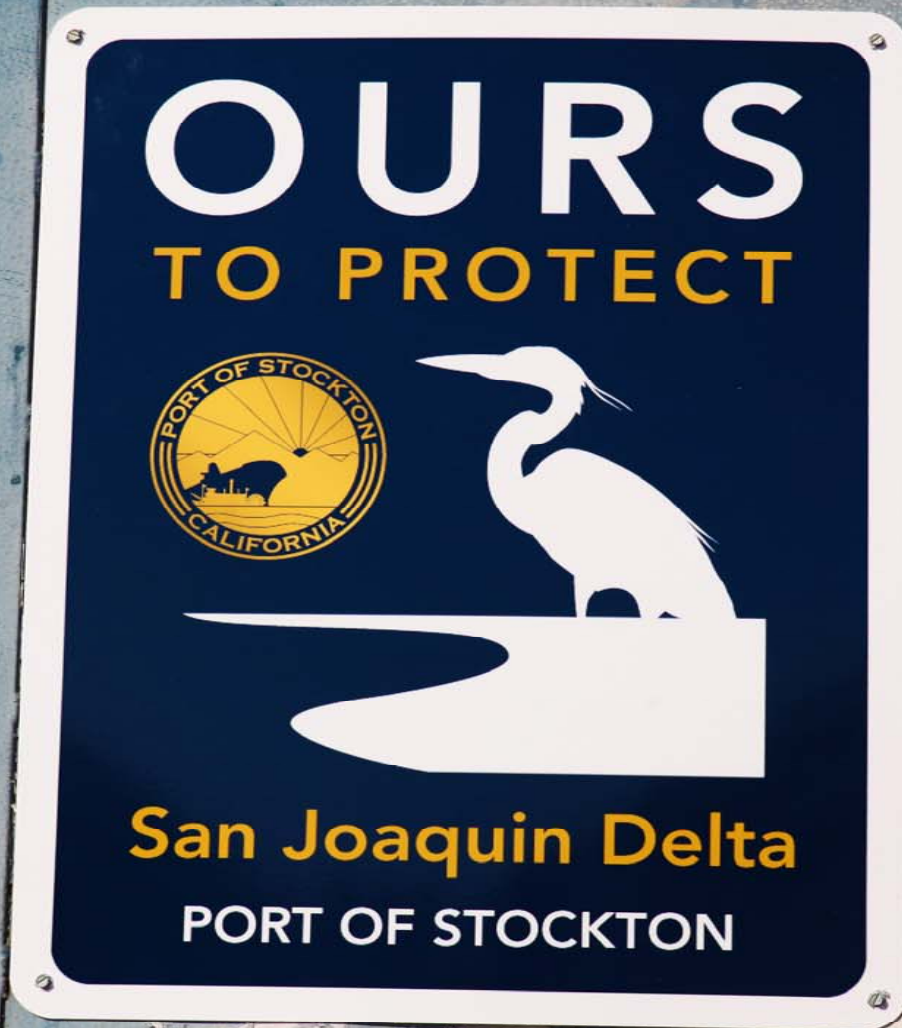
What's Next?



Upcoming Initiatives

- Open lines of communication
- Sustainability Report or Enviro Annual Report
- Tree initiatives
- Quarterly newsletters and updates







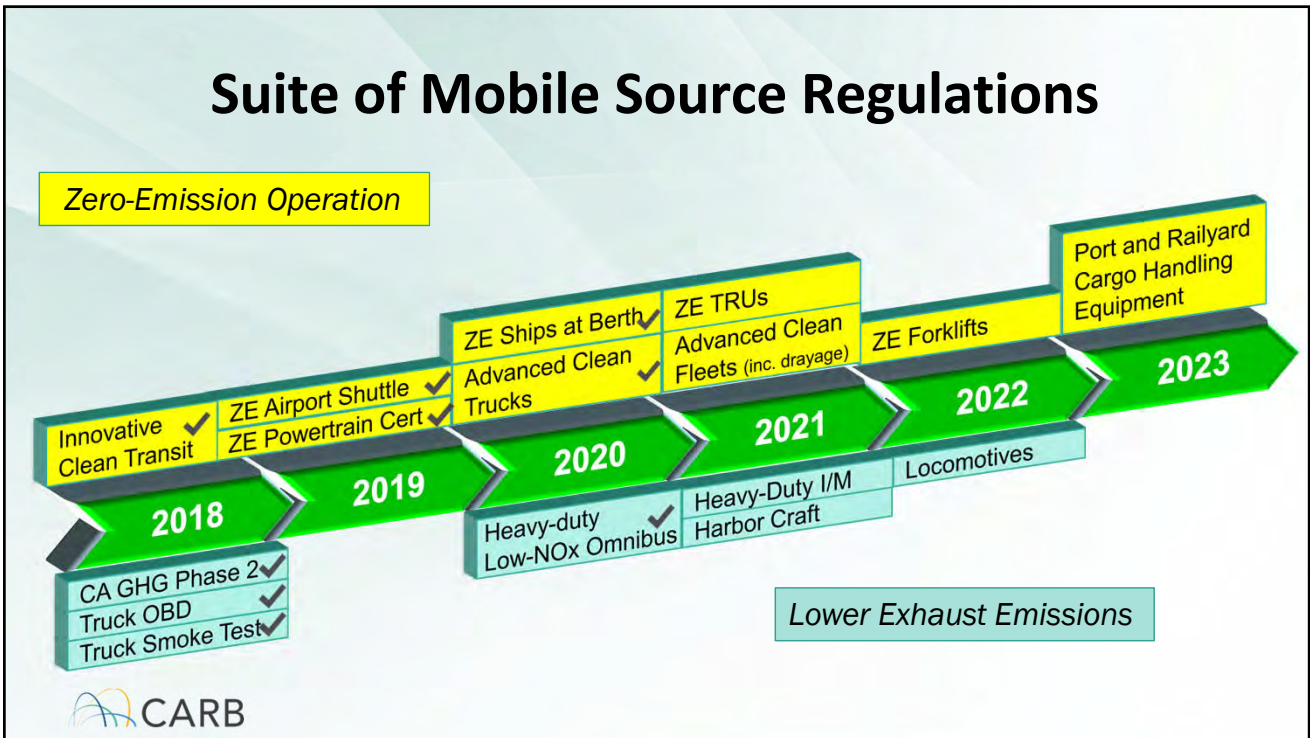
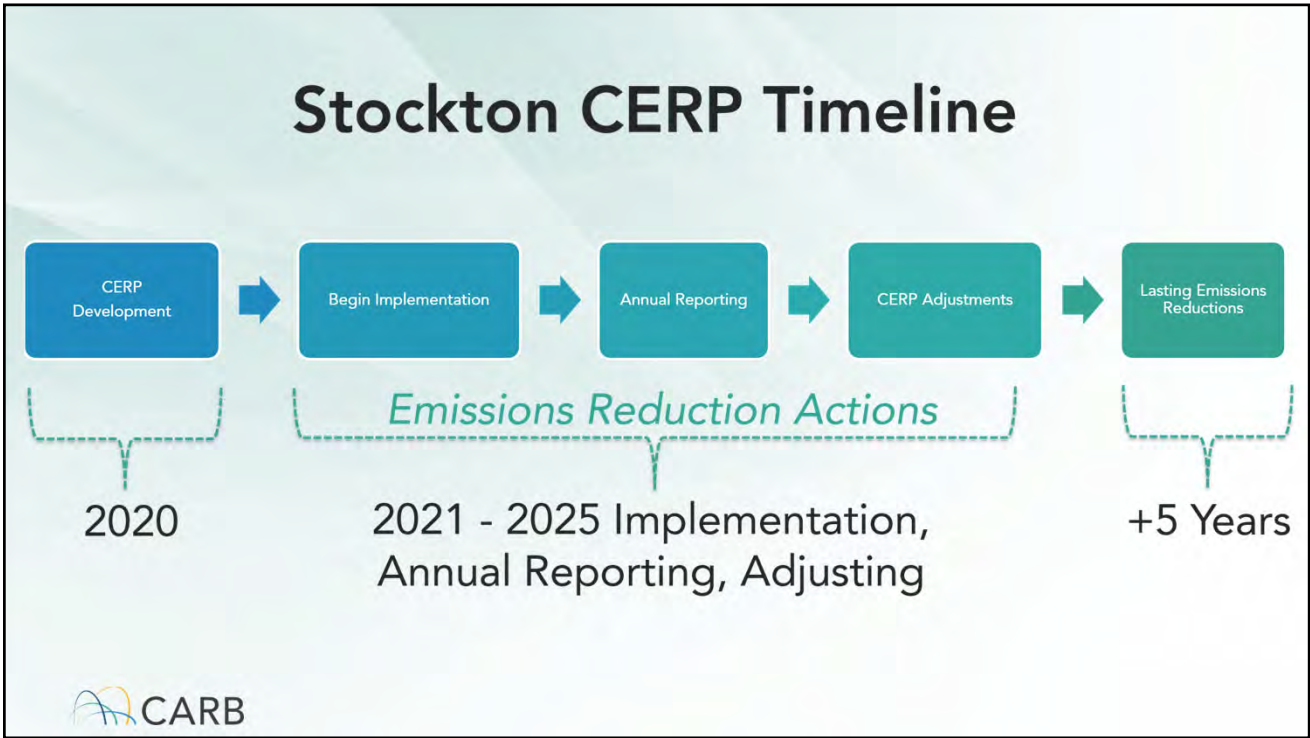
THANK YOU!

Jeffrey D. Wingfield

Director, Environmental & Public Affairs

jwingfield@stocktonport.com

415.406.6163



Innovative Clean Transit

- Approved 2018
- Goal for full ZE fleet transition by 2040
- Percentage of transit agency new bus purchases must be ZE
 - 25% starting 2023
 - 50% starting 2026
 - 100% starting 2029
- Delayed start for small fleets
- Built in exemptions and credit for innovative mobility



ZE Airport Shuttle Buses

- Approved 2019
- Requires full ZE fleet transition by 2035
- Public and private airport shuttle bus fleets
- No backsliding from ZEVs starting 2023
- ZEV milestone requirements
 - 33% of fleet by 2027
 - 66% of fleet by 2031
 - 100% of fleet by 2035



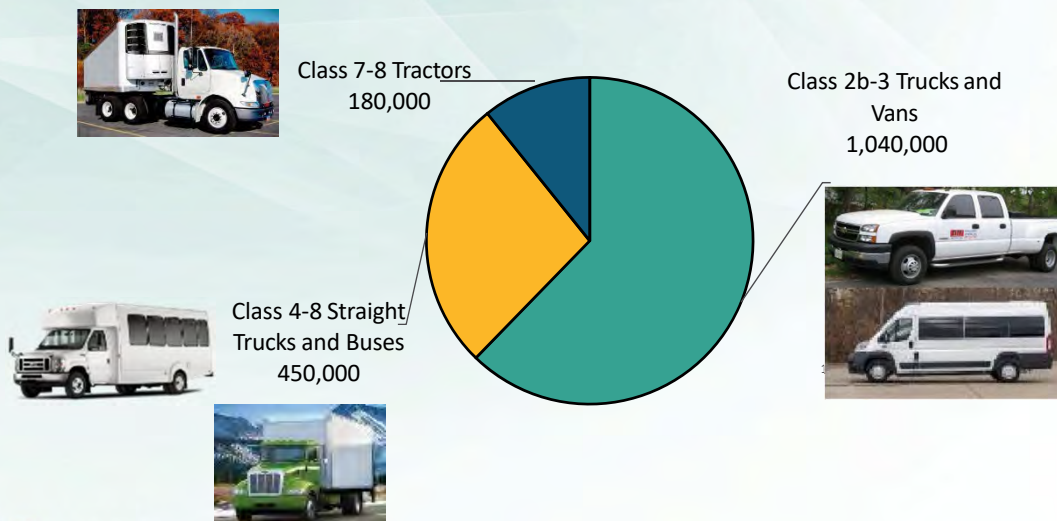
Advanced Clean Trucks

- Approved June 2020
- Percent of manufacturer sales in California must be ZEV
 - Partial credit for plug-in hybrids (NZEV)

Model Year (MY)	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035+	55%	75%	40%



California Vehicle Populations



Source: EMFAC2017, 2020 Calendar Year

Advanced Clean Fleets

- Zero-emission fleet rule
- Support transition to zero-emission where feasible
 - 2035 – Drayage, public fleets, last mile delivery
 - 2040 – Refuse, buses, utility fleets (may include NZEVs)
 - 2045 – For all other trucks and buses where feasible
- Rule recommendation to Board in December 2021
 - Implementation starts 2023



Commercially Available ZEVs

Commercial Vehicles Today	2B-3 (8,501 – 14,000lbs.)	4-5 (14,001 – 19,500lbs.)	6-7 (19,501 – 33,000lbs.)	8 (33,000 lbs. and over)

Note: Excludes transit buses and all models not shown. Updated Sept. 2020.



MORE INFO:

2020 Mobile Source Strategy Documents:

- <https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy>

2020 Mobile Source Strategy Webinar (3 hrs):

- <https://www.youtube.com/watch?v=rBXF7WldpxQ&feature=youtu.be>

CONTACT:

Skott Wall, Community Liaison
Office of Community Air Protection
California Air Resources Board

skott.wall@arb.ca.gov

916-720-2965



Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #8

October 7, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Provide feedback on the incentive and implementation measures worksheets by Friday, Oct. 16
- Contact the Air District if interested in joining the leadership group for the CSC, which helps plan meetings and discuss progress
- Reply to Air District email asking whether CSC members would like their email addresses shared publicly on the website

Action items for San Joaquin Valley Air Pollution Control District (District):

- Email two worksheets (incentives and implementation) after the meeting
- Send out a Doodle poll with dates for an additional October CSC meeting to go over incentive and implementation measures
- Add time to a future meeting agenda so CARB can present on upcoming legislation
- Provide more details about incentive measures costs and budgets at a future CSC meeting
- Provide a draft of the Stockton Community Air Monitoring Plan
- Email all CSC members about the leadership and logistics planning meeting
- Explore possibility of adding agenda items that include presentations from the city, county, COG and Port of Stockton

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Regina Griffin, Community Co-host

Hanna welcomed the Stockton CSC participants, went over Zoom etiquette and thanked everyone for attending. She gave an overview of the agenda and thanked the community co-host for her volunteer service.

Hanna then turned it over to Ryan Hayashi for a host welcome on behalf of the District and Regina Griffin for community co-host remarks.

Transformative Climate Communities

Grant Kirkpatrick, Fellow, Stockton City Manager's Office

Grant presented on the Transformative Climate Communities (TCC) work in Stockton. Presentation highlights:

- TCC supports community-led development and infrastructure projects to achieve environmental, health, and economic benefits in California’s most disadvantaged communities
- Stockton’s project area is five square miles
- The three overall program objectives are:
 - GHG reduction
 - Public health and environmental benefits, and
 - Economic opportunity and shared prosperity
- Stockton came up with a vision of transformation that explains how it will achieve all three of the program objectives

Question: Will the proposed strategies be incorporated into the Stockton General Plan Update so there is long-term implementation?

City of Stockton Response: We aren’t sure which strategies will be incorporated in the General Plan; they broadly speak to climate change, so there may be some similar goals in mind.

Question: What is the weighting for each of the objectives? Is it an even split? What is the time horizon for each?

City of Stockton Response: The scoring was based on different criteria. GHG was 30 points out of 200. Stockton originally applied for a 5-year grant period, but we are now looking at a 2.5-year timeline for implementation. The benefits will continue to be measured for one year after that.

Question: Could TCC projects and our AB 617 projects overlap?

City of Stockton Response: There are opportunities to make sure we are being mindful of where TCC is going and where AB 617 is going. There is a lot happening in the city around climate, so we want to make sure those efforts are coordinated.

Question: Do the three objectives determine what kind of projects can be bid on?

City of Stockton Response: Those are the objectives of the program overall. It is not necessarily that projects descend directly from there, as much as projects are supposed to show GHG reduction. For example, if we switch to a green source of energy, reducing those GHG emissions also has a public health benefit.

Pollution Concerns and Urban Greening

Regina Griffin, Community Co-host

Regina presented on the air pollution concerns and urban greening efforts in Stockton.

Presentation highlights:

- In 2012, Stockton cut its Tree Maintenance Program to maintain budget spending.
- To date, it has been difficult for Stockton to acquire sustainable funding for tree maintenance and tree planting
- South Stockton has been hit incredibly hard; one way to help the area recover is community gardens

- Stockton’s Urban Agriculture Ordinance was passed in September 2020 and allows residents to have ducks, chickens, hives for bee keeping, and allows residents to sell their own produce from their private food garden

Community Emissions Reduction Program (CERP) Strategies

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Todd DeYoung, Director of Grants and Incentives, District

Jaime Holt, Chief Communications Officer, District

Ryan thanked Stockton CSC members for responding to the CERP prioritization surveys. CSC responses were used to develop the worksheets for the CSC to develop the CERP. Next steps in the CERP development process are as follows:

- District will use the survey responses to identify the measures the CSC feels most strongly about and will add more detail to those measures
- District will add more descriptions to each measure and identify the agencies and organizations necessary to partner with
- District will present the draft CERP to the CSC before taking it to the governing board for adoption
- There will be opportunity for CSC input until the CERP is taken to the District’s Governing Board for approval
- The CSC has expressed interest in knowing what measures may cost; District will provide that information
- District has begun having conversations with agencies that may play some role in funding, and has also looked at how much budget may be available to fund incentive measures
- District is developing a draft budget for the CERP and will share with the CSC at an upcoming meeting

Todd outlined the CERP measure development process. Presentation highlights:

- Funding must be liquidated by June 2025
- The Stockton CERP should include incentive measures will address community members sources of concern; many of which will be unique to Stockton do to their unique circumstances and challenges, which differ from the AB 617 communities in the Valley
- District can prioritize these measures based on multiple factors, like cost-effectiveness (amount of emission reductions vs cost), exposure reductions, availability of potential projects, willingness of partners to participate and provide cost-share, timeframe for project completion, and overall project cost
- The overall allocation of funding for incentive measures is dependent on CSC evaluation and prioritization, demonstrated air quality, District and CARB board approval, identification of sufficient projects, and expected timeframe for completion.
- Based on surveys, Stockton CSC has already begun prioritizing several measures for inclusion in the CERP, like heavy duty mobile sources, transportation sources, Port of Stockton sources, and community-level sources

- District has developed a worksheet table with measures listed by committee ranking, number of units and the total necessary funding to implement it; this worksheet will be the starting document for the CERP

Jaime presented on the CERP implementation strategies worksheets. Presentation highlights:

- Non-incentive based strategies do not impact the incentive-based strategy funding amount
- District is giving the CSC two air quality improvement strategy worksheets; one a list of incentive based strategies and the other focused on non-incentive based strategies
- Both worksheets list the strategies in order of the priority provided by the CSC
- The cost-effectiveness column is not quantifiable yet
- Once District receives CSC feedback on the spreadsheets, the CSC will be given an updated document reflecting all suggestions
- District is proposing to host another official CSC meeting near the end of October to give the CSC more opportunity to refine these worksheets in a group setting
- CSC members should provide written feedback on the first draft of worksheets by Friday, Oct. 16 if they want their input reflected in the worksheet drafts discussed at the 2nd CSC meeting in October.

Question: If the CSC needs more time to look over the CERP, can we extend the deadline for submission?

CARB Response: There is a statutory deadline in December, but if District and the CSC determine that they need some additional flexibility, CARB can certainly discuss options. This Stockton CERP is actually much closer to being complete than the CSC may realize. If you can make the deadline, that would be great. If not, we have options.

District Response: The CSC should know that the CERP that gets taken to the District Governing Board is not the last opportunity this CSC has to provide feedback on the CERP. We are going to have five years to refine these strategies during the implementation phase. The goal is to ensure that the CSC is satisfied with the CERP. The document can be changed and adjusted within reason to reflect CSC priorities and goals.

Air Monitoring Plan Update

Jon Klassen, Director of Strategies and Incentives, District

Jon provided an update on Stockton air monitoring. Presentation highlights:

- Throughout the summer, District received great feedback about where the CSC thinks monitoring should happen and what pollutants should be measured
- Based on this feedback, staff drafted the Stockton Community Air Monitoring Plan, which included a map, developed based on the guidance provided by CSC members regarding locations and sources of concern. Based on this information, the District developed the map that shows approximate locations where air monitoring is proposed to take place. The map also included the type of air monitoring equipment recommended to

be used and the type of pollutants will be monitored, which were based on the sources of concern identified by the CSC members

- District will share this draft to get CSC feedback and comments, then will work with the CSC to identify specific locations to look to get lease agreements set up, so the program can be deployed quickly

Question: Is this CSC going to last one year or two years? Will there be other leadership committees?

District Response: The schedule is determined by the CSC, but we anticipate at least 1-2 years of meetings after the CERP is approved. The leadership team is an ad hoc group, so anyone can participate at any time. It is a small subsection of the full CSC made up of people willing to meet and help set the agenda and chat about meeting logistics.

District Response: District is still meeting with Year One communities monthly in Fresno and Shafter, whereas some Year One steering committees in other air districts across the state have transitioned to quarterly meetings. Once the CERP is approved by the District's Governing Board, we can discuss the frequency of meetings.

Wrap Up/Next Steps

Hanna Stelmakhovych, Facilitator, ILG

Erica Manuel, CEO & Executive Director of ILG, presented major takeaways from the CERP measures discussion.

- District will share the two worksheets with the CSC members later this week. They will email it or mail the Excel spreadsheet, or provide a PDF if Excel is not preferred
- The worksheets can be edited; CSC members can add notes, change amounts, etc. The budget will change automatically when you change quantities
- These worksheets reflect the current ranking of the measures based on the committee feedback as indicated by the survey responses from last month
- There will be an additional working meeting in late October where the CSC can talk as a group, share ideas, and explain reasoning for your prioritization
- District will send out a Doodle poll to determine a date that works for most CSC members.
- There is still PLENTY OF TIME TO WORK ON THE CERP!
- The goal is to make sure the CSC feels comfortable with the approach and the progress
- If additional time is needed to complete the CERP beyond the deadline, CARB may be able to help with an extension

Erica then reminded residents about the stipend program and encouraged eligible CSC members to sign up for the stipend program.

Hanna noted that Catherine and Noehmi volunteered to be future community co-hosts. Hanna thanked the CSC members and District staff and adjourned the meeting.

Reminders

Next regularly scheduled CSC meeting is Nov. 4 via Zoom, though a special meeting will be scheduled in late October. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.



Agenda for Stockton Community Steering Committee Meeting #8

Wednesday, October 7, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period

Stockton Community Status Update:

http://community.valleyair.org/media/1982/stockton-status-update_10022020.pdf

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Regina Griffin, Community Co-host, Stockton Community Resident
- 5:15 p.m. Pollution Concerns and Urban Greening**
Presentation by *Regina Griffin*
- 5:25 p.m. Transformative Climate Communities (TCC) Presentation**
Presentation: an overview of the grant and how the CSC can leverage those funds
Grant Kirkpatrick, Fellow, Stockton City Manager's Office
- 5:45 p.m. Community Emission Reduction Program (CERP) Strategies**
Review draft list of CERP strategies: go over survey results and refine priority measures
Valley Air District Staff
- 6:45 p.m. Wrap Up/Next Steps**
Hanna Stelmakhovych, Facilitator
- 6:50 p.m. Public Comment**

REMINDERS

- Next meeting Nov. 4, 2020, via Zoom for CSC and Facebook Live for public.

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

OCTOBER 7TH, 2020

Urban Greening and Pollution Sources in My Community

Presentation by Regina Griffin: Resident of
Stockton's AB 617

&

Jonathan Pruitt:

EJ Advocate of Stockton's AB 617

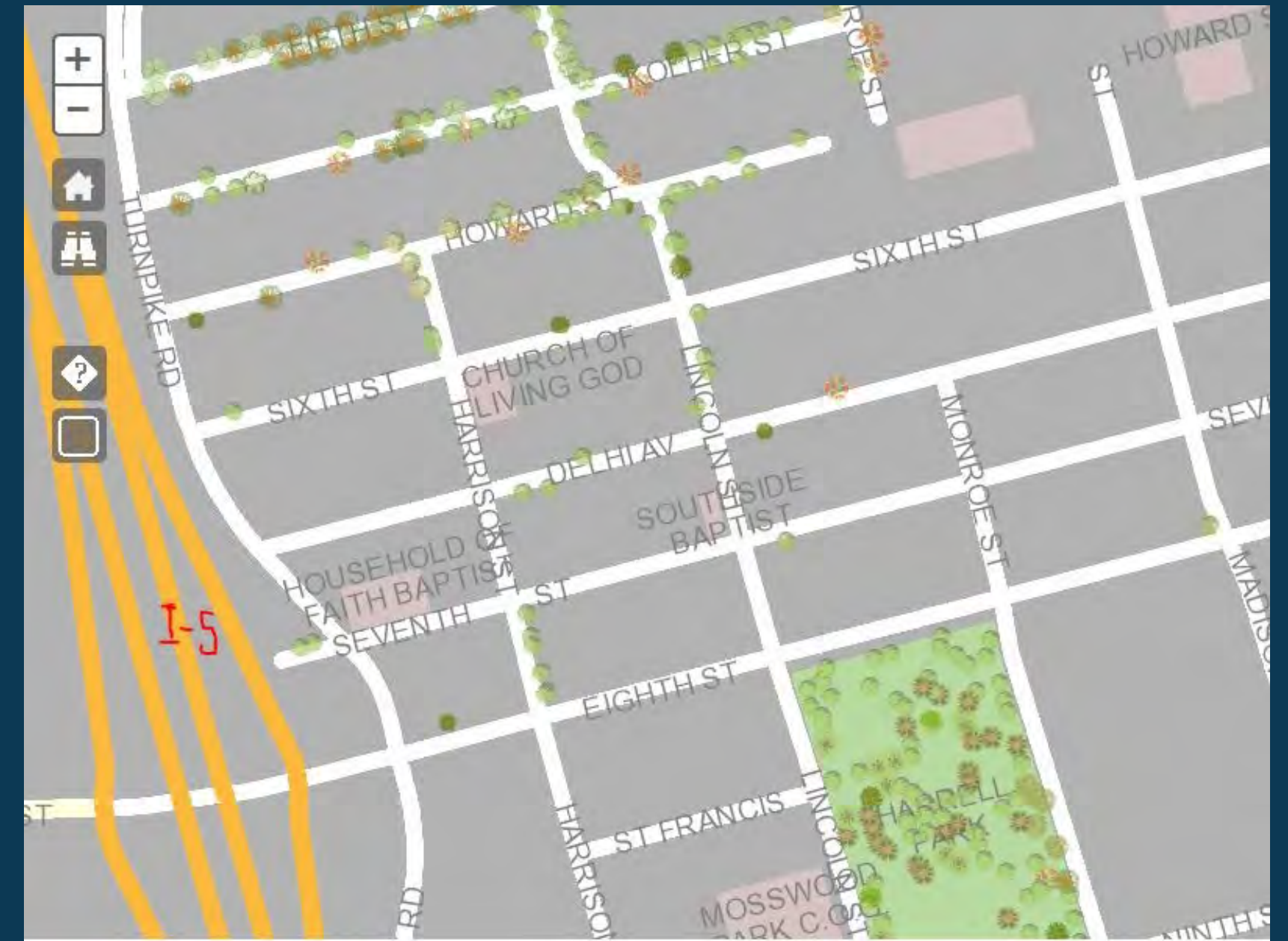
Urban Greening in South Stockton

- In 2012, Stockton filed for bankruptcy and cut programs to maintain budget spending.
- One of those programs was Tree Maintenance under Stockton Public Works.
- After getting out of bankruptcy, it has been a challenge for City of Stockton to acquire sustainable funding for tree maintenance and the tree planting.
- South Stockton has been impacted the most because of it.

North Stockton



South Stockton



- This is a 2011 Tree Census from the City of Stockton.
<http://www.stocktongov.com/discover/treemap.html>
- Both are near main corridors but look at the difference in trees.

A need for urban greening in South Stockton!



Let's start with Community Gardens

Benefits to Community Gardens

- Benefit # 1: Access to fresh, health food
- Benefit # 2: Help minimize food deserts
- Benefit # 3: Reduce car travel to grocery stores
- Benefit # 4: Increase environmental stewardship/education
- Benefit # 5: Build engagement from community

My Community





Peri Park based on
Google Maps



Peri Park on the City of Stockton
2011 Tree Census Map

<http://www.stocktongov.com/discover/treemap.html>

Clearly it's not green!



This is my view everyday. A community garden would be a positive addition to this community.

Stockton's URBAN AGRICULTURE ordinance

- Passed on September 15th, 2020 by City Council
- In this ordinance, residents are able to have ducks and chickens- absolutely no roosters.
- Residents can also have at most 2 hives for bee keeping.
- All of the maximum number of chickens, ducks, and hives are depended on a set lot size.
- It also allows residents to sell their own produce form their private food garden.

Now, it's time to provide the proper education for our community to build private/public food gardens.

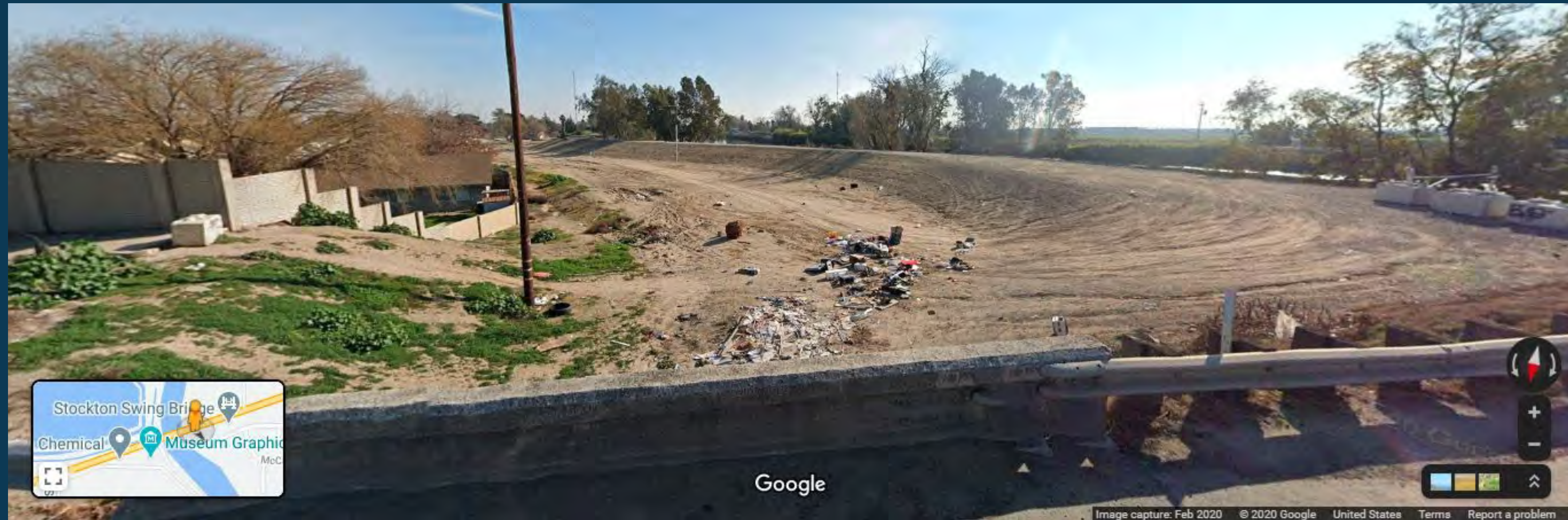
POLLUTION SOURCES in my community

Peri Park



- worried about all the ag land and the chemicals used for herbicides and pesticides. She notices that with the San Joaquin River adjacent to her community, there is a breeze. Concerned that the breeze from the river pushes the chemicals to her community.

Pollution sources in my community



Illegal dumping in my community in Peri Park. Worried about someone burning the trash to just take care of it.

Pollution sources in my community



Traffic in the mornings and evenings every day going into and out of Stockton from Highway 4. Notice the only form of protection from noise is this little wall. That's my community.

Let's bring CLEAN AIR to our South Stockton
commUNITY.

Thank you

Transformative Climate Communities (TCC)

Presentation to AB 617 Community Steering Committee

October 7, 2020

What is TCC?

- Community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in CA's most disadvantaged communities.
- Long-term, large-scale, and place-based strategy.
- Projects must be implemented within a 5 square mile area.
- Communities articulate their vision through TCC strategies and projects to enact transformational change.
- Shared Governance via a collaborative stakeholder structure is required to promote shared decision-making between lead and co-applicants.

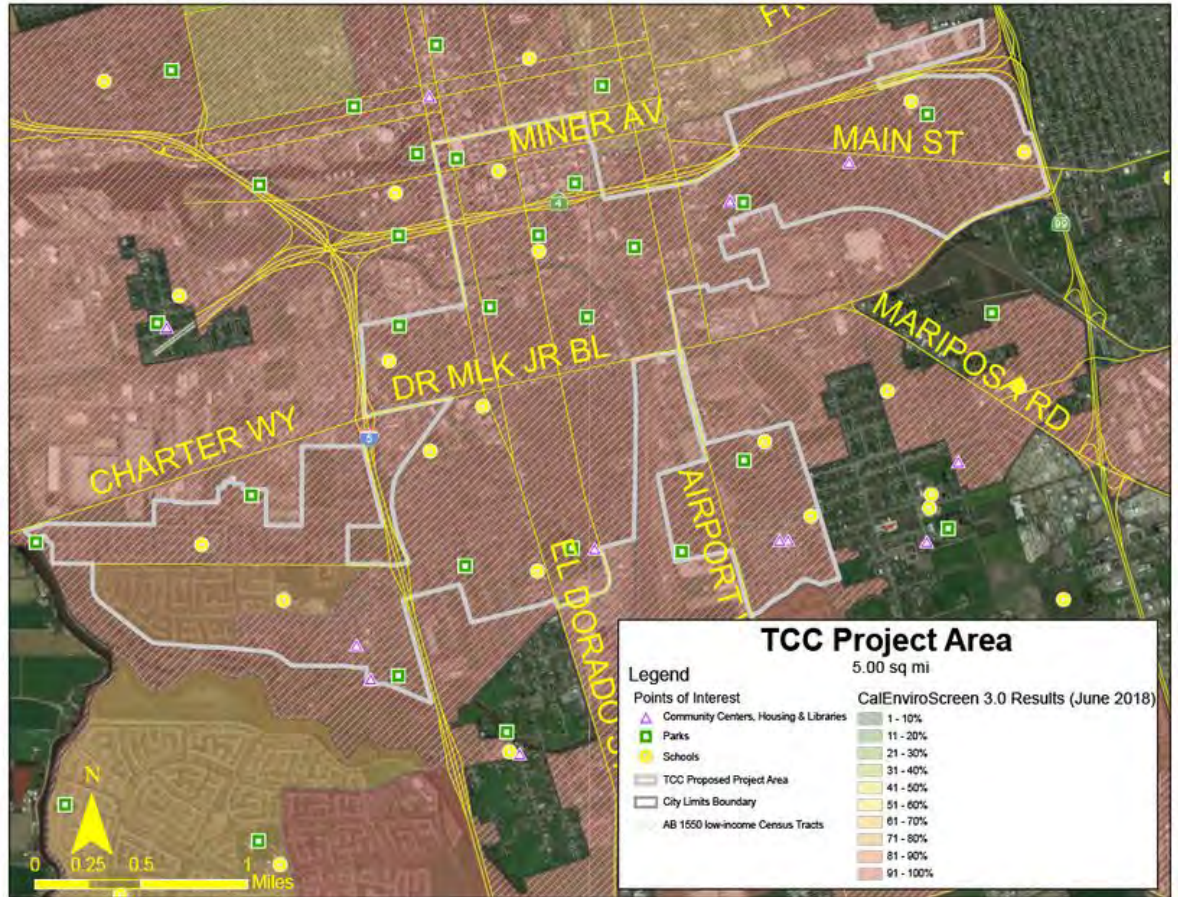
TCC Strategies

- 1 Equitable Housing and Neighborhood Development
- 2 Land Acquisition for Affordable Housing
- 3 **Transit Access and Mobility**
- 4 **Solar Installation and Energy Efficiency**
- 5 **Water Efficiency**
- 6 Recycling and Waste Management
- 7 **Urban Greening and Green Infrastructure**
- 8 **Health and Well-Being**

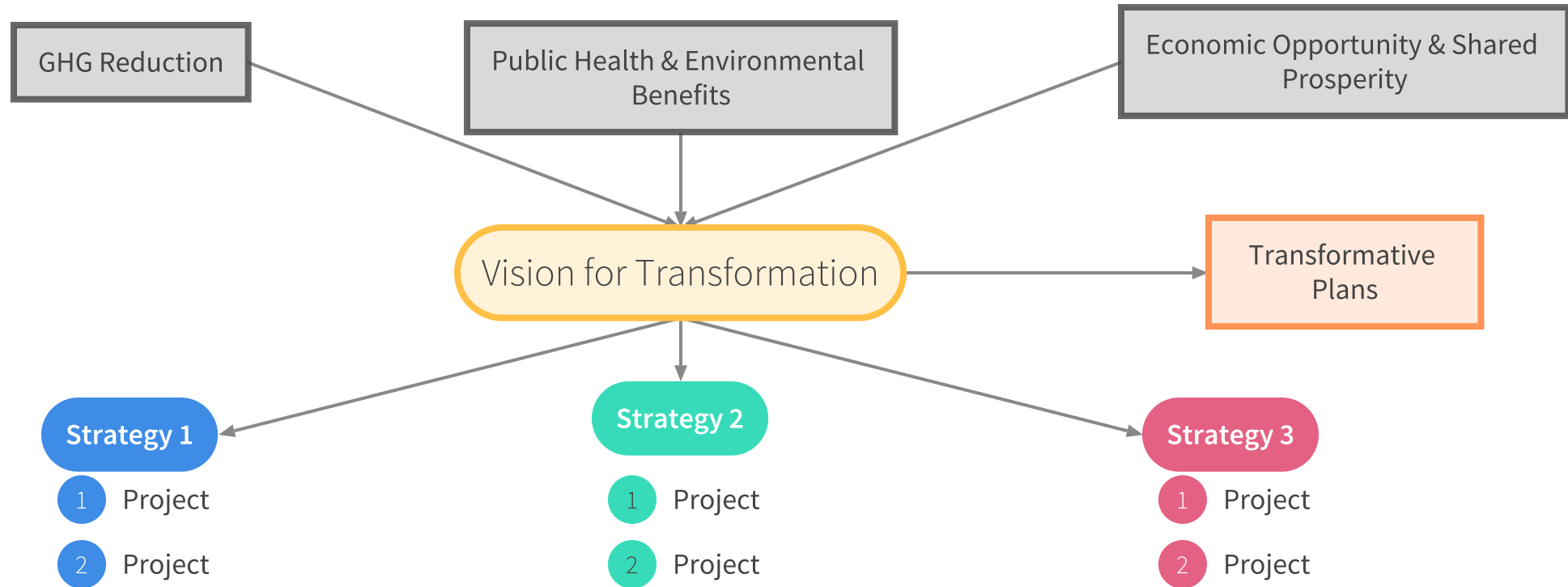
TCC Transformative Plans

- 1 Community Engagement Plan
- 2 Displacement Avoidance Plan
- 3 Workforce Development & Economic Opportunities Plan
- 4 Indicator Tracking Plan
- 5 Climate Adaptation and Resiliency Plan

TCC Project Area (5sq. mi.)



Structure of TCC Implementation Proposals



Stockton's Timeline



Planning Grant - Sustainable Neighborhood Plan

Community-identified Priorities:

- **Energy**

- Reduce utility bills
- Single- and Multi-Family Rooftop Solar
- Community Choice Aggregation
- Energy Efficient affordable housing (i.e. appliances)

- **Health**

- Large-scale community agriculture
- Open food cooperatives in food deserts

- **Parks**

- Maintain tree canopy
- Increase resident participation in maintenance and safety of parks
- Establish new parks and green community spaces

- **Safety**

- Community environmental stewardship programs for youth and currently or formerly incarcerated individuals
- Improve street lighting

Planning Grant - Sustainable Neighborhood Plan

Community-identified Priorities (Continued):

- **Transportation**

- Safe Routes to School
- Longer bus hours and more bus routes in South & East Stockton
- Electric Vehicle Car Share

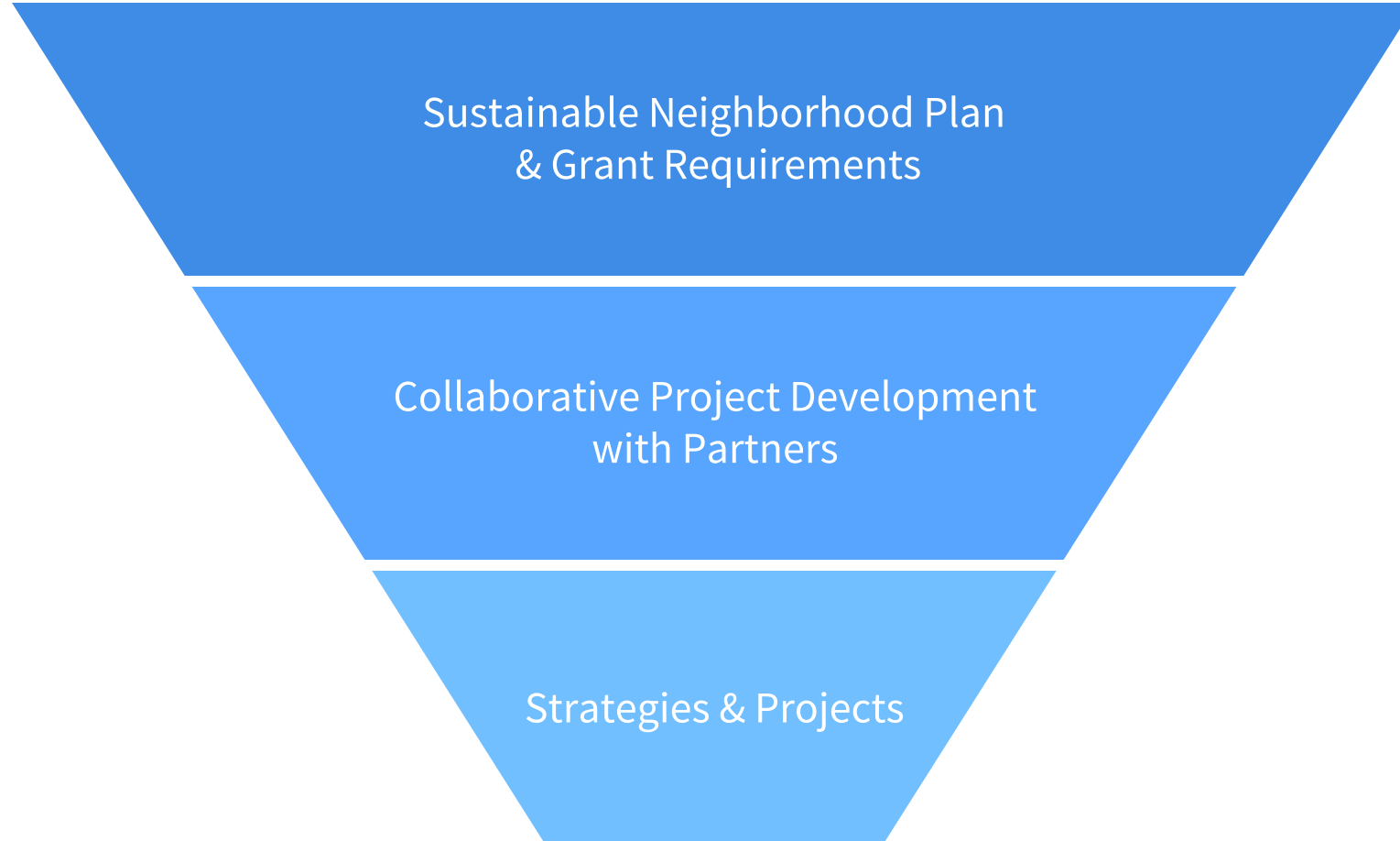
- **Waste**

- Green waste / composting program & education
- Improve recycling program for businesses and residences

- **Water**

- Household-level support for pipe and water quality testing, replacement, or retrofitting
- Water efficient irrigation and landscaping
- Install water efficient appliances

Stockton Rising Development



Stockton Rising Projects

1 Miner Avenue - **Public Works**

Transforming a ten-block thoroughfare, incentivizing active transportation and improving connectivity to downtown. Includes an urban greening component.

2 Climate Careers Energy & Water - **Rising Sun Center for Opportunity**

Installing energy- and water- saving devices in households, achieving a reduction in utility costs for residents and significant GHG reductions. Project Area youth will be recruited for employment to implement the project.

3 Stockton Energy for All - **GRID Alternatives**

Installing single- and multi-family solar systems through out the Project Area, reducing utility costs for residents and generating clean power. This project will also achieve significant GHG reductions.

4 Urban Forest Renovation Project - **Public Works, FFSJ, PUENTES**

Planting 1,750 trees throughout the project area to rebuild the urban canopy. Associated benefits include carbon sequestration, urban heat island mitigation, and workforce development opportunities.

5 Edible Education at Home - **Edible Schoolyard Project**

Distributing Community Supported Agriculture (CSA) boxes on a weekly basis to residents within the Project Area. These boxes contain seasonal, fresh, and organic produce for families, as well as education materials on the importance of healthy eating for children and instructions to cook with the ingredients.

Opportunities for Collaboration: TCC & AB 617



Transit Access & Mobility



Solar Installation & Energy
Efficiency



Urban Greening

CERP Measure Development

Stockton Steering Committee Meeting
October 7, 2020

Funding to Support Valley Communities

- State funding recently made available to support air quality improvements in low-income and disadvantaged communities throughout the state, with focus on AB 617 communities
- \$50 million currently available (AB 74)
- Subject to CARB Community Air Protection (CAP) Guidelines
- Achieve air quality benefits through:
 - Existing state emission reduction grant programs
 - Community-identified projects/programs outside of guidelines with demonstrated air quality benefits that meet stringent process requirements
- Funding subject to strict state-mandated deadlines (must be liquidated by 6/30/25)



Community Air Protection Incentives 2019 Guidelines

Approved by the Board: May 23, 2019

California Air Resources Board
California Environmental Protection Agency
1001 I Street
Sacramento California 95814

Process for Developing CERP Clean Air Grant Measures

- Community-driven process to identify, prioritize and address sources of air pollution within the community
- List of measures developed with community input based on unique characteristics of the community
- Measures prioritized based on multiple factors:
 - Cost-effectiveness (biggest bang for the buck)
 - Exposure reduction for sensitive populations (school filtration/vegetative barriers, etc.)
 - Availability of potential projects
 - Willingness of partners to participate and provide cost-share (voluntary)
 - Timeframe for project completion (legislative deadlines)
 - Overall project cost



Process for Developing CERP Clean Air Grant Measures

- Overall allocation of funding for incentive measures included in CERP dependent on multiple factors:
 - Results of steering committee evaluation and prioritization of individual measures
 - Demonstrated air quality benefit or exposure reduction potential of each proposed measure
 - District and CARB Board approval of proposed CERP measures and ongoing availability of funding
 - Identification (or reasonable expectation) of sufficient projects within each proposed measure
 - Expected timeframe of completion of projects (statutory deadlines)
- Incentive measures in adopted Shafter/Fresno CERPs include funding allocations of \$36 million and \$42 million, respectively
- Preliminary allocation for Stockton CERP Incentive measures could be reasonably anticipated to be within similar range

Process for Developing CERP Clean Air Grant Measures

- Based on initial survey results, CSC has prioritized several incentive measures for inclusion in the CERP
- These measures can be broadly categorized into the following groups:
 - **Heavy-Duty Mobile Sources** (e.g. - trucks, fueling infrastructure, school buses, locomotives, etc.)
 - **Transportation Sources** (e.g. – electric vehicles, vehicle repair, car/bike sharing, mechanic training, etc.)
 - **Port of Stockton Sources** (e.g. – heavy-duty port equipment, cranes, yard trucks, tug boats, etc.)
 - **Community-level Sources** (e.g. – lawn and garden equipment replacement, residential woodstove replacement)
- Based on initial Committee survey feedback, following slides can be used as a guide to assist in allocating funding to individual incentive measures or categories

Community-Level Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
TR.2	vegetative barriers	1	\$500,000	N/A	1	\$500,000
TR.1	Urban Greening	2	\$500,000	N/A	1	\$500,000
RB.1	Incentives to replace wood burning devices	39	Up to \$3,000	\$8,000 to \$25,000	100	\$300,000
SC.1	Air filtration in schools	4	80,000	N/A	33	\$2,640,000
LG.1	Incentives for residential lawn care equipment replacement	44	\$50 to \$250	\$200,000	100	\$25,000
LG.2	Incentives for commercial lawn care equipment replacement	43	Up to \$20,000	\$80,000	10	\$200,000
LU.2	Funding for bike paths and racks	8	100,000	\$40,000	5	500,000
					Total :	\$4,665,000

Heavy-Duty Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
HD.1	Incentives for zero/near zero emission truck replacement	18	\$100,000 to \$200,000	\$16,000 to \$44,000	50	\$5,000,000 to \$10,000,000
HD.2	Incentives for Clean Fueling Infrastructure	27	\$1,000,000	N/A	1	\$1,000,000
HD.4	School Bus Replacement	25	\$400,000	\$250,000 to \$300,000	14	5,600,000
HD.5	Locomotive Replacement	28	\$2,600,000	\$10,000 to \$30,000	3	7,800,000
HD.6	Railcar Movers/Switcher Replacement	31	\$1,000,000	\$10,000 to \$30,000	3	3,000,000
HD.7	Truck Rerouting Study	3	\$500,000	N/A	1	500,000
					Total :	\$27,900,000

Port of Stockton Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
PO.1	Incentives for zero/near zero emission HD on-road and off-road equipment	32	\$75,000 to \$200,000+	\$25,000 to \$50,000+	10	\$750,000 to \$2,000,000
PO.2	Incentives for tug boat replacement or repower	38	Needs Additional Research			\$1,000,000
NEW	Marine Exhaust Intake Bonnet	N/A	Needs Additional Research			\$1,000,000
					Total :	\$4,000,000

Transportation Sources Incentive Measures

#	Measure	Committee Ranking	Incentive per Unit	Cost-Effectiveness (\$/ton)	Number of Units	Total Funding Necessary
TP.1	Electric Bike Sharing	42	Needs Additional Research			50,000
TP.2	Host Tune In Tune Up Event(s)	33	\$60,000 per event	\$40,000 to \$60,000	2	\$120,000
TP.3	Incentives for Electric or Plug-In Hybrid Vehicles	29	\$8,000	\$150,000 to \$850,000	100	\$800,000
TP.4	Incentives for Electric Vehicle Charging Infrastructure	19	\$5,000 to \$25,000	N/A	10	\$50,000 to \$250,000
TP.5	Educational Training for EV Mechanics	21	\$15,000	N/A	2	\$30,000
TP.6	Car Sharing Program	36	Up to \$1,000,000	N/A	1	\$1,000,000
					Total :	\$2,250,000

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #7

September 2, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- CSC members should review and prioritize the draft list of CERP measures based on instructions provided by District
- CSC members should contact District staff if interested in being a community co-host at a future meeting

Action items for San Joaquin Valley Air Pollution Control District (District):

- District will send out specific instructions for review and prioritization of CERP measures
- For future meetings, District will denote who is a CSC member and who is a CSC resident member

Welcome and Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government (ILG)

Jessica Olsen, Program Manager, District

Gloria Alonso Cruz, Community Co-host, Stockton Community Resident

Glenabel Toreno, Community Co-host, Stockton Community Resident

Hanna welcomed the Stockton CSC participants, went over Zoom etiquette, and thanked everyone for attending. She gave an overview of the agenda and thanked the community co-hosts.

Hanna then turned it over to Jessica for a host welcome on behalf of the District and then Gloria Alonso Cruz and Glenabel Toreno provided co-host remarks.

Icebreaker Activity

Hanna Stelmakhovych, Facilitator, ILG

Hanna explained the breakout group icebreaker activity for CSC members to get to know each other better. Committee members met in breakout groups until 5:30pm.

Technology Update

Jaime Holt, Chief Communications Officer, District

Upon return, Jaime announced that the other two AB 617 communities have technology support programs to ensure the CSC residents have access to the tools that allow them to participate in meetings virtually. Jaime asked committee members to email District staff if additional technology help is needed.

Southside Stockton Youth Air Quality Presentation

Page 1

**This is a meeting summary. Please refer to the meeting recording and/or audio to review the full details and comments from this meeting.*

Gloria Alonso Cruz, Community Co-host, Stockton Community Resident
Glenabel Toreno, Community Co-host, Stockton Community Resident

Gloria and Glenabel presented on the air quality in South Stockton. Presentation highlights:

- 1 in 4 children have asthma in the San Joaquin Valley
- Knife River has the highest percentiles for pollution burden, according to CalEnviroScreen
- Charter Way and Fresno Avenue are within the 95-100% percentile for pollution burden, according to CalEnviroScreen
- Several truck companies are situated along Charter Way and Fresno Avenue, idling often
- DTE Energy produces 428,743 metric tons of carbon dioxide equivalent, making it the largest greenhouse gas producer in Stockton

Question: Do you have plans to get this information out to the youth of Stockton?

Southside Stockton Youth Answer: We are planning to host workshops with Little Manila Rising, so please follow our work and share with anybody who might be interested in getting involved with us.

Question: Where did you get this information?

Southside Stockton Youth Answer: We researched the information through software on our phone, and with tools like CalEnviroScreen, which can be found online.

Question: You expressed a concern about unscheduled monitoring. One of the things that's important is real time monitoring of pollution sources and issues. Would records from the unscheduled monitoring you propose be available publicly in real time?

Southside Stockton Youth Answer: The importance of having an unscheduled monitor is to get access to more data that is not manipulated.

Comment: The data can't be argued. Our responsibility is to empower our communities to advocate. I want to thank you and our leaders and recommend going outside the box; not just talking to youth, but to everybody.

Community Emissions Reduction Program (CERP) Measures

Todd DeYoung, Director of Grants and Incentives, District

Jessica Olsen, Program Manager, District

Todd and Jessica presented on the CERP measure development and discussed strategy funding. Presentation highlights included:

- There is a significant interest and focus on using funding to support the measures that are proposed by AB 617 communities like Stockton
- District received \$50 million in funding to be spent towards grant funding in disadvantaged
- Community Air Protection Program (CAPP) guidelines have expanded on base programs and include additional elements that are not included in the normal state-wide programs
- Funding has to be liquidated by June 30, 2025
- The CSC will have the opportunity to prioritize emission reduction measures, based on which are most important to the community and which are most health protective

- Shafter’s CERP was allocated \$36 million for the incentive measures they prioritized; Fresno’s was \$42 million—Stockton can expect funding to be within that range

Question: Projects are expensive, are you looking for non-profit partners or government agency partners to share costs or leverage funding?

Air District Response: When using the term “partners” the Air District is usually thinking about residents or businesses, city, county, and other agencies that can take advantage of grants made available to reduce air pollution and resident exposure to it.

Question: I looked at some of the projects in the other two communities and trees have been a big topic of conversation. Stockton is worried about maintenance of trees. Can we put money into the CERP that will fund future care of trees?

Air District Response: Possibly. It depends on the design of the project plan required by CARB for community identified projects and approval by CARB. Projects could potentially cover this provided the money is spent by the legislative deadline, the work can potentially be continue past the five-year period.

Question: The city has plans to do things like bike paths, but there has always been a funding issue. You mentioned residents and businesses are eligible for partnerships and funding. Would bike paths projects be eligible?

Air District Response: Yes. Actually, the District has an existing grant program for bike paths outside of this process.

Jessica presented the draft list of CERP incentive measures. Presentation highlights:

- The list of incentive measures is based on the sources of concern raised by the CSC members during meetings, comments provided, and suggestions made in the chat boxes
- District will send out a formal request and instructions for how to review and prioritize all of the measures
- The measures are numbered and any quantifiable emissions reductions are denoted

Question: Can one of the projects be the installation of new CARB-quality monitoring equipment downwind of the Port? From what we understand, CARB is hesitant to put the site air monitoring there because it doesn’t represent regional air quality. The AB 617 monitoring is supposed to be very short term. We need to discuss and identify a permanent station that drives down emissions for the next 5-10 years.

Air District Response: The monitoring measures are actually separate from these measures. However, District has suggested that we place a trailer in Boggs Tract directly south to southeast of the Port to capture that local emissions source. The air monitoring campaign for AB 617 is a minimum of five years.

Question: Have any studies yet revealed any change in the pollution or air factors around Boggs Tract now that the elevated freeway has been in effect for approximately 2-3 years? It carries the majority of truck traffic to and from the Port.

Air District Response: District is not aware of a specific campaign that has studied that. We will start to understand a lot more about the community impacts with some of our monitoring campaigns.

Question: What is the maximum budget allocation amount for major categories?

Air District Response: At this point, there is no cap. But budgeting will be a big part of this exercise.

Question: How much of the budget do we need to keep in mind as we're going through this prioritization exercise?

Air District Response: It is about \$38-\$42 million range. The committee gets to provide comment and to help develop the budget.

Other Updates

Karen Buckley from California Air Resources Board (CARB) summarized a recent monitoring meeting the CSC had with CARB.

She explained that CARB staff understood the concerns and frustration expressed during the meeting. She thanked the CSC for their assistance and patience in helping to develop a list of potential sites for the monitoring team to research. CARB understands the CSC's interest in monitoring at the Port. The team is working on a list now and will report back ASAP.

Erica Manuel (ILG) gave an update about stipends for CSC resident members. She announced that the program has been launched. The CSC residents should have received an email with instructions and an application. If there are any questions about how the program works or whether you can apply, please email at any time. ILG will issue the first round of checks for everything retroactive from January-August this week.

Wrap Up/Next Steps

Hanna Stelmakhovych, Facilitator, ILG

Gloria and Glenabel thanked everyone for listening to their presentation and participating in the meeting. Hanna thanked the CSC members and District staff and adjourned the meeting.

Reminders

Next CSC meeting is Oct. 7 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

Public Comment

Facebook comment: My friend wants to know how many students have portable air monitors and what kind. She says that TemTop air monitors are good. Thank you.



Agenda for Stockton Community Steering Committee Meeting #7

Wednesday, September 2, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period

Stockton Community Status Update:

<http://community.valleyair.org/media/1752/stockton-status-update.pdf>

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Gloria Alonso Cruz, Community Co-host, Stockton Community Resident
Glenabel Toreno, Community Co-host, Stockton Community Resident
- 5:15 p.m. Icebreaker Activity**
Breakout group icebreaker to help us get better acquainted and to facilitate meaningful interactions between committee members
Hanna Stelmakhovych, Facilitator, Institute for Local Government
- 5:35 p.m. Community Emission Reduction Program (CERP) Strategies**
Introduction to Draft CERP strategies: Presentation and discussion with Gloria Alonso Cruz and Glenabel Toreno about community resident perspectives on air pollution affecting the Stockton community
Community Co-hosts
Review draft list of CERP strategies: go over next steps for prioritization and refinement
Valley Air District Staff
- 6:45 p.m. Wrap Up/Next Steps**
Hanna Stelmakhovych, Facilitator
- 6:50 p.m. Public Comment**

REMINDERS

- Workshop on Regulatory and Enforcement efforts at District and CARB on September 9, 2020, via Zoom
- Next meeting October 7, 2020, via Zoom for CSC members and Facebook Live for public

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.

Stockton AB 617 Community Steering Committee Meeting Summaries

Topic	Status	Related Links
Community Boundary	4 March 2020: Community voted on final boundary	Final Boundary
Community Steering Committee Charter	4 March 2020: Community voted on final charter	Final Community Steering Committee Charter
Historical Context for Stockton Community Environmental Justice	6 May 2020: Community member presentation to set stage for need for community air protection program	Video of May 6 community discussion
Health Impacts of Air Quality	6 May 2020: Office of Environmental Health Hazard Assessment (OEHHA) Presentation	OEHHA Presentation
Community Air Monitoring Tools	6 May 2020: District presentation of current community air monitoring tools	District Air Monitoring Presentation
Historial Air Quality Trends	3 June 2020: District presentation of Historial Air Quality Trends in Stockton Community	District Historial Air Monitoring Presentation
Emissions Inventory (Stationary)	3 June 2020: District presentation and breakout group discussions on stationary sources in community	District Presentation on Stationary Source Emissions
Emissions Inventory (Mobile, Areawide)	3 June 2020: CARB presentation and breakout group discussions on molbe and areawide sources in community	CARB Presentation on DRAFT Mobile and Area Source Emissions
Community Sources of Air Quality Concern	3 June 2020: Community member discussion on sources of air quality concerns	Sources of Concern Summary
Community Air Monitroring Network	1 July 2020: Community member discussion and consensus on air monitoring network design	Proposed Community Air Monitoring Network
Community Emissions Reduction Plan (CERP) Strategies	5 August 2020: Community member discussion and brainstorm on variety of potential measures to address sources of concern	Measure Ideas Meeting Summary

Stockton Draft Strategies 9/02/2020

Priority (Please Select)	#	Category	Community Suggested Measures	Type of Program	Partner or Implementing Agency	Description	Quantifiable Emissions Reduction	Pollutants Reduced	Estimated Incentive per Unit	Cost Effectiveness Range (Incentive Funding per Tons of Emissions Reduced) \$/ton
High Medium Low	C.1	Cooking	Develop Strategies for Addressing Emissions from Outdoor Charbroiling	Regulatory	City of Stockton	Work with City of Stockton and other community partners to develop strategies for addressing community concerns about impacts of outdoor commercial cooking emissions, including siting considerations near sensitive receptors and areas of concern (e.g. El Dorado)		PM2.5		
High Medium Low	HD.1	Heavy Duty Mobile Sources	Incentives for Zero and Near-Zero Emission Technology for Heavy Duty Trucks	Incentives	District	Incentive program for heavy duty truck replacement with zero and near zero emission technology.	x	Diesel PM, NOx, PM2.5, VOCs	\$100,000 Near Zero Class 7-8 \$200,000 Zero Emission Class 7-8	\$16,000 avg for New Purchase \$44,000 avg for Replacement
High Medium Low	HD.2	Heavy Duty Mobile Sources	Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station	Incentives	District	Support planning and development of clean fuel infrastructure (natural gas and electric charging)		Diesel PM, NOx, PM2.5, VOCs		
High Medium Low	HD.3	Heavy Duty Mobile Sources	Enhanced Enforcement of Statewide Anti-Idling Regulation	Enforcement	CARB District	Enhanced enforcement of the statewide anti-idling regulation.		Diesel PM, NOx, PM2.5, VOCs		
High Medium Low	HD.4	Heavy Duty Mobile Sources	Incentive Funding for New School Buses	Incentives	District	Incentive program for replacing older diesel school buses with zero or near zero emission buses.	x	Diesel PM, NOx, PM2.5, VOCs	\$400,000	\$250,000-\$300,000
High Medium Low	HD.5	Heavy Duty Mobile Sources	Incentives for Locomotives	Incentives	District	Incentive program for replacing older diesel locomotives with new clean engine technology.	x	Diesel PM, NOx, PM2.5, VOCs	\$2,600,000	\$10,000 to \$30,000
High Medium Low	HD.6	Heavy Duty Mobile Sources	Incentives for Railcar Movers/Switchers	Incentives	District	Incentive program for replacing older diesel railcar movers and switcher locomotives with new clean-engine technology.	x	Diesel PM, NOx, PM2.5, VOCs	\$1,000,000	\$10,000 to \$30,000
High Medium Low	HD.7	Heavy Duty Mobile Sources	Heavy Duty Truck Rerouting	Land Use Agency Partnership	City of Stockton San Joaquin County	Work with City and County to assess current truck routes CSC suggested Boggs Tract.		Diesel PM, NOx, PM2.5, VOCs		
High Medium Low	LG.1	Lawn and Garden	Incentives for Replacement of Residential Lawn and Garden Equipment	Incentives	District	Incentive program for the replacement of residential lawn and garden equipment.	x	NOx, PM2.5, VOCs	\$50.00 (New Purchase) \$250 (Replacement)	up to \$210,000
High Medium Low	LG.2	Lawn and Garden	Incentive Funding for Commercial Lawn and Garden Equipment	Incentives	District	Incentive program for the replacement of commercial lawn and garden equipment.	x	NOx, PM2.5, VOCs	\$20,000 (Riding Mower)	\$80,000
High Medium Low	LU.1	Land Use	Land Use/Sustainable Development: Support Projects that Reduce VMT	Land Use Agency Partnership	Local Transportation Agencies	Provide District support for projects that reduce VMT, including advocacy for competitive project proposals and potential match funding support to eligible projects, as appropriate, through existing District programs		NOx, PM2.5, VOCs		
High Medium Low	LU.2	Land Use	Bike Lanes and Walking Trails	Land Use Agency Partnership	Local Transportation Agencies	Work with City, County, and San Joaquin Council of Governments to assess current bike path and look for funding to make community more bike and walk friendly		NOx, PM2.5, VOCs		\$40,000-\$100,000+

Priority (Please Select)	#	Category	Suggested Measures	Type of Program	Partner or Implementing Agency	Description	Quantifiable Emissions Reduction	Pollutants Reduced	Estimated Incentive per Unit	Cost Effectiveness Range (Incentive Funding per Tons of Emissions Reduced) \$/ton
High Medium Low	O.1	Outreach	Outreach: Community Air Quality Outreach Strategy	Outreach	District	Multilingual effort: 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. Will explore text messaging, billboards, NextDoor, other unique outreach mechanisms as suggested by the committee. Would aim to focus outreach on Stockton CSC concerns, including fireworks, illegal burning, idling.				
High Medium Low	O.2	Outreach	Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved	Outreach	District	Multilingual effort: Outreach to share clean air efforts and how communities can get involved. This strategy would increase awareness of programs by establishing a series of outreach events within community. Some ideas include educating truckers about idling, using direct mail where possible, and encouraging positive messaging.				
High Medium Low	PO.1	Port of Stockton	Incentives for Zero and Near-Zero Emission Technology for Heavy Duty On-Road and Off-Road Equipment Operating at Port of Stockton	Incentives	District Port of Stockton	Incentive program for heavy duty vehicle with zero and near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. Focus on equipment in Port	x	Diesel PM, NOx, PM2.5, VOCs	Yard Trucks \$140,000 based on current program \$75,500 based on Moyer & Off-Road	\$25,000 to \$50,000+
High Medium Low	PO.2	Port of Stockton	Incentive Funding for Tug Boat Replacement/Repower	Incentives	District Port of Stockton	Incentive program for tug boat replacement/repower.		Diesel PM, PM2.5, NOx, Toxics		
High Medium Low	PO.7	Port of Stockton	Additional strategies for transitioning to cleaner vehicles, reducing congestion, and other strategies identified through the CERP development process	Partnership	Port of Stockton	Strategiesto be identified and developed in coordination with the Port of Stockton		Diesel PM, NOx, PM2.5, VOCs		
High Medium Low	RB.1	Residential and Illegal Burning	Incentives to Replace Wood Burning Devices	Incentives	District	Incentive program for the replacement of existing wood burning devices and pellet stoves with natural gas or electric technologies.	x	PM2.5	\$2,000.00 (Between 30-70% of total cost)	\$8,000-\$25,000 (13,800 Avg.)
High Medium Low	RB.2	Residential and Illegal Burning	Outreach to Reduce Illegal Burning Activity	Outreach	District	Reduce illegal burning through residential open burning education. Target CSC areas of concern		PM2.5, toxics		
High Medium Low	RB.3	Residential and Illegal Burning	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Enforcement	District	Enhanced enforcement to reduce illegal burning of residential waste. Target CSC areas of concern		PM2.5, toxics		
High Medium Low	SC.1	Schools	Air Filtration Systems in Community Schools	Incentives Mitigation	District School Districts	Incentive program to install advanced air filtration systems in community schools.		PM2.5, Ozone		N/A
High Medium Low	SC.2	Schools	Healthy Air Living Schools: Increase Participation	Outreach	District	Reduce children's exposure through increased enrollment in the Healthy Air Living (HAL) Schools Program.				
High Medium Low	SS.1	Stationary Sources	Evaluation of BARCT Requirements for Rules that Apply to Cap and Trade Facilities	Regulatory	District	Regulatory actions: evaluation of BARCT requirements for rules that apply to Cap and Trade facilities. The District will examine a subset of stationary source rules to determine if they meet state BARCT requirements.		Diesel PM, NOx, PM2.5, VOCs, Toxics		
High Medium Low	SS.2	Stationary Sources	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Regulatory	District	Regulatory actions: evaluation of rules to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend eight District rules to pursue additional reduction opportunities beyond BARCT.		Diesel PM, NOx, PM2.5, VOCs, Toxics		
Priority (Please Select)	#	Category	Suggested Measures	Type of Program	Partner or Implementing Agency	Description	Quantifiable Emissions Reduction	Pollutants Reduced	Estimated Incentive per Unit	Cost Effectiveness Range (Incentive Funding per Tons of Emissions Reduced) \$/ton

High Medium Low	SS.3	Stationary Sources	Expedited Facility Risk Assessment And Risk Reduction Under District Implementation of the Air Toxics Hot Spots Information And Assessment Act (AB 2588)	Regulatory	District	Regulatory actions: expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The District has put into effect a plan to expedite the AB 2588 reassessments for facilities located within the AB617 community		Diesel PM, NOx, PM2.5, VOCs, Toxics		
High Medium Low	TP.1	Transportation	Electric Bike Sharing Program	Incentives	San Joaquin Regional Transit District	Incentive program to bring a partner to launch a bike share program to help residents share clean cars in community. https://sjrtdbikeshare.altaprojects.net/		NOx, PM2.5, VOCs		
High Medium Low	TP.2	Transportation	Host Tune-In Tune-Up Events within Community	Incentives	District	Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars.	x	NOx, PM2.5, VOCs	\$600 (Between 70-100% of total cost)	\$40,000-\$60,000
High Medium Low	TP.3	Transportation	Incentives for Residents to Transition to Electric or Plug-in Hybrid Vehicles	Incentives	District	Incentive program for the replacement of passenger vehicles with battery electric or plug-in hybrid vehicles.	x	NOx, PM2.5, VOCs	\$8,000 (Between 30-70% of total cost)	\$150,000-850,000
High Medium Low	TP.4	Transportation	Incentives for Electric Vehicle Charging Stations	Incentives	District	Incentive program for the installation of charging stations for electric vehicles				
High Medium Low	TP.5	Transportation	Educational Training for Electric Vehicle Mechanics	Incentives	District Local Community College	Incentive program for educational training for electric vehicle mechanics.				
High Medium Low	TP.6	Transportation	Car Sharing Program	Incentives	District Car Share Partner	Incentive program to bring a partner (like Mio Car) to launch a car share program to help residents share clean cars in community.		NOx, PM2.5, VOCs		
High Medium Low	TR.1	Greening/Trees	Identify Opportunities for Increased Urban Greening in the Community	Mitigation	PUENTES City of Stockton San Joaquin County	Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community. Keep in mind water issues.		Ozone, PM2.5, NOx, CO		
High Medium Low	TR.2	Greening/Trees	Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern	Incentives Mitigation	City of Stockton San Joaquin County Caltrans Port of Stockton	Incentive program for the installation of vegetative barriers around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way and El Dorado)		Ozone, PM2.5, NOx, CO		

Priority (Please Select)	#	Category	Community Suggested Measures	Type of Program	Partner or Implementing Agency	Description	Quantifiable Emissions Reduction	Pollutants Reduced
High Medium Low	C.1	Cooking	Develop Strategies for Addressing Emissions from Outdoor Charbroiling	Regulatory	City of Stockton	Work with City of Stockton and other community partners to develop strategies for addressing community concerns about impacts of outdoor commercial cooking emissions, including siting considerations near sensitive receptors and areas of concern (e.g. El Dorado)		PM2.5
High Medium Low	HD.3	Heavy Duty Mobile Sources	Enhanced Enforcement of Statewide Anti-Idling Regulation	Enforcement	CARB District	The issue of exposure to diesel particulate matter (DPM) from vehicle idling has been raised frequently in communities. Concerns include bus idling near schools, truck idling in or around distribution centers or warehouses, and traffic congestion that can contribute to increased PM burden at sensitive receptors.		Diesel PM, NOx, PM2.5, VOCs
High Medium Low	PO.2	Port of Stockton	CARB Enforcement of Ocean Going Vessel Regulations	Enforcement	CARB	Ocean Going Vessel (OGV) Fuels Regulation. This regulation is intended to reduce particulate matter, diesel particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.		Diesel PM, PM2.5, NOx
High Medium Low	PO.4	Port of Stockton	CARB Enforcement of Cargo Handling Equipment Regulations	Enforcement	CARB	Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions.		Diesel PM, PM2.5, NOx
High Medium Low	PO.5	Port of Stockton	CARB Enforcement of Commercial Harbor Craft Regulations	Enforcement	CARB	There are several types of harbor craft in California, including fishing vessels, ferries, excursion vessels, tug boats, tow boats, crew and supply boats, barges, dredges, and other vessel types. The Commercial Harbor Craft (CHC) Regulation was adopted in 2007 to reduce toxic and criteria emissions to protect public health. It was then amended in 2010 and will be fully implemented by the end of 2022. CARB is currently developing additional amendments to the CHC regulation. https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft		Diesel PM, PM2.5, NOx, Toxics
High Medium Low	RB.3	Illegal Open Burning	Enhance Enforcement to Reduce Illegal Open Burning of Residential Waste	Enforcement	District	Enhanced enforcement to reduce illegal burning of residential waste. Target CSC areas of concern		PM2.5, toxics
High Medium Low	RB.4	Residential Wood Burning	Enhanced Enforcement for Residential Wood Burning	Enforcement	District	Enhanced enforcement of residential wood burning fireplace and outdoor wood burning heater curtailments under Rule 4901		PM2.5
High Medium Low	SS.1	Stationary Sources	Evaluation of BARCT Requirements for Rules that Apply to Cap and Trade Facilities	Regulatory	District	Regulatory actions: evaluation of BARCT requirements for rules that apply to Cap and Trade facilities. The District will examine a subset of stationary source rules to determine if they meet state BARCT requirements.		Diesel PM, NOx, PM2.5, VOCs, Toxics
High Medium Low	SS.2	Stationary Sources	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Regulatory	District	Regulatory actions: evaluation of rules to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend eight District rules to pursue additional reduction opportunities beyond BARCT.		Diesel PM, NOx, PM2.5, VOCs, Toxics
High Medium Low	SS.3	Stationary Sources	Expedited Facility Risk Assessment And Risk Reduction Under District Implementation of the Air Toxics Hot Spots Information And Assessment Act (AB 2588)	Regulatory	District	Regulatory actions: expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The District has put into effect a plan to expedite the AB 2588 reassessments for facilities located within the AB617 community		Diesel PM, NOx, PM2.5, VOCs, Toxics
High Medium Low	SS.4	Stationary Sources	Enhanced Enforcement of Stationary Sources	Enforcement	District	Increasing inspection frequency to twice per year for any permitted stationary source that has had an emissions violation in the last three years		NOx, PM2.5, VOC, Toxics
High Medium Low	SS.5	Stationary Sources	Enhanced Enforcement of Fugitive Dust Requirements	Enforcement	District	Enhanced enforcement of District's Regulation VIII requirements at active construction projects and other sources of fugitive dust within the community		PM10
High Medium Low	SS.6	Stationary Sources	Self-Inspection Training for Gas Station Operators	Enforcement	District	New pilot training program for conducting self-inspections at gas stations		VOC
High Medium Low	CARB.1	Heavy Duty Mobile Sources	Enhanced Enforcement of CARB's HDVIP program	Enforcement	CARB	The Heavy-Duty Vehicle Inspection Program (HDVIP) and the Periodic Smoke Inspection Program (PSIP) are CARB's heavy-duty vehicle inspection programs for in-use trucks and buses. HDVIP consists of roadside testing by CARB enforcement personnel for excessive smoke, tampering, and Emission Control Label compliance, whereas the PSIP requires annual opacity self-testing for California fleets with two or more heavy duty vehicles. https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program		Diesel PM, NOx, PM2.5, VOCs

Priority (Please Select)	#	Category	Community Suggested Measures	Type of Program	Partner or Implementing Agency	Description	Quantifiable Emissions Reduction	Pollutants Reduced
High Medium Low	CARB.2	Heavy Duty Mobile Sources	Enhanced Enforcement of CARB's Truck and Bus Regulation	Enforcement	CARB	The Truck and Bus regulation affects individuals, private companies, and Federal agencies that own diesel vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. that operate in California. The regulation also applies to publicly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are exempt from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023. https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf?_ga=2.47873445.387138016.1598888319-749989383.1524508813		Diesel PM, NOx, PM2.5, VOCs
High Medium Low	CARB.3	Heavy Duty Mobile Sources	Enhanced enforcement of CARB's TRU regulation	Enforcement	CARB	Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby. https://ww3.arb.ca.gov/msprog/truckstop/trus/trus.htm		Diesel PM, NOx, PM2.5, VOCs
High Medium Low	CARB.4	Heavy Duty Mobile Sources	Enhanced enforcement of CARB's offroad equipment regulation	Enforcement	CARB	The California Air Resources Board (CARB) adopted the Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Diesel Regulation) to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. These vehicles are used in construction, mining, industrial operations and other industries. https://ww3.arb.ca.gov/msprog/offroadzone/offroadzone.htm		Diesel PM, NOx, PM2.5, VOCs
High Medium Low	CARB.5	Area Sources	Enhanced enforcement of CARB's Consumer Products regulation	Enforcement	CARB	The Consumer Products Regulatory Program is an important part of the overall effort to reduce the amount of volatile organic compounds (VOCs), toxic air contaminants (TACs), and greenhouse gases (GHGs) that are emitted from using chemically formulated consumer products. https://ww2.arb.ca.gov/our-work/programs/consumer-products-program		VOCs, TACs, GHG

Southside Stockton Youth Air Quality Presentation

By: Glenabel Torenno and Gloria Alonso Cruz



Little Manila Rising

YOUTH ADVOCATES

For Social Justice

Outline

- Principles
- Field Observations:
 - Area by Knife River
 - Charter Way and Fresno Ave
 - Waste Incineration
 - Schools
 - Port

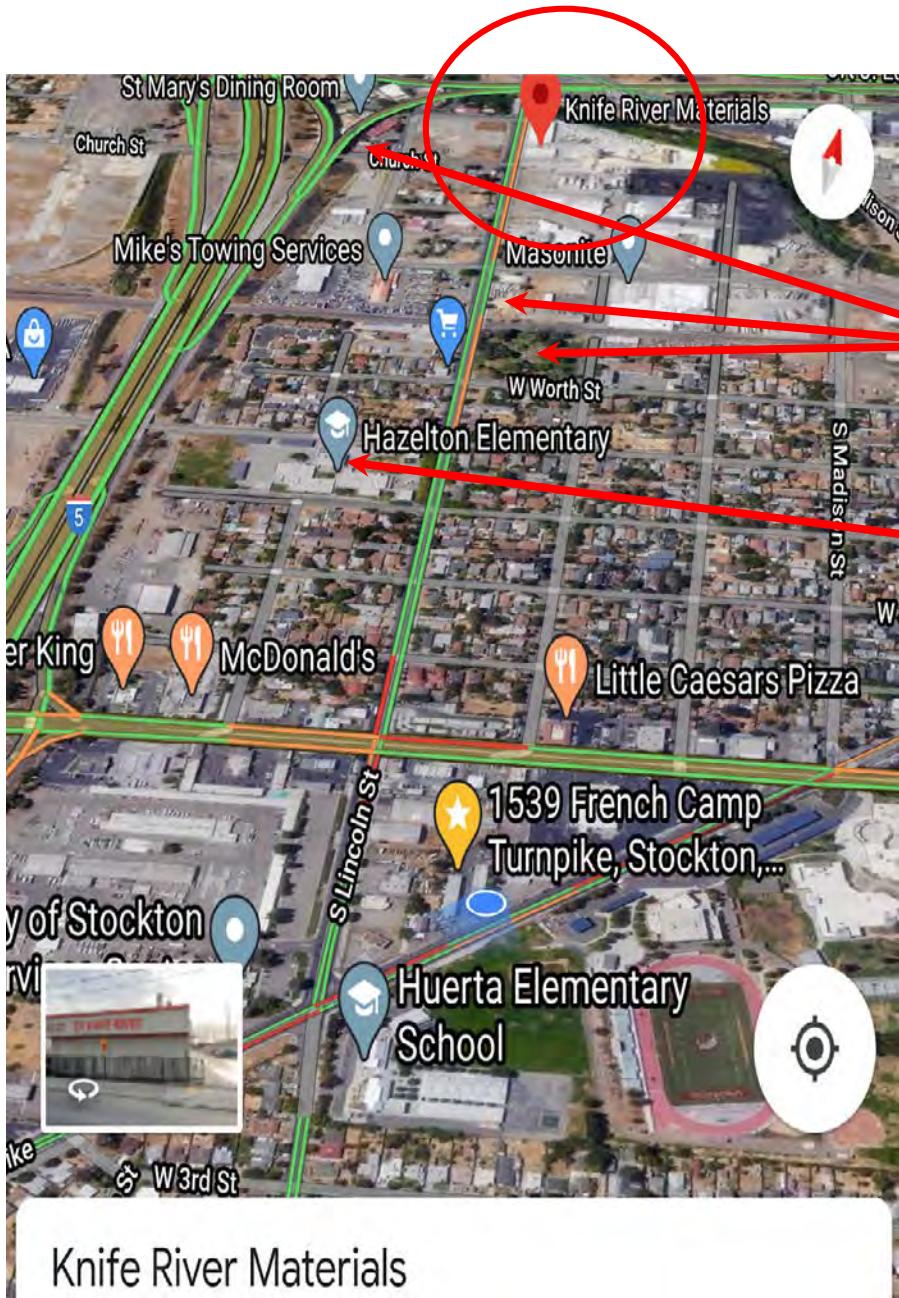


Principles: Equity, Education, and Air Pollution

- Air pollution is an underlying factor that impacts the future health of entire generations in EJ communities which cannot be fully protected where they benefit from public services and/or community resources.
- The air quality that surrounds South Stockton residents impacts public health and the environmental conditions around important services/infrastructure in EJ communities. These include schools, dining rooms, parks [...]
- For instance, about 1 in 4 children have asthma in the SJ valley. Environmental conditions impact existing respiratory problems in students which influence their school performance. EJ issues are intertwined with other social issues affecting young populations such as the school to prison pipeline.

Area by Knife River





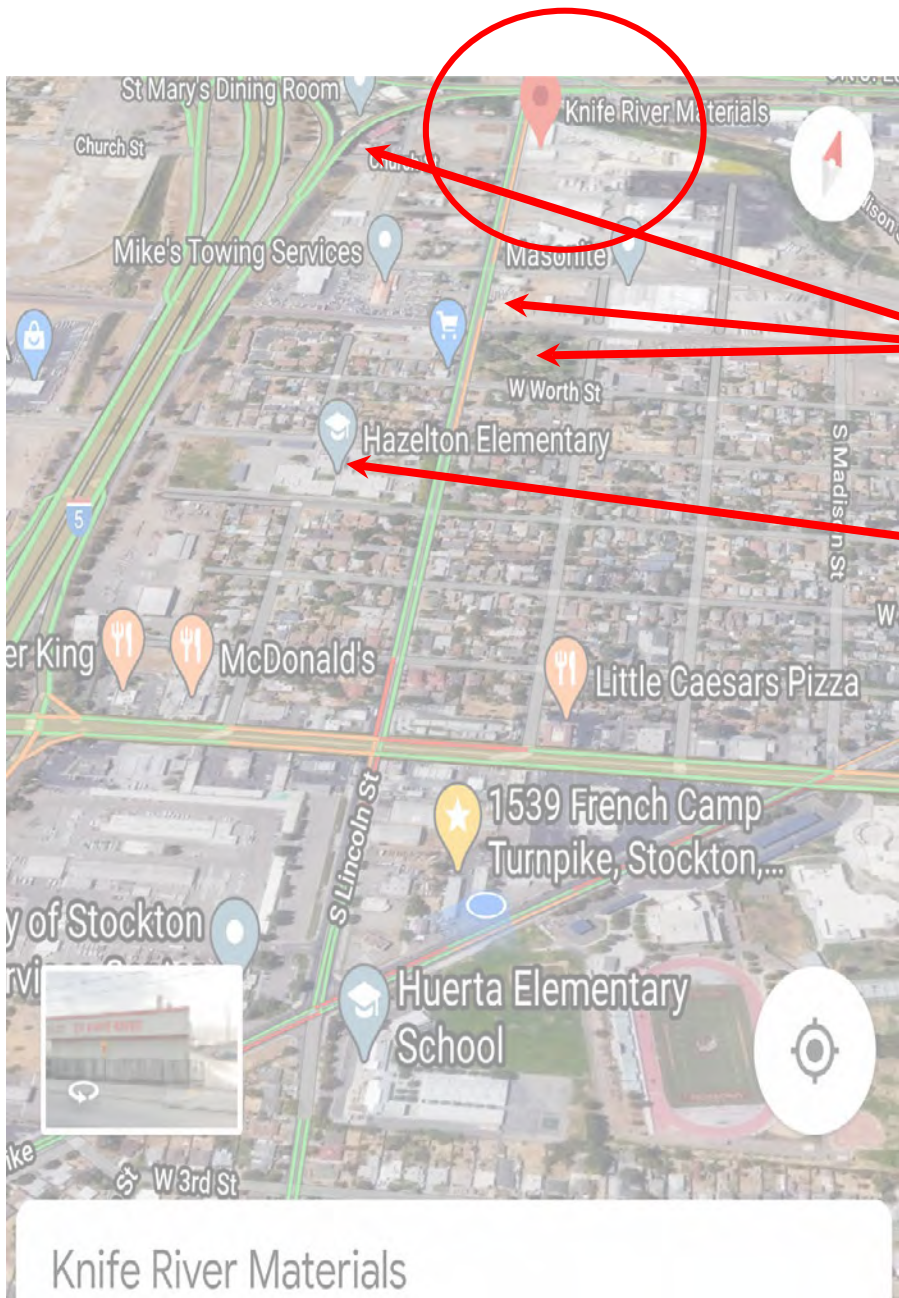
Knife River Materials

Knife River is in close proximity to other industries, public spaces, community resources, schools and residential areas.

All of which are within a mile radius from the said company site, including Hazelton Elementary school.

There is a park right next to a Tree cutting company called the West Coast Arborists and the train tracks. Next to that are residential homes.





Knife River is also in a very close proximity to other industries, public spaces, schools and residential areas.

All of which are within a mile radius from the said company site, including Hazelton Elementary school.

There is a park right next to a Tree cutting company called the West Coast Arborist and the train tracks. Next to that are residential homes.

The environmental conditions within this area have some of the highest percentiles. Pollution burden percentile of 99, including a 94 percentile in PM2.5

400 S Lincoln St, Stockton

Census Tract: 6077000700

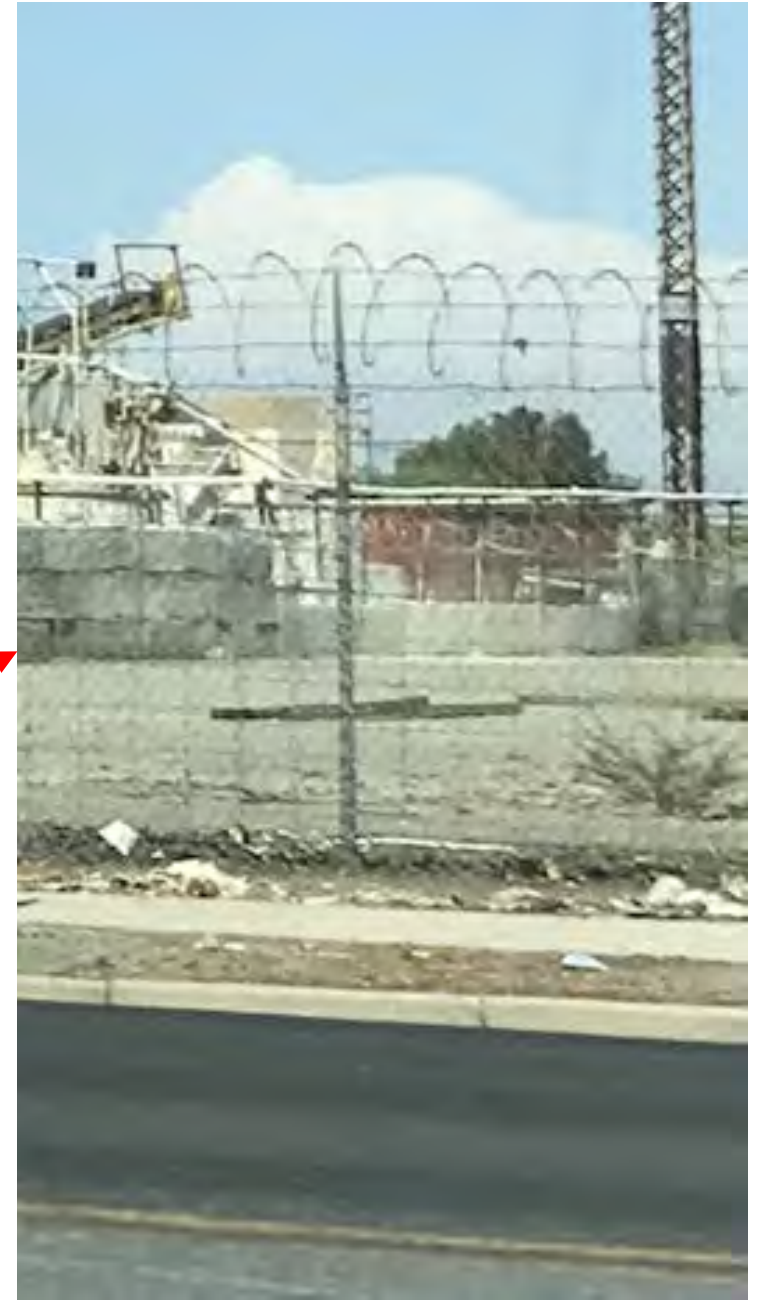
Population:	5,269
CalEnviroScreen 3.0 Percentile:	95-100% (highest scores)
Pollution Burden Percentile:	99
Population Characteristics Percentile:	96
<u>Ozone:</u>	53
<u>PM 2.5:</u>	94
<u>Diesel:</u>	67
<u>Pesticides:</u>	74
<u>Toxic Releases:</u>	58
<u>Traffic:</u>	69
<u>Drinking Water:</u>	29
<u>Cleanups:</u>	98
<u>Groundwater Threats:</u>	97
<u>Hazardous Waste:</u>	43
<u>Impaired Water:</u>	94
<u>Solid Waste:</u>	94
<u>Asthma:</u>	97
<u>Low Birth Weight:</u>	32
<u>Cardiovascular Rate:</u>	95
<u>Education:</u>	97
<u>Linguistic Isolation:</u>	94
<u>Poverty:</u>	98
<u>Unemployment:</u>	89
<u>Housing Burden:</u>	91



Several trucks have also been observed to be idling right next to the said site.



Observation: Knife River materials has this **tall structure** in the center of their site, similar to a conveyor of some sort, where materials go down from the upper portion of the structure. **Once the materials reach the very bottom there are dust particles that are emitted to the air.**



Charter Way and Fresno Ave





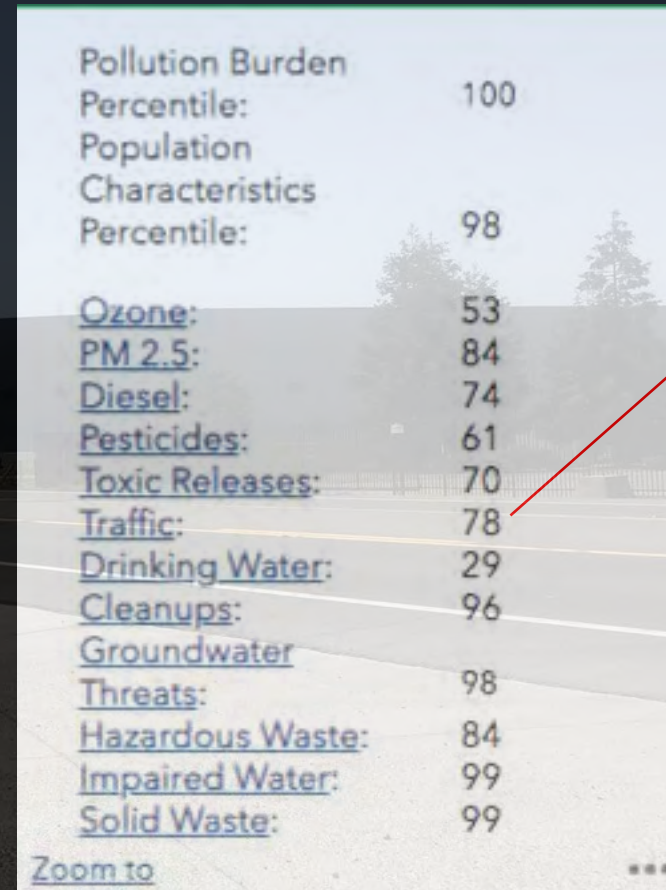
- All along Charter Way and Fresno Ave, several truck companies are present.
- 0.7 miles away is San Joaquin Elementary School.
- There are trucks idling within these streets and very close to residential areas.

- Some of the highest population characteristics percentile are: cleanups, PM 2.5, traffic and diesel.
- Based on CalEnviroScreen 3.0, this area is within the 95-100%



There are high levels of truck traffic in industrial areas.

Trucks contribute to pollution through the emission of carbon monoxide and are harmful to vulnerable environments such as residential areas.



Pollution Burden	
Percentile:	100
Population Characteristics	
Percentile:	98
<u>Ozone:</u>	53
<u>PM 2.5:</u>	84
<u>Diesel:</u>	74
<u>Pesticides:</u>	61
<u>Toxic Releases:</u>	70
<u>Traffic:</u>	78
<u>Drinking Water:</u>	29
<u>Cleanups:</u>	96
<u>Groundwater</u>	
<u>Threats:</u>	98
<u>Hazardous Waste:</u>	84
<u>Impaired Water:</u>	99
<u>Solid Waste:</u>	99
Zoom to	***

Traffic Volume:
78th Percentile

CalEnviroScreen 3.0



TCI Transportation Commodities



Williams Tank Lines



American Building Supply Inc.



DTE Energy (electric generation utility company)

2526 W Washington St 95203

- The plant operates for 24 hrs. the whole seven days a week (Source: California Biomass Energy Alliance).
- There are multiple cylinder looking structures, with a white smoke coming out on one of those tubes.





- Based on CARB Pollution Mapping Tool, the total greenhouse gas (GHS) that DTE Energy produces is 428,743 metric tons CO₂e (carbon dioxide equivalent). This company has the highest GHS ranked in Stockton.
- Adding to DTE Energy, there are trains that pass by right next to the company; the Freeway; and the Port of Stockton is also in close proximity.



Fresno Ave
200

3105 El Dorado St
Stockton, California



Street View

South El Dorado California Tank Lines

Waste Incineration



Google





July 15th
12:03 PM



In the Southside of Stockton, there are a handful of businesses that reside right next to homeowners, one of which is California Tank Lines.



July 15th
12:03 PM




Having investigated the area over the course of a few days,

This property is being seen with full smokestacks, while being well within walking distance of homes as close as walking across the street.



	scores)
Pollution Burden Percentile:	90
Population Characteristics Percentile:	97
<u>Ozone:</u>	61
<u>PM 2.5:</u>	82
<u>Diesel:</u>	70
<u>Pesticides:</u>	0
<u>Toxic Releases:</u>	60
<u>Traffic:</u>	73
<u>Drinking Water:</u>	29
<u>Cleanups:</u>	79
<u>Groundwater Threats:</u>	75
<u>Hazardous Waste:</u>	0
<u>Impaired Water:</u>	94
<u>Solid Waste:</u>	00



This along with other businesses such as auto dismantlers along El Dorado and the edge of the AB 617 Air Monitor perimeter, while despite staying within law and regulation of emissions, will no doubt negatively affect the homes that live near them.

A city waterfront scene featuring a canal in the foreground, a paved walkway on the right, and various buildings and palm trees in the background under a cloudy sky. The text is overlaid on the image.

We have to see justice
for communities
through monitoring
the air of our most
notorious violators.

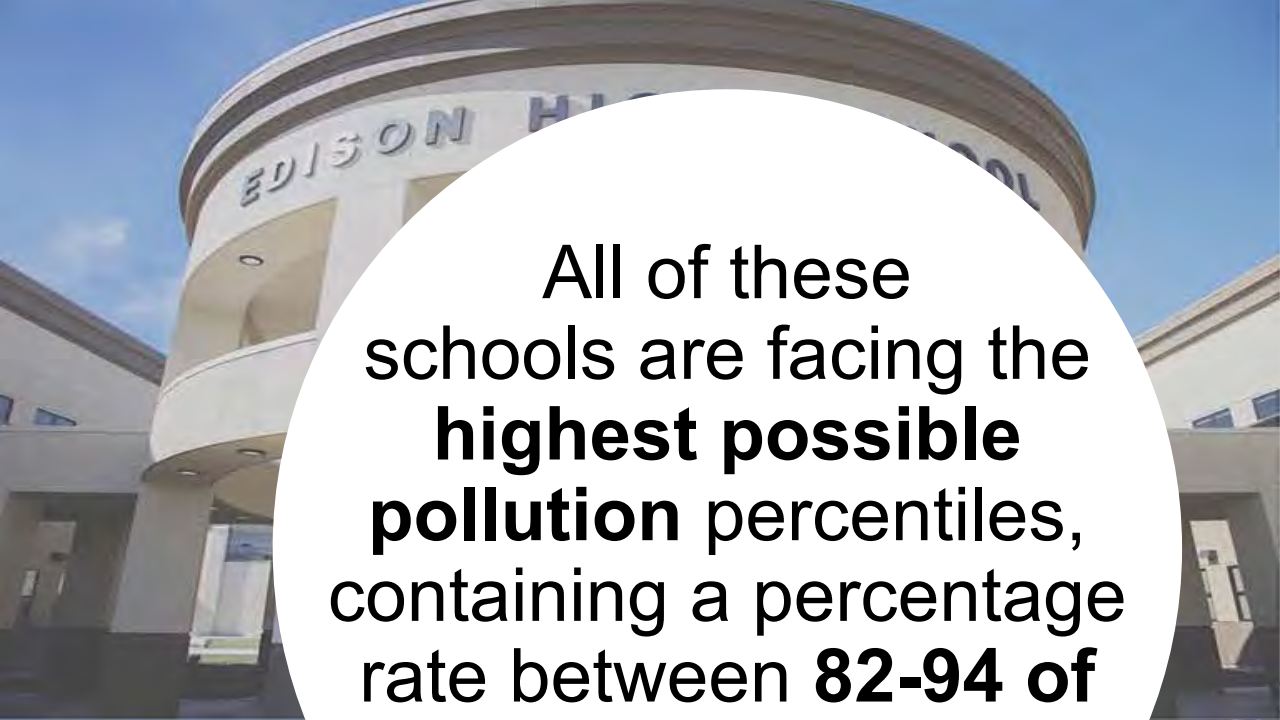


Mobile Monitors

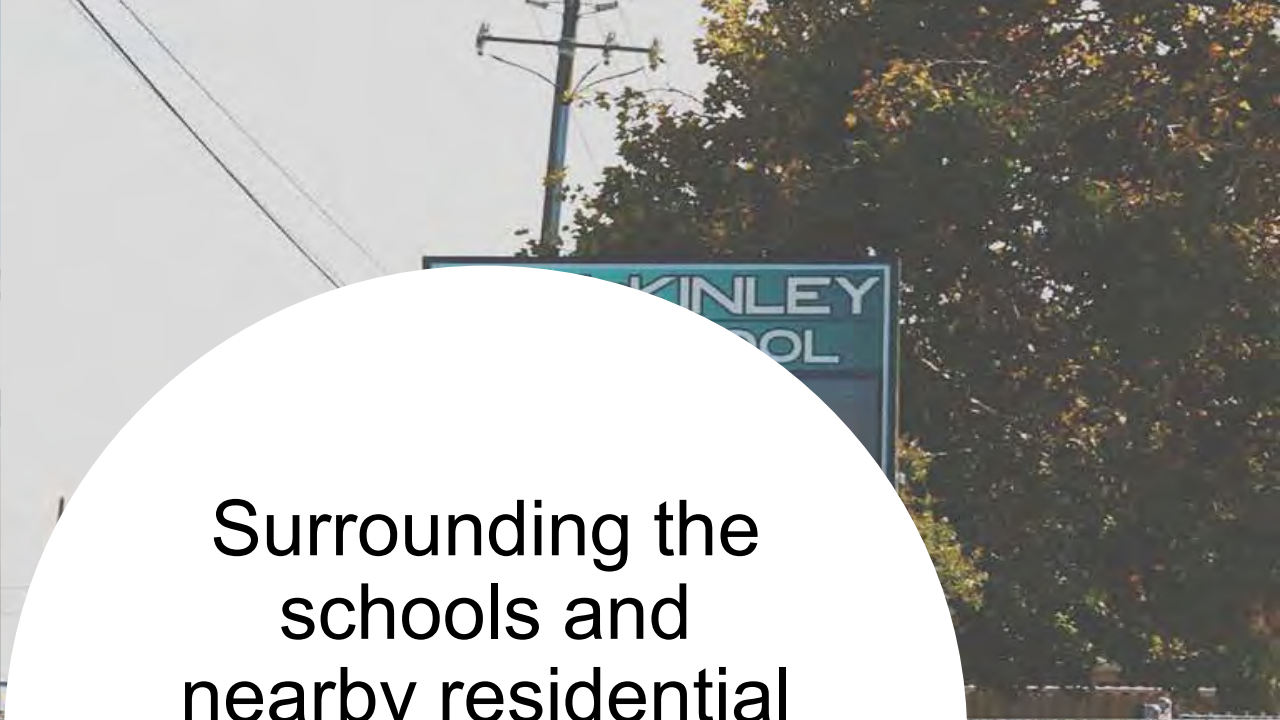
Cycling through SUSD Southside Schools

Some of the schools to consider monitoring:


Washington Elementary, McKinley Elementary, Edison High School, San Joaquin Elementary, Dolores Huerta Elementary, and Hazelton Elementary.

A photograph of a large, modern school building with a curved facade. The words "EDISON HIGH SCHOOL" are visible on the upper part of the building. A large white circle is overlaid on the image, containing text.

All of these schools are facing the **highest possible pollution** percentiles, containing a percentage rate between **82-94 of PM 2.5 concentrations.**

A photograph of a school building with a sign that says "KINLEY SCHOOL". A large white circle is overlaid on the image, containing text.

Surrounding the schools and nearby residential areas are trucking and manufacturing companies.

A photograph of a school sign for "Dolores Elementary School" with a "WELCOME" message. A large white circle is overlaid on the image, containing text.

Dolores Elementary School
WELCOME

A photograph of a school sign for "HAZELTON ELEMENTARY SCHOOL". A large white circle is overlaid on the image, containing text.

HAZELTON ELEMENTARY SCHOOL

McKinley Elementary is one prime example of the air disparities most of the SUSD Southside schools are having to endure.

- Located down the street is California Tank Lines, a lumbering production company and a truck company.
- These feed into the high pollution rates, including:
 - > Diesel PM percentile of 70
 - > Toxic Release percentile of 60
 - > PM 2.5 concentration





Conclusion - The What

We NEED **permanent** air monitors in the following areas:

PORT OF STOCKTON - downwind of Port of Stockton
TCI Transportation - Charter Way and Fresno Ave
WASTE INCINERATION - South El Dorado

We NEED **mobile** air monitors in the following areas:

Around schools
High areas of population density

The Why

The Port of Stockton is a high polluter and a major contributor to the air pollution, disproportionately affecting downwind areas.

Permanent air monitoring would give clarity to the actions needed to take and provide data for the future *development* of clean air.

Air monitoring the port **is our most pressing issue**, we would be taking a major step forward and making the biggest impact we can sooner.

Air monitors need to be where they will pick up the MOST DATA.

Anything less is an injustice to the community and a purposeful inaccuracy.



Conclusion - The What

We NEED **permanent** air monitors in the following areas:

PORT OF STOCKTON - downwind of Port of Stockton
TCI Transportation - Charter Way and Fresno Ave
WASTE INCINERATION - South El Dorado

We NEED **mobile** air monitors in the following areas:

Around schools
High areas of population density

The Why

Transforming industries to using clean technologies will *ultimately* make them more profitable in the long run while improving the surrounding community.

Recommendations

Having good monitoring in the right place also means at the right time.

We want the **mobile** monitors to be **rotated on a schedule, unknown to the public** so as to collect as much untampered data as possible.

PORT OF STOCKTON - downwind of Port of Stockton
TCI Transportation - Charter Way and Fresno Ave
WASTE INCINERATION - South El Dorado

Around schools
High areas of population density

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #6

August 5, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee:

- Email District staff if interested in co-hosting a meeting

Action items for the District:

- Provide a succinct list of the 32 BARCT rules to the CSC; add to future agenda
- Work with community co-hosts to set agenda to cover rules and regulations and describe stationary sources in more detail
- Bring air monitoring plan budget info forward at the next meeting

Welcome and Introductions

Hanna Stelmakhovych, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Douglas Vigil, Community Co-host

Hanna welcomed the Stockton CSC participants, went over Zoom etiquette, and thanked everyone for attending. She specifically acknowledged two new resident members, Nate Knodt and Victoria Moreno.

Hanna then turned it over to Ryan for a host welcome and Douglas Vigil for co-host remarks.

Community Emission Reduction Program (CERP) Strategies Exercise

Hanna Stelmakhovych, ILG

Jessica Olsen, District

Hanna described the CERP strategies exercise for the meeting, which was designed to provide an overview of CERP strategy components and a timeline for developing measures to reduce air pollution from community sources of concern.

Hanna turned it over to Jess, who covered the following:

- Overview of CERP strategies - existing and new
- Reminder of what needs to go into the CERP (measures, enforcement, compliance, collaboration with other agencies, etc.)
- Sources of concern that the District heard from the community

Jess explained that the purpose of the exercise was to begin developing a list of community-proposed strategies to address the main concerns heard throughout the community. Subject matter experts have been briefed to lead small group discussions on key topics.

Kim Danko (ILG) provided breakout room instructions. CSC members, CARB staff and District (AD) staff joined five small breakout groups to discuss: mobile sources, outreach/education, community sources, port sources, and stationary sources.

Hanna asked the subject matter experts to report back on their small group discussion and brainstorm briefly with the larger team.

Note: Zoom breakout room technology malfunctioned after the first breakout session. The meeting continued as a large group discussion.

Mobile Sources:

Aaron Tarango, District

Kyle Goff, California Air Resources Board (CARB)

Small Group Highlights:

- The community wants to know what the District is doing and what is happening in Stockton in terms of the incentives, the enforcement actions, etc.
- Public service announcements to the community may help residents learn to use the incentives offered
- Enhanced outreach is needed around the Port, as well as more electric trucks around the Port and electric school buses around the Stockton area
- There is interest in understanding how best to support independent truckers who cannot afford brand new trucks
- The last topic was replacing ag tractors in and around the Stockton area

Full Group Discussion (verbal and chat comments):

- CARB should come to a future CSC or subcommittee meeting to discuss truck rules, specifically in the Port area (refrigerants)
- Consider policies that will help small businesses with industrial pollutants (e.g. warehouses, trains, large vehicles)
- Find opportunities where electrical fleets can replace outdated fleets to reach current standards and lower emissions
- Add money to help educate the community about maintenance and repair of electric vehicles to increase community adoption and support
- Increase infrastructure for electric charging
- Add bike share in Downtown and South Stockton
- Provide more financial support for the rebates for replacing older cars with electric vehicles
- Electric drayage trucks at Port
- Electrify all rice trucks from Sacramento to Stockton
- Tug boat replacement/repower
- Electric landscaping, both commercial and residential
- Create low emission zones around schools

- Support land use policies that create a buffer zone between sensitive land uses (like homes) and major sources (like the freeway)
- More trees

Chat Question: What’s the difference between “enhanced enforcement” and just regular “enforcement”?

District Chat Answer: Enhanced Enforcement would be spending more time in a certain area, specifically looking at a certain emission source on a more regular basis, targeting enforcement on an area of concern. We are happy to mention strategies that are ongoing for any of these sources!

Chat Comment: It would be good to hear what other communities have done regarding AB 617. The issues of redlining and zoning have been pretty consistent statewide, so to hear what other communities have done should be extremely helpful. (*Answered below.*)

Chat Comment: Yes, learning from other communities and CERPs would help. Some ideas: closing the zone, or some roads in the zone, to all vehicles; car free days; reduce parking in certain areas; truck free hours, truck routes.

District Chat Answer: Some Mobile Source strategies that are in CERPs from Fresno and Shafter include replacing heavy duty trucks, helping public to replace older cars that might be gross polluters, providing Tune Up Events that help vehicles get repaired so they can pass smog, providing car share programs for public, electric school buses, clean up locomotives, and others.

Chat Comment: I'd liked to also look into an Alternate Truck Route Study for Boggs Tract. Fresno's AB 617 involves a Truck Route Study, correct?

District Chat Answer: You are correct! We are working with the City of Fresno on implementing that measure to study truck routes in their AB 617 boundary.

Chat Comment: What kind of verification is done on those voucher programs taking the money but not buying? We have a lot of diesel buses for schools public and private.

District Chat Answer: For vehicle replacement, we have a couple of check and balances in the program. Primarily we require a signed agreement with the resident and then the check actually goes to the dealership (say CarMax) for a pre-approved vehicle they plan to purchase. We walk them through the process and then require three years of follow up.

Chat Question: Does anyone know if delivery vehicles are already electric in this area? US Postal Service, UPS, FedEx, Amazon trucks....

District Chat Answer: Yes there are many EV light duty vehicles in the Stockton area (such as UPS) being used, but we are still far from having them all switch over. Definitely a good idea.

Chat Comment: Please include child care centers and private schools when allocating money for air filters.

Outreach/Education:

Heather Heinks, District

Jaime Holt, District

Small Group Highlights:

- We want to push out District messages in any way possible, such as state highway billboards
- The sky is the limit for the potential of outreach
- The District will work with the school districts to replace and install the highest rated school filters possible and see what other enhancements can come from the work already being done in schools
- The group discussed disseminating messages about no burn days or air quality alerts and ensuring that all communications are in both English and Spanish
- Suggestion to work with the Housing Authority and Citizen Science to have a portable air monitoring program as a way to get people more involved
- Focus on the farmworker community and make sure they have sufficient resources and knowledge

Full Group Discussion (verbal and chat comments):

- State highway billboards with messages around no burn days
- Spanish and other languages
- Using masks for promotional items
- Educating truckers about idling
- Try to reach the farmworker community
- Seek out unique outreach mechanisms (like parking lots) since COVID has changed patterns of travel
- Incorporate air filtration in schools
- Focus on positive messaging (incentive) vs. punitive
- Social media and real time outreach
- Use encouraging and positive messaging about what residents can do (e.g. carpooling, etc.)
- Utilize direct mail when possible, as well as electronic and digital (like text messaging)
- Utilize point of purchase marketing, retail, etc. vs. individual outreach (or in concert with it)
- Use Nextdoor app and local neighborhood watch Facebook groups
- Advertise in newspapers and on local radio stations
- Involve churches, mosques, temples, etc.
- Provide signage to businesses to ensure customers and employees are aware of concerns, issues, legally protected rights, etc.
- Educate the public to know what to watch out for in areas with lots of idling and how to file a complaint
- Talk about historical injustices that result in unjust policies in hopes of not repeating
- Insert in grocery ads
- Text message alerts
- Engage truck driver training companies to reach clients

Comment: Public education is one of the most cost effective ways we can have a positive impact. We can put together a strategic communications plan with key areas of what we think the community should know. Direct mail is an effective approach, our city council can help get positive messaging out.

Comment: We often hear employees or consumers are the last to get the information, so we should provide that at the top level.

Community Sources:

Jason Lawler, District

John Cadrett, District

Derek Winters, CARB

Small Group Highlights:

- Explored incentives for lawn mowers and types of yard care equipment
- Plastic and other materials used in cooking fires at homeless encampments are an issue; how can we find access to cleaner cooking alternatives?
- How can enhanced enforcement mitigate dust from traffic?
- Develop a research project to study air pollutions in Boggs Tract and how it impacts asthma rates, and from that develop an approach for going after the pollutants that trigger asthma

Full Group Discussion (verbal and chat comments):

- Increase incentives for lawn mowers and yard care equipment and increase outreach programs to expand awareness
- Asthma rates
- Cooking operations are an issue
- Trees are a major opportunity; lots of trees being destroyed
- Vegetative barriers on all roadways
- Ban fireworks
- More aeration to improve water quality from toxic blooms

Comment: The spike in the algal blooms near the Delta are a producer of methane, which is a concern for the community.

Question: Have we talked to any street corner chefs or food trucks? There must be other options for switching their equipment?

Answer: You have touched on a technologically challenging question. We are actively engaged in trying to find solutions for this, but there is not a way as of now to offer an incentive for new equipment. We are looking to see if there are ways to advance that technology and address that issue.

Question: Fresno had tree initiatives already—does Stockton have any tree initiatives?

Answer: Part of the problem is tree maintenance. We seem to have been able to move forward. We are relying on private spaces and private residences and business to maintain the trees we are currently planting. We will be doing limited planting in parks.

Port Sources:

John Stagnaro, District

Skott Wall, CARB

Small Group Highlights:

- A common theme that the Port had with the mobile source discussion was the traffic near the Port
- We want to electrify the fleet that comes and goes from the Port and we want to enforce or curtail the idling trucks
- Curious about the potential to use a different fuel type as ships come closer into the Port of Stockton; we can consider bio-diesel or renewable diesel as ships get within a mile of the Port
- Interest in electrifying boats and the charging of trucks as they queue up within the Port
- The Oakland Port has selected measures that might have some key learnings we can pull from. There are also examples from the Wilmington-Carson-West Long Beach Port that can be used as inspiration.

Full Group Discussion (verbal and chat comments):

- Lots of interest in other communities. West Long Beach/Wilmington/Carson has some examples from CARB research (e.g. outreach to shipping harbors; retrofit incentives, drayage truck regulations).
- Bicycle pathways, walking trails? What low cost opportunities exist? Smart technologies that make it easier for employers to telework, etc.
- The infrastructure side of this discussion is a critical piece, specifically with electrical and charging
- Work with community colleges
- Heavy duty to zero emission movers are all being considered; trying to bring everyone together and reduce emission across the Port
- Vegetative barriers around the Port
- Add another layer of review focused on the impact of development proposals and require additional mitigation measures
- Door to door carbon free supply chain from farm to Port
- Onshore power supply in the Port area for boats to plug in rather than idle
- FB Chat comment - provide free or discounted Wi-Fi so residents can hang air monitors from their homes
- Port traffic study to find out cumulative impacts
- Emission caps on various air pollution concerns with penalty fees for violations for stationary sources in Port
- Super Enhanced Enforcement on emissions from the Port of Stockton
- Transparency from Port on expansion projects
- Disallow use of mitigation banks or emission reduction credits that allow polluters to buy their way out of pollution instead of mitigate on site
- Compare on-site monitoring results to permitted pollution levels to ensure largest sources are compliant

Comment: Maybe some reasons we are seeing these mobile sources is that the right infrastructure is not in place. Maybe a bike exchange or bike program would incentivize the community to use bikes to get across town instead of vehicles. If we embrace the culture of zero emissions, we may help residents' lifestyles. Making sure there's adequate Wi-Fi service and smart technology makes it easier for employees to telework, which would be great.

Answer: This was the largest jump into electric equipment that the Port has ever made. I don't know if we were quite prepared, but the infrastructure side is a huge component of that and that is what we are learning right now, especially when working with PG&E to implement the charging stations. We do bounce a lot from other ports and try to learn from each other. We have a need in the workforce for electric vehicle technicians. We are in the middle of putting to use 36 pieces of zero emission equipment at the Port.

Stationary Sources:

Jake Felton, District

Arnaud Marjollet, District

Nick Peirce, District

Eric Bissinger, CARB

Small Group Highlights:

- The group discussed the Best Available Retrofit Control Technology (BARCT)
- A schedule has been approved and this BARCT analyses applies to those facilities that are subject to the cap and trade program
- There are over 100 facilities in the district subject to Cap and Trade and 32 rules will apply to those 100 facilities
- Out of those 32 rules that apply to those 100 facilities, 19 have demonstrated to satisfy the BARCT requirement
- Three more rules will be assessed in 2020
- Five rules that apply to oil and gas specifically will begin in 2020; two or three of these will be assessed ahead of the schedule that was adopted by our board a couple of years ago
- BARCT workshop hosted last week
- In 2018, they created a schedule to revisit each rule to ensure that they meet the BARCT requirements; if the rule needs to be revised, they will go through that process soon (like the 5 oil and gas rules to be considered in the near future)
- Assessments are ahead of schedule and everything is moving rapidly

Full Group Discussion (verbal and chat comments):

- Try to electrify equipment; efforts are currently underway
- Provide more explanation of Best Available Retrofit Control Technology (BARCT)
- We need electric public transportation for affordable housing communities
- We should still have the same approach as what was shared re: Port on enforcement on industries that are the top polluters with penalties and fines
- HVAC units and the running of AC is an issue; leverage technologies that use climate-friendly refrigerants

Question: What were the 32 rules that apply?

Answer: The 32 rules that apply are to very specific pieces of equipment, such as a combustion engine. 32 rules have been applied to those 100 facilities in the Valley. Under AB 617, a requirement applied to the district to put together a schedule with the intent of revisiting each of those rules under BARCT, in consideration of the cost and feasibility. Then a determination can be made on a rule by rule basis if it meets the state requirement of BARCT.

Answer: I think a more specific deep dive into the rules and regulations deserve more than just a couple of minutes on the agenda. We will work with the co-hosts to make sure that is on the agenda for the next meeting. We will bring a succinct list back to you and start identifying what kind of program it will be and what partners we'll need.

Community Air Monitoring Proposal

Jon Klassen, District

Jon presented a map of the proposed community air monitoring locations. Presentation highlights:

- We are proposing to put a PM 2.5 unit to measure PM 2.5 in real time, along with VOC measurements, just north of the Port of Stockton
- We are proposing to put an air monitoring trailer at the Port of Stockton—this would be the most comprehensive part of the air monitoring network
- We are proposing a PM 2.5 unit in Little Manila at the Crosstown Freeway because of all the traffic from diesel trucks and mobile exhaust
- We are proposing a PM 2.5 unit near Conway Homes and near El Dorado where there are a lot of emissions from cooking and barbecuing
- Last, we are proposing to put another compact multi-pollutant air monitoring system, which can measure PM 2.5, black carbon, oxides of nitrogen and VOC, downwind of the community
- This network design is not set in stone, but is a good start to implement; we can always shift some equipment during the monitoring campaign
- Our next step is to develop a community air monitoring plan, which will describe how the equipment will be operated and maintained
- Our goal is to have the air monitoring begin by January 2021

Question: Is there a reason why there is not a monitor in the Port versus across the street?

Answer: There are different fabrication shops in the area for cars and boats that produce VOCs and traffic types that cause PM 2.5, so we felt that measuring VOCs up there would be important.

Question: Does water algae get in the air as well and get monitored?

Answer: We will continue to do some research on this, but algae blooms cause different pollution levels of VOCs. We will have the ability to measure those samples and send them to a lab for more comprehensive analysis to break down if there are any impacts from algae in the area impacting air quality.

Chat Comment: A monitor near San Joaquin Elementary would be good. There's a lot of trucking companies in Charter Way and Fresno Ave.

Chat Comment: We need monitors that hold individual polluters accountable at the Port. I don't feel that the proposed monitors do that.

District Chat Answer: These are all regulatory grade monitors. As we collect the data, we can work to assess the source of pollution, respond to concerns, etc. Because these are of the highest quality, we can rely on the data.

Chat Comment: Will there be a short report out (document) of this proposed air quality monitoring work?

District Chat Answer: Yes! We will describe the details and purpose of the monitoring plan, the outreach plan, and quality control procedures.

Chat Comment: Big Concern: Community air monitoring plan but first you need to link to actual health outcomes. How much does the equipment cost? Should not move forward without knowing the economics and have some real cost benefit analysis.

Chat Comment: I'd like to request a budget be on the agenda next time. It's nice to think outside the box but we only have a few months so we will need to narrow down and cost is clearly a factor.

District Chat Answer: Yes, the plan is to bring budget info forward at the next meeting.

Chat Comment: When the CARB monitor moves, there will practically be no monitoring in East Stockton.

District Chat Answer: We can take that on as we continue our discussions with CARB. As the committee saw, CARB is planning to work with the CSC throughout the year to discuss the move and potential location. As we know more, we can work to supplement monitoring in that region after the move.

Wrap Up/Next Steps

Hanna announced that the next community co-hosts are Glenabel and Gloria. She thanked Douglas for being the community co-host. She sought volunteers for future co-host duties. Douglas expressed gratitude for everyone's participation.

Public Comment

There were no public comments via Facebook.



Agenda for Stockton Community Steering Committee Meeting #6

Wednesday, August 5, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period

Stockton Community Status Update (attached):

<http://community.valleyair.org/media/1752/stockton-status-update.pdf>

- 5:00 p.m. Welcome, Introductions**
Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Douglas Vigil, Community Co-host, Stockton Community Resident
- 5:10 p.m. Introduction to Community Emission Reduction Program (CERP)**
Overview of CERP strategy components and timeline for developing measures to reduce air pollution from community sources of concern
Valley Air District Staff
- 5:20 p.m. Community Emission Reduction Program (CERP) Strategies Exercise**
Beginning the process to work with community on developing CERP strategies. Breakout discussions aimed at introducing and building upon strategies to reduce air pollution from the sources of concern discussed over the past several meetings.
Valley Air District Staff
- 6:35 p.m. Community Air Monitoring Proposal**
Community to consider air monitoring network design (attached) based on community input, looking to work with the committee to finalize plan.
Valley Air District Staff
- 6:50 p.m. Wrap Up/Next Steps**
Resident Community Steering Committee member stipends
Ryan Hayashi, Valley Air District
Hanna Stelmakhovych, Facilitator
- 6:55 p.m. Public Comment**

REMINDERS

- Next meeting September 2, 2020, via Zoom for CSC members and Facebook Live for public






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.

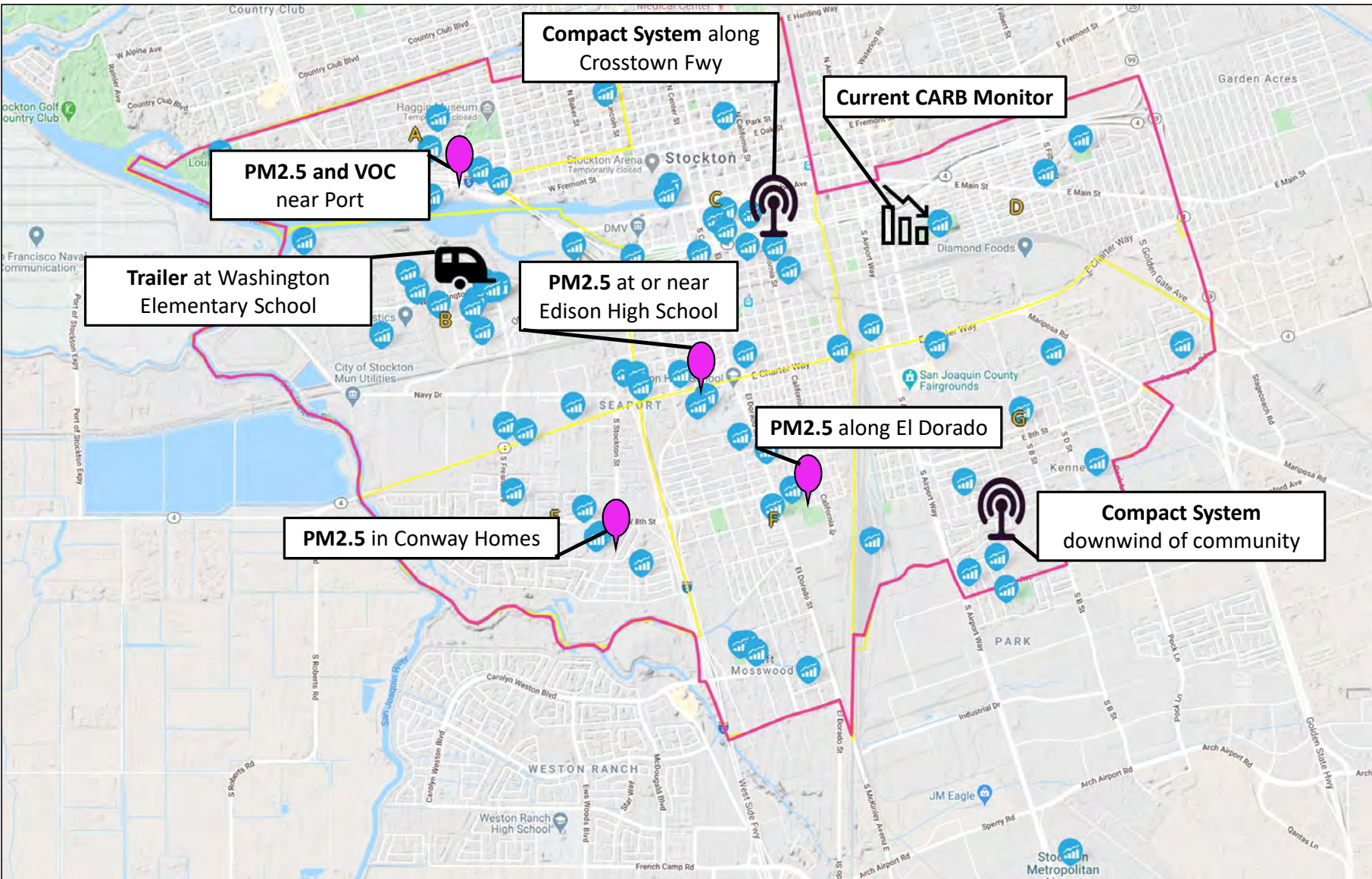
Learn more: community.valleyair.org

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Emissions Inventory (Stationary)	3 June 2020: District presentation and breakout group discussions on stationary sources in community	District Presentation on Stationary Source Emissions
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Proposed Stockton Community Air Monitoring Plan

-  **PM2.5 Monitor**
-  **Compact Air Monitoring System:**
 PM2.5
 Black carbon
 SO2
 NO2/NO
 VOC
-  **Trailer**
 PM2.5
 Black carbon
 Ozone
 CO
 NO2/NO
 H2S/SO2
 VOC
 Toxics
-  **CARB Monitor**
 PM2.5
 Ozone
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 Toxics
-  **Mobile Monitoring Van**
 Drive on regular schedule throughout boundary and respond to community concerns



Summary of Stockton Proposed Air Monitoring

July 28, 2020

Section A

Monitoring Equipment:

- Real-time PM2.5 (**BAM 1022**)
- Toxics (VOC speciation sampling)

Comments:

- hard time breathing (VOC)
- nearby fabrication shops (cars, boats, etc) VOCs
- School near port.
- Another potential location for comparison monitoring. Lots of traffic on Acacia Street, east of hospital, lots of residential.
- Maybe a good occasional location for monitoring as we could compare with other more southern monitoring.
- I5 freeway, homeless encampment fires, dust (not sure where dust is from)

Section B

Monitoring Equipment:

- Real-time PM2.5, black carbon, ozone, CO, NO2/NO, and SO2/H2S (**Air Monitoring Trailer**)
- Toxics (VOC and PM2.5 Speciation Sampling)

Comments:

- Would like information from port pollution from the Port Authority
- Dust, Exhaust Emissions, What exactly goes through the port.
- Port, trucking and traffic pollution
- Charter way, truck idling, heavy industry in the area. High dust as well.
- Intermodal transport. Long wait times at traffic lights
- Intermodal transport. Can sit and idle for a few cycles
- see smoke from industrial facilities, smell seems to be from water and highway
- nearby biomass energy facility; nearby tomato drying operation
- Asthma concerns related to shipping emissions

- concerned with trucks getting on and off freeway
- VOC and NOx per District map
- Exhaust pollution from Port and Factories
- Would like two monitors in this area:
- One near the industrial area and one at the school
- aka Crosstown Freeway or Highway 4
- concern with entire freeway
- High diesel traffic, in the area.
- ask Stockton unified for monitoring site
- Past monitoring at this site, possible site for future monitoring.
- diesel particulates, VOC based on map data
- VOC: Darkest on Modeling Map Want to know where this is coming from
- Great area for a more permanent monitor, as near ports and freeways.
- Both A and B area Port Traffic:
- Cargo / Ships and Factories on Port Drive
- Diesel, Smoke, more widespread overarching monitoring.
- Toxic algae bloom as well as trucking routes

Section C

Monitoring Equipment:

- Real-time black carbon, NO/NO₂, SO₂, and total VOC (**Compact Air Monitoring System**)
- Real-time PM_{2.5} (**BAM 1022**)

Comments:

- Little Manila Community
- Lots of industry
- Lots of consistent traffic and DMW, Weber Institute HS and Children's Museum both in the area.
- Transmodal transportation. Long traffic light wait times
- Potential Good location, Traffic from cross-town, traffic from both BNSF and UP and the Slough.
- Eldorado truck route to Hwy 4
- Truck Exhaust
- UNIFIRST linen company does lots of industrial work, Cesar Chavez library also in this area and potentially a spot.
- Arena also driver for traffic as more activity.
- Seasonality related to baseball season
- At times very heavy traffic as is a hot spot for retail.
- Industry and trucking emissions
- Need a monitor for dark square PM_{2.5}

- Preschool, under freeway. Multiple schools in the area.
- High PM, large homeless populations

Section D

Monitoring Equipment:

- Real-time PM2.5 (**BAM 1022**), if CARB moves

Comments:

- Lots of traffic, close to the HWY 99 and HWY 4. Need one permanent station out in this area. Top pool building at the park might be a possibility.
- Current CARB site, possible site for monitoring as well.
- concern with emissions from busy street
- Intermodal transport and long wait times. Vehicle emissions.

Section E

Monitoring Equipment:

- Real-time PM2.5 (**BAM 1022**)

Comments:

- Down Wind from Industrial Area
- Not specific regarding location but need a monitor in this section.
- No Specific location: Along I-5 Corridor for road pollution
- School monitoring site.
- San Joaquin School might be another area to catch industrial source downwind issues.
- Need monitoring in this area, Waste Management, Republic Services and Van Co Truck Stop might be potential locations.
- Opportunity for monitoring here, but needs to be accompanied by a monitor close to industrial sources near Charter Way.
- Port emissions and industry emissions

Section F

Monitoring Equipment:

- Real-time PM2.5 (**BAM 1022**)

Comments:

- Taft Center: NOx and VOC's
- barbecue smoke
- Old waste landfill (methane?); I5 emissions
- Taft Elementary School. Also near truck traffic, trains, industrial sources.
- Just south of the outdoor BBQ places. Truck traffic, near trains, industrial area.
- Diesel and Smoke PM.
- Monitoring near school and neighborhood.
- Industry emissions
- lately a lot of homeless fire
- concern with PM2.5 based on District pollution map
- High diesel traffic.
- Freeway, truck washing, and trucking school near Huerta and Edison.
- Overall pollution
- Truck traffic:
- Char broilers
- We agree, on comment that it is indeed a hot stop.

Section G

Monitoring Equipment:

- Real-time black carbon, NO/NO2, SO2, and total VOC (**Compact Air Monitoring System**)
- Real-time PM2.5 (**BAM 1022**)

Comments:

- mariposa road traffic (using mariposa as bypass) and also Highway 4 (between 99 and I5); Stockton Dirt Track; high traffic on Charter way; emissions from Diamond Foods; also other smaller sources
- Lots of traffic from HWY 99.
- Eastern site for charter way monitoring.
- Transit and possibly airport pollution. Including the airport
- Industry south of area.
- Merlo School and CPFSJ Non-profit. Potential Locations as south of traffic corridors, trains, and fair grounds.
- Monitor everything from the community based on wind data.
- Low birth weight
- Air Port Fly Over area
- Idling trains
- port, airport, Trains

Mobile Monitoring Throughout Community

Monitoring Equipment:

- black carbon, NO/NO₂, SO₂/H₂S, and total VOC (mobile monitoring van)
- Mobile monitoring van will be used to provide early monitoring prior to implementation of stationary monitors and also to address other areas of concern within the community

Outside of Boundary

Monitoring Equipment:

- Impact to community already addressed by air monitoring within boundary






Comments:

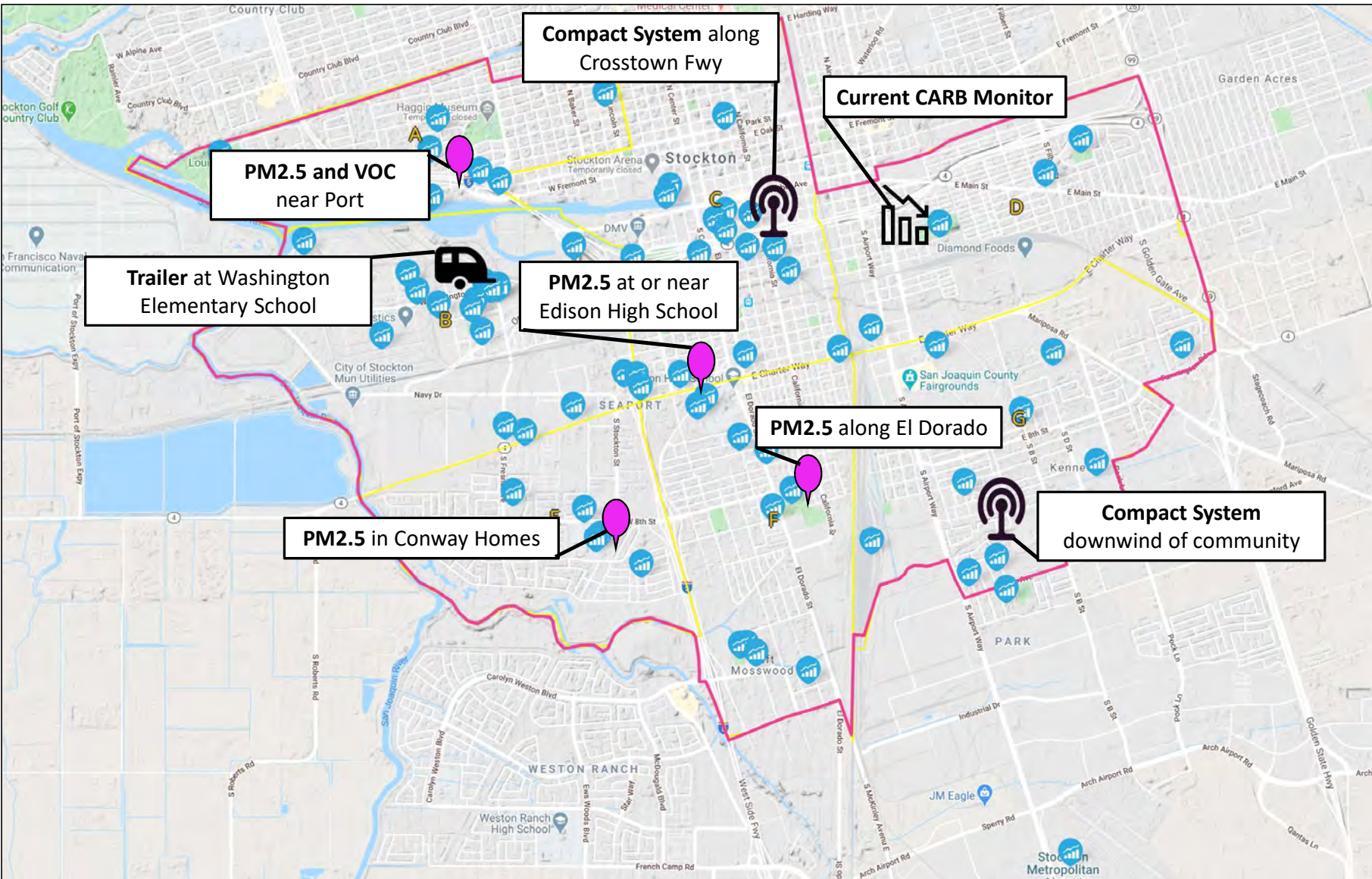
- Outside boundary, possible monitoring location. Heavy diesel traffic, food truck
- Community near distribution centers, heavy truck traffic.

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- Industry emissions
- lately a lot of homeless fire
- concern with PM2.5 based on District pollution map
- High diesel traffic.
- Freeway, truck washing, and trucking school near Huerta and Edison.
- Overall pollution
- Truck traffic:
- Char broilers
- We agree, on comment that it is indeed a hot stop.

Section G

Monitoring Equipment:

- Real-time black carbon, NO/NO2, SO2, and total VOC (**Compact Air Monitoring System**)
- Real-time PM2.5 (**BAM 1022**)

Comments:

- mariposa road traffic (using mariposa as bypass) and also Highway 4 (between 99 and I5); Stockton Dirt Track; high traffic on Charter way; emissions from Diamond Foods; also other smaller sources
- Lots of traffic from HWY 99.
- Eastern site for charter way monitoring.
- Transit and possibly airport pollution. Including the airport
- Industry south of area.
- Merlo School and CPFSJ Non-profit. Potential Locations as south of traffic corridors, trains, and fair grounds.
- Monitor everything from the community based on wind data.
- Low birth weight
- Air Port Fly Over area
- Idling trains
- port, airport, Trains

Mobile Monitoring Throughout Community

Monitoring Equipment:

- black carbon, NO/NO₂, SO₂/H₂S, and total VOC (mobile monitoring van)
- Mobile monitoring van will be used to provide early monitoring prior to implementation of stationary monitors and also to address other areas of concern within the community

Outside of Boundary

Monitoring Equipment:

- Impact to community already addressed by air monitoring within boundary

Comments:

- Outside boundary, possible monitoring location. Heavy diesel traffic, food truck
- Community near distribution centers, heavy truck traffic.

Stockton Community Emissions Reduction Program (CERP) Development

August 5, 2020
Community Steering Committee Meeting

Community Emissions Reduction Program (CERP)

CERP Guidance in CARB *Community Air Protection Blueprint*

<https://ww2.arb.ca.gov/capp-blueprint>

CERP Elements

Understanding the Community

Community partnerships and public engagement

What are the air pollution challenges facing the community?

What are solutions for these challenges?

Implementation schedule

Enforcement plan

Metrics to track progress over time

Upcoming CERP Development Process

TODAY (ongoing)

Measures and strategies brainstorm

September

Begin prioritizing CSC suggestions based on emissions reductions and cost

October

Results of prioritization, development of metrics

CERP Measures: Solutions to Air Quality Concerns

Incentives
Programs

Land Use and
Transportation

Enforcement

Enhanced
Outreach and
Mitigation

Future Meeting:
AB2588
(Facilities)

Future Meeting:
BARCT
(Rules)

CERP Measures Examples

Incentives Programs

District and CARB incentive funding exists to support expedited deployment of the cleanest technologies **beyond what is required by regulation**

Examples:

- Funding schools to replace old school buses with cleanest technology (i.e. electric)
- Funding to replace old, high-polluting locomotives with cleanest technology

CERP Measures Examples (cont'd)

Land Use and Transportation

District and CARB lack authority over land use or transportation plan development, therefore, these strategies focus on active engagement with these agencies to promote CSC clean air measures

Example:

-Work with City of Stockton planning department to include District and CSC in general plan updates

CERP Measures Examples (cont'd)

Enforcement

Enforcement of air quality rules and regulations is responsibility of the District and CARB (mobile sources). Identify and include near-term enforcement strategies to improve compliance with existing rules

Examples:

- Enhanced enforcement of illegal burning in community
- Enhanced enforcement of CARB anti-idling regulations for heavy-duty trucks

CERP Measures Examples (cont'd)

Enhanced Outreach and Mitigation

Despite some of the most stringent regulations in the nation and deployment of advanced emission reduction technologies, look to identify additional means to reduce localized air pollution exposure

Examples:

- Install vegetative barriers between a school and a nearby freeway
- Increased community education and outreach through multi-lingual fliers and workshops

CERP Strategies Brainstorm Exercise

Five breakout groups (focused on top concerns we've heard)

1. Mobile sources (trucks, cars, trains, etc.)
 2. Outreach/mitigation (vegetative barriers, more education, etc.)
 3. Community sources (cooking operations, road dust, etc.)
 4. Port of Stockton/ocean-going sources (trucks, boats, etc.)
 5. Stationary sources (facilities)
- Rotate through groups
 - Work with your host to discuss and brainstorm strategies in each of these groups
 - Strategies can be varied for each category

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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Use the Valley Air
App for the latest
air quality info.



Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #5

July 1, 2020 5-7 p.m.

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee:

- Email the Air District if interested in being a community co-host for a future meeting

Action items for San Joaquin Valley Pollution Control Air District:

- Bring to a future meeting any specific information about what types of monitors are available/being used and how many
- Post and share website information about fireworks and PM levels
- Consider updating the CSC roster and sharing with the group to help members connect and engage with each other despite COVID
- Before the next meeting, provide the CSC with information and/or a proposal about the cluster groups on the map reflecting feedback from the breakout groups
- Add truck routes and more information about where they are allowed to be to the agenda for the next meeting
- Add Future CARB monitor to the discussion agenda next month

Welcome and Introductions

Hanna Stelmakhovich, Institute for Local Government (ILG)

Ryan Hayashi, San Joaquin Valley Air Pollution Control District

Espe Vielma, Community Co-host

Hanna welcomed the Stockton CSC participants, went over Zoom instructions for participation, and thanked everyone for attending. Erica Manuel, CEO of ILG, handled the roll call. Ryan then thanked the attendees for participating in this important process and thanked Espe Vielma for volunteering to be the community co-host for the evening. Espe introduced herself, explained her role, and welcomed the community.

Introduction to Community Air Monitoring Exercise

Jessica Olsen, San Joaquin Valley Air Pollution Control District

Jessica explained that one of the two main components of the AB 617 program is to develop an air monitoring network, which will be part of a larger plan related to how the District is going to monitor on a community-wide scale. To begin this process, the District developed an exercise that builds on concerns already heard from the community. Presentation highlights:

- Every map has a breakout of sub-communities or community zones to help members envision different parts of the community
- The first map shows all the schools, medical facilities, and care facilities. The map has some wind direction information on it. The main wind direction is North West to South East, so pollution would likely travel in that direction
- The next three maps are a repeat of what was discussed at the last CSC meeting -- NOx, PM2.5, Diesel PM, and VOC emissions -- but this time the community zones are overlaid
- This is based on the inventory from all sources
- The next three maps show health indicators; the maps depict how the area ranks for asthma, cardiovascular disease, and low birth weight, based on the CalEnviroScreen tool
- The primary goal of the breakout groups is to look at the maps, talk amongst your groups, and start mapping monitoring suggestions with the help of the group facilitator

Hanna (facilitator) opened the discussion up for questions.

Chat Question: What is the potential future CARB monitor about on the first map?

Chat Answer: The first map depicts the potential future location of the CARB air monitoring station due to the demolition of the building where it is currently situated.

Chat Question: I am wondering why CARB decided to move it to that location, in NE part of the map.

Chat Answer: The location was chosen for several reasons, which include available power, site security, site access, in addition to several other factors.

Chat Question: I know that one of our buildings is getting demolished and rebuilt next door where the current monitor is. I know it is a trailer—does the community have input on the new location?

Chat Question: I saw the agenda and I hear you about placing the monitors, but HOW MANY monitors are we placing and what kind of monitors are they? What do they test?

Chat Question: How was the data collected? How were the zones divided (A-G)?

Chat Answer: The inventory is developed by collecting information from various facilities and models. This was based on 2018 data. The inventory development presentation from last meeting might help explain more. Located here:

http://community.valleyair.org/media/1710/final_tech-assessment-stationary-source-inventory-2020-06-03.pdf.

Chat Question: Is the future monitor something we can discuss further?

Chat Question: Are these updated current emission levels?

Chat Question: Moving the CARB air monitor to the North seems like a step backward since its current location is very close to the Crosstown Freeway. From what I understand, the CARB monitor is in a trailer. Why can't it be kept at the SJ Public Health facilities?

Chat Answer: We can definitely fill the gap if CARB decides to move that air monitor by placing a monitor nearby the old CARB monitor location. This will allow the committee (should you decide) to still have monitoring in that region. Let your facilitator know!

Chat Question: Is smoke always a good indicator of pollution? Because most of the map shows the most pollution at the Crosstown Freeway.

Chat Answer: Smoke is one indicator. You are correct in that the freeway is one of the largest sources, mostly due to heavy duty truck emissions.

Question: If we're talking about placing monitors, I'm wondering how many monitors and what kinds of monitors are they? How many of each kind do we have so we can have a more productive meeting and how is that determined? What is the budget we're working with? Are these donated to the state or this project? Do we have funding? I didn't see any data here about ozone. I am wondering what the priorities are?

Answer: We have a budget and we want to build where and what type of monitors based on the committee's feedback. The last time we did this, we kind of did it the other way around and it doesn't necessarily line up with what the committee is interested in. So today, the feedback we want is not just monitors placed, but if you can tell us where to place it and because of what concerns. That will help us develop what type of monitor will fit best there.

In terms of funding, we certainly have the funding for monitors big and small. The goal is to have the most refined, regulatory-grade monitors. No matter what comes of this, we will then develop our recommendations based on your specific locations and feedback and then we will come back to the committee with all of those specifics.

To your last point, we focused here on direct emissions, so things that we measure directly from a source --NOx, PM2.5, diesel PMs, VOCs -- those all have the ability to form ozone, so we didn't talk about ozone in particular, but what things form ozone. The easiest way to think about it is we are measuring stuff that comes out of a tail pipe, comes out of a smoke stack, comes off of a barbecue and ozone is not one of those things. Ozone has to be formed by those things. So we control those things by having an emissions reduction program and that would then limit the formation of ozone hopefully down the line.

Hanna (facilitator) gave thorough breakout group instructions for the CSC then handed off to Espe for any community co-host remarks.

Espe:

- You all are like captains and stewards of your communities, which is why you're on this committee
- The input you can provide is specifically where (in terms of the location) those direct emissions are coming from
- Focus on sharing where you have seen these potential emissions and staff will guide the mapping process
- For example, if you go down South El Dorado, there's a lot of smoke from a charbroiler, and that could be a location where a monitor could be. That is the type of input we need from you all
- Don't worry about all the other details, like the budget

Community Air Monitoring Exercise (Breakout Groups)

Participants were moved into five virtual breakout groups to discuss community air monitoring.

Breakout Group Debrief

Hanna (facilitator) asked the breakout groups to report back on their discussions.

Maps that had been updated in real time during the breakout groups were posted on the screen for everyone to see.

Group 1:

- Multiple people identified the Port and particularly Boggs Tract and Washington Elementary.
- Lots of people identified the cross town freeway, the Little Manila neighborhood, as well as in the southern border, especially public housing like Sierra Vista and Conway Homes.
- There was a concern that CalEnviroScreen data was from 2011 and 2013 and it might be much darker now given the passage of time.
- Some people noted concerns around I-5 and Charter Way as well.

Group 2:

- The Port and Washington School were a big focus of the discussion.
- Martin Luther King Boulevard along Charter Way to the west of I-5 is of interest because there's a lot of truck traffic on Highway 4 going east onto I-5.
- Charter Way near the fairgrounds has a lot of industry.
- Air monitoring as close to the airport, south of our area, but near the community center.
- Along I-5 South where Taylor School is and Conway Homes.
- El Dorado, where Espe took a video, has a lot of diesel trucks.

Group 3:

- The group identified everything from truck travel, ship travel, airplane travel, and more because there are lots of emissions in the area.
- Areas in section C and the middle section A and B.
- We have to have a safe place with electricity in order to have a monitoring site there.
- The group expressed some concerns about how the emissions maps were developed.

Group 4:

- The group began by exploring how to get a broad overview of the area for stationary monitors.
- Most pollution is pushing from the south, so we have to get coverage going from east to west; they looked at D and G quite a bit.
- They wanted to look at a differential; the hospital was an example as well as Cesar Chavez library.
- They found that there are quite a few school locations that could be secure sites and could be prime areas.

District:

- Lots of overlap with some of the challenges being seen at both Boggs Tract and Conway Homes, which is why a few locations were placed right on the south boundary.
- The Sierra Vista area with its railroad and truck traffic and the intersection of 99 and Highway 4 are all on the District radar.

Group 5:

- The group went through the whole map because the group had members that lived in different parts of the city.
- They began in A with I-5 and some possible fabrication north of the deep water channel. Definitely concerned about areas around Rough and Ready Island, Boggs Tract, and Washington Street. Some people mentioned Fresno Avenue to get into the Port area.
- Many are concerned with odors and dust so the group looked at East Main and Mariposa Road because there's a lot of truck traffic using that area as a bypass. They also discussed the Crosstown Freeway around 99, because there's a lot of backup and traffic there.

Espe:

- All of the groups had very robust discussions and were able to take deep dives into the areas.

- The community members are very familiar with the areas and the truck routes, fly-over zones, odors, cargo feed areas, etc.
- I'm excited that the blue dots can turn into an actual device that can help give us the data that we need and the kind of changes we want to move forward.

Jessica Olsen with the District:

- I took the map and designed cluster groups that represent a lot of the feedback we've received.
- The air monitoring team can really hone in on these clusters.
- Our plan is to take these specific comments and determine what types of monitoring we need. Before the next meeting, we will come back with a proposal based on these clusters.

Jaime Holt with the District: We socially distanced last Thursday and met in Stockton with several of you. We learned a little bit about the community and did some videotaping to put together a virtual tour. Thanks to all the people who took time out of their schedules to stand in the sun with us. Special shout out to Jonathan, who helped organize it. It will help educate our Air District team because we are not as familiar with this area and we want to better understand the issues and do as much as we can despite COVID.

Comment: Because of COVID, as a steering committee, we really aren't getting to know each other. Can the Air District update the roster and possibly add photos so we can know more about the participants and get to know each other even though we're only meeting once a month via Zoom?

Comment: I hope that at some point as we're going through this process that there's going to be an opportunity to have more education about how our stakeholders can get involved in reviewing projects and making comments. Our elected officials continue to approve projects that are adding to the air pollutants in our area. We need a next step nexus so we can have more activists involved in this issue.

Comment: In our small group, we talked about truck routes and getting more information about them and where they are allowed to be. I would like that in the next meeting.

Comment: In this meeting we did not have non-CSC members. How do the residents and CSC feel about having the public go on through Facebook?

Response: I think it's great to have the public involved as listeners. They can provide feedback to you guys that we haven't thought about.

Response: The St. George area is also my church and I represent many students who are residents. The breakout sessions were much more meaningful this time because we didn't have ten more participants in the group who were not actively participating.

Comment: I appreciated the swiftness of how the meeting was managed. The only place there was a little bit of a delay was the roll call. Can we make that section faster in the agenda in the future?

Question: How does everyone feel about fireworks coming out? I know there can be a lot of smoke and I wonder if the Air District will be able to monitor the atmosphere during the time of fireworks and fire crackers and illegal fire. Can we talk about it the following month if it happens?

Answer: I saw that Councilmember Fugazi just mentioned that Stockton is not doing fireworks this year, so that's good. We are very concerned about personal fireworks and their impact this year. We do think if you have health issues, your best bet is to be inside. We typically see a spike in our PM levels about 10 p.m. on July 4 and it stays up there until about midnight. While we can't outlaw fireworks, we do very much recommend that folks limit firework use and you can go to our website and see what the quality is like in your neighborhood.

Question: Fireworks have been happening in our area for two weeks already and it's hard on the animals. I would hope that in the next meeting we take 5-10 minutes for the whole group. I would like more information about the future CARB monitor. I think there are a lot of questions about the location that's being recommended.

Answer: I can briefly start to answer your question. The site is being closed and we have a search that we do to try to find a site that will accommodate the security and all the things you've become aware of. As we try to find a long-term lease, the site that is being proposed right now is the most viable site we were able to come up with at this point.

Comment: That's one of the cleanest areas in town--it kind of defeats the purpose in most of our minds.

Comment: I would like more information about the monitors; what type we will be getting and how many.

Chat Question: Why couldn't we put every type of monitor in every one of those sections?

Chat Question: How do we account for indoor pollution sources—smoking, dust, molds, BBQ? Are they in the same order of magnitude of external for resident's exposure? If so, we should spot monitor them too.

Wrap Up/Next Steps

Hanna: Our next community co-host is Douglas. If you are interested in being a future co-host, please type in the chat box to let us know. We would like to say thank you to Espe for being our community co-host this month. She took extra time to prepare for this meeting and to work with us. Much appreciated.

Espe: Thank you to everyone for your participation. Our input as community members is very important, so we can have input about what is taking place, what affects our air quality, our quality of life, and our health. For the commitment that you all have to this process, I applaud all of you. I think it is great to have such high interest across all of our geographic areas here in Stockton.

Hanna: The next meeting is August 5 via Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

Public Comment

There were no public comments via Facebook Live.

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



Agenda for Stockton Community Steering Committee Meeting #5

Wednesday, July 1, 2020 – 5:00 pm - 7:00 pm

Public Participation: Join via *Facebook Live* - www.facebook.com/valleyair

Comments and questions posted on Facebook or submitted to ab617@valleyair.org during the meeting will be addressed during the meeting's public comment period



5:00 p.m.

Welcome, Introductions

Hanna Stelmakhovych, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Espe Vielma, Community Co-host, Environmental Justice Coalition for Water

5:15 p.m.

Introduction to Community Air Monitoring Exercise

Review of monitoring exercise packets, explain upcoming exercise, and group Q&A
Valley Air District Staff

5:30 p.m.

Community Air Monitoring Exercise

Breakout discussions aimed at understanding individual monitoring priorities based on CSC member experience and the available technical information provided in packets.

Valley Air District Staff
California Air Resources Board Staff

Deliverable: Map of air monitoring location priorities in each group

6:25 p.m.

Breakout Group Debrief

1 min updates from each group, discussion of overall priority air monitoring locations
Hanna Stelmakhovych, Facilitator
Espe Vielma, Community Co-host

Deliverable: Map of collective monitoring location priorities from the whole committee

6:45 p.m.

Wrap Up/Next Steps

Hanna Stelmakhovych, Facilitator

6:50 p.m.

Public Comment

REMINDERS

- Next meeting August 5th via Zoom for CSC members and Facebook Live for public

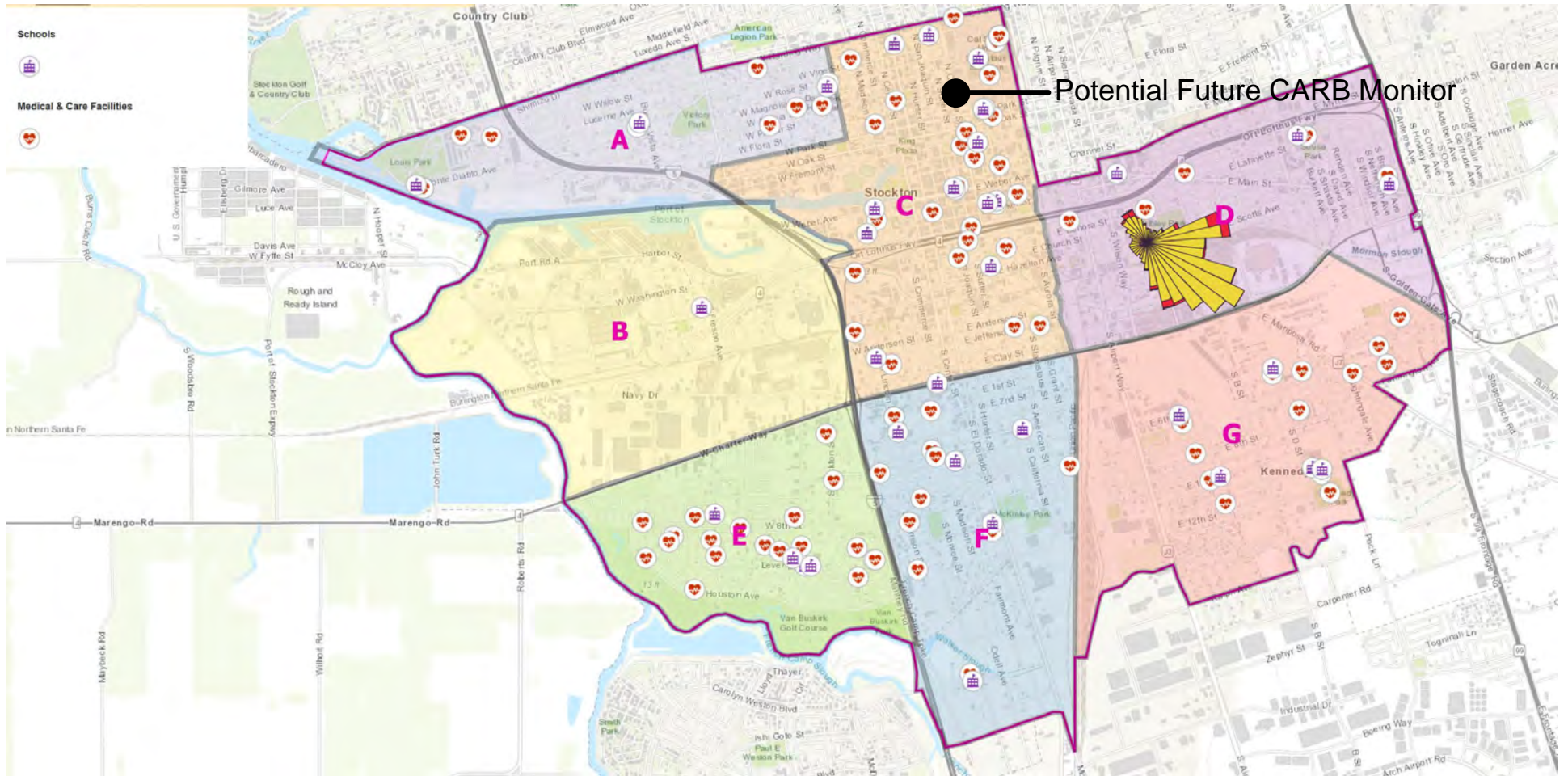
To request Spanish interpreting services, please contact Jaime Holt or Heather Heinks at (559) 230-6000 or AB617@valleyair.org at least 7 days prior to the meeting date.

Community Monitoring Zone	Mark Top 4 Priorities	Monitoring Type (select one)		Location	Sources	Pollutants (select any/all that apply)				
		Continuous Monitoring (all the time, everyday)	Intermittent Monitoring (certain times of day, or days a week)			Exhaust	Smoke	Dust	Odor	Other
10										
11										
12										
13										
14										
15										

Pollutant Descriptions:

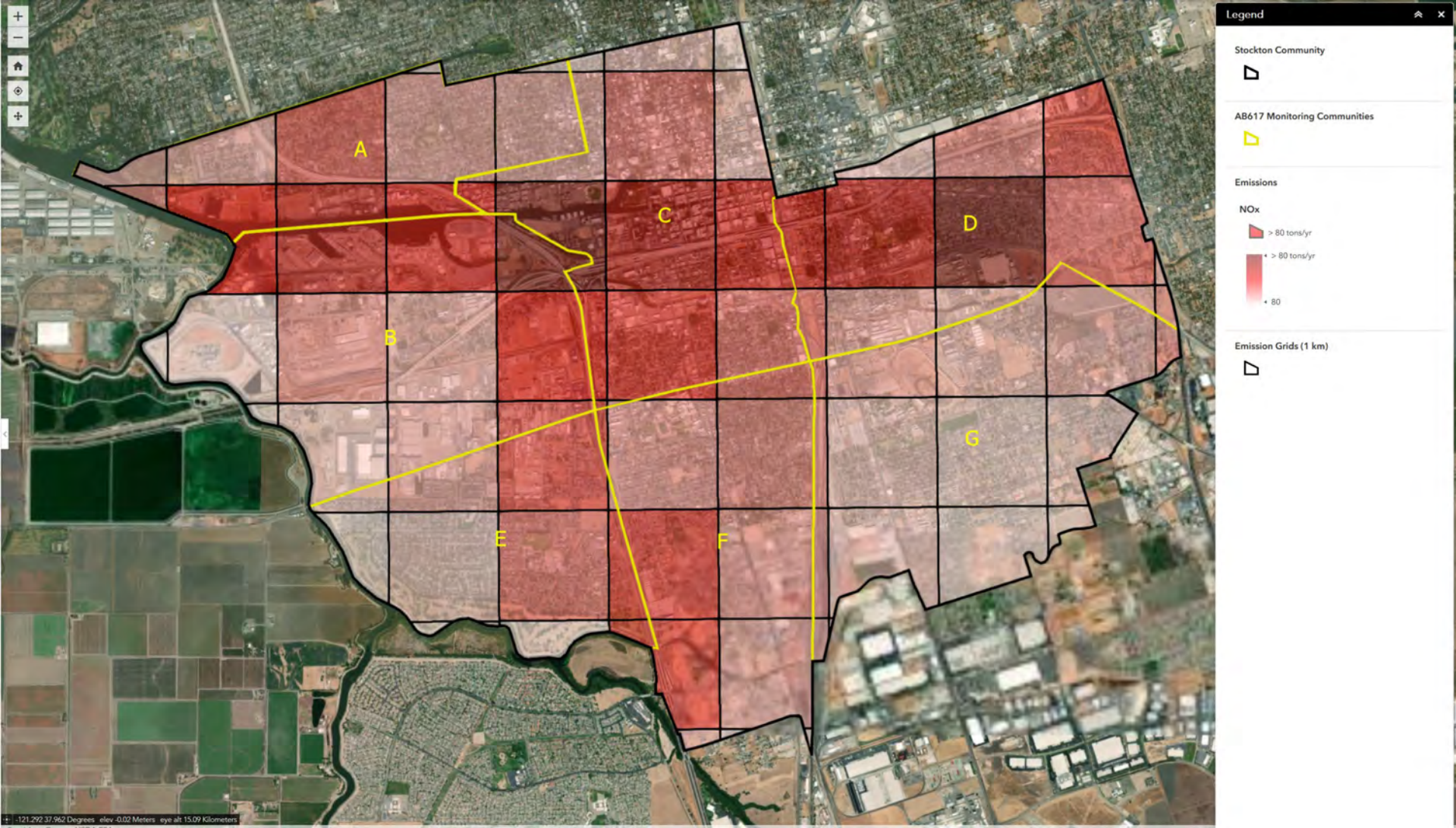
Exhaust	Can vary depending on fuel combusted (Natural Gas, Bio Mass, Bunker Fuel, Gasoline, Diesel) : Nitric Oxides (NO, NO ₂ , NO _x), Carbon Monoxide (CO), Sulfurs (SO ₂ & H ₂ S), Volatile Organic Compounds (VOCs), Benzene/Toluene/Ethylbenzene/ Xylenes (BTEX), PM2.5, Black Carbon (Diesel Particulate Smoke)
Smoke	Clean Dry Wood: PM10 & PM2.5 Trash or Other Materials: PM10 & PM2.5
Dust	PM10 & PM2.5
Odor	Volatile Organic Compounds (VOCs), Benzene/Toluene/Ethylbenzene/Xylenes (BTEX), Sulfurs (H ₂ S & SO ₂)
Other	Please be as descriptive as possible if not clearly identifiable. Smell, color, weather conditions when you notice it, time of day, etc. the more information the better.

Schools, Medical Facilities, and Care Facilities

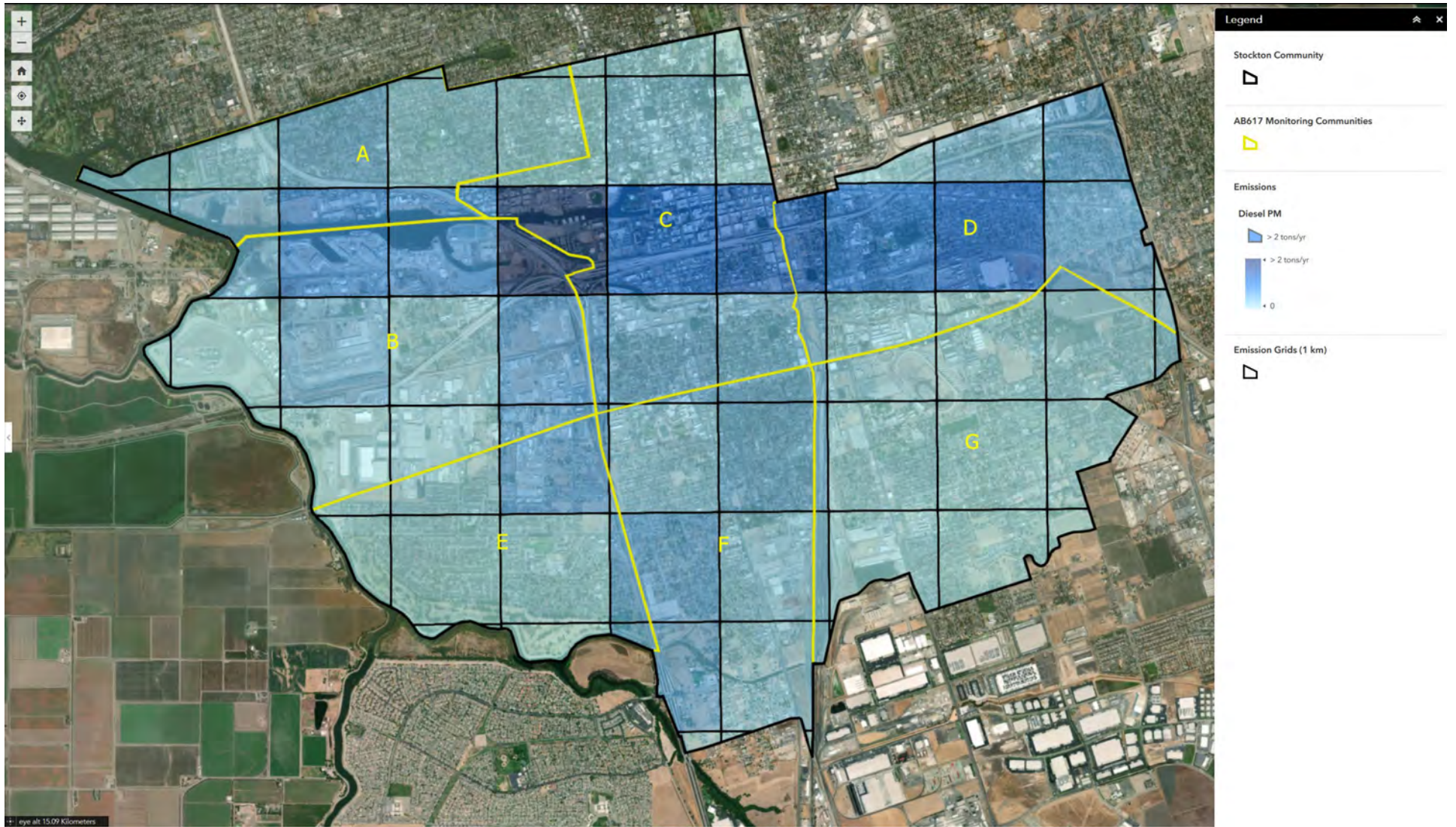


5-year average Wind Speed and Direction
Wind is usually blowing from Northwest to Southeast
Wind rose on map at current CARB Stockton Monitor
Will move to new site due to planned building demolition

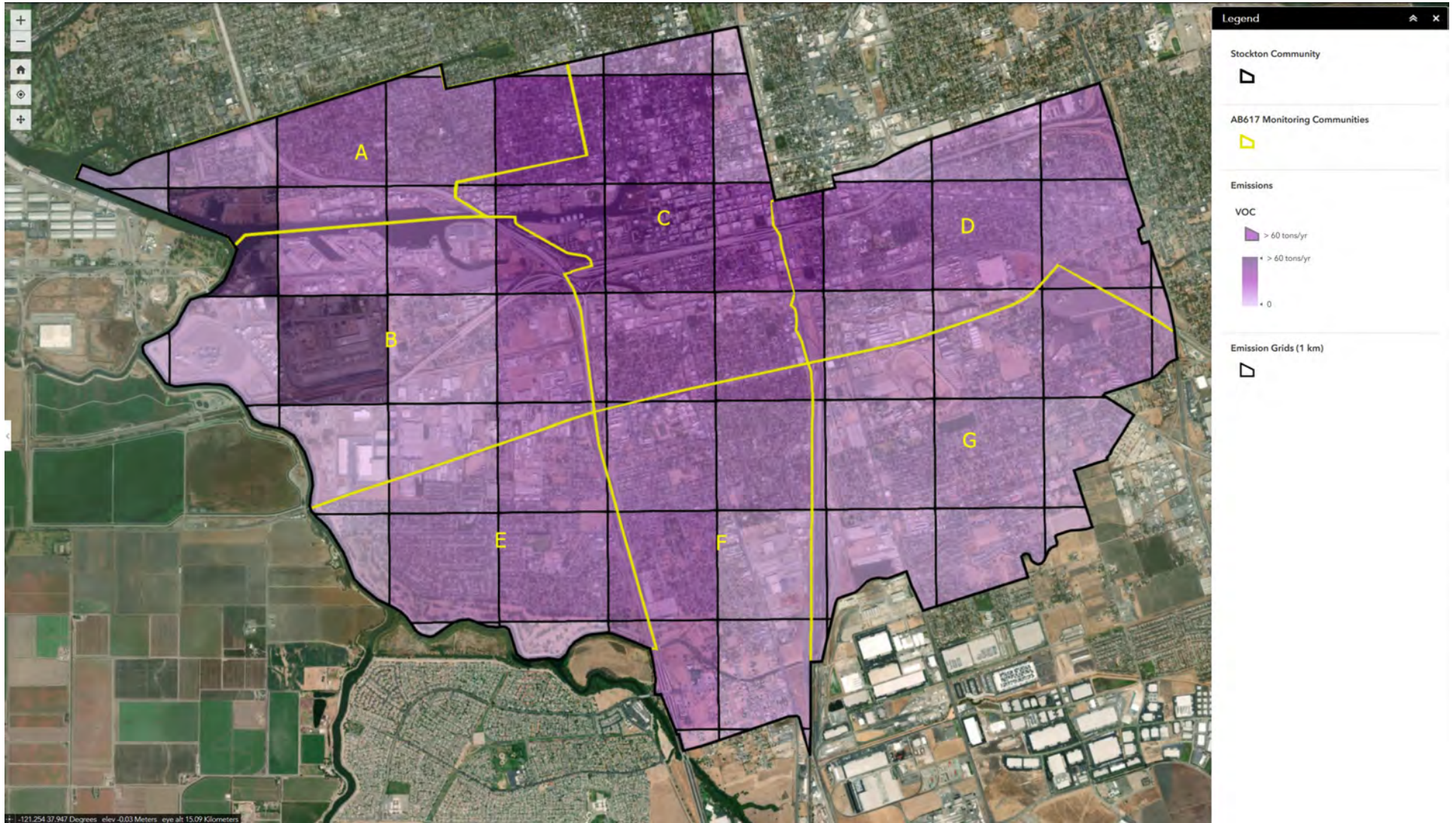
NOx Emissions



Diesel Particulate Emissions

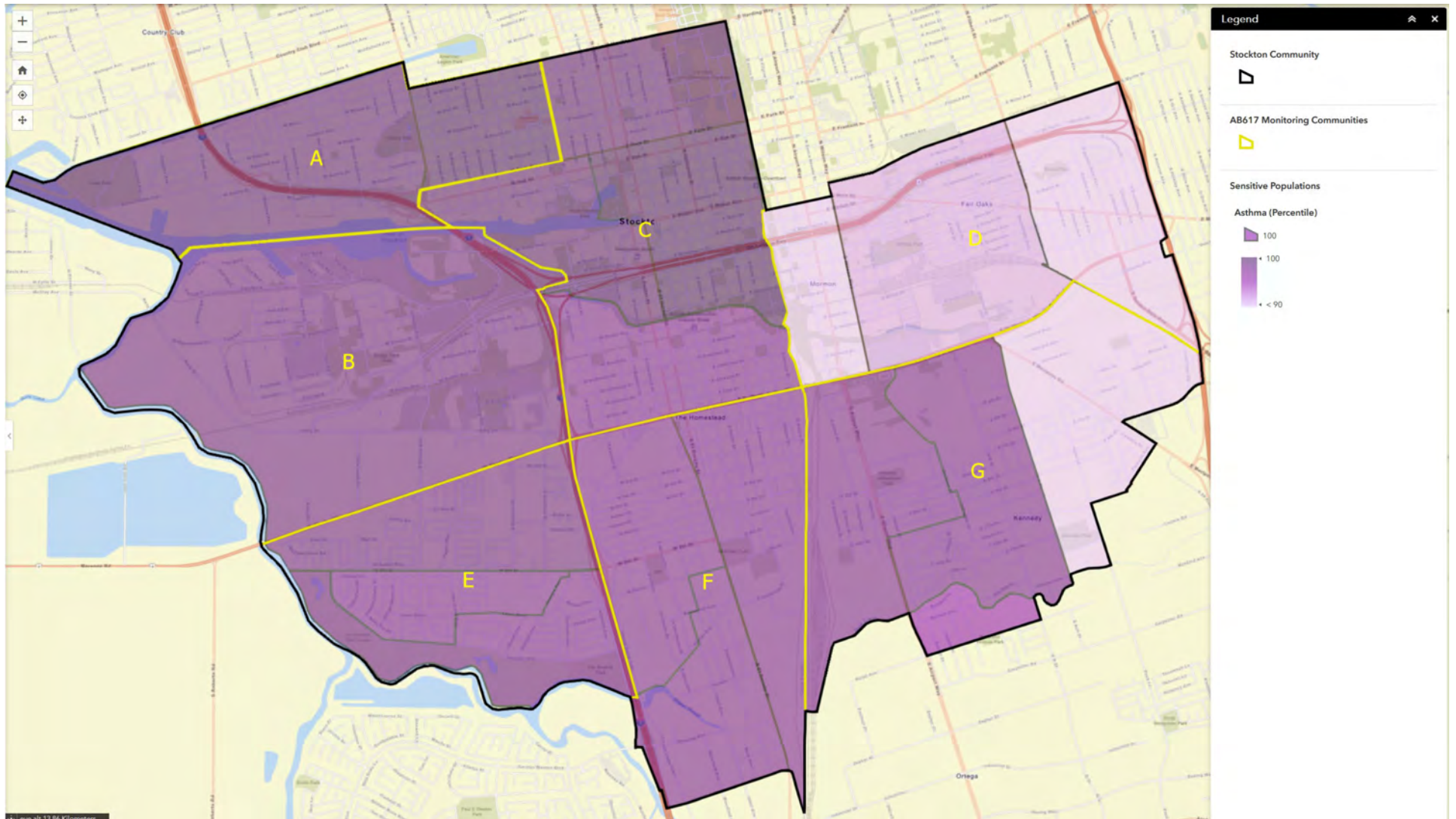


Volatile Organic Compound (VOC) Emissions



ASTHMA INDICATOR

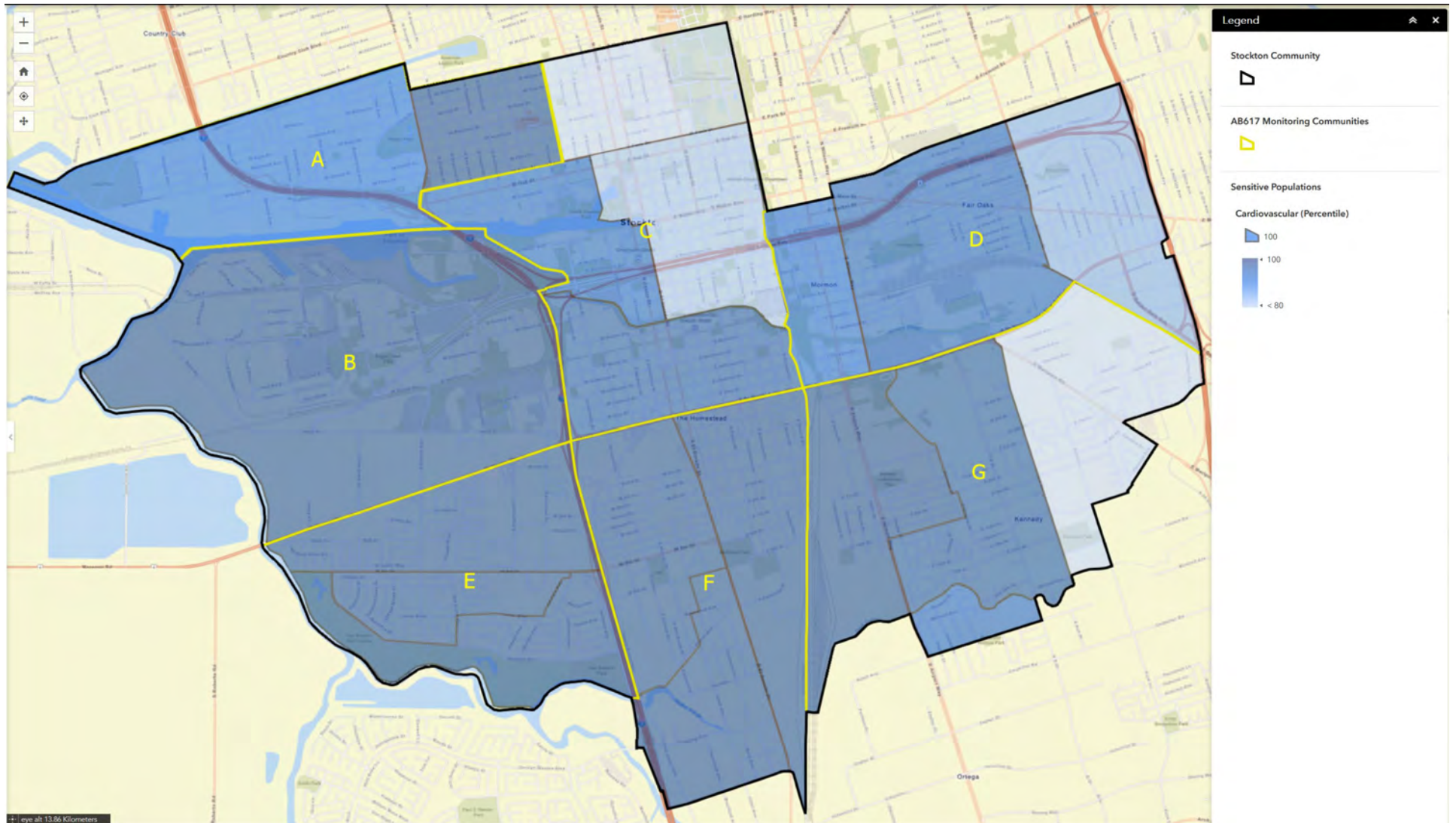
Spatially modeled, age-adjusted rate of emergency department visits for asthma. Averaged over 2011-2013. CalEnviroScreen 3.0, percentile compared to all of California



CARDIOVASCULAR DISEASE INDICATOR

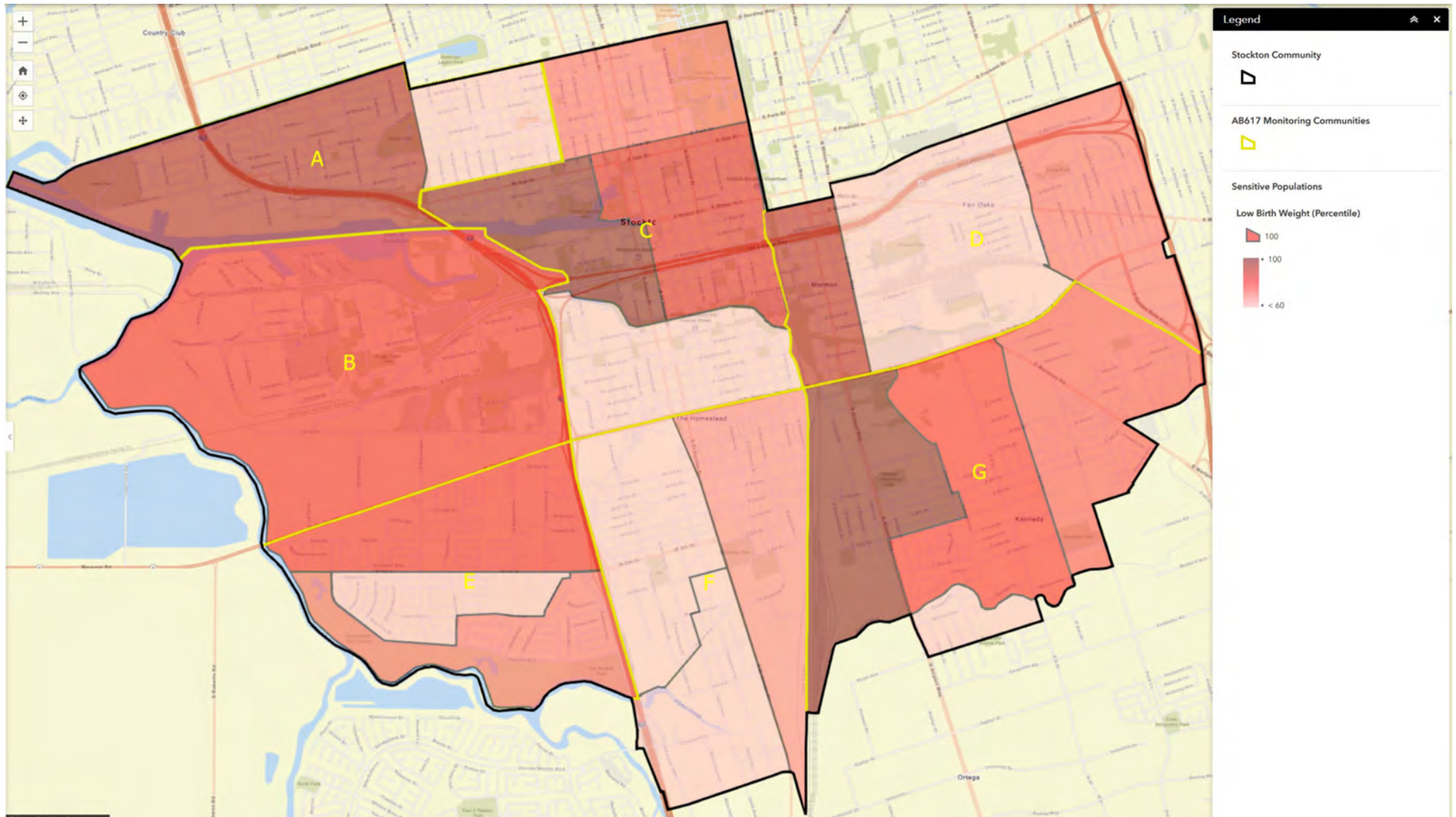
Spatially modeled, age-adjusted rate of emergency department visits for acute myocardial infarction (AMI).
Averaged over 2011-2013.

CalEnviroScreen 3.0, percentile compared to all of California



LOW BIRTH WEIGHT INDICATOR

Percent low birth weight. Averaged over 2005-2012.
CalEnviroScreen 3.0, percentile compared to all of California



Meeting Highlights*
AB 617 Stockton Community Steering Committee Meeting #4
Wednesday, June 3, 2020, 5 p.m.
Zoom Virtual Meeting

Action items for the Stockton Community Steering Committee (Committee):

- Share air pollution emission sources of concern with the Valley Air District and/or CARB to further improve the inventory.
- Committee members who have not yet shared their preferred meeting time preference should contact the Valley Air District ASAP.

Action items for the San Joaquin Valley Air Pollution Control District (Valley Air District):

- Compile information about air quality concerns shared by the Committee members and make the information publicly accessible.
- Strive to build in more time for Q&A after presentations and allocate additional time for the breakout group discussions in future meetings.

Welcome, Introductions

Christal Love Lazard, Facilitator, Institute for Local Government

Ryan Hayashi, Deputy APCO, San Joaquin Valley Air Pollution Control District

Mariah Looney, Community Co-host, Restore the Delta

Christal welcomed Committee members, members of the public, provided Zoom instructions for the meeting and did the roll call.

Committee members participated in the poll to identify their preferred meeting time. Those who did not have an opportunity to use the poll were invited to express their preference via the chat box or let the Valley Air District know so that the Valley Air District can follow up:

- 3:00pm-5:00pm – 8 votes
- 4:00pm-6:00pm – 8 votes
- 5:00pm-7:00pm – 10 votes

Ryan welcomed the participants and thanked everybody for working together to identify the sources of air quality concern using the online tool provided. Mariah thanked participants, CARB and Valley Air District for their support organizing these meetings, especially considering the state of the world.

Community Emissions Inventory/Historical Air Quality Overview

Jon Klassen, Director of Air Quality Science and Planning, Valley Air District

Alejandra Cervantes, Air Quality Planning and Science Division, CARB

Arnaud Marjollet, Director of Permit Services, Valley Air District

Valley Air District and CARB staff led the discussion to review emissions from mobile, area wide and stationary sources within the Stockton AB 617 boundary. Presentations highlights:

- Stockton-Hazelton site operated by CARB and is part of the Valley's regulatory air monitoring network. Ongoing air monitoring operations at this existing site provide valuable data that will be used to complement the community air-monitoring network under development with the Committee. Historical data for this site is available on the CARB website

<https://www.arb.ca.gov/aqmis2/aqmis2.php>

- Decades-long air quality trends in the Stockton community demonstrate continued reductions in concentrations of criteria pollutants (Ozone, PM2.5 Carbon Monoxide, Nitrogen Dioxide) and toxics (Benzene, 1,3-Butadiene, Lead). Through the AB 617 process, the Committee will work together to identify and address localized air quality issues through the development and implementation of various strategies.
- Top major contributors of emissions in South Stockton
 - Nitrogen Oxides: off-road equipment, heavy-duty vehicles, trains, manufacturing and industrial and ocean going vessels (source specific to the Stockton area);
 - Particulate Matter 2.5: off-road equipment, light-duty vehicles, cooking;
 - Reactive Organic Gases: consumer products, recreational boats, light-duty vehicles;
 - Diesel Particulate Matter: off-road equipment, heavy-heavy duty vehicles.
- Emission inventory data are made up of three major categories: mobile sources (trucks, cars, tractors, boats, off-roads), stationary sources (industrial sources, manufacturing facilities, food processors, and area wide sector (residential fireplace, consumer products).
- CARB collects and processes emissions inventory data from Mobile Sources and about area wide sectors. Valley Air District collects and processes emissions inventory data from Stationary Sources on a regular basis.
- Emissions inventory data for South Stockton is displayed on the Stockton Community website – <http://community.valleyair.org/selected-communities/stockton>

Chat Question: All the trends seem to show significant improvement, but subjectively, it does not seem to have improved that much. How do these measurements compare to other locations, i.e., Modesto or Merced?

Chat Answer: We have seen significant improvements in air quality across the Valley throughout the air quality data record, including Stockton. Although we have had great improvements, there is certainly still work to be done to continue improving air quality across the region.

Chat Question: Can you explain what architectural coating is?

Chat Answer: Architectural coatings include primarily a mix of paints, coatings, and lacquers as well as additives and cleaning solvents related to any housing or buildings.

Chat Question: Could you give more details on what goes in the off-road sources category?

Chat Answer: Other off-road mobile source examples are boats, port equipment, forklifts, trains, etc.

Chat Question: On the commercial cooking, how many facilities and is there a particular type of facility that has higher emissions?

Chat Answer: The Valley Air District has an inventory of certain types of restaurants, for example, restaurants with charbroilers, however, it is not comprehensive for all cooking emissions. For the information, the Valley Air District relies on the overall cooking emissions inventory for the community.

Chat Question: On the PM 2.5 graphs, area source shows 46% cooking & mobile sources, 39% off road equipment. However, this does not really tell us what percentage of total each contributes. Is there a graph that compiles them?

Chat Answer: The graph on the slide 4 of District's Update on Stationary Source Emissions Stockton

Community presentation will help clarify the relative contribution of all sources for each pollutant.

Chat Question: Since the COVID-19 and stay home, has there been any significant change in emissions?

Chat Question: Does the model include buildout of general plan?

Jessica Olsen emphasized that these presentations are just an introduction. She explained that additional discussions would take place in the breakout groups with CARB and District staff available in each group.

Sources of Air Quality Concern

Jessica Olsen, Program Manager, Analysis, Modeling, and Research, Valley Air District

Jessica reviewed the air quality concerns [map](#) and showed how to make a comment. Committee members were then moved into the breakout groups to discuss air quality concerns regarding mobile sources.

After the breakout group discussions, each group reported some of the local air quality concerns they discussed:

- Group 1 discussed truck idling in particular neighborhoods; PM2.5 spikes during the wildfire, weatherization opportunities, port activities (freight, sea and land transportation), and vegetative barriers for the air filtration.
- Group 2 had similar concerns. Additional concerns were burning (homeless encampments, illegal burning, and grass fields including those behind residential homes), Boggs Track area near the port and the school in that area (indoor and outdoor air quality as a lot of trucks drive by); airport traffic (trucks and planes) as Amazon is adding capacity.
- Group 3 discussed concerns related to the Boggs Track area, specifically the George Washington Elementary school in this area as well as the expansion of the port and increasing truck traffic and the wind blowing dust from unpaved areas.
- Group 4 talked about emission inventory and monitoring. One of the concerns identified was the lack of monitoring in the area, particularly in the areas with informal settlements by the railroad. Monitoring is needed by Lincoln street closer to DMV.
- Group 5 shared concerns about trucks idling overnight at the DMV parking lot (more often in the winter). The new City Hall will bring more traffic. The University of Pacific vehicles are older models. There are a lot of concerns about port activities and how they impact the Washington Elementary school. There was a question about cooking data as it relates to separating chain versus non-chain restaurants. Lawn equipment is another category. The group also discussed homeless fires and how to prevent them.
- Group 6 talked about truck emissions, idling at the truck wash and French Camp Turnpike, traffic near schools (St George) and the port of Stockton. The group indicated some odors from a company off Highway 5 and Highway 9. Another concern is open fire cooking emissions from an open BBQ trailer near the supermarket that affects the St George and McKinley Elementary school areas. There is open fire cooking occurring in a community of people experiences homelessness that is concentrated in the south and east area and right behind St George school. The group discussed potential measures such as urban greening, color panels, bike trails to improve air quality.
- Group 7 discussed air quality concerns associated with smoke from cooking, including in the South Stockton; idling trains and trucks; plastic pallet fires at the homeless encampments.

Mariah, community co-host, shared her excitement about small group conversations.

Comment: Down at the refinery in Lamont, there is a smell of a hydrogen sulfate gas or some kind of formaldehyde from the marshes.

Chat Comment: Trains idle for hours. We have one of the nation's most congested railways that causes a lot of air quality issues.

Chat Comment: Another concern is big semi's taking backroads to skip the traffic. The backroads are residential roads that are one lane.

Chat Comment: I agree on concerns regarding truck and train traffic and emissions related to goods movement around magnet sources like ports. I see the trucks as I drive to the CSU Stanislaus Stockton campus, and I hear trains often idling from my classroom.

Chat Comment: following up on tabulated. There are just three contaminants.

Chat Comment: There are more concerns on emissions from wildfires since climate change generally is making this part of the state hotter and drier.

Chat Answer: Even though both release pm 2.5 emissions, I am sure one is more prevalent than the other and the two pollution sources shouldn't be categorized too similarly.

Chat Answer: The biggest PM 2.5 from Diesel trucks is the dust they stir up from the road. Bigger source I measured is the cooking PM 2.5.

Chat Comment: Prevent fires by upgrading old electric lines and sealing gas leaks around meters to homes.

Chat Comment: Around a charcoal grill by store, I measured over 400 AQI, over 4x background. 400 PM 2.5 AQI.

Wrap Up/Next Steps

Christal Love Lazard, Facilitator, Institute for Local Government

Christal informed the group that Committee member Esperanza Vielma will co-host the July meeting. Meeting agendas include the timeline for the Committee work and progress towards developing the Community Emission Reduction Plan with the December deadline. On the Stockton community page, there are [links](#) to presentations and a record of all the communication that is going out to the Committee members.

Chat Comment: Thanks, everyone! More time for Q&A between presentations next time, please!

Comment: Thank you for the presentations and the breakout discussions. I learned a lot this evening.

There are no comments on Facebook Live. All the presentations, Zoom meeting recording, meetings highlights and transcripts will be posted online.

REMINDERS

- Next meeting July 1st via Zoom

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



Agenda for Stockton Community Steering Committee Meeting #4

Wednesday, June 3, 2020 – 5:00 pm - 7:00 pm

Zoom Meeting: <https://zoom.us/j/91508201139>

Meeting ID: 915 0820 1139

Teleconference Dial In: **888 788 0099 US** (Toll-free)



5:00 p.m.

Welcome, Introductions

Christal Love-Lazard, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Mariah Looney, Community Co-host, Restore the Delta

What meeting start time works for CSC members on July 1, 2020?
3-5pm, 4-6pm, or 5-7pm?

5:15 p.m.

Community Emissions Inventory and Historical Air Quality Overview

Review California Air Resources Board (CARB) and District emissions from mobile, area wide, and stationary sources within the Stockton AB 617 boundary. Discussion of what these emissions are, how these emissions are tracked, and where they are in the community. Review of historical air quality trends in Stockton and progress made.

Valley Air District Staff
CARB Staff

Breakout Discussions

6:00 p.m.

Sources of Air Quality Concern

Review air quality concerns map: <https://valleyair.mysocialpinpoint.com/ab-617-stockton>
Discuss community concerns as a group. Come prepared to discuss:

- Specific/general concerns regarding mobile sources (high polluting vehicles, truck traffic, idling of trucks, trains, buses, etc.)?
- Specific/general concerns regarding dust from traffic, construction, or other activities?
- Specific/general concerns regarding smoke in your community (from wood, cooking, trash burning, etc.)?
- Specific/general concerns regarding industrial sources?
- Other concerns?

Breakout Discussions

6:45 p.m.

Wrap Up/Next Steps

Christal Love-Lazard, Facilitator

6:50 p.m.

Public Comment

REMINDERS

- Next meeting July 1st via Zoom

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

Historical Air Quality Trends in the Stockton Community

June 3, 2020

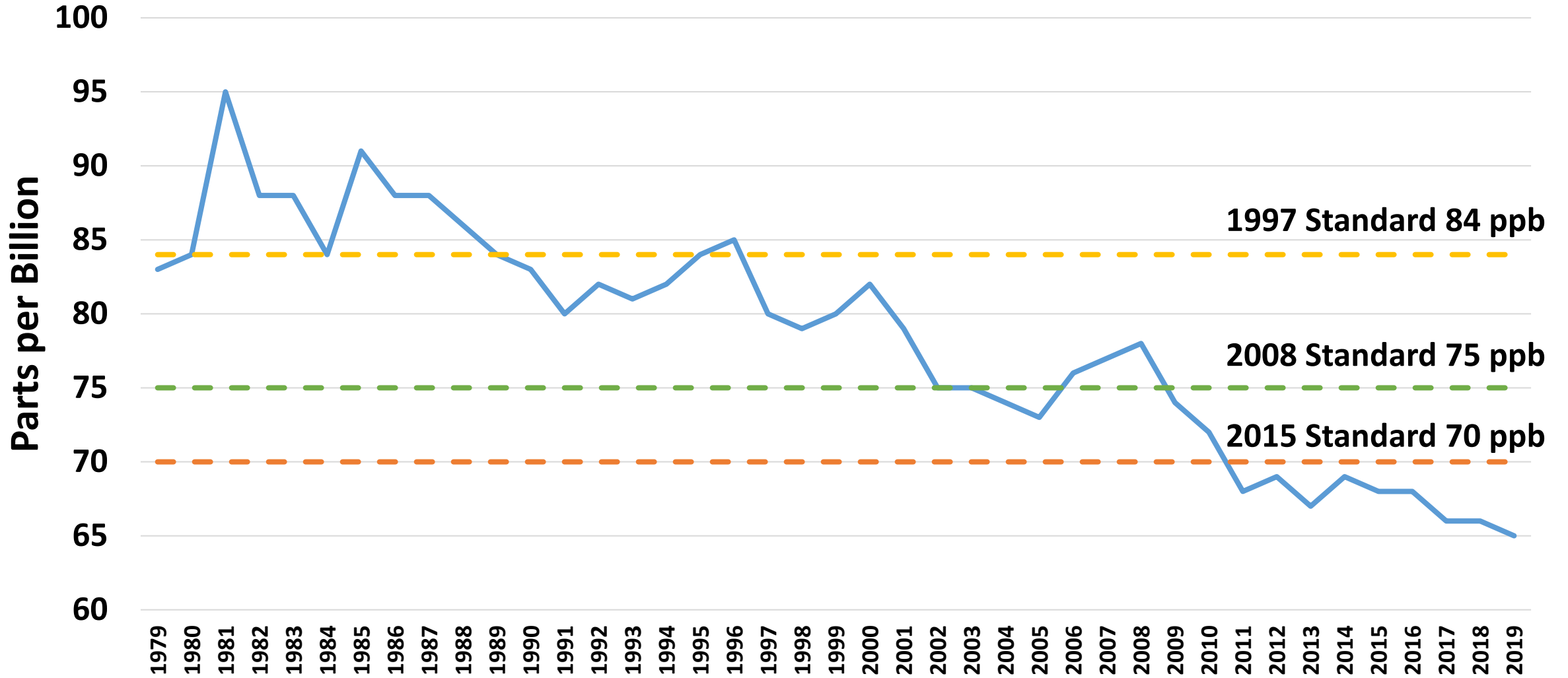
Jon Klassen

Director of Air Quality Science and Planning
San Joaquin Valley Air Pollution Control District

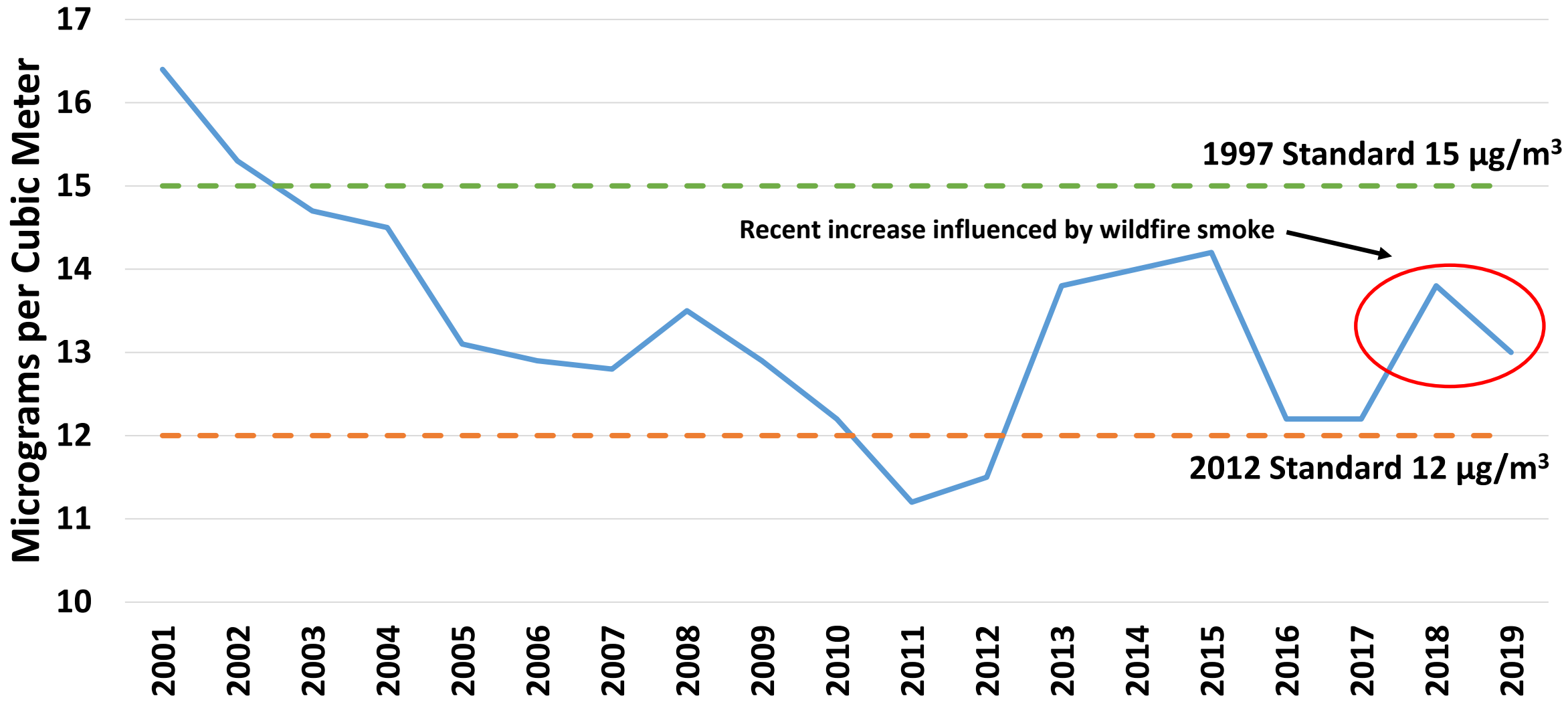
Current Air Monitoring in Stockton Community (cont'd)

- Stockton-Hazelton site operated by CARB and is part of the Valley's regulatory air monitoring network
 - Measures Ozone, NO/NO₂/NO_x, CO, PM_{2.5}, PM₁₀, Toxics, Meteorology
 - Located near Wilson and Hazelton Avenues at San Joaquin County Public Health building
- Ongoing air monitoring operations at this existing site provides valuable data that will be used to complement the community air monitoring network to be developed with Community Steering Committee
- Historical data for this site is available on CARB website
 - <https://www.arb.ca.gov/aqmis2/aqmis2.php>

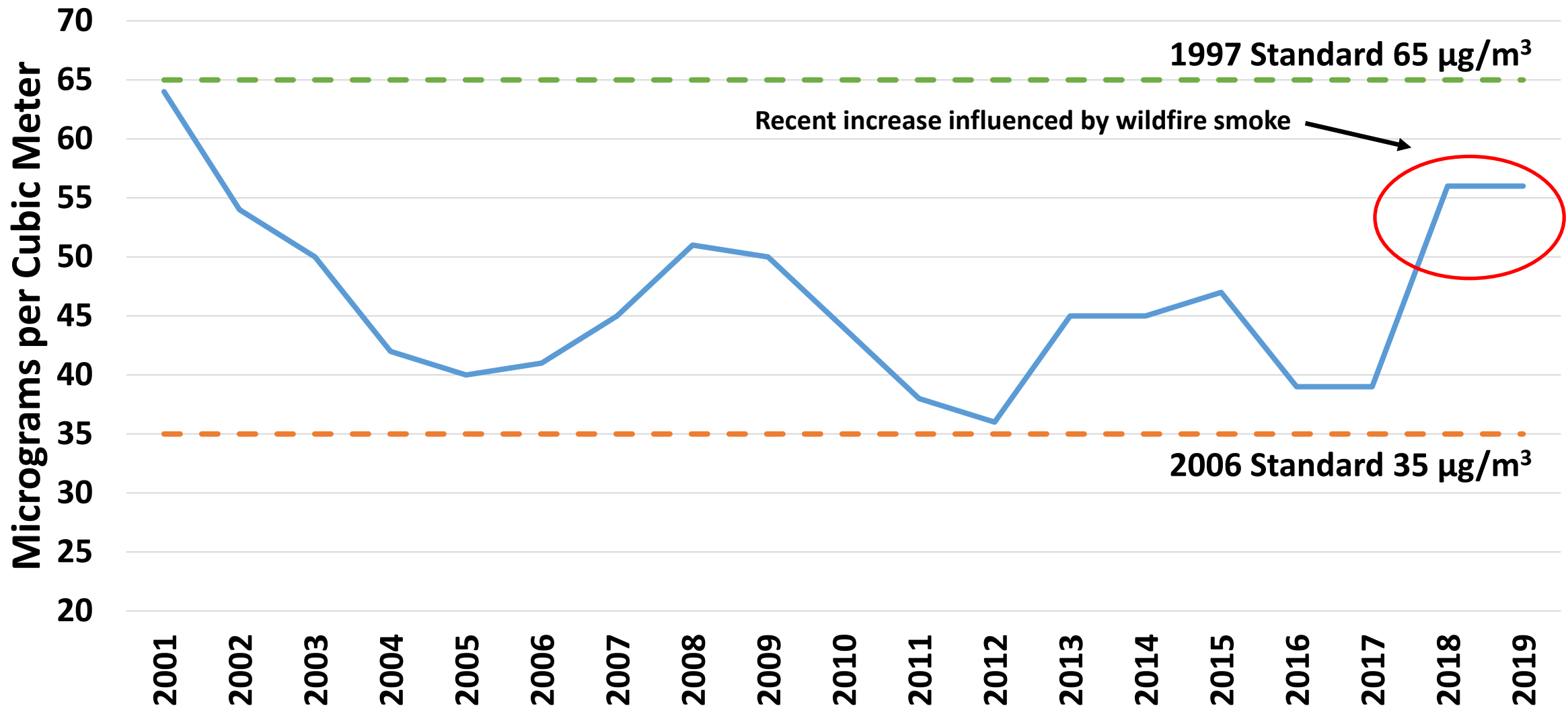
Trend of 8-hour Ozone in Stockton



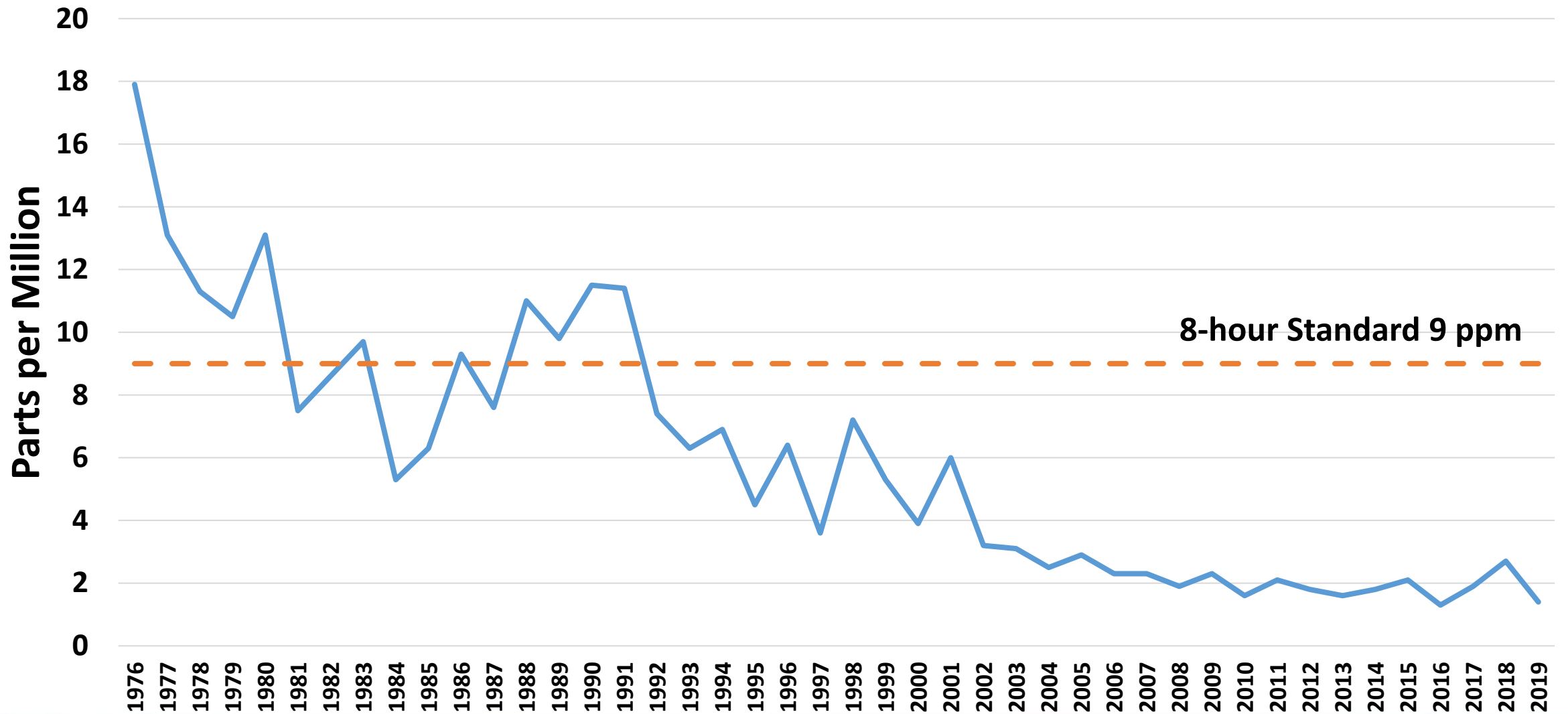
Trend of Annual PM2.5 in Stockton



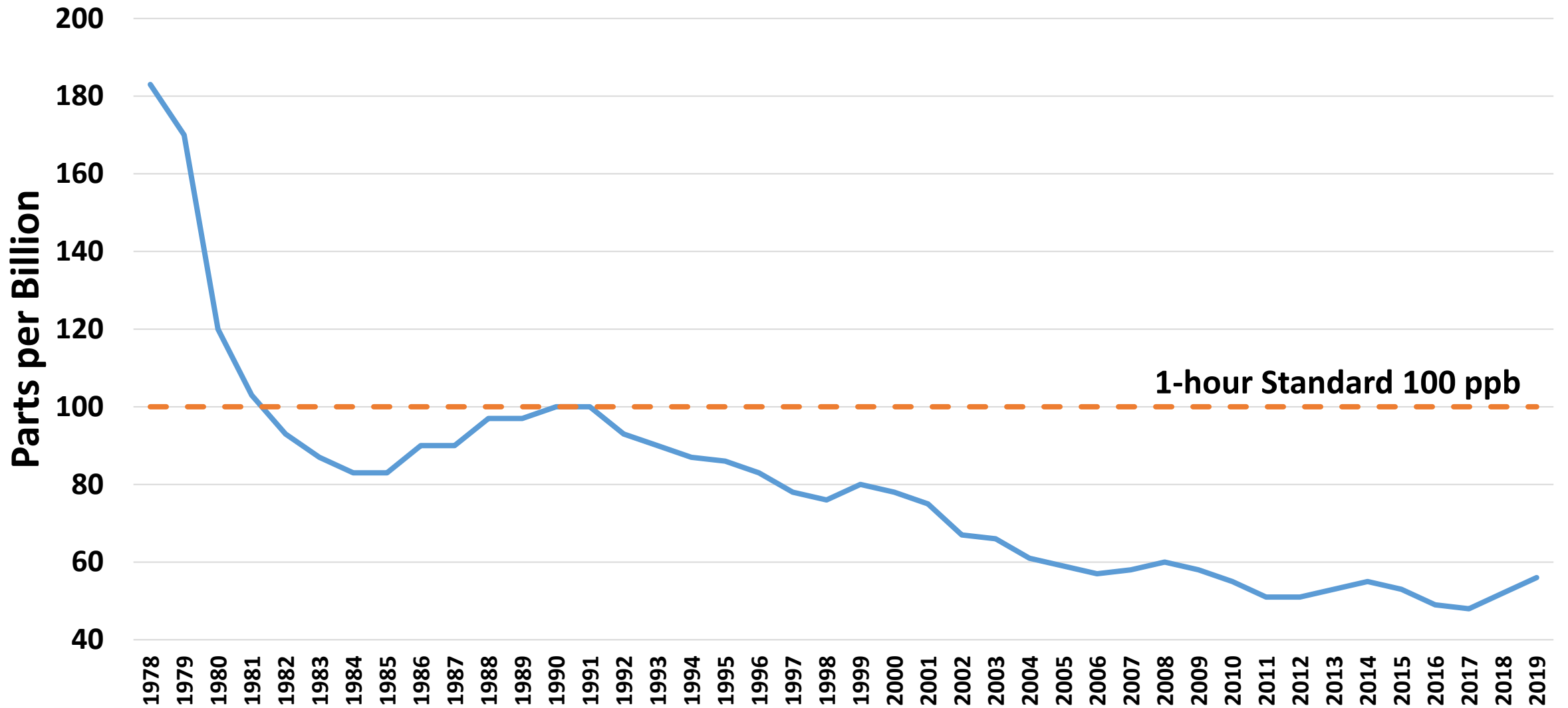
Trend of 24-hour PM2.5 in Stockton



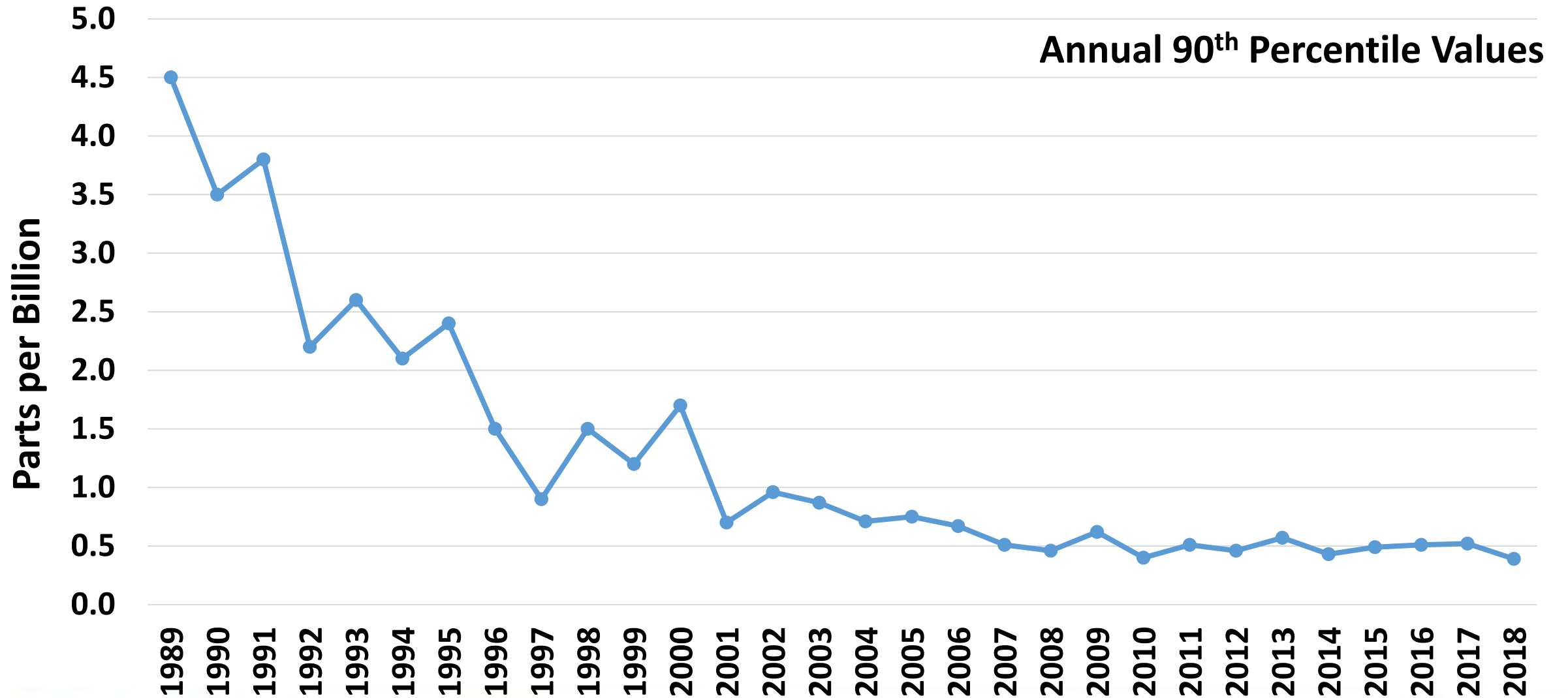
Trend of 8-hour Carbon Monoxide in Stockton



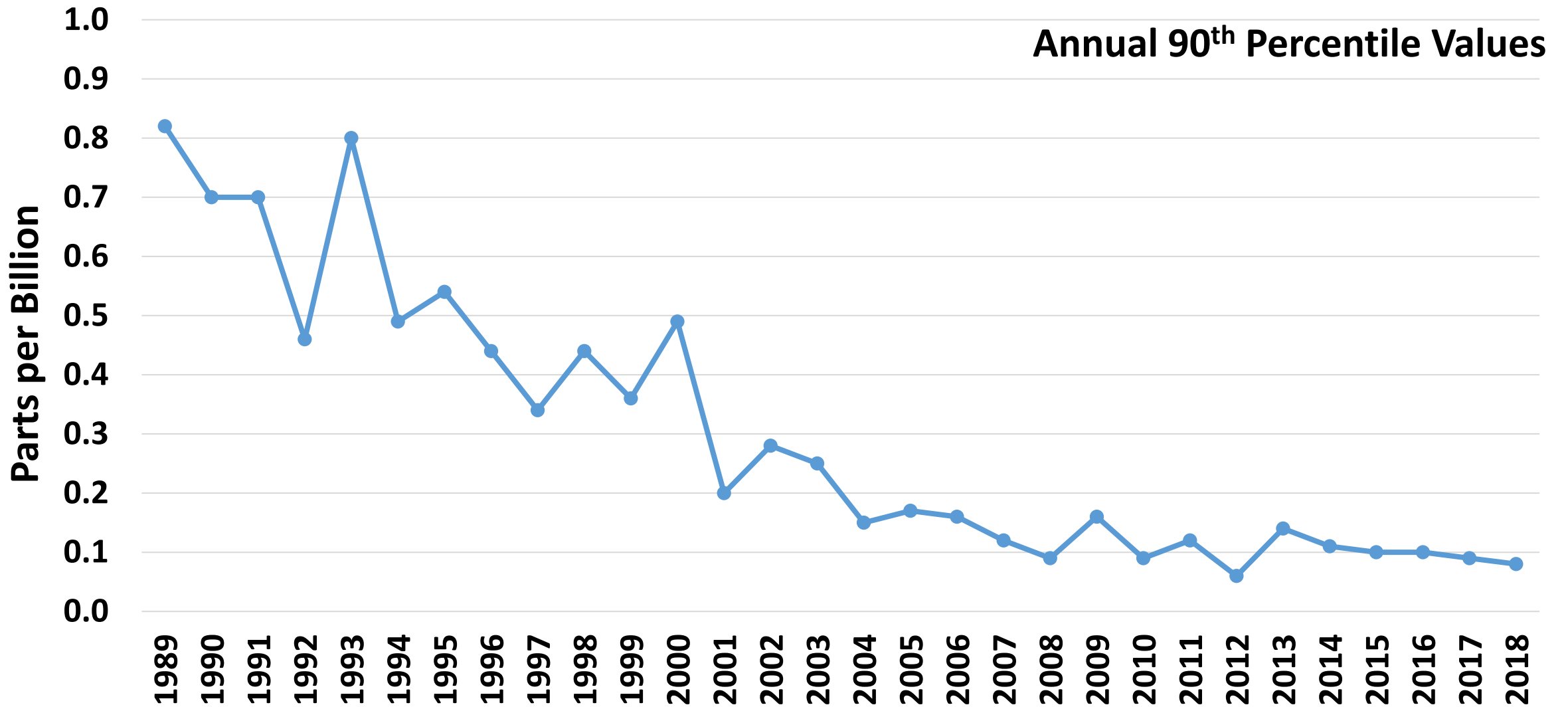
Trend of 1-hour Nitrogen Dioxide in Stockton



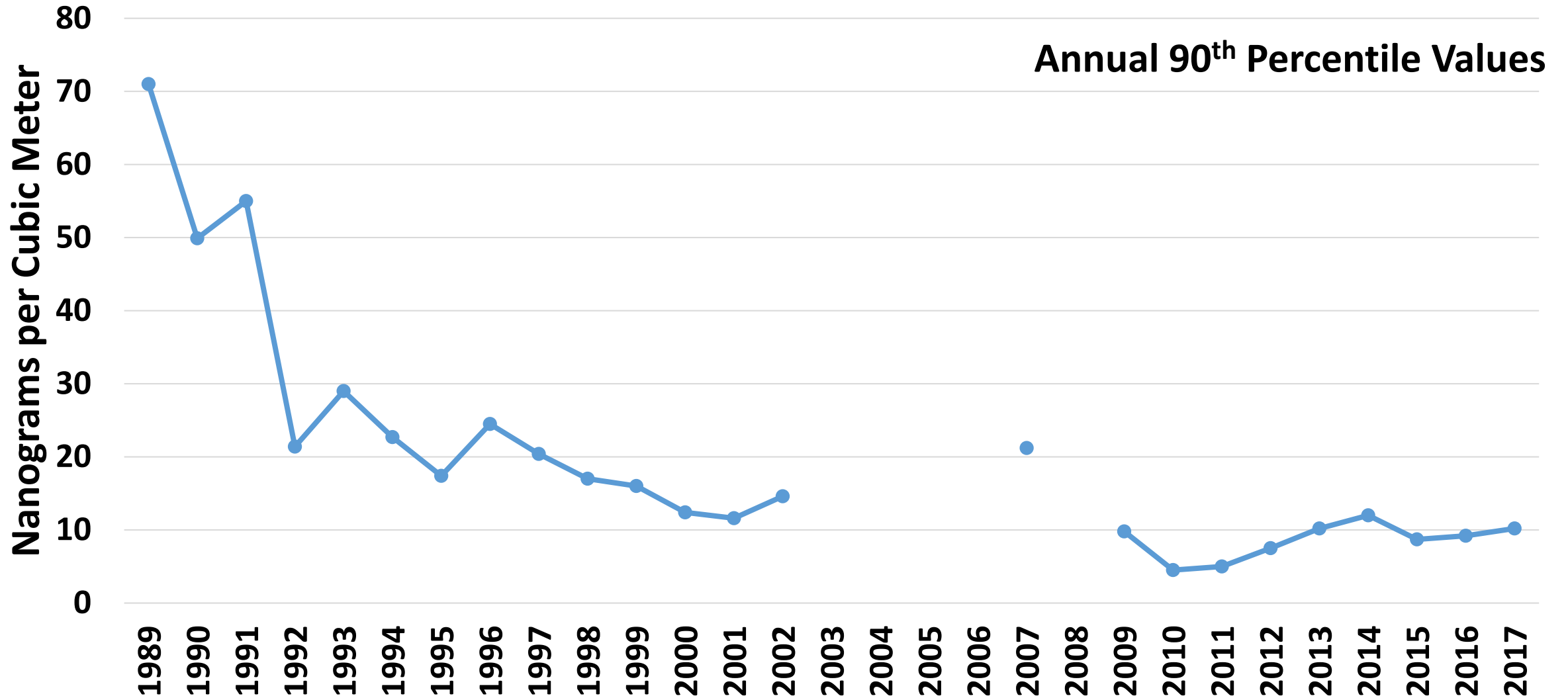
Trend of Peak Benzene in Stockton



Trend of Peak 1,3-Butadiene in Stockton



Trend of Peak Lead in Stockton



Ongoing Air Quality Progress

- Decades long air quality trends in Stockton community demonstrate continued reductions in concentrations of criteria pollutants and toxics
- Stockton community air quality already in attainment of numerous federal standards
 - Continued improvements are needed to meet remaining current federal standards
- AB 617 process to assist in identifying and addressing localized air quality issues through development and implementation of various strategies
 - Efforts will continue to improve air quality across the Stockton community

Update on Stationary Source Emissions Stockton Community

June 3, 2020

Arnaud Marjollet

Director of Permit Services

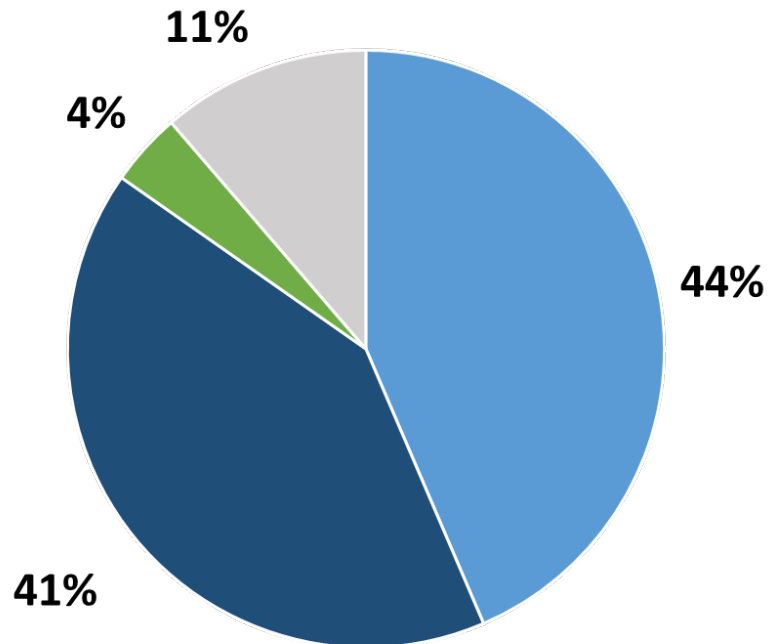
San Joaquin Valley Air Pollution Control District

Update of Emissions Inventory

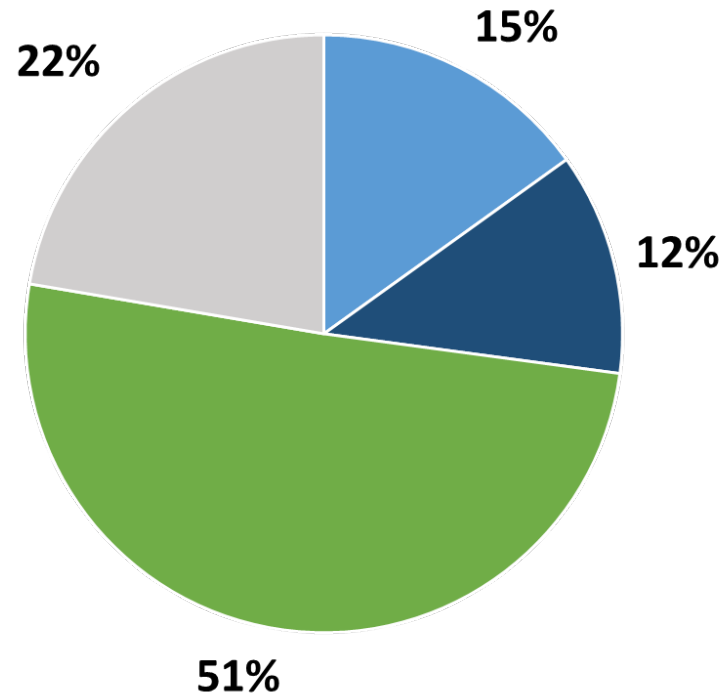
- Emissions inventory data collected on an annual basis
- District collects and processes emissions inventory data from Stationary Sources (facilities)
- CARB collects and processes emissions inventory data from Mobile Sources and about Area Wide sectors
- District is currently processing the 2018-2019 emissions inventory data submitted by facilities

Emissions Source Summary

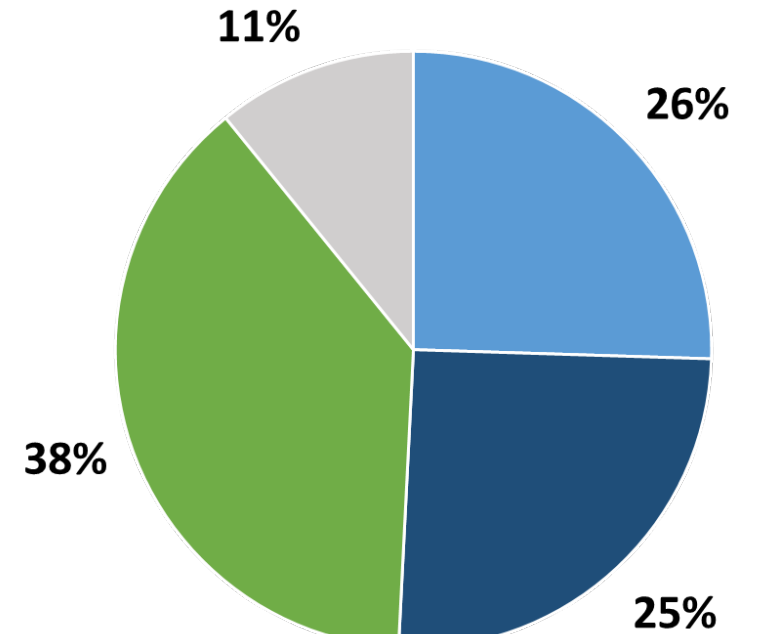
NOx



PM2.5



VOC



On-Road

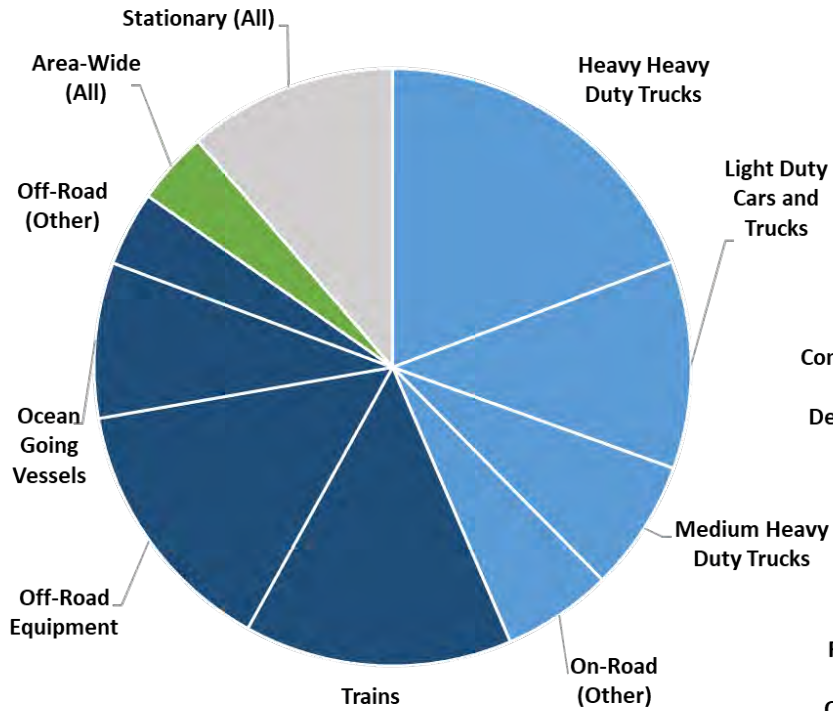
Off-Road

Area-Wide

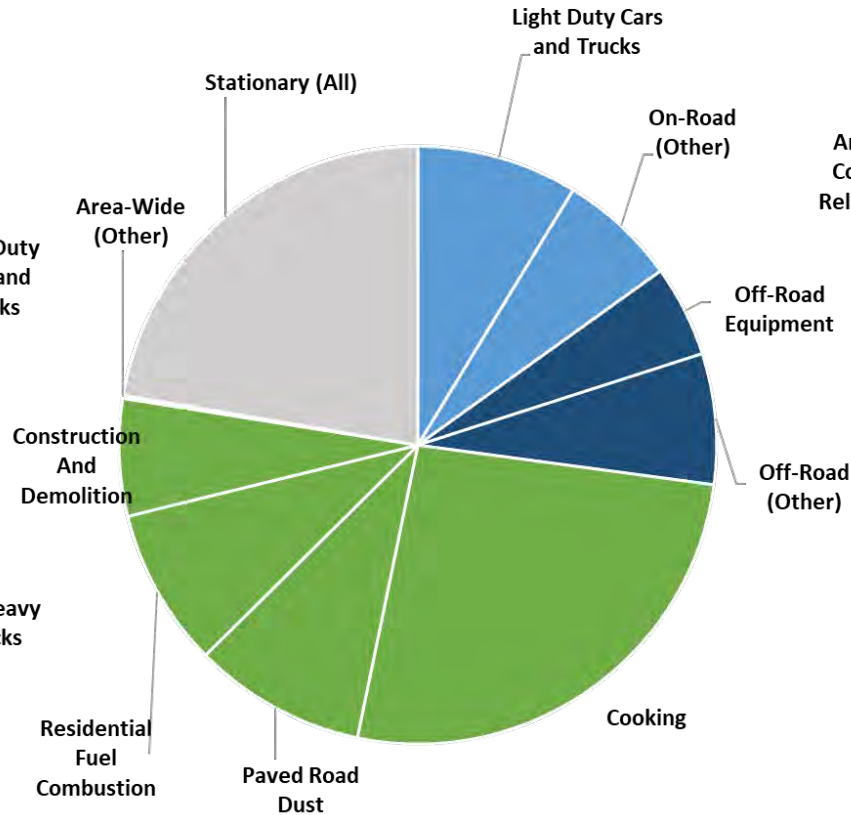
Stationary

Emissions Source Summary

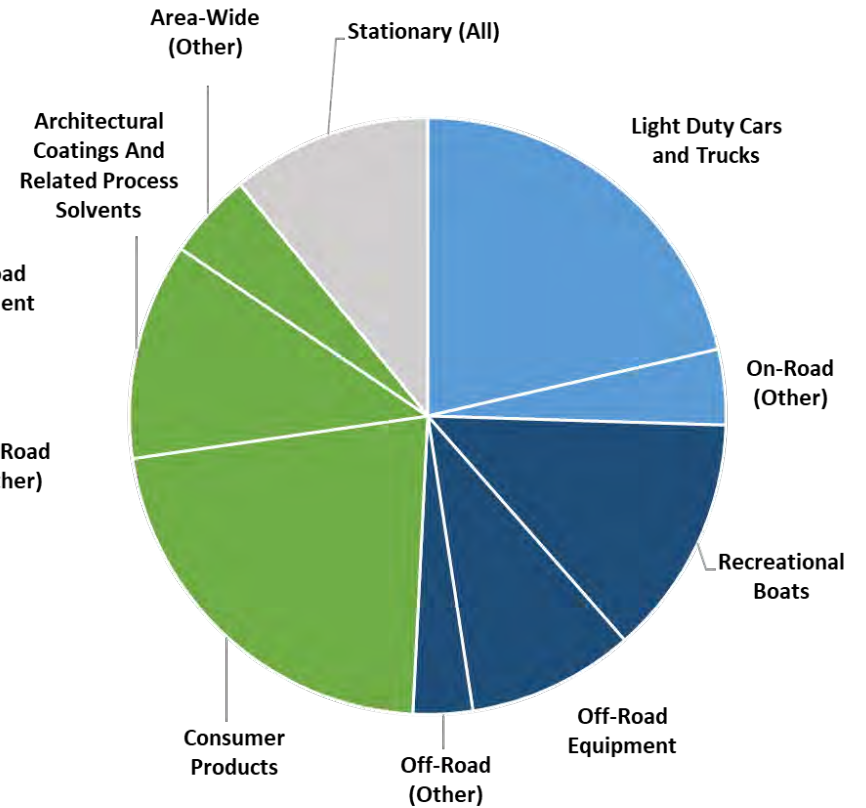
NOx



PM2.5



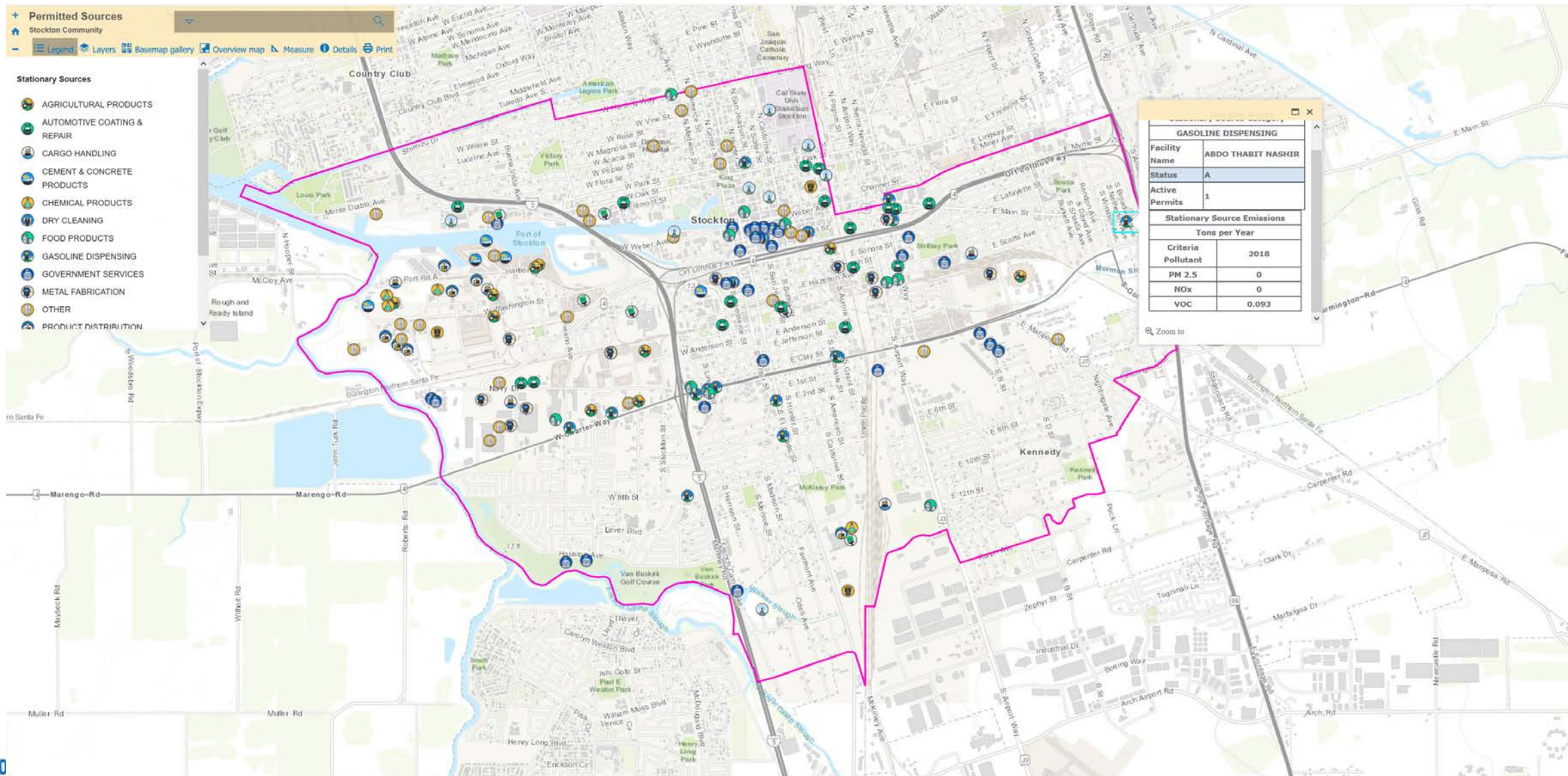
VOC



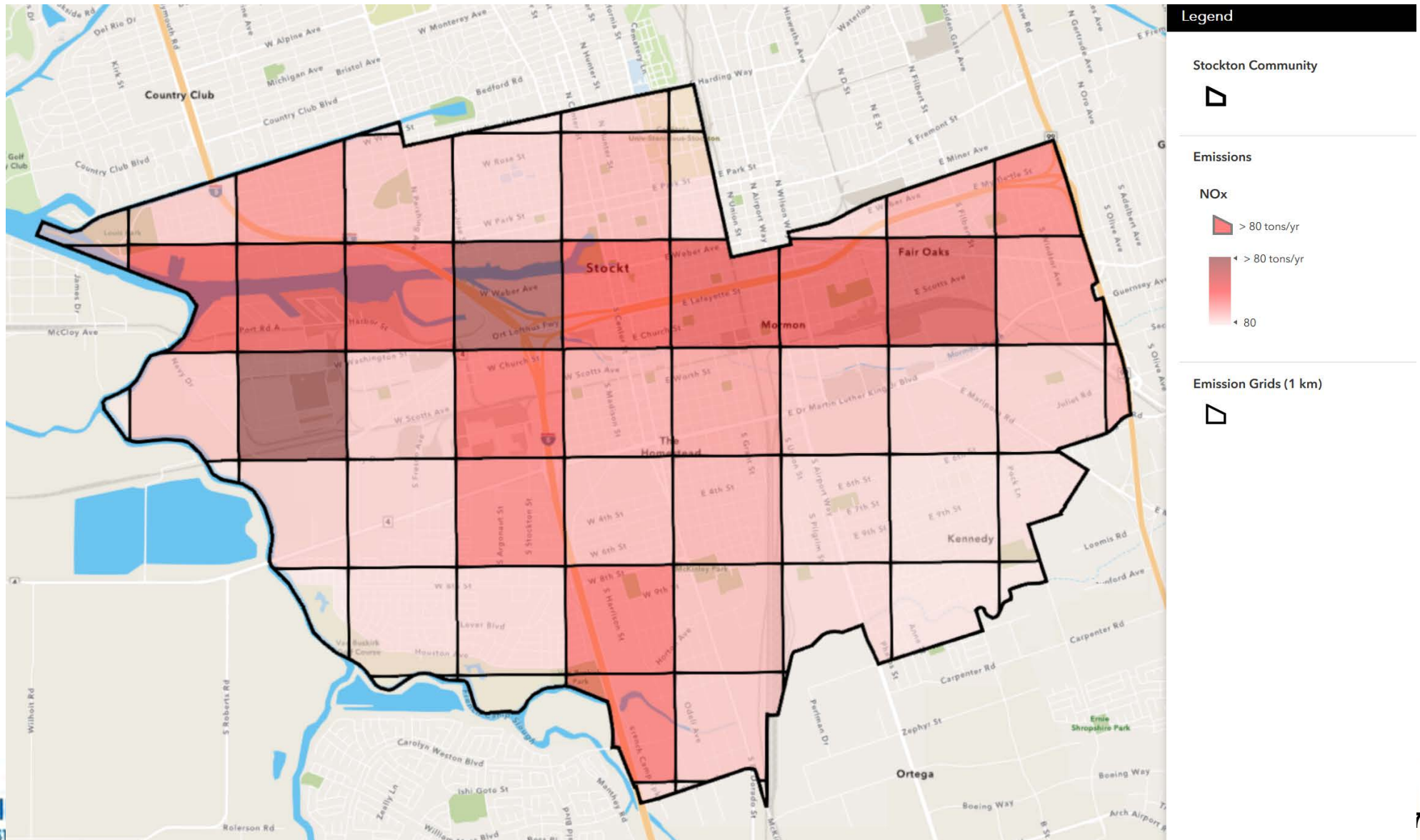
Maps and Tools Available on Website

- Emissions inventory data for South Stockton displayed on the Stockton Community website
 - <http://community.valleyair.org/selected-communities/stockton>
- Specific facility locations
- Mobile, Area, and Stationary Source emissions data in Stockton AB 617 Community
- Sensitive receptors
 - Public and Private Schools
 - Medical Facilities and Care Facilities

Emissions Sources



NOx Emissions from All Sources





Community Emission Inventory Update CARB Mobile and Area Source Emissions

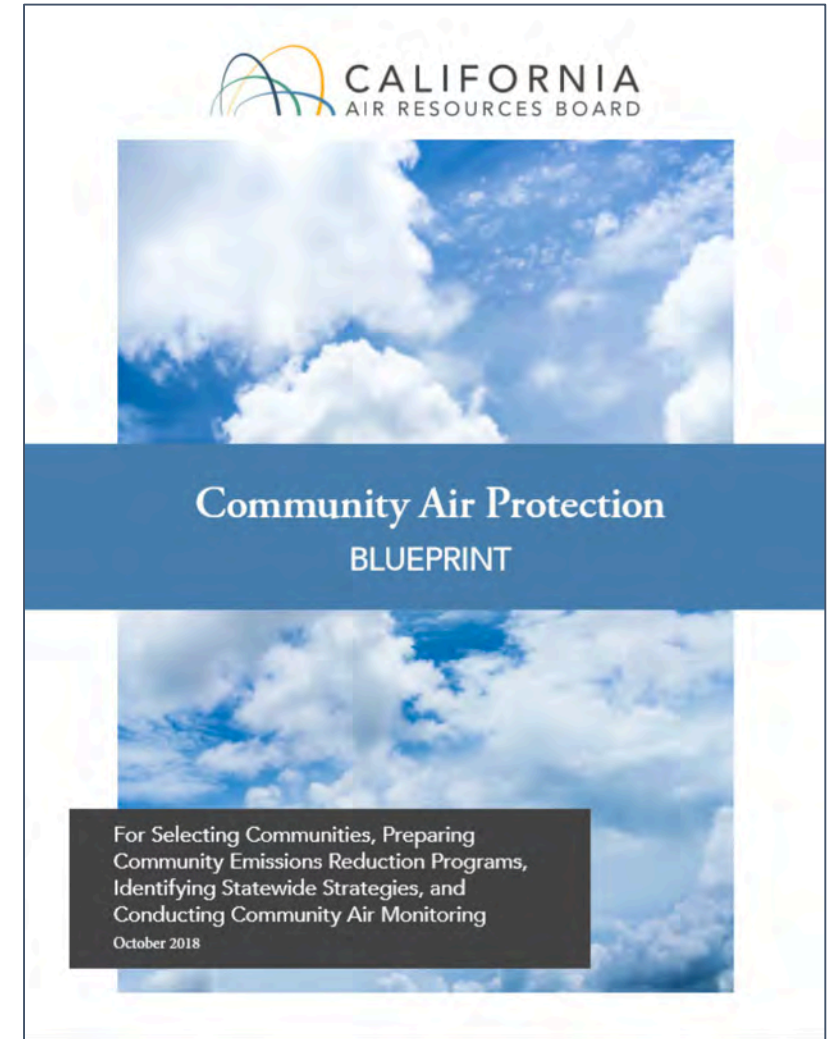
**Stockton
AB 617 Community Steering Committee Meeting
June 3, 2020**

**Alejandra Cervantes, Adrian Cayabyab, Jenny Melgo, Abhishek Dhiman, Victoria Villa
Air Quality Planning and Science Division
California Air Resources Board**

Emission Inventories Foundation of Air Quality Programs

AB 617 calls for the use of emission inventories in community emissions reduction programs to:

- Identify emission sources
- Establish baseline emissions
- Set emission targets and reduction measures
- Track emission reductions in communities selected for a community emissions reduction programs



Air District & CARB Staff Collaboration



Stationary Sources:
Power Plants, Refineries, Industry

District



Area Sources:
Residential Wood Combustion, Consumer
Products, Pesticides

CARB/District



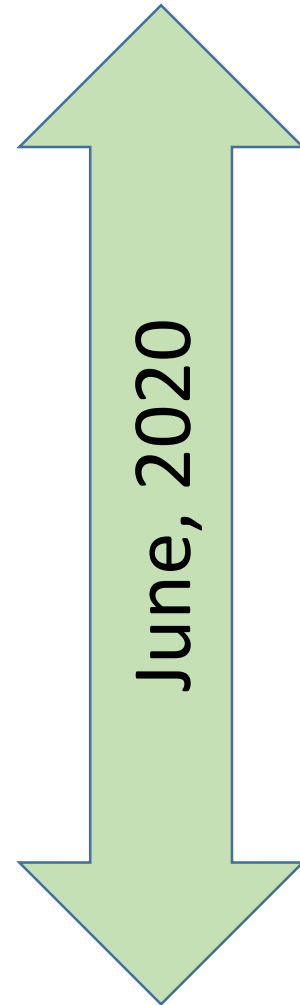
On-road Mobile Sources:
Cars, Trucks

CARB



Off-road Mobile Sources:
Forklifts, Tractors, Transport Refrigeration
Units

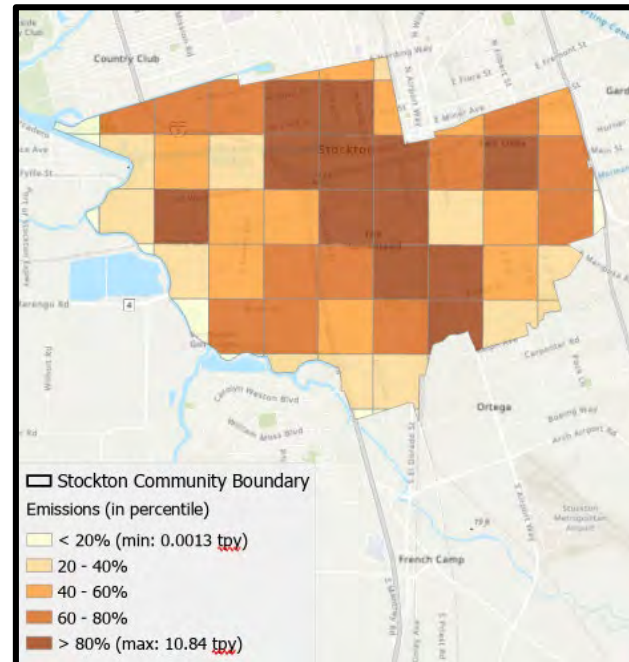
CARB



High Resolution 1-km Grid Approach

- Characterized community-specific emissions using 1x1 km grid
- Use spatial surrogates to allocate regional-level area source emissions to more specific locations
- Use resulting high-resolution 1x1 km grid to determine sources and allocate emissions by source category within each community

Example maps below show gridded PM2.5 emissions from area sources



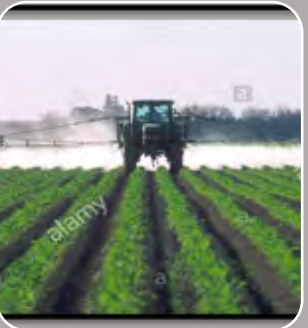
** Map shows area-weighted emissions for grids that are only partially within the community boundary.*

Allows for better characterization of sources and emissions in communities

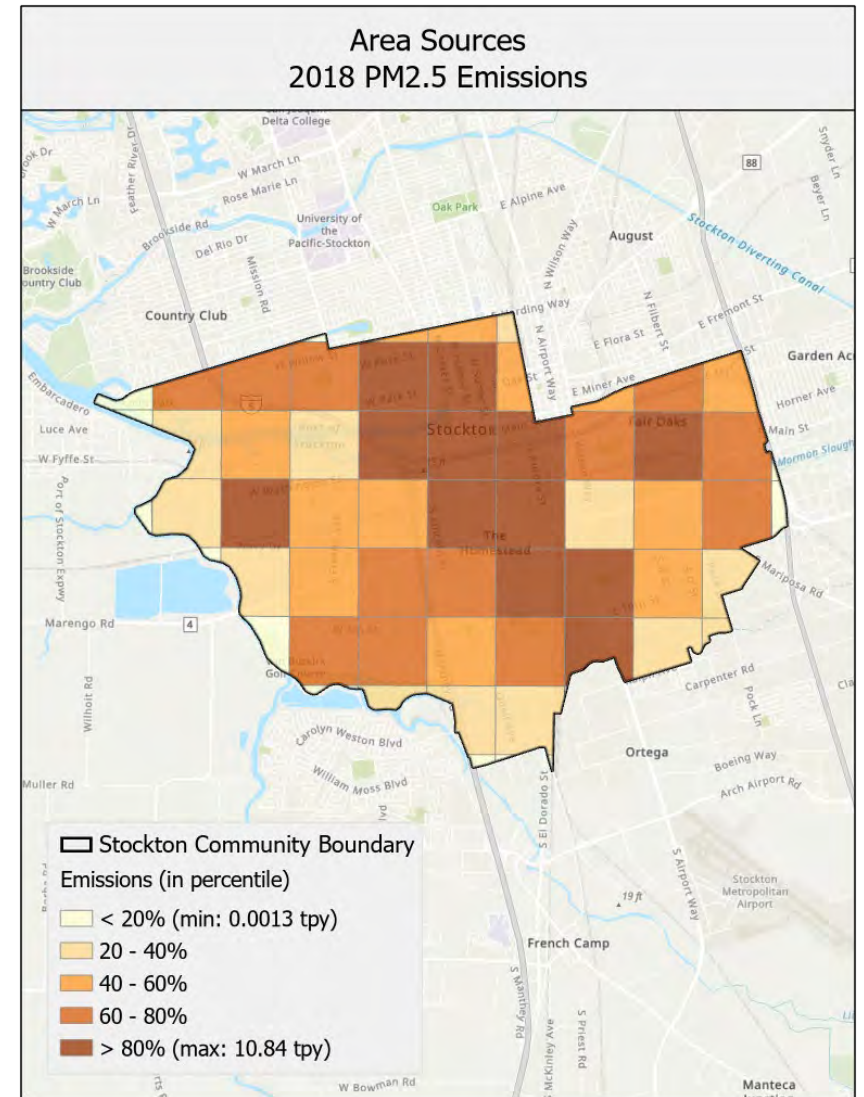
Area Sources



Sources that can be moved to actual emission location:
Small emission sources spread over an area, but with specific locations (e.g., gas stations, auto body shops, print shops)

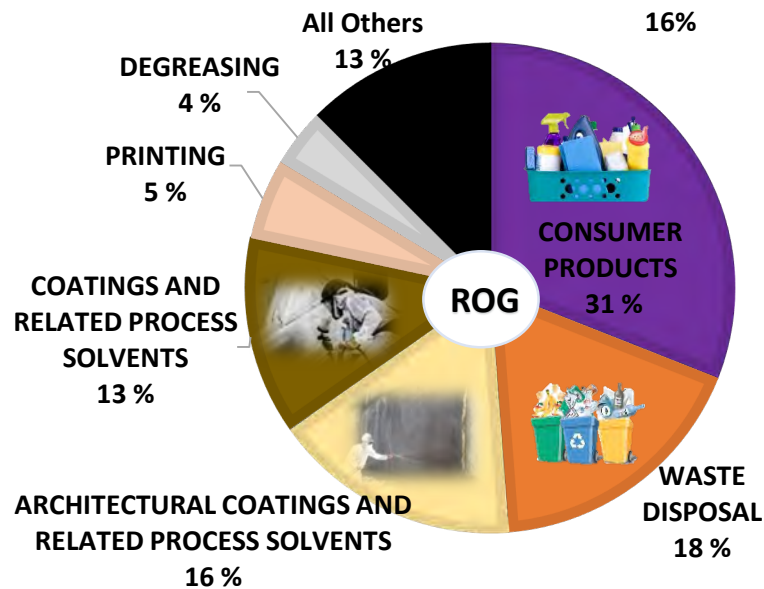
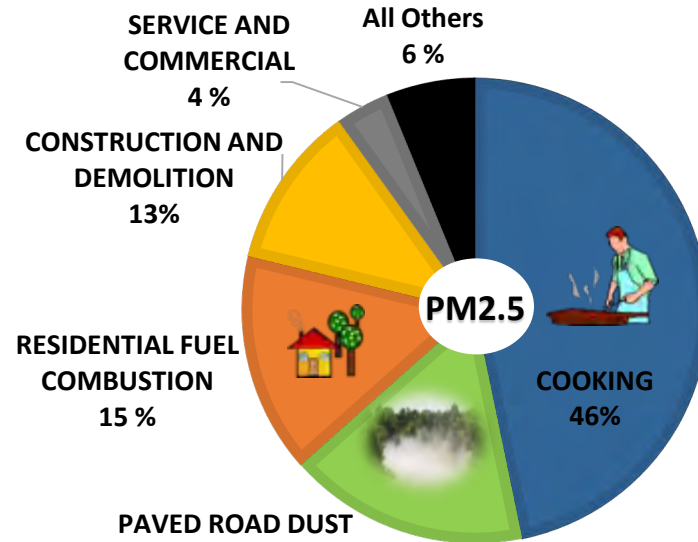
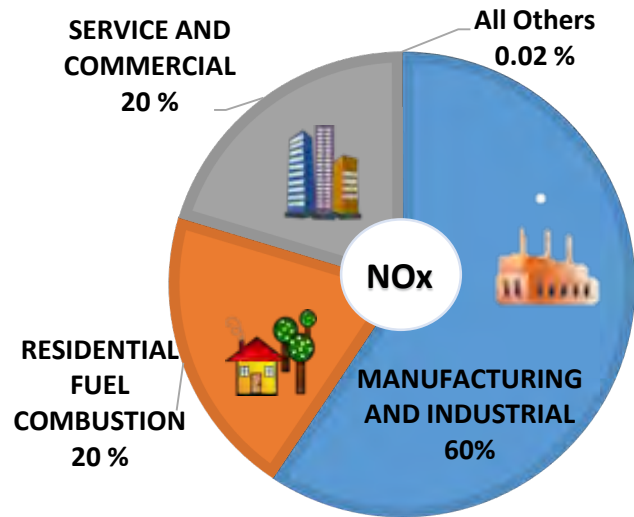


Sources that operate and emit over large areas:
Emission sources that lack specific location detail (e.g., consumer products, road dust, architectural coating)

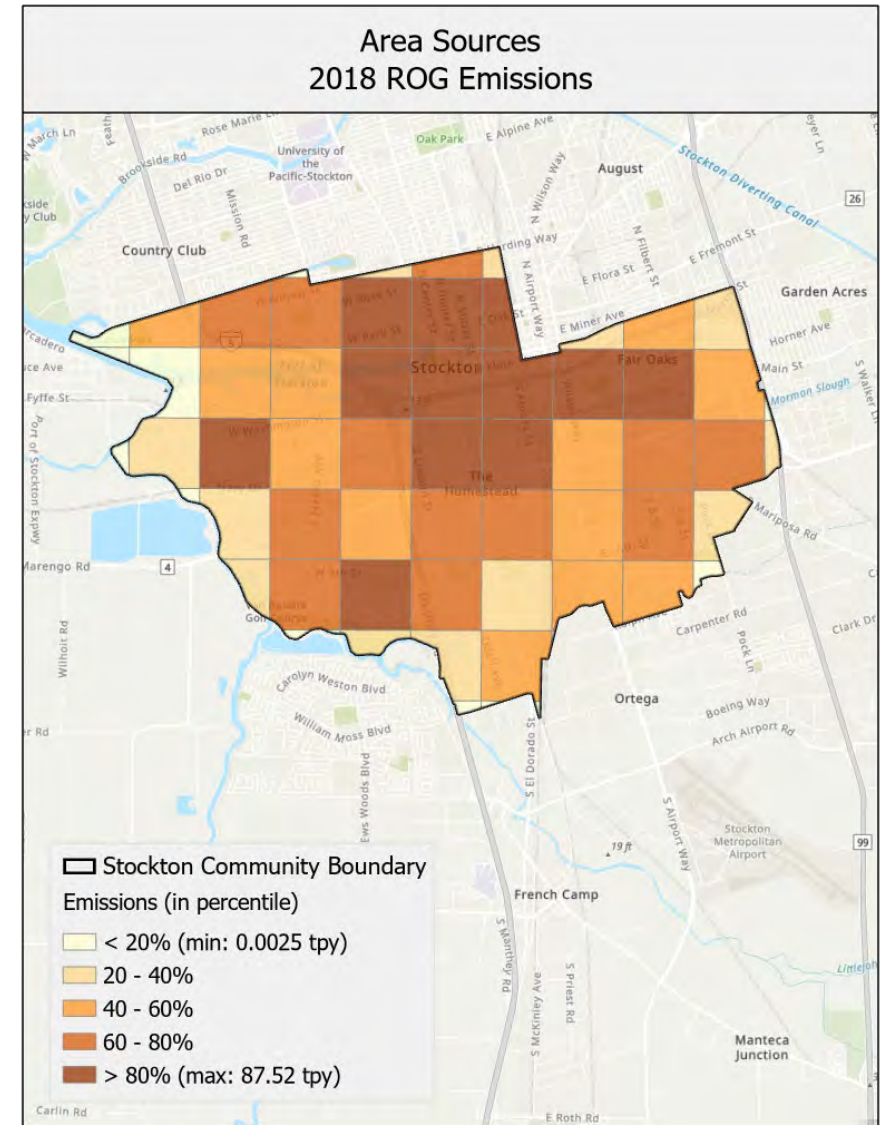


* Map shows area-weighted emissions for grids that are only partially within the community boundary.

DRAFT 2018 Area Source Emissions



NOx: Nitrogen Oxides
ROG: Reactive Organic Gases
PM2.5: Particulate Matter 2.5 Microns or Smaller



* Map shows area-weighted emissions for grids that are only partially within the community boundary.

Off-Road Mobile Sources

- **Facility Sources:**
(e.g., forklifts, cargo handling equipment, locomotives)
- Specific location of operation and facility level data

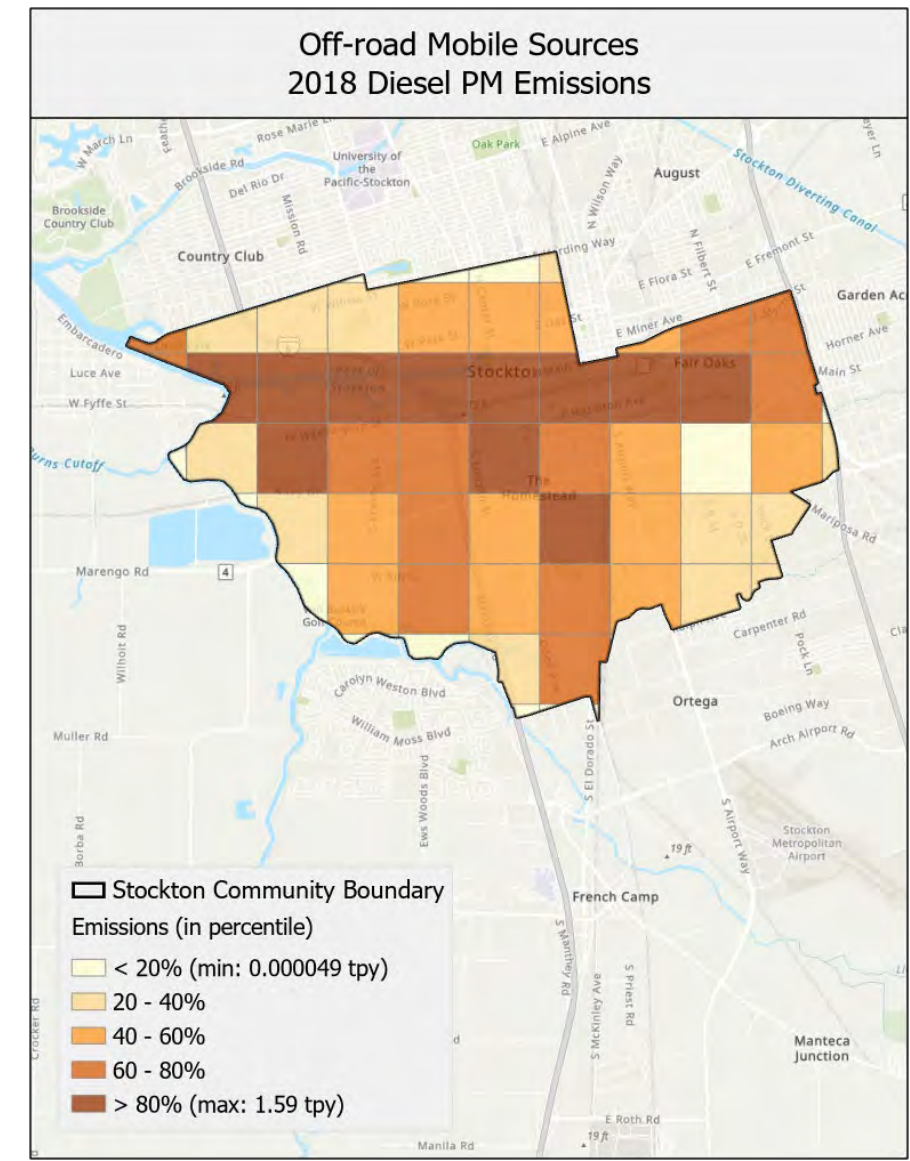
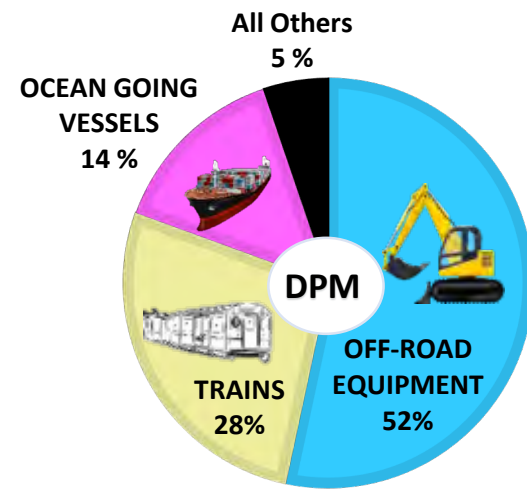
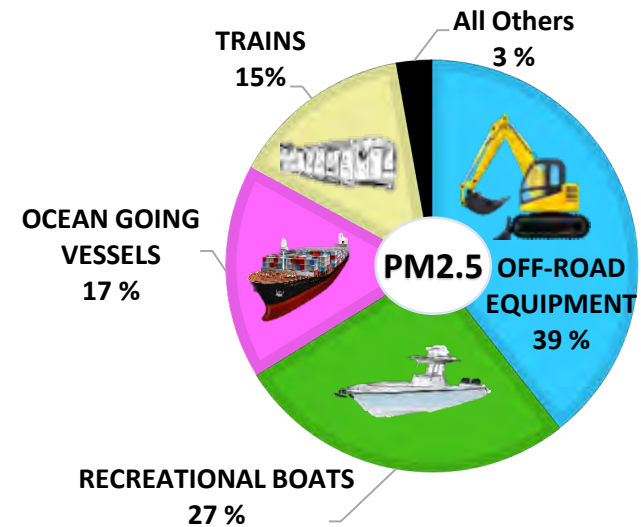
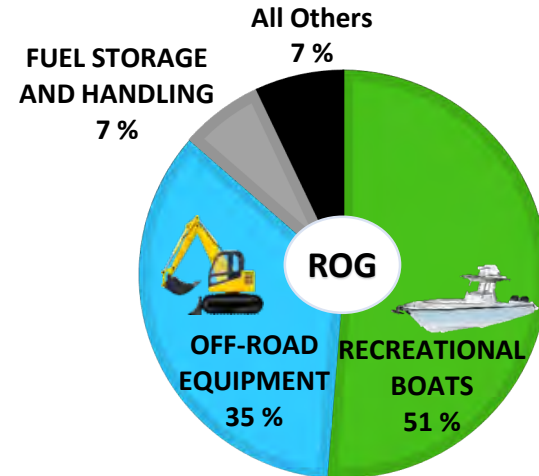
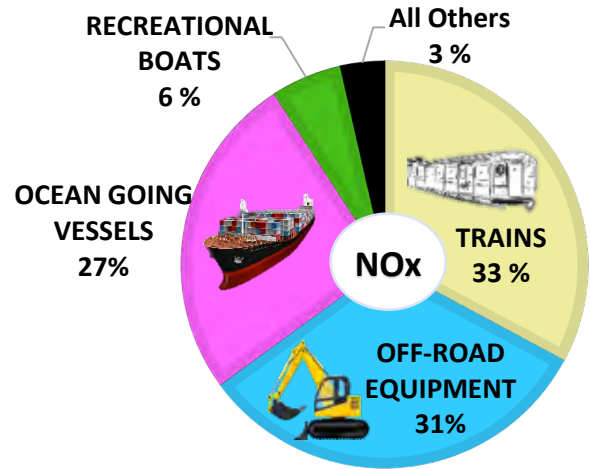


- **Non-facility Sources:**
(e.g., construction/ ag equipment, portable engines)
- No specific location of operation or facility level data



Existing activity data from reporting requirements, voluntary reporting, surveys, or purchased data sources

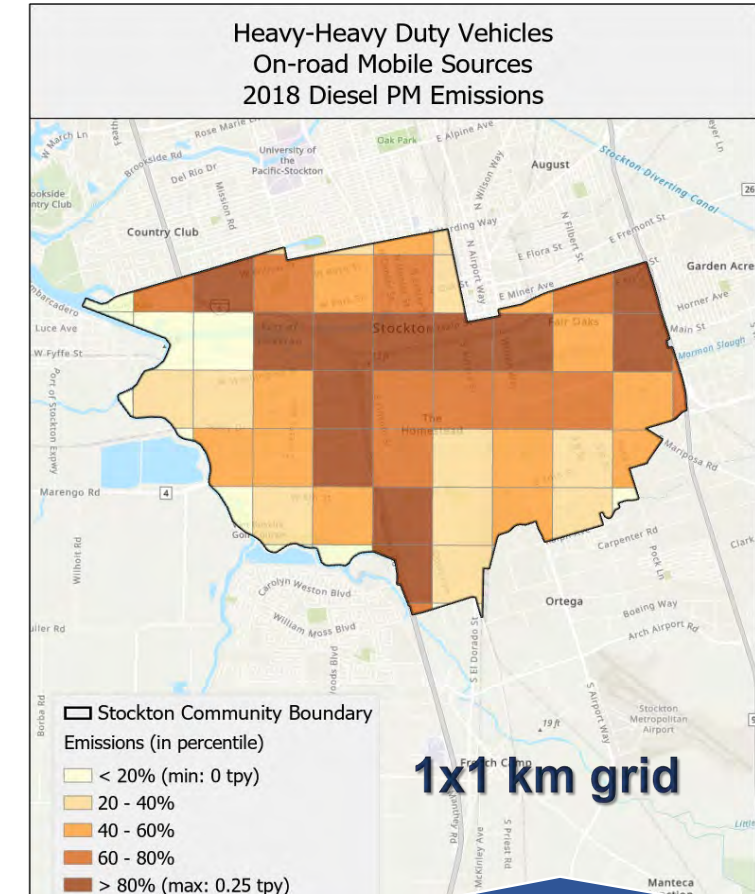
DRAFT 2018 Off-Road Mobile Source Emissions



DPM: Diesel Particulate Matter

* Map shows area-weighted emissions for grids that are only partially within the community boundary.

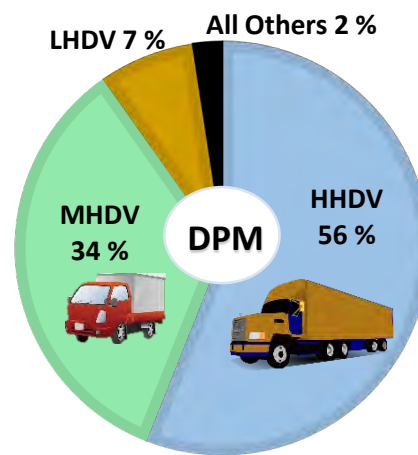
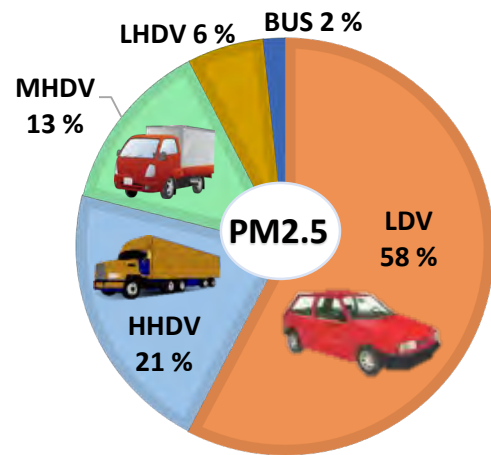
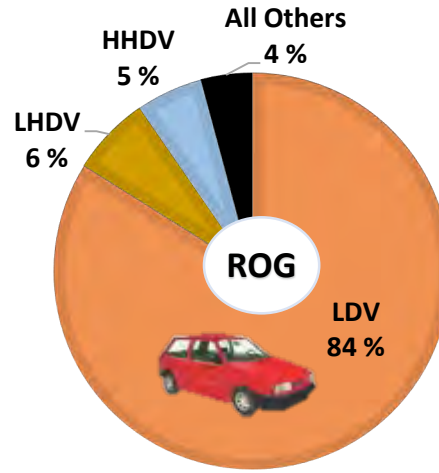
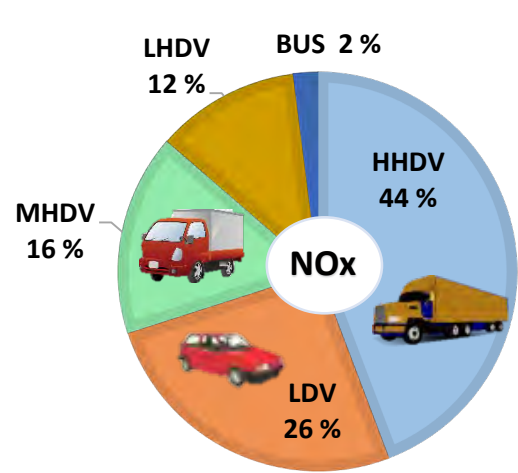
On-Road Mobile Sources



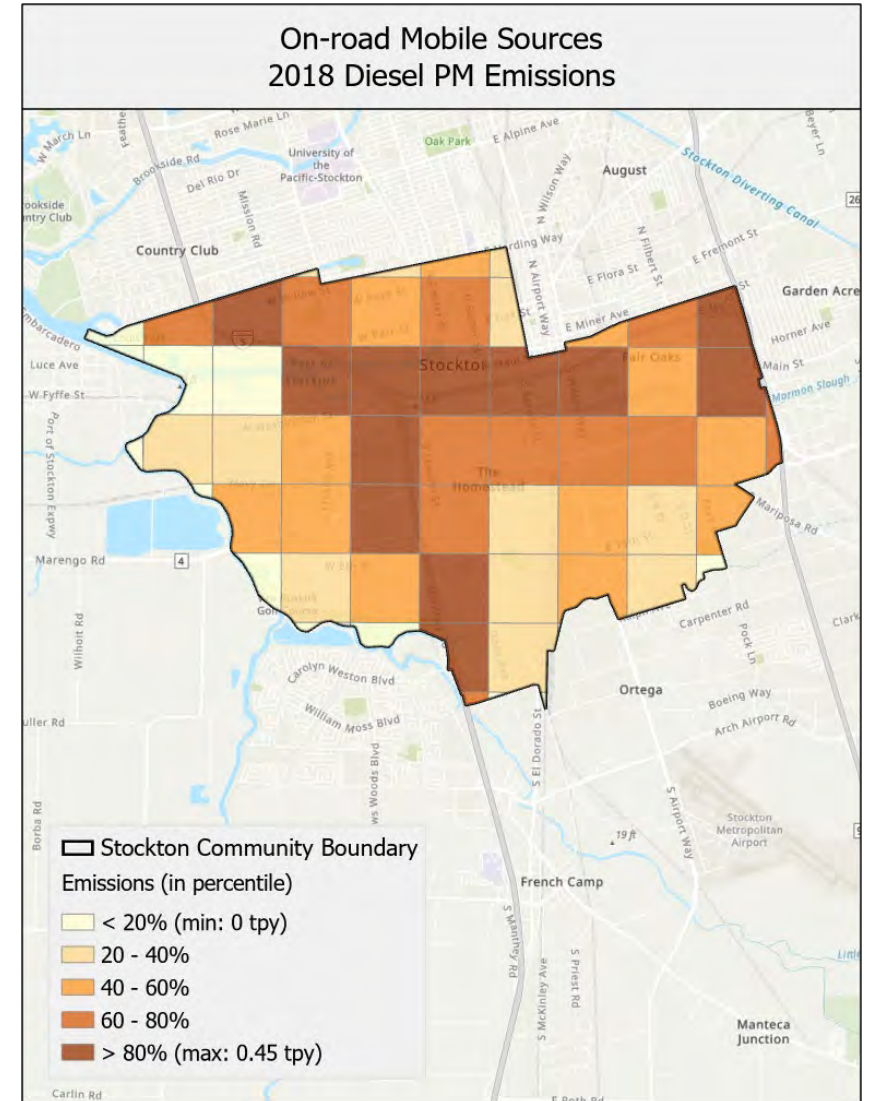
Estimate VMT based on vehicle activity in the community

Apply emission factors to VMT to calculate emissions

DRAFT 2018 On-Road Mobile Source Emissions



LDV: Light Duty Vehicles
 LHDV: Light-Heavy Duty Vehicles
 MHDV: Medium-Heavy Duty Vehicles
 HDDV: Heavy-Heavy Duty Vehicles
 BUS: Buses



* Map shows area-weighted emissions for grids that are only partially within the community boundary.

District Permitted Facilities Within Stockton Boundary					NOx Emissions (tons/year)	
DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	2018
N	4	ACE ARMATURE & MOTOR SHOP (JOSHUA IRIS)	ELECTRIC MOTOR REBUILDING AND REPAIR	2	0.0997	0.0997
N	86	MCM14 CORP	GASOLINE DISPENSING FACILITY	1		
N	103	ABDO THABIT NASHIR	GASOLINE DISPENSING FACILITY	1		
N	150	DURAFLAME WEST	WOOD PRODUCTS MANUFACTURING	7	0.0503	0.0351
N	151	CALIFORNIA WATER SERVICE	WATER SUPPLY	2	0.0100	0.0132
N	153	LEHIGH SOUTHWEST CEMENT COMPANY	CEMENT RECEIVING, STORAGE, LOADOUT	11		
N	157	CALIFORNIA AMMONIA CO	INORGANIC CHEMICAL RECEIVING, STORAGE, LOADOUT - AMMONIA	10	0.0259	0.0355
N	172	CANNON DRY CLEANING COMPANY	DRY CLEANING	1		
N	175	MOBIL STOCKTON #1/ABDO NASHIR	GASOLINE DISPENSING FACILITY	1		
N	227	PENNY NEWMAN GRAIN COMPANY	BULK AGRICULTURAL COMMODITIES RECEIVING, STORAGE, LOADOUT	25	0.0011	0.0008
N	228	CONTRACT COATINGS	PAINT MANUFACTURING	18		
N	258	SRH FOOD & GAS MARKET	GASOLINE DISPENSING FACILITY	1		
N	270	METROPOLITAN STEVEDORE COMPANY	MARINE CARGO HANDLING	1		
N	285	DIAMOND FOODS, LLC	AGRICULTURAL PRODUCTS PROCESSING	18	0.4490	0.2930
N	298	BEST EXPRESS FOODS INC	COMMERCIAL BAKERY	10	0.0000	0.0000
N	389	HOG OF STOCKTON	MOBILE EQUIPMENT FABRICATION	5	0.0141	0.0134
N	400	HI-GRADE CLEANERS	DRY CLEANING	1		
N	454	GSG GAS AND MART	GASOLINE DISPENSING FACILITY	1		
N	524	N.J. MCCUTCHEN, INC.	METAL PRODUCTS FABRICATION	4		
N	549	MIRACLE MILE MARKET	GASOLINE DISPENSING FACILITY	1		
N	553	CONCRETE, INC.	READY-MIXED CONCRETE	8		
N	577	NEWARK SIERRA PAPERBOARD CORP.	PAPERBOARD MILL	1	0.0234	0.0106
N	629	SCHUFF STEEL COMPANY	METAL PRODUCTS FABRICATION	4		
N	645	DTE STOCKTON, LLC	POWER GENERATION FACILITY	9	76.7734	95.6798
N	655	WESTWAY FEED PRODUCTS LLC	ANIMAL FEED PROCESSING	6		
N	690	RITE WAY CLEANERS	DRY CLEANING	1		
N	691	CALPORTLAND COMPANY (STOCKTON WEST)	CEMENT RECEIVING, STORAGE, LOADOUT	10		
N	722	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	2	0.0973	0.0503
N	742	SEPULVEDA'S TRUCK PAINTING	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	4		
N	788	STATE OF CA. 2ND DIST. AG ASSO	OPERATION OF AGRICULTURAL FAIRS	1		
N	800	CITY OF STOCKTON	GOVERNMENT SERVICES	2	0.0082	0.0082
N	805	STOCKTON, CITY OF	GOVERNMENT SERVICES	1		
N	810	STOCKTON TRIM INDUSTRIES, INC	METAL PRODUCTS FABRICATION	5		
N	811	STOCKTON RWCF	WASTEWATER TREATMENT FACILITY	9	3.8399	3.9036
N	819	LMG STOCKTON, INC DBA THE RECORD	COMMERCIAL PRINTING - NEWSPAPER	1	0.0018	0.0018
N	823	STOCKTON EAST WATER DISTRICT	WATER TREATMENT FACILITY	8	0.2204	0.1644
N	828	CITY OF STOCKTON - VAN BUSKIRK GOLF	PUBLIC GOLF COURSES	1		
N	829	NUSTAR TERMINALS OPS PARTNERSHIP LP	BULK PETROLEUM TERMINAL	19	2.7171	3.0582
N	845	TESORO LOGISTICS OPERATIONS LLC	BULK PETROLEUM TERMINAL	10		
N	898	HDM AMERICA LLC	WOOD PRODUCTS MANUFACTURING	3		
N	954	MCCOY TRUCK TIRE SVC CNTR	TIRE REPAIR	1		
N	983	RANDHAWA PETROLEUM LLC DBA EL DORADO GAS	GASOLINE DISPENSING FACILITY	1		
N	993	620 WEST CHARTER WAY LLC	GASOLINE DISPENSING FACILITY	1		
N	1000	SFPP, L.P.	PETROLEUM TRANSPORTATION	2		
N	1004	CORT COMPANIES	NONCLASSIFIABLE ESTABLISHMENT	1	0.0069	0.0044
N	1006	KLEIN BROS LTD	FOOD PROCESSING	1		
N	1013	PORT OF STOCKTON	MARINE CARGO HANDLING	27	0.0273	0.0125
N	1084	AMERICAN BUILDING SUPPLY	WOOD PRODUCTS MANUFACTURING	10		
N	1096	CENTRAL VALLEY HARDWARE	METAL PRODUCTS FABRICATION	2		
N	1130	CITY OF STOCKTON MUN. UTILITY	MUNICIPAL WATER SUPPLY	4	0.2618	0.0463
N	1153	MARTIN OPERATING PARTNERSHIP L P	AGRICULTURAL CHEMICALS	3	0.2240	0.2240
N	2369	ARROW INFRASTRUCTURE HOLDING IA LLC	BULK PETROLEUM TERMINAL	15	2.0569	1.9270
N	2371	BAGLIETTO SEEDS	AGRICULTURAL PRODUCTS PROCESSING	3		
N	2382	STEVEN STEIN ENTERPRISES, INC	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	2		
N	2392	DAMERON HOSPITAL	HOSPITALS	5	0.6205	0.7386
N	2403	HAMAMOTO'S BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	2412	PACIFIC BELL TELEPHONE CO (DBA AT&T CA)	TELECOMMUNICATIONS	2	0.5888	0.9619
N	2413	WESTWAY FEED PRODUCTS LLC	ANIMAL FEED PROCESSING	12	0.0816	0.0576
N	2456	CITY OF STOCKTON/CB RICHARD ELLIS INC	GOVERNMENT SERVICES	1	0.0635	0.0001
N	2518	CHEMICAL TRANSFER CO., INC.	CHEMICAL TRANSLOADING	2	0.0265	0.0646
N	2523	CHARTER WAY PETRO INC.	GASOLINE DISPENSING FACILITY	1		
N	2561	STOCKTON MUNICIPAL UTILITY	MUNICIPAL WATER SUPPLY	3	0.6828	1.7866
N	2642	INDEPENDENT TRUCKING INC	LOCAL TRUCKING WITHOUT STORAGE	1		
N	2943	MAIN BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	2986	209 EXPRESS AUTO BODY	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	3021	ANW AUTO BODY & PAINT	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	3071	MASONITE INTERNATIONAL INC	MILLWORK	1		
N	3076	SNOW CLEANERS INC	DRY CLEANING	7		
N	3183	501 W WEBER, LLC	REAL ESTATE MANAGEMENT	1	0.0005	0.0005
N	3204	DENTON'S WELDING WORKS, INC.	METAL PRODUCTS FABRICATION	2		
N	3317	SAN FRANCISCO AUTOBODY FRAME	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	3353	CITY OF STOCKTON; FIRE STAT.#2	FIRE PROTECTION	3	0.0023	0.0023
N	3367	WRENCHER'S	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	3451	EL DORADO GAS AND MART	GASOLINE DISPENSING FACILITY	1		
N	3765	DURAFLAME, INC.	WOOD PRODUCTS MANUFACTURING	2	0.0445	0.0484
N	3791	MARBLE PALACE INC	SYNTHETIC MARBLE MANUFACTURING	3		
N	3841	AZTLAN ORNAMENTAL IRON FAB	METAL PRODUCTS FABRICATION	1		
N	3845	COUNTRY MARKETPLACE	GASOLINE DISPENSING FACILITY	1		
N	3870	BIG W SALES	FARM MACHINERY AND EQUIPMENT	1		
N	3905	MARINE SERVICES	BOAT MANUFACTURING AND REPAIR	2		
N	3932	PLYMOUTH SQUARE	RESIDENTIAL CARE	1	0.0392	0.0392
N	4017	COMCAST CABLE COMMUNICATIONS INC	CABLE TELEVISION SERVICES	1	0.0022	0.0085
N	4022	LEHIGH SOUTHWEST CEMENT COMPANY	BULK CEMENT DISTRIBUTION FACILITY	3		
N	4064	H.J.BAKER & BRO. LLC	INDUSTRIAL INORGANIC CHEMICALS - SULFUR	3		
N	4158	VALLEY PACIFIC PETROLEUM SERVICES INC	GASOLINE DISPENSING FACILITY	1		
N	4212	UNIFIRST CORP	INDUSTRIAL LAUNDERS	5	0.1296	0.1296
N	4283	DELTA CHARTER INC	GASOLINE DISPENSING FACILITY	1		
N	4347	QWEST COMMUNICATIONS CORPORATION	TELECOMMUNICATIONS	1	0.0172	0.0189
N	4375	DPI2 CA 18 ARMY COURT, LLC	TOY AND GAME STORE - RETAIL	2	0.3341	0.3341
N	4399	ALL FOREIGN & DOMESTIC BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	2		
N	4425	CALIFORNIA PORTLAND CEMENT COMPANY	BULK CEMENT DISTRIBUTION FACILITY	5		
N	4453	CALTRANS STOCKTON MAINTENANCE STATION	GOVERNMENT SERVICES	2	0.0232	0.0232
N	4489	HEADWATERS RESOURCES INC	CONSTRUCTION MATERIALS RECEIVING, STORAGE, HANDLING	3		
N	4560	VERIZON WIRELESS - STOCKTON MSC	TELECOMMUNICATIONS	1	0.1648	0.0273
N	4571	BANK OF AGRICULTURE & COMMERCE	STATE COMMERCIAL BANKS	1	0.0317	0.0229
N	4677	SAN JOAQUIN COUNTY PUBLIC HEALTH SERVICE	GOVERNMENT SERVICES	2	0.0405	0.0405
N	4774	QUIKSERVE ENT INC DBA BURGER KING #2268	RESTAURANT - FAST FOOD	1	0.0457	0.0457
N	4899	CITY OF STOCKTON	GOVERNMENT SERVICES	2	0.0000	0.0000
N	4986	STATE OF CALIFORNIA, DEPT OF TRANS	STATE GOVERNMENT FACILITY	1		
N	4997	CLEAN PLANET, INC.	URBAN WASTE RECYCLING	3		
N	5133	STOCKDALE PREMIER FINISHES	WOOD PRODUCTS MANUFACTURING	1		
N	5278	JOE DANGTRAN	GASOLINE DISPENSING FACILITY	1		
N	6059	HOLT OF CALIFORNIA	FARM MACHINERY AND EQUIPMENT	1		
N	6591	UNION PACIFIC RAILROAD	RAILROAD COMPANY	1		
N	7082	CALAMCO COGEN LLC	INORGANIC CHEMICAL DISTRIBUTION - AMMONIA	1	0.1856	0.1736
N	7186	WEYERHAEUSER NR COMPANY	WOOD PRODUCTS MANUFACTURING	1		
N	7232	M & L MOULDING AND MACHINE INC	WOOD PRODUCTS MANUFACTURING	1		
N	7249	O H I COMPANY	METAL PRODUCTS FABRICATION	3		
N	7329	PACIFIC GAS & ELECTRIC	PUBLIC UTILITIES	1	0.0012	0.0016
N	7365	PACIFIC ETHANOL STOCKTON LLC	ETHANOL PRODUCTION FACILITY	26	4.1394	3.7817

DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	2018
N	7489	M&L COMMODITIES, INC	COLD STORAGE DISTRIBUTION CENTER	1	0.0004	0.0005
N	7592	ADVANCED GEOENVIRONMENTAL INC	SANITARY SERVICES	1	0.0000	0.0000
N	7612	PENNY-NEWMAN GRAIN CO	BULK AGRICULTURAL COMMODITIES RECEIVING, STORAGE, LOADOUT	1		
N	7643	VERIZON WIRELESS - PORT OF STOCKTON	TELECOMMUNICATIONS	1	0.0041	0.0032
N	7777	PACIFIC BELL ENVIRONMENTAL MANAGEMENT	TELECOMMUNICATION	1	0.0489	0.0017
N	7811	LKQ	AUTOMOBILE PARTS DEALER	1	0.0018	0.0015
N	7900	MCI	TELECOMMUNICATIONS	1	0.0233	0.0401
N	7933	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1	0.0269	0.0653
N	7986	COVE CONTRACTORS, INC.	SANITARY SERVICES	1	0.0635	0.0513
N	8081	BNSF RAILWAY COMPANY - MORMAN YARD	RAILROAD COMPANY	1	0.0131	0.0225
N	8141	WILLIAMS TANK LINES	TRANSPORTATION	1	0.0021	0.0002
N	8179	ARANDAS TORTILLA CO INC	FOOD MANUFACTURING OPERATION	4	0.3790	0.3791
N	8237	HERNANDEZ AUTO BODY AND PAINT	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	8273	CARRY TRANSIT	FOOD-GRADE TRANSFER STATION			
N	8332	DENTONI'S WELDING WORKS INC	METAL PRODUCTS FABRICATION	1		
N	8529	DEPARTMENT OF TRANSPORTATION	STATE GOVERNMENT FACILITY	2	0.0092	0.0092
N	8540	ABDO THABIT NASHIR	GASOLINE DISPENSING FACILITY	1		
N	8622	WILMAR OILS & FATS STOCKTON LLC	COOKING OIL PROCESSING	4	0.0647	0.0647
N	8634	CASTLE METALS	METAL DISTRIBUTOR	1	0.0018	0.0027
N	8662	PSC INDUSTRIAL OUTSOURCING LP	TANK MAINTENANCE SERVICES	1		
N	8703	GPT PROP TRUST/REIT MNGMT & RESEARCH LLC	GOVERNMENT AGENCY	1	0.0034	0.0036
N	8727	TRAIL COFFEE	ROASTED COFFEE	1	0.0085	0.0103
N	8790	BIMBO BAKERIES USA C/O STANTEC	SOIL REMEDIATION OPERATION	1	0.0000	0.0000
N	8830	ELEANOR SADE	WAREHOUSE	1	0.0140	0.0140
N	8925	AC PAINTING	WOOD PRODUCTS COATING OPERATION			
N	8932	RAMIREZ AUTO BODY & REPAIR	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9031	CITY OF STOCKTON - SMG STOCKTON	GOVERNMENT SERVICES	1	0.0101	0.0015
N	9129	JUDICIAL COUNCIL OF CALIFORNIA	GOVERNMENT SERVICES	1	0.2432	0.0995
N	9153	VERIZON WIRELESS	TELECOMMUNICATIONS	1	0.0001	0.0000
N	9186	ABC RADIATORS	RADIATOR REPAIR FACILITY	1		
N	9209	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	2		0.0679
N	9211	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1		0.0987
N	9212	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1		
N	9238	GMA GARNET USA CORPORATION	SAND RECEIVING, STORAGE, AND BAGGING OPERATION			
N	9331	TIGER-SUL PRODUCTS LLC	INDUSTRIAL INORGANIC CHEMICALS - SULFUR	2		
N	9404	TRANSLOAD SOLUTIONS LLC	DRY COMMODITIES RECEIVING, STORAGE, HANDLING	1		
N	9424	ARANDAS TORTILLA COMPANY	FOOD MANUFACTURING OPERATION	2		
N	9487	AURORA COLLISION CENTER	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9510	CALIFORNIA WATER SERVICE COMPANY	WATER SUPPLY			
N	9529	FAM AUTOBODY	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9532	SAN JOAQUIN REGIONAL TRANSIT DISTRICT	LOCAL AND SUBURBAN TRANSIT SERVICES	1		
N	9550	OHI COMPANY, INC.	METAL PRODUCTS FABRICATION	1		
N	9572	SUNSHINE HAWAIIAN BBQ	RESTAURANT			
N	9582	MISAKI SUSHI & BAR	RESTAURANT			
N	9633	DIAMOND AUTO BODY & SERVICES INC	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING			
N	9634	DURAFLAME INC.	WOOD PRODUCTS MANUFACTURING			
N	9759	7-ELEVEN #38877	GASOLINE DISPENSING FACILITY			
N	9767	JUVA STOCKTON, INC	CANNABIS GROWING AND CULTIVATION			
P	7720	CITY OF STOCKTON	MUNICIPAL UTILITY			

District Permitted Facilities Within Stockton Boundary					VOC Emissions (tons/year)	
DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	2018
N	4	ACE ARMATURE & MOTOR SHOP (JOSHUA IRIS)	ELECTRIC MOTOR REBUILDING AND REPAIR	2	0.0055	0.0055
N	86	MCM14 CORP	GASOLINE DISPENSING FACILITY	1	1.4505	1.3860
N	103	ABDO THABIT NASHIR	GASOLINE DISPENSING FACILITY	1	0.0927	0.0926
N	150	DURAFLAME WEST	WOOD PRODUCTS MANUFACTURING	7	0.0410	0.0286
N	151	CALIFORNIA WATER SERVICE	WATER SUPPLY	2	0.0186	0.0172
N	153	LEHIGH SOUTHWEST CEMENT COMPANY	CEMENT RECEIVING, STORAGE, LOADOUT	11		
N	157	CALIFORNIA AMMONIA CO	INORGANIC CHEMICAL RECEIVING, STORAGE, LOADOUT - AMMONIA	10	0.0123	0.0191
N	172	CANNON DRY CLEANING COMPANY	DRY CLEANING	1	0.0000	0.0000
N	175	MOBIL STOCKTON #1/ABDO NASHIR	GASOLINE DISPENSING FACILITY	1	0.1113	0.1114
N	227	PENNY NEWMAN GRAIN COMPANY	BULK AGRICULTURAL COMMODITIES RECEIVING, STORAGE, LOADOUT	25	0.0007	0.0005
N	228	CONTRACT COATINGS	PAINT MANUFACTURING	18	4.0650	4.0650
N	258	SRH FOOD & GAS MARKET	GASOLINE DISPENSING FACILITY	1	0.4467	0.4467
N	270	METROPOLITAN STEVEDORE COMPANY	MARINE CARGO HANDLING	1		
N	285	DIAMOND FOODS, LLC	AGRICULTURAL PRODUCTS PROCESSING	18	0.5898	0.5974
N	298	BEST EXPRESS FOODS INC	COMMERCIAL BAKERY	10	0.0000	0.0000
N	389	HOGAN MFG INC	MOBILE EQUIPMENT FABRICATION	5	0.8949	1.0565
N	400	HI-GRADE CLEANERS	DRY CLEANING	1	0.0481	0.0642
N	454	GS&G GAS AND MART	GASOLINE DISPENSING FACILITY	1	0.1209	0.1042
N	524	N.J. MCCUTCHEM, INC.	METAL PRODUCTS FABRICATION	4	0.5411	0.3517
N	549	MIRACLE MILE MARKET	GASOLINE DISPENSING FACILITY	1	0.1432	0.1433
N	553	CONCRETE, INC.	READY-MIXED CONCRETE	8		
N	577	NEWARK SIERRA PAPERBOARD CORP.	PAPERBOARD MILL	1	0.0016	0.0007
N	629	SCHUFF STEEL COMPANY	METAL PRODUCTS FABRICATION	4	0.0000	0.0000
N	645	DTE STOCKTON, LLC	POWER GENERATION FACILITY	9	1.5923	1.9794
N	655	WESTWAY FEED PRODUCTS LLC	ANIMAL FEED PROCESSING	6		
N	690	RITE WAY CLEANERS	DRY CLEANING	1	0.0321	0.0321
N	691	CALPORTLAND COMPANY (STOCKTON WEST)	CEMENT RECEIVING, STORAGE, LOADOUT	10		
N	722	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	2	0.0650	0.0611
N	742	SEPULVEDA'S TRUCK PAINTING	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	4	0.1036	0.1036
N	788	STATE OF CA, 2ND DIST. AG ASSO	OPERATION OF AGRICULTURAL FAIRS	1	0.0243	0.0000
N	800	CITY OF STOCKTON	GOVERNMENT SERVICES	2	0.0714	0.0715
N	805	STOCKTON, CITY OF	GOVERNMENT SERVICES	1	0.0562	0.0728
N	810	STOCKTON TRI-INDUSTRIES, INC	METAL PRODUCTS FABRICATION	5	8.7560	4.6040
N	811	STOCKTON RWCF	WASTEWATER TREATMENT FACILITY	9	0.1947	0.1739
N	819	LMG STOCKTON, INC DBA THE RECORD	COMMERCIAL PRINTING - NEWSPAPER	1	0.0573	0.0969
N	823	STOCKTON EAST WATER DISTRICT	WATER TREATMENT FACILITY	8	0.0311	0.0256
N	828	CITY OF STOCKTON - VAN BUSKIRK GOLF	PUBLIC GOLF COURSES	1	0.0020	0.0020
N	829	NUSTAR TERMINALS OPS PARTNERSHIP LP	BULK PETROLEUM TERMINAL	19	8.0975	8.4384
N	845	TESORO LOGISTICS OPERATIONS LLC	BULK PETROLEUM TERMINAL	10	9.5120	8.8101
N	898	HDM AMERICA LLC	WOOD PRODUCTS MANUFACTURING	3		
N	954	MCCOY TRUCK TIRE SVC CNTR	TIRE REPAIR	1	0.1605	0.1605
N	983	RANDHAWA PETROLEUM LLC DBA EL DORADO GAS	GASOLINE DISPENSING FACILITY	1	0.1898	0.1898
N	993	620 WEST CHARTER WAY LLC	GASOLINE DISPENSING FACILITY	1	0.6643	0.6643
N	1000	SFPP, L.P.	PETROLEUM TRANSPORTATION	2	0.5399	0.5399
N	1004	CORT COMPANIES	NONCLASSIFIABLE ESTABLISHMENT	1	0.0002	0.0001
N	1006	KLEIN BROS LTD	FOOD PROCESSING	1		
N	1013	PORT OF STOCKTON	MARINE CARGO HANDLING	27	0.0593	0.0614
N	1084	AMERICAN BUILDING SUPPLY	WOOD PRODUCTS MANUFACTURING	10	2.5845	2.5845
N	1096	CENTRAL VALLEY HARDWARE	METAL PRODUCTS FABRICATION	2	0.0116	0.0116
N	1130	CITY OF STOCKTON MUN. UTILITY	MUNICIPAL WATER SUPPLY	4	0.2618	0.0463
N	1153	MARTIN OPERATING PARTNERSHIP L P	AGRICULTURAL CHEMICALS	3	0.0080	0.0080
N	2369	ARROW INFRASTRUCTURE HOLDING IA LLC	BULK PETROLEUM TERMINAL	15	8.8196	7.3365
N	2371	BAGLIETTO SEEDS	AGRICULTURAL PRODUCTS PROCESSING	3		0.0000
N	2382	STEVEN STEIN ENTERPRISES, INC	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	2	0.4854	0.5082
N	2392	DAMERON HOSPITAL	HOSPITALS	5	0.0470	0.0513
N	2403	HAMAMOTO'S BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0000	0.0000
N	2412	PACIFIC BELL TELEPHONE CO (DBA AT&T CA)	TELECOMMUNICATIONS	2	0.0230	0.0437
N	2413	WESTWAY FEED PRODUCTS LLC	ANIMAL FEED PROCESSING	12	0.0510	0.0531
N	2456	CITY OF STOCKTON/CB RICHARD ELLIS INC	GOVERNMENT SERVICES	1	0.0014	0.0000
N	2518	CHEMICAL TRANSFER CO., INC.	CHEMICAL TRANSLOADING	2	0.0284	0.0694
N	2523	CHARTER WAY PETRO INC.	GASOLINE DISPENSING FACILITY	1	1.5196	1.5196
N	2561	STOCKTON MUNICIPAL UTILITY	MUNICIPAL WATER SUPPLY	3	0.0858	0.2246
N	2642	INDEPENDENT TRUCKING INC	LOCAL TRUCKING WITHOUT STORAGE	1	0.1170	0.0390
N	2843	MAIN BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	2886	209 EXPRESS AUTO BODY	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0175	0.0175
N	3021	ANH AUTO BODY & PAINT	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0357	0.0323
N	3071	MASONITE INTERNATIONAL INC	MILLWORK	1	1.6353	1.2165
N	3076	SNOW CLEANERS INC	DRY CLEANING	7	3.9200	3.6000
N	3183	501 W WEBER, LLC	REAL ESTATE MANAGEMENT	1	0.0000	0.0000
N	3204	DENTON'S WELDING WORKS, INC.	METAL PRODUCTS FABRICATION	2	0.7280	0.7280
N	3317	SAN FRANCISCO AUTOBODY FRAME	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0272	0.0697
N	3353	CITY OF STOCKTON; FIRE STAT.#2	FIRE PROTECTION	3	0.0055	0.0055
N	3367	WRENCHER'S	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	2.3771	2.3771
N	3451	EL DORADO GAS AND MART	GASOLINE DISPENSING FACILITY	1	0.1080	0.1080
N	3765	DURAFLAME, INC.	WOOD PRODUCTS MANUFACTURING	2	0.0023	0.0025
N	3791	MARBLE PALACE INC	SYNTHETIC MARBLE MANUFACTURING	3	0.8205	0.7537
N	3841	AZTLAN ORNAMENTAL IRON FAB	METAL PRODUCTS FABRICATION	1	0.0269	0.0269
N	3845	COUNTRY MARKETPLACE	GASOLINE DISPENSING FACILITY	1	0.8275	0.8274
N	3870	BIG W SALES	FARM MACHINERY AND EQUIPMENT	1	1.4787	1.3130
N	3905	MARINE SERVICES	BOAT MANUFACTURING AND REPAIR	2	0.1767	0.1763
N	3932	PLYMOUTH SQUARE	RESIDENTIAL CARE	1	0.0027	0.0027
N	4017	COMCAST CABLE COMMUNICATIONS INC	CABLE TELEVISION SERVICES	1	0.0002	0.0007
N	4022	LEHIGH SOUTHWEST CEMENT COMPANY	BULK CEMENT DISTRIBUTION FACILITY	3		
N	4064	H.J.BAKER & BRO. LLC	INDUSTRIAL INORGANIC CHEMICALS - SULFUR	3		
N	4158	VALLEY PACIFIC PETROLEUM SERVICES INC	GASOLINE DISPENSING FACILITY	1	0.1579	0.1580
N	4212	UNIFIRST CORP	INDUSTRIAL LAUNDERS	5	0.0598	0.0598
N	4283	DELTA CHARTER INC	GASOLINE DISPENSING FACILITY	1	0.1649	0.1649
N	4347	QWEST COMMUNICATIONS CORPORATION	TELECOMMUNICATIONS	1	0.0025	0.0027
N	4375	DPI2 CA 18 ARMY COURT, LLC	TOY AND GAME STORE - RETAIL	2	0.0092	0.0092
N	4399	ALL FOREIGN & DOMESTIC BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	2	0.8012	0.8378
N	4425	CALIFORNIA PORTLAND CEMENT COMPANY	BULK CEMENT DISTRIBUTION FACILITY	5		
N	4453	CALTRANS STOCKTON MAINTENANCE STATION	GOVERNMENT SERVICES	2	0.0370	0.0370
N	4489	HEADWATERS RESOURCES INC	CONSTRUCTION MATERIALS RECEIVING, STORAGE, HANDLING	3		
N	4560	VERIZON WIRELESS - STOCKTON MSC	TELECOMMUNICATIONS	1	0.0029	0.0005
N	4571	BANK OF AGRICULTURE & COMMERCE	STATE COMMERCIAL BANKS	1	0.0007	0.0005
N	4677	SAN JOAQUIN COUNTY PUBLIC HEALTH SERVICE	GOVERNMENT SERVICES	2	0.0015	0.0015
N	4774	QUICKSERVE ENT INC DBA BURGER KING #2268	RESTAURANT - FAST FOOD	1	0.0368	0.0368
N	4899	CITY OF STOCKTON	GOVERNMENT SERVICES	2	0.0000	0.0000
N	4986	STATE OF CALIFORNIA, DEPT OF TRANS	STATE GOVERNMENT FACILITY	1	0.0716	0.2294
N	4997	CLEAN PLANET, INC.	URBAN WASTE RECYCLING	3		
N	5133	STOCKDALE PREMIER FINISHES	WOOD PRODUCTS MANUFACTURING	1	0.0000	0.0002
N	5278	JOE DANGTRAN	GASOLINE DISPENSING FACILITY	1	0.5295	0.5295
N	6059	HOLT OF CALIFORNIA	FARM MACHINERY AND EQUIPMENT	1		
N	6591	UNION PACIFIC RAILROAD	RAILROAD COMPANY	1		
N	7082	CALAMCO COGEN LLC	INORGANIC CHEMICAL DISTRIBUTION - AMMONIA	1	0.0667	0.0624
N	7186	WEYERHAEUSER NR COMPANY	WOOD PRODUCTS MANUFACTURING	1		
N	7232	M & L MOULDING AND MACHINE INC	WOOD PRODUCTS MANUFACTURING	1		
N	7249	O H I COMPANY	METAL PRODUCTS FABRICATION	3	0.0056	0.0142
N	7329	PACIFIC GAS & ELECTRIC	PUBLIC UTILITIES	1	0.0001	0.0002
N	7365	PACIFIC ETHANOL STOCKTON LLC	ETHANOL PRODUCTION FACILITY	26	7.6948	9.3428

DISTRICT REGION	DISTRICT ID	FACILITY NAME	ACTIVE PERMITS COUNT	2017	2018	
N	7489	M&I COMMODITIES, INC	COLD STORAGE DISTRIBUTION CENTER	1	0.0001	0.0002
N	7592	ADVANCED GEOENVIRONMENTAL INC	SANITARY SERVICES	1	0.0000	0.0000
N	7612	PENNY-NEWMAN GRAIN CO	BULK AGRICULTURAL COMMODITIES RECEIVING, STORAGE, LOADOUT	1		
N	7643	VERIZON WIRELESS - PORT OF STOCKTON	TELECOMMUNICATIONS	1	0.0003	0.0002
N	7777	PACIFIC BELL ENVIRONMENTAL MANAGEMENT	TELECOMMUNICATION	1	0.0003	0.0000
N	7811	LKQ	AUTOMOBILE PARTS DEALER	1	0.0001	0.0000
N	7900	MCI	TELECOMMUNICATIONS	1	0.0015	0.0026
N	7933	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1	0.0010	0.0025
N	7986	COVE CONTRACTORS, INC.	SANITARY SERVICES	1	0.0071	0.0064
N	8081	BNSF RAILWAY COMPANY - MORMAN YARD	RAILROAD COMPANY	1	0.0001	0.0001
N	8141	WILLIAMS TANK LINES	TRANSPORTATION	1	0.0001	0.0000
N	8179	ARANDAS TORTILLA CO INC	FOOD MANUFACTURING OPERATION	4	0.0209	0.0209
N	8237	HERNANDEZ AUTO BODY AND PAINT	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0215	0.0221
N	8273	CARRY TRANSIT	FOOD-GRADE TRANSFER STATION			
N	8529	DEPARTMENT OF TRANSPORTATION	STATE GOVERNMENT FACILITY	2	0.0004	0.0004
N	8540	ABDO THABIT NASHIR	GASOLINE DISPENSING FACILITY	1	0.4753	0.4753
N	8622	WILMAR OILS & FATS STOCKTON LLC	COOKING OIL PROCESSING	4	0.0595	0.0595
N	8634	CASTLE METALS	METAL DISTRIBUTOR	1	0.0001	0.0002
N	8662	PSC INDUSTRIAL OUTSOURCING LP	TANK MAINTENANCE SERVICES	1		
N	8703	GPT PROP TRUST/REIT MNGMT & RESEARCH LLC	GOVERNMENT AGENCY	1	0.0002	0.0002
N	8727	TRAIL COFFEE	ROASTED COFFEE	1	0.0003	0.0002
N	8790	BIMBO BAKERIES USA C/O STANTEC	SOIL REMEDIATION OPERATION	1	0.0000	0.0000
N	8830	ELEANOR SADE	WAREHOUSE	1	0.0005	0.0005
N	8925	AC PAINTING	WOOD PRODUCTS COATING OPERATION			
N	8932	RAMIREZ AUTO BODY & REPAIR	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9031	CITY OF STOCKTON - SMG STOCKTON	GOVERNMENT SERVICES	1	0.0001	0.0000
N	9129	JUDICIAL COUNCIL OF CALIFORNIA	GOVERNMENT SERVICES	1	0.0127	0.0052
N	9153	VERIZON WIRELESS	TELECOMMUNICATIONS	1	0.0001	0.0000
N	9186	ABC RADIATORS	RADIATOR REPAIR FACILITY	1		
N	9209	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	2		0.0055
N	9211	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1		0.0080
N	9212	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1		
N	9238	GMA GARNET USA CORPORATION	SAND RECEIVING, STORAGE, AND BAGGING OPERATION			
N	9331	TIGER-SUL PRODUCTS LLC	INDUSTRIAL INORGANIC CHEMICALS - SULFUR	2		
N	9404	TRANSLOAD SOLUTIONS LLC	DRY COMMODITIES RECEIVING, STORAGE, HANDLING	1		
N	9424	ARANDAS TORTILLA COMPANY	FOOD MANUFACTURING OPERATION	2		
N	9487	AURORA COLLISION CENTER	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		0.0071
N	9510	CALIFORNIA WATER SERVICE COMPANY	WATER SUPPLY			
N	9529	FAM AUTOBODY	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9532	SAN JOAQUIN REGIONAL TRANSIT DISTRICT	LOCAL AND SUBURBAN TRANSIT SERVICES	1		
N	9550	OHI COMPANY, INC.	METAL PRODUCTS FABRICATION	1		
N	9572	SUNSHINE HAWAIIAN BBQ	RESTAURANT			
N	9582	MISAKI SUSHI & BAR	RESTAURANT			
N	9633	DIAMOND AUTO BODY & SERVICES INC	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING			
N	9634	DURAFLAME INC.	WOOD PRODUCTS MANUFACTURING			
N	9759	7-ELEVEN #38877	GASOLINE DISPENSING FACILITY			
N	9767	JUVA STOCKTON, INC	CANNABIS GROWING AND CULTIVATION			
P	7720	CITY OF STOCKTON	MUNICIPAL UTILITY			

District Permitted Facilities Within Stockton Boundary					PM2.5 Emissions (tons/year)	
DISTRICT REGION	DISTRICT ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	2018
N	4	ACE ARMATURE & MOTOR SHOP (JOSHUA IRIS)	ELECTRIC MOTOR REBUILDING AND REPAIR	2	0.0076	0.0076
N	86	MCM14 CORP	GASOLINE DISPENSING FACILITY	1		
N	103	ABDO THABIT NASHIR	GASOLINE DISPENSING FACILITY	1		
N	150	DURAFLAME WEST	WOOD PRODUCTS MANUFACTURING	7	2.2164	1.1388
N	151	CALIFORNIA WATER SERVICE	WATER SUPPLY	2	0.0003	0.0006
N	153	LEHIGH SOUTHWEST CEMENT COMPANY	CEMENT RECEIVING, STORAGE, LOADOUT	11	0.1207	0.1024
N	157	CALIFORNIA AMMONIA CO	INORGANIC CHEMICAL RECEIVING, STORAGE, LOADOUT - AMMONIA	10	0.0171	0.0264
N	172	CANNON DRY CLEANING COMPANY	DRY CLEANING	1		
N	175	MOBIL STOCKTON #1/ABDO NASHIR	GASOLINE DISPENSING FACILITY	1		
N	227	PENNY NEWMAN GRAIN COMPANY	BULK AGRICULTURAL COMMODITIES RECEIVING, STORAGE, LOADOUT	25	0.0535	0.0369
N	228	CONTRACT COATINGS	PAINT MANUFACTURING	18	2.6112	2.6112
N	258	SRH FOOD & GAS MARKET	GASOLINE DISPENSING FACILITY	1		
N	270	METROPOLITAN STEVEDORE COMPANY	MARINE CARGO HANDLING	1	0.1055	0.0001
N	285	DIAMOND FOODS, LLC	AGRICULTURAL PRODUCTS PROCESSING	18	0.0031	0.0284
N	288	BES EXPRESS FOODS INC	COMMERCIAL BAKERY	10	0.0000	0.0000
N	389	HOGAN MFG INC	MOBILE EQUIPMENT FABRICATION	5	0.2514	0.1904
N	400	HI-GRADE CLEANERS	DRY CLEANING	1		
N	454	GSG GAS AND MART	GASOLINE DISPENSING FACILITY	1		
N	524	N.J. MCCUTCHEM, INC.	METAL PRODUCTS FABRICATION	4	0.1660	0.1905
N	549	MIRACLE MILE MARKET	GASOLINE DISPENSING FACILITY	1		
N	553	CONCRETE, INC.	READY-MIXED CONCRETE	8	0.3133	0.3809
N	577	NEWARK SIERRA PAPERBOARD CORP.	PAPERBOARD MILL	1	0.0050	0.0007
N	629	SCHUFF STEEL COMPANY	METAL PRODUCTS FABRICATION	4	0.0142	0.0355
N	645	DTE STOCKTON, LLC	POWER GENERATION FACILITY	9	9.4254	11.8271
N	655	WESTWAY FEED PRODUCTS LLC	ANIMAL FEED PROCESSING	6		
N	690	RITE WAY CLEANERS	DRY CLEANING	1		
N	691	CALPORTLAND COMPANY (STOCKTON WEST)	CEMENT RECEIVING, STORAGE, LOADOUT	10	0.0820	0.0712
N	722	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	2	0.0018	0.0009
N	742	SEPUVEDA'S TRUCK PAINTING	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	4	0.0488	0.0488
N	788	STATE OF CA. 2ND DIST. AG ASSO	OPERATION OF AGRICULTURAL FAIRS	1		
N	800	CITY OF STOCKTON	GOVERNMENT SERVICES	2	0.0003	0.0003
N	805	STOCKTON CITY OF	GOVERNMENT SERVICES	1		
N	810	STOCKTON TRI-INDUSTRIES, INC	METAL PRODUCTS FABRICATION	5	2.1665	1.3196
N	811	STOCKTON RWCF	WASTEWATER TREATMENT FACILITY	9	0.1632	0.3188
N	819	LMG STOCKTON, INC DBA THE RECORD	COMMERCIAL PRINTING - NEWSPAPER	1	0.0001	0.0001
N	823	STOCKTON EAST WATER DISTRICT	WATER TREATMENT FACILITY	8	0.0054	0.0037
N	828	CITY OF STOCKTON - VAN BUSKIRK GOLF	PUBLIC GOLF COURSES	1		
N	829	NUSTAR TERMINALS OPS PARTNERSHIP LP	BULK PETROLEUM TERMINAL	19	0.2065	0.2324
N	845	TESORO LOGISTICS OPERATIONS LLC	BULK PETROLEUM TERMINAL	10		
N	898	HDM AMERICA LLC	WOOD PRODUCTS MANUFACTURING	3	4.7756	0.0531
N	954	MCCOY TRUCK TIRE SVC CNTR	TIRE REPAIR	1	0.0571	0.0584
N	983	RANDHAWA PETROLEUM LLC DBA EL DORADO GAS	GASOLINE DISPENSING FACILITY	1		
N	993	620 WEST CHARTER WAY LLC	GASOLINE DISPENSING FACILITY	1		
N	1000	SFP, L.P.	PETROLEUM TRANSPORTATION	2		
N	1004	CORT COMPANIES	NONCLASSIFIABLE ESTABLISHMENT	1	0.0002	0.0001
N	1006	KLEIN BROS LTD	FOOD PROCESSING	1	0.0000	0.0000
N	1013	PORT OF STOCKTON	MARINE CARGO HANDLING	27	0.0177	0.0050
N	1084	AMERICAN BUILDING SUPPLY	WOOD PRODUCTS MANUFACTURING	10	0.4366	0.4366
N	1096	CENTRAL VALLEY HARDWARE	METAL PRODUCTS FABRICATION	2	0.0002	0.0002
N	1130	CITY OF STOCKTON MUN. UTILITY	MUNICIPAL WATER SUPPLY	4	0.0030	0.0019
N	1153	MARTIN OPERATING PARTNERSHIP L P	AGRICULTURAL CHEMICALS	3	0.0659	0.0651
N	2369	ARROW INFRASTRUCTURE HOLDING IA LLC	BULK PETROLEUM TERMINAL	15	0.1167	0.0957
N	2371	BAGLIETTO SEEDS	AGRICULTURAL PRODUCTS PROCESSING	3		
N	2382	STEVEN STEIN ENTERPRISES, INC	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	2	0.1331	0.1045
N	2392	DAMERON HOSPITAL	HOSPITALS	5	0.0640	0.0662
N	2403	HAMAMOTO'S BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	2412	PACIFIC BELL TELEPHONE CO (DBA AT&T CA)	TELECOMMUNICATIONS	2	0.0408	0.0563
N	2413	WESTWAY FEED PRODUCTS LLC	ANIMAL FEED PROCESSING	12	0.0741	0.0772
N	2456	CITY OF STOCKTON/CB RICHARD ELLIS INC	GOVERNMENT SERVICES	1	0.0019	0.0000
N	2518	CHEMICAL TRANSFER CO., INC.	CHEMICAL TRANSLOADING	2	0.0101	0.0247
N	2523	CHARTER WAY PETRO INC.	GASOLINE DISPENSING FACILITY	1		
N	2561	STOCKTON MUNICIPAL UTILITY	MUNICIPAL WATER SUPPLY	3	0.0025	0.0064
N	2642	INDEPENDENT TRUCKING INC	LOCAL TRUCKING WITHOUT STORAGE	1		
N	2943	MAIN BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	2986	289 EXPRESS AUTO BODY	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0088	0.0088
N	3021	ANH AUTO BODY & PAINT	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0068	0.0061
N	3071	MASONITE INTERNATIONAL INC	MILLWORK	7	6.6107	5.6678
N	3076	SNOW CLEANERS INC	DRY CLEANING	7		
N	3183	501 W WEBER, LLC	REAL ESTATE MANAGEMENT	1	0.0000	0.0000
N	3204	DENTON'S WELDING WORKS, INC.	METAL PRODUCTS FABRICATION	2	0.5408	0.5408
N	3317	SAN FRANCISCO AUTOBODY FRAME	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0138	0.0126
N	3353	CITY OF STOCKTON; FIRE STAT.#2	FIRE PROTECTION	3	0.0002	0.0001
N	3367	WRENCHER'S	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	3451	EL DORADO GAS AND MART	GASOLINE DISPENSING FACILITY	1		
N	3765	DURAFLAME, INC.	WOOD PRODUCTS MANUFACTURING	2	0.0017	0.0017
N	3791	MARBLE PALACE INC	SYNTHETIC MARBLE MANUFACTURING	3	0.3810	0.3599
N	3841	AZTLAN ORNAMENTAL IRON FAB	METAL PRODUCTS FABRICATION	1	0.0326	0.0326
N	3845	COUNTRY MARKETPLACE	GASOLINE DISPENSING FACILITY	1		
N	3870	BIG W SALES	FARM MACHINERY AND EQUIPMENT	1	0.2959	0.2779
N	3905	MARINE SERVICES	BOAT MANUFACTURING AND REPAIR	2		
N	3932	PLYMOUTH SQUARE	RESIDENTIAL CARE	1	0.0028	0.0027
N	4017	COMCAST CABLE COMMUNICATIONS INC	CABLE TELEVISION SERVICES	1	0.0002	0.0009
N	4022	LEHIGH SOUTHWEST CEMENT COMPANY	BULK CEMENT DISTRIBUTION FACILITY	3	0.0000	0.0000
N	4064	H.J.BAKER & BRO. LLC	INDUSTRIAL INORGANIC CHEMICALS - SULFUR	3	0.4271	0.3669
N	4158	VALLEY PACIFIC PETROLEUM SERVICES INC	GASOLINE DISPENSING FACILITY	1		
N	4212	UNIFIRST CORP	INDUSTRIAL LAUNDERS	5	0.1136	0.1136
N	4283	DELTA CHARTER INC	GASOLINE DISPENSING FACILITY	1		
N	4347	QWEST COMMUNICATIONS CORPORATION	TELECOMMUNICATIONS	1	0.0004	0.0004
N	4375	DPI2 CA 18 ARMY COURT, LLC	TOY AND GAME STORE - RETAIL	2	0.0096	0.0092
N	4399	ALL FOREIGN & DOMESTIC BODY SHOP	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	2	0.2315	0.2358
N	4425	CALIFORNIA PORTLAND CEMENT COMPANY	BULK CEMENT DISTRIBUTION FACILITY	5	0.0321	0.0290
N	4453	CALTRANS STOCKTON MAINTENANCE STATION	GOVERNMENT SERVICES	2	0.0004	0.0004
N	4489	HEADWATERS RESOURCES INC	CONSTRUCTION MATERIALS RECEIVING, STORAGE, HANDLING	3	0.0258	0.0258
N	4560	VERIZON WIRELESS - STOCKTON MSC	TELECOMMUNICATIONS	1	0.0003	0.0007
N	4571	BANK OF AGRICULTURE & COMMERCE	STATE COMMERCIAL BANKS	1	0.0003	0.0002
N	4677	SAN JOAQUIN COUNTY PUBLIC HEALTH SERVICE	GOVERNMENT SERVICES	2	0.0008	0.0008
N	4774	QUICKSERVE ENT INC DBA BURGER KING #2268	RESTAURANT - FAST FOOD	1	0.0050	0.0050
N	4899	CITY OF STOCKTON	GOVERNMENT SERVICES	2	0.0000	0.0000
N	4986	STATE OF CALIFORNIA, DEPT OF TRANS	STATE GOVERNMENT FACILITY	1		
N	4997	CLEAN PLANET, INC.	URBAN WASTE RECYCLING	3	0.0856	0.0582
N	5133	STOCKDALE PREMIER FINISHES	WOOD PRODUCTS MANUFACTURING	1		
N	5278	JOE DANGTRAN	GASOLINE DISPENSING FACILITY	1		
N	6059	HOLT OF CALIFORNIA	FARM MACHINERY AND EQUIPMENT	1	0.0016	0.0016
N	6591	UNION PACIFIC RAILROAD	RAILROAD COMPANY	1	0.0000	0.0000
N	7082	CALAMCO COGEN LLC	INORGANIC CHEMICAL DISTRIBUTION - AMMONIA	1	0.4931	0.4612
N	7186	WEYERHAEUSER NR COMPANY	WOOD PRODUCTS MANUFACTURING	1	0.0001	0.0001
N	7232	M & L MOULDING AND MACHINE INC	WOOD PRODUCTS MANUFACTURING	1	0.2388	0.2388
N	7249	O H I COMPANY	METAL PRODUCTS FABRICATION	3	0.0492	0.0450
N	7329	PACIFIC GAS & ELECTRIC	PUBLIC UTILITIES	1	0.0005	0.0006
N	7365	PACIFIC ETHANOL STOCKTON LLC	ETHANOL PRODUCTION FACILITY	26	4.3484	4.2062

DISTRICT REGION	DISTRIC ID	FACILITY NAME	FACILITY DESCRIPTION	ACTIVE PERMITS COUNT	2017	2018
N	7489	M&L COMMODITIES, INC	COLD STORAGE DISTRIBUTION CENTER	1	0.0001	0.0001
N	7592	ADVANCED GEOENVIRONMENTAL INC	SANITARY SERVICES	1	0.0000	0.0000
N	7612	PENNY-NEWMAN GRAIN CO	BULK AGRICULTURAL COMMODITIES RECEIVING, STORAGE, LOADOUT	1	0.0166	0.0131
N	7643	VERIZON WIRELESS - PORT OF STOCKTON	TELECOMMUNICATIONS	1	0.0002	0.0001
N	7777	PACIFIC BELL ENVIRONMENTAL MANAGEMENT	TELECOMMUNICATION	1	0.0001	0.0000
N	7811	LKQ	AUTOMOBILE PARTS DEALER	1	0.0000	0.0000
N	7900	MCI	TELECOMMUNICATIONS	1	0.0002	0.0006
N	7933	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1	0.0006	0.0014
N	7986	COVE CONTRACTORS, INC.	SANITARY SERVICES	1	0.0048	0.0039
N	8081	BNSF RAILWAY COMPANY - MORMAN YARD	RAILROAD COMPANY	1	0.0002	0.0004
N	8141	WILLIAMS TANK LINES	TRANSPORTATION	1	0.0001	0.0000
N	8179	ARANDAS TORTILLA CO INC	FOOD MANUFACTURING OPERATION	4	0.0284	0.0290
N	8237	HERNANDEZ AUTO BODY AND PAINT	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1	0.0134	0.0143
N	8273	CARRY TRANSIT	FOOD-GRADE TRANSFER STATION			
N	8332	DENTONI'S WELDING WORKS INC	METAL PRODUCTS FABRICATION	1		
N	8529	DEPARTMENT OF TRANSPORTATION	STATE GOVERNMENT FACILITY	2	0.0005	0.0002
N	8540	ABDO THABIT NASHIR	GASOLINE DISPENSING FACILITY	1		
N	8622	WILMAR OILS & FATS STOCKTON LLC	COOKING OIL PROCESSING	4	0.0823	0.0823
N	8634	CASTLE METALS	METAL DISTRIBUTOR	1	0.0000	0.0000
N	8662	PSC INDUSTRIAL OUTSOURCING LP	TANK MAINTENANCE SERVICES	1		
N	8703	GPT PROP TRUST/REIT MNGMT & RESEARCH LLC	GOVERNMENT AGENCY	1	0.0002	0.0002
N	8727	TRAIL COFFEE	ROASTED COFFEE	1	0.0006	0.0004
N	8790	BIMBO BAKERIES USA C/O STANTEC	SOIL REMEDIATION OPERATION	1	0.0000	0.0000
N	8830	ELEANOR SADE	WAREHOUSE	1	0.0005	0.0005
N	8925	AC PAINTING	WOOD PRODUCTS COATING OPERATION			
N	8932	RAMIREZ AUTO BODY & REPAIR	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9031	CITY OF STOCKTON - SMG STOCKTON	GOVERNMENT SERVICES	1	0.0001	0.0000
N	9129	JUDICIAL COUNCIL OF CALIFORNIA	GOVERNMENT SERVICES	1	0.0075	0.0029
N	9153	VERIZON WIRELESS	TELECOMMUNICATIONS	1	0.0001	0.0000
N	9186	ABC RADIATORS	RADIATOR REPAIR FACILITY	1	0.0000	0.0000
N	9209	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	2		0.0046
N	9211	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1		0.0067
N	9212	SAN JOAQUIN COUNTY	GOVERNMENT SERVICES	1		
N	9238	GMA GARNET USA CORPORATION	SAND RECEIVING, STORAGE, AND BAGGING OPERATION			
N	9331	TIGER-SUL PRODUCTS LLC	INDUSTRIAL INORGANIC CHEMICALS - SULFUR	2	0.1450	0.1528
N	9404	TRANSLOAD SOLUTIONS LLC	DRY COMMODITIES RECEIVING, STORAGE, HANDLING	1		
N	9424	ARANDAS TORTILLA COMPANY	FOOD MANUFACTURING OPERATION	2		
N	9487	AURORA COLLISION CENTER	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		0.0007
N	9510	CALIFORNIA WATER SERVICE COMPANY	WATER SUPPLY			
N	9529	FAM AUTOBODY	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING	1		
N	9532	SAN JOAQUIN REGIONAL TRANSIT DISTRICT	LOCAL AND SUBURBAN TRANSIT SERVICES	1		
N	9550	OHI COMPANY, INC.	METAL PRODUCTS FABRICATION	1		
N	9572	SUNSHINE HAWAIIAN BBQ	RESTAURANT			
N	9582	MISAKI SUSHI & BAR	RESTAURANT			
N	9633	DIAMOND AUTO BODY & SERVICES INC	MOTOR VEHICLE AND MOBILE EQUIPMENT COATING			
N	9634	DURAFLAME INC.	WOOD PRODUCTS MANUFACTURING			
N	9759	7-ELEVEN #38877	GASOLINE DISPENSING FACILITY			
N	9767	JUVA STOCKTON, INC	CANNABIS GROWING AND CULTIVATION			
P	7720	CITY OF STOCKTON	MUNICIPAL UTILITY			

Notes from Stockton June 3, 2020 Breakout Sessions with Stockton Community Steering Committee Members

<u>Heavy-Duty Traffic</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Communities and the workforce near highways are exposed to traffic emissions (Boggs Tract, as an example) 	<ul style="list-style-type: none"> • Replace locally based trucks (captive truck fleets) with clean technologies • Vegetative barriers (using <u>drought-tolerant</u> trees) • Port of Stockton looking into replacing drayage trucks, other short-haul vehicles with electric, have installed some vegetative barriers. • Better enforcement of heavy-duty truck and bus idling • Education/outreach about heavy-duty truck and bus idling • Requested air monitoring to be done in the Boggs tract area
<ul style="list-style-type: none"> • Trucks idling in communities 	
<p>Boggs Tract:</p> <ul style="list-style-type: none"> • Concerned with additional truck traffic due to expansions at the Port of Stockton, and would like additional monitoring in this area • Mentioned past study conducted at George Washington Elementary <ul style="list-style-type: none"> ○ Report states results from this study said that most PM2.5 emissions were from roadside dust • Highway Bypass <ul style="list-style-type: none"> ○ Resulted in heavy duty truck traffic to be re-routed out of the area, but that also re-routed all traffic and residents now have to drive more to get to the community, resulting in more emissions 	
<ul style="list-style-type: none"> • Port of Stockton <ul style="list-style-type: none"> ○ Considerable heavy-duty truck idling ○ Increased heavy-duty truck traffic due to expansion projects at the Port • Dry materials being unloaded and stored in piles. The wind blows the dry materials into the community and they do not know what it is. 	
<ul style="list-style-type: none"> • Parked heavy-duty trucks near apartment complex (Deltaview Apartments), creating vibration and idling, emissions impact area. Happening at empty lot near DMV office. Happening 2-3 nights per week. 	

Heavy-Duty Traffic

- Diesel exhaust from large passenger trucks in the area (e.g. Chevy, Ford, etc.)
- University of Pacific transport vehicles are old and fuming, need cleaner vehicles
- Dashmesh Trucking (a lot of idling) near Edison School (what can be done?)
- Truck wash station (many truck idling), on French camp Turnpike (west of Edison, next to Freeway)
- Cooking emissions from mobile food vendors
- Truck traffic to Port
- Headstart on busy streets: El Concillio Headstart on Sutter Street and one at St George
- Upcoming Delta Conveyance Project, concern with emissions (what can be done?)
- Idling cars and trucks are concerning
- Concern about heavy-duty truck emissions coming out of the port
- Heavy-duty trucks taking side roads through residential like Mt. Diablo adjacent to Luis park II. Trucks use this to avoid traffic on I-5. The trucks damage trees and they die. Then the city has to cut the trees down
- Heavy-duty trucks idling at French Camp down El Dorado (heavy-duty trucks park in the middle of the street to load and unload, which also blocks traffic)
- Main concern is diesel traffic
- Boggs tract area near the port of Stockton: Indoor air quality is a concern at this school near the Boggs tract area due to heavy-duty truck idling trying to get into the port and lunch spots for the truck drivers

Cooking Emissions

Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Charbroiling/cooking activities 	<ul style="list-style-type: none"> • Better understanding of these impacts <ul style="list-style-type: none"> ○ Alec (CSC member) offered to help continue this work with specific restaurants • Controls for restaurants • District to provide some detail of ongoing work to receive reports and register underfired cooking operations, providing better information about this source. Can update the committee as we continue this work.
<ul style="list-style-type: none"> • Smoke from outdoor BBQs at liquor stores in the area, impacting residents 	
<ul style="list-style-type: none"> • Commercial cooking concerns, asked about the number cooking operations in the community. 	
<ul style="list-style-type: none"> • 5' x 6' open barbecue trailer in parking lot, right next to supermarket, close to St. George and Mckinley (less than ½ mile away) 	
<ul style="list-style-type: none"> • Open fire cooking from homeless (concentrated in South and East area) (there is one right behind St. George school) 	
<ul style="list-style-type: none"> • Outdoor grills and truck/train idling...should they be seen in the same light <ul style="list-style-type: none"> ○ Often outdoor grilling around a residential area ○ Conflicted as sometimes these grills are in food desert areas ○ Scrubbers for these food truck/outdoor grills ○ Outdoor grills might be only source of income ○ Maybe focus on those organizations that have more financial resources ○ Need for monitoring in these areas ○ Not something we usually think about 	
<ul style="list-style-type: none"> • Cooking like large BBQ outside of a gas station or store near (center street) 	

<u>Monitoring</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Monitoring questions brought up and focused on <ul style="list-style-type: none"> ○ What is the outcome of emissions monitoring? ○ How many monitors will be used? ○ Where will monitors be placed and how will that be decided? • What is the difference between the trends shown in the presentation for the Stockton monitored data and the gridded emissions shown in the other presentation that show high emissions around freeways, etc. 	<ul style="list-style-type: none"> • Need for monitoring in South side of Stockton, along Lincoln Ave (near DMV, St. Mary's Dining Room)
<ul style="list-style-type: none"> • Concern about lack of air monitoring in Stockton 	
<ul style="list-style-type: none"> • Looking for wind data from the Stockton area. 	
<ul style="list-style-type: none"> • Would like to compare pollution data with surrounding areas, i.e. Merced, etc. 	

<u>Outdoor burning</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Concern about emissions from trash fires 	<ul style="list-style-type: none"> • Not letting fields overgrow may be a mitigation to prevent burning of empty fields
<ul style="list-style-type: none"> • Particular concern about exposure of homeless residents/residents in informal settlements to emissions from fires, trains 	
<ul style="list-style-type: none"> • Grass fires started by homeless, multiple fires due to homeless, burning in barrels or in the open 	
<ul style="list-style-type: none"> • Too much material stockpiled in areas near the Port, causing high potential for fires 	
<ul style="list-style-type: none"> • Incinerator at the Port, unhealthy emissions and causing smells in the area 	
<ul style="list-style-type: none"> • Homeless fires near the Mormon slough, burning various materials 	
<ul style="list-style-type: none"> • Recent Stockton pallet fire was significant, smoke impacted Lodi and other cities surrounding Stockton 	

<u>Outdoor burning</u>	
<ul style="list-style-type: none"> • Need better regulations on how much material can be stacked at facilities, too high of a potential for fire. (Asked if District could follow-up with appropriate agency to help reduce fire risk). 	
<ul style="list-style-type: none"> • More commonly think about smokestacks as a cause of pollution 	
<ul style="list-style-type: none"> • Homeless people who do burning, have heard that homeless have higher rates of cancer 	
<ul style="list-style-type: none"> • Pallet fire last week was a problem, curious about the impact 	
<ul style="list-style-type: none"> • Burning in encampments generate localized pollutions concerns 	
<ul style="list-style-type: none"> • Burning trash and burning other items 	
<ul style="list-style-type: none"> • Bianca Mendoza has a field behind her house and the grass burns a few times a year 	
<ul style="list-style-type: none"> • Fire encampments illegal fires/cooking 	
<ul style="list-style-type: none"> • Wildfire emissions can infiltrate homes, EJ concern is housing access to basic necessities, like stable internet, which can be more broadly applied to access to safe spaces from outdoor air pollution and during shelter-in-place orders (can't use any community center) 	

<u>Trains/Railroad</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Concern about emissions from railroads 	<ul style="list-style-type: none"> • Other CSC have allocated funding to replace locomotives
<ul style="list-style-type: none"> • Emissions from Amtrak trains running in area 	
<ul style="list-style-type: none"> • Train station (idling), not just Amtrak but all the trains, including cargo train 	
<ul style="list-style-type: none"> • Train idling-Who has regulatory authority? How can CSC address issue? 	

<u>Emissions Inventory</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • how the 1km resolution was achieved and the level of detail that the District/CARB had about emissions inventories from specific sources 	<ul style="list-style-type: none"> • Ozone and other pollutants are trending down over the past 40 years • We don't have all the 2020 data. We are processing 2019 emission inventory data now and it will be available to committee when it is ready.
<ul style="list-style-type: none"> • Would like more information on toxics inventory 	
<ul style="list-style-type: none"> • Wants more evidence to be able to focus on what the concerns are and focus on those. 	
<ul style="list-style-type: none"> • Data seemed obsolete between 2018-2020 	
<ul style="list-style-type: none"> • Do we have the 2020 data 	
<ul style="list-style-type: none"> • In South Side, are there any emissions coming from recycling company, propane company 	

<u>Lawn Equipment</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Leaf blower emissions 	
<ul style="list-style-type: none"> • Emissions from lawn care equipment, are there studies summarizing the emissions from this equipment? (CARB said they would follow up). 	
<ul style="list-style-type: none"> • Concerned with dust in the area, watering turns dust into mud, messy 	

<u>Dust</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Dust from agricultural operations, Boggs Tract farm (grow vegetables, fruits, chicken), behind community center, about 5 acres 	<ul style="list-style-type: none"> • Would like to add surface stabilization / paving to the community emission reduction plan
<ul style="list-style-type: none"> • Dust near the Port 	
<ul style="list-style-type: none"> • Dust from empty lots in the area 	
<ul style="list-style-type: none"> • Dust west of I-5 by port of Stockton between Charter Way and Downtown 	

<u>Odor</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Sulfur from port of Stockton impacting nearby schools (headaches) 	
<ul style="list-style-type: none"> • Steel company off of Highway 4 and Highway 99 (a lot of odors but not sure what it is) 	

<u>Urban Greening</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Potential measures including urban greening, solar panel, bike trails 	<ul style="list-style-type: none"> • Vegetative buffers have been used by land use agencies this could be a measure that you may include in the CERP • Urban zoning
<ul style="list-style-type: none"> • Lack of green space between roadways and homes/trees to help filter the air/City of Trees 	
<ul style="list-style-type: none"> • Southern part of the airport area increase capacity with Amazon. There is a demand for more warehouses and they are taking greenspace/ag land 	

<u>Construction</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Levy construction work 	
<ul style="list-style-type: none"> • Concern about construction on proposed delta tunnels 	

<u>Other</u>	
Community Steering Committee Member Concerns and Questions:	Potential Actions Recommended by Community Steering Committee Members:
<ul style="list-style-type: none"> • Duraflame facility near the Port 	
<ul style="list-style-type: none"> • Comments about powering refrigerators, RVs running in the area 	
<ul style="list-style-type: none"> • Airport traffic emissions 	
<ul style="list-style-type: none"> • Business and warehouse 	

Meeting Highlights*
AB 617 Stockton Community Steering Committee Meeting #3
Wednesday, May 6, 2020, 5:30 pm
Zoom Virtual Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Please visit <http://community.valleyair.org/selected-communities/stockton/> to complete sources of concern exercise by **May 24th**.
- If you prefer to tell the Valley Air District about your sources of concerns rather than going through map exercise, please email or contact District staff at ab617@valleyair.org
- Start thinking about:
 - Where should air monitoring assets be placed in the community?
 - What pollutants/types of sources should be considered in the community air monitoring plan?

Action items for the San Joaquin Valley Pollution Control Air District (Valley Air District):

- Email poll to CSC regarding potential future meeting times.
- Follow up with CSC members who volunteered to be community co-hosts.
- Heather M. Bolstad will follow up with information about the exact PM levels in peat soil.

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

Christal welcomed the Stockton Community Steering Committee (CSC) members and members of the public, provided Zoom instructions for the meeting, and did the roll call. Ryan welcomed participants and thanked Dillon for working with the Valley Air District on the meeting agenda. Dillon welcomed everyone and shared a brief preview of his and Phillip's presentation.

Historical Perspective on Stockton

Dillon Delvo, Community Co-host, Little Manila Rising
Phillip Merlo, Director of Education, San Joaquin Historical Museum

Phillip presented a look back on what led to the socioeconomic and environmental disparities in Stockton. Dillon followed up with a brief history and work of Little Manila. Presentation highlights:

- Racially restricted housing covenants created a segregated landscape in Stockton. A system was designed to keep people of color and immigrant communities from building wealth.
- Historically, the industrial zoning has been concentrated predominantly in South Stockton, a historically segregated area, to enable the construction of freeways near low-income areas (to reduce the cost of eminent domain) and accommodate emerging industries focused on the transportation of products,
- Stockton zoning policies created a long-term impact on health of low-income communities in South Stockton with higher incidences of elevated blood pressure, asthma and other health disparities.
- Stockton is one of the centers of Filipino-American history. Little Manila Rising has worked to

preserve the remaining three Filipino historic buildings, raise awareness about the consequences and impacts of environmental injustice, and promote cultural heritage.

Air Monitoring Capabilities Introduction

Jon Klassen, Director of Air Quality Science and Planning, Valley Air District

The Valley Air District staff introduced the community air monitoring capabilities in preparation for a community monitoring exercise in June. Presentation highlights:

- Air monitoring is a key component required by AB 617. The CSC will provide input on preparing a community air-monitoring plan. Based on community feedback and CSC recommendations on what to monitor and where, staff will draft the monitoring plan and bring it back to the CSC for review and comments.
- California Air Resources Board's (CARB's) Stockton-Hazelton air monitoring site provides a long record of air quality data (going back as far as 1976). This data will be used to complement the community air monitoring plan that will be developed with the community steering committee in Stockton. Historical data is available at: <https://www.arb.ca.gov/aqmis2/aqmis2.php>
- Once the Community Steering Committee has developed a Community Air Monitoring Plan (CAMP), air quality monitoring data will be available on the Valley Air District's website and on CARB's AQView webpage at <https://ww2.arb.ca.gov/es/community-air-quality-portal>
- Community air monitoring equipment that can be placed in Stockton includes: an air monitoring trailer, stand-alone PM 2.5 monitors, compact multi-pollutant systems and mobile air monitoring van. There are a number of various factors to consider when making placement choices and designing the Stockton air monitoring system.
- The Valley Air District is asking the Committee for initial thoughts and comments in the following areas:
 - Where should air monitoring assets be placed in the community?
 - What pollutants/types of sources should be considered in the community air monitoring plan?

Question: Because monitors cannot be too close to a single source of pollution, how do we set up monitoring in the areas with multiple sources of emissions to collect the right type of data?

Answer: The air monitoring vans can get closer to various sources of concern and pollution speciation can be used to determine possible sources of air pollutants.

Question: Why would we put equipment in the areas that require additional resources (lease, agreements, monthly cost, etc.)?

Answer: Based on the CSC's feedback and locations identified by the committee would determine which sites are available. The Valley Air District will look to identify locations on city and county property near the locations identified by the CSC to minimize any potential additional costs.

Chat Question: How long should we leave a monitor in place to get accurate data?

Chat Answer: Monitoring will be accurate as soon as it is deployed. To understand long-term trends, it is best to keep the monitors in place for at least a year. This provides an understanding of possible difference in emissions due to seasonality. For mobile monitoring, we hope to move around often, focusing on different locations on different days as recommended as part of the CAMP.

Chat Question: Does your mobile van have Proton transfer time of flight MS real-time air toxics monitor?

Chat Answer: We do have a PRT-MS that can be outfitted to the van or stationary trailer.

Chat Comment: Happy to have a monitor at St. George Church/School.

Chat Question: One thing to think about is the timing for the air monitoring. We want to provide monitoring once everything is open and traffic is out again. This will give a good representation of what we experience normally.

Chat Answer: We certainly will take into account actual activity occurring near monitoring. That way we have context. For example, this is not a great time to get "normal" information on vehicle traffic emissions, just like monitoring during a wildfire is certainly not a good picture of the community. However, monitoring at any time will always give a good picture of what's happening in the community, which is certainly a goal.

Chat Question: In terms of the types of monitors that were listed, have they already been bought? Does the brand of the monitor make a difference in what type of data would be collected?

Chat Answer: We are in the process of ordering some new equipment to use in the Stockton community, but we do have some resources already available. The brand of analyzer can have slight differences, but we're planning to use the highest precision analyzers to make sure we collect accurate data.

Chat Question: To what extent will the Committee (or even the community members here) be involved in gathering, analyzing and presenting the data to the Stockton community?

Chat Answer: As we collect community-level air monitoring data in Stockton, we'll produce regular reports summarizing the results. These will be shared with the Stockton Community Steering Committee and can also be shared with the Stockton community at large.

Chat Question: What data does the mobile van currently gather? I know there were some questions regarding using a Google vehicle to gather additional data? Also are we able to use smaller monitors that may be placed in more of our AB617 areas?

Chat Answer: Our mobile air monitoring vans can measure quite a few pollutants, including ozone, PM2.5, black carbon, NOx, CO, SO2/H2S, VOCs, and meteorology. As we develop our community air monitoring plan, we can hear from the Committee on the interest is using smaller monitors in the community.

Chat Question: Will prior air monitoring data be incorporated or used during the development of the CERP?

Chat Answer: Certainly! We actually used prior data to develop the recommendation for Stockton to be selected for AB 617 resources. We also will use emissions data (known emissions from sources) to develop CERP strategies.

Chat Comment: Stockton's air quality situation most closely resembles the West Oakland model. We can learn a lot from the West Oakland studies that have been done over the last couple of decades. There have been quite a few studies done by a variety of organizations.

Chat Question: Along with the air monitoring data that will be collected, will health data be collected as well? I'm curious to see if there are possible cancer clusters in areas affected by any sources of pollution here in Stockton.

Chat Question: Will there be a subcommittee for air monitoring?

Chat Question: Where are we at with Washington Elementary? And how do we effectively monitor areas with high emissions without having reports reflect pollution from just one source? In other words, how do we balance monitoring?

Chat Question: What is the micron range of peat soil generally?

Chat Question: What about mineral sources? Such as asbestos, etc.

How Air Pollution Impacts Health

Heather M. Bolstad, Ph.D, Staff Toxicologist, OEHHA Community and Environmental Epidemiology Research Branch

A discussion with the California Office of Environment Health Hazard Assessment (OEHHA) about health impacts of air pollution. Presentation highlights:

- Diesel exhaust, mobile sources, industry, pesticides, freeways are possible sources of exposure to air pollutants.
- OEHHA developed benchmarks for toxicity called the Health Guidance Values. Toxicity depends on the amount of time someone is exposed to a chemical. The analysis is designed to protect the most sensitive population: elderly, children, and pregnant women, those with underlined conditions.
- A number of factors influence toxicity including duration and length of exposure and sensitivity.
- Particular matter 2.5 (PM) microns can reach deep into the lungs. Short-term exposure is associated with respiratory irritation, decreased lung function, asthma attacks, irregular heartbeat, increase in respiratory symptoms. Short- and long-term exposure has been associated with premature death, cardiovascular mortality and hospitalization, respiratory and asthma hospitalization. Diesel exhaust, wood smoke, metals, volatile organic compounds present health concerns.
- The risk from the amounts of chemicals in the air is determined differently for cancer and non-cancer risks.

Question: There are trucks that still emit black smoke. They do not represent the trucking industry today in California because the industry has been switching to newer engines that do not emit that much black carbon.

Answer: There is some diesel-powered equipment that would not meet the current emission standards (including agricultural equipment). The black smoke is an extreme example.

Question: What is the micron range of peat soil?

Answer: It is probably going to include both PM 2.5 and PM 10. The microbes in the peat soil could increase inflammatory reactions from exposure. Components in the particles also play a role in addition to size.

Chat Question: Will we have access to current health statistics for our area and what kinds of studies are in process.

Chat Answer: We have the CalEnviroScreen tool on the AB 617 site, which spatially displays health and environmental statistics by census tract (scroll to bottom) <http://community.valleyair.org/>

Chat Comment: I think looking into peat "dust" in this area is a MUST!

Sources of Concern Introduction

Jessica Olsen, Program Manager, Valley Air District

The Valley Air District staff introduced the online tool developed to get community feedback and thoughts on sources of air pollution concern. Presentation highlights:

- This community engagement online tool will help the Valley Air District to understand air quality concerns for the community and emissions from sources in addition to already available data.
- Besides adding air pollution sources of concern by dropping the pins on the map, users can also add comments, attach photos, respond to other comments, like comments, filter by the source.
- Users can also comment outside the district boundary map.
- If you don't know the precise location of the sources on the map (where it's coming from), type your address to post a comment about the source of concern.

Chat Question: Is this available in other languages also?

Chat Answer: It has a 'Google translate' feature. The professional side-by-side translation is not available. To access the tool in other languages, a separate page with an identical map would need to be created. Meanwhile, the Google translate button will help Committee members to read and understand comments in other languages on the existing page.

Chat Comment: I would love to see that feature if it translates the entire site. Thinking of how to grassroots market this tool. Awesome tool.

Question: Where could we find the link to this tool?

Answer: <https://valleyair.mysocialpinpoint.com/ab-617-stockton>

Question: Is this tool available for the public or just for the Committee?

Answer: The tool is open to the public. Users will be asked to provide email addresses, name and indicate if they are Committee members. If you know other residents in the area who would like to provide information about the sources of pollution, please let them know how to log onto the site.

Wrap Up/Next Steps

Discussion about future meeting start times

Christal Love Lazard, Facilitator, Institute for Local Government

The Valley Air District will follow up with the poll about meeting times. The CSC members who volunteered to be a community co-host included Mariah Looney, Douglas Vigil and Esperanza Vielma. The Valley Air District will follow up with these individuals to schedule which one will cohost which upcoming meeting. There are no comments on Facebook Live. All the presentations, Zoom meeting recording, meetings highlights and transcripts will be posted online.

REMINDERS

- Next meeting June 3rd via Zoom

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



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.

Learn more: community.valleyair.org



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.

Aprende más: community.valleyair.org

OEHHA

SCIENCE FOR A HEALTHY CALIFORNIA



Risk Assessment of Air Contaminants

Stockton Community Steering Committee Meeting
May 6, 2020

HEATHER BOLSTAD, PH.D.

STAFF TOXICOLOGIST

OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

Outline

- Background: risk, toxicity, and exposure
- How OEHHA determines toxicity
- Factors that influence toxicity
- Health concerns associated with some air contaminants
- How risk is determined from air monitoring data



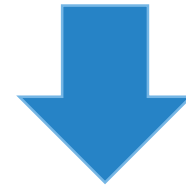
$$\text{Risk} = \text{Toxicity} \times \text{Exposure}$$



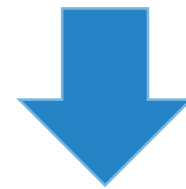
How dangerous
is the chemical?



Health Guidance
Values



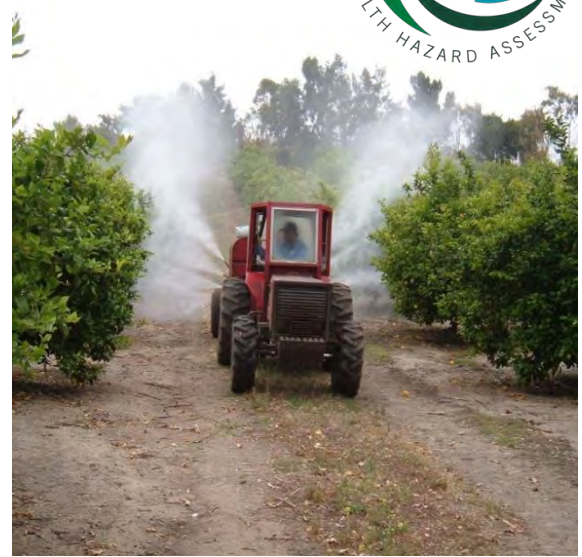
Does chemical contact
or enter our body?



Air monitoring data



What is Exposure?



<https://www.nytimes.com/2015/05/04/business/energy-environment/how-growth-in-dairy-is-affecting-the-environment.html>
<http://www.associatesinsectary.com/about-associates-insectary/spraying-2/>
<https://commons.wikimedia.org/wiki/File:Diesel-smoke.jpg>
<https://www.portofstockton.com/>
<https://www.up.com/index.htm>

How do we determine the toxicity of chemicals?

OEHHA develops benchmarks for toxicity called Health Guidance Values:

Noncancer: Reference Exposure Levels (RELs)

The amount of chemical in the air that is not likely to cause noncancer health effects (like asthma) even in sensitive populations like children and pregnant women

Cancer: Unit risks or cancer potency factors

Describe increase in cancer risk per unit of exposure



What influences toxicity?

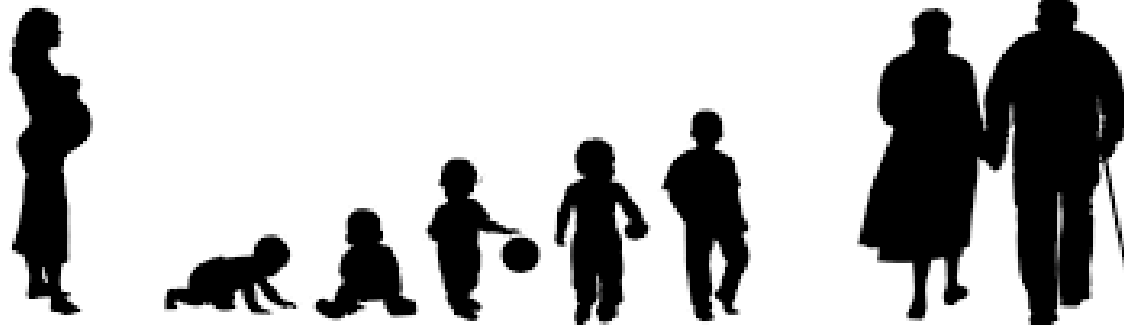
- Amount



- Length of exposure (time)



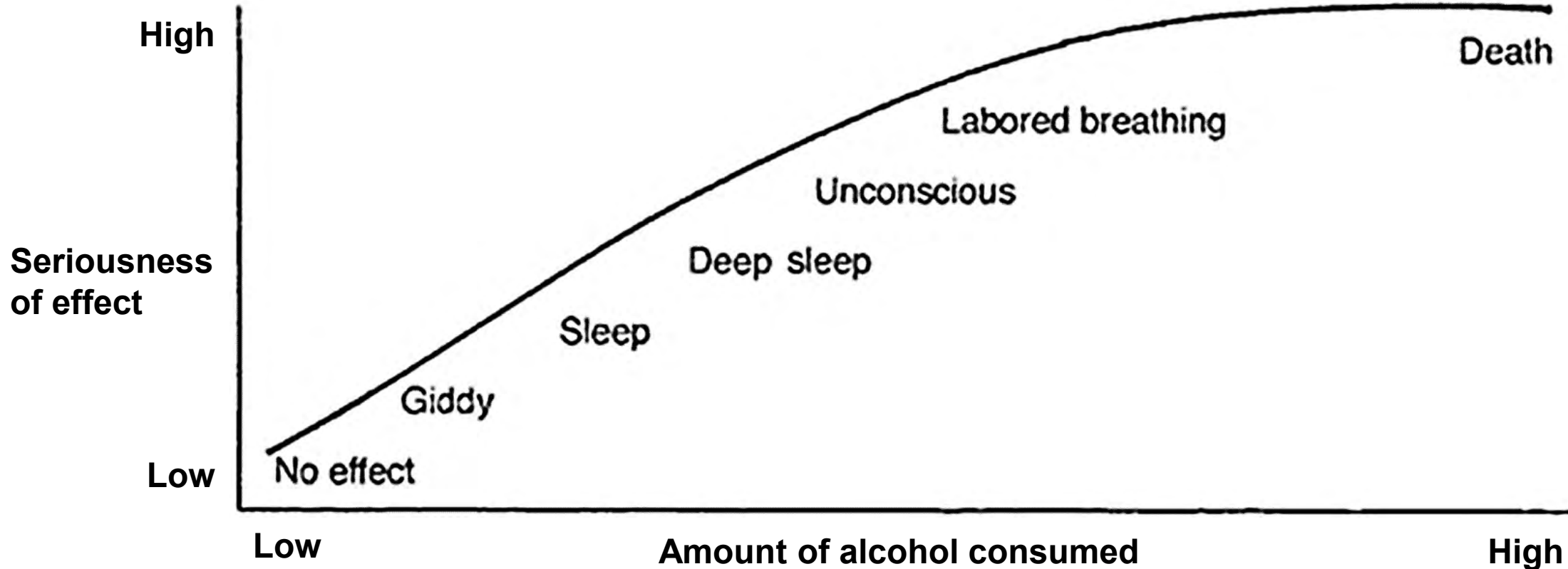
- Sensitivity



<https://www.meadindoor.com/for-physicians/>



Health effects can become more serious as the amount someone is exposed to increases



Toxicity depends on the amount of time someone is exposed to a chemical

OEHHA develops Reference Exposure Levels for specific amounts of time

- Brief exposure (*acute*): occasional 1-hour exposures
- Moderate exposure: repeated 8-hour exposures over a significant fraction of a lifetime
- Constant exposure (*chronic*): continuous exposures from 1 year to a lifetime

Example: exposure to diesel exhaust



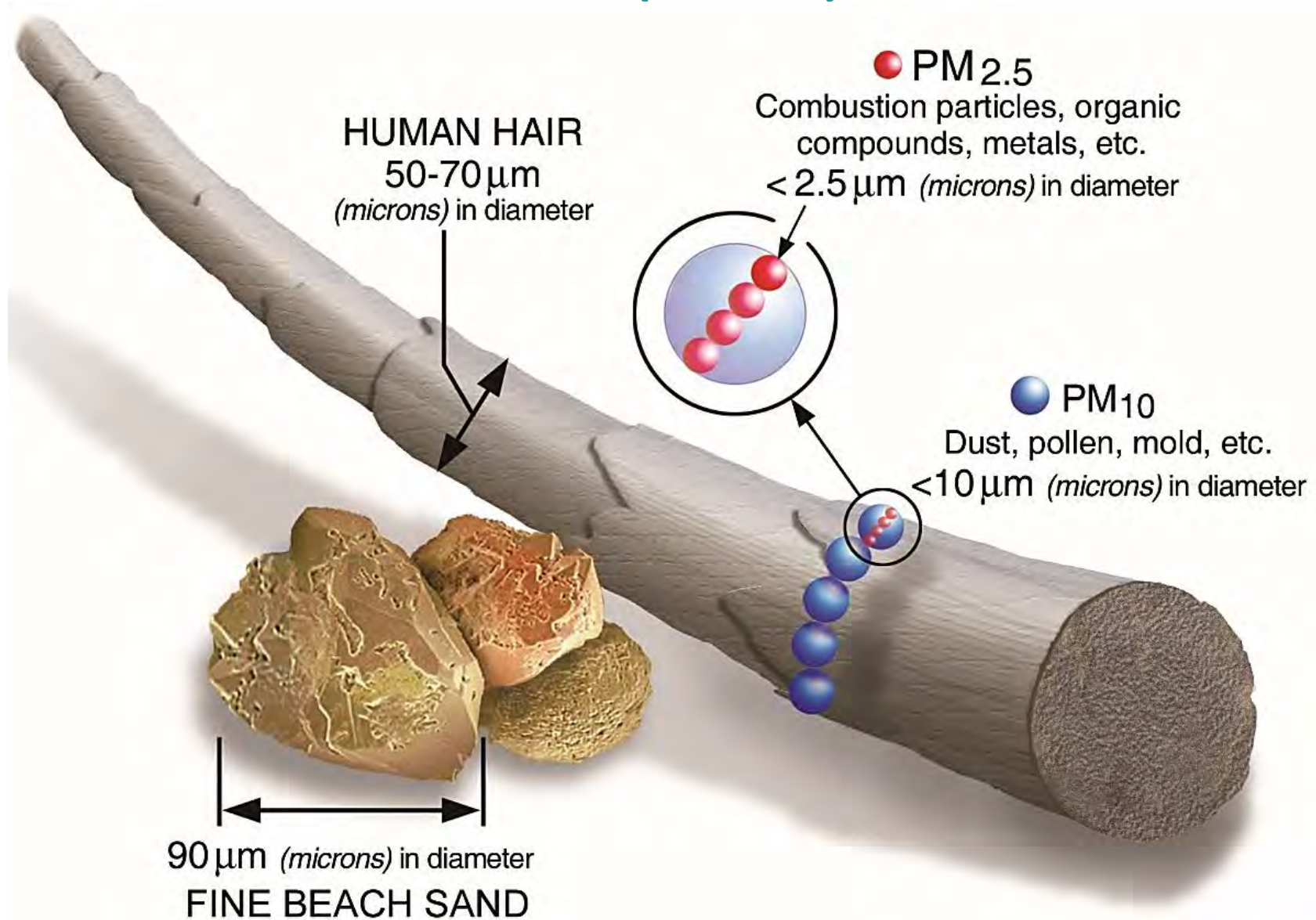
Acute: Mowing the lawn for 1 hour



Chronic: Living next to a freeway



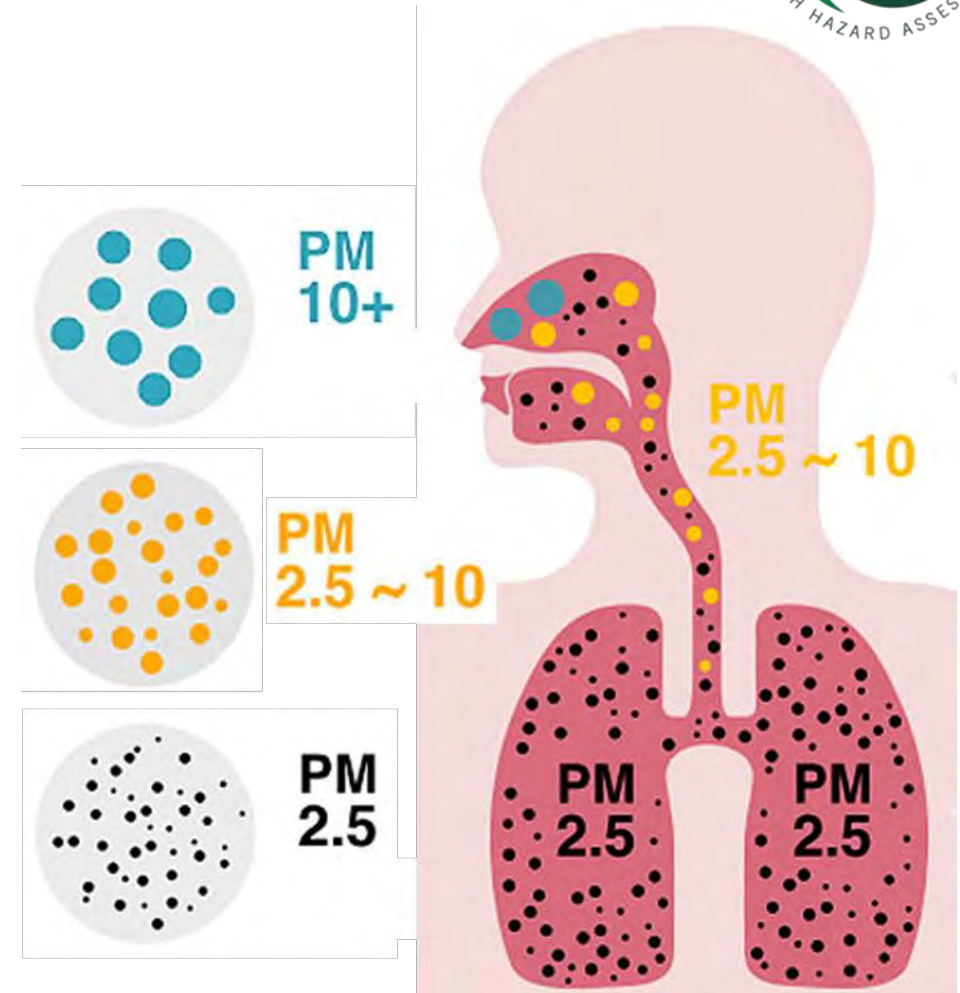
Particulate Matter (PM)



Health Concerns: PM_{2.5}



- Can reach deep into the lung
- *Short-term exposure*: respiratory irritation, ↓ lung function, asthma attacks, irregular heartbeat, ↑ respiratory symptoms
- *Short- and long-term exposure*: premature death, cardiovascular mortality and hospitalizations, respiratory and asthma hospitalizations
- Sensitive populations
 - Elderly
 - Those with emphysema, asthma, chronic heart/lung disease
 - Infants/children (↑ illnesses, ↓ lung function)
 - Pregnant women (↓ birth weight, preterm birth)



https://www.masters.tw/wp-content/uploads/2015/07/pm2_52.jpg

Health Concerns: Diesel Exhaust



Noncancer

Respiratory irritation, cough, allergies, lung inflammation

↑ hospitalizations, ER visits, asthma attacks, premature deaths

Sensitive populations

- Those with respiratory/cardiovascular conditions
- Children
- Elderly

Cancer

Increased cancer risk

~70% of average Californian's cancer risk from air pollution (CARB)



<https://commons.wikimedia.org/wiki/File:Diesel-smoke.jpg>

Health Concerns: Wood Smoke

Contains thousands of chemicals, most concerning are:

- PM_{10} and $PM_{2.5}$
- Carbon monoxide
- Irritants (nitrogen dioxide, sulfur oxides, aldehydes like acrolein and formaldehyde)
 - May play a role in smoke-triggered asthma attacks
- Carcinogens, including polycyclic aromatic hydrocarbons (PAHs), benzene, 1,3-butadiene, formaldehyde

Contributes to indoor air pollution, particularly for PAHs

Reduction in residential wood burning (required by Rule 4901) was associated with decreased hospitalization for cardiovascular disease (Yap & Garcia, 2015)



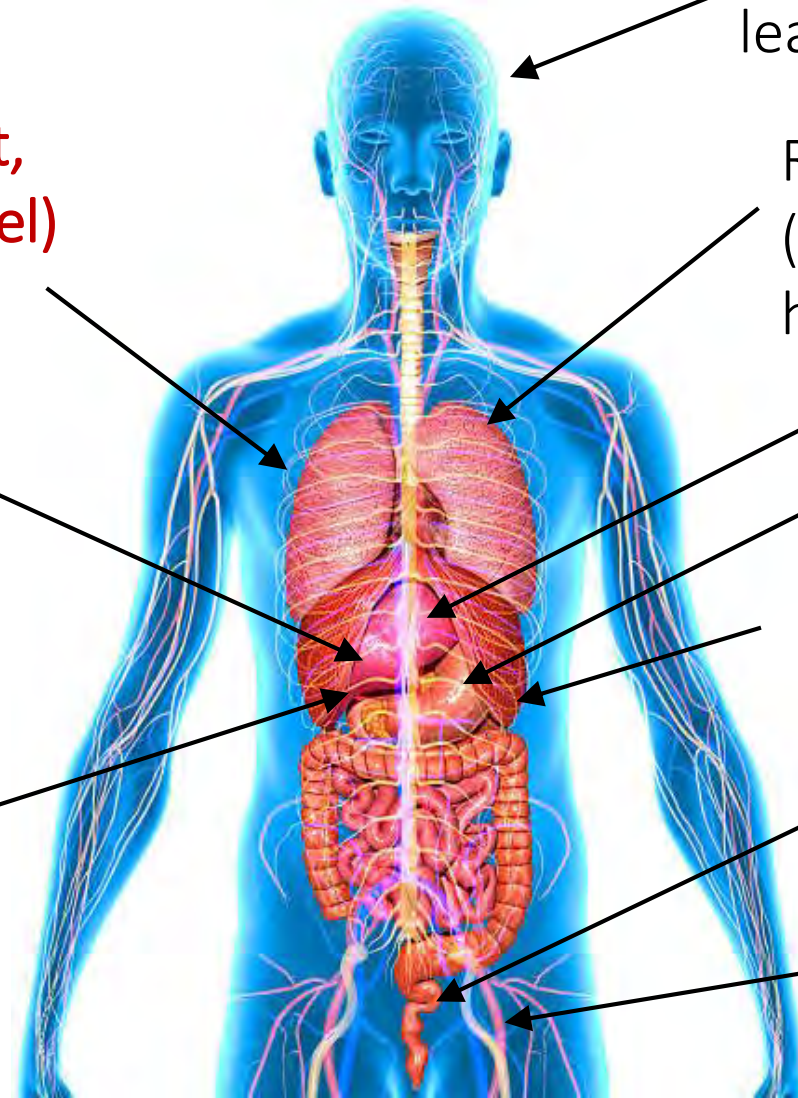
Health Concerns: Metals



Lung cancer (arsenic, beryllium, cadmium, cobalt, hexavalent chromium, nickel)

Adrenal cancer (cobalt)

Kidney cancer (lead)



Nervous system (arsenic, lead, manganese, selenium)

Respiratory system (beryllium, cadmium, cobalt, hexavalent chromium, nickel)

Liver (selenium)

Kidney (cadmium)

Immune system (beryllium, nickel)

Reproduction and development (arsenic)

Blood (selenium)

Hair, skin, nails (selenium)

Health Concerns: Volatile Organic Compounds (VOCs)

**Nasal tumors
(formaldehyde, naphthalene)**

**Kidney cancer
(ethylbenzene)**

**Leukemia
(benzene)**

Nervous system (benzene, hexane, styrene, toluene, xylenes)

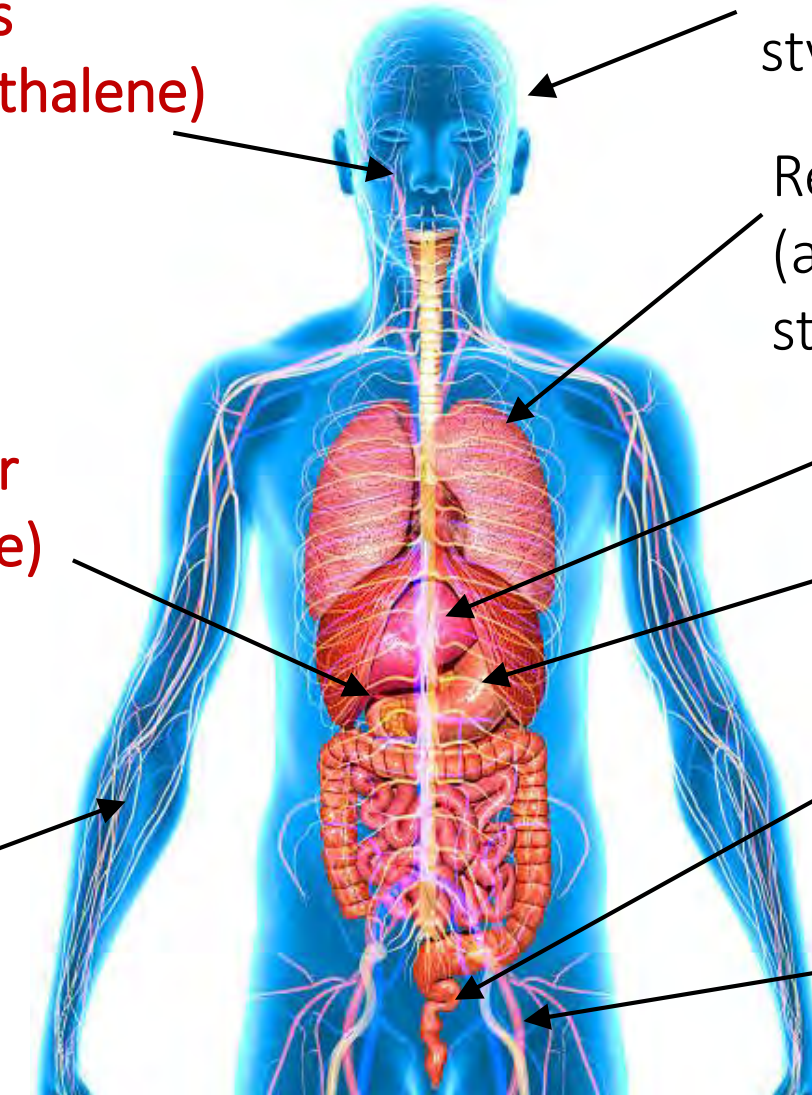
Respiratory system
(acrolein, formaldehyde, naphthalene, styrene, toluene, xylenes)

Liver (ethylbenzene)

Kidney (ethylbenzene)

Reproduction and development
(benzene, ethylbenzene, toluene)

Blood (benzene)



How do we determine the risk from the amount of a chemical measured in air?

Noncancer

How does the amount in air compare to the Reference Exposure Level?

▲ Higher? May be some concern

Reference Exposure Level

▲ Lower? Little concern

Cancer

How much does the amount in air increase cancer risk by?

▲ Higher? Concern

Risk target (insignificant cancer risk)

▲ Lower? Less concern



Questions?

Heather Bolstad, Ph.D.

heather.bolstad@oehha.ca.gov



Development of Stockton Community Air Monitoring Plan

May 6, 2020

Jon Klassen

Director of Air Quality Science and Planning
San Joaquin Valley Air Pollution Control District

Community Air Monitoring

- AB 617 includes requirements for air districts to deploy air monitoring in communities selected by CARB
 - Community air monitoring for Stockton to be in place by January 2021
 - Supplements existing monitoring in/near selected community
- District currently preparing platforms and equipment for community air monitoring in Stockton
- Community access to air monitoring information will be provided
 - District's AB 617 webpage for Stockton Community
 - CARB's online statewide data portal (AQview)
- Stockton community air monitoring will mirror localized air monitoring work being conducted in previously selected AB 617 communities of South Central Fresno and Shafter

Community Air Monitoring Plan Elements

- Stockton Community Steering Committee will provide input in preparing community air monitoring plan
 - District responsible for preparing final plan
- CARB AB 617 Blueprint describes the following 14 elements for community air monitoring plans
 1. Community partnerships
 2. Community-specific purpose for air monitoring
 3. Scope of actions
 4. Air monitoring objectives
 5. Roles and responsibilities
 6. Data quality objectives
 7. Monitoring methods and equipment
 8. Monitoring areas
 9. Quality control procedures
 10. Data management
 11. Field measurements
 12. Evaluating effectiveness
 13. Analyze and interpret data
 14. Communicate results

Goals of Community Air Monitoring Plan

- Community air monitoring plan for Stockton should define clear goals and objectives
- Developed community air monitoring plan should assist in guiding the air monitoring goals for Stockton
 - Collected data will allow for community-level air quality analysis and evaluation of long-term trends
- Collected data will assist with ongoing development and implementation of Stockton community emissions reduction program

Pollutants and Source Types

PM2.5, Black Carbon

- Mobile, industrial, and residential sources

Oxides of Nitrogen
(NO/NO₂/NO_x), Toxics

- Mobile and industrial sources

Carbon Monoxide (CO)

- Mobile sources

Ozone

- Regional, formed through combination of NO_x, VOC, sunlight

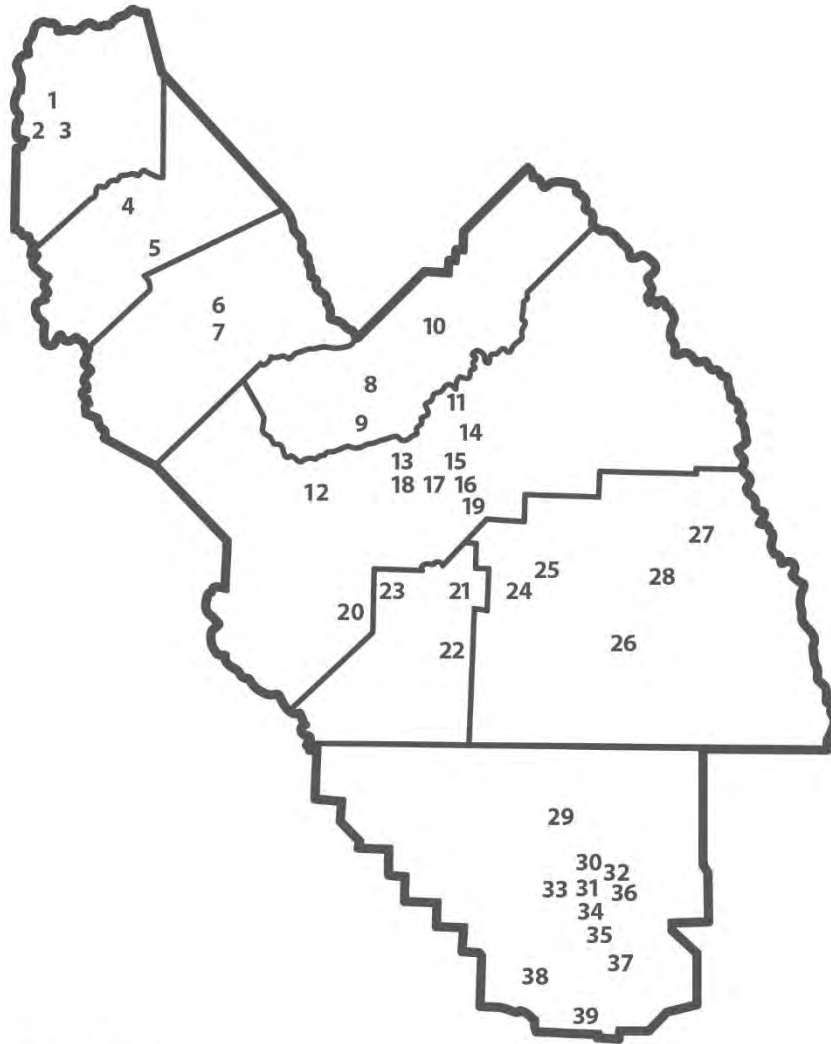
Sulfur Dioxide (SO₂)

- Industrial sources

Volatile Organic
Compounds (VOC)

- Mobile, industrial, and gasoline distribution sources

Air Monitoring Sites in Operation



As of July 2019



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

SAN JOAQUIN COUNTY

- 1 Stockton-Hazelton: G, M, P, F, T
- ★ 2 Tracy-Airport: G, M, P, F
- ★ 3 Manteca: P, F, M

STANISLAUS COUNTY

- 4 Modesto-14th St: G, M, P, F
- ★ 5 Turlock: G, M, P, F

MERCED COUNTY

- ★ 6 Merced-M St: P, F
- ★ 7 Merced-Coffee: G, F, M

MADERA COUNTY

- ★ 8 Madera City: G, P, F, M
- ★ 9 Madera-Pump Yard: G, M

Other¹:

- Chukchansi Indians
- ▲ 10 Picayune Rancheria: G, F, P, M

FRESNO COUNTY

Other¹:

- Monache Tribe/Foothill Yokut Indians
- ▲ 11 Table Mountain AMS⁺: G, F, P, M
- ★ 12 Tranquillity: G, F, M
- ★ 13 Fresno-Sky Park: G, M
- ★ 14 Clovis: G, M, P, F
- 15 Fresno-Garland: G, M, P, F, T, N
- ★ 16 Fresno-Pacific: F
- ★ 17 Fresno-Drummond: G, P, M
- ★ 18 Fresno-Foundry: G, M
- ★ 19 Parlier: G, M
- ★ 20 Huron: F, M

MONITORING DESIGNATIONS

- | | | | |
|---|--------------------------|---|--------------------|
| F | Fine Particulate (PM2.5) | P | Particulate (PM10) |
| G | Gaseous | N | National Core |
| M | Meteorological | T | Toxins |

KINGS COUNTY

- ★ 21 Hanford: G, F, M, P
- ★ 22 Corcoran: F, M, P
- Other¹:**
Tachi Yokut Tribe
- ▲ 23 Santa Rosa Rancheria: G, M, P

TULARE COUNTY

- ★ 24 Visalia Airport: M
- 25 Visalia-Church St: G, F, M, P
- ★ 26 Porterville: G, F, M
- Other²:**
▲ 27 Lower Kaweah: A, G, M
▲ 28 Ash Mountain: A, G, M, F

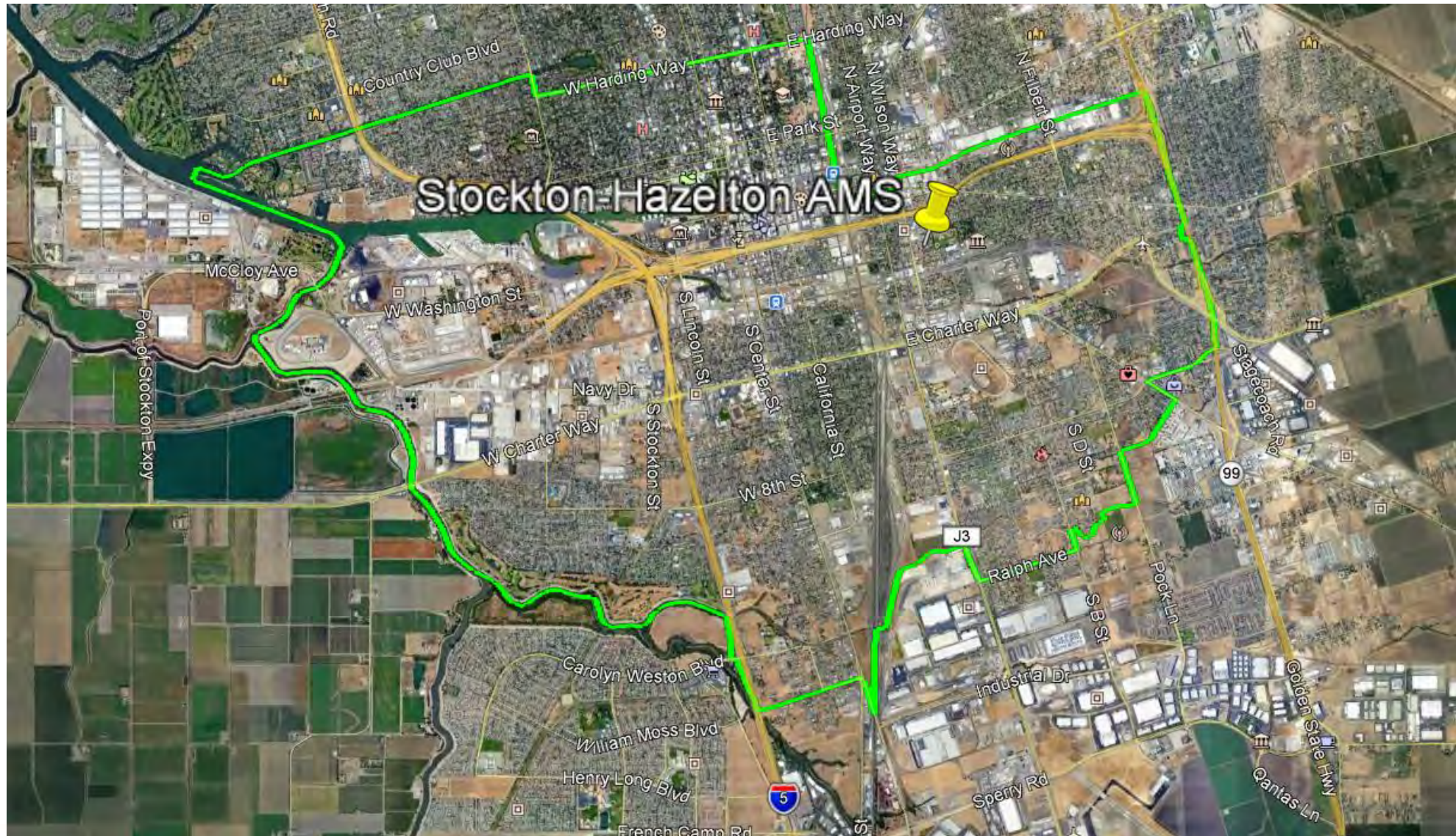
KERN COUNTY

- 29 Shafter: G, M
- 30 Oildale: G, M, P
- ★ 31 Bakersfield-Golden/M St: F, P
- ★ 32 Bakersfield-Westwind: G, M
- 33 Bakersfield-Calif Ave: G, M, P, F, T
- ★ 34 Bakersfield-Muni: G, M
- 35 Bakersfield-Airport (Planz): F
- 36 Edison: G, M
- 37 Arvin-Di-Giorgio: G, M
- ★ 38 Maricopa: G, M
- ★ 39 Lebec: F, M

MONITORING OPERATION

- ★ Sites operated by the District
- Sites operated by the District & CARB
- Sites operated by CARB
- ▲ Sites operated by other agencies
Other¹ Tribal
Other² National Park Service
- + Air Monitoring Station (AMS)

Current Air Monitoring in Stockton Community



Current Air Monitoring in Stockton Community

- Stockton-Hazelton site operated by CARB since 1976
 - Measures Ozone, NO/NO₂/NO_x, CO, PM_{2.5}, PM₁₀, Toxics, Meteorology
 - Located near Wilson and Hazelton Avenues at San Joaquin County Public Health building
- Ongoing air monitoring operations at this existing site provides valuable data that will be used to complement the community air monitoring network in development
- Historical data for this site is available on CARB website
 - <https://www.arb.ca.gov/aqmis2/aqmis2.php>

Community Air Monitoring Data

- District developing various additional resources for community air monitoring in Stockton
 - Development of these resources aimed to be scalable, portable, and rapidly deployable
 - Instrumentation will produce high-precision and quality data
- Air monitoring data collected in Stockton community will be available on AQview
 - Available at: <https://ww2.arb.ca.gov/es/community-air-quality-portal>
- Stockton community air monitoring data will also be displayed on District website in real-time

Community Air Monitoring Platform Capabilities



Air Monitoring Trailer

- PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOC, Toxics, SO2, H2S, Speciated VOCs, Meteorology
- Extensive capabilities, could be placed in most impacted area



Compact Multi-Pollutant Systems

- PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOC, SO2, Meteorology
- Variety of pollutants measured, could be placed in areas with multiple concerns



Stand-Alone PM2.5 Monitors

- PM2.5
- Could be placed in various areas where PM2.5 is a concern



Mobile Air Monitoring Van

- PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOC, SO2, H2S, Toxics, Meteorology
- Maximum flexibility in where measurements can take place

Considerations for Community Air Monitoring

- Number of factors to be taken into consideration when planning for placement of air monitoring equipment
 - Permission of land-owner to place equipment on property
 - Establishment of lease agreements with property owner
 - Security of the location to protect equipment
 - Access to power source to operate equipment
 - Proper monitoring siting (no obstructions, mindful of influence from local sources of pollution)
 - Placing air monitoring equipment at schools is often a long administrative process – would recommend also looking at other properties near schools as an alternative
- These factors frequently impact the ability to find suitable monitoring locations
- These factors should be kept in mind when making recommendations for monitoring locations

Questions for Steering Committee

- District asking Stockton Community Steering Committee for initial thoughts and comments in the following areas:
 - Where should air monitoring assets be placed in the community?
 - What pollutants/types of sources should be considered in the community air monitoring plan?
- What specific information and resources could assist the Community Steering Committee in providing meaningful input in the design of the Community Air Monitoring Plan?

Next Steps

- Stockton Community Air Monitoring Plan exercise planned for upcoming Community Steering Committee meeting
- Exercise will solicit feedback and recommendations on where within the community and what pollutants should be monitored
- Feedback will guide the District in drafting Stockton Community Air Monitoring Plan for Community Steering Committee review and comment

Contact Information

Contact the Valley Air District at:

AB617@valleyair.org

(559) 230-6170

For information, or to receive regular updates, visit:

AB 617 Community Page: <http://community.valleyair.org/>

Valley Air District Website: www.valleyair.org

Follow us on
social media



Use the Valley Air
App for the latest
air quality info.





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

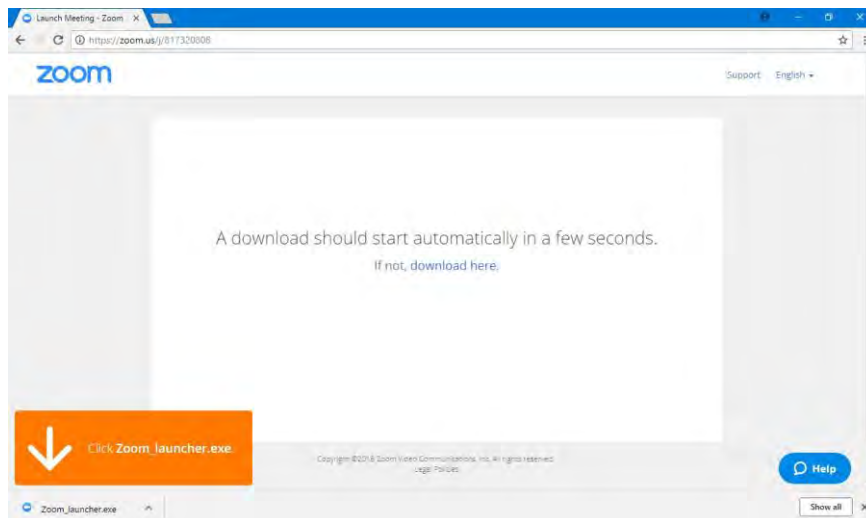
ZOOM INSTRUCTIONS FOR AB 617 PARTICIPANTS

Before a Zoom meeting:

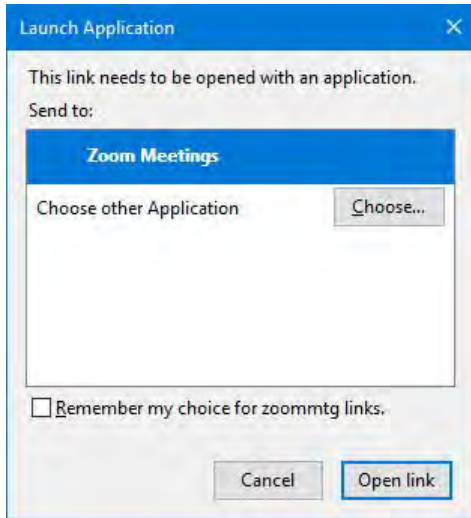
1. You will need a computer, tablet, or smartphone with a speaker or headphones. You will have the opportunity to check your audio and video immediately upon joining a meeting.
2. You will receive an email inviting you to participate in a Zoom meeting from the Valley Air District. The notification will 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:

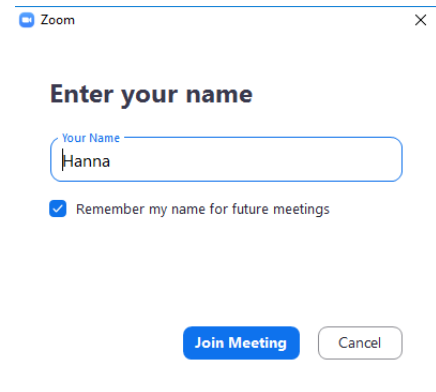
5-10 min before start time of your meeting, click on the link in your invitation. You *may* be instructed to download the Zoom application.



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:

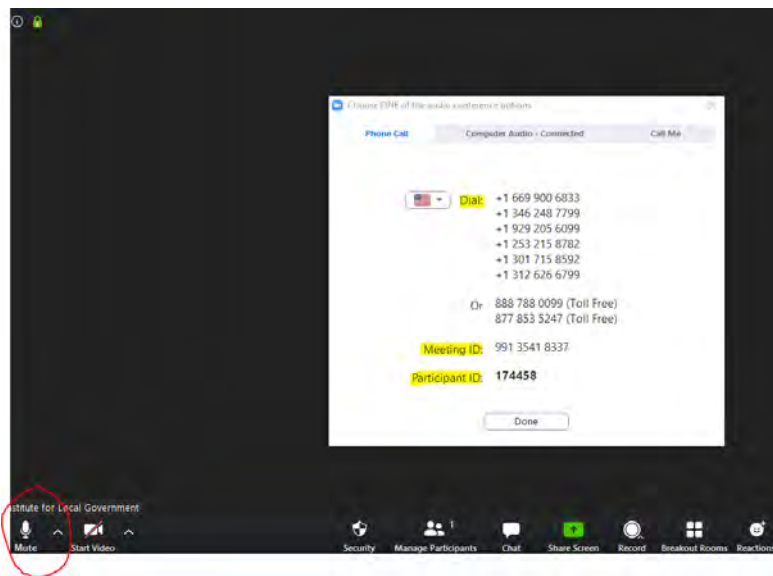
1. On your phone, dial the teleconferencing number provided in your invitation.
2. Enter the **Meeting ID number** (also provided in your invitation) when prompted using your touch-tone keypad.
3. If you have already joined the meeting via computer, please enter your **Participant ID** associated with your Zoom participation. *(Picture is an example of what you will see on the screen. Your numbers will be different).*



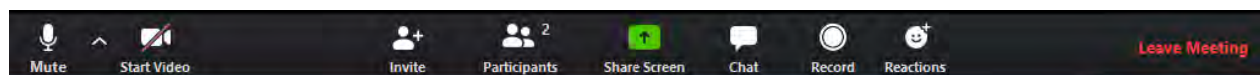
To minimize the potential echo during the meeting, please pick one audio option – Phone or Computer Audio.

Switching between computer and phone audio:



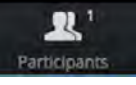

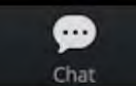
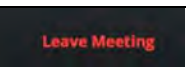

If you need to switch between computer and phone audio, click the bottom left corner arrow on your screen and select **Join Phone Audio** in the pop up menu. Follow the instructions below.



Exploring Participant Controls on the bottom of your screen:

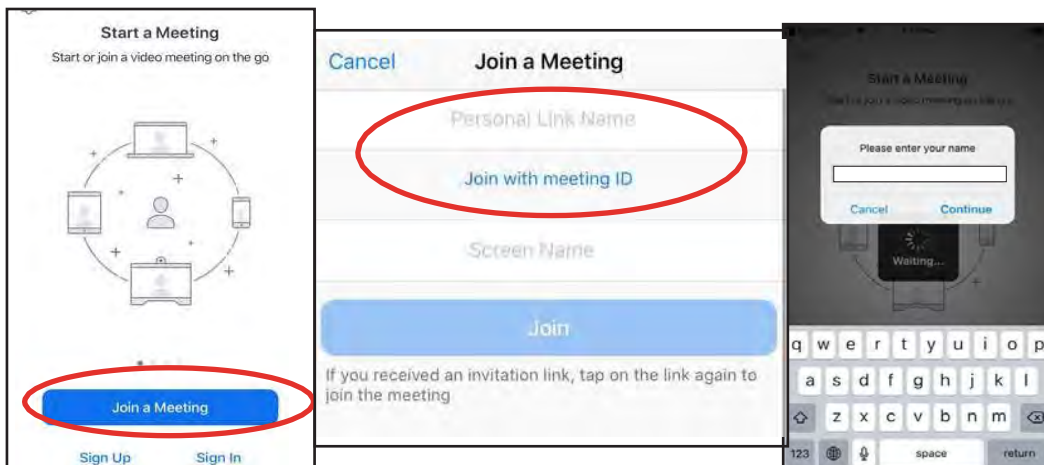


	Once your audio is working, you will see a different icon: a microphone. You can click on this icon to Mute and Unmute yourself.
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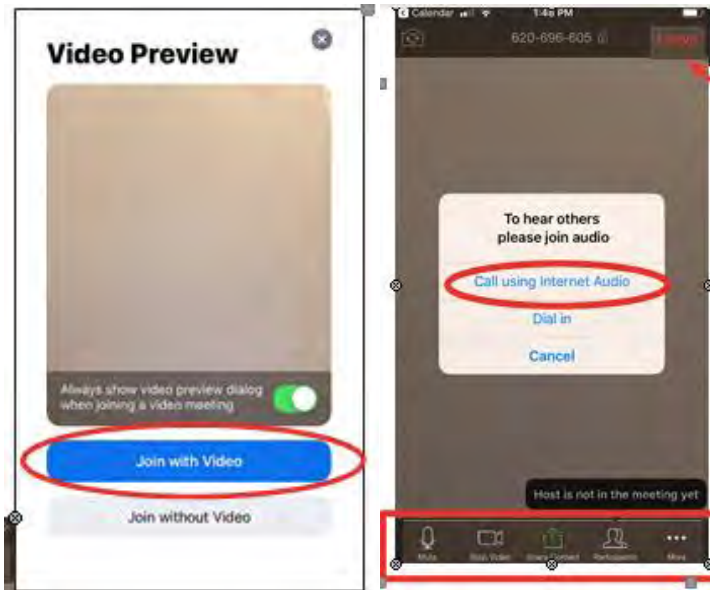
	Click on this icon to start your video. If this is the first time you are using Zoom, you will be asked to allow Zoom to use your camera. Click Allow .
	This icon allows you to invite other people to join the meeting.
	This icon tells you how many people are currently in the meeting. View Participant 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.

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

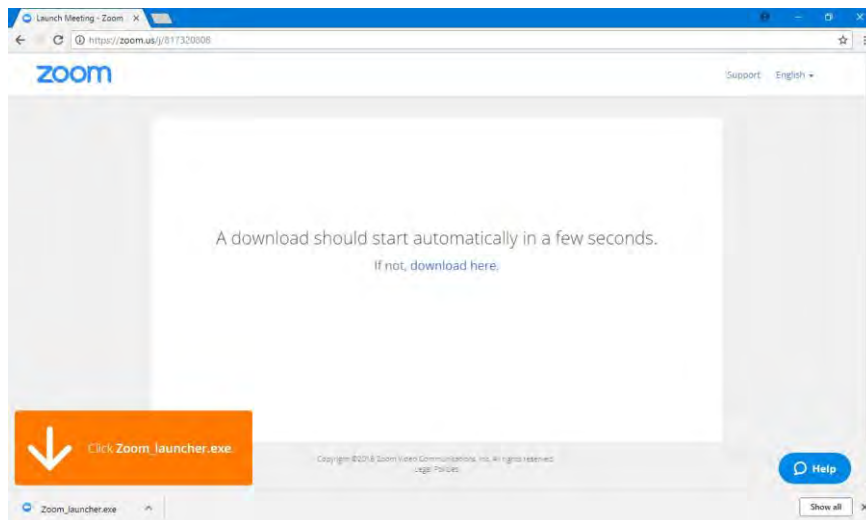
INSTRUCCIONES DE ZOOM PARA PARTICIPANTES DE AB 617

Antes de una reunión por Zoom:

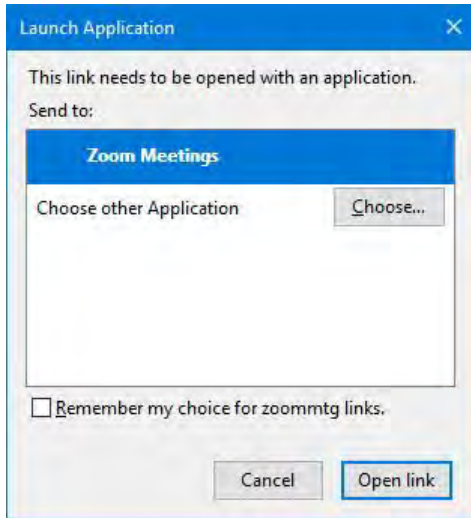
1. Necesitará una computadora, tableta o teléfono inteligente con una bocina o audífonos. Tendrá una oportunidad de verificar su audio y video inmediatamente después de unirse a una reunión.
2. Recibirá un correo electrónico invitándole a participar en una reunión del Distrito del Aire del Valle. La 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:

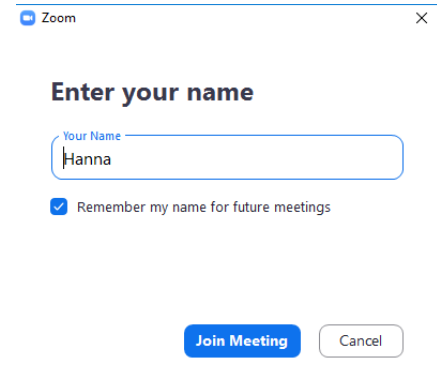
5-10 minutos antes de la hora de inicio de su reunión, haga clic en el enlace de su invitación. Es **posible** que le indique que descargue la aplicación Zoom.



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.”**



○ Para unirse por teléfono:

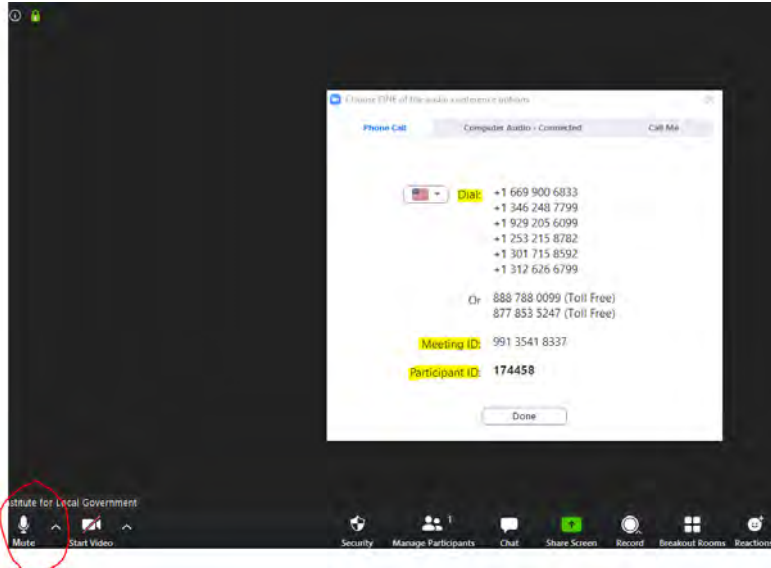
1. En su teléfono, marque el número de teleconferencia proporcionado en su invitación.
2. Ingrese el número de **Meeting ID** (también incluido en su invitación) cuando se le solicite en su teclado.
3. Si ya se unió a la reunión por computadora, ingrese el **Participant ID** asociada con su participación de Zoom. *(La imagen es un ejemplo de lo que verá en la pantalla. Sus números serán diferentes).*



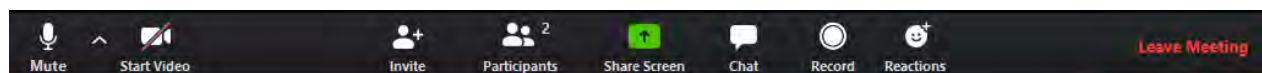
Para minimizar el eco potencial durante la reunión, elija una opción de audio – Audio por Computadora o Teléfono.

Cambiar entre la computadora y el audio del teléfono:





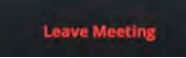
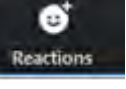
Si necesita cambiar entre la computadora y el audio del teléfono, haga clic en la flecha de la esquina inferior izquierda de la pantalla y seleccione **Join Phone Audio** en el menú emergente. Sigue las instrucciones debajo.



Explorando los Controles de los Participantes en la parte inferior de la pantalla:

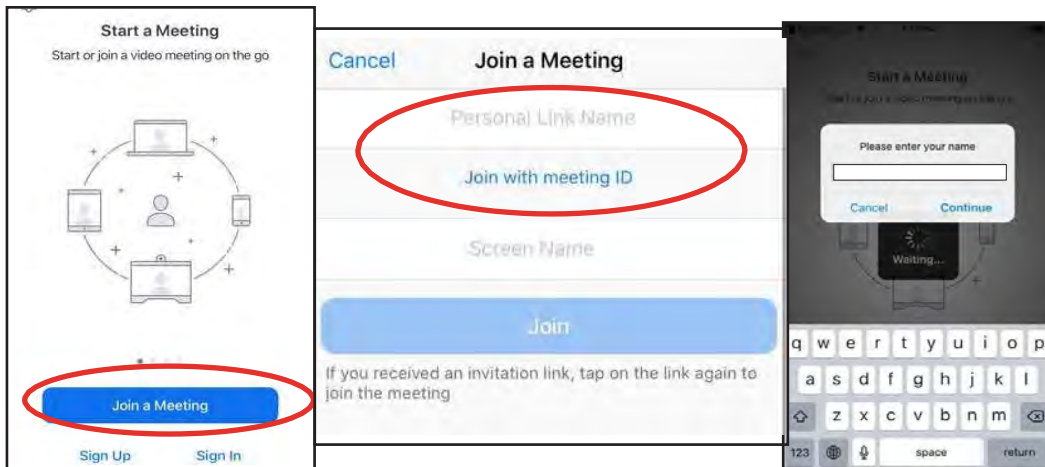


	Una vez que su audio esté funcionando, verá un icono diferente: un micrófono. Puede hacer clic en este icono para Silenciar y Activar el sonido.
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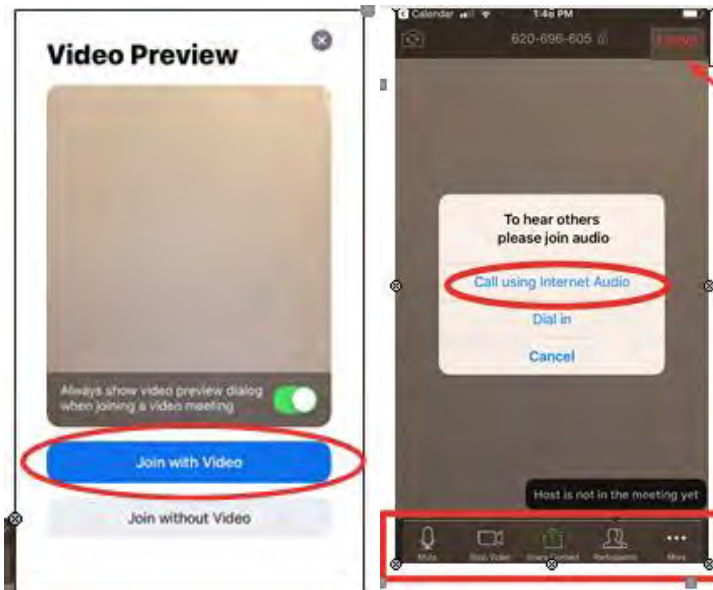
	<p>Haga clic en este icono para comenzar su video. Si es la primera vez que usa Zoom, se le pedirá que permita que Zoom use su cámara. Haz clic en Allow.</p>
	<p>Este icono le permite invitar a otras personas a unirse a la reunión.</p>
	<p>Este icono le indica cuántas personas hay actualmente en la reunión. 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>

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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.
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- Permanezca en silencio a menos que esté hablando para reducir el ruido de fondo.
- Use el chat para enviar comentarios/preguntas.

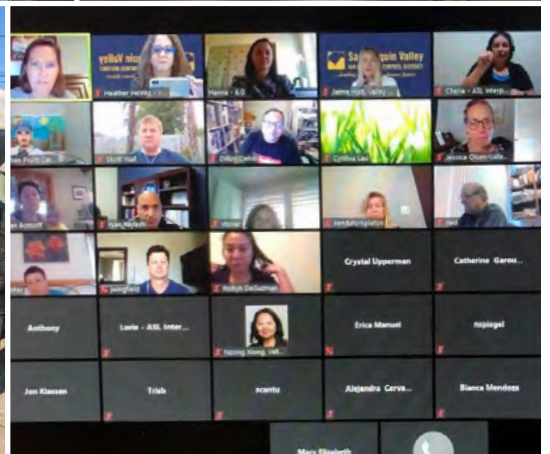
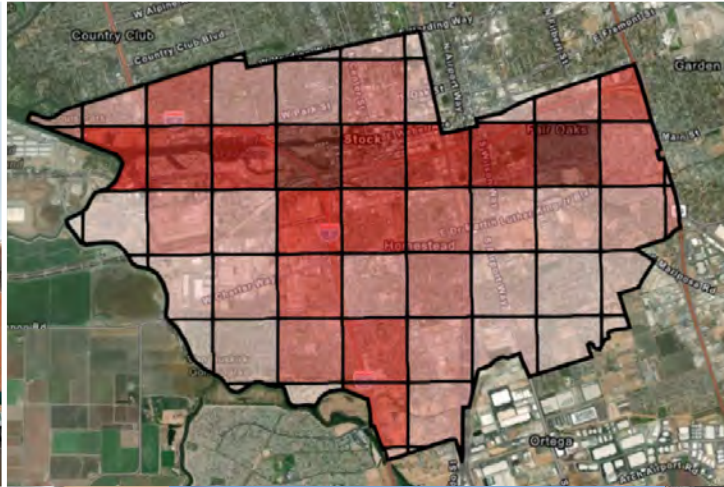
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Community Emissions Reduction Program

Stockton

February 3, 2021 Draft



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

EXECUTIVE SUMMARY

The air quality challenges that the communities in the San Joaquin Valley face are unmatched by any other region in the nation. The San Joaquin Valley, due to its unique geography, topography, and meteorology, continues to face daunting challenges in meeting the latest federal health-based air quality standards. Since 1992, the San Joaquin Valley Air Pollution Control District (District) has implemented nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Numerous plans to improve Valley air quality and attain state and federal air quality standards have detailed a wide-range of strategies, including regulatory measures, extensive incentive investment to promote clean-air technologies in Valley communities, and other first-of-their kind measures, such as the District's Indirect Source Review regulation which reduces emissions from new construction and development projects, and the nationally recognized Tune-in-Tune Up vehicle repair program. The District also has dedicated field staff that are in communities throughout the Valley conducting inspections and responding and investigating complaints to ensure that Valley businesses and residents are complying with federal, state, and local rules and regulations.

As a result of the District's stringent and comprehensive air quality management strategy, along with significant investments made by Valley businesses and residents, since the District's formation in 1992, PM_{2.5} and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM₁₀ federal air quality standard. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM_{2.5} levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%.

Despite these regional air quality improvements, significant concern has been expressed by the California legislature about potential localized impacts of air pollution in disadvantaged communities throughout the state. In answer to that concern, Assembly Bill (AB) 617, signed into law in July 2017, initiated a state-wide effort to monitor and reduce air pollution, and improve public health, in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. The community of Stockton AB 617 Community was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of the third-year communities selected in the state to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

AB 617 provides mechanisms and resources to implement community-specific air quality monitoring networks; to develop, implement, and track emission reduction programs; to improve availability of data and other technical information; and to invest substantial funding in the community through voluntary incentive funding measures. Importantly, these measures are guided by advice and knowledge of local community

members, through their input and involvement on Steering Committees for each AB 617-selected community.

This Community Emission Reduction Program (CERP) provides a description of the community of Stockton AB 617 Community, including geographical boundaries and describes air quality challenges 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. Sources of pollution that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of the public engagement process between the Community Steering Committee (CSC), the District, and the California Air Resources Board. Working closely together as a unified partnership, the CSC developed numerous strategies that were ultimately selected for implementation in the community, including incentive funding measures, public engagement strategies, enforcement strategies, and regulatory strategies. Many of the strategies will require close collaboration with state and local organizations and community based organizations to fully implement them. Also included in this CERP is an implementation schedule and necessary metrics for tracking emission reductions within the community. The metrics for tracking progress will be included in regular updates to the CSC during ongoing meetings, annual reporting, and at the five-year milestone.

This draft CERP anticipates investing over \$36 million in emission reduction incentives, and a variety of other clean air projects in the Stockton AB 617 Community area. Additional measures have been developed to reduce exposure to air pollution for sensitive receptors, including schools and residences. These efforts are projected to achieve up to approximately 71 tons of PM_{2.5} reductions and 860 tons of NO_x reductions as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk. Additional regulatory and outreach strategies will provide for further reductions in emissions and exposure, while increasing awareness of the community's air quality challenges and the resources available to help the public and businesses reduce emissions and avoid exposure to air pollution.

Air pollution emission reduction and exposure reduction measures implemented under AB 617 programs will further advance ongoing state and District efforts to reduce regional and community exposure to air pollutants. In the preparation of this CERP, the District has worked closely with the CSC, CARB, and the public. The CSC included, residents, community-based organizations, community members, environmental organizations, regulated industry representatives, other local agencies, and other key stakeholders and worked to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Stockton AB 617 Community. The plan developed through this collaborative process employs proven and innovative strategies, and significant resources, to improve community health by reducing exposure to air pollutants in Stockton AB 617 Community.

This CERP and the many air quality improvement strategies it includes would not be possible without the tremendous commitment and effort shown by Stockton Community Steering Committee members. This engaged group of individuals includes area residents; representatives from community and faith based organizations; owners and employees from businesses operating within the community; the City of Stockton, San Joaquin County, Port of Stockton employees; representatives from schools within the community and others. Additionally, the California Air Resources Board staff, members of state and local agencies including the San Joaquin Council of Government, California Department of Transportation, and Housing Authority of the County of San Joaquin have also provided information and guidance to assist the CSC members in the development of the air quality improvement strategies in this CERP. Lastly, the Institute for Local Government should be commended for the excellent meeting facilitation services they provided to guide this process.

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1. INTRODUCTION

1.1 IMPLEMENTATION OF AB 617 IN STOCKTON AB 617 COMMUNITY

The implementation of Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) has brought additional clean air resources and strategies to Valley environmental justice communities that have been and are currently disproportionately burdened by socioeconomic disadvantages and air pollution, despite significant emissions reductions that have already been achieved regionally. AB 617 provides mechanisms and resources to adopt expedited schedules for the implementation of advanced control technologies for existing stationary source facilities; increased stringency of reporting requirements for stationary sources; develop and implement community-specific air quality monitoring networks; implement, and track localized emission reduction programs; improve availability of data and other technical information; and invest substantial funding in the community through voluntary incentive funding measures. Resources available through this legislation allowed the San Joaquin Valley Air Pollution Control District (District), working in partnership with the Stockton AB 617 CSC, through a comprehensive public outreach and community engagement process, to expand regional programs for community protection and develop a robust plan for reducing local exposure to various forms of air pollution including fine particulate matter and toxic air contaminants in the Stockton AB 617 Community.

Several requirements of AB 617 will serve to reduce air pollution in disadvantaged communities throughout the San Joaquin Valley. AB 617 legislation required districts that are in nonattainment for one or more air pollutants to adopt expedited rule review schedules, by January 2019, for the implementation of Best Available Retrofit Control Technology (BARCT). The District Governing Board adopted this schedule at a public hearing held in December 2018, which set the path forward for the District to research and potentially amend applicable rules. The expedited BARCT implementation schedule is discussed in more detail later in this document. Additionally, AB 617 requires "Stationary Sources" to report their criteria pollutant emissions inventory as well as their air toxics emissions inventory to the State on an annual basis. These emissions inventories will be presented via the Criteria Pollutant and Toxics Emissions Reporting regulation, once fully implemented by California Air Resources Board (CARB). Under AB 617, a Stationary Source is defined as a facility meeting any one of the following:

- Required to submit Greenhouse Gas emissions under the CH&SC § 38530 (Mandatory GHG Emissions Reporting),
- A facility that is authorized by a permit issued by a district to emit 250 or more tons per year of any nonattainment pollutant or its precursors, or
- A facility that receives an elevated prioritization score based on cancer or noncancer health impacts pursuant to Section CH&SC § 44360 (Air Toxics Hot Spots, Chapter 4: Risk Assessment).

The District has worked with closely with CARB, regulated entities, and other stakeholders to implement this new reporting requirement in the Valley. Further

information on the implementation of the AB 617 stationary source criteria pollutant emissions inventory reporting requirement is available at: <https://ww2.arb.ca.gov/our-work/programs/criteria-and-toxics-reporting>.

The District's community identification and prioritization analysis for the second year of AB 617 implementation was based on extensive air quality analysis, numerous health indicators from the state's CalEnviroScreen model (version 3.0), and various other socioeconomic indicators. In developing San Joaquin Valley community recommendations for additional clean air resources and public engagement under AB 617, the District conducted a public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through public workshops and meetings throughout the Valley.

Based on this extensive public engagement effort, significant interest and support for the Stockton community, and the District's comprehensive identification and prioritization analysis: the Stockton Community was recommended by the District Governing Board as a second-year AB 617 community. Sources that affect Stockton AB 617 Community include mobile sources and freeways, port operations, and industry. The Stockton AB 617 Community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts designated as disadvantaged communities. After further technical review and public engagement, the Stockton AB 617 Community was ultimately selected by the CARB Governing Board for the development of a community air monitoring plan and an emissions reduction program designed to reduce pollution impacts in the selected community.

In accordance with the community-driven nature of AB 617 directives, in September of 2019 the District Governing Board directed staff to immediately convene a CSC committee under a set of guiding principles. The CSC is comprised of residents, businesses, community based organizations, environmental justice advocates, and public agencies, working together to craft and develop a community air monitoring plan and a Community Emissions Reduction Program (CERP). To ensure successful implementation of AB 617, residents, businesses, non-profits organizations, state and local agencies, and other stakeholders from all sectors within the selected community were involved in the development of CERP. Towards that end, the District has worked extensively with the CSC to develop innovative strategies that, once implemented, will improve air quality in the Stockton AB 617 community. The District community recommendation for CARB under the second-year implementation can be found here: https://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2019/September/final/10.pdf

The Stockton AB 617 Community air monitoring map was developed with the advice of the community Steering Committee. The community-specific air monitoring network will provide an expanded monitoring capacity designed to provide scalable, portable, and rapidly deployable air monitoring equipment to the community. This includes a combination of air monitoring platforms equipped with highly specialized analyzers capable of monitoring a full range of criteria and toxic pollutants. Various monitoring

platforms include larger air monitoring trailers, mobile air monitoring vans, and compact air monitoring sensors. Monitoring data from these sensors will be made available to members of the public in real-time on the Stockton AB 617 webpage. The full community air monitoring plan, with further details on selected monitoring equipment and monitoring locations, is available at:

<http://community.valleyair.org/selected-communities/stockton/community-air-monitoring/>

As a culmination of the community-driven actions and engagement called for under AB 617, the Stockton Community Steering Committee has developed a Community Emissions Reduction Program (CERP), in partnership with CARB, residents, affected sources, and local government bodies in the affected community. Steering Committee input and other comments received from the public in the community have provided instrumental information, critical to implementing community-specific measures and addressing community concerns. Strong collaboration between community members, the District, CARB, and other local agencies has resulted in the development of an ambitious plan for reducing localized pollution and associated health impacts in Stockton AB 617 Community.

This CERP provides a description of the Stockton AB 617 Community, 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. Sources of pollution that are of particular concern to community members are highlighted, and possible strategies for reducing pollution impacts from these sources are evaluated. The strategies that were ultimately selected for implementation in the community are outlined, including incentive funding measures, public engagement strategies, enforcement strategies, regulatory strategies, and strategies that will be completed in partnership with other agencies and local organizations. Finally, an implementation schedule and metrics for tracking emission reductions in annual reporting and at the five-year milestone are discussed in detail.

1.2 HEALTH BASED AIR QUALITY OBJECTIVES

CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including fine particulate matter and toxic air contaminants. As specified in CARB's Community Air Protection Program Blueprint, Appendix C: Criteria for Community Emission Reduction Programs (https://ww2.arb.ca.gov/sites/default/files/2018-10/final_community_air_protection_blueprint_october_2018_appendix_c.pdf), this plan will focus on reducing individual criteria air pollutant and toxic air contaminant emissions to address the impacts of community exposure to multiple pollutants. While each community faces distinct health-based challenges, CARB guidance states that broad health-based air quality objectives provide a consistent foundation for determining the appropriate levels of emissions reductions for CERPs statewide.

The U.S. Environmental Protection Agency and the State of California have established ambient air quality standards, which set health-protective levels for the following criteria pollutants: ozone, particulate matter with a diameter of 10 microns or smaller (PM₁₀), particulate matter with a diameter of 2.5 microns or smaller (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California also has standards for sulfates, vinyl chloride, and hydrogen sulfide. Due to the region's topography and meteorology, the Valley is classified as Serious nonattainment for the federal PM_{2.5} standards, and Extreme nonattainment for federal ozone standards.

Particulate Matter: Particulate matter is a mixture of solid particles and liquid droplets in the air. PM can be emitted directly into the atmosphere (primary PM), or can form as secondary particulates in the atmosphere through the photochemical reactions of precursors (when precursors are energized by sunlight). Thus, PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. PM₁₀ is particulate matter that is 10 microns or less in diameter, and the PM_{2.5} subset includes smaller particles that are 2.5 microns or less in diameter.

Any particles 10 microns or less are considered respirable, meaning they can be inhaled into the body through the mouth or nose. PM₁₀ can generally pass through the nose and throat and enter the lungs. PM_{2.5}, which is the portion of PM₁₀ that is less than 2.5 microns in size, when inhaled can move deep into the gas exchange tissues of the lungs, where it can be absorbed into the bloodstream and carried to other parts of the body. The potential health impacts of particle pollution are linked to the size of the particles, with the smaller particles having larger impacts. Numerous studies link PM_{2.5} to a variety of health problems, including aggravated asthma, increased respiratory symptoms (irritation of the airways, coughing, difficulty breathing), decreased lung function in children, development of chronic bronchitis, irregular heartbeat, non-fatal heart attacks, increased respiratory and cardiovascular hospitalizations, lung cancer, and premature death. Children, older adults, and individuals with heart or lung diseases are the most likely to be affected by PM_{2.5}.

Many studies have quantified and documented the health benefits of attaining the U.S. Environmental Protection Agency (EPA) air quality standards for PM. The Valley Air Basin is in attainment of the federal standards for PM₁₀, but is currently classified as Serious nonattainment for the federal PM_{2.5} standards. The District, in partnership with CARB, developed the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*, which was approved by EPA on June 30, 2020 and details strategies to move the region towards attainment of the federal PM_{2.5} standards. More information is available at: <http://valleyair.org/pmplans>. This plan is also discussed in further detail in Chapter 3.

Ozone: Ozone is a regional air pollutant that is formed through complex chemical reactions in the atmosphere. In contrast, PM_{2.5} concentrations are the result of both local and regional emissions, and reducing localized emissions of PM_{2.5} can reduce disparities in exposure experienced in communities with high cumulative exposure burdens. CARB Office of Community Air Protection guidance states that, because

ozone formation is driven by regional rather than localized source contributions, ozone should be addressed in regional air quality improvement efforts through the State Implementation Plan. Therefore, ozone and related precursors have not been addressed as a part of this CERP development. The District's current plan for attainment of health-based ozone standards throughout the San Joaquin Valley Air Basin can be found here: http://valleyair.org/Air_Quality_Plans/Ozone_Plans.htm

Toxic air contaminants: Toxic air contaminants (TACs) also contribute to a community's cumulative exposure burden. Exposure to TACs can increase the risk of acute and chronic health impacts as well as cancer. Diesel particulate matter is a large concern in areas with high exposure to diesel engine emissions, such as the community of Stockton AB 617 Community. Other toxic air contaminants can contribute to localized health risks, including metals; air toxics related to fossil fuel production, such as benzene and toluene; and compounds associated with combustion, including polycyclic aromatic hydrocarbons and dioxins. The California Office of Environmental Health Hazard Assessment (OEHHA) establishes threshold concentrations for toxic air contaminants at which exposure is not expected to trigger non-cancer health effects. For carcinogens, OEHHA guidance states that there are no safe exposure thresholds. Reducing emissions in the community will be based on identifying technologies and practices that offer the maximum level of toxic air contaminant emissions reductions achievable to address both types of health effects

With the support of community members, this CERP will build upon regional efforts to improve air quality throughout the Valley Air Basin. The Stockton AB 617 Community CERP focuses on reducing emissions of and exposure to PM2.5 and toxic air contaminants from localized sources that contribute to cumulative exposure burdens within the community. Pollution reduction strategies, targets, goals, and metrics included in this CERP have been developed in accordance with these health-based air quality objectives and are presented in more detail in Section 4 of this document.

2. COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT

Meaningful community engagement, significant outreach and a robust public process have guided the development of this Community Emissions Reduction Plan (CERP). Key features of these efforts undertaken by the Community Steering Committee and the District include:

- Community advocates hosted an in-person tour with community residents for District hosted kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee
- District staff and CARB staff to be introduced to the community (Figure 2-1)
- Due to the COVID-19 pandemic, District staff worked with community residents and organizations to develop a virtual community tour for District, CARB staff, and others to be introduced to the community and the air quality challenges they face (<https://youtu.be/UuQuoSy26x4>)
- Used a co-host model to set agendas and meeting logistics
- Held monthly facilitated, bilingual (English and American Sign Language) in-person (prior to March 2020) and virtual meetings (due to COVID-19)
- Live-streamed and recorded all CSC meetings:
- (<http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/>)
- Surveyed needs and resources of the CSC members and then transitioned to virtual meetings and community engagement due to COVID-19,
- Provided materials via email, mail and a AB 617 community webpage; Developed a Resident member stipend program and implemented it retroactively to the first official CSC meeting to encourage participation in regular meetings
- Produced and posted on the District's Stockton Community webpage a virtual tour of the community, which highlighted the voices of community residents and CSC members as they discussed the challenges facing community residents
- Used interactive online survey tool such as Survey Monkey and Social Pinpoint to encourage active participation and to develop visual aids to share information to the CSC; and
- Shared presentations by the District, CSC members, CARB staff, Port of Stockton, and the City of Stockton

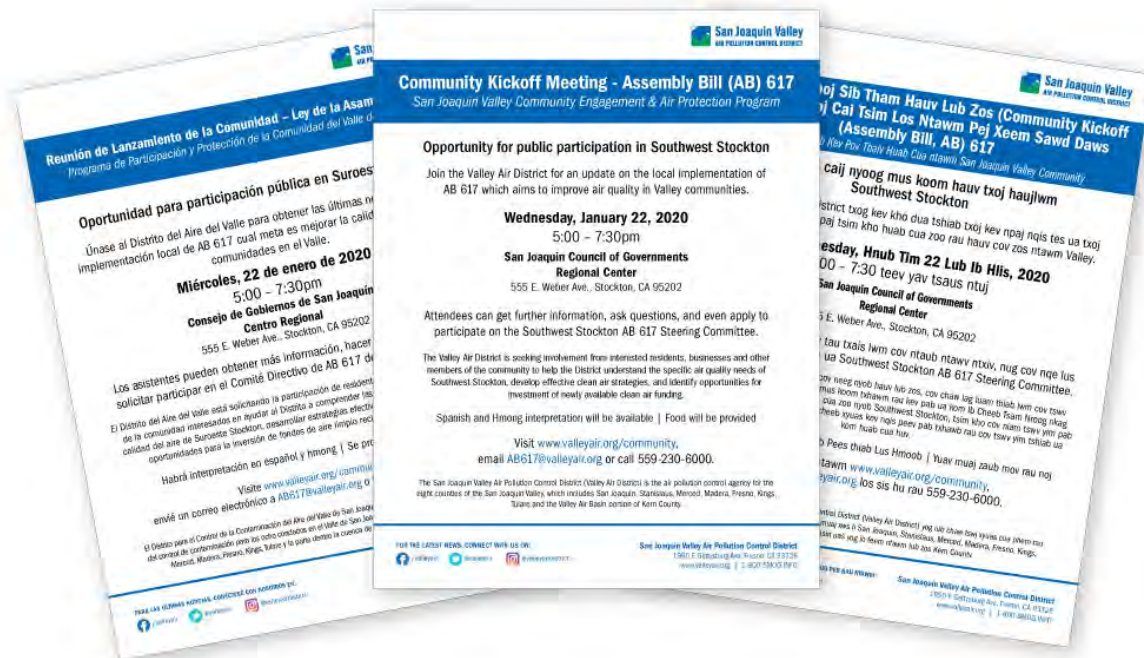
Figure 2-1 Introductory Tour Hosted by Community Advocates and Residents

In addition, numerous interactions between Community Steering Committee members and District staff occurred in one-on-one or small group meetings allowing for in-depth discussions on joint development of the CERP. See the community webpage (<http://community.valleyair.org/selected-communities/stockton/>) for more details.

2.1 COMMUNITY KICK-OFF MEETING

Between October 2019 and January 2020, District staff worked in collaboration with local Environmental Justice organizations to conduct multilingual outreach targeted at the Stockton AB 617 Community zip codes to encourage attendance at the official kick-off meeting in January 2020. The District provided \$5,000 for a program to provide mini-grants to local Environmental Justice organizations to support on-the-ground outreach designed to inform the community of AB 617 and encourage residents to apply to be members of the CSC. In addition, the District distributed trilingual flyers (Figure 2-2) to local media, schools, agencies, and non-profit organizations; and invested over \$8,000 in social media and print advertisements targeted at the Stockton AB 617 Community zip codes to encourage kick-off meeting participation.

Figure 2-2 Trilingual Community Flyers Distributed



The Community Kick-Off Meeting in the Stockton AB 617 Community was held on Wednesday, January 22, 2020, at the San Joaquin Council of Governments Regional Center (Figure 2-3).

Figure 2-3 Stockton AB 617 Community Kick-off Meeting



Approximately 100 people attended the meeting. In addition to information about AB 617, attendees were invited to participate in an interactive cell-phone based activity to express the community's hopes for the AB 617 program (Figure 2-4).

Table 2-1 Stockton AB 617 Community Steering Committee Members

Stockton Community Steering Committee (as of Feb. 17, 2021)				
Primary First Name	Last Name	Alternate	Affiliation	Sector
Steering Committee Members				
Gloria E.	Alonso Cruz		Resident	
Kevin	Amen		St. George Parish Church	Faith-based Organization
Irene	Calimim	Paige Tengeluk	Fathers & Families of San Joaquin	EJ Advocate
Silvia	Cantu		Washington Elementary	Works in the Community
Maria	Cardenas		Resident	
Nayeli	Cruz Gomez		Resident	
Robyn	DeGuzman	Brianna Rubio	San Joaquin County Public Health Services- Health Promotion	Government
Mary	Elizabeth		Resident	
Jennifer	Flores	Pandora Crowder	Resident	
Eugene	Fuss		Resident	
Noehmi	Garcia Jauregul		St. George Parish School	Faith-based Organization
Catherine	Garoupa White	Cynthia Pinto-Cabrera	Central Valley Air Quality Coalition	EJ Advocate
Regina	Griffin		Resident	
Paulette	Gross		Resident	
Nicholas	Hatten		Resident	
Matt	Holmes	Dillon Delvo	Little Manila Rising	EJ Advocate
Karl E. "Nate"	Knodt		Resident	
Tina	Lau		Lehigh Southwest Cement-Terminal	Business in the Community
Arlene	Galindo	Cynthia Lau	Café Coop	EJ Advocate
Ned	Leiba	Michaela Alioto	Resident	
Mariah	Looney	Barbara Barrigan-Parrilla	Restore the Delta	EJ Advocate
Anthony	Macias Jr.		Resident	
Missy Rae	Magdalera		Resident	
Maria	Mendez		Stockton Unified School District	School Board
Bianca	Mendoza		Resident	
Victoria	Moreno		Resident	
Vanessa	Palomares	Rita Valdez	Resident	
Stacey	Panyasee		Resident	
Eric	Parfrey		Resident	
Margo	Praus		Resident	
Deby	Provost		Resident	
Jonathan	Pruitt		Catholic Charities of the Diocese of Stockton	EJ Advocate
Florence	Quilantang		Resident	
Albert	Rivas	Grant Kirkpatrick	City of Stockton	Government
Lenard	Seawood		Resident	
Kenda	Templeton		Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S)	EJ Advocate
Glenabel	Toreno		Resident	
Esperanza	Vielma	Rochelle Shaw	Environmental Justice Coalition for Water (EJCW)	EJ Advocate
Douglas	Vigil		Resident	
Ed	Ward		Valley Pacific Petroleum Services	Business in the Community
Taylor	Williams		Resident	
Jeff	Wingfield		Port of Stockton	Government
Facilitators				
Kim	Danko		Institute for Local Government	
Erica	Manuel		Institute for Local Government	
Hanna	Stelmakhovych		Institute for Local Government	
Agency Staff				
Heather	Heinks		Valley Air District	
Jaime	Holt		Valley Air District	
Jessica	Olsen	Jason Lawler	Valley Air District	
Skott	Wall		California Air Resources Board	
Nzong	Xiong		Valley Air District	

Prior to the COVID-19 pandemic, the CSC was able to meet in person once and since transitioning to virtual meetings, the CSC has met monthly beginning in April 2020. To ensure successful CERP development, residents, businesses, non-profits, organizations, and other stakeholders within the Stockton community have been fully engaged in CSC meetings. To ensure full engagement by all CSC members, the District assessed language translation needs and determined that there was a need to provide American Sign Language translation at each of the meetings. Commitment demonstrated by the District and CSC members to ensure full and active participation in meetings including:

- Monthly agenda-setting meetings with District, community co-hosts, interested CSC members, CARB staff, and third-party facilitators to collectively set expectations and plan for upcoming CSC meetings
- Real-time interpretation services in all necessary languages
- Expert presentations from partner agencies such as CARB, Port of Stockton, City of Stockton, District staff, and CSC members
- Comprehensive and dedicated Stockton community webpage with tools to view community boundary, committee charter, virtual tour, meeting agendas, sources of community concern, emissions inventories, and other resources
- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions
- Through March 2020:
 - Monthly evening meeting at a convenient location in the community
 - Child activity areas and dinner for all attendees
 - All meeting materials in hardcopy and via the comprehensive Stockton community website
- Since April 2020:
 - Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request
 - Continued real-time interpretation services through ASL interpreter at each meeting
 - Meeting materials posted ahead of meeting
 - Extra meetings to discuss topics or concerns Community Steering Committee members have
 - Provided laptops and internet service to resident CSC members without these tools to ensure all CSC members have equal opportunities to fully participate

In addition, the District has taken steps over the past several months to better serve CSC members and encourage their active engagement in the meetings and CERP development process. Ensuring effective steering committees requires substantial investment in the form of committee member time, District staff and other resources to schedule, organize, and facilitate frequent after-hours public meetings.

Figure 2-5 Facilitation at a Stockton AB 617 Community Steering Committee meeting



Visit <http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/> for full documentation of meeting dates, agendas, materials and summaries.

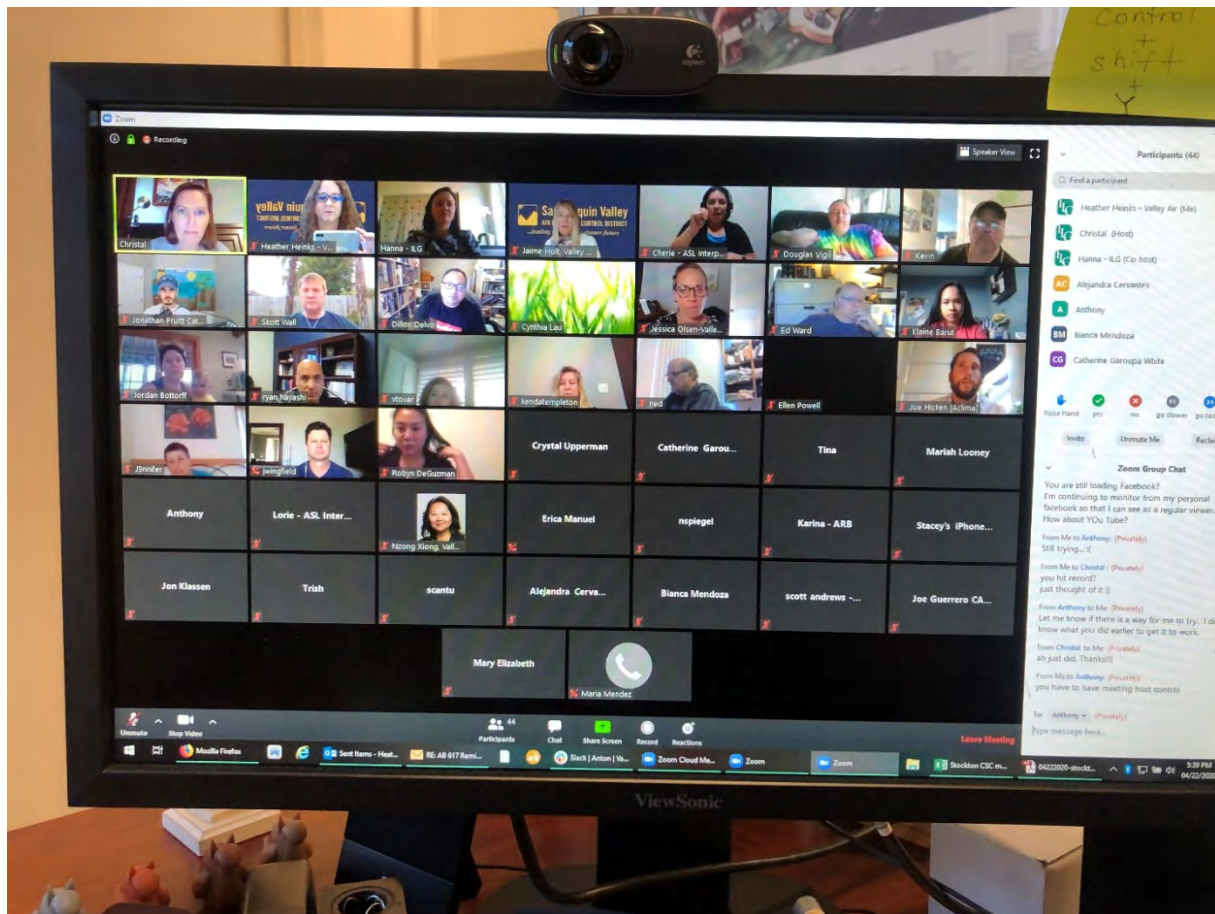
RESPONSE TO COVID-19 STATE OF EMERGENCY

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 the Stockton Community Steering Committee could no longer continue to meet in person.

To address this challenge and to continue moving forward with the important work of developing the Stockton CERP, District staff developed and sent an online survey to all the Stockton Community Steering Committee 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 the Stockton Community Steering Committee member feedback. All the Stockton Community Steering Committee members indicated a strong desire to continue implementing AB 617 and subsequently adopted the use of the online meeting application, Zoom, to meet virtually.

Figure 2-6 Stockton Community Steering Committee Meeting via Zoom



In April 2020, based on these discussions and the results of the surveys, we held a virtual practice meeting via Zoom and via phone with the Stockton Community Steering Committee. During the practice call, the District addressed issues such as ASL interpretation needs and explained how the Stockton Community Steering Committee would use the various available features to provide a high level of discussion and engagement. In addition, the District invested in the online mapping tool Social Pinpoint to facilitate community input in a virtual setting.

COMMUNITY PARTICIPATION AND NEW RESIDENT STIPEND PROGRAM

The Stockton Community Steering Committee 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. Toward that end, and in response to several residents and community advocates on the Stockton Community Steering Committee, CARB 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 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 community steering committee 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 Community Steering Committee meeting. Eligible residents may receive a \$75 stipend per Community Steering Committee 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) Community Steering Committee meetings in a calendar year, for a total cost of up to \$1,125 per year. The stipends for resident steering committee members are subject to the availability of state AB 617 funding and approved allocation in the District’s Budget on an annual basis.

Figure 2-7 Resident Stipend Enrollment Form

INSTITUTE FOR LOCAL GOVERNMENT™ **San Joaquin Valley**
AB 617 Community Air Protection Program
Resident Stipend Enrollment Form

Member Info

First and Last Name: _____

Mailing Address: _____ City: _____ State: _____ Zip Code: _____

Please ensure your mailing address is correct for stipend delivery to this mailing address.

E-mail Address: _____ Preferred Phone #: _____ (Is this a cell phone?) Yes No

Preferred Contact Method (check appropriate): Phone Text Email Mail
(Note: stipend payment will be via check sent to your mailing address (optional))

Verify

By signing below, I certify that the following information is true, accurate, and complete to the best of my knowledge:

- I am a resident of a AB 617 selected community and serve as a Resident member of the Community Steering Committee.
- I understand that I must be present for 75% of any regularly scheduled Community Steering Committee meeting (equivalent to participating in at least 1 hour and 30 minutes of a scheduled 2 hour meeting).
- I have read and agree with the information contained in the Resident Stipend Policy.
- I am not an employee of the Valley Air District or the Institute for Local Government.
- I give my consent to the Valley Air District to use the information on this Enrollment Form for the purpose of contacting me regarding matters related to the AB 617 Community Steering Committee and determining my stipend eligibility.

Signature: _____ Date: _____

Submit: Submit application to the Institute for Local Government via e-mail at ajr@inlgo.org

See Appendix A for full documentation of meeting dates, agendas, materials, attendance and summaries.

2.3 COMMUNITY STEERING COMMITTEE CHARTER

A Charter was developed in consultation with the Stockton AB 617 Community Steering Committee members and a draft was presented to the members at Meeting #1, in March 2020. The Charter and a potential expansion to the community boundary to include the areas of Stockton identified by community members was discussed and approved at the March meeting. The final Charter can be found in Appendix B, and at http://community.valleyair.org/media/1631/03102020_stockton-charter_final_en.pdf.

The final Boundary can be found at

http://community.valleyair.org/media/1615/03042020_southwest-stockton-boundary.pdf.

2.4 STOCKTON COMMUNITY WEBPAGE

A community webpage has been created for the Stockton AB 617 Community, and is regularly updated with new information (<http://community.valleyair.org/selected-communities/stockton/>). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, chat transcripts, meeting summaries), interactive maps, CSC roster, committee charter, membership processes, Community Air Monitoring Plan (CAMP), and CERP documents. A screenshot of the community webpage is shown in Figure 2-8.

Figure 2-8 Stockton AB 617 Community Webpage

STAY INFORMED **NEWS** **EVENTS** **FUNDING** **CONTACT**

Stockton

Stockton

Resources

- AB617 COMMUNITY TOUR
- AB617 COMMUNITY TOUR (WITH ASL INTERPRETATION)
- BOUNDARY MAP
- SOURCES OF CONCERN EXERCISE
- SOURCES OF CONCERN EXERCISE NOTES

Emissions Sources

- STOCKTON COMMUNITY EMISSIONS
- STOCKTON FACILITY EMISSIONS

Emissions summaries for District permitted facilities within the Stockton community boundary:

- NOx - ENGLISH
- VOC - ENGLISH
- PM 2.5 - ENGLISH
- Air Toxics - ENGLISH
- Static Community Emissions Maps - ENGLISH

[TRACK STOCKTON PROGRESS](#)

Selected Community Profile

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, Southwest Stockton (Figure 1) 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.

The proposed community of Stockton defined in Figure 1 is approximately 12.2 square miles and has an estimated population of 51,000. The Southwest Stockton community is impacted across a number of health and pollution indicators. Using the State CES tool, all census tracts located within the Southwest Stockton proposed community rank in the top 5% most disadvantaged communities in California, and rank highest in the Valley amongst census tracts not already a part of an AB 617 community. Southwest Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the "Rise Stockton" Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

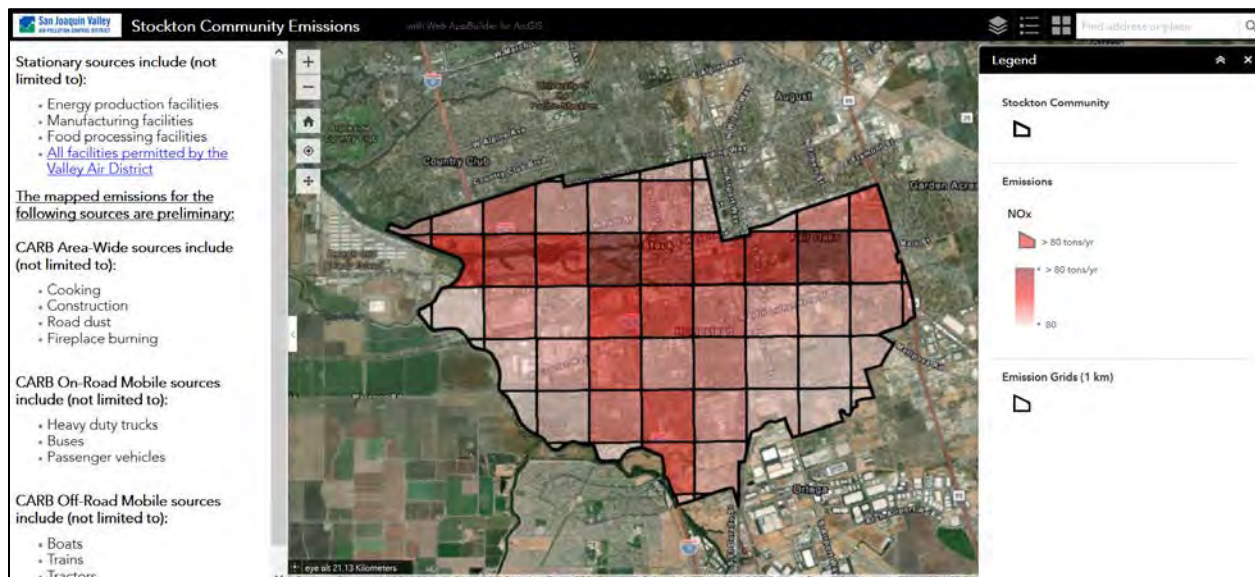
Community Profile

- Steering Committee Meetings
- Other Meetings
- Steering Committee Documents
- Communication With Members
- Docs Submitted by Committee

For assistance or if you have any questions, please contact our central office: [\(559\) 230-6000](tel:5592306000)

In addition to being a portal for access to meeting materials and documents, the webpage also includes interactive maps that present data about the community (<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c>). Figure 2-9 is an example of an interactive map that was created for the Stockton AB 617 Community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Stockton AB 617 Community Steering Committee and members of the public. This information was provided to help inform and to develop air quality priorities for the CERP.

Figure 2-9 Interactive Map Created for Stockton AB 617 Community Steering Committee



2.5 COMMUNITY PARTNERS

After the Stockton AB 617 CSC identified priorities for the community, partner agencies, and organizations were invited to the meetings to provide updates, input, and presentations on current and future efforts to the work goals of AB 617. CARB staff attended meetings regularly and provided information and updates to the committee. The City of Stockton also attended regularly and provided an update on planning efforts in the community and the TCC program. The City of Stockton agreed to coordinate the TCC program efforts and AB 617 program to leverage the goals of each to best benefit the residents of the Stockton community. Presentations from various CSC members were also an important part of the CERP development process as they provided key insight to the concerns and challenges facing residents of the community. The efforts of the Sierra Club, Little Manila Rising, the Port of Stockton, and others were all presented to the CSC to help provide background information to the participants, highlighting the strengths and challenges of the community.

2.6 ADDITIONAL COMMUNITY ENGAGEMENT

Since late 2020, the CSC and District staff have worked to engage and educate the public with regard to AB 617 and the efforts being made in the Stockton AB 617 Community. Meetings between community members, environmental justice organizations, industry, agency representatives, and other stakeholders have occurred to provide assistance and/or prompt responses to concerns raised regarding the AB 617 process. District staff and CSC members also attended and often made presentations at city and county government meetings, the District's Environmental Justice Advisory Group meetings, the District's Citizens Advisory Committee meetings, the District's Governing Board meetings, environmental justice meetings, and industry professional group meetings to promote participation in the development of the CERP and once completed the implementation of the CERP. In addition, staff often discussed AB 617 at media interviews and during outreach events and health fairs. A full list of outreach efforts is available in Appendix A.

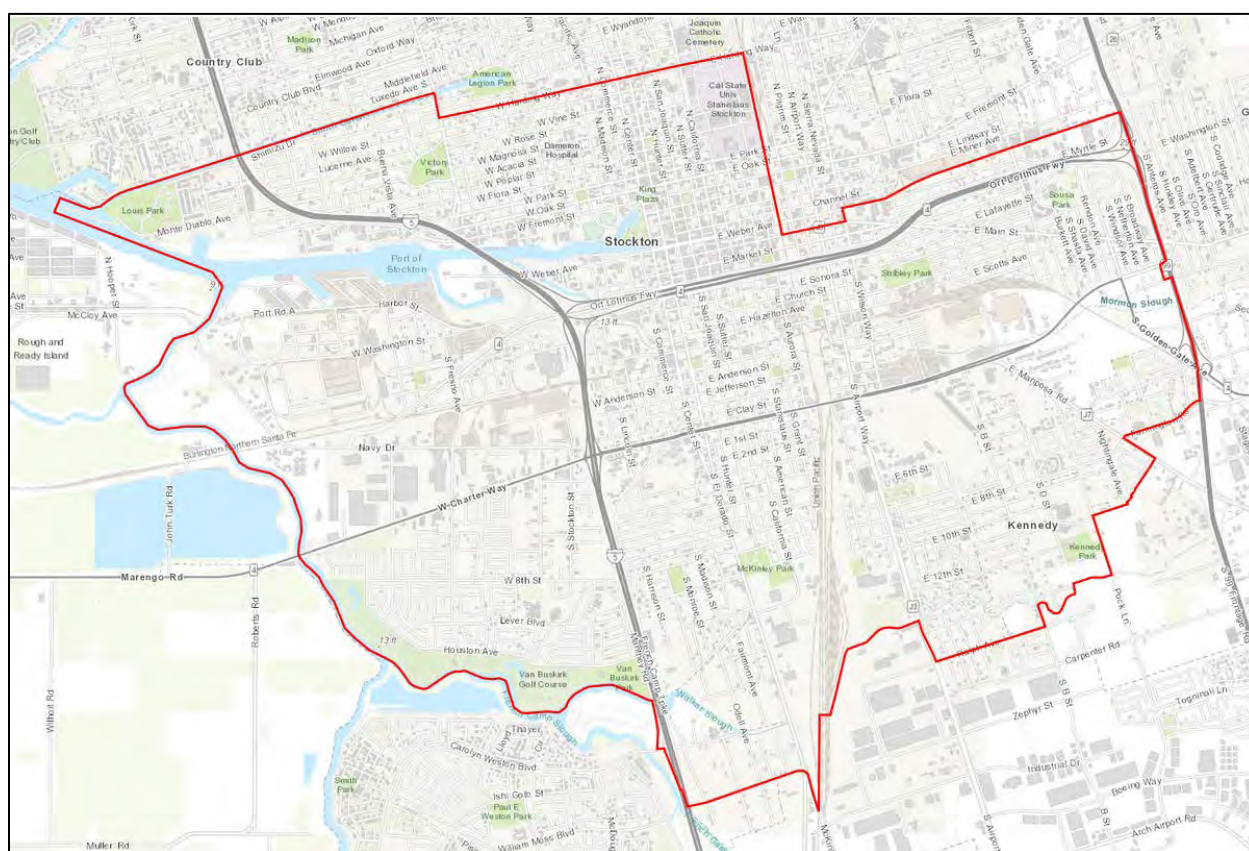
The Stockton AB 617 CSC will continue to work to implement the CERP actions after its adoption by the District Governing Board and the CARB Board, and to provide periodic community updates on implementation progress. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts in the coming months and years.

3. UNDERSTANDING THE COMMUNITY

3.1 COMMUNITY PROFILE

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 PM_{2.5} emissions in the community. Specifically, southwest 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.

Figure 3-1 Stockton AB 617 Community

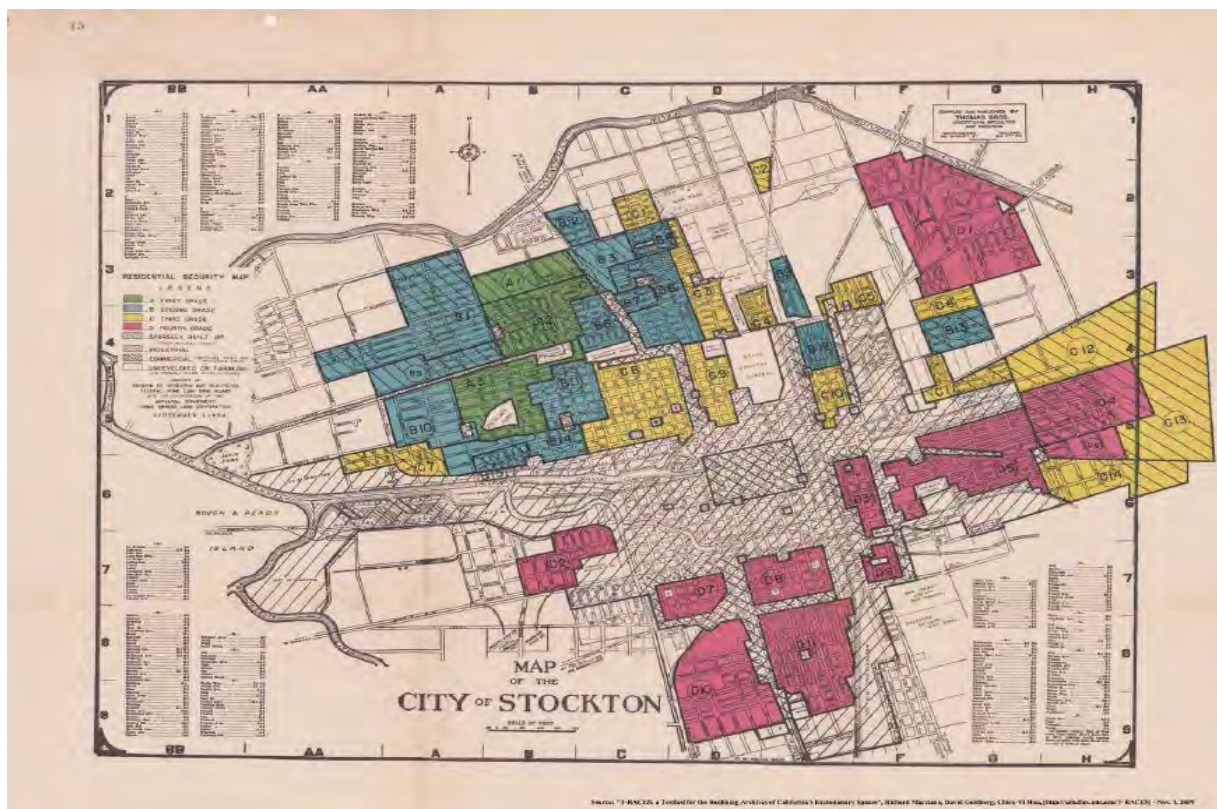


Stockton History

Prior to the 1870s, San Joaquin County lacked access to water for agriculture. The promise of local agriculture resulted in capital investments being made to increase the levels of agriculture in San Joaquin County between 1870-1910. Lack of technological innovation forced agricultural interests to recruit labor globally. People of color, such as Chinese, African-Americans from the South, Japanese, Punjabis, Filipinos, and Mexicans, were forced into labor by employment segregation. Beginning in the late 19th

Century, racially restrictive housing covenants were written into housing deeds to restrict people of color into living in certain zones of the city. These covenants were written into property deeds by developers looking to inflate the values of their homes. Examples of this practice in Stockton was the exclusion of African-American, Indian, Mexican, and Filipino communities south of Main Street and west of Wilson Way. Beginning in the 1930s, the Federal Housing Administration created maps to guide mortgage investment. Intentionally, these maps directed investments away from communities of color, which were deemed risky for investment. This practice is known as “redlining” because the neighborhoods were designated as the color red. Figure 3-2 shows the 1938 Residential Security Map for the City of Stockton.

Figure 3-2 Home Owners’ Loan Corporation Residential Security Map (1938)



Although the racial practice was banned in 1968’s Fair Housing Act, the years preceding contributed to both the built environment and unequal distribution of wealth in the United States today. In the 1930-1940, Stockton experienced huge growth in local industry. Built in 1931 and opened in 1933, the Port of Stockton became the City’s first major industrial center for logistics purposes. Between 1933 and 1940, it grew faster than any port in the U.S. History, doubling tonnage every fiscal quarter. The Port’s success led to business interests in Stockton being perfectly centered for logistical industries, or industries focused on the transportation of products. With the anticipation of future growth in residents and commerce, the City of Stockton actively lobbied for the construction of freeways in Stockton. Between 1955 and the 1970s, I-5, Highway 99, and Highway 4 crosstown freeway were constructed intentionally near low-income

“redlined” communities to reduce the costs of eminent domain. In the 1970s, the construction of the Highway 4 Crosstown freeway demolished a significant portion of the Filipino American

Stockton Air Quality Challenges

The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16 square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District’s Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM_{2.5} impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM_{2.5} exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the “Stockton Rising” Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

The majority of emissions impacting the Stockton AB 617 Community come from passenger vehicle and heavy-duty truck emissions from major freeways, interchanges, and main regional roads that run through the community.

Figure 3-3 Major Freeways Contribute Significant Mobile Source Emissions in the Community



In addition to the emissions originating from mobile sources in the area, this community also includes industrial development and area-wide sources of pollution such as gas stations, commercial cooking, and consumer products that also contribute significantly to the community's emissions levels.

Figure 3-4 Industrial Emissions Sources near Boggs Tract Community



Based on emissions inventory and current air monitoring data in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), Ozone (O₃) and Volatile Organic Compounds (VOCs). A virtual tour of the Stockton AB 617 community, produced by the Community Steering Committee to highlight some of the community's challenges can be viewed here:

<https://www.youtube.com/watch?v=UuQuoSy26x4&feature=youtu.be>.

Based on District air quality analysis modeling, the Stockton AB 617 Community was found to have exceeded the 24-hour average PM_{2.5} concentration prioritization factor levels of 12, 35, 55, and 65 µg/m³ a total of 120, 18, 4, and 3 days, annually, on average during the 2017-2019 period, respectively. In addition, this community was found to have exceeded the 8-hour average ozone concentration prioritization factor levels of 70, 75, and 84 ppb a total of 15, 7, and 1 days, annually, on average during the 2017-2019 period, respectively. Details about the nature and formation of local air pollution and its adverse health impacts on the community of Stockton AB 617 Community is summarized in Appendix G.

It should be noted that, in addition to selection by CARB for the development of community monitoring and a community emissions reduction program, neighborhoods in the AB 617 selected community were also selected by California's Strategic Growth Council for significant investment. In November 2017, the City of Stockton was awarded a \$170,000 Transformative Climate Communities (TCC) Planning Grant by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. To mobilize this grant Mayor Tubbs' Office, community partners, and the neighborhood residents created the organization Rise Stockton to carry out this work. The Rise Stockton organization worked for nearly a year to develop a The Sustainable Neighborhood Plan <https://drive.google.com/file/d/1E-HjKq5m9KHurEMch3tamySu2Xcnjt7L/view> to translate community concerns and recommendations into shovel-ready projects.

The policies and projects are centered on twelve Transformative Climate Community Goals, several of which mirror the goals of AB 617 (see Figure 3-5).

Figure 3-5 Stockton’s TCC Goals and Project Area Map



Stockton Rising: TCC Project Area Map



The community engagement and planning conducted during the TCC Planning Grant eventually led to the award of a \$10.8 million Implementation Grant in June 2020. Leading up to that award, Rise Stockton repositioned itself to broadly coordinate the Environmental Justice and Green Economy work conducted by Stockton community partners.

Due to the factors discussed above, this CERP includes strategies for emission reductions from mobile sources, commercial and industrial sources, and residential sources that contribute to the Stockton AB 617 Community air quality challenges. These strategies focus on measures that will bring additional economic resources to the residents and businesses located in the community, as well as achieving significant local emissions reductions.

3.2 TECHNICAL ASSESSMENT TO UNDERSTAND COMMUNITY POLLUTION IMPACTS

Conducting a technical assessment is a necessary step in community emissions reduction program development. The technical assessment relies on results from a variety of analyses to characterize emissions in the community and inform community emissions reduction program development and implementation. This assessment will provide the baseline from which emissions reductions can be measured.

The source attribution technical approach established by CARB provides a methodology for assessing, identifying, and estimating the relative contribution of sources or categories of sources, including but not limited to mobile, stationary, and area-wide sources, to elevated exposure to air pollution in impacted communities. The District's source attribution analysis is based on the following:

- Assesses the share of mobile, area-wide, and stationary source emissions generated in the community,
- Is based on best available data in order to characterize the contribution of emissions sources in the community,
- Follows one of CARB's recommended source attribution approaches.

Based on the above, the District has implemented CARB's Community Emissions Inventory Approach. The following section discusses the community emissions inventory approach and summarizes emission sources in the community. A detailed community-level inventory and source apportionment are included in Appendix C.

3.2.1 COMMUNITY EMISSIONS INVENTORY APPROACH

A community level emissions inventory estimates air pollutant emissions from mobile sources (e.g., cars, heavy-duty trucks, locomotives), area-wide sources (e.g., fireplaces, outdoor food cooking, fugitive dust), and stationary sources (e.g., gas stations, auto body shops, manufacturing facilities) within the community.

The community level inventory consists of the mobile and area-wide sources spatially allocated in the community and stationary sources. A community emissions inventory is the compilation of criteria pollutant and air toxics emissions data from air pollution sources that are within the community. The community emissions inventory includes emissions of volatile organic compounds / reactive organic gases (VOC/ROG), oxides of nitrogen (NOx), particulate matter of 2.5 microns (PM_{2.5}), and toxic air contaminants (e.g. diesel PM).

3.2.2 COMMUNITY EMISSIONS INVENTORY OVERVIEW

Emissions inventories are estimates of the amount and type of pollutants emitted into the atmosphere by mobile sources, stationary sources, and area-wide sources. Additionally, emission inventories are the foundation for any emission reduction program and provide information on the existing air emissions and related air quality in the community, and support development of emission reduction strategies and future emission targets to improve air quality in the community.

Existing traditional criteria pollutant and air toxics emission inventories (that provide combined coverage of mobile and stationary sources) are generally regional in geographic scale and may not adequately characterize emission impacts at the community-level. Developing community-scale emission inventories for understanding existing baseline emissions and tracking future emission reductions within communities selected for Community Emission Reduction Programs and Community Air Monitoring Plans (CAMPs) is an important piece of AB 617. Information and data collected as part of the CAMP will be available real-time and District staff will be providing regular updates on the analysis of the data which may result in modification to existing or development of new strategies for the CERP.

3.2.3 AGENCY COLLABORATIONS

CARB and District staff worked in parallel to develop a comprehensive set of emissions inventory data for the community. The District worked with stationary source facilities in the community to develop the point source emission estimates. CARB staff developed the community-level emission inventory for mobile and area-wide sources. CARB worked with several State and local agencies such as the Department of Transportation (Caltrans), the Department of Motor Vehicles (DMV), the Port of Stockton, and the California Energy Commission (CEC) to assemble activity information necessary to develop the community-level mobile and area-wide source emission estimates. CARB and District staff conducted a thorough review of the community inventory to ensure that the emission estimates reflect the most recent data for stationary sources, and that estimates for mobile and area-wide sources are based on the most recent models and methodologies.

The emissions inventory also includes future forecasted values. The forecasted community-level emissions inventory is based on the growth profiles for stationary sources, mobile, and area-wide source categories provided by CARB. Forecasted emissions include growth and control factors that reflect historical trends, current conditions, and recent economic and demographic forecasts.

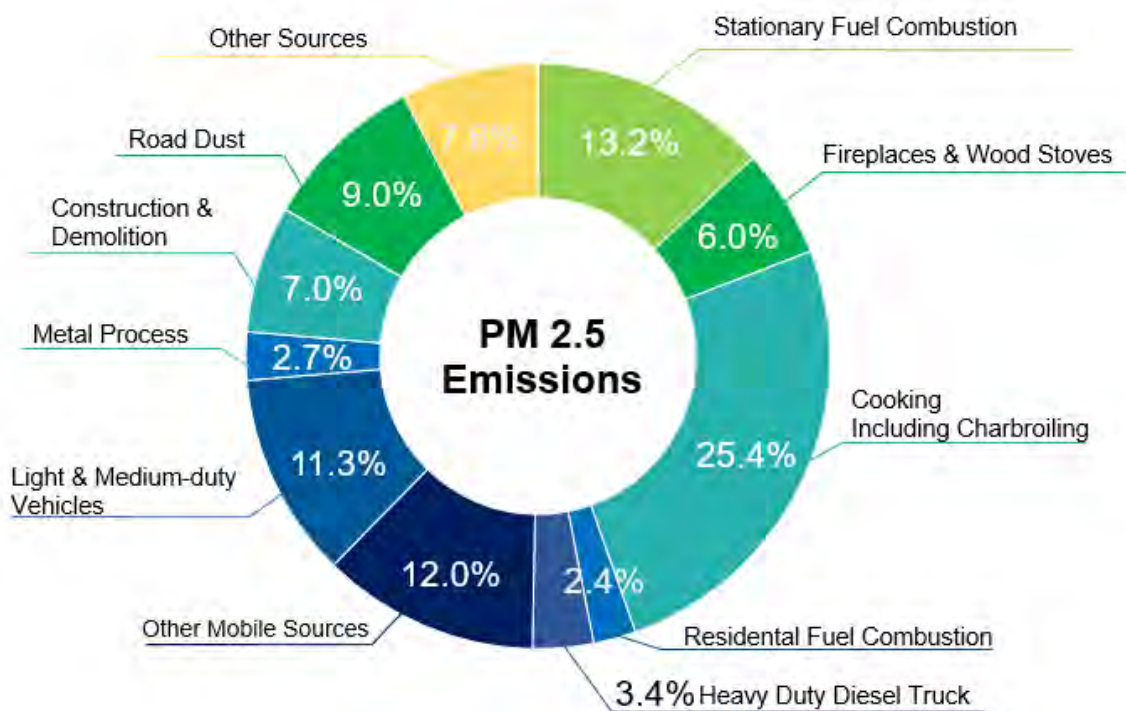
3.2.4 COMMUNITY EMISSION INVENTORY SUMMARIES

[What types of sources contribute to air pollution in Stockton?](#)

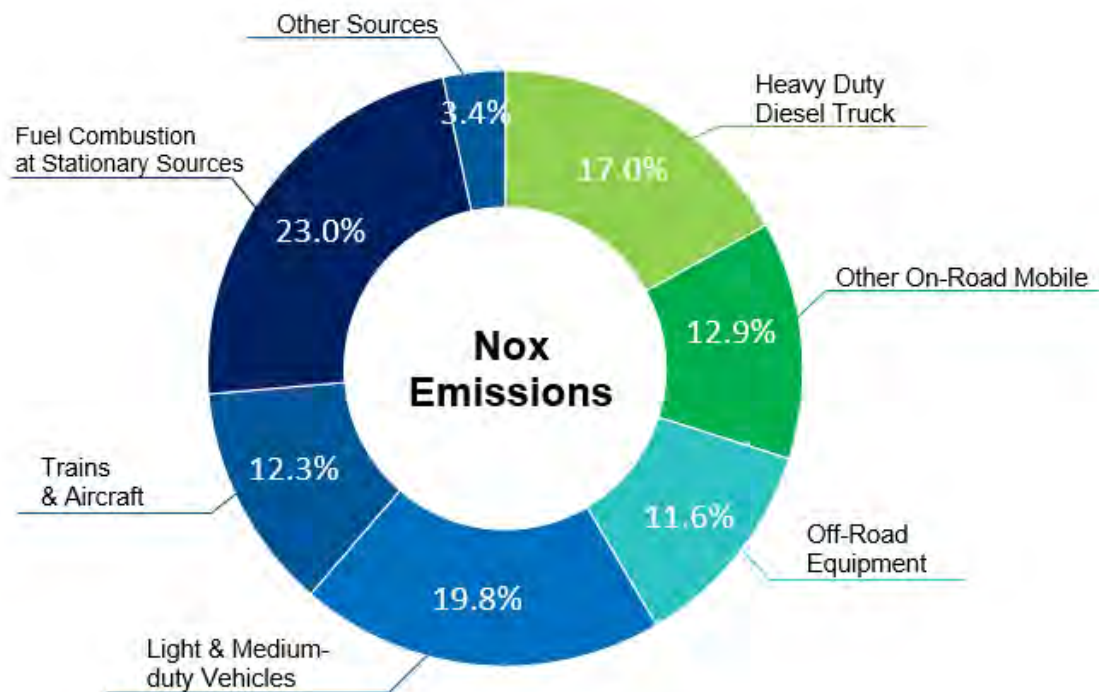
The largest sources of emissions in and around the community include heavy duty vehicles, medium duty vehicles, and passenger cars, as well as trains, and commercial equipment. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations,

automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating; bulk fuel storage and transfer terminals, chemical receiving, fabricated metal products; gasoline dispensing operations, government services, municipal water treatment operations, health centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. Paved road dust, residential fuel combustion, construction emissions, and commercial cooking also contribute significantly to the community’s emissions inventory.

Figure 3-6 Sources of PM2.5 Pollution in the Community



The largest sources of PM2.5 emissions in Stockton AB 617 Community are cooking and on-road mobile vehicles (light and medium-duty vehicles and heavy-duty diesel trucks). Road dust, stationary fuel sources, construction & demolition, and residential wood burning are also significant sources of PM2.5 in the community. Other sources include aircraft, trains, ocean going vessels, commercial harbor craft, recreational boats, off-road recreational equipment, off-road equipment, fuel storage and handling.

Figure 3-7 Sources of NOx Emissions in the Community

Almost three-quarters of NOx emissions in Stockton AB 617 Community are from mobile sources. On road mobile sources account for 49.7.% of NOx emissions in Stockton AB 617 Community, including 17% of the NOx inventory from heavy duty diesel trucks and 19.8% from light and medium-duty vehicles. Off road mobile sources, including trains, aircraft, and off-road equipment such as yard trucks, produce 23.9% of the NOx emissions in the community. Fuel combustion at stationary sources is also a significant source of NOx emissions in the community. For more specific information, refer to [Appendix C \(Source Apportionment and Community\)](#).

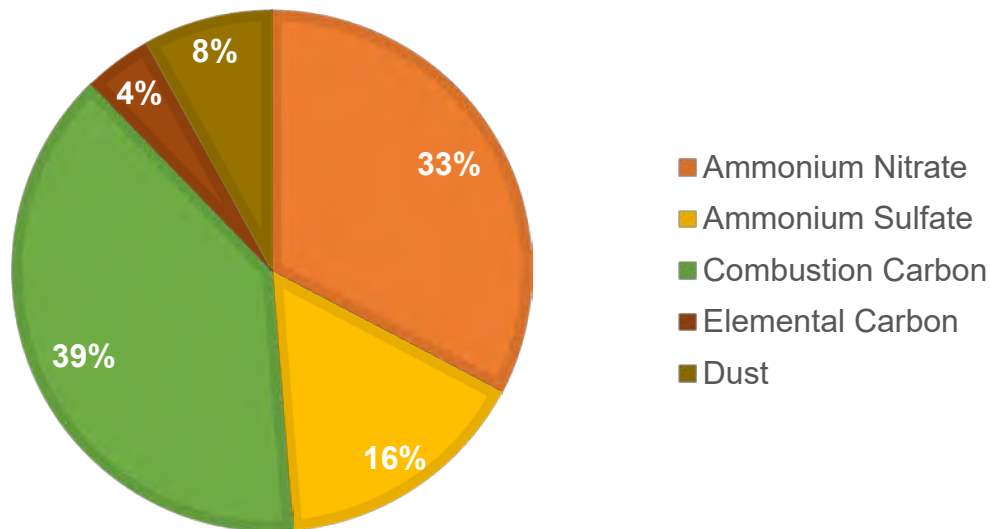
PM2.5 Speciation: What type of PM2.5 is in the ambient air?

PM2.5 in Stockton AB 617 Community is comprised of many species that contribute to the total PM2.5 concentration measured by air monitors, as summarized in Table 3-3 below. This complex mixture is attributable to mobile, stationary, and area-wide sources described above, as well as naturally occurring emissions. Although the list of species contributing to PM2.5 in Stockton AB 617 Community is lengthy, it can be grouped into larger representative categories. The following is a brief description of how each of these larger species categories are formed and emitted into the atmosphere. The following figures show the speciation of PM2.5 in the Stockton Community, based on modeling data.

Table 3-1 Summary of PM2.5 Species

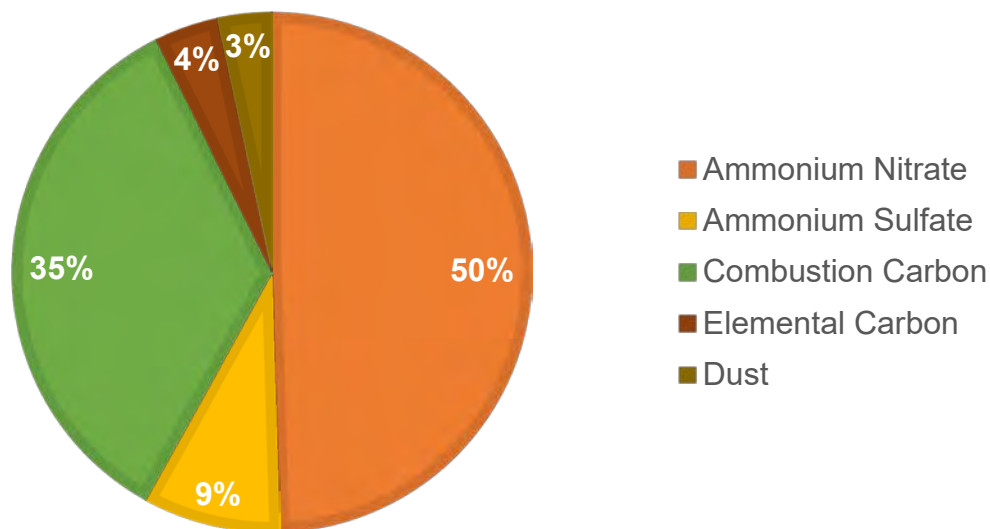
PM2.5 Species	Description
Organic carbon (Combustion Carbon)	Directly emitted, primarily from combustion sources (e.g. residential wood combustion). Also, smaller amounts attached to geologic material and road dusts. May also be emitted directly by natural/biogenic sources.
Elemental carbon	Also called soot or black carbon; formed during incomplete combustion of fuels (e.g. diesel engines).
Geologic material (Dust)	Road dust and soil dust that are entrained in the air from activity, such as soil disturbance or airflow from traffic.
Trace metals	Identified as components from soil emissions or found in other particulates having been emitted in connection with combustion from engine wear, brake wear, and similar processes. Can also be emitted from fireworks.
Secondary organic aerosol	Secondary particulates formed from photochemical reactions of organic carbon.
Ammonium nitrate	Reaction of ammonia and nitric acid, where the nitric acid is formed from nitrogen oxide emissions, creating nitric acid in photochemical processes or nighttime reactions with ozone.
Ammonium sulfate	Reaction of ammonia and sulfuric acid, where the sulfuric acid is formed primarily from sulfur oxide emissions in photochemical processes, with smaller amounts forming from direct emissions of sulfur.
Combined water	A water molecule attached to one of the above molecules. Combined water is not included when measuring mass of PM2.5 for regulatory purposes, and is therefore excluded from the following charts.

Figure 3-8 Species Contribution to Annual Average PM2.5 Concentrations in the Community



Combustion carbon, ammonium nitrate, and ammonium sulfate all are significant species of PM2.5 emissions on an average day in the Stockton AB 617 Community.

Figure 3-9 Species Contribution to Peak Day PM2.5 Concentrations in the Community



As shown in the figure above, peak PM2.5 emission days in the community see a large increase in ammonium nitrate, which is created from the chemical reaction of NOx and ammonia, largely from fuel combustion during multiday stagnation events. However, ammonium nitrate is generally regarded as having relatively low toxicity compared to other PM2.5 species like elemental carbon.

How will the community inventory change in the future?

The tables and graphs below summarize the total Stockton AB 617 Community emissions inventories for years 2018, 2025, and 2030: These graphs show the proportion of PM2.5, NOx, and VOC emissions that originate from stationary, area, and mobile sources of emissions. The projected inventories take into account the projected emissions from regional transportation plan projects and compliance with regulatory deadlines. The following figures show how the Stockton AB 617 Community-level inventory is expected to change into the future in years 2025 and 2030.

Figure 3-10 2018 Stockton AB 617 Community Emissions Inventory

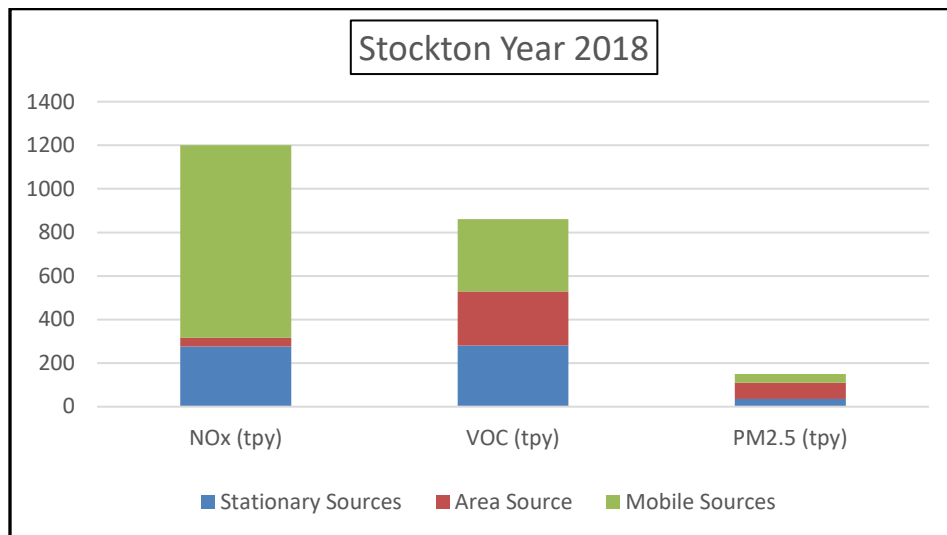


Table 3-2 2018 Stockton AB 617 Community Emissions Inventory (updated)

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	276.4	281.1	34.9
Area Source	40.2	247.6	75.1
Mobile Sources	884.1	332.1	40.2

Figure 3-11 2025 Projected Stockton AB 617 Community Emissions Inventory

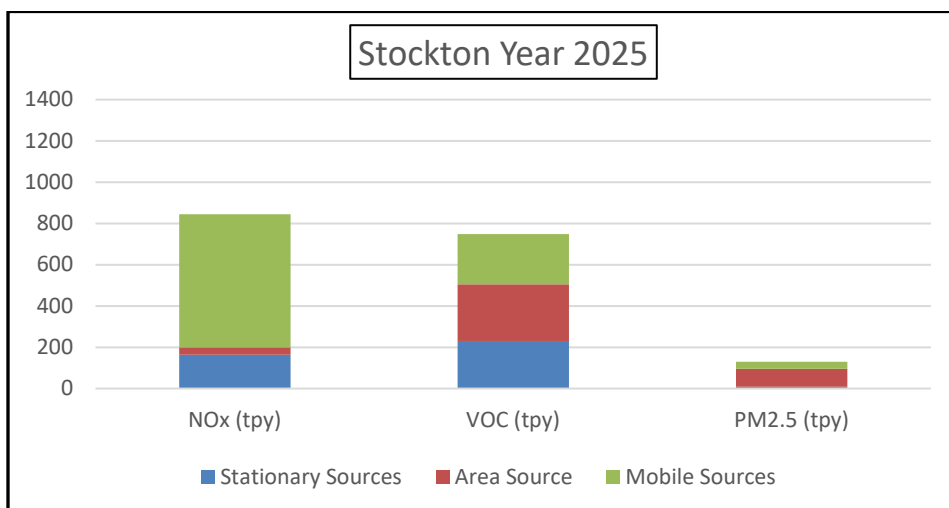


Table 3-3 2025 Projected Stockton AB 617 Community Emissions Inventory

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	163.4	231.0	8.3
Area Source	36.9	273.7	87.9
Mobile Sources	643.7	244.6	33.3

Figure 3-12 2030 Projected Stockton AB 617 Community Emissions Inventory

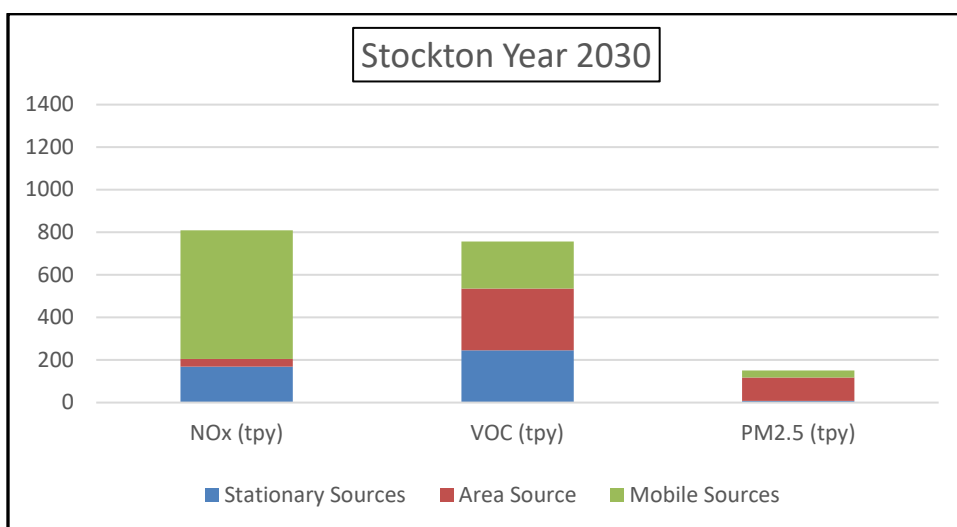


Table 3-4 2030 Projected Stockton AB 617 Community Emissions Inventory

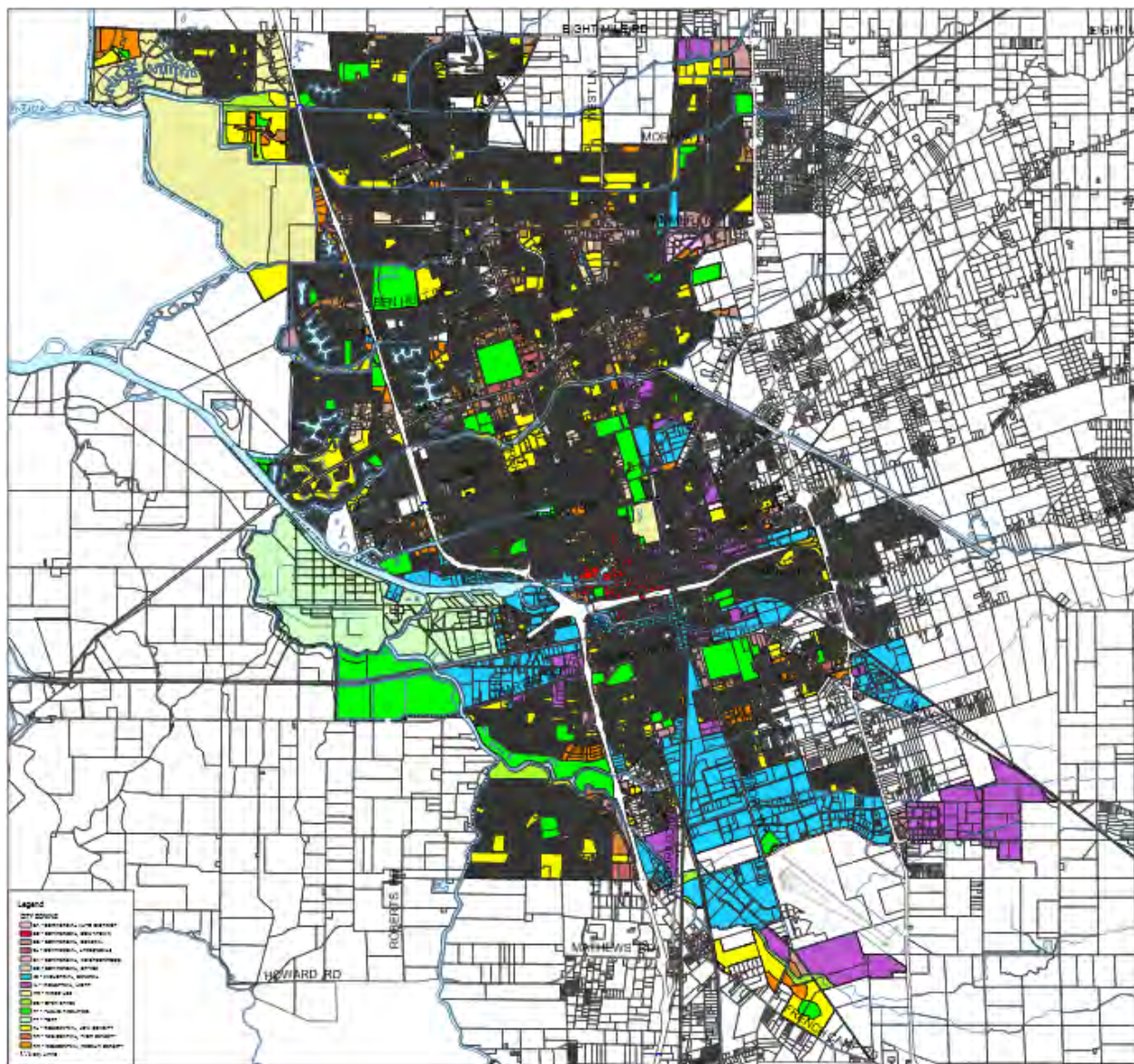
Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	169.0	244.9	8.7
Area Source	35.7	290.5	109.1
Mobile Sources	605.4	220.8	33.2

For further information about the emissions inventory for Stockton AB 617 Community, including the stationary source emissions inventory, projected emissions inventory for District permitted facilities, mobile source inventory, and area-wide sources inventory please refer to Appendix C.

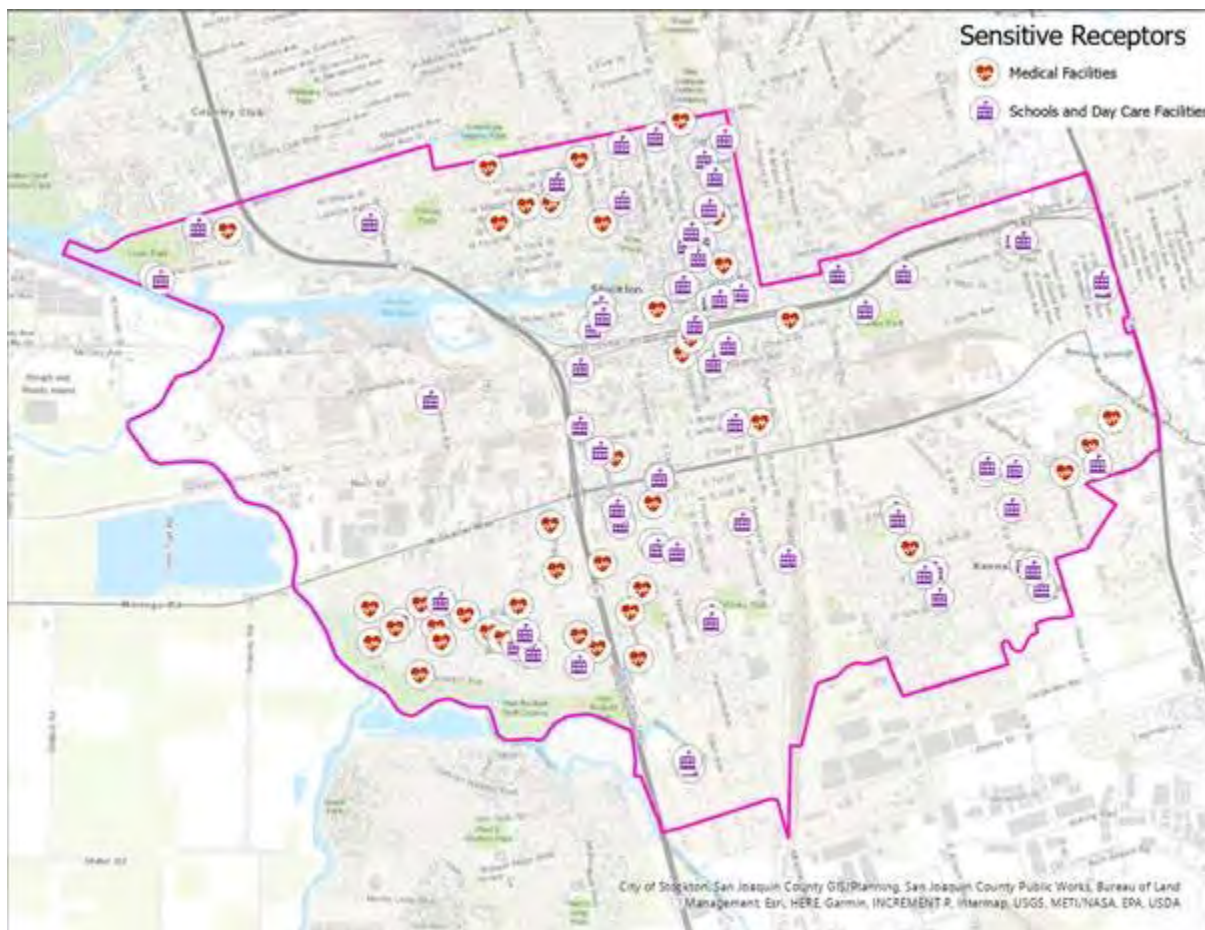
3.2.5 SENSITIVE RECEPTORS AND LAND USE

As illustrated in the City of Stockton General Plan Land Use map, below, the Stockton AB 617 Community contains mixed land uses including light and heavy industrial zoning, commercial areas, residential neighborhoods ranging from low density to urban neighborhoods, and the City's downtown core. Main transportation corridors transect the community, including highways 99, 4, and I5. Areas zoned for heavy industrial use are located in the western and southern portion of the city, with future industrial expansion planned for as detailed in the City's Envision Stockton 2040 General Plan. Further information about the City's General Plan and Specific Plans are available at: <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanGenDocs.html>

The below City of Stockton General Plan Land Use map is available with full resolution on the City of Stockton website: <http://www.stocktongov.com/files/ZoningDistrictMap.pdf>

Figure 3-13 City of Stockton General Plan Land Use Map

The location of sensitive receptors is important to assess the impacts of emissions on public health. Sensitive Receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling unit(s). The map below shows sensitive receptor locations within the community. The sensitive receptors currently in the community include 35 schools, 50 licensed daycare facilities, and 45 medical care facilities. Sensitive receptors within the community are located in proximity to mobile on-road sources, train routes, manufacturing and industrial sources, off-road mobile equipment, and residential fuel combustion sources.

Figure 3-14 Sensitive Receptor Locations in Stockton

Where can I get more information about air pollution in Stockton AB 617 Community?

To provide detailed community-level data to the Steering Committee and the general public, District staff have created an interactive mapping tool that shows the locations of sensitive receptors, as well as the locations of and emissions inventory for stationary sources, area sources, and both on-road and off-road mobile emissions. Examples of the emissions data available through this mapping tool are shown in the figures below. Please visit the District website to zoom in and explore the community:

<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c> and

<https://sjvapcd.maps.arcgis.com/apps/View/index.html?appid=26ea6530963f496589be8a4f23f3c8ab>

Figure 3-15 District Mapping Tool Showing Types and Locations of Stationary Source Operations in Community

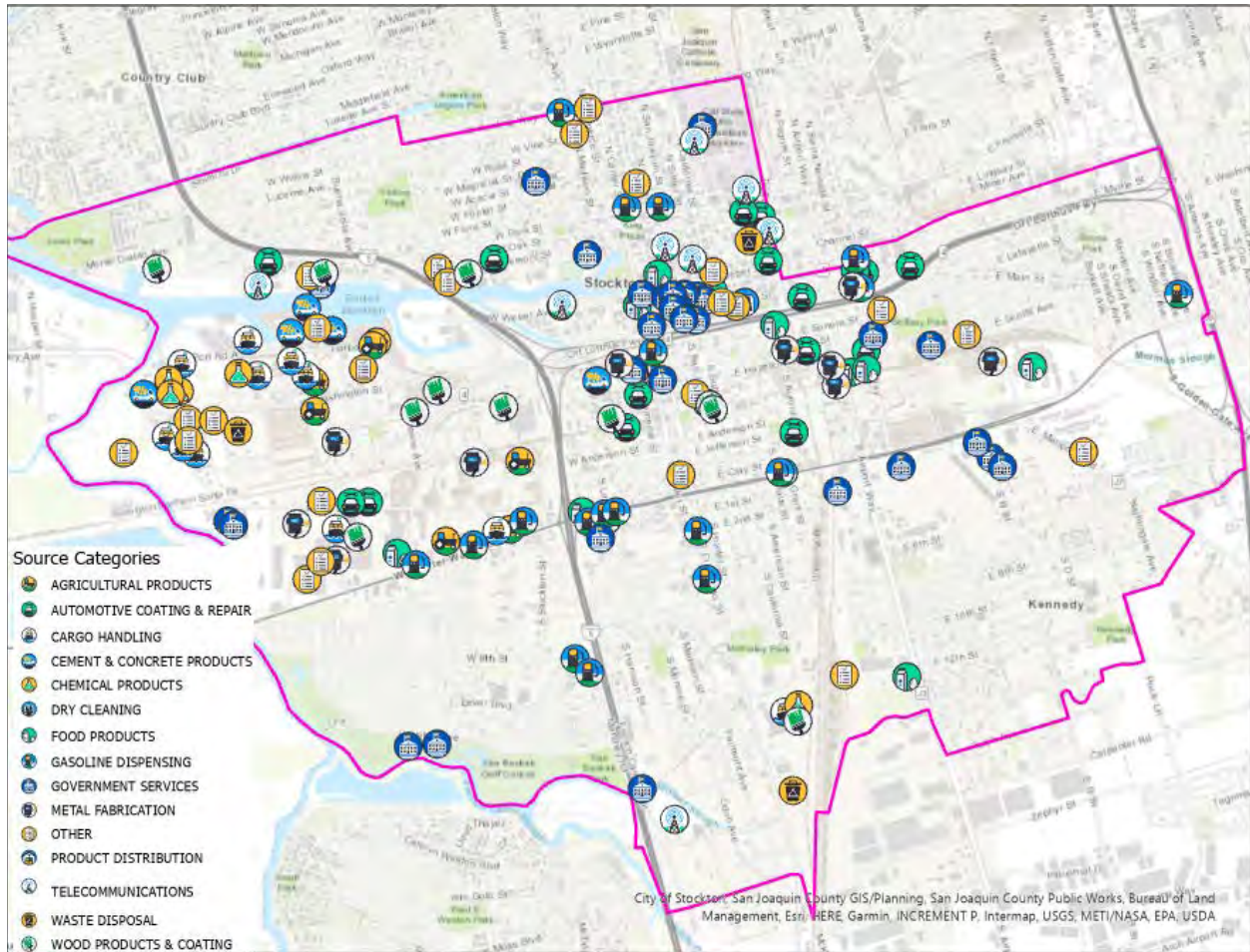
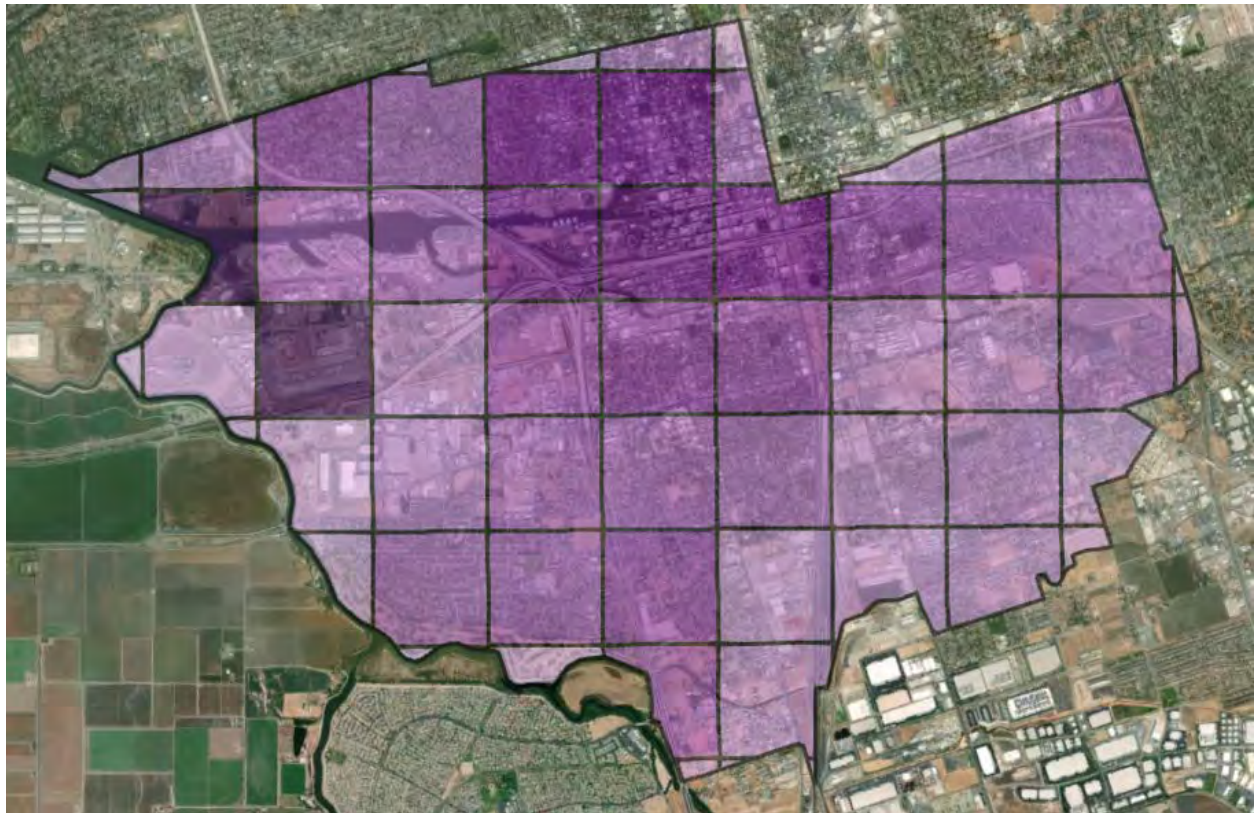


Figure 3-16 District Mapping Tool Showing Concentrations of Area-Wide Emissions within the Community



3.3 EXISTING AIR QUALITY PROGRAMS

District Plans for Attainment of Health-Based Air Quality Standards

For more than two decades, the District has adopted numerous attainment plans to reduce ozone and particulate precursor emissions. The District's multifaceted approach to reducing emissions in the San Joaquin Valley consists of a combination of innovative regulatory and non-regulatory measures. The U.S. Environmental Protection Agency (EPA) periodically reviews and establishes health-based national air quality standards (also referred to as NAAQS) for ozone, particulates, and other criteria air pollutants guided by the Clean Air Act. The District has adopted numerous air quality attainment plans over the years that identify measures needed in the Valley to attain EPA's increasingly stringent health-based NAAQS.

The District's plans include emissions inventories that identify sources of air pollutants, evaluations for feasibility of implementing potential opportunities to reduce emissions, sophisticated computer modeling to estimate future levels of pollution, and a strategy for how air pollution will be further reduced. District plans also include innovative alternative strategies for accelerating attainment through non-regulatory measures such as incentive programs; technology advancement programs; the District's legislative platform; community outreach and education programs; and additional strategies such

as energy efficiency, eco-driving, green purchasing and contracting, supporting urban heat island mitigation efforts, and encouraging cleaner methods of generating electrical energy and mechanical power.

Measures implemented for these Valley-wide strategies also apply to the AB 617 community of Stockton and have resulted in tremendous emissions reductions being achieved, to the benefit of the health of all Valley residents. Most recently, after an extensive 3-year public process, the District, in coordination with CARB and EPA, adopted the *2018 PM2.5 Plan*. This historic plan builds on decades of air quality improvement efforts and establishes a comprehensive strategy for continuing to improve the Valley's air quality and meet the latest federal PM2.5 standards. Further information on the comprehensive rules, regulations, and other programs that have been developed as a part of the District's attainment planning process are detailed in the District's plans for attainment of state and federal air quality standards, with links provided to each attainment plan below:

PM2.5 Plans for Attainment

- [*2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*](#)
The District adopted the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* on November 15, 2018. This plan addresses the EPA federal 1997 annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³; the 2006 24-hour PM2.5 standard of 35 µg/m³; and the 2012 annual PM2.5 standard of 12 µg/m³.
- [*2016 Moderate Area Plan for the 2012 PM2.5 Standard*](#)
The District adopted the *2016 Moderate Area Plan for the 2012 PM2.5 Standard* on September 15, 2016. This plan addresses the EPA federal annual PM2.5 standard of 12 µg/m³, established in 2012. This plan includes an attainment impracticability demonstration and request for reclassification of the Valley from Moderate nonattainment to Serious nonattainment.
- [*2015 Plan for the 1997 PM2.5 Standard*](#)
The District adopted the *2015 Plan for the 1997 PM2.5 Standard* on April 16, 2015. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³, established in 1997.
- [*2012 PM2.5 Plan*](#)
The District adopted the *2012 PM2.5 Plan* in December, 2012. This plan addresses EPA's 24-hour PM2.5 standard of 35 µg/m³, which was established by EPA in 2006.
- [*2008 PM2.5 Plan*](#)
The District adopted the *2008 PM2.5 Plan* in April, 2008. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³, which was established by EPA in 1997.

PM10 Plans for Attainment

- [2007 PM10 Maintenance Plan](#)
The District adopted the *2007 PM10 Maintenance Plan* in September 2007, to assure the San Joaquin Valley's continued attainment of EPA's PM10 standard. EPA designated the Valley as an attainment/maintenance area for PM10.

Ozone Plans for Attainment

- [2022 Plan for the 2015 8-hour Ozone Standard \(Upcoming Ozone Plan\)](#)
The attainment plan for the 2015 federal ozone standard will build upon comprehensive strategies already in place from adopted District plans and CARB's statewide strategies. The NOx reduction commitments from the recent *2018 PM2.5 Plan* and *2016 Ozone Plan*, and other ongoing measures will assist the Valley in meeting the 70 ppb federal ozone standard. Strategies for attainment of the *2015 8-hour ozone standard* will be developed through a public process, building on decades of effective control strategies. District staff will present regular updates regarding the development of the plan at public meetings and workshops, including upcoming meetings of the District Governing Board, Citizens Advisory Committee (CAC), and the Environmental Justice Advisory Group (EJAG).
- [2020 RACT Demonstration](#)
The District adopted the *2020 Reasonably Available Control Technology (RACT) Demonstration for the 2015 8-Hour Ozone Standard* on June 18, 2020.
- [2016 Plan for the 2008 8-Hour Ozone Standard](#)
The District adopted the *2016 Plan for the 2008 8-Hour Ozone Standard* in June 2016. This plan satisfies Clean Air Act requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard.
- [2014 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for the 8-Hour Ozone State Implementation Plan* in June, 2014.
- [2013 Plan for the Revoked 1-Hour Ozone Standard](#)
The District adopted the *2013 Plan for the Revoked 1-Hour Ozone Standard* in September, 2013.
- [2009 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for Ozone State Implementation Plans (SIP)* in April, 2009.
- [2007 Ozone Plan](#)
The District adopted the *2007 Ozone Plan* in April 2007. This plan addresses EPA's 8-hour ozone standard of 84 parts per billion (ppb), which was established by EPA in 1997.

As a result of the District's stringent and comprehensive air quality management strategy along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 NAAQS. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%. This success in reducing emissions Valley-wide provides assurance that targeted strategies will provide the desired results in helping to improve the air quality in AB 617 selected communities.

Regulatory Measures

The District has implemented a comprehensive regulatory control strategy for decades. Since 1992, the District has adopted nearly 650 rules and rule amendments to implement aggressive control strategies. Many current rules are fourth or fifth generation, meaning that they have been revised and emissions limits have been lowered numerous times, as new emission control technology has become available and cost effective. Building on decades of developing and implementing effective air pollution control strategies, District rules are required, by the Environmental Protection Agency, to implement the most stringent measures, including best available control measures for new and modified permitting projects, and best available retrofit control technologies for existing equipment when feasible to require in the San Joaquin Valley. The District's stringent and innovative rules have set benchmarks for other air agencies throughout California and the nation. Regulations implemented by the District have reduced emissions from stationary sources by over 80% to date and will continue to achieve significant emissions reductions in the coming years.

District rules reduce emissions of criteria air pollutants and toxic air contaminants from sources in and around the community. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating operations, bulk fuel storage and transfer terminals, chemical receiving and storage, , fabricated metal parts and products, gasoline dispensing operations, government services, municipal water treatment operations, health care centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. District rules that reduce emissions from local sources in the Stockton AB 617 Community are outlined in the following table:

Table 3-5 District Rules Reducing Stockton AB 617 Community Air Pollution

Rule #	Rule Description
4001	New Source Performance Standards
4002	National Emission Standards for Hazardous Air Pollutants
4101	Visible Emissions
4102	Nuisance
4201	Particulate Matter Concentration
4202	Particulate Matter Emission Rate
4301	Fuel Burning Equipment
4305	Boilers, Steam Generators, And Process Heaters - Phase 2
4306	Boilers, Steam Generators, and Process Heaters - Phase 3
4307	Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr TO 5.0 MMBtu/hr
4309	Dryers, Dehydrators, and Ovens
4311	Flares
4320	Advanced Emission Reduction Options For Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr
4352	Solid Fuel Fired Boilers, Steam Generators, and Process Heaters
4455	Components At Petroleum Refineries, Gas Liquids Processing Facilities, And Chemical Plants
4601	Architectural Coatings
4603	Surface Coating Of Metal Parts And Products, Plastic Parts And Products, And Pleasure Crafts
4606	Wood Products And Flat Wood Paneling Products Coating Operations
4607	Graphic Arts And Paper, Film, Foil And Fabric Coatings
4612	Motor Vehicle And Mobile Equipment Coating Operations
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, And Bulk Plants
4622	Gasoline Transfer Into Motor Vehicle Fuel Tanks
4623	Storage Of Organic Liquids
4624	Organic Liquid Loading
4652	Coatings and Ink Manufacturing
4653	Adhesives And Sealants
4661	Organic Solvents
4672	Petroleum Solvent Dry Cleaning Operations
4684	Polyester Resin Operations
4692	Commercial Charbroiling
4693	Bakery Ovens
4701	Internal Combustion Engines - Phase 1
4702	Internal Combustion Engines
4801	Sulfur Compounds
4901	Wood Burning Fireplaces and Wood Burning Heaters
4902	Residential Water Heaters
4905	Natural Gas-Fired, Fan-Type Central Furnaces
8011	General Requirements
8021	Construction, Demolition Excavation, Extraction, and Other Earthmoving Activities
8031	Bulk Materials
8041	Carryout and Trackout
8051	Open Areas
8061	Paved and Unpaved Roads
8071	Unpaved Vehicle/Equipment Traffic Areas
8081	Agricultural Sources
9310	School Bus Fleets

Rule #	Rule Description
9410	Employer Based Trip Reduction
9510	Indirect Source Review

While California and the federal government have direct authority to regulate tailpipe emissions from mobile sources, the District has also adopted innovative regulations such as the Rule 9510 - Indirect Source Review (discussed in more detail later in this section) and Rule 9410 - Employer-based Trip Reduction to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. A complete listing of the District's current rules and regulations is available at the following link: <http://www.valleyair.org/rules/1ruleslist.htm>

For the recently adopted *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* 2018 PM2.5 Plan, the District performed an exhaustive evaluation of all potential additional opportunities for reducing emissions and committed to amend several rules to achieve expeditious attainment of the health-based federal PM2.5 air quality standards (see Section IV). This comprehensive analysis also demonstrated that the District's rules and regulations are at least as stringent, if not more stringent, than all other rules in the nation. Furthermore, in accordance with AB 617 requirements, the District adopted an expedited schedule in December, 2018, for performing further determination of BARCT to ensure that applicable sources are utilizing the cleanest technologies feasible (see Chapter 4).

District New and Modified Stationary Source Review

Beyond District rules that apply to specific categories of stationary sources, District Rule 2201 (New and Modified Stationary Sources Review) applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. District Rule 2201, and the associated permitting process, ensure that new or modified stationary sources of air pollution are subject to the most effective emissions controls feasible for implementation; that emissions from the project do not create a public health risk (including a modeled analysis of cancer risks resulting from the project and possible health hazard risks resulting from both acute and chronic exposure to emissions for nearby residences and worksites); and that the project does not increase the potential for a violation of State or National Ambient Air Quality Standards. More information about the District's rigorous permitting process is available at <http://www.valleyair.org/busind/pto/ptoprocess.htm>, and is also summarized below. 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 types of equipment. The District also conducts 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.

As a part of the District's BACT Policy (publicly available at <https://www.valleyair.org/busind/pto/bact/bactidx.htm>), District staff maintain a BACT Clearinghouse, updated and published quarterly, that includes available control technologies and operation methods that meet one of the following conditions:

- A. The control technologies or operation methods have been achieved in practice for an emissions unit and class of source; or
- B. Are contained in any SIP approved by the EPA for an emissions unit category and class of source; or
- C. Are any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found to be technologically feasible for such class or category of sources or for a specific source.

AB 617 legislation requires that CARB develop and maintain a state-wide Technology Clearinghouse for BACT and T-BACT. Once available, District staff will review the Technology Clearinghouse as an additional resource when updating the District's BACT Clearinghouse.

Risk Management Reviews: The District conducts Risk Management Reviews 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. Additional information regarding risk management reviews may be found here: https://www.valleyair.org/policies_per/Policies/apr-1905.pdf

Toxic Best Available Control Technology (T-BACT): When T-BACT is triggered under a Risk Management Review 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 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 not 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 7,228 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 that pose a significant risk to any Valley resident under the "Hot Spots" program. A detailed discussion of AB 2588 and facility risk reduction audits conducted to date in the community is included in Chapter 4.

Implementation of State Airborne Toxic Control Measures

The District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by CARB. State-issued ATCMs are designed to reduce toxic air emissions from various types or categories of equipment by imposing prescribed air pollution control measures. Implementing ATCMs result in reductions of toxics exposure from targeted facility types or categories that could cause significant risks at a regional level. These ATCMs are implemented primarily through the District's permitting process. Examples of emissions sources that have drastically reduced toxic air contaminant emissions in the San Joaquin Valley because of such rules and regulations include dry cleaners, chrome plating operations, gas stations, and diesel internal combustion engines.

Implementation of Federal National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Maximum Achievable Control Technology (MACT) Standards

The District's integrated air toxics program fulfills federal mandates under Title III of the federal Clean Air Act, which requires specific types of sources of air toxic emissions to directly reduce emissions through federal NESHAP and MACT standards. These standards apply to a variety of source categories, ranging from diesel internal combustion engines to chrome platers, and from refineries to power plants.

Implementation of Federal New Source Performance Standards (NSPS)

The District also fulfills federal mandates under Title I of the federal Clean Air Act, which requires specific types of new, modified, and reconstructed facilities subject to NSPS to directly reduce emissions of criteria air pollutants. These standards apply to a variety of source categories, ranging from hot mix asphalt facilities to sewage treatment plants, and from landfills to boilers.

District Indirect Source Requirements

District Rule 9510 is the only rule of its kind in the State of California and throughout the nation which applies to new residential and commercial development projects. The District's rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, such as from construction equipment and mobile sources associated with new developments. This rule requires mitigation of the growth in emissions from mobile and area sources associated with construction and operation of new development projects in the Valley.

District Air Quality Assistance and Guidance to Public Agencies

The District provides assistance and guidance to other public agencies, including cities and counties in the San Joaquin Valley, to help them assess, minimize, and mitigate air quality impacts of projects undergoing their land-use approval processes, over which the District has no statutory authority. For instance, the District provides comments under the California Environmental Quality Act (CEQA) to public agencies on hundreds of proposed projects each year. District provided CEQA comments are designed to minimize project related air quality impacts. In addition, the District maintains and makes available an extensive suite of guidance documents and tools for assessing and mitigating air quality impacts, including criteria and air toxic emissions, from stationary source projects and other development projects.

Mobile Source Regulations

Mobile source emissions make up over 85% of the Valley's NOx emissions, the primary driver in the formation of particulate and ozone pollution, therefore, reductions in mobile source emissions have become an ever-increasingly important part of the Valley's attainment strategy of federal air quality standards. States and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. CARB has adopted toughened regulations for heavy-duty trucks, off-road equipment, and other mobile sources. Additionally, the District has adopted innovative regulations such as the Indirect Source Review and Employer-based Trip Reduction rules to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. Local air districts do not have the authority to implement regulations requiring ultra-low tailpipe emissions standards on mobile sources.

With authority to regulate mobile source emissions, CARB has adopted and amended a number of regulations aimed at reducing exposure to diesel PM and NOx from fuel sources, freight transport sources like heavy-duty diesel trucks, transportation sources like passenger cars and buses, and off-road sources like large construction equipment. Phased implementation of these regulations will produce emission reduction benefits in the coming years as the regulated fleets are retrofitted, and as older and dirtier fleet units are replaced with newer and cleaner models at an accelerated pace. CARB's ongoing comprehensive measures to reduce emissions from mobile sources throughout the state are detailed further in Chapter 4, "Statewide Strategies" section.

District Incentive-Based Emission Reduction Programs

The District has increasingly relied on its advocacy efforts to secure state and federal funding sources, and locally-generated funding to implement incentive programs that have become a vital component of the District's overall strategy for achieving the emissions reductions necessary to bring the Valley into attainment with state and federal air quality standards and to protect public health. These programs provide an effective way to accelerate emissions reductions and encourage technology advancement, particularly from mobile sources, a sector not directly under the District's regulatory jurisdiction. Considering over 85% of the NOx emissions in the Valley come from mobile sources, these successful voluntary incentive grant programs help the Valley achieve highly cost-effective emissions reductions that are surplus of the regulatory emissions reductions.

The District operates one of the largest and most well-respected voluntary incentive programs in California. Since the District's inception in 1992, considerable funding has been invested into thousands of clean-air projects throughout the Valley. The District's incentive programs offer Valley businesses and residents the opportunity to replace their older, higher polluting equipment with newer, cleaner models. These incentive programs include options for replacing older diesel powered trucks, ag engines, tractors, locomotives, and construction equipment as well as options for replacing wood burning devices, lawn equipment and passenger vehicles. These projects have achieved significant emissions reductions with corresponding air quality and health benefits. The incentive programs listed in the table below have been implemented in the community of Stockton AB 617 Community from 2005 to October 7, 2020, achieving over 1,200 tons of combined PM, NOx, and VOC emissions reductions in the community.

Table 3-6 Grant Funding Invested in Stockton AB 617 Community- from 2005 to Oct 7, 2020

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Bicycle Infrastructure Bike Bath Class I,II,III	2	\$100,000	10.45
Burn Cleaner Wood Stove Change Out New Device	77	\$230,500	18.09
CAP & Trade Demonstration New Electric Vehicle	2	\$2,324,790	0.00
Heavy-Duty Ag-UTV Vehicle Replacement	1	\$13,722	0.31
Heavy-Duty Forklift New Electric Vehicle	1	\$31,780	1.56
Heavy-Duty Locomotive Engine Repower	2	\$3,750,000	177.59
Heavy-Duty Locomotive New Vehicle	2	\$4,825,624	305.04
Heavy-Duty Locomotive Replacement	1	\$1,729,000	97.83
Heavy-Duty Off-Road Ag Vehicle Replacement	1	\$19,000	1.36
Heavy-Duty Off-Road Engine Repower	1	\$279,350	40.36
Heavy-Duty On-Road DERA Vehicle Replacement	7	\$373,728	0.0

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Heavy-Duty On-Road Engine Repower	2	\$164,106	45.55
Heavy-Duty On-Road New Vehicle	1	\$28,000	0
Heavy-Duty On-Road Trade Up	3	\$300,00	3.63
Heavy-Duty On-Road Prop 1B Vehicle Replacement	47	\$2,880,000	423.84
Heavy-Duty On-Road Truck Replacement	3	\$195,062	11.16
Heavy-Duty On-Road TVP Engine Retrofit	1	\$20,000	0.04
Heavy-Duty On-Road TVP Vehicle Replacement	21	\$1,336,292	93.01
Heavy-Duty On-Road VIP Vehicle Replacement	6	\$330,000	3.07
Lawn & Garden Residential New Purchase	7	\$533	0.00
Lawn & Garden Residential Replacement	73	\$28,505	0.00
Light-Duty Charge Up EV Charger-Private	1	\$6,000	0.00
Light-Duty Charge Up EV Charger-Public	7	\$312,000	0.00
Light-Duty Drive Clean EV Vehicle Rebate	42	\$246,000	0.79
Light-Duty EFMP Replacement	132	\$1,504,948	1.66
Light-Duty TITU Repairs	670	\$371,326	0.00
Light-Duty Van Pool Voucher	2	\$1,260.00	0.18
Public Benefit Alternative Fuel New Vehicle	53	\$1,015,413	0.00
Remove II Light and Medium Duty EV Purchase	1	\$3,000	0.04
Remove II Pearl Data New Vehicle Purchase	1	\$12,000	0.00
Special Projects Short Sea Shipping	1	\$750,000	0.00
Total	1,171	\$22,881,939	1,235.56

District Technology Advancement Efforts

The District Governing Board approved creation of the Technology Advancement Program in March, 2010, to accelerate development of technologies that can help reduce emissions in the Valley. Meeting EPA's increasingly stringent ozone and PM2.5 air quality standards requires significant advancements in low-emissions technologies from mobile and stationary sources. The Technology Advancement Program provides a strategic and comprehensive means to identify, solicit, and support technology advancement opportunities. Ongoing refinement of the program's technology focus areas targets efforts to achieve the greatest impact on the Valley's attainment and other health-based goals. This program has resulted in the development and deployment of electric feed mixers for dairy operations, clean fuel technologies for trucks, and solar-electric truck refrigeration units. Many of these advanced clean-air technologies are currently operating in the community of Stockton AB 617 Community.

Public Air Quality Education and Outreach

Providing accurate and up to date air quality information to Valley residents is a top priority for the District, especially when circumstances such as wildfires overwhelm all clean air measures and lead to high pollution concentrations. Under these

circumstances, the best course of action is to provide notifications to Valley residents so that sensitive individuals, in particular, can take precautions to minimize exposure. The District has expended significant resources on public notification and risk prevention measures, such as the Real-Time Air Advisory Network (RAAN) and Real-Time Outdoor Activity Risk (ROAR) Guidelines. The following are some additional examples of District outreach programs designed to help Valley residents understand air quality and what they can do to reduce their own impacts:

- Healthy Air Living Schools
 - <http://www.healthyairliving.com/schools>
- Real-Time Air Quality Display (READ)
- Web-based Archived Air Quality System (WAAQS)
 - <https://www.valleyair.org/waaqs/>
- Healthy Air Living
 - <http://www.healthyairliving.com/>
- Healthy Air Living Partners
- Check Before You Burn
 - <http://www.valleyair.org/aqinfo/cbyb.htm>
- Air Alerts
 - https://www.valleyair.org/AirAlert/AirAlert_Landing.htm

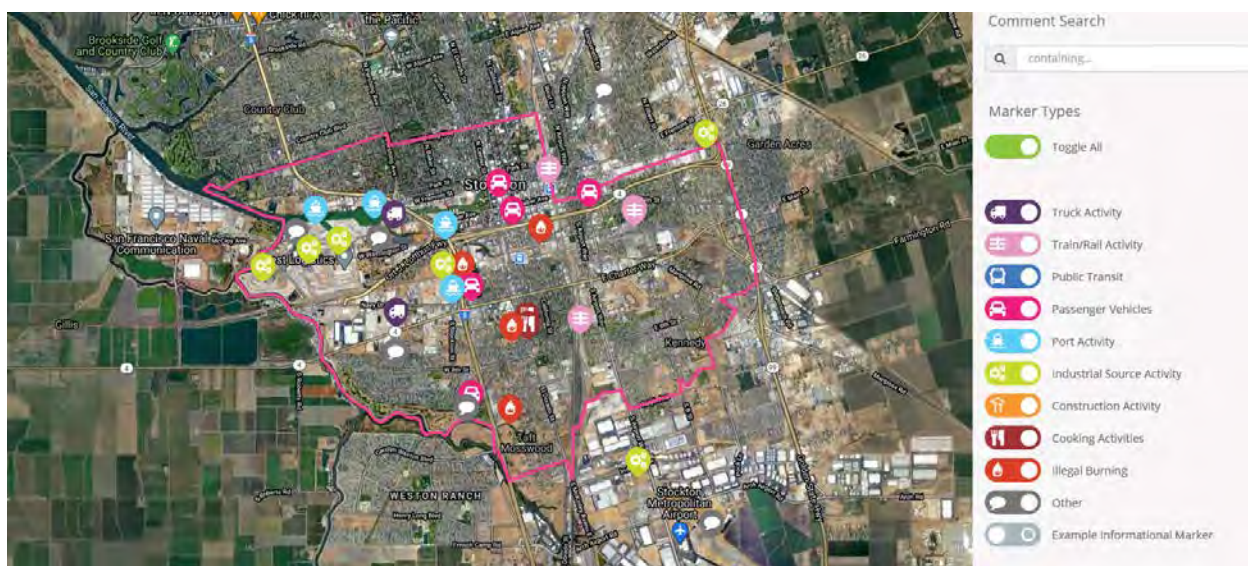
The above programs are available to community members, and have helped residents and school administrators take health protective action during poor air quality episodes.

4. STRATEGIES TO REDUCE THE CUMULATIVE EXPOSURE BURDEN IN STOCKTON

COMMUNITY IDENTIFIED AIR QUALITY PRIORITIES

During the June 3, 2020 Community Steering Committee (CSC) meeting, Stockton committee members and public attendees participated in a District-facilitated exercise to identify and prioritize their air pollution sources of concern. Participants were placed in groups and were asked to share their thoughts regarding air pollution sources which they believed impacted their community the most, or was of most concern to the individual or entity they represented. The results of these group exercises were then placed into an online mapping tool to create a visual representation of the common pollution sources of concern (Figure 4-1). An online version of the exercise was also sent to the committee and posted to the District's community webpage <http://community.valleyair.org> to allow for additional opportunity to participate in identifying source categories of concern.

Figure 4-1 Results of Sources of Concern Exercise



Through these exercises, some top emission sources categories of concern in Stockton include:



Based on emissions inventory, current air monitoring data, and top sources of concern in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO, NO₂, NO_x), Hydrogen Sulfide (H₂S), Carbon Monoxide (CO), Ozone, and Volatile Organic Compounds (VOCs). In addition, a variety of toxic compounds, including toxic organics and particulate matter, were also identified as pollutants of concern.

To provide additional information about existing control programs for community members not familiar with ongoing air pollution control efforts, District staff prepared an informational document titled, "*Public Resource: Existing Control of Air Pollution Sources of Concern*," (included for reference as Appendix D), and gave several presentations about existing District control programs. Additionally, the Community Co-Hosts are provided the opportunity to share their own experiences and areas of concern

during CSC meetings and their thoughts on opportunities to improve air quality within the community. The CSC meetings have served to build the knowledge base of the CSC members and to assist in developing a Community Emission Reduction Program (CERP) which includes specific measures to reduce exposure to harmful air pollution within the community.

In partnership with the CSC members, community based organizations, businesses in the community, and state and local agencies, a suite of targeted strategies to reduce and mitigate harmful air pollution emissions from community identified sources of concern has been developed. Some of which were suggested by the District in response to CSC identified sources of concern and many of which came directly through suggestions made by CSC members. In addition to the emission reductions which will be achieved through expedited implementation of best available retrofit control technology by facilities within the community, the adoption of rule amendments that will further reduce PM_{2.5} and toxics in the Valley, and enhanced enforcement (additional/targeted enforcement efforts) in the community, these local measures provide accelerated emissions reductions in the community.

AB 617 legislation requires that a CERP identifies cost-effective measures to achieve emission reduction targets in the community. During CSC discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources, while also providing tangible benefits to residents in the community. To that end, in addition to measures that reduce emissions from stationary, area, and mobile sources that are large contributors to the community emissions inventory, many of the measures supported by the Steering Committee and proposed for implementation in the Stockton CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements. The measures described in this chapter encompass a range of strategies to reduce community level exposure burden, including regulatory, enforcement, outreach and education, voluntary incentive-based programs, as well as partnerships with other agencies to address issues outside of the District's direct regulatory authority.

It should be noted that the identified funding amounts for each measure are designed assuming that future-year state budget appropriations and funding allocations are similar to those approved by the legislature and CARB for current use in the AB 617 program, and are available in future District budget appropriations.

Incentive program guidelines also generally contain strict requirements that include specific project types and funding amounts. To maximize emission reductions in the AB 617-selected community of Stockton, the CERP includes measures that also leverage existing District incentive funding allocations, above and beyond funding amounts available through AB 617-related funding allocations.

Some of the incentive measures included in the CERP are proposed to operate under existing authority and approved program guidelines, while other measures will require

the development of new program guidelines and associated approval by the District Governing Board and CARB. As the CARB Blueprint states, CARB and the District will continue developing regulatory and incentive actions through separate public processes. Subsequent implementation of proposed CERP measures will be conditional on the successful completion of applicable public processes, necessary financing approvals, technical feasibility analyses, economic competitiveness, safety, and environmental reviews.

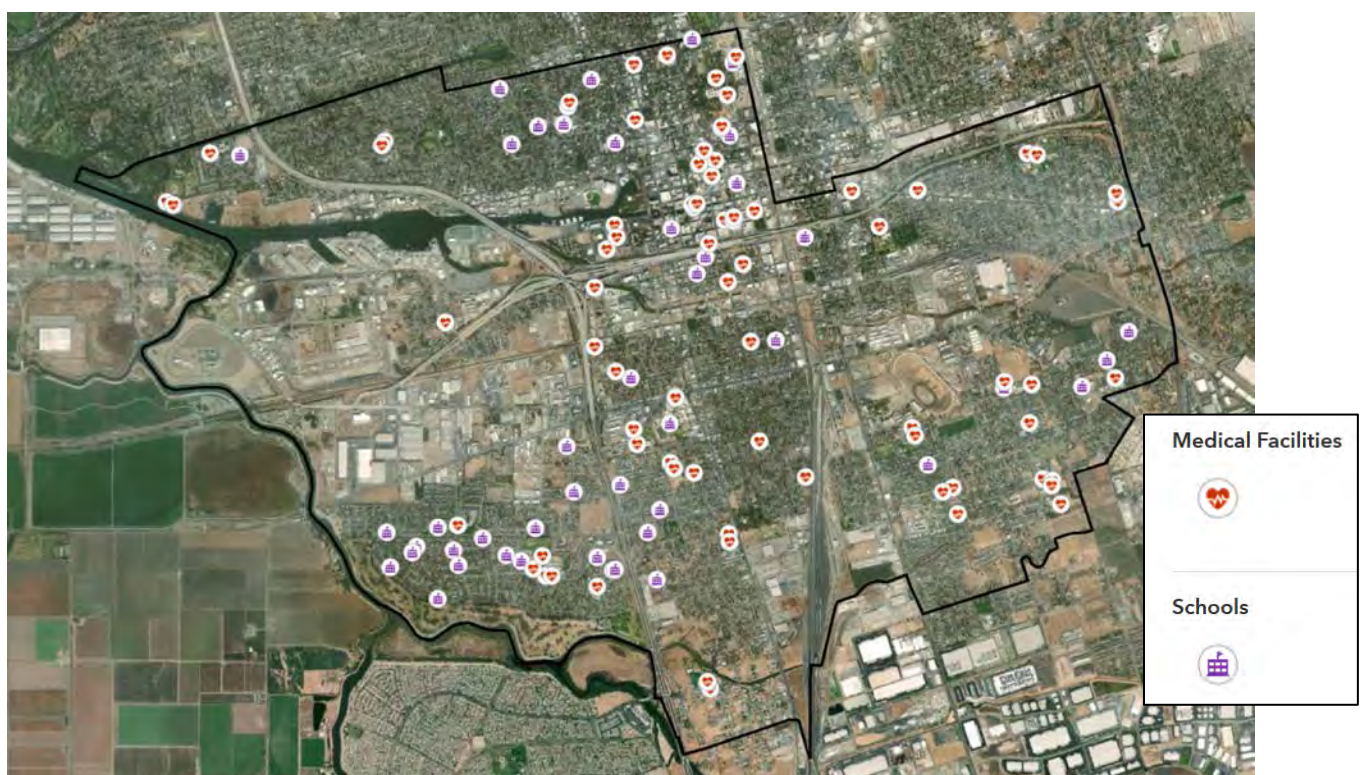
The District will continue to work with the CSC to receive community input as program guidelines are developed and projects are implemented within the community [Placeholder for language regarding technical support, health studies, etc], . As experience is gained in implementing the measures contained in the CERP, it may become evident that certain measures are more successful than others in reducing emissions and/or exposure, and are more popular with the community. Committee input on these considerations, and discussions about funding availability and cost-effectiveness/benefits of these projects, may lead to the CSC recommending making adjustments to strategy goals and/or funding amounts to achieve overall emission reduction goals of the CERP. A possible example includes the collection and sharing of community air monitoring data, which could lead to additional discussion with the CSC, which could lead to additional CERP strategy development. During CERP implementation, the CSC will be provided regular updates on implementation progress and their feedback and guidance requested. Based on the updates, it is possible that new strategies could be identified or revisions to existing strategies may be appropriate.

The sections that follow provide detailed information about emission and exposure reduction strategies developed for each source category of concern to the community.

EXPOSURE REDUCTION STRATEGIES FOR SENSITIVE RECEPTORS

Proximity to emission sources can pose health risks for community members, particularly for sensitive groups such as children, the elderly, and those with cardiovascular diseases. Sensitive receptors located in Stockton include schools, daycare facilities, and medical facilities, as shown in the map below. The CARB Blueprint contains several suggested measures that can be implemented to reduce exposure to emissions in areas where these sensitive receptors may be particularly vulnerable to exposure, which are referred to as proximity-based goals.

Figure 4-2 Sensitive Receptors in the Community



In discussions about possible exposure reduction measures to implement in the AB 617-selected community, the Stockton Steering Committee placed a high priority on measures that would protect the health of children, including installing advanced filtration systems at schools and providing indoor air filtration devices to community residents near sources of concern. Other measures prioritized by the Steering Committee included reducing idling near sensitive receptors, and increasing community member knowledge about actions individuals can take to protect their health.

The Steering Committee also suggested additional urban greening, installing vegetative barriers next to industrial sites and along major roadways, and rerouting of heavy-duty trucks corridors near these sensitive receptors. The District has engaged with local

government agencies, CARB, and appropriate state agencies that have the authority to implement these strategies.

Reducing exposure for sensitive receptors will be accomplished through the implementation of the following measures related to school air filtration, home indoor air quality filtration, urban greening, and vegetative barriers.

VEGETATIVE BARRIERS

BACKGROUND

Vegetative barriers, also known as windbreaks, are composed of one or more rows of trees or shrubs that may be planted in specific areas of concern in order to improve air quality in the immediate area by intercepting airborne particles, dust, chemicals, and odors. Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. In addition, stationary sources such as industrial facilities, factories, and other industrial processes can also contribute air pollutants to their surrounding areas. While various emission control techniques and programs exist to reduce these pollutants from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In addition to air quality benefits, vegetative barriers can improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution.¹

Characteristics of a vegetative barrier that should be considered include the porosity/density of the vegetative barrier, the characteristics of the vegetation during different seasons, leaf surface characteristics, vegetation air emissions (e.g. biogenic VOCs), and the resistance of the vegetative barrier to air pollution. Other considerations include: soil characteristics, availability of water, control of water runoff, maintenance of the vegetative barrier, use of native and non-invasive species, and roadway safety. Vegetative barriers may also be used with solid barriers to increase mitigation. Research is ongoing as to the effectiveness of vegetative barriers in reducing exposure to pollutants, but a recent study has found that vegetative barrier installations may reduce downwind exposure to carbon monoxide and fine particulate matter by at least 23%.²

The US EPA has produced a fact sheet with further information on vegetative barriers, available here: https://19january2017snapshot.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf

¹ Baldauf, R. (2016). Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. *National Risk Management Laboratory Office of Research and Development, Air Pollution Prevention and Control Division: Washington, DC, USA.*

² Lin, M. Y., Hagler, G., Baldauf, R., Isakov, V., Lin, H. Y., & Khlystov, A. (2016). The effects of vegetation barriers on near-road ultrafine particle number and carbon monoxide concentrations. *Science of the Total Environment*, 553, 372-379.

Figure 4-3 Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA

Latest Google Map Information

Figure 4-4 Vegetative Barrier around Foster Farms, Fresno, CA

Latest Google Map Information

COMMUNITY CONCERNS AND COMMENTS

The Stockton Steering Committee has identified Vegetative Barriers as a priority for air pollutant mitigation. The committee has expressed the need for the installation of vegetative barriers (and sound walls) around and near sources of concern such as schools, along truck routes, near the Port of Stockton, Charter Way, Boggs Tract and El Dorado with an additional priority along Interstate 5. The committee has expressed the need to enforce existing mitigation plans associated with specific industries.

CURRENT PROGRAMS

The Valley Air District, the City of Stockton, the California Department of Transportation (Caltrans), and other local partners have promoted the use of vegetative barriers for reducing exposure to air pollutants, mitigating the urban heat island effect, and improving aesthetics. The District's Fast Track Action Plan includes the strategic use of tree and vegetation planting as a potential measure to improve air quality.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on community interest in vegetative barriers, the following measure was developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

VB.1: INCENTIVE PROGRAM FOR THE INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN

Overview: The purpose of this strategy is to provide incentives for the installation and maintenance of vegetative barriers around sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will also look to partner with other agencies to identify additional grant funding to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors.

It should be noted that the SJVAPCD has no authority over how agencies allow land under their jurisdiction to be used. These land-use decisions, such as whether to allow or require vegetative barriers in specific locations, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

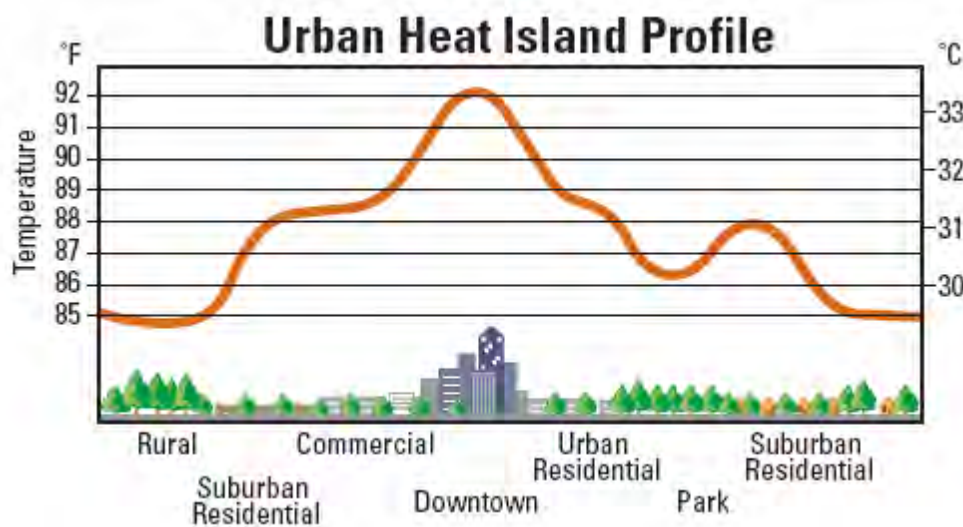
Quantifiable emission reduction: Estimated 5-year emissions reductions associated with this measure includes up to 0.11 tons of PM_{2.5} and NO₂ per year

URBAN GREENING

URBAN GREENING SOURCES IN STOCKTON

Urban greening is one way to help improve air quality and public health in addition to enhancing the overall beautification of the community with drought resistant low maintenance greenery. Trees and vegetation help reduce the impacts of heat islands by increasing the amount of shade and cooling the air by evapotranspiration.³ Careful placement and choice of vegetation will maximize its cooling benefits. Shade provided by trees and other vegetation prevents sunlight from reaching heat-absorbing surfaces such as sidewalks and parking lots, cooling the area by 2 to 9 degrees Fahrenheit. Air quality also benefits from a decrease in energy usage. The less energy used, the fewer power plants running and emitting ozone precursors.⁴ The total net savings when considering energy, ozone, and PM reduced from vegetation were valued at \$210/tree.

Figure 4-5 Urban Heat Island Effect Illustrated (Source: EPA, 1992)



COMMUNITY CONCERNS AND COMMENTS

The steering committees expressed an interest in opportunities for increased urban greening and forestry in the community of Stockton specifically at Charter Way, Boggs Tract, and El Dorado as a strategy to reduce exposure from emissions that occur along local transportation corridors while keeping in mind water and maintenance issues.

CURRENT PROGRAMS

The District Fast Track Action Plan identified Heat Island Mitigation as a measure to be implemented with the goal to increase urban forest canopy shading and increase the albedo of structures and pavement. This guidance includes a model resolution and

³ EPA (1994) *Using Trees and Vegetation to Reduce Heat Islands*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/using-trees-and-vegetation-reduce-heat-islands>

⁴ EPA (2008) *Heat Island Compendium*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/heat-island-compendium>

policy statement for use by businesses, government, and organizations who desire to commit to heat island mitigation strategies.

Due to the benefits of urban greening, there are several programs available to support urban greening in communities. Below are the ongoing efforts to promote Urban Greening by other agencies, as well as programs committed to be implemented in future State and/or Valley-wide programs.

- **Transformative Climate Communities (TCC) Program:** The (TCC) Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs
- **Fathers & Families of San Joaquin:** Fathers & Families of San Joaquin's Health Justice Tree Planting/ReLeaf program plants trees in disadvantaged communities, trading gray concrete spaces into vibrant green spaces to promote a canopy of healthy environments and reduce greenhouse gases.
- **PUENTES:** PUENTES empowers at risk urban families by providing opportunities to enhance their environment with trees and stewardship for natural resources, foster local food chain viability, employment and entrepreneurship, and reinforce the sense of community involvement and physical wellbeing through volunteer participation in farming and forestry.
- **California ReLeaf Grants:** California ReLeaf seeks and provides pass-through grants to ReLeaf Network Members and other community groups interested in planting and caring for trees in California and offers grant programs through the Social Equity Grant Program and California Arbor Week Grant.
- **California Natural Resources Agency Urban Greening Grant Program:** Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases. This program includes urban heat island mitigation projects and energy conservation efforts related to shade tree projects.
- **Cal Fire:** Through the California Climate Investments (CCI) Urban & Community Forestry Grant Program, CALFIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects as specified in the California Urban Forestry Act of 1978.
- **Active Transportation Program (ATP): California Department of Transportation (CALTRANS):** Urban forestry, such as trees and other vegetation, are significant components of several eligible projects under the ATP, including parks, trails, and safe-routes-to-schools.
- **California Urban Forests Council (CAUFC):** As a coalition, CAUFC is dedicated to the expansion and perpetuation of sustainable urban and community forests to enhance the quality of life for all Californians.

Non-profit organizations such as One Tree Planted, River Partners, the San Joaquin River Conservancy, and others provide the public the ability to donate to support tree

planting and also advocate for the allocation of state and federal funding towards tree planting or replanting in forest, river, and/or urban areas in California.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the community's interest in increased urban greening, the District will be working with other agency partners to bring increased funding for urban greening to the AB 617 selected communities, as further described in the following measure.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

UG.1 URBAN GREENING AND FORESTRY

Overview: The purpose of this strategy is to identify and support efforts to increase urban greening/forestry to improve air quality for residents in the Stockton community. The focus areas will include, Charter Way, Boggs Tract, and El Dorado. This measure is supported by scientific studies that have shown urban trees and forestry can help with the removal of air pollutants and reduced emissions of volatile organic compounds (VOC's). The effects of urban trees on fine particulate matter (PM2.5) was modeled for ten U.S. cities, with total annual PM2.5 removal varying from 5.2 tons in Syracuse to 71.1 tons in Atlanta. Overall air quality improvements attributed to urban trees ranged between 0.05% in San Francisco to 0.24% in Atlanta (Nowak, Hirabayashi, Bodine, Hoehn, 2013). Based on a study to assess the effects of urban trees on air quality have found that urban vegetation can attribute to temperature reduction, removal of air pollutants, reduced emission of VOCs, and building energy conservation (United States Department of Agriculture Forest Service, 2002). The measure would also include an on-going maintenance program with the city.

The District has long been supportive of the public benefits provided from planting of trees and vegetation. The District's Fast Track Action Plan, adopted by the Governing Board to reduce ozone pollution in the Valley, identified strategic use of tree and vegetation planting as a potential measure to reduce ozone. There has also been significant efforts at the federal, state, and local levels to promote and increase urban greening and forestry through funding opportunities, programs, and projects.

It should be noted that, while the District has no direct authority over how agencies allow land, under their jurisdiction, to be used. These land-use decisions on whether to allow or require urban greening in specific locations, are the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. While AB 617 does not provide the District with new land-use regulatory authority, so land-use authority continues to remain with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program

EXPOSURE REDUCTION STRATEGIES FOR SCHOOLS

SCHOOLS IN THE STOCKTON COMMUNITY

The Stockton Unified School District is the primary district serving the Stockton AB 617 community. In addition to the 32 schools within the Stockton Unified School District, three private schools also operate within the boundaries. Enlisting the participation and support of these schools in the effort to reduce children's exposure is key to ensuring that benefits are as widespread as possible. Targeting schools like Washington Elementary School protects the most vulnerable populations. All children, but especially young children, are considered sensitive receptors with respect to air pollution and it is vital that their protection from unhealthy air during their developing years is made a priority.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members is to ensure cleaner air both indoors and outdoors for children at school while fully engaging local school districts and parents in clean-air efforts. Committee members expressed a desire to prioritize schools in neighborhoods with the highest risk of exposure to pollutants, such as those near the Stockton Port and near existing truck routes, and to enlist the cooperation and support of Stockton Unified School District as programs are further developed during the implementation phase of the CERP. The Steering Committee also requested incorporating an "Emissions Free Zone" model into the outreach strategies developed.

CURRENT CONTROL PROGRAMS

The District's Healthy Air Living (HAL) Schools program empowers participating schools to make informed decisions about outdoor activities based on real-time air quality conditions. School staff sign up for automated notifications when air quality becomes harmful using the Real-time Air Advisory Network (RAAN) tool, and receive health-protective recommendations for the modification or cancellation of outdoor activities accordingly through the Real-time Outdoor Activity Risk (ROAR) guidelines. The program includes access to resources like anti-idling signs, air quality widgets for school websites, bilingual informational materials, and bilingual educational speakers for students, parents, and staff. This program will be expanded to include an "Emissions Free Zone" model into the coordination with schools.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Strategies developed to reduce the exposure of children within the community require a twofold approach: increasing enrollment of schools in the HAL School program protects children from exposure to unhealthy outdoor air through the widespread adoption of RAAN and ROAR; further, establishing a program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air quality.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:

SC.1 INCENTIVE PROGRAM TO INSTALL ADVANCED AIR FILTRATION SYSTEMS IN COMMUNITY SCHOOLS

Overview: The goal of this strategy is to reduce the impact of air pollution on children at schools. Air filtration reduces the concentration of particulate contaminants from indoor air and is an important component of a school’s Heating Ventilation and Air Conditioning (HVAC) system. Reducing airborne particles is important due to the negative impacts to human health, especially that of sensitive populations such as children and the elderly.

This strategy would provide up to \$2,640,000 in incentive funding for schools within the Stockton boundary to install advanced air filtration systems, utilizing existing Community Air Protection Program guidelines. Proposed funding amounts would provide local schools with funding to install HVAC filters with a minimum efficiency reporting value (MERV) rating of 14 or greater or the highest MERV filter the current HVAC system can handle and/or standalone air filtration units as determined through an assessment performed by the trained school district staff or third party vendor. The MERV rating reflects the filter’s ability to capture particles in the air, the higher the MERV rating, the better the filter is at trapping particles.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Budgeted Amount: \$2,640,000

SC.2: REDUCE CHILDREN’S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM AND THE ESTABLISHMENT OF EMISSION FREE ZONES

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 to decrease vehicle idling, limit children’s outdoor activity during episodes of poor air quality, and educate student about protecting our air. Additionally, the strategy is to work with school staff and students to educate the public, educators and parents regarding having an “Emission Free Zone” around schools, thereby reducing negative health impacts on student’s health caused by emissions generated from vehicle idling. To help in this effort, “No Idling” signage in English and Spanish will be distributed to schools within the boundary. Additionally, informational videos will be used as an outreach tool and will be made available in languages such as Spanish, Tagalog, and others on an as needed basis.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction

INDOOR AIR QUALITY

Indoor Air Quality refers to the air quality within buildings and structures, especially as it relates to the health of building occupants. Some health effects may show up shortly after a single exposure or repeated exposures to a pollutant. These include irritation of the eyes, nose, and throat, headaches, dizziness, and fatigue. Such immediate effects are usually short-term and treatable. Sometimes the treatment is simply eliminating the person's exposure to the source of the pollution, if it can be identified. Soon after exposure to some indoor air pollutants, symptoms of some diseases such as asthma may show up, be aggravated, or worsened.

Outdoor air enters and leaves a building by: infiltration, natural ventilation, and mechanical ventilation. In a process known as infiltration, outdoor air flows into buildings through openings, joints, and cracks in walls, floors, and ceilings, and around windows and doors. In natural ventilation, air moves through opened windows and doors. Mechanical ventilation is the use of ducts and fans to circulate air.

Americans spend over 90 per cent of their time indoors, and poor indoor air quality is considered a top environmental health risk. Mitigation programs should focus on achieving measurable improvements in reducing risks from indoor pollutants.

Weatherization measures, such as installing weather-stripping and caulking around windows and doors, can reduce the amount of outdoor air infiltrating into a home and decrease energy costs associated with heating and cooling. In addition, using a portable air cleaner and/or upgrading the air filter in your furnace or central heating, ventilation, and air-conditioning (HVAC) system can help to improve indoor air quality. Portable air cleaners, also known as air purifiers or air sanitizers, are designed to filter the air in a single room or area. Central furnace or HVAC filters are designed to filter air throughout a home. Portable air cleaners and HVAC filters can reduce indoor air pollution; however, they cannot remove all pollutants from the air.

COMMUNITY CONCERNS AND COMMENTS

Community commenters have noted that providing community residents with information about existing weatherization programs, should be augmented with incentives to assist residents in improving indoor air quality through a residential air filtration program.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on interest from the community and a growing understanding at the state level of the need to improve indoor air quality the following strategy has been developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

IAQ.1: INCENTIVE PROGRAM FOR RESIDENTIAL AIR FILTRATION AND WEATHERIZATION

Overview: The goal of this strategy is to reduce the impact of and exposure to air pollution on community residents near sources of pollution within their homes. Indoor air filtration devices can be of assistance in improving indoor air quality in homes. While air cleaning devices alone cannot adequately remove all indoor pollutants from homes, they can be very helpful when large amount of pollution enter a home during unusual events, such as during a wildfire. Weatherization of a home (improving seals around doors and windows, increasing the amount of home insulation, and improving home HVAC systems) can reduce outside pollutants moving into the home and decrease the overall energy demand for residents.

Due to the ability for some residential air filtrations systems, such as electrostatic precipitator and ionizers, to generate ozone as a byproduct, which is a criteria air pollutant and causes lung irritation¹. In some cases, the use of these types of air filters can increase indoor ozone concentrations beyond public health standards. For this reason, this strategy will focus on the use of mechanical air filtration that relies on using filter media to remove indoor air pollution.

This strategy would establish an incentive program for residential air filtration for community residents near sources of air pollution, and increase outreach and access to programs available for low-income residents in Stockton to receive weatherization services.

Implementing Agency: SJVAPCD, partner agencies such as San Joaquin County Human Services Agency: Home Energy Assistance Program (HEAP)

Strategy Type: Incentive

Budgeted Amount: \$1,000,000

Emission Outcome: Reduction

¹Residential Air Cleaners – A Technical Summary – US EPA
(https://www.epa.gov/sites/production/files/2018-07/documents/residential_air_cleaners_-_a_technical_summary_3rd_edition.pdf)

COMMUNITY OUTREACH STRATEGIES

CURRENT OUTREACH PROGRAMS

The District's Outreach and Communications team conducts air quality outreach throughout all eight counties of the San Joaquin Valley. The District coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots outreach campaigns like the Healthy Air Living (HAL) Schools and the winter residential "No Burn" programs, and connects with the public in multiple languages across any medium. In addition to offering media interviews, answering questions posed by the public, partnering with local institutions, and accepting speaking engagements, the District also conducts paid advertising and informational campaigns regularly to spread air quality awareness across social media, digital networks, television, radio, billboards, and other venues. Through the development of innovative tools like RAAN and the Valley Air App, over 10,000 registered users receive automated notifications when the air quality at any location they choose to follow becomes unhealthy, allowing them to make informed decisions about their outdoor activities to limit their own exposure.

COMMUNITY CONCERNS AND COMMENTS

The Committee recommended that the District engage in a wide variety of multi-lingual outreach efforts via both traditional and social media to allow community members to see and learn about air quality issues, take advantage of grant programs, and provide real-time access to information from air monitoring equipment deployed as part of the AB 617 process. Members of the Steering Committee acknowledged the District's ongoing air quality outreach and education efforts, but expressed concern about effectiveness given perceived public indifference. Effectiveness could be improved by increasing the volume and types of outreach, focusing it to a truly localized level, and using partnerships with key local organizations to better understand how to deliver needed information to the Stockton community residents.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

The Community Air Quality Outreach Strategies go beyond current outreach efforts to provide community-specific information about local conditions and measures the public can take to protect themselves during episodes of poor air quality through new media campaigns, workshops hosted in partnership with local civic and community organizations, and other outreach methods as identified by the community and the District.

O.1: MULTILINGUAL OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to increase community awareness of available tools to keep informed of real-time changes in air quality, clean air efforts and how communities can get involved through multi-lingual educational campaigns, videos and partner workshops. The strategy looks to focus outreach on areas of Stockton CSC and resident concerns, including fireworks, illegal burning, trash burning, educating trucking operations about impacts of idling, promotion of biking (including bike paths and trails),

public transportation (including, bus, rail, ferry, and others) and other topics of concern/interest. An understanding of what conditions constitute poor air quality, the relative seriousness of a poor air quality episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure.

This strategy would aim to increase Valley Air App downloads and social media followers among members of the community. 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 website, 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 website registrations, Valley Air App downloads, and social media followers among members of the community. In addition, this strategy would increase awareness of air quality issues with workshops hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers and on Zoom or other online platforms.

Annual goals for these actions include:

- Attend/host 4 community meetings, in-person or online, to share information
- 1 community targeted social media campaign

Implementing Agency: SJVAPCD

Strategy Type: Outreach

LAWN AND GARDEN EQUIPMENT

LAWN AND GARDEN EQUIPMENT IN STOCKTON

Small off-road engines (SORE) which are typically utilized in gas powered lawn and garden equipment emit oil-based particulates, PM_{2.5}, NO_x, and a mixture of hydrocarbons, which combine with other gases to form ozone, carbon monoxide and other toxic air contaminants. This equipment can also cause a significant amount of fugitive dust and can increase fugitive emissions including PM, toxic air contaminants, and ultrafine particles resulting in negative health impacts for the user.

According to a 2003 study by the California Air Resources Board, there are over 11.4 million pieces of residential lawn and garden equipment operating throughout the state. In the Stockton community the emissions from this sector total 6.4 tons per year (TPY) of NO_x, 37.3 TPY of VOC and 0.80 TPY of PM_{2.5}. These total emissions contribute 0.6 % of the NO_x inventory, 3.4 % of the VOC inventory, and 0.1% of the PM_{2.5} inventory.

Figure 4-6 Electric Yard Equipment Reduces Emissions near Homes and Places of Business



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding Lawn and Garden equipment included better outreach to inform community members of available incentives and increased incentives for the equipment as well as providing opportunities for residents to receive free electric lawn mowers. In addition, Community Steering Committee comments suggested prioritizing residential equipment replacements and ensuring that commercial equipment operated primarily within the boundaries of the AB617 community.

CURRENT CONTROL PROGRAMS

CARB has a SORE program, which includes lawn and garden equipment. CARB is continuing to consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent by 2031.

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

In addition, the District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) program provides funding for the following options:

- The 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. To date, this program has replaced over 7,400 lawn mowers with over \$1.5 million in funding. <http://www.valleyair.org/grants/cgym.htm>
- The 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>

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

In order to achieve additional emission reductions from the Lawn and Garden category the District will provide enhanced outreach and access to Stockton residents or businesses who would like to participate in our available incentive programs. For the residential program, the District proposes to cover the full cost of an electric lawn mower purchase when replacing an existing gas powered mower.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LG.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF RESIDENTIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from residential lawn and garden equipment by replacing existing gas powered units with battery powered zero emission models. The District's existing Residential Clean Green Yard Machines program focuses on this goal by offering incentive funding ranging from \$100-250 for the replacement of existing gas powered units with battery powered zero emission models. Additionally, the District offers up to \$50 for the purchase of a new eligible electric lawn care equipment without requiring an old piece of equipment to be turned in. Using existing District Board-approved criteria, this strategy will provide enhanced outreach and education as well as higher incentive funds to local Stockton residents to encourage participation and maximize local emission reductions within the community. This strategy will increase outreach and access to incentive funding while providing rebates up to 100% of the equipment cost of a new electric lawn mower when replacing an existing gas powered model. The goal is to replace 50 gas powered units at an expected cost of \$400 per unit.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Budgeted Amount: XX\$20,000

Emission Outcome: Reduction

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.012 tons of PM2.5 and 0.018 tons of NOx..

LG.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF COMMERCIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from commercial landscaping operations, in the Stockton AB 617 community (Stockton community), by replacing existing gas powered equipment with battery powered zero emission models. Emissions from commercial lawn care equipment directly impact equipment operators and community residents. The District currently offers a commercial lawn and garden equipment replacement program which offers incentive funding ranging from \$200-\$15,000 for the replacement of gas powered lawn equipment with battery operated zero emission technology. In addition, the program provides incentive funds for up to two batteries and one charger to ensure that the equipment is capable of operating for a full day of work. Additionally, the District will focus on increased participation from small, locally owned businesses and schools in the Stockton community to generate immediate emission reductions which directly impact local residents on a frequent basis. This strategy will provide enhanced outreach and access to available incentive funds offered by the District, utilizing Board-approved criteria. The goal of this measure is to replace 5 pieces of commercial grade gas powered lawn and garden equipment at an expected cost of up to \$20,000 per unit. Emission reductions associated with this measure will be calculated at a later time.

Implementing Agency: SJVAPCD

Strategy Type: Incentive and Outreach

Budgeted Amount: \$100,000

Emission Outcome: Reduction

Quantifiable Emissions Reductions: Estimated emissions reductions associated with this measure will be calculated based on a methodology currently being developed by CARB.

EMISSIONS EXPOSURE AND LAND USE

LAND USE IN THE COMMUNITY

Land use is the characterization of land based on what can be built on it and what the land can be used for. It is important to note that local air districts do not have authority over land use. Land use decisions are directly under the authority of Land use Agencies (e.g. City and County government agencies and Port of Stockton). Land use agencies have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. The design of development projects in a community significantly influences how people travel, and land use agencies typically have principal responsibility for approving development projects within their jurisdictions for a variety of land use types such as residential (single or multi-family, etc.), commercial (fast food, shopping center, retail, etc.), and industrial (warehouse distribution centers, port operations, etc.). Through the land use approval process, these agencies are responsible for implementing land use strategies that promote increased walkability, commute alternatives and cleaner transit fleets resulting in air quality benefits within a community.

Land use strategies may result in the reduction of vehicle trips by designing development to be more suitable for walking, bicycling, and transit. These land use strategies are typically outlined as measures and goals within a City or County general plan, which is the primary “long range” planning document used to locate future development and provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment are made. For information about the City of Stockton General Plan, please refer to Chapter 3, Understanding the Community. Land use agencies’ decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles travelled by increasing community walkability, implementing commute alternatives, and supporting infrastructure for cleaner transit fleets.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members during meeting discussions was that heavy duty truck exhaust, specifically attributable to truck traffic and idling at the Port of Stockton and from highways and freeways, result in increased exposure to emissions for residents that live near these heavy duty trucking corridors and major thoroughfares in the community. To address community member concerns, measures included in this section will focus both on strategies to reduce conflicting land uses in the community, as well as transportation strategies that reduce exposure to mobile source emissions resulting from land use decisions.

For example, suggestions from community steering committee members included the installation of vegetative barriers to inhibit emission transport from thoroughfares into neighboring communities, increasing opportunities for bicycle path infrastructure projects, support for car sharing programs, supporting the replacement of older truck

fleets with cleaner technologies and strategizing land use planning to minimize or reduce vehicle miles traveled.

As the majority of these suggestions relate to land use issues for which the District does not have authority, the District's approach is to provide support to develop fueling infrastructure for zero and near-zero-emission vehicles, provide incentives for alternative modes of transportation, and to support the land use planning process through the California Environmental Quality Act (CEQA). The District is supportive of measures and policies the land use agency can implement toward making the communities more transit-, bicycle-, and pedestrian-friendly, avoid land use conflicts that lead to toxics and nuisance problems, and minimizing the need to and/or mitigate air quality impacts of individual development proposals.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Land Use and Transportation section that span from advocating issues, providing incentives, collaborating with the local land use agency (i.e. City, County, and Port of Stockton), to providing input through the land use process. Land use and transportation strategies developed to reduce emissions due to conflicting land uses are further detailed below.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LU.1: SUPPORT PROJECTS THAT REDUCE VEHICLE MILES TRAVELED

Overview: The purpose of this measure is to facilitate inter-agency collaboration between the City of Stockton, San Joaquin County, and San Joaquin Council of Governments to promote environmentally mindful alternative commute options through early discussion of related land use planning initiatives.

Mobile source emissions represent the vast majority of NO_x emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulate matter which adversely impacts human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by increasing community walkability. Examples of such strategies are listed below:

- Bicycle infrastructure
- Infrastructure to support alternative modes of transportation (electrical vehicles, near-zero emissions vehicles)
- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Agency: SJVAPCD, City of Stockton, San Joaquin County, San Joaquin Council of Governments

Strategy Type: Land Use

Emission Outcome: Mitigation

LU.2: BIKE PATH INFRASTRUCTURE FUNDING

Overview: Assess current bike path infrastructure and seek out additional funding opportunities to make the community more bike and walk friendly.

Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including bicycling, is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. This strategy would provide incentive funding for the development and construction of Class 1, Class 2, and Class 3 bicycle paths, lane striping, and routes. The proposed funding level of this measure would be consistent with established District guidelines from the District's REMOVE and Public Benefit Grants Programs. Additionally, the District will work with transportation agencies in the Stockton area, and seek to assist these agencies to help identify and leverage existing funds, in addition to AB 617 funding.

Implementing Agencies: SJVAPCD, City of Stockton, San Joaquin County, and San Joaquin Council of Governments

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$500,000

Quantifiable Emission Reductions: Estimated lifetime emissions reductions associated with this measure includes up to 2 tons of PM, 3 tons of NOx, and 6 tons of VOC.

LU.4: COLLABORATE WITH THE CITY OF STOCKTON, SAN JOAQUIN COUNTY, AND SAN JOAQUIN COUNCIL OF GOVERNMENTS TO IMPLEMENT INTEGRATED TRANSPORTATION DEVELOPMENT PLANNING TO IMPROVE HEALTH AND QUALITY OF LIFE THROUGH A VARIETY OF STRATEGIES SUCH AS SMART LONG-TERM PLANNING AND BUFFER ZONES AROUND SENSITIVE SITES

Overview: The goal of this strategy is to enhance inter-agency and community collaboration to reduce the impact of pollution from motor vehicles by prioritizing pedestrian-friendly land-use design elements around downtown Stockton.

Mobile source emissions represent the vast majority of NOx emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including pedestrian-friendly accommodations, directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulates which negatively impact human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by removing barriers to pedestrian transportation. Examples of such strategies include:

- Bicycle infrastructure
- Dedicated pedestrian crossings
- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Entities: SJVAPCD, City and County, SJCOG

Strategy Type: Land Use

Emission Outcome: Reduction

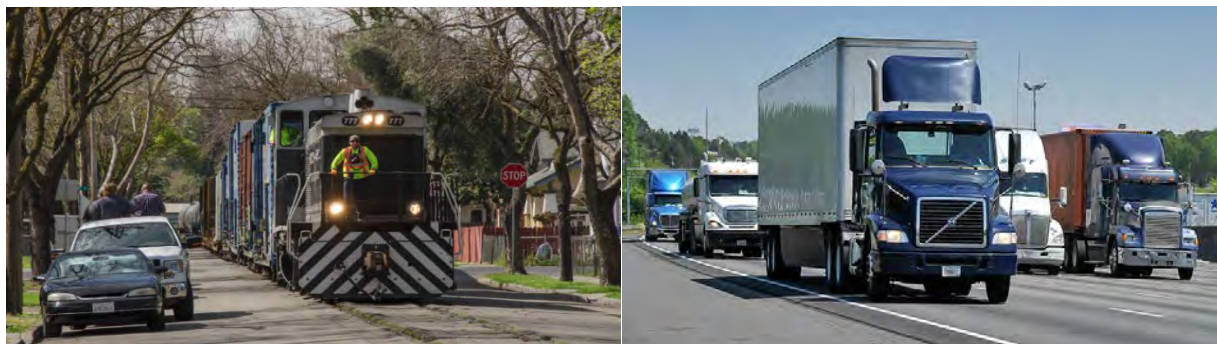
HEAVY DUTY MOBILE SOURCES

HEAVY DUTY MOBILE SOURCES IN STOCKTON

There are a variety of heavy-duty mobile sources operating in and around the City of Stockton. These can range from on-road trucks, school and transit buses, off-road equipment, including agricultural and construction equipment, line-haul, short-haul and switcher locomotives. This equipment is primarily powered by diesel engines and, depending on the specific category, is regulated by one or more statewide regulations.

Emissions from this source category include oxides of nitrogen (NO_x) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NO_x inventory throughout the Valley ([Appendix C – Source Apportionment and Community](#)). In the Stockton community, 328.08 tons per year of NO_x, 26.44 tons per year of VOC and 9.34 tons per year of PM_{2.5} are attributed to on-road heavy-duty equipment. In addition, 133.08 tons per year of NO_x, 20.49 tons per year of VOC and 6.21 tons per year of PM_{2.5} are attributed to off-road heavy-duty equipment referenced in these measures.

Figure 4-7 Examples of Heavy Duty Mobile Sources



COMMUNITY CONCERNS AND COMMENTS

During the committee discussions regarding heavy-duty mobile sources, a majority of the committee ranked this source as a high priority to address. Committee member comments and suggestions included providing incentives to replace older trucks, alternative fueling infrastructure development, clean fleet requirements, and shifting trucking routes away from residents.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, including heavy duty vehicles and equipment, locomotives, school and transit buses. Diesel powered on-road heavy duty vehicles are subject to the statewide CARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time. Off-road heavy-duty equipment is similarly controlled through the CARB Off-Road Regulation, which requires all fleets to be upgraded to newer, cleaner technologies over

time. However, at this time, there are no regulatory requirements in place at the state or federal level controlling emissions from locomotives (for more information, see Section 5.6.2 - CARB Enforcement Strategies).

Due to the large amount of pollution that can be attributed to mobile sources, the District has implemented a broad suite of voluntary incentive programs, targeted at reducing emissions from heavy-duty engines operating throughout the Valley.

Heavy Duty Trucks/Buses:

The District currently offers a variety of programs targeted at replacing or upgrading older, high-polluting trucks and buses with cleaner technology.

- The Heavy Duty Truck Replacement Program <http://valleyair.org/grants/truck-replacement.htm>. This program provides incentives for the replacement of existing heavy-duty diesel trucks with new, zero or near-zero-emission technology.
- Program for Heavy-Duty Alternative Fuel Infrastructure which provides local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, natural gas, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles.
- 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.

Locomotives:

Freight locomotives are regulated by the U.S. EPA. The current regulation requires that all locomotives purchased in or after 2015 be at least a Tier 4 emission level. Older, lower Tier engines, which comprise the majority of Class 1 fleets, are still permitted to run. Additionally, CARB is planning actions to address freight locomotive emissions within the State. More details can be found in the 2019 March CARB Board Meeting Informational Update: <https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf>

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 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that community members placed on reducing emissions from this source category and the large amount of emissions, including PM_{2.5} and toxic air contaminants (particularly diesel PM) that originate from heavy duty mobile sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are additional suggested measures not within the Air District’s jurisdiction to directly implement:

HD.1: HEAVY DUTY TRUCK REROUTING

Overview: Community Steering Committee members have suggested that a study should be performed to assess the existing heavy-duty diesel truck routes in and around the Port of Stockton and the nearby neighborhoods, including the Boggs Tract neighborhood. The study will focus on whether there are other routes which will result in reduced exposure to toxic air contaminants by residents in the nearby neighborhoods. The District will work with the City, County, and all other appropriate land-use and transportation agencies regarding this and the desire of the CSC for inclusion in the Stockton CERP. The District will work with the City of Stockton and other appropriate agencies to seek funding to support this study.

Jurisdictional Issues: It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called “land-use” decisions, such as truck rerouting, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB’s Blueprint (see [“Who Has the Authority to Implement Actions?”](#), page 26 of the Blueprint). However, the District is committed to working with the implementing agencies to identify additional possible funding sources for the study up to \$500,000, developing the scope of work for the study, and coordinating conversations with the implementing agencies and the CSC as necessary.

Implementing Agency: City, County, San Joaquin COG, Caltrans, Port of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

Budgeted Amount: \$350,000

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

HD.2: 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 Stockton community. This strategy would provide enhanced outreach and access to incentive funding for zero and near-zero emissions, clean truck technologies that are domiciled and operating within the community. District Board-approved methodology and funding levels can be utilized and the District will encourage small business owners to participate in the program while also promoting the selection of all electric, zero emission technology. This measure would replace 50 older, heavy duty diesel trucks operating in Stockton with zero or near-zero emission technology at an expected cost of up to \$200,000 per truck. Where feasible and available for the truck type and duty-cycle, the District will prioritize funding for replacement with zero-emissions electric vehicle technologies. By reducing or eliminating emissions from heavy duty diesel trucks, significant PM_{2.5}, diesel particulate matter, and NO_x emissions reductions can be achieved.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$10,000,000

Quantifiable emission reductions: Estimated emissions reductions associated with this measure includes up to 4 tons of PM (including toxic diesel particulate matter), 191 tons of NO_x, and 14 tons of VOCs.

HD.3: SUPPORT PLANNING AND DEVELOPMENT OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide support for planning and development of fueling infrastructure for heavy-duty zero emission vehicles and transportation

refrigeration units to support broader deployment of clean vehicles operating throughout the community and reduce the impact of emissions from the idling of heavy duty diesel trucks at distribution centers, warehouses, or other freight facilities where trucks are being loaded or unloaded. Utilizing Board-approved methodology and funding levels the District will work closely with businesses, public agencies, and fueling providers to support and incentivize the development of clean-vehicle fueling infrastructure in the area of the community. This action will prioritize incentive funding to support the development and construction of new electric infrastructure within the community. This includes increased outreach to businesses and public agencies operating vehicles within the community as well as prioritized funding for projects that serve vehicles operating in the community.

Depending on the size, throughput and configuration of the fueling infrastructure, the proposed funding amount of \$1,000,000 would incentivize the development of a new electric charging station.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$1,000,000

HD.4: TRUCK IDLING PLUG-INS

Overview: The goal of this strategy is to reduce emissions from heavy duty diesel truck idling and reduce the use of diesel-fueled internal combustion auxiliary power systems at truck stops where diesel trucks congregate in the Stockton community. Truck stop electrification allows a vehicle operator to "plug in" their vehicle and draw electricity directly from the power grid to provide cab heating and cab cooling, to power cab appliances, and to charge the vehicle's battery.

This strategy would provide funding to launch a program in the Stockton community. The District would leverage experience from the Proposition 1B Goods Movement Emission Reduction Program in order to design a program that would fund the purchase and installation of electrical infrastructure and/or equipment to enable heating, cooling, and other use of cab power for parked trucks at truck stops in the Stockton area. This measure would provide \$10,000 in funding per unit, for 33 units. The emission reductions associated with this measure will come from HD.1, as this measure serves to support the deployment of zero and near-zero technology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$100,000

HD.5: ENHANCED ENFORCEMENT OF THE STATEWIDE ANTI-IDLING REGULATION

Overview: The goal of this strategy is to limit the potential for localized emissions from heavy duty vehicles for failure to comply with the state's heavy duty anti-idling regulation. Historically, the District has partnered with CARB to conduct anti-idling enforcement throughout valley 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 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 with the anti-idling regulation, especially near schools and residential areas, are important to reduce the potential for localized impacts within the community.

The District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in the Stockton community with established benchmarks. These benchmarks include anti-idling surveillance to occur at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

Implementing Agency: SJVAPCD and CARB

Strategy Type: Enforcement

Emission Outcome: Reduction in PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates with the state regulation

HD.6: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO EMISSION SCHOOL BUSES

To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero-emission school buses operating within the Stockton Unified School District.

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>

This measure would cover up to 100% of the cost of replacing up to 10 diesel school buses with electric buses at \$400,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$4,000,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 0.3 tons of PM, 18 tons of NOx, and 4 tons of VOCs.

HD.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SWITCHER LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

Overview: To provide incentive funding for the replacement of older, high polluting switcher locomotives with new clean-technology switcher locomotives operating within and surrounding the Stockton community.

Replacing older 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 goal of this action is to replace up to 4 older, high-polluting switcher locomotives operating within and surrounding the community. The proposed funding amount would cover up to 95% of the cost of replacing up to 4 diesel switcher locomotives at up to \$1,700,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$6,700,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 12 tons of PM (including toxic diesel particulate matter), 502 tons of NOx, and 31 tons of VOC.

OLDER/HIGH POLLUTING PASSENGER CARS

OLDER/HIGH POLLUTING PASSENGER CARS IN STOCKTON COMMUNITY

Mobile source emissions account for over 85% of the overall NO_x inventory in the San Joaquin Valley. With no regulatory authority over these sources, the District has relied on voluntary incentive programs to transition older, higher emitting vehicles to newer, cleaner and more fuel efficient models. With limited public transportation options available to residents driving is more prevalent in the Valley than in other areas of the state. Vehicles registered in the Valley are typically older and have higher mileage than statewide averages.

Emissions from light duty vehicles in Stockton total 114.08 tons per year (tpy) of NO_x, 138.23 tpy of VOC, and 12.74 tpy PM_{2.5}. These total emissions contribute 10.5% of the NO_x inventory, 17.5% of the VOC inventory, and 10.3% of the PM_{2.5} inventory.

Figure 4-8 The District's Drive Clean in the San Joaquin Repair and Replacement Program



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding passenger vehicles included increased outreach and incentives for low income residents, increasing charging infrastructure in the community, and questions about the effectiveness of existing programs for low-income individuals. As detailed below, to address these concerns District staff have developed new programs, specifically for Stockton community members, to provide incentive funding for clean-air vehicles, to bring car share programs to the community, and to incentivize the purchase of electric vehicles by the primary local ride share service.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, however, due to the large amount of pollution that originates from passenger vehicles

the District has implemented a suite of programs to reduce pollution from mobile sources. These programs include the following measures:

- Tune In Tune Up vehicle repair program which provides incentive funds to repair high emitting vehicles.
<http://valleyair.org/drivecleaninthesanjoaquin/repair/>
- Vehicle replacement program which provides funding to replace older, high emitting vehicles with newer, cleaner and more fuel efficient models.
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/>
- The vehicle rebate program provides rebates for the purchase or lease of a new clean air vehicle including battery electric, fuel cell, plug in hybrid, zero emission motorcycles, and advanced technology natural gas vehicles.
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>
- Incentives are available for publically accessible charging infrastructure through the District's Charge Up! Program <http://valleyair.org/grants/chargeup.htm>
- The District's Healthy Air Living school program promotes no idling while picking up children at school and provides no idling signs to schools to encourage drivers to turn off their engines.
- District Indirect Source Rule (9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated.
- District Employer based Trip Reduction Rule (9410) requires large employers to implement measures to encourage employees to take alternative transportation to work in order to reduce single occupancy vehicle trips.
- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric, and fuel cell vehicles in order to attain federal ozone standards, reducing greenhouse gas emissions, minimizing health risks, reducing petroleum usage and increasing energy efficiency.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the high priority that community members placed on reducing criteria pollutant and toxic air contaminant emissions that originate from passenger vehicles operating in and around the community, District staff and the Steering Committee have developed targeted strategies for implementation in the Stockton community. As further detailed below, measures developed include additional incentive funding intended to increase the deployment of electric vehicles through the replacement of gas powered vehicles currently in use; launching an electric vehicle car sharing program; providing additional charging infrastructure throughout the community; providing for electric vehicle

maintenance training to increase available repair facilities and job skills; and repairing high polluting passenger vehicles.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:

TP.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENTS 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 by providing funding for up to 5 “Drive Clean in the San Joaquin” Repair Program events within the Stockton AB 617 community in. Under this program, financial incentives up to \$850 will be available for emissions related testing and repairs for eligible high emitting vehicles. Through the program, weekend testing events, if possible, will be held to determine if vehicles are in need of emissions related repairs. Due to the ongoing pandemic, an online and telephone process will be used to provide residents the opportunity to participate until such a time that in-person events can be held safely. 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. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$300,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 3.7 tons of NOx.

TP.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF PASSENGER VEHICLES WITH BATTERY ELECTRIC OR PLUG IN HYBRID VEHICLES

Overview: The goal of this strategy is to reduce emissions associated with passenger vehicles by replacing 100 vehicles with newer, more fuel efficient models, and providing additional incentives for Level 2 residential chargers in the Stockton community. Emission reductions from passenger vehicles provide benefits to area residents as well as assist in reducing ozone formation in the Valley. Enhanced outreach would be conducted in the Stockton community to ensure that residents are fully aware of available incentive options and community residents would be provided priority access through the program in order to complete projects as quickly as possible. Through the

District's existing Board approved "Drive Clean in the San Joaquin" replacement program, incentives are currently offered for low to moderate income residents of disadvantaged communities to replace their older, high polluting vehicle with a newer, cleaner model. The program currently offers up to \$9,500 towards the purchase on an eligible replacement vehicle, with an additional \$2,000 provided to participating residents who purchase or lease a plug-in hybrid electric or a battery-electric vehicle and want to install a Level 2 charger in their home.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$800,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.2 tons of NOx.

TP.3: INCENTIVE PROGRAM FOR INSTALLATION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide electric vehicle charging infrastructure necessary to support the deployment of battery electric and plug in hybrid vehicles. The District's Charge Up program currently provides \$5,000 for a Level 2 Single Port, \$6,000 for a Level 2 Dual Port, and \$25,000 for a Level 3/DC Fast Charger with a cap of \$50,000 per applicant and/or site. Having the appropriate charging infrastructure available for Stockton residents will encourage the growth of zero emission passenger vehicles in the community.

This strategy would provide incentive funding for publically accessible charging infrastructure to private and public entities in the Stockton community. This strategy would utilize the existing Charge Up program guidelines and funding amounts. The goal of this measure is to install up to 15 electric vehicle charging stations, including Level 2 and Level 3 chargers, in Stockton at an expected cost of up to \$25,000 per station. This measure is an important part of a long term solution. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$375,000

TP.4: INCENTIVE PROGRAM FOR EDUCATIONAL TRAINING FOR ELECTRIC VEHICLE MECHANICS

Overview: The goal of this strategy is to provide opportunities to develop and advance the education of personnel on the mechanics, safe operation, and maintenance of alternative fuel vehicles and infrastructure. To support and to encourage ongoing deployment of electric vehicles in the Stockton community it will be necessary to have qualified, trained personnel available to provide service as needed to these vehicles.

This strategy will provide up to \$15,000 per training course for at least 10 alternative fuel mechanic training courses provided by an appropriate entity. While there are no direct emission reductions associated with this measure, this measure supports the emission reductions associated with additional electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$150,000

TP. 5: INCENTIVE PROGRAM FOR THE LAUNCH OF A CAR SHARING PROGRAM IN THE STOCKTON COMMUNITY

Overview: The goal of this strategy is to reduce emissions from passenger vehicles by launching an electric car sharing program in the Stockton community. These types of programs offer access to electric vehicles for a defined period of time at a minimal cost to the user. In addition these programs may allow for a resident to eliminate the use of a gas powered vehicle providing a benefit to community residents by reducing NOx and VOC emissions that would otherwise occur.

This strategy provides funding for a partnering car share provider to launch a program in the Stockton community. The District would leverage experience with existing ride share programs operating in the Valley in order to expand to the Stockton area. This measure would provide \$1,000,000 in funding. Projects will include electric vehicles, related infrastructure and subsidies to help minimize the initial cost to the end user. The emission reductions associated with this measure would be calculated in coordination with the project partners once a specific project location is selected by the CSC.

Implementing Agency: SJVAPCD, Housing Authority of San Joaquin, others

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$1,000,000

RESIDENTIAL BURNING

BACKGROUND

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This source category contributes 5.4 tons per year of PM_{2.5} towards area sources of emissions in the community of Stockton, representing 4.3% of the total PM_{2.5} inventory. During winter, residential wood burning, including illegal open burning, is one of the largest sources of particulate pollution. Given the significant localized health impacts associated with residential wood smoke, reducing emissions from residential wood burning is a high priority for Stockton. Many scientific studies have found that prolonged inhalation of wood smoke contributes to adverse impacts on human health, especially among children, elderly, and people with certain medical conditions, and individuals who are sensitive to the impacts of air pollution. A number of environmental justice communities experience a disproportionately high level of directly emitted PM_{2.5} emissions from residential wood burning.

COMMUNITY CONCERNS AND COMMENTS

The community of Stockton raised concerns with residential wood smoke, both from the use of wood burning fireplaces and wood burning heaters and illegal open outdoor burning. The CSC provided recommendations to implement the enhanced financial incentives for residents to replace existing wood burning devices and pellet stoves with natural gas or electric technologies which will reduce the smoke impacts associated with residential wood burning for downwind communities. The Stockton community made recommendations to ensure significant efforts are made to conduct outreach and education in support of this measure and to increase compliance rates with District Rules 4901 – *Wood Burning Fireplaces and Wood Burning Heaters* and Rule 4103 – *Open Burning*.

CURRENT CONTROL PROGRAMS

The District's comprehensive strategy to reduce emissions from residential wood burning includes implementation of stringent wood burning curtailment requirements through Rule 4901, strong outreach and education to establish the necessary public support, and deployment of financial incentives to transition away from wood burning to cleaner alternatives. This approach that combines regulatory and incentive based strategies is designed to improve the public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM_{2.5} winter season (November through February). The District has continually enhanced the strategy since adopting the first regulation in 1993. Today, the District has the toughest and most effective residential wood burning strategy in the nation as it reduces emissions when and where most needed, such as during multi-day periods of stagnation, in the evening hours, and in neighborhoods where residents live and play. Additionally, the District enforces the requirements of Rule 4103 which prohibits the use of open outdoor fires for the purpose of disposing of waste materials.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee and members of the public placed on reducing PM2.5 and toxic air contaminant emissions that originate from residential burning in and around the community, targeted measures have been developed to reduce emissions from this source category. Building upon the effective implementation of the District's wood burning emission reduction strategy, the District commits to providing enhanced incentives to replace existing wood burning devices and increased outreach efforts to educate the public about harmful impacts of wood smoke and specific actions they can take to reduce pollution and comply with District requirements.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

RB.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF EXISTING WOOD BURNING DEVICES AND PELLET STOVES WITH NATURAL GAS OR ELECTRIC TECHNOLOGIES

Overview: The goal of this strategy is to reduce the impact of PM2.5 pollution associated with residential wood burning by replacing approximately 100 wood burning devices in Stockton with new natural gas devices or electric heat pumps. During the winter months, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete combustion and are emitted into Valley neighborhoods where residents live and play. Multiple scientific studies show that prolonged inhalation of wood smoke has adverse impacts on human health. Inhalation of wood smoke contributes to lung disease, and pulmonary arterial hypertension, which can eventually lead to heart failure. Through the District's existing Board approved Burn Cleaner program, incentives are currently offered to replace existing wood or pellet burning inserts or free-standing stoves with new natural gas devices or electric heat pumps. The proposed program under this strategy would offer up to \$3,000 to replace an existing wood burning device with a natural gas device and up to \$4,000 for an eligible electric heating source, such as an electric heat pump.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$300,000

Quantifiable Emission Reductions: Estimated emission reductions associated with this measure includes up to 49 tons of PM2.5.

RB.2: EDUCATE PUBLIC REGARDING HARMFUL EFFECTS OF RESIDENTIAL WOOD BURNING FIREPLACE AND WOOD BURNING HEATER SMOKE

Overview: The goal of this strategy is to conduct outreach in the community to educate residents regarding the harmful health effects of residential fireplace wood burning and wood burning heater smoke and the importance of reducing it. Residential wood burning education is important because airborne particles produced by wood smoke (such as PM 2.5) negatively impact human health, especially sensitive populations such as children and seniors who may live in areas where residents 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 winter no wood-burning season and District Rule 4901.

This strategy would create a series of four (4) public workshops to educate Stockton 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. Depending on circumstances, workshops could also be held in a virtual environment such as Zoom. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout the Stockton community 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. The District will look to coordinate and work with the CSC, community based organizations, and Stockton residents to develop the materials and to provide outreach for the events.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

RB.3: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste, such as trash, through outreach and education while focusing on areas of concern identified by the CSC, including residential areas and homeless encampments. It is important to continue to educate residents of the localized, harmful emissions created through the burning of residential garbage and how it negatively effects health. Smoke from burning trash and yard waste contain toxic pollutants which are harmful to human health.

This strategy would include working with the City of Stockton and the fire agencies to better understand the illegal open burning issues within the AB 617 community, establish a series of public workshops to educate Stockton residents about illegal open

burning, the health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting either in person or in an online platform such as Zoom. In person workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers when possible. Videos will be used as an outreach tool and be available in languages such as Spanish, Tagalog and others.

Implementing Agency: SJVAPCD, City of Stockton, and local fire agencies

Strategy Type: Outreach

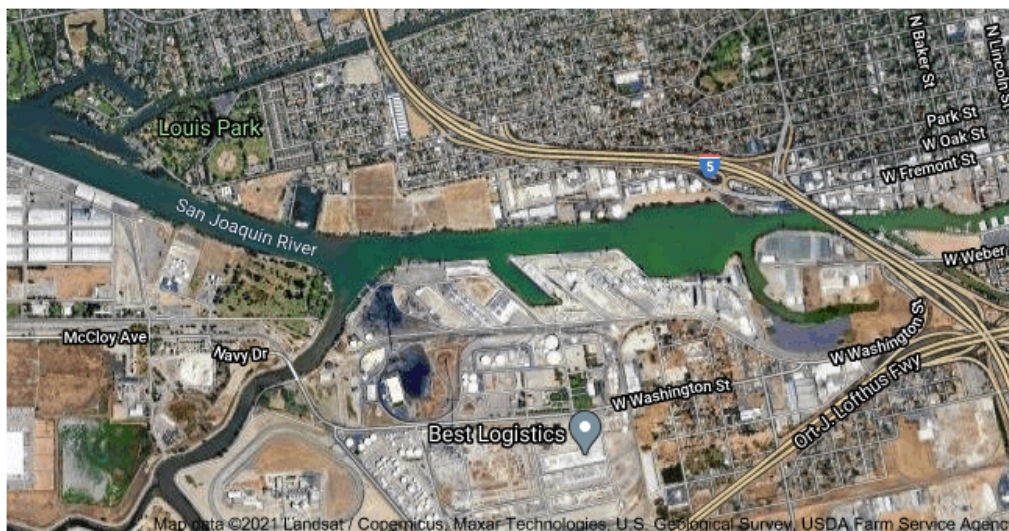
Emissions Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

PORT OF STOCKTON

The Port of Stockton (Port) is a deep-water river inland port located on the Stockton Ship Channel of the Pacific Ocean and is an inland port located approximately 70 nautical miles from the ocean. Operating since 1933, the Port is a hybrid public/private entity and is governed by a commission appointed by the City of Stockton and San Joaquin County. The Port serves as lead agency under the California Environmental Quality Act (CEQA) for projects within its jurisdiction. Cargo is delivered to and from the Port by ships, trucks, and trains. The Port has 7.7 million square feet of warehouses which are either operated by the Port or leased to business partners who provide their own labor. The Port has sixty business partners who have leased land and have constructed and operate facilities with over 125 total tenants. With four major freeways, two transcontinental railroads, an international waterway, and a regional airport, the Port handles liquid and dry bulk, break bulk, and agricultural commodities⁵.

In 2017, nearly 4.7 million tons of cargo moved through the Port of Stockton, and that number is expected to continue to grow. The Port is the fourth busiest in the state and as a result, it has an important role in the local and regional economy, including directly and indirectly supporting thousands of jobs⁶. The Port works with upwards of fifty-five different countries, with goods flowing in both directions.

Figure 4-9 Port of Stockton



COMMUNITY CONCERNS AND COMMENTS

The Stockton community identified the activities associated with the Port as an air quality concern. Sources of air pollution include heavy-duty vehicle traffic, ocean-going

⁵ Port of Stockton, *About Navigating Success*. Retrieved 1/25/2021 from <https://www.portofstockton.com/about/>

⁶ Port of Stockton, *Port Facts & Figures: By the Numbers*. Retrieved 1/25/2021 from <https://www.portofstockton.com/port-facts-figures/>

vessels, commercial harbor craft, cargo handling equipment (such as yard trucks, forklifts, reach stackers, and other equipment) and stationary sources located there. The Community Steering Committee (CSC) have recommended placing air monitors to identify major emission contributors, a comprehensive plan to reduce exposures and emissions, and continued residential involvement on the Port's emission reduction planning efforts.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from the following Port of Stockton sources which are subject to statewide CARB regulations. Ongoing efforts to reduce emissions from the Port of Stockton, include the following CARB regulations. For more information, refer to *Statewide Strategies Overview of California Air Resources Board's Statewide Actions*.

- **Ocean Going Vessel Fuel Regulations**

Adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

<https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessel-fuel-regulation>

- **Commercial Harbor Craft Regulation**

CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit:

<https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

- **Mobile Cargo Handling Equipment**

Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

- **Drayage Truck Regulation**

This regulation reduces air toxics and criteria pollutant emissions from drayage trucks. A drayage truck is any in-use on-road vehicle with a gross vehicle weight rating of greater than 26,000 pounds used for transporting cargo to and from

ports and intermodal railyards. The regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer. Drayage trucks must also meet the requirements of the CARB Truck and Bus Regulation, which requires that all drayage trucks must have 2010 model year or newer engines by January 1, 2023.

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

- **Transport Refrigeration Units Regulations**

Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

- **Enforcement of Heavy-Duty Vehicles Inspection Programs**

When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit

<https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Port section that span from advocating issues, air monitoring placement, collaborating with the City, County, and Port of Stockton, to providing input through resident involvement in a sustainable planning process. Collaborative Port strategies developed to reduce emissions are further detailed below.

The following are proposed measures that are not within the Air District's statutory jurisdiction to implement:

P.1: COLLABORATING TO FACILITATE ENHANCED PLATFORMS FOR DISCUSSION AND INFORMATION SHARING BETWEEN THE COMMUNITY AND THE PORT OF STOCKTON AS PORT-RELATED PROGRAMS AND PROJECTS ARE DEVELOPED

Overview: The purpose of this strategy is to provide a platform for discussion between Port of Stockton, CSC members, residents, community-based organizations, and other stakeholders to ensure air quality impacts associated with future development projects related to the Port of Stockton are taken into consideration.

The South Stockton CSC has prioritized the need for better facilitation of local involvement, and community notification regarding Port of Stockton development projects. In keeping with that priority, the Port has committed to adopting a Community Environmental Committee (CEC) geared toward improving their relationship with the community by implementing new engagement platforms.

This measure would include the following commitments by the Port:

1. Establishing a recurring CEC, in 2021, CEC, in 2021, to build collaboration and improve dialogue between concerned citizens in the community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton. The goals of the CEC will be to encourage additional community engagement, bring community insights to the Port's environmental improvement efforts, and work on select environmental projects within the Port's jurisdiction to help preserve, protect, and improve the environment. Prospective future projects that would be brought before the CEC include:
 - a. Discussion of future Port of Stockton projects and expansion
 - b. Port of Stockton emission reduction strategy development
 - c. Environmental event planning
 - d. Community outreach support
 - e. Program development
2. Utilizing the Port of Stockton's website to broadcast outward-facing communications through quarterly updates, and to add website functionality for submitting comments, questions, and complaints.
3. Providing routine updates to the CSC regarding ongoing projects happening at the Port of Stockton.

Implementing Agency: Port of Stockton

Strategy Type: Partnership

P.2: INCENTIVE PROGRAM FOR THE DEPLOYMENT OF CLEAN HEAVY-DUTY MOBILE EQUIPMENT OPERATING AT PORTS, INTERMODAL RAILYARDS AND DISTRIBUTION CENTERS

Overview: The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in heavy-duty mobile off-road equipment operating at the Port of Stockton.

Diesel pollution from on-road and off-road operations greatly impacts the health of the community surrounding the Port. Funding will be offered to replace diesel mobile cargo handling equipment used to handle cargo or perform routine maintenance activities at the Port with new, zero and near-zero emissions technologies. Based on CSC priorities, zero-emissions will be prioritized for funding where applicable to the equipment type. Established methodology through the [Carl Moyer Program](#) will be used to quantify the emission reductions for funded projects, but an estimate of potential project reductions is summarized below.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 2 tons of NOx.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

P.3: TUG BOAT REPLACEMENT/REPOWER

Overview:

The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in tugboats operating at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to repower the existing propulsion and auxiliary engines with new diesel engines. The new engines will have the highest tier rating available that will fit within the confines of their engine compartments. Established methodology through the [Carl Moyer Program](#) will be used to quantify the emission reductions for funded projects.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$1,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 1 ton of PM and 29 tons of NOx.

P.4: MARINE EXHAUST INTAKE BONNET EMISSIONS CONTROL

Overview: This measure is still being considered by the Stockton Steering Committee. The goal of this strategy is to reduce emissions from the diesel engines of marine vessels while berthed at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to purchase and install a marine vessel exhaust capture and control system. This system will work with marine vessels to reduce PM and NOx emissions while at berth. Available exhaust capture and control systems can reduce PM2.5 up to 95% and NOx up to 90%. Emission reductions for these projects will be quantified using state approved calculation methodology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure include up to 240 tons of NOx

P.5: UNDERSTANDING AND MITIGATING THE IMPACT OF ALGAL BLOOMS ON AIR QUALITY

Overview: Algal blooms can produce airborne nitrogen compounds like nitrogen oxides that contribute to the formation of other air pollutants such as ground-level ozone, a component of smog which can restrict visibility. Wind and weather can carry ozone many miles from urban to rural areas.⁷ The goal of this strategy is to better understand, and where feasible, mitigate the impact of algae blooms on air quality. While the District, the City of Stockton and the Central Valley Regional Water Quality Control Board (CVWB) have committed to extensive interagency cooperation and action in this Stockton Community Emission Reduction Program (CERP), additional opportunities may present themselves in future discussions involving the CSC, the public, the City, and the District, especially as implementation of the CERP progresses.

This measure is the District's commitment to continue to work with local, water-focused organizations, CVWB, the Port, the City, and academic institutions to facilitate discussions between the community and the involved agencies to better understand, and where feasible mitigate, the impact of algae blooms on air quality. Currently, CVWB has developed a workgroup called the California Cyanobacteria and Harmful Algal Bloom (CCHAB) Network. The CCHAB Network includes federal, state, and local

⁷ EPA. *Nutrient Pollution. The Effects: Environment*. Retrieved 11/9/2020
<https://www.epa.gov/nutrientpollution/effects-environment>

agencies, tribes, academia, and non-governmental organizations working to develop a comprehensive coordinated program to address the causes and impacts of harmful algal blooms (HABs) in the state.⁸ As part of the coordinated program, the State Water Resources Control Board's Surface Water Ambient Monitoring Program (SWAMP) developed the Freshwater HAB Program.⁹ The Central Valley Water Board participates in the statewide Freshwater HAB effort by:

- Collecting information on blooms
- Sampling and analyzing HABs
- Providing information on blooms to local waterbody managers and health officers
- Conducting outreach and education to the general public
- Collaborating with academia and interested stakeholders to better understand the causes of HABs

Implementing Agency: SJVAPCD, Central Valley Regional Water Quality Control Board, Port of Stockton, and City of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

⁸ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020
https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

⁹ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020
https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

STATIONARY SOURCES

STATIONARY SOURCES IN STOCKTON

There are a variety of industrial sources located in and around the Stockton Community. These sources range from smaller operations like gasoline dispensing facilities (GDFs), commercial cooking operations, and auto body coating operations to medium sized operations like wood products and agricultural products processing operations, to larger operations like the biomass power facility, bulk gasoline storage, and cement and concrete products facilities; which include equipment like ovens, internal combustion (IC) engines, boilers/steam generators, and many others.

Criteria pollutant emissions from this source category include NO_x, SO_x, PM₁₀/PM_{2.5}, CO, and VOC, and toxic air contaminants (TACs) like benzene, toluene, xylene, arsenic, and dioxins. Within the Stockton community, 161.57 tons per year of NO_x, 210.08 tons per year of VOC and 7.93 tons per year of PM_{2.5} are attributed to stationary sources.

COMMUNITY CONCERNS AND COMMENTS

During committee discussions regarding industrial sources, committee members identified commercial cooking operations, a wood products manufacturing facility, a biomass facility, a cement products processing facility, and visible dust emissions and odors from operations in and around the port as sources of concern, with suggestions ranging from providing “incentives” to replace older, higher polluting equipment and the evaluation of existing state and District regulatory measures.

CURRENT CONTROL PROGRAMS

For more than 25 years, the District has implemented several generations of emissions control regulations for stationary and area sources under its regulatory jurisdiction. These control measures represent the nation’s toughest air pollution regulations and have greatly contributed to reducing ozone and particulate matter concentrations in the Valley. Stringent and innovative rules, such as those for indirect source review, residential wood burning, glass manufacturing, and agricultural burning, have set benchmarks for California and the nation. While there has been significant progress in reducing air pollution with these regulations, which have been greatly aided by the pollution reduction efforts and financial investments of valley businesses and residents, the District continues to adopt and modify rules to achieve ongoing emissions reductions and advance our progress toward clean air.

Gasoline Dispensing Facilities (GDFs):

Gasoline dispensing facilities in the San Joaquin Valley are subject to District Rule 4621 – *Gasoline Transfer into Stationary Storage Containers, Delivery Vessels, and Bulk Plants* and Rule 4622 – *Gasoline Transfer Into Motor Vehicle Fuel Tanks*.

The purpose of Rule 4621 is to limit VOC emissions from stationary storage containers, delivery vessels, and bulk plants. This rule applies to gasoline storage containers with capacities greater than 250 gallons and has requirements to install CARB certified

vapor control systems. The purpose of Rule 4622 is to limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle fuel tanks. This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks. This rule also requires the installation of CARB certified vapor control systems. GDFs are subject to stringent enforcement provisions, including ongoing monitoring of equipment and annual inspections.

Commercial Cooking Operations:

Commercial cooking operations are subject to Rule 4692 – *Commercial Charbroiling* and District Rule 4693 – *Bakery Ovens*. The purpose of Rule 4692 is to limit VOC and PM10 emissions from charbroiling cooking operations. The purpose of Rule 4693 is to limit VOC emissions from the baking of yeast-leavened food products. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Commercial cooking operations are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Auto Body Coating Operations:

Auto body coating operations in the San Joaquin Valley are subject to District Rule 4612 – *Motor Vehicle and Mobile Equipment Coating Operations* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4612 is to limit VOC emissions from the coating of motor vehicles, mobile equipment, associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufacturers, 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. The rule requires the sale and use of low VOC coatings and solvents, in addition to stringent requirements for the application of these coatings. Auto body coating operations are subject to stringent enforcement provisions, including ongoing recordkeeping of coatings/solvents used and regular inspections. They also must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Wood Products Processing Operations:

Wood products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*, and District Rule 4702 – *Internal Combustion Engines*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and industrial processes. The purpose of Rules 4306, 4320, and 4702 is to limit emissions of NO_x, CO, VOC, SO_x, and PM10 from fossil fuel combustion in boilers, steam generators, process heaters, and stationary internal combustion engines commonly used in these types of facilities. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Wood products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Agricultural Products Processing Operations:

Agricultural products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, and Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and both indoor and outdoor industrial processes. The purpose of Rules 4306 and 4320 is to limit emissions of NO_x, CO, SO_x, and PM₁₀ from natural gas combustion in boilers, steam generators, and process heaters. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Agricultural products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Cement and Concrete Products Operations:

Cement and concrete processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, and Rule 4202 – *Particulate Matter – Emission Rate*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter and visible emissions from exhaust stacks, process equipment, and conveying equipment. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Cement and concrete products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Biomass Power Facilities:

Biomass power facilities in the San Joaquin Valley are subject to District Rule 4352 – *Solid Fuel Fired Boilers, Steam Generators, and Process Heaters* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4352 is to limit emissions of NO_x and CO from solid fuel fired boilers, steam generators and process heaters. This rule applies to any boiler, steam generator or process heater fired on solid fuels, such as biomass. This rule has very stringent emission limits, periodic monitoring, and source testing requirements.

Biomass power facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials burned and annual inspections. These facilities must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Organic Liquid (Gasoline) Terminal Facilities:

Bulk gasoline terminal facilities in the San Joaquin Valley are subject to 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Due to the priority that community members placed on reducing PM_{2.5} and toxic air contaminant emissions that originate from industrial sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:***SS.1: ENHANCED STATIONARY SOURCE INSPECTION FREQUENCY***

Overview: The goal of this strategy is to limit the potential for localized air quality impacts at permitted facilities that have had emissions violations in the last three years.

The District conducts inspections and investigations of permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations that target both criteria and toxic pollutants. The District closely monitors these sources and strictly enforces applicable requirements. Compliance inspections are unannounced whenever possible and involve both a physical inspection of the facility and a review of their records. When a violation of a District permit, rule, or regulation is identified, the District takes an appropriate level of enforcement action.

The District reviewed the enforcement history over a three year period (2017-2020) for the permitted facilities in the Stockton community, and determined that 51 enforcement actions were issued to facilities (not including gas stations) for violations resulting in excess emissions. These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions at 14 gas stations in the Stockton community for violations resulting in excess emissions. The District believes that more frequent inspections for these 27 facilities would help to limit the potential for air quality impacts associated with emissions violations.

The District will increase the frequency of inspection at each facility within the Stockton community that has had an emission-based 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 four (4) consecutive inspections without an emissions violation, whichever occurs first.

Implementing Agency: SJVAPCD

Strategy Type: Enforcement

Emission Outcome: Reduction in excess PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

SS.2: REGULATORY ACTIONS: EVALUATION OF RULES TO DETERMINE WHETHER ADDITIONAL REDUCTIONS ARE POSSIBLE FOR SOURCES OF NOx AND PM2.5

Overview: In addition to the Best Available Retrofit Control Technology (BARCT) implementation schedule above, the District will be analyzing District Rule 4352 - *Solid Fuel-Fired Boilers, Steam Generators and Process Heaters* to pursue additional emission reduction opportunities beyond BARCT.. This rule amendment will be reviewed on the schedule included in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan.

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. Community Steering Committee 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.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

SS.3: REGULATORY ACTIONS: EXPEDITED FACILITY RISK ASSESSMENT AND RISK REDUCTION UNDER DISTRICT IMPLEMENTATION OF THE AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT (AB 2588)

Overview: This strategy will expedite the review of stationary sources of pollution in the community that are currently being reassessed under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588).

Under AB 2588, all facilities located within the boundaries of the District are required to report toxic substances released into the air by their operation to the District. The District's responsibilities under the state's Air Toxics "Hot Spots" program are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day to day operations,

- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require that significant risk facilities reduce their risks to a level that no longer constitutes a significant risk to nearby residences and businesses.

The District's implementation of AB 2588, California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in major 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 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.

This measure will result in the expedited AB 2588 reviews for facilities located within the Stockton AB 617 Community. More information about this effort can be found later in the section, "Additional Regulatory Measures to Reduce Emissions in the Community" found later in this chapter. Please refer to Appendix E for additional details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

DUST IN THE COMMUNITY

BACKGROUND

In the Stockton community sources of dust emissions include from construction, open areas, and other earthmoving activities. Construction, demolition and other earthmoving activities emit 10.57 tons per year of PM_{2.5} in the community. Unpaved road dust and dust from open areas also have minor PM_{2.5} emissions in the area.

COMMUNITY CONCERNS AND COMMENTS

The Community Steering Committee expressed an interest in evaluating air quality impacts and felt it important to look to reduce dust from construction projects and other sources of dust in the community.

CURRENT CONTROL PROGRAMS

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 including:

- Specified outdoor fugitive dust sources.
- 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.
- Outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.
- Prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads
- Open areas 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contain at least 1,000 square feet of disturbed surface area.
- Any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.
- Unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.
- "Off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

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

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee placed on reducing dust in the community, specific a specific strategy has been developed to target emission reductions from fugitive dust sources. The District is proposing increased enforcement

of Regulation VIII rules to reduce fugitive dust from construction and earthmoving activities within the community.

The following proposed strategy is within the Air District's statutory jurisdiction to implement:

FD.1: ENHANCED ENFORCEMENT OF DISTRICT REGULATION VIII FUGITIVE DUST REQUIREMENTS

Overview: The goal of this strategy is 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.

District rules limit fugitive dust emissions from construction, demolition, and earthmoving; bulk material storage; open areas; and unpaved roads and vehicle/equipment traffic areas. Furthermore, District rules restrict carryout and trackout of dirt and dust onto paved public roadways. Regulation VIII does not limit emissions from vehicles used in these projects.

Regulation VIII requires, a Construction Notification or Dust Control Plan for all construction activities in the District involving one or more acre of disturbed surface area. District staff reviews each Construction Notification and Dust Control Plan prior to the start of construction, to ensure that operators have planned to utilize required work practices to reduce fugitive dust emissions to within rule limitations. Additionally, District staff surveys and inspects such sites, responds to complaints regarding fugitive dust, and provides training classes for those required to submit Dust Control Plans.

In reviewing the compliance history for the Stockton community, it was determined that the District had received 26 complaints regarding fugitive dust related issues over the last 3 years, with the majority pertaining to construction/earthmoving activities and open areas. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton community during both the 2nd and 3rd quarters for the next five (5) years. This fugitive dust reduction enforcement strategy is being included in the CERP in response concerns raised by CSC members regarding fugitive dust emissions in the community and the complaint history analysis performed by the District.

Implementing Agency: SJVAPCD

Type of Action: Enforcement

ADDITIONAL INFORMATION ABOUT REGULATORY MEASURES TO REDUCE EMISSIONS IN THE COMMUNITY

Due to the nonattainment status of the Valley Air Basin for the criteria pollutants of fine particulate matter and ozone, the District requires that permitted facilities implement the most stringent control measures feasible for implementation to control criteria pollutants and associated precursor emissions. Beyond the regulations and stringent permitting requirements that are already implemented Valley-wide, the following sections detail enhanced regulatory strategies that will be implemented in the AB 617-selected community.

BARCT EXPEDITED SCHEDULE

In addition to community monitoring and emission reduction program requirements, AB 617 requires that air districts located in non-attainment areas perform a Best Available Retrofit Control Technology (BARCT) analysis for all categories of units at facilities subject to the state Cap-and-Trade program. In accordance with AB 617 requirements, the District adopted an expedited schedule for performing further determination of BARCT requirements in December, 2018.

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. While District rules are expected to meet BARCT due to the District's ongoing extensive regulatory evaluations, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for District rules as required under AB 617. The proposed schedule was prepared through a public process, which included two public workshops. In addition to the BARCT implementation schedule, the District will be proceeding with amending a number of District rules included as commitments in the District's *2018 PM_{2.5} Plan*, as discussed earlier in the CERP, that are also subject to the AB 617 BARCT implementation requirement.

In conjunction with District rules applicable to stationary source equipment, under the District's New Source Review permitting regulation, new facilities or facilities modifying equipment that emit air pollutants greater than 2 pounds per day (lb/day), are subject to stringent emissions control requirements. For each piece of equipment that has the potential to emit over the 2 lb/day threshold, the District requires the use of the best available air pollution control technology (BACT) used to control emissions from similar types of equipment. As part of this BACT analysis, the District determines if cleaner technologies that are not generally used for the equipment being analyzed 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 the least amount of air pollution possible.

In addition to these stringent requirements on new sources of air pollution, rules adopted in the San Joaquin Valley are regularly analyzed for compliance with the state's BARCT requirements.

Best Available Retrofit Control Technology (BARCT)

Existing stationary sources in non-attainment areas such as the San Joaquin Valley have been subject to BARCT requirements since the 1980s, as opposed to some nonattainment areas in California relying on market-based criteria pollutant emission reduction programs and where facilities were not required to comply with BARCT. Although AB 617 does not specifically define BARCT, California Health and Safety Code (CH&SC) Section 40406 defines BARCT as follows:

Best Available Retrofit Control Technology (BARCT) is an air emission limit that applies to existing sources and is the maximum degree of reduction achievable, taking into account environmental, energy and economic impacts by each class or category of source.

Unlike other regions in the state, the District has not relied on market-based systems such as South Coast AQMD's RECLAIM program to achieve regional emissions reductions needed for attainment. Such market-based systems allow sources of pollution to avoid installing BARCT-level controls if regional emissions are reduced at an established rate. This potential path to avoiding installing the best air pollution controls in other air districts was a significant portion of the genesis of this BARCT requirement of AB 617.

In contrast, businesses in the San Joaquin Valley have always had to comply with BARCT in accordance to the implementation schedules established in District rules. When developing attainment plans or amending prohibitory rules, the District evaluates all applicable sources of emissions for potential strategies to reduce emissions. These evaluations include an exhaustive search of air quality regulations throughout the nation, review of existing emission control technologies, and analysis of advanced emission control technologies that may soon be available, to identify potential technologically and economically feasible emission reduction measures. The District's attainment planning efforts rely on these processes to demonstrate on an ongoing basis that District rules meet state and federal emission control requirements, including BARCT and Most Stringent Measures, which exceeds BARCT requirements. Therefore, given the District's ongoing and extensive work to identify and apply most stringent measures necessary to attain the ever-tightening federal health-based standards under the Clean Air Act, it is anticipated that most if not all District rules satisfy BARCT requirements.

The District recognizes that emission control technologies are continually evolving, and therefore, robust and ongoing analysis is necessary to demonstrate that the District's rules continue to meet BARCT and other requirements on an ongoing basis. Furthermore, in the context of the 2016 Ozone attainment plan, the recently adopted PM2.5 attainment plan, and upcoming plans, future rule development actions will be required and, in this process, rules that have recently been determined to meet BARCT during this AB 617 analysis may be subject to further analysis to ensure they continue to meet BARCT requirements. Additionally, in those instances where the District is

made aware of new technology, further case specific and rule specific BARCT determinations may be conducted.

Affected Rules Included in the District's Expedited BARCT Implementation Schedule

As captured in Section 40920.6 of the Health and Safety Code, AB 617 identifies specific requirements for the District to meet when establishing the expedited BARCT implementation schedule. AB 617 requires the schedule to apply to each industrial source that, as of January 1, 2017, was subject to a specified market-based compliance mechanism and give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time.

Based on information provided by CARB, as of January 1, 2017, 109 facilities within the District were identified as being subject to the state Cap-and-Trade program for greenhouse gas emissions, a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562, and therefore AB 617 BARCT requirements. Evaluating the 109 affected facilities, the District identified that approximately 4,500 active permit units are 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 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
- 19 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 13 rules likely already meet BARCT due to the District's ongoing and extensive regulatory evaluations and enhancements, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for these rules, which will occur in the 2020-2022 timeframe.

Prioritization Criteria for Expedited BARCT Analysis Schedule

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.

Public Process

As a part of the public process associated with establishing this 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 by the end of 2018.

The District held a public workshop on November 1, 2018, to solicit input from the stakeholders regarding the District's proposed expedited BARCT Rule implementation schedule. No comments were received from stakeholders after this workshop.

In addition, the District held a public workshop on July 30, 2020, to provide an update on the Best Available Control Technology (BARCT) analysis of District rules as required under AB 617 and the District's Expedited BARCT Implementation Schedule.

Expedited BARCT Implementation Schedule

Through this public process and in accordance with AB 617 requirements, the District has adopted the following expedited BARCT implementation schedule:

Table 4-1 Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	BARCT Rulemaking Schedule (if necessary)
4454	Refinery Process Unit Turnaround	Rule determined to meet BARCT	2019	---
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Rule determined to meet BARCT	2019	---
4104	Reduction of Animal Matter	Rule determined to meet BARCT	2019	---
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	BARCT evaluation completed, rule development process necessary	2019	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	BARCT evaluation completed, rule development process necessary	2019	
4702	Internal Combustion Engines (VOC only)	Scheduled (in conjunction with PM2.5 Plan commitment)	2020	Rule amendment scheduled for early 2021
4623	Storage of Organic Liquids	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.

4694	Wine Fermentation and Storage Tanks	Rule determined to meet BARCT	2020	-----
4624	Transfer of Organic Liquid	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Rule determined to meet BARCT	2020	-----
4601	Architectural Coatings	Rule determined to meet BARCT	2020	-----
4401	Steam-Enhanced Crude Oil Production Wells	BARCT evaluation completed, rule development process necessary	2021	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4566	Organic Material Composting Operations	Scheduled	2021	-----
4625	Wastewater Separators	Scheduled	2021	-----
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Scheduled	2021	-----
4402	Crude Oil Production Sumps	Scheduled	2021	-----
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 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	Rule determined to meet BARCT	---	---

	Process Heaters Greater Than 5.0 MMBtu/hr			
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 PM_{2.5} PLAN RULE AMENDMENT EFFORTS

In addition to the BARCT implementation schedule above, the District will be proceeding with amending two District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the District's *2018 PM_{2.5} Plan* adopted by CARB into the State Implementation Plan:

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. Community Steering Committee 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.

Table 4-2 Scheduled District Rule Amendments to Reduce PM2.5

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. Rule amended in June, 2019.	2019 (Completed)
4311	Flares	Rule meets or exceeds BARCT	2020 (Completed)
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 (Completed)
4692	Commercial Charbroiling	No units subject to AB 617 BARCT analysis	2020 (Completed)
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2021
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

Further information on the District's expedited BARCT schedule and rule analyses can be found in the staff report presented to the District Governing Board in December, 2018:

http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf

PERMITTING: BACT AND T-BACT DETERMINATIONS

The California Air Resources Board (CARB) is developing a Technology Clearinghouse of best available control technology (BACT) and best available control technology for toxic air contaminants (T-BACT) determinations for air districts throughout California. The District will use this Technology Clearinghouse as an additional resource for BACT determinations, and will reference this information when developing BACT and T-BACT technology determinations for any new or modified source permitting processes,

including those in the Stockton community. More information about the District's stringent new and modified source review process is available in Chapter 3.

FACILITY RISK REDUCTION AUDITS UNDER AB 2588 (AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT)

Background

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in September 1987. Under this act, stationary sources are required to report the types and quantities of certain toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day-to-day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require significant risk facilities to reduce their risks below the level of significance in accordance with the provisions of the "Emissions Inventory Criteria and Guidelines Report" adopted by the Air Resources Board.

District's Implementation of AB 2588

The District's implementation of AB 2588, California's *Air Toxics "Hot Spots" Information and Assessment Act*, has resulted in major 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 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 this effort, and the resulting emissions reductions, no Valley facility currently poses a significant risk under this program.

The District's integrated air toxics program fulfills the state AB 2588 Hot Spots mandates, aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. In addition, the District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by the Air Resources Board, requiring prescribed control measures for various source categories that cause significant risks at a regional level. Furthermore, the District's integrated program fulfills federal mandates under Title III of the federal Clean Air Act, requiring Maximum Available Control Technology (MACT) for sources of air toxics.

In addition to the state and federal mandates, the District's integrated air toxics program also implements the more stringent local permitting and California Environmental Quality Act (CEQA) requirements, specifically to ensure installation of Best Available Control Technology (BACT) for air toxics and that new permits or modifications to existing facilities will not result in a significant increase in health risk to the public.

The District has spent the last two decades implementing a wide variety of methods to reduce toxic air contaminant emissions in the San Joaquin Valley. Based on the latest California Toxics Inventory, 52% of toxic air contaminants come from mobile sources such as cars and trucks, 34% are emitted from area-wide sources like road dust, paints, solvents, and other consumer products, and 14% of all air toxics in the San Joaquin Valley are emitted from stationary sources of pollution under the direct control and regulation of the District. Mobile and area-wide sources of emissions are generally under the regulatory authority of the State of California and the federal government.

The District's integrated approach to addressing and reducing risks from toxic air contaminants has taken three main paths:

- Reducing air toxic emissions from existing stationary sources of emissions,
- Preventing the creation of new or modified stationary sources of significant risk, and
- Finding creative and cooperative methods of reducing risk from emissions sources that the District does not typically regulate.

In 2015, the District began implementing the state Office of Environmental Health Hazard Assessment's (OEHHA's) revised Guidance on Preparation of Health Risk Assessments that was adopted by OEHHA in early March 2015. Following OEHHA revised guidelines, the District began a health risk reassessment of all facilities located in the San Joaquin Valley. The health risk reassessment follows the phased processing schedule outlined in AB 2588, which was originally implemented in the late 80's and early 90's. AB 2588 subjected three major categories (or phases) of facilities to the regulation based upon their level of annual emissions.

Reassessment of facilities subject to the AB2588 Hot Spots regulation is a multi-year process that started in 2016, following the phases identified below:

- Phase I Facilities (≥ 25 tons emissions per year)
- Phase II Facilities ($10 \leq$ tons emissions per year < 25)
- Phase III Facilities (< 10 tons emissions per year)
- Phase IV Facilities (Industry-wide and agricultural facilities)

Prioritizing Facility Health Risks

Based on the emissions inventory, the District is prioritizing each facility's health risk based on established statewide guidelines using a computerized modeling program. A "prioritization" is a conservative health risk assessment screening analysis, resulting in a facility prioritization score used to determine if a more refined health risk assessment is

necessary based on the results of the modeling program. As part of this process, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case health risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Facilities ranked as high priority are required to perform health risk assessments. The District prioritizes and ranks the health risk posed by a facility as "low", "intermediate", or "high" priority, based on the following:

- Low Priority: Prioritization Score ≤ 1
Facility Exempt from further AB 2588 requirements
- Intermediate Priority: $1 < \text{Prioritization Score} \leq 10$
Facility required to provide updated summary every four years
- High Priority: Prioritization Score > 10
Facility required to perform a refined Health Risk Assessment

Health Risk Assessment Process

When a facility's prioritization score exceeds 10, the facility is classified as "High Priority" and a Health Risk Assessment (HRA) is required for the facility, and such facility is required to submit an HRA for District approval. The District and State Office of Environmental Health Hazard Assessment (OEHHA) are required by the Air Toxics "Hot Spots" Act to review each HRA. Understanding that risk calculations involves a level of uncertainty due to limited data in many areas requiring the use of assumptions. With a focus on health protection, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Therefore, while the actual risk may be much less than the calculated risk, it is very unlikely to be higher than calculated.

Upon approval of facility HRA, the District determines the facility's health risk status, which is classified as a low risk, intermediate risk, high risk, or risk reduction required, based on the following HRA scores:

- Low Risk: HRA cancer risk ≤ 1 in a million, and
HRA total hazard index of < 0.1
(Facility Exempt from further AB 2588 requirements)
- Intermediate Risk: $1 \leq \text{HRA cancer risk} < 10$ in a million, or
 $0.1 \leq \text{HRA total hazard index} \leq 1.0$
(Facility required to provide update summary on a quadrennial basis)

- High Risk: HRA cancer risk ≥ 10 in a million, or
HRA total hazard index of > 1.0
(Public Notice)

- Risk Reduction Required: HRA cancer risk ≥ 100 in a million cancer, or
HRA total hazard index of > 5.0
(Public Notice and Risk Reduction Audit Plan)

Facilities that pose health risks above District action levels are required to submit plans to reduce their risk. The Risk Reduction Audit Plan (RRAP) trigger level for cancer risk is 100 cases per million exposed persons, based on the maximum exposure beyond facility boundaries at a residence or business. The action level (Risk Reduction Audit Plan) for non-cancer risk is a hazard index of 5 at any point beyond the facility boundary where a person could reasonably experience exposure to such a risk.

The District's review of completeness of the facility's RRAP includes a substantive analysis of the emission reduction measures included in the plan, and the ability of those measures to achieve emission reduction goals as quickly as feasible. If the District determines that the RRAP does not meet those requirements, the District shall remand the audit and plan to the facility and specify the deficiencies. A facility operator shall submit a RRAP addressing the deficiencies identified by the District within 90 days of receipt of a deficiency notice. An updated prioritization and/or health risk assessment shall be determined based on the approved RRAP.

Risk Reduction Audit and Plan Facilities within the District

Based on facility information, as of October 1, 2020, no District permitted facilities in the Stockton AB 617 community present a significant risk for toxic air pollutants and are not required to perform a Risk Reduction Audit and Plan.

AB 617 Community Facility Lists with Associated AB 2588 Designations

Assembly Bill 617 requires the CARB and air districts to develop and implement emissions reporting for disadvantaged communities. With the establishment of the selected community boundaries, the District has put into effect a plan to expedite and streamline the AB 2588 reassessments for facilities located within the selected community of Stockton.

Community-Based AB 2588 Reassessments

Based on previous AB 2588 analyses and on the on-going District's integrated air toxics program, no Valley facilities have been determined to pose significant risk. Therefore, no existing facility(s) have or have been required to prepare a Risk Reduction Audit Plan. However, as mentioned above, the District is currently in the process of

reassessing Valley facilities under AB 2588, which includes those located in the selected community of Stockton.

Please refer to Appendix E for further details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

STATEWIDE INCENTIVE AND REGULATORY STRATEGIES

This section provided by the California Air Resources Board

Overview of California Air Resources Board's Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level to deliver new emissions reductions directly within these communities.

The California Air Resources Board (CARB) has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the State Strategy for the State Implementation Plan,¹⁰ the California Sustainable Freight Action Plan,¹¹ California's 2017 Climate Change Scoping Plan,¹² and the Short-Lived Climate Pollutants Reduction Strategy,¹³ along with a suite of incentive programs. The Community Air Protection Blueprint¹⁴ further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State. Together, these plans provide a foundation for the new actions identified as part of this community emissions reduction program.

This section illustrates CARB's statewide role in the community emissions reduction program, by broadly describing the regulatory and incentive-based foundational actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the Stockton community. CARB's potential enforcement strategies are described in Chapter 5 of this CERP.

INCENTIVE PROGRAMS

CARB operates incentive programs that reduce the costs of developing, purchasing, and operating cleaner technologies. The programs help ensure cleaner cars, trucks,

¹⁰ California Air Resources Board, *Revised Proposed 2016 State Strategy for the State Implementation Plan*, March 7, 2017, available at: <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

¹¹ California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: <https://dot.ca.gov/programs/transportation-planning/freight-planning/california-sustainable-freight-action-plan>.

¹² California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

¹³ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final>.

¹⁴ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

equipment, and facilities are operating in our neighborhoods. Specifically, these program accelerate the introduction of advanced technology vehicles and equipment, accelerate the turnover of older and higher emitting vehicles and equipment, and increase access to clean vehicles and transportation in disadvantaged communities and lower-income households.

Examples of CARB incentive programs include the Carl Moyer Memorial Air Quality Standards Attainment Program¹⁵ and the Community Air Protection Incentives,¹⁶ Proposition 1B: Goods Movement Emission Reduction Program,¹⁷ Funding Agricultural Replacement Measures for Emission Reductions Program,¹⁸ and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).¹⁹ While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

Community Air Protection Incentives

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California communities that are most heavily impacted by disproportionate levels of air pollution.

The Legislature designated the initial appropriation of \$250 million in 2017 for immediate benefits in heavily impacted communities while the other aspects of AB 617 were created and implemented. In order to ensure swift action, the Legislature directed that air districts must spend funds according to two existing mobile source incentive programs: the Carl Moyer Memorial Air Quality Standards Attainment Program, and the Proposition 1B Goods Movement Emission Reduction Program. Air districts have been using the resulting Community Air Protection Funds Supplement to the Carl Moyer Program 2017 Guidelines since it was approved by the Board on April 27, 2018.

The Legislature appropriated an additional \$245 million in 2018 and provided additional direction for new opportunities for stationary source incentives as well as Community-Identified Projects consistent with Community Emissions Reduction Programs. The approved 2019 California State Budget contains another appropriation of \$209 million

¹⁵ For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

¹⁶ For more information on the Community Air Protection Incentives, visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>

¹⁷ For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

¹⁸ For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: <https://ww2.arb.ca.gov/our-work/programs/farmer-program>.

¹⁹ For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program>.

for continued incentives to support the Community Air Protection Program, with Legislative direction matching the previous year's appropriation.

Subsequently, staff developed the Community Air Protection (CAP) Incentives 2019 Guidelines²⁰ to provide eligibility and funding criteria for two new project categories, this represents CARB's first steps in providing incentives to clean up stationary sources of air pollution. The new project categories aim to reduce hexavalent chromium emissions from chrome plating activities, as well as include a suite of project types to reduce exposure at public schools. These guidelines will continue to be expanded with new categories of projects, to be responsive to the needs of the most heavily impacted communities across the State.

At the May 2019 Board hearing, CARB staff was directed to provide more flexibility within the Community Air Protection Incentives Guidelines to allow communities and air districts the ability to develop specific Project Plans to quickly address unique local air quality concerns.

Unlike traditional Moyer projects, Stationary and Community-Identified projects do not lend themselves to the same type of cost effectiveness evaluation. Therefore, the proposed criteria for stationary and Community-Identified projects will focus on community involvement, transparency, and consistency. Air Districts will work with communities to identify project categories needed to address community problems and general concepts. Air districts will then develop Project Plans that:

- Document community support – Community members will evaluate whether there has been sufficient community involvement
- Detail the project selection process
- Set participant requirements
- Establish funding amounts and project costs
- Quantify expected emissions/exposure reductions

To ensure reporting requirements are met CARB will be responsible for:

- Assisting districts with development of technical details
- Helping districts be consistent in quantifying benefits
- Confirming that project plans are consistent with statutory requirements
- Ensuring transparency for communities regarding projects funded, dollars spent, and benefits expected

For more information on air pollution incentives, grants, and credit programs, visit: <https://ww2.arb.ca.gov/our-work/topics/incentives>.

²⁰ For more information on the Community Air Protection (CAP) Incentives 2019 Guidelines, visit: <https://ww2.arb.ca.gov/resources/documents/community-air-protection-incentives-guidelines>

REGULATORY PROGRAMS

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants.

At the State level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources (with the exception of consumer products in most cases) through rules and permitting programs within their regions.

CARB regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and their deployment into the fleet, for cleaner fuels, and to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One important and relevant regulatory authority of CARB's is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne Toxic Control Measures (ATCM).²¹ These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, the Statewide Air Toxics "Hot Spots" Program²² addresses the health risk from toxic air contaminants at individual facilities across the State. The Air Toxics "Hot Spots" Program includes several components to collect emissions data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

²¹ California Health and Safety Code § 39650 et seq.

²² Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connelly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

Under the Air Toxics “Hot Spots” Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses conducting health risk assessments and developing emissions reduction plans.

Additionally, in some instances CARB has pursued enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB’s agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

CARB ACTIONS RELATED TO THE STOCKTON COMMUNITY

This section highlights CARB actions that specifically relate to the Stockton community. This list should not be interpreted as comprehensive or exhaustive, but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local level strategies identified in this community emissions reduction program. Additional CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.²³

Recently Adopted CARB Regulations

CARB adopted the **Advanced Clean Trucks Rule**²⁴ in June 2020 requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales will need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.

In August 2020 CARB adopted the **Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments**²⁵ which require manufacturers to comply

²³ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

²⁴ For more information on the Advanced Clean Trucks Rule, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

²⁵ For more information on the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NO_x (oxides of nitrogen, a key component of smog) are reduced to help California meet federal air quality standards and critical public health goals. The regulation is expected to have a significant impact on communities adjacent to railyards, ports and warehouses that typically experience heavy truck traffic. These trucks often idle, move slowly and make frequent stops – all actions that increase NO_x emissions. Today's heavy-duty trucks do not control NO_x effectively during such “low load” conditions. The new standards will reduce NO_x emissions by 90 percent or more when trucks are operating under these low load real-world operations. All components of the new rule will be phased-in, allowing engine manufacturers time to prepare for compliance. The NO_x standards that engines must meet will be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027.

The **Control Measure for Ocean-Going Vessels At Berth**²⁶ was also adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

Upcoming CARB Regulations

Commercial Harbor Craft Regulation Amendments – CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

Heavy-Duty Vehicle Inspection and Maintenance – When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the

²⁶ For more information on the Control Measure for Ocean-Going Vessels At Berth, see: <https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation>, and the At Berth Factsheet: https://ww2.arb.ca.gov/sites/default/files/2020-08/External%20At-Berth%20Fact%20Sheet%20August%202020%20ADA_0.pdf

development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>. For more information on the development of a comprehensive heavy-duty inspection and maintenance program, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

Cargo Handling Equipment Regulation Amendments – Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

Advanced Clean Fleet Rules – CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. For more information, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.

Transport Refrigeration Unit Regulations – Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

Small Off-Road Engines – In 2020, CARB will 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. For more information on the strategy, visit: <https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

Advanced Clean Cars II – CARB staff is developing the Advanced Clean Cars II regulations, which will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles for sale. For more information on these new regulations, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>.

Commercial Cooking Suggested Control Measure – This strategy consists of a two-phase process to evaluate California’s current emission reduction requirements for commercial cooking operations that prepare food for human consumption, and if necessary, make improvements to achieve additional reductions in particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5) and volatile organic compound emissions that contribute to ozone formation. For more information on the strategy, visit: [Blueprint Appendix F](#) – pages F-8 & F-9.

ESTIMATED EMISSIONS REDUCTIONS FROM CARB MEASURES

CARB has estimated the emissions reduction benefits for some of the proposed statewide measures as shown in Table 4-3 for the 2025 and 2030 milestone years for the Stockton Community. Note the emissions reductions from the recently adopted Ocean-Going Vessels At Berth Amendment and Low NOx Omnibus Regulation are not reflected in the emissions inventory presented in Chapter 3 or Appendix C.

Table 4-3 Estimated Emissions Reductions from CARB Measures in the Stockton Community

Proposed Statewide Measures	Emissions Reduction (tons per year)							
	PM2.5		DPM		NOx		VOC	
	2025	2030	2025	2030	2025	2030	2025	2030
Ocean-Going Vessels At Berth Amendment	0.00	0.18	0.00	0.20	0.00	11.45	0.00	0.56
Advanced Clean Car 2		0.02		0.00		1.00		0.38
Heavy-Duty Inspection and Maintenance	0.34	0.38	0.35	0.40	23.25	27.7		
Low NOx Engine Standard					1.88	14.17		
Small Off-Road Engine Amendment	0.15	0.92	0.12	0.28	17.03	27.09	8.28	28.31

5. ENFORCEMENT PLAN

5.1 INTRODUCTION

Enforcement of air quality rules and regulations by the San Joaquin Valley Air Pollution Control District (District) and the California Air Resources Board (CARB) is critical to continuing air quality progress and achieving the air quality goals contained in the Valley's State Implementation Plans. Compliance with federal, state, and local air quality rules and regulations is ensured by operating robust inspection programs along with a full range of educational and compliance assistance programs.

This Enforcement Plan describes the stationary and mobile source enforcement history for the Stockton AB 617 Community. In addition, the plan describes the overall enforcement programs operated by the District and CARB. Based on the analysis of the enforcement history and input from the Community Steering Committee, the Community Emissions Reduction Plan (CERP) includes focused enforcement measures to enhance enforcement and compliance assistance activities within the community in support of the emission reduction commitments in the CERP.

5.2 OVERVIEW OF SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT PROGRAM

The District's mission is to improve the health and quality of life for all Valley residents through efficient, effective, and entrepreneurial air quality management strategies. The District's Enforcement Department seeks to aid in achieving this mission through fair, consistent, and comprehensive enforcement utilizing 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 Enforcement 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 and responds to approximately 3,000 public complaints, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented.

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

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with federal, state, and District requirements. These compliance evaluations are unannounced whenever possible and play a key part to meeting clean air requirements. The frequency of regular inspections depends on the type of facility. When considering limited resources, priority is given to federal Title V (Major) sources, facilities that emit non-attainment criteria or toxic pollutants, facilities with equipment that is more susceptible to upsets, compliance history of operation, etc. Under this scenario, a chrome plating facility will be inspected more frequently than a back-up, emergency generator which only operates a few hours per year.

Compliance inspections are conducted by well-trained District air quality inspectors. Inspections include a physical inspection of the facility and equipment, a review of operating and monitoring records, and the use of advanced detection equipment, where appropriate, to determine compliance with permitted emission limits. During the inspection, District staff ensures that the equipment is permitted appropriately, and that the facility is operating in compliance with all permit requirements and applicable local, state, and federal regulations. If the facility is determined to be in non-compliance, the inspector issues the facility an enforcement action that requires prompt correction of the issue and generally results in the imposition of a civil penalty to dissuade from any non-compliance in the future.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are top priorities. Inspectors are on-call 24 hours per day, seven days a week and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate non-compliance with District rules, including potential public nuisances. Along these same lines, the District added the ability to easily submit complaints, including video and photographs, online and through mobile smartphone applications. District staff are required to keep the reporting party apprised of the investigation findings until it has been completed. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize multilingual translation services, in the field or over the telephone, to ensure that all communities and groups within the Valley are properly served.

Emissions Testing

District inspectors oversee hundreds of third-party emissions tests conducted at stationary sources each year for the purpose of measuring air pollutants and ensuring compliance with established standards from stationary sources of air pollution. District staff have three main tasks when overseeing source tests at stationary source sites. First they review the source test protocol, submitted by the third party source testing contractor, which outlines the testing methods that testing period. District staff reviews the protocol to ensure the proper testing methods will be used and that the source test contractor has the proper equipment and certifications to conduct the test. The second task is to witness the test to ensure the source test contractor follows the correct testing procedures. Lastly, District staff reviews the source test results to ensure the data is properly reported and to act promptly on any compliance issues related to the testing.

In addition, the District utilizes its monitoring van and portable exhaust gas analyzers to assess the emissions from internal combustion engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all permitted and/or rule emission limits.

Gasoline Station Permitting, Inspecting and Testing Program

Gasoline stations, in aggregate, are one of the largest potential sources of volatile organic compounds in the Valley. A comprehensive and effective permitting, inspection

and testing program is important to ensure the vapor recovery systems operate as designed and the Valley realizes the emission reductions anticipated in Rule 4621 (Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels and Bulk Plants) and Rule 4622 (Gasoline Transfer into Motor Vehicle Fuel Tanks).

District staff continues to inspect gasoline station vapor recovery systems on a routine basis looking for torn hoses, damaged nozzles, and missing parts. However, during recent years there have been many changes in vapor recovery technology and state laws such that the simple visual inspections are no longer sufficient. More emphasis is now being placed on performance tests that evaluate gasoline station equipment effectiveness. As a result, the District implemented a gasoline dispensing tester certification and training program to ensure qualified third party contractors are available for operators of this equipment.

Wood Burning Heaters and Fireplaces

Further reducing residential wood smoke emissions is a high priority under the District's 2018 PM2.5 Plan given the significant localized health impacts associated with residential wood smoke. Scientific studies show that prolonged inhalation of wood smoke contributes to lung disease, pulmonary arterial hypertension, and pulmonary heart disease, which can eventually lead to heart failure. District Rule 4901 is designed to improve public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February).

Since 2004, the District has had a robust enforcement program for designated wood burning curtailment days to ensure the District is achieving the expected emission reductions as a result of the requirements of the rule. This includes having a significant portion of field staff mandatorily assigned to conduct proactive surveillance in counties with declared wood burning curtailments. The District also conducts surveillance in counties with curtailments on days that District offices are closed and performs periodic night-time surveillance throughout the Check Before You Burn season.

In the District's ongoing efforts to utilize the latest forms of technology to improve efficiency and effectiveness, the District tested several technologies for nighttime fireplace and wood burning heater enforcement. The District purchased ultra-low light cameras, which have the greatest capacity to capture non-compliance through photographic and video evidence. The use of the cameras are able to clearly document smoke coming from chimneys in extremely low-light conditions in a way that previous technologies used and tested were unable to match.

Compliance Assistance

The District believes in working closely with businesses and residents to assist in achieving compliance with air pollution rules and regulations. The Compliance Assistance program has emphasized an educational approach to help Valley residents and businesses comply with a variety of air pollution regulations. Businesses and individuals throughout the Valley are provided with:

- **Individualized Assistance:** Personal, one-on-one help is provided to thousands of businesses and residents to ensure they understand the federal, state, and District's requirements.
- **Compliance Assistance Bulletins:** Actively evaluate upcoming rule compliance dates and develop educational materials that are sent to affected groups including, but not limited to, residents, realtors, building departments, contractors, and industrial and commercial facilities.
- **Compliance Schools:** The District provides training classes regarding information on the topics of open burning, gasoline vapor recovery, and wood burning fireplaces and wood burning heaters to individuals who have received a Notice of Violation from the District. In addition to discussing the aforementioned specific topics, the courses also provide general air pollution training, discuss the air quality challenges of the San Joaquin Valley, and opportunities for them to contribute to improving air quality in the Valley.
- **Gasoline Station Tester Training:** Ongoing training for contractors is provided for those wishing to perform vapor recovery tests within the District. District rules require testers be certified to ensure there are a qualified pool of contractors from which businesses can choose to perform their equipment's testing.
- **Asbestos Training:** Comprehensive assistance on asbestos regulations is provided to the public, building industry, building departments, fire departments, and realtors. Staff continues to spend considerable time providing one-on-one assistance, in addition to group trainings, to the regulated community. The District has also developed online tools and resources to educate the public on asbestos notification requirements in the Valley.
- **Residential Wood Burning Heater Professional Training:** Training requirements for qualified individuals (those people having either a certification from the Fireplace Investigation Research and Education, Chimney Safety Institute of America, or the National Fireplace Institute or has documentation demonstrating they are qualified to perform inspections, maintenance and cleaning activities on wood burning heaters) who may be hired to perform inspections of wood burning heaters and pellet stoves to ensure they can be operated in a compliant manner prior for individuals who voluntarily request to register their wood burning heaters and pellet stoves.
- **Fugitive Dust Education:** Staff organizes and conducts classroom training for all groups required to submit dust control plans for construction activities and provides ongoing training and outreach as needed and as requested to businesses and entities that may be subject to the requirements.
- **Prescribed Burning Outreach:** The District meets periodically with the land managers of the USDA Forest Service, National Park Service, US Fish and Wildlife

Service, Bureau of Land Management, California Department of Forestry and Fire Protection, and Southern California Edison Company in order to minimize impacts of smoke from prescribed burns and wildfires. Compliance staff participate on the daily calls during fire season to keep abreast of wildfire and prescribed burn activities throughout the area.

- **Access to District Policies:** District policies are available on the internet for stakeholders to review, comment on, and use to assist them with complying with District requirements. The internet is updated regularly with new or modified policies to ensure availability of current information.

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-contract and post-contract performance of grant recipients. Thousands of field inspections are conducted to verify that equipment is appropriately replaced or controlled, adequately maintained, and also verifies that older equipment has been properly disposed of.

Incentive projects requiring compliance inspections include the replacement of older trucks with new less polluting ones, school bus replacements, agricultural pump engine replacements, emissions controls on trucks, and other related control strategies. Each funded project requires a minimum of two initial inspections and several types of projects require ongoing inspections and recordkeeping requirements to assure emission reductions are realized for the life of the project.

5.3 SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT HISTORY IN STOCKTON AB 617 COMMUNITY

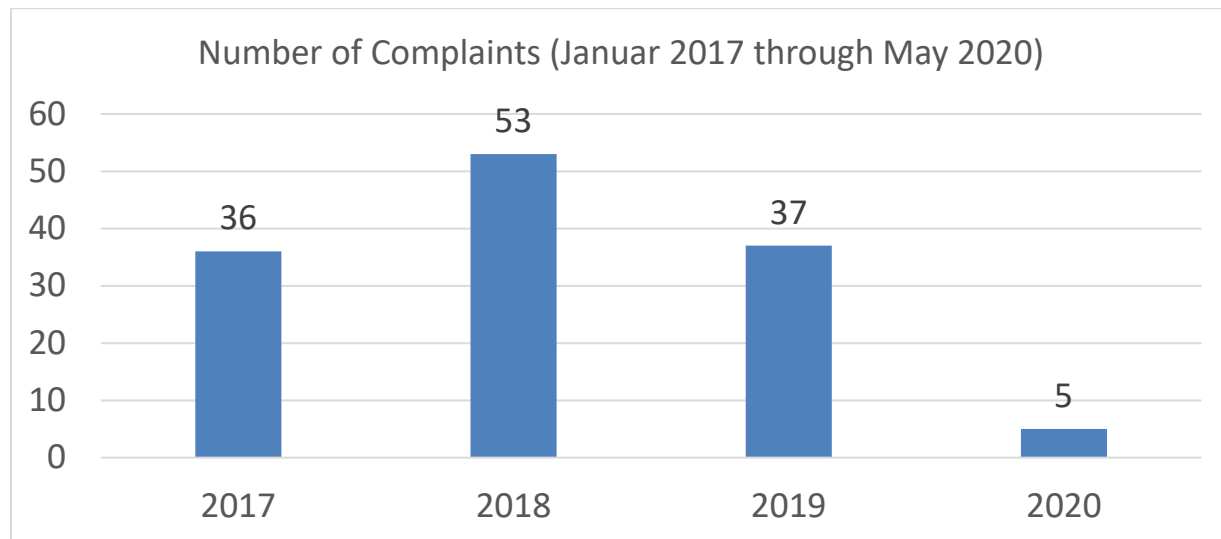
The District's enforcement presence within the Stockton AB 617 Community is comprised of many different facets including, but not limited to, performing facility inspections, investigating complaints from the public, investigating breakdowns, and overseeing third-party emissions testing at facilities. Since 2017, the District has conducted inspections of 2,409 equipment units during 1,121 inspections at permitted facilities within the Stockton AB 617 Community, has received and responded to 131 air quality complaints from the public, and has issued 212 enforcement actions associated with violations of air pollution rules and regulations. A listing of the facilities, inspections, complaints, and enforcement actions can be found in Appendix F.

5.3.1 RESPONSE TO PUBLIC AIR POLLUTION COMPLAINTS

The public plays an important role in protecting public health by reporting local air quality issues that they observe in their communities. Often these complaints serve as the first warning of an air pollution compliance issue that needs to be addressed. The District places the highest priority of responding to complaints from the public and responds to each and every complaint received. In addition, the District operates an "on-call" program to ensure that complaints received outside of normal business hours can be appropriately addressed since air pollution related issues are not bound by

normal business hours. The process of responding to a complaint can be unique for each complaint received depending on factors such as whether the issue is currently in progress, whether the issue is a recurring/ongoing issue, the type of source, the time of day, and the number of complaints received about the issue. Figure 5-1 shows the number of complaints received by the District each year since 2017

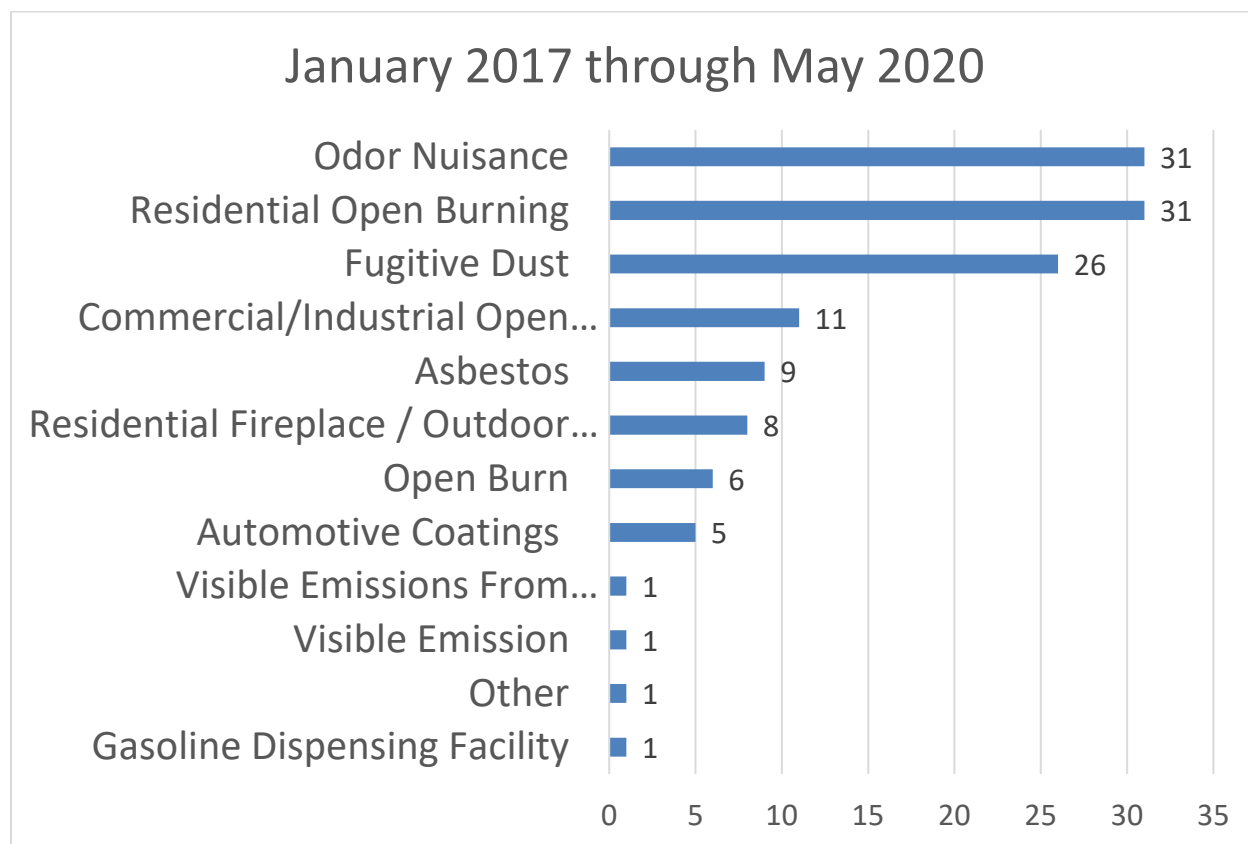
Figure 5-1 Number of Complaints by Year from 2017-2020



Based on the resulting complaint investigations, the District confirmed a violation of District rules or regulations and took enforcement action in 18 of the complaints, determined that the issue did not constitute a violation of any federal, state, or local air quality rule in 29 of the complaints, referred 2 complaints to the proper agency with jurisdiction over the issue, and was unable to confirm whether or not a violation occurred in the 82 remaining complaints (at times, the issues associated with public complaints can be transient in nature and the information provided by the reporting party may lack sufficient information to track down and confirm the issue). Of the 18 enforcement actions taken as the result of public complaints, 7 were for illegal residential open burning of waste, 2 were for illegal use of a residential fireplace or outdoor wood burning device, 2 were for fugitive dust related issues, 3 were for permitting/registration related issues, 1 were for agricultural open burns, and 3 was for work practices issues at an automobile coating operation

Figure 5-2 below details the complaints received by type since 2017. Complaints concerning odor nuisance and residential open burning each made up 23% of the total complaints received in the community. Complaints regarding fugitive dust made up approximately 20% of the complaints received in the community. In total, these three categories made up over 66% of the complaints received.

Figure 5-2 Number of Complaints by Type from 2017-2020



The District received and responded to 39 complaints regarding residential open burning and residential fireplace/outdoor wood burning devices during this period. The District confirmed illegal open burning and took enforcement action in 8 of these cases, determined that 3 were not a violation (permissible fireplace burn day or outdoor cooking fire), and was unable to confirm 28 of the complaints. In addition to the complaints received in these categories, members of the Community Steering Committee have suggested increased outreach/education and enforcement in these categories. The District has included specific enhanced enforcement and outreach/education measures as part of the CERP to reduce the potential for localized air quality impacts associated with failure to comply with District rules pertaining to residential open burning and residential fireplace/outdoor wood burning devices.

The District received 31 odor complaints during this period and determined that none of the complaints resulted in a violation failing under the District’s jurisdiction. Under state law, odors are regulated under public nuisance requirements. To become a violation, an odor must cause “injury, detriment, nuisance, or annoyance” to a considerable number of people or the public. Each of the odor complaints were separate instances from a single party; and therefore, did not rise to the level of a public nuisance under state law. Three of the complaints fell outside of the District’s jurisdiction and were referred to the appropriate agency.

Of the 26 fugitive dust complaints received, the District issued an enforcement action in 2 of the cases. In 2 of the instances, the District determined that the operation was complying with the District's Regulation VIII fugitive dust rules and public nuisance rules. In 22 of the instances, the District was unable to confirm the complaint. The complaints that did not result in enforcement actions or were unable to be confirmed were primarily associated with construction/ earthmoving activities track out or open areas. The District has included specific enhanced enforcement measures as part of the CERP to reduce the potential for localized air quality impacts associated with fugitive dust from construction/earthmoving activities and open areas subject to District Regulation VIII. Since the majority of the complaints have been received between April and September, these enhanced enforcement efforts will be conducted during the 2nd and 3rd calendar quarters.

The District received 11 complaints associated with commercial/industrial open burning. The District found that 9 were cooking fires which are exempt from open burning rules, 1 was a spontaneous combustion fire, and in the 1 remaining the District was either unable to locate the burn or the responsible party for the burn. The enhanced enforcement and outreach/education CERP measures for residential open burning will aid in compliance with the rules pertaining to illegal open outdoor burning.

The District received 9 complaints regarding federal asbestos requirements associated with regulated demolitions and renovations. The District issued enforcement actions in 3 of these instances, the District was unable to confirm 3 complaints in this category. The District took no enforcement action in 3 cases as the projects were either complying with federal asbestos requirements or were exempt under federal law.

The District received 2 complaints regarding visible emissions from equipment at facilities within the community. The District was unable to confirm whether or not a violation occurred in the 2 complaints in this category. As discussed below under the District Enforcement Action section, the District has included specific enhanced enforcement measures as part of the CERP to address failure to comply with emission standards at permitted facilities.

5.3.2 DISTRICT ENFORCEMENT ACTIONS

Federal and state law, along with local rules, require the enforcement of air quality rules and regulations. The District takes formal enforcement action for all violations of applicable federal, state, and local rules and regulations within its jurisdiction. In addition, the District enforces conditional permit requirements, Hearing Board orders, and at times seeks delegation to enforce statewide mobile source and greenhouse gas measures. Generally a Notice of Violation (NOV), which normally results in a civil penalty, is issued to document a violation. Under the limited circumstances specified in District Rule 1180, a Notice to Comply (NTC) may be issued for first-time, minor violations. An NTC does not carry a monetary penalty but does require quick resolution of the minor violation. Should a party not correct the violation within the timeframe established by the NTC, an NOV will be issued.

Over the past 3 years, the District has issued 175 NOVs and 37 NTCs in the Stockton AB 617 Community. Figure 5-3 shows the annual breakdown of NOVs and NTCs since 2017.

Figure 5-3 Number of Enforcement Actions Issued by Year (2017-2020)

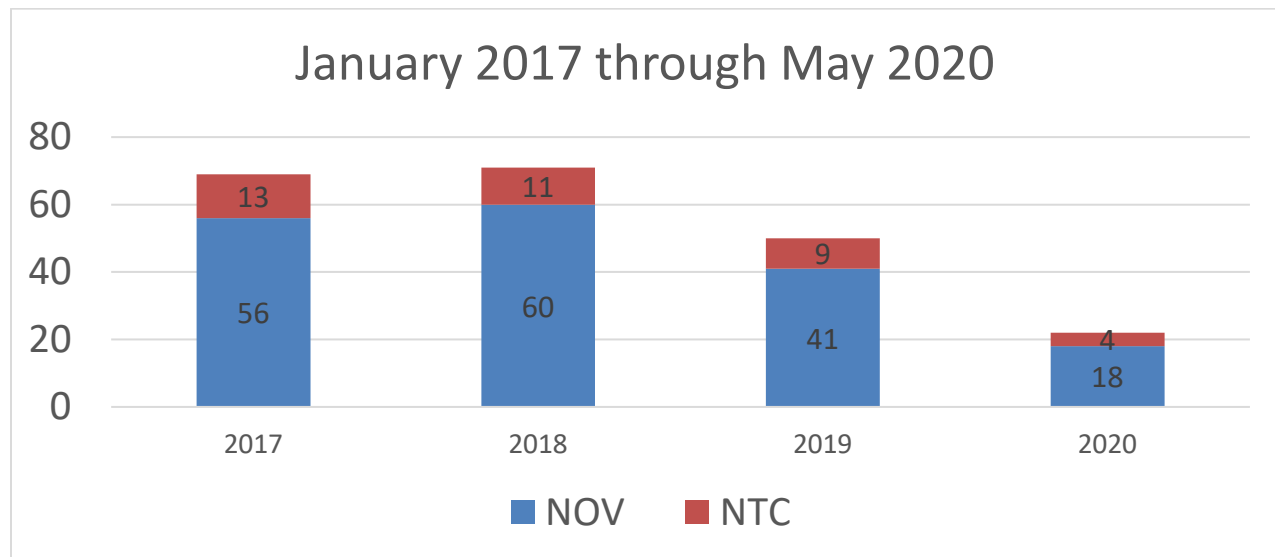
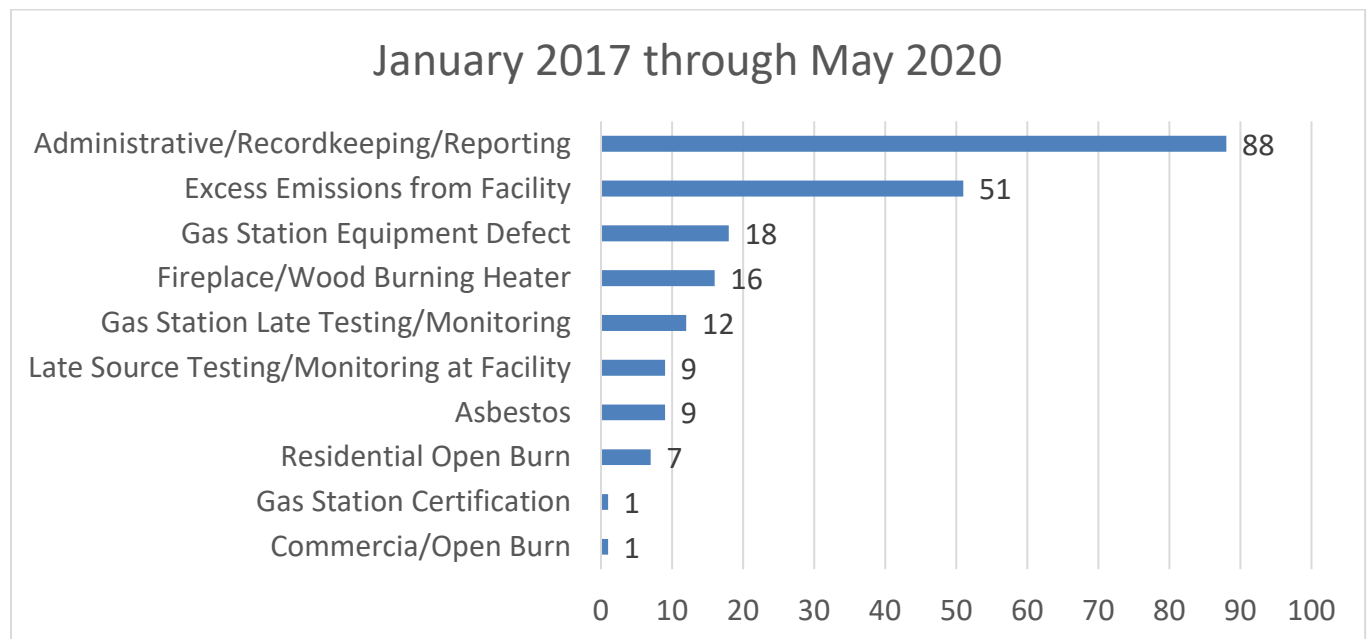


Figure 5-4 shows the enforcement actions categorized by type. Since 2017, 88 of the 212 enforcement actions resulted from violations of administrative requirements such as recordkeeping, late report submittal, operating with a suspended permit, or operating without a permit. The District issued 51 enforcement actions for violations resulting in excess emissions from facilities (not including gas stations). These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions to gas stations for violations resulting in excess emissions and 1 gas station certification enforcement action. These violations occurred at 14 gas stations in the area. The District believes that more frequent inspections for these 27 facilities would be prudent to limit the potential for air quality impacts associated with failure to comply with emission standards established by District permit, rule, or regulation.

In addition, the District believes a new pilot training program for conducting self-inspections of equipment at gas stations may help to limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing operations. Accordingly, the District has included a compliance assistance CERP measure to develop a new training program to instruct gas station operators on conducting thorough self-inspections to aid in the identifications and timely repair of system defects. The District will provide the hands on training to each gas station operator in the community.

Figure 5-4 Enforcement Actions by Type from 2017-2020



A review of the data also shows that the District has issued 7 violations for residential open burning, and 16 enforcement actions for fireplace/outdoor wood burning heater violations. This further demonstrates the need to include the aforementioned enhanced enforcement and outreach/education CERP measures.

5.4 CALIFORNIA AIR RESOURCES BOARD PROGRAM OVERVIEW AND ENFORCEMENT HISTORY IN STOCKTON

Section 5.4 Provided by the California Air Resources Board

The California Air Resources Board (CARB) enforcement programs cover the vehicles we drive, the diesel engines that power our economy, consumer products that we purchase and greenhouse gas (GHG) emissions from our industries and activities. The goal of Stockton’s enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. Through enforcement, CARB works to bring responsible parties into compliance, and in doing so, achieves a level playing field across industry so that no company can benefit from non-compliance at the expense of another. CARB also works to deter industries from future violations and takes compliance seriously, because the success of our programs and the protection of public health depend on it.

CARB applies enforcement programs professionally in accordance with our enforcement policy,²⁷ which was updated in 2017. CARB uses program data, complaints and inspections to identify potential non-compliance, and then investigates each case. Once a violation is identified, CARB notifies the responsible party and evaluates what happened. CARB works with the party to achieve compliance and measure the relevant facts and circumstances of each case, relative to the eight statutory factors as described in our enforcement policy, to determine an appropriate penalty. The case is settled when the responsible party has achieved compliance and both parties have agreed upon an appropriate penalty. If a mutual settlement cannot be reached, CARB refers the case to California's Attorney General for civil litigation.

Field inspectors are a critical component of CARB's Heavy-Duty Diesel Enforcement Program. The inspectors work across the state to inspect trucks and other equipment for compliance with CARB's diesel regulations, such as the Heavy-Duty Diesel Vehicle Inspection Program (HDVIP), Drayage Truck, Truck and Bus Regulation, SmartWay and Transport Refrigeration Unit (TRU) Air Toxic Control Measure. Field inspectors also conduct inspections for compliance with In-Use Off-Road and School Bus Idling regulations. CARB inspectors examine heavy-duty vehicles and equipment at numerous locations throughout California, such as at California Highway Patrol (CHP) scale facilities, warehouses, fleet yards, construction sites, random roadside locations, truck stops, rest areas, ports and rail yards.

CARB'S THREE YEAR ENFORCEMENT HISTORY IN STOCKTON

The following section provides an overview of CARB enforcement actions across several enforcement programs within the Stockton Assembly Bill 617 (AB 617) community boundary for years 2017 through 2019.

Under the heavy-duty vehicles and marine enforcement program sub-sections, CARB staff provide overviews of enforcement activities along with maps to display the approximate locations of program inspections, which may help to determine gaps in CARB enforcement activity as well as locations where enhanced enforcement is necessary to deter potential violators within the community. Additional sub-sections include overviews of CARB's fuel enforcement activities, statewide consumer product enforcement activities, case settlements, Supplemental Environmental Projects, and more.

CARB will work closely with the Community Steering Committee (CSC) to determine areas of non-compliance within the Stockton AB 617 area that needs an enforcement presence. CARB acknowledges enforcement presence can be increased in this area and will work with CSC and the San Joaquin Valley Air Pollution Control District (SJVAPCD) to identify opportunities for enhanced enforcement.

²⁷ <https://ww2.arb.ca.gov/resources/documents/enforcement-policy>

Heavy-Duty Vehicles Programs

Over the last three years, CARB has conducted 244 inspections on Heavy-Duty Diesel Vehicles (HDDV) within the selected Stockton AB 617 Community. These inspections occurred across 7 of 12 CARB HDDV enforcement programs, as described in Appendix 4.1.

Table 5-1 below summarizes HDDV enforcement actions in Stockton from 2017 to 2019. Of the five citations issued to HDDVs within the community boundary, four were for emissions violations and one was for a non-emissions violation. Emissions violations further contribute to air pollution while non-emissions violations do not (e.g., a truck not meeting labeling or reporting requirements). CARB is working to compile information on the resolution of violations issued in Stockton and will provide this data to CSC as it becomes available.

Table 5-1 HDDV Enforcement in Stockton: 2017-2019

Program	Inspections	Violations	
		Emissions	Non-Emissions
Drayage	25	0	1
Heavy-Duty Vehicle Inspection Program (HDVIP)	134	0	0
Idling	31	0	0
Off-Road	3	0	0
Smart Way	33	0	0
Transportation Refrigeration Unit (TRU)	2	2	0
Truck and Bus	16	3	0
Total	244	5	1

Figure 5-5 below provides a year-to-year comparison of HDDV enforcement actions and overall compliance rates from 2017 to 2019. Although overall compliance remains high (at and above 96 percent) over the three-year period, the low number of total inspections under the Drayage, Off-Road, TRU and Truck and Bus programs, demonstrate the need for more targeted inspections in the Stockton community. CARB will work closely with CSC to determine methods to identify areas of non-compliance by evaluating emissions inventory, air monitoring data, CARB's three-year history and community groundtruthing information within the Stockton AB 617 boundary.

Figure 5-5 Year-to-Year Comparison of HDDV Enforcement in Stockton

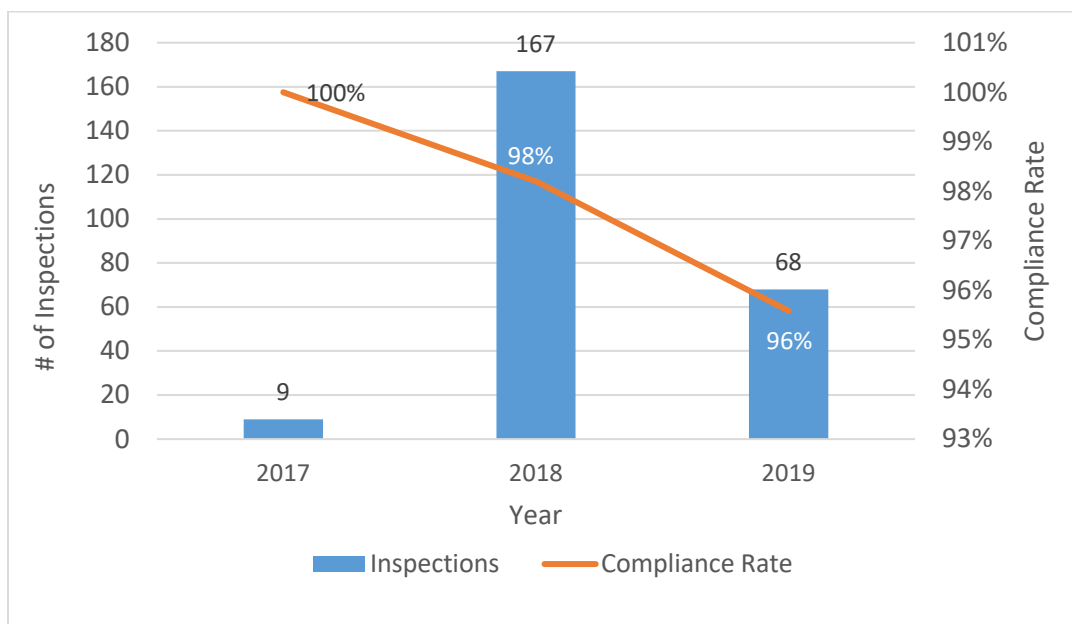


Figure 5-6 below shows the approximate locations (indicated by the truck icons) of the above-mentioned HDDV program inspections in the Stockton community boundary. Visualizing inspection locations helps CARB staff to determine any locations where enhanced enforcement is needed within the community. In the past, CARB staff would target areas with large concentrations of HDDVs such as truck stops and distribution centers. It is important to note that each location represents multiple inspections across the various HDDV programs. In addition, implementing random roadside inspections can be difficult because field staff, in coordination with the California Highway Patrol, must have enough space to perform inspections safely on the side of the road.

Figure 5-6 Map of Heavy-Duty Diesel Vehicle Inspections in Stockton: 2017-2019

In April 2017, the Governor signed into law Senate Bill 1 (SB 1),²⁸ a legislative package meant to generate significant funding for transportation projects (e.g., to repair local streets, bridges, and roadways) across California. SB 1 includes a provision that aims to bring old, polluting buses and trucks into compliance with applicable emission standards as outlined in the Statewide Truck and Bus Regulation, and authorizes DMV to deny registration to non-compliant heavy-duty vehicles²⁹ starting January 1, 2020, through December 31, 2023. By the end of 2023, 100 percent of trucks and buses registered in California, which are subject to the rule, will comply with this regulation.

In response to the legislation, CARB began a streamlined enforcement process to increase outreach to owners of heavy-duty diesel trucks and buses and provide an opportunity for vehicle owners to demonstrate compliance. Those with older vehicle models that could potentially be out of compliance were sent Notices of Non-Compliance (NC) and Notices of Violation (NOV)³⁰ from 2018 through 2019. In the last quarter of 2019, CARB sent warning letters to fleet owners who appeared to have vehicles that could potentially be out of compliance beginning January 1, 2020. HDDV owners are now required to show proof of compliance to Department of Motor Vehicles (DMV) with their vehicle registrations.

²⁸ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

²⁹ The regulation applies to nearly all diesel-fueled trucks, buses, and school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.

³⁰ A Notice of Non-Compliance letter is sent to request proof of compliance. If compliance cannot be verified, a Notice of Violation is sent.

Table 5-2 Summary of letters sent under SB 1 in Stockton: 2018-2019

Type of Letter	Number of Letters Sent
Warning letters	189
NC and NOV letters	157
Total	346

In Stockton, CARB identified 1,512 HDDVs within the Stockton community. As shown in Table 5-2 above, CARB issued 189 warning letters and 157 NCs and NOVs to owners of vehicles within the area in 2019. Of the 157 vehicle owners sent NCs or NOVs, 29 demonstrated compliance, whereas 118 vehicles were found to be non-compliant and were issued registration holds by DMV and were removed from the road. In total, CARB issued warning letters or took enforcement action against 346 vehicle owners. No enforcement action was taken on 10 other vehicles that were found not to be subject to the Truck and Bus Regulation.

Marine Programs

From 2017 to 2019, CARB staff performed 171 inspections for marine regulation enforcement at the Port of Stockton. Descriptions of the related marine enforcement programs are provided in CARB's Appendix.

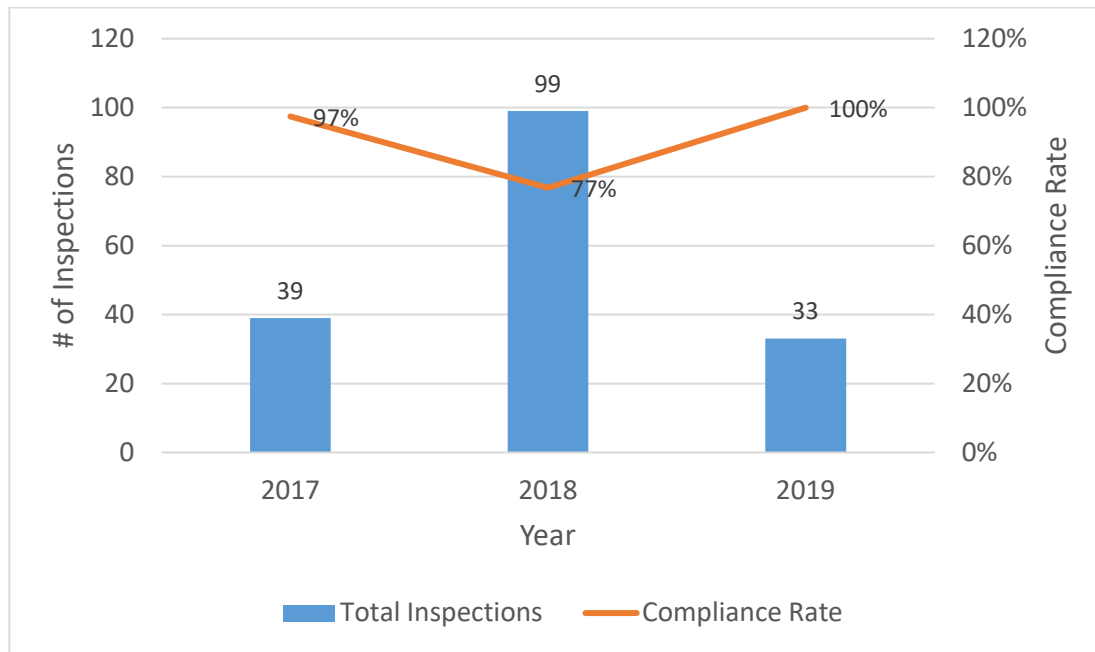
Table 5-3 Marine Enforcement in Stockton: 2017-2019

Program	Total Inspections	Violations
CHE	121	23
CHC	21	0
OGV	29	1
Total	171	24

As shown above, marine enforcement focused mainly on the Cargo Handling Equipment (CHE) Regulation. During this period, 24 NOVs were issued for violations of CHE and Ocean Going Vessels (OGV) programs. CARB staff did not find any violations of the Commercial Harbor Craft (CHC) Regulation.

below provides a year-to-year comparison of marine enforcement activities and overall compliance rates from 2017 through 2019.

Figure 5-7 Year-to-Year Comparison of Marine Enforcement in Stockton



Error! Not a valid bookmark self-reference. 5-8 below indicates the approximate locations of the above-mentioned marine program areas at the Port of Stockton. This

map may assist the community in identifying locations that CARB is not aware of or locations where additional inspections can occur.

Figure 5-8 Marine Enforcement Activity at the Port of Stockton: 2017-2019



Consumer Products

Consumer products are chemically formulated products used by household and institutional consumers and can be sources of toxic air contaminants and volatile organic compounds that community members unknowingly bring into their homes.

Examples include:

- Detergents and cleaning compounds
- Polishes and floor finishes
- Cosmetics and personal care products
- Home, lawn and garden products
- Disinfectants and sanitizers
- Aerosol paints and automotive specialty products
- Composite wood products

Consumer product inspections are an important regulatory tool to improve public health in the community. CARB investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect products for compliance with registration and dating requirements and send selected products to the laboratory for testing.

From 2017 through 2019, CARB conducted 1,883 consumer product inspections statewide. Consumer products are reported statewide because it is assumed these products are sold and delivered throughout the state. Table 5-4 below represents a breakdown of enforcement action in the state.

Table 5-4 Consumer Product Inspections Statewide: 2017-2019

Program	Total Inspections	Violation	Under Investigation
Aerosol Coatings	118	24	72
Antiperspirant/Deodorants	35	4	16
Composite Wood	120	11	50
Other Consumer Products	1,610	73	618
Total	1,883	112	756

Vehicles and Engines

CARB is responsible for evaluating the emission control systems of new vehicles and engines, and evaporative emission control systems of engine-equipped devices. When CARB finds that the vehicle/engine/evaporative emission control system complies with all of California's emission standards and emissions-related requirements, the vehicle/engine/evaporative emission control system may operate in California.

CARB conducted six Vehicles and Engines inspections in the Stockton AB 617 Community during the 2017-2019 period. CARB staff found zero violations across the three programs listed in Table 5-5 below.

Table 5-5 Vehicles & Engines Program Inspections in Stockton: 2017-2019

Program	Inspections	Violations
49 State	1	0
Recreational Marine Engines	1	0
R134A	4	0
Total	6	0

Fuels Enforcement Program

CARB staff are responsible for setting standards and adopting regulations to achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources. Motor vehicle emissions are responsible for approximately 55 percent of air pollution emissions statewide.

As seen in Table 5-6, from 2017 through 2019, CARB staff conducted 112 fuel inspections in the Stockton community. There were no violations issued for these inspections within the community.

Table 5-6 Fuels Program Inspections in Stockton: 2017-2019

Fuel Type	Inspections	Violations
Gas	75	0
Diesel	28	0
Ethanol	8	0
Bio	1	0
Total	112	0

Case Settlements

This section presents an overview of settlement agreements reached between CARB and companies in violation of CARB regulations in the Stockton community. In 2017, a company that failed to comply with requirements of the CHE Regulation signed a settlement agreement with a penalty of \$170,625.00 that was paid to the California Air Pollution Control Fund. In August 2019, CARB settled a case with the Port of Stockton in the amount of \$8,625.00 for violating the CHE Regulation. For further details on these cases, please visit <https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-case-settlements>.

Complaints Summary and Resolution

CARB's previous complaint management system relating to HDDVs lacked the ability to track complaints by specific location. However, CARB staff have begun to work on and track all complaints through the California Environmental Protection Agency (CalEPA) Complaint Reporting System.³¹ This will allow CARB staff to better track complaints by community and to see the resolution of the complaint. Furthermore, this process will enhance CARB's complaint response by encouraging better complaint referrals (e.g. referring complaints to the proper agency and/or identifying complaints that may require multiple agencies to be involved in their resolution). To increase the effectiveness of the complaint program, CARB Enforcement developed a training to help communities identify possible violations and report an enforceable complaint.

Complaints are a vital part of CARB's enforcement program and we encourage the community to report possible violations regularly. In 2019, CARB received eight diesel complaints through CARB's complaint reporting system for the Truck and Bus

³¹ <https://calepacomplaints.secure.force.com/complaints/Complaint>

Regulation and four complaints through CalEPA's reporting system within the Stockton AB 617 Community. CARB referred the complaints received to the appropriate section in a timely manner.

Supplemental Environmental Projects

CARB has a Supplemental Environmental Project (SEP) Policy that allows community-based projects to be funded from a portion, up to 50 percent, of the penalties received during settlement of enforcement actions. Every year CARB initiates cases that result in settlements with monetary penalties. The goal of the SEP program is to improve public health, reduce pollution, increase environmental compliance and raise public awareness in neighborhoods most burdened by environmental harm. In Stockton, there is one school air filtration SEP that is currently pending approval for funding. In addition, there are three SEPs funded in the San Joaquin Valley Air District.

Area	AB617 Community	SEPs	Amount Funded	Funding Status
San Joaquin Valley	South Central Fresno	Healthy Air Neighborhoods-Fresno	\$ 35,000.00	Fully funded
San Joaquin Valley	Southwest Stockton	Installation of Air Filtration Systems in Stockton-Washington Elementary School	\$ 80,000.00	Fully funded
San Joaquin Valley	Shafter	Asthma Impact Model Kern	\$ 113,480.00	Fully funded

CARB's SEP policy can be accessed at <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

Outreach Materials

In an effort to provide communities with more knowledge, tools, and resources for enhanced enforcement, CARB Enforcement has developed the following outreach materials to further inform community members:

- **CARB's Enforcement Visualization Tool**

This web-based tool allows community members to see a map that details statewide field inspections and case settlements across California. This tool allows you to look up inspections by program, type, zip code, and date. A user guide has been developed to go along with the tool. This is a one-pager on how to use the Visualization Tool in your community. The Visualization Tool is available at <https://webmaps.arb.ca.gov/edvs/>.

- **Complaint Reporting**

- CARB has developed a community-focused training to provide communities with the information necessary to report a complaint. The trainings are tailored to each region within the AB 617 Program. For instance, the training provided in the San Joaquin Valley may differ from training given in West Oakland, based on the types of emission sources within the region, as well as contact information for other regulatory parties.
- As shown in Figure 5-9, CARB has also developed reporting cards (available in both English and Spanish) that include information on where to report complaints and what information to provide when reporting complaints. If the community is interested in receiving CARB's complaint reporting training or obtaining the Complaint Reporting business cards through the CSC or another outlet, please contact COES@arb.ca.gov, or speak to your local CARB Enforcement liaison.

Figure 5-9 CARB Complaint Reporting Business Cards

- **Supplemental Environmental Project Brochures**

The SEP brochure outlines the SEP program and how to apply. It is available in both English and Spanish. To learn more about the SEP program, visit <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

- **Informational Outreach Materials.** CARB staff are currently working on community outreach materials, including a multi-regulation booklet and a community idling factsheet. The booklet, geared towards community members, aims to provide information on the requirements for trucks and buses operating in their communities. For more information on any of the above outreach and training activities, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov.

CALEPA EJ INITIATIVE

In 2018 and 2019, CARB staff participated in a multi-agency initiative lead by CalEPA that focused on Stockton. As part of the initiative, CARB provided the City of Stockton with No-Idling signs. As of December 2019, seven signs were posted at various locations identified by the community as having high rates of idling trucks. Of the seven signs posted, three were on South Fresno Avenue, three were on Lincoln Street, near the DMV, and one was on Weber Avenue.

In addition, CARB developed a monitoring plan to help quantify the air pollution burden in the Boggs Tract community with a specific focus on George Washington Elementary School. CARB staff installed two Aeroqual sensors at the George Washington Elementary School and data was collected from July 30, 2019 to August 28, 2019. These sensors measured PM_{2.5}, ozone and NO₂ concentrations in the community.

CARB also conducted mobile monitoring to characterize the air quality and its spatial pattern around the school and to identify possible sources of pollution. CARB staff collected monitoring data using a Mobile Sampling Platform. In total, CARB conducted 7 days of sampling from August 15, 2019 to August 30, 2019, making 19 rounds of the community and surrounding area. CARB concluded that areas in the vicinity of the school and near the port showed higher levels of PM₁₀ (and other coarser PM), which was observed to be consistent with road dust from unpaved roads. Initial analysis of the combined monitoring efforts appeared to show that the highest concentrations of measured pollutants were lower than both the Federal and State air quality standards.

The results of CalEPAs environmental justice initiative are located at the following link: <https://calrecycle.maps.arcgis.com/apps/Cascade/index.html?appid=99f5790b860844668bdef48f45dcfa00>

CARB ENFORCEMENT STRATEGIES

The goal of our enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be to achieve the same or higher compliance rates as observed in CARB inspections throughout the AB 617 Community. In addition, CARB's

goal is to work closely with CSC, SJVACPD, local organizations and other agencies within Stockton (e.g. City government) to address gaps in the enforcement of mobile sources. In the past, CARB focused mobile enforcement on high traffic areas, truck stops, distribution centers and areas where complaints were reported.

To achieve these goals, CARB is committed to enhancing enforcement activities within Stockton by utilizing the following tools:

- An assessment of the enforcement history data
- Emissions inventory
- Air monitoring data
- Groundtruthing observations to assist in targeting areas that may require additional enforcement with guidance from CSC

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton community. Listed below are CARB's enforcement strategies to help improve air quality in the Stockton community:

1. Increase the frequency of compliance inspections with guidance from CSC

CARB will collaborate with the Stockton CSC and the District to actively enhance enforcement activities throughout the community boundary. This will be done through a combination of improved complaint reporting, identifying multiple locations for focused inspections, inventory analysis, and community input. CARB will schedule report-back meetings to update CSC on both the status of inspections and to obtain additional areas of mobile source concerns. CARB will work with CSC to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles, TRUs, and off-road equipment are present. CARB will report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and NOVs issued.

As of September 2020, through CSC monthly meetings, the committee and citizens have heard there is a need to focus enforcement efforts in the following areas:

- a. Knife River area
- b. Charter Way and Fresno Avenue
- c. South El Dorado
- d. Boggs Tract
- e. Idling HDDVs near schools and residential areas

The fact that there were only two inspections of TRUs from 2017 to 2019, and both were determined to be non-compliant, warrants an increase of TRU inspections in Stockton. In 2021, with the help of CSC and SJVAPCD, CARB will increase TRU enforcement.

If members of CSC have additional guidance on where CARB staff can enhance enforcement efforts, please reach out to the Community Outreach and Enforcement Section at COES@arb.ca.gov.

2. Provide in-person community specific training

CARB will develop and offer training opportunities to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or SJVAPCD enforcement processes. In light of social distance mandates due to COVID-19, CARB may develop online trainings.

3. Achieve compliance with the Truck and Bus Regulation via SB 1

As mentioned earlier, SB 1 includes a provision that, beginning in 2020, a vehicle must demonstrate compliance with the Truck and Bus Regulation before it can be registered with the DMV. Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDDVs based on the model year of the vehicle. Under this legislation, compliance with the Truck and Bus Regulation will be fully implemented by 2023.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton such as the City of Stockton, school districts and other CalEPA agencies. For example, CARB staff may work with the City of Stockton to provide truck *No Idling* signage in areas where community members observe trucks idling. In addition, CARB may provide assistance in other areas such as land-use and urban planning, if needed.

5. Enhance CARB's data management practices

CARB is committed to enhancing the quality of enforcement data for the Stockton community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide CSC with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. This tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide annual report of enforcement activities

CARB's Enforcement Division will provide an annual report to CSC to summarize CARB's enforcement activities within the community and update strategies as require

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the CSC, if said strategies fall within CARB's jurisdiction and if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

As CARB adopts new regulations, CARB will enforce these measures and integrate associated activities and data into the Stockton enforcement measures.

APPENDIX

ENFORCEMENT PROGRAMS DESCRIPTION

Heavy-Duty Vehicle Inspection Program (HDVIP). The HDVIP requires inspection of heavy-duty trucks and buses for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested. CARB inspection teams perform tests at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation and up to \$1,000 a day.

Off-Road Construction Equipment (Off-road Regulation). Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders and backhoes. The Off-Road Regulation requires off-road fleets to meet fleet average emission standards and be equipped with best available control technology.

The Tractor-Trailer GHG Regulation (Smart Way). This regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that the U.S. EPA Smart Way program has verified or designated to meet their efficiency standards and reduce fuel consumption.

Solid Waste Collection Vehicles (SWCVs). The SWCV Regulation required vehicle owners to upgrade SWCVs by December 31, 2010. On January 24, 2019, the Board approved amendments that now require reporting for SWCVs with 2006 model year and older engines to avoid unnecessary registration delays at the California DMV starting in 2020 due to SB 1 requirements. The approved amendments also added heavy diesel-fueled on-road single engine cranes to the regulation and became effective on July 1, 2019. These specialized cranes are required to phase-in 2010 or newer model year engines from 2019 to 2027.

Transport Refrigeration Unit (TRU). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Because diesel particulate matter (diesel PM) is an identified toxic air contaminant, CARB adopted an airborne toxic control measure (ATCM) for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU Regulation.

Drayage. The Drayage Truck Regulation is part of CARB's ongoing efforts to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with goods movement. Heavy-duty vehicles that carry goods to or from a port or intermodal facility are required to be equipped with a 2007 or newer model year engine. This requirement becomes stricter in 2023, when drayage trucks are required to be equipped with a 2010 or newer model year engine, because drayage trucks will be required to meet the standards of the Statewide Truck and Bus Regulation.

Statewide Truck and Bus (STB). The STB Regulation requires diesel trucks with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters, or replace older engines with cleaner engine technology, on a schedule based on the model year of the engine and GVWR. The following timeline outlines the engine requirements HDDV must meet to be in compliance with the regulation.

Idling. Idling and opacity inspections are performed to ensure an HDDV is compliant with emission standards and is not violating CARB's Idling Regulation. Idling for more than five minutes is prohibited unless the HDDV is certified clean idle and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at \$300 per violation and up to \$1000 per day.

FUELS INSPECTIONS

California's reformulated gasoline requirements are designed to reduce emissions from evaporation and the burning of gasoline, and Low Carbon Fuel Standard requirements are designed to reduce GHG emissions by reducing the carbon content of fossil fuels. To enforce these programs, CARB staff conduct inspections and review reporting information. When CARB identifies a violation, staff pursue compliance through corrective action and through the issuance and settlement of NOVs.

VEHICLES AND ENGINES

The New Vehicle/Engine Programs evaluate the emission control systems of new vehicles, engines, and evaporative emission control systems produced for California. When all emissions related requirements are met, CARB issues an Executive Order certifying the vehicle/engine/evaporative emission control system as compliant with California's emissions requirements. Vehicles and engines are not legal for sale in California until certified.

MARINE ENFORCEMENT PROGRAMS DESCRIPTION

Ocean Going Vessel (OGV) Fuels Regulation. The OGV Regulation is intended to reduce PM, diesel PM, NOx, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.

Cargo Handling Equipment (CHE). The Mobile CHE Regulation was adopted in 2005 to reduce toxic and criteria emissions such as diesel PM and NOx to protect public health. As part of CARB's continuing efforts to reduce emissions of air pollution in California, CARB staff conduct compliance inspections of CHE used at ports and intermodal rail yards. CHE transfers goods, performs maintenance and repair activities, and includes equipment such as yard trucks, rubber-tired gantry cranes, top handlers, side handlers, forklifts, and loaders. CARB staff also conduct smoke audits on CHE at regulated facilities to insure equipment is maintained to manufacturer specifications.

Commercial Harbor Craft (CHC). There are several types of harbor craft in California, including crew and supply boats, fishing vessels, ferries, excursion vessels, tug boats, barges, dredges, and other vessel types. The CHC Regulation was adopted in 2007 to reduce emissions of diesel PM, NOx, and Reactive Organic Gases from diesel engines used on CHC operated in Regulated California Waters (within 24 nautical miles of the California coast).

CONSUMER PRODUCTS PROGRAMS DESCRIPTION

Composite Wood Products. CARB's ATCM to control formaldehyde emissions from composite wood specifically focuses on three products: hardwood plywood, particleboard, and medium density fiberboard. Investigators in the Composite Wood Products program purchase samples of regulated products from outlets all over California. They inspect products and packaging for compliance with labeling requirements and send selected products to the laboratory for testing.

Consumer Products. Consumer products are chemically formulated products used by household and institutional consumers. Some examples are detergents and cleaning compounds; polishes and floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; and aerosol paints and automotive specialty products. Consumer products do not include other paint products, furniture coatings, or architectural coatings. Investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect product containers for compliance with registration and dating requirements and send selected products to the laboratory for testing.

MARINE INSPECTIONS IN STOCKTON

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	4/5/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	No
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste J	Stockton	Yes
2018	4/4/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	Yes

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste H	Stockton	Yes
2018	1/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	6/13/2019	Cargo Handling Equipment	205 Port Rd 1	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	12/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	No

Year	Date	Program	Street	City	Compliant (Yes/No)
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/7/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/11/2019	Commercial Harbor Craft	Port of Stockton West Complex	Stockton	Yes

COMPLAINTS IN STOCKTON

Complaint ID	Company City	Date Submitted	Complaint type
2619	Stockton	3/21/2019 8:11	Smoking Vehicle - Periodic Smoke Inspection
2869	Stockton	6/6/2019 9:08	Smoking Vehicle - Periodic Smoke Inspection
2870	Stockton	6/6/2019 9:27	Smoking Vehicle - Periodic Smoke Inspection
2984	Stockton	7/15/2019 14:18	Truck & Bus

3040	Stockton	8/2/2019 10:14	Smoking Vehicle - Periodic Smoke Inspection
3257	Stockton	10/8/2019 9:16	Truck & Bus
3259	Stockton	10/8/2019 9:50	Truck & Bus
3316	Stockton	12/5/2019 12:20	Tampering
COMP-45923	Stockton	9/5/2019 15:51	Excessive dust from construction site
COMP-41415	Stockton	1/14/2019 9:27	Indoor air quality concern
COMP-46297	Stockton	10/23/2019 11:01	unpermitted automotive painting business/illegal hazardous waste dumping
COMP-11902	Stockton	1/19/2017 19:37	Air pollution caused by Duraflame facility

HDDV CITATIONS IN STOCKTON

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2018	2/12/2018	Drayage		Y	BNSF RAIL YARD, ARCH RD. @ AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD. @ AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD. @ AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD. @ AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD. @ AUSTIN RD.
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		Y	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Truck & Bus		Y	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	2/20/2019	Idling	Commercial	N	FRESNO @ SONORA
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/7/2019	Idling	Commercial	N	233 SOUTH FRESNO AVE
2019	6/3/2019	Idling	Commercial	N	205 SOUTH FRESNO ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	2/20/2019	Off-Road		N	FRESNO @ SONORA
2019	12/12/2019	Smart Way		N	225 Fresno st

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	12/12/2019	Smart Way		N	225 Fresno st
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	3/4/2019	Smart Way		N	55 SOUTH LINCOLN ST
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		Y	205 SOUTH FRESNO ST
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

5.5 LEVERAGING COMMUNITY INVOLVEMENT IN ENFORCING RULES TO REDUCE AIR POLLUTION

Members of the community play an important role in protecting public health by reporting air quality issues that they observe to both the District and CARB. The District and CARB value input from the public who reside and work in the community. The complaint process aids both agencies in identifying issues within the communities and ensuring timely resolution. Filing a complaint is easy. The following is the contact information for the District and CARB.

San Joaquin Valley Air Pollution Control District
Stationary Sources - Smoke, Dust, Odors or Other Contaminants
Phone: 1-800-870-1037
Valley Air Smart Phone App
Online: <https://www.valleyair.org/busind/comply/onlinecomplaint.htm>

California Air Resources Board
Automobiles, Trucks, Off-road Equipment, or Other Vehicles
Phone: 1-800-END-SMOG
Online: <https://calepa.ca.gov/enforcement/complaints/>

An effective complaint should contain as much information and as many details as possible as this helps the inspector in responding to the issue and conducting the investigation. The following information is helpful when filing a complaint:

- Time, date, and location of possible violation; including name of facility if known.
- Type of air quality concern. Describe what you see, smell, and feel.
 - See: smoke, fire, dust falling ash, etc.
 - Smell: rotten eggs, gasoline, oil, sweet, sour, smoke, etc.
 - Feel: burning eyes, throat/nose irritation, breathing problem, headache, etc.
- Is the issue still occurring? If not, when did it occur? Is it recurring? If so when?

- Time of day
- Day of week
- Your name and contact information – anonymous complaints can be filed but contact information often helpful in fine tuning the investigation.

To better leverage community involvement, the District and CARB will also assign a dedicated team to work with the Community Steering Committee to follow-up on community concerns, and to conduct community-level compliance assistance, outreach, and education related to compliance and enforcement of local and state rules and regulations. As part of this partnership, the District and CARB will track and report back to the Community Steering Committee on the ongoing enforcement activities within the community to monitor progress in meeting community enforcement measures and to look for innovative strategies to enforcement practices with the goal of increased compliance with air pollution rules and regulations within the community.

5.6 ENFORCEMENT STRATEGIES

5.6.1 DISTRICT ENFORCEMENT STRATEGIES

The District has used the assessment of the three (3) year compliance history in the Stockton AB 617 Community and comments shared by the Community Steering Committee to develop the list of enforcement strategies below which aim to reduce the potential for localized air quality impacts within the Stockton AB 617 Community. During implementation, District staff will provide regular updates on enforcement measures and will solicit guidance and feedback to continue to look for opportunities to evaluate and improve enforcement activities.

1. Enhanced enforcement of District Rule 4901 (*Wood Burning Fireplace and Wood Burning Heaters*) mandatory wood burning curtailments:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

2. Enhanced enforcement of District Rule 4103 (*Open Burning*) to reduce the illegal open burning of residential waste:

To limit the potential for localized PM_{2.5} and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

3. Enhanced inspection frequency of permitted sources:

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 will increase 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.

4. Enhanced enforcement of fugitive dust requirements

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, the District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton AB 617 Community during both the 2nd and 3rd quarter for the next five (5) years.

5. Pilot training program for conducting self-inspections at gas stations:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

6. Enhanced enforcement of the state's heavy-duty vehicle anti-idling regulation:

To limit the potential for localized PM_{2.5} and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

7. Report back to the Community Steering Committee on Enforcement Activities:

The District will track and provide an annual report to the Community Steering Committee to summarize the District enforcement efforts within the community and to monitor progress in implementing community enforcement measures and meeting enforcement goals.

8. Coordinate with other agencies

The District will seek opportunities to coordinate with other agencies within the Stockton AB 617 Community to address multimedia compliance issues as they arise.

9. Update enforcement strategies as appropriate

The District committed to evaluating the results of ongoing compliance activities within the Stockton AB 617 Community and moving forward will work with the Community Steering Committee to update measures as appropriate.

5.6.2 CARB ENFORCEMENT STRATEGIES

CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be

to achieve the same or higher compliance rates as observed in the three-year history. CARB staff will also work closely with the community steering committee, the Air District, and other agencies to address gaps in the enforcement of mobile sources and seek opportunities to close these gaps.

To support achieving these goals, CARB is committed to enhancing enforcement activities within Stockton AB 617 Community by utilizing the following tools:

- An assessment of the enforcement history data
- Targeting areas that may require additional enforcement with guidance from the community steering committee

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton AB 617 Community.

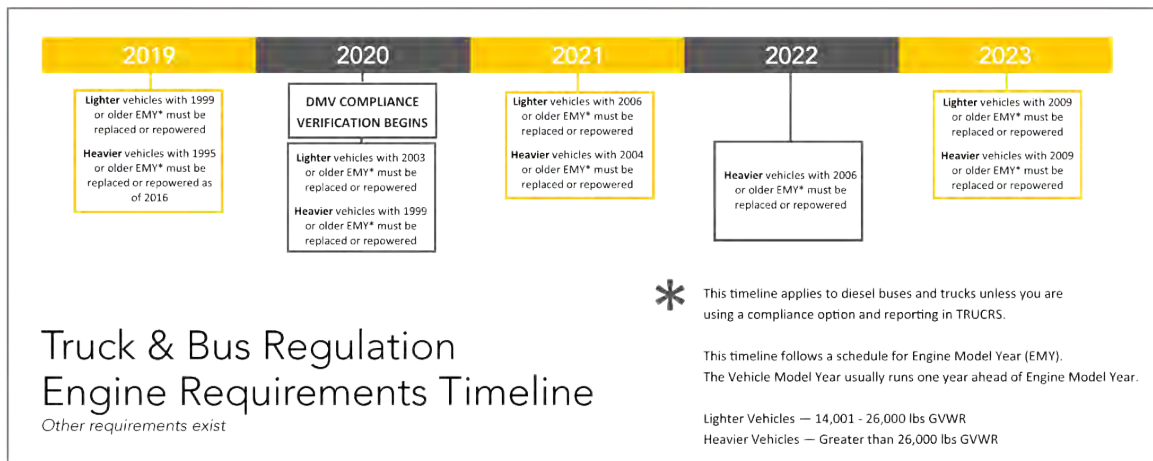
Listed below are CARB's enforcement strategies to help improve air quality in the Stockton AB 617 Community:

1. Increase the frequency of compliance inspections with guidance from the community steering committee:

CARB will collaborate with the Stockton AB 617 Community steering committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community steering committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the steering committee to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.

2. Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1:

In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDVs based on the model year of the HDV.

Figure 5-10 Truck and Bus Regulation Engine Requirements Timeline**3. Provide Annual Report of Enforcement Activities**

CARB's enforcement division will provide an annual report to the CSC to update and summarize CARB's enforcement activities within the community.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton AB 617 Community.

5. Enhance CARB's Data Management Practices

CARB is committed to enhancing the quality of enforcement data for the Stockton AB 617 Community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the community steering committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide in-person community specific training

CARB will develop and implement a new program that will be offered to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the community steering committee, if said strategies are enforceable by CARB

staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

6. METRICS TO TRACK PROGRESS

6.1 METRICS FOR FIVE-YEAR MILESTONE EVALUATION

Strategies implemented as a part of this CERP are designed to improve air quality in the community of Stockton. The five-year milestone evaluation is intended, per CARB guidance, to illustrate community scale emissions reductions and air quality trends that may not be evident on an annual reporting basis. To this end, the five year milestone report submitted to CARB for Stockton will include a comprehensive report explaining how air quality data obtained as part of the CAMP and the resulting analyses provided to CSC members helped inform ongoing implementation of CERP strategies and, to the extent possible, how these strategies resulted in lowering emissions in the community. Additionally, the report will include a complete accounting of all projects, emissions reductions, and associated co-benefits implemented as a result of AB 617 program implementation in the community of Stockton.

Table 6-1 Emission Reduction Targets for Incentives Measures

Measure #	Community Suggested Measures	Unit Type	# of Units	Allocation Amount	Cost per Unit (Averaged)	Direct Reductions Estimate Lifetime (Tons)
Community						
VB.1	Vegetative Barriers	Projects	2	\$ 1,000,000	\$500,000	0.5
UG.1	Trees and Urban Greening	Projects	2	\$ 1,000,000	\$500,000	-
LG.1	Residential Lawn and Garden Equipment	Equipment	50	\$ 20,000	\$400	0.3
LG.2	Commercial Lawn and Garden Equipment	Equipment	5	\$ 100,000	\$25,000	-
SC.1	Air Filtration in Schools (all schools in community)	Schools	33	\$ 2,640,000	\$80,000	-
IAQ.1	Home weatherization, Solar, Electrification, Air Filtration in Homes	Units	2000	\$ 1,000,000	\$500	-
Older Vehicles						
TP.1	Targeted Tune-In Tune-Up Events within Community	Events (400 cars/event)	5	\$ 300,000	\$60,000	3.7
TP.2	Drive Clean Vehicle Replacement	Cars	100	\$ 800,000	\$8,000	0.2
TP.3	EV Charging Stations	Chargers	15	\$ 375,000	\$25,000	-
TP.4	EV Mechanic Training	Trainings	10	\$ 150,000	\$15,000	-
TP.5	Car Share Program	Program	1	\$ 1,000,000	\$1,000,000	-
Land Use						
LU.2	Bike Paths and Infrastructure	Bike Paths	5	\$ 500,000	\$100,000	11
Heavy Duty Mobile Sources						
HD.1	Zero & Near-Zero Emission Heavy Duty Trucks	Trucks	50	\$ 10,000,000	\$200,000	209
HD.3	Heavy Duty Electric Vehicle Charging Infrastructure	Fueling Stations	1	\$ 1,000,000	\$1,000,000	-
HD.5	Truck Idling Plug-Ins	Plug Stations	33	\$ 100,000	\$3,030	-
HD.7	Electric School Buses	Buses	10	\$ 4,000,000	\$400,000	22
HD.10	Locomotive Switchers	Locomotive Switchers	4	\$ 6,800,000	\$1,700,000	546
HD.11	Truck Reroute Study	Study	2	\$ 1,000,000	\$50,000	-
Residential Wood Burning						
RB.1	Incentives to Replace Wood Burning Devices	Devices	100	\$ 300,000	\$3,000	49
Port						
P.2	Zero and Near-Zero Emission Technology at Port	Vehicles	10	\$ 2,000,000	\$200,000	3
P.3	Tug Boat	Boat	1	\$ 1,000,000	\$1,000,000	30
P.4	Marine Exhaust Intake	Project	1	\$ 2,000,000	\$2,000,000	240

Table 6-2 Metrics for Tracking Progress of District Non-Incentive Measures

#	Measure	Type	2021	2022	2023	2024	2025
SC.2	Increase Participation in Healthy Air Living Schools	Outreach Activities	Ongoing Engagement				
O.1	Multilingual Outreach	Outreach Materials/ Events	Host 4 meetings, 1 targeted social media campaign annually.				
RB.2	Educate Public Regarding Harmful Effects of Residential Wood Burning Smoke	Outreach Materials/ Events	4	4	4	4	4
RB.4	Education about Illegal Residential Open Burning	Outreach Activities	1	1	1	1	1
RB.5	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Additional Surveillance Efforts	4	4	4	4	4
HD.6	Enhanced Enforcement of Statewide Anti-Idling Regulation	Additional Surveillance Efforts	4	4	4	4	4
P.1	Collaborate with Port to Facilitate Information Sharing	Meetings and Outreach	Ongoing. Outreach will be based on CSC implementation.				
P.5	Addressing Algal Blooms	Meetings	2	2	2	2	2
LU.1	Support Projects that Reduce VMT	Ongoing Support	Ongoing				
LU.4	Integration of Local and Regional Planning Efforts	Meetings	1	1	1	1	1
SS.4	Inspection frequency for permitted stationary sources	Surveillance	Varies based on compliance by facility. Will begin immediately.				
SS.8	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Rule Evaluations	x	x			
SS.9	Expedited Facility Risk Assessment And Risk Reduction	Risk Reduction Audits	See Appendix E for detailed list and schedule.				
FD.1	Enhanced Enforcement of Fugitive Dust Requirements	Surveillance	x	x	x	x	x

7. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PROJECT REVIEW

According to Section 15061 (b)(3) of the California Environmental Quality Act (CEQA) Guidelines, a project is exempt from CEQA if, “the activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Since the Project will result in an air quality benefit to the community, the Project is not expected to result in a significant impact under CEQA. As such, the common sense exemption applies.

In addition, this Project is an action taken by a regulatory agency, the San Joaquin Valley Air District, as authorized by state law for the protection and betterment of air quality in the San Joaquin Valley. CEQA Guidelines §15308 provides a categorical exemption for “actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.” No construction activities or relaxation of standards are included in this project. As such, for this additional reason, the District finds that the Project is exempt from CEQA.

Pursuant to Section 15062 of the CEQA Guidelines, the District will file a Notice of Exemption upon Governing Board approval of the Project.

GLOSSARY

AB 617 – Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) directs the state and local air districts to identify communities in California that are exposed to high levels of air pollution and established the Community Air Protection Program. Air districts with input from residents and stakeholders are to develop community focused action plans and community air monitoring plans to address localized air pollution and reduce exposure to particulate matter and toxic air contaminants.

Area Sources – Sources of air pollutants that individually emit relatively small quantities of air pollutants, but that may emit considerable quantities of emissions when combined over a large area. Examples include water heaters, lawn maintenance equipment, and consumer products.

Best Available Control Technology (BACT) – These are the most stringent requirements for new or modified sources. An emissions limitation based on using the most up-to-date methods, systems, techniques, and production processes available to achieve the greatest level of emission reductions.

Best Available Retrofit Control Technology (BARCT) – An emissions limitation based on the maximum degree of reduction achievable for existing sources considering environmental, energy, and economic impacts.

Black Carbon – Black carbon is the sooty black material emitted from gasoline and diesel engines, and other sources that burn fossil fuel. It comprises a significant portion of particulate matter. Inhalation of black carbon is associated with health problems including respiratory and cardiovascular disease, cancer, and birth defects.

California Air Resources Board (CARB) – The State of California agency responsible for air pollution control. Responsibilities include: establishing State ambient air quality standards, setting allowable emission levels for mobile sources of emissions and consumer products.

California Environmental Quality Act (CEQA) – Legislation requiring state and local agencies to disclose the significant environmental impacts of a project through the preparation of an Initial Study, Negative Declaration or Environmental Impact Report, including actions to mitigate any significant environmental project impacts.

Cancer Risk – The likelihood that a person will develop cancer during their lifetime.

Carbon Monoxide (CO) - a colorless, odorless gas emitted from combustion processes like mobile sources.

Cargo Handling Equipment (CHE) – Equipment used to move containers within a marine terminal. Cargo-handling equipment includes rubber-tired gantry (RTG) cranes, yard tractors, side-picks, and top picks. The large ship-to-shore cranes that move

containers from the vessel to the container yard and vice-versa are not included in the definition of CHE.

Concentrations – Pollution in the air is typically expressed as a *concentration*. A concentration is the amount that could be extracted from a given volume of air (like a cubic meter). For example, the amount of particulate matter concentrations in terms of “micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).” This is a measure of the amount of particulate matter collected if you were to draw a cubic meter of air through a clean filter, and then weigh the filter on a scale that can measure millionths of a gram. Today we would expect, on average, to be able to collect about 10 μg of PM_{2.5} from a cubic meter of ambient air.

Control Device – Devices designed to capture, remove and/or reduce pollutants that would otherwise be emitted into the air. Examples are baghouses, scrubbers, dust collectors, direct flame afterburners, vapor recovery units, and water sprayers.

Criteria Air Pollutants – As required by the Clean Air Act, the U.S. Environmental Protection Agency (EPA) identifies and set standards to protect human health and welfare for six pollutants: ozone, carbon monoxide, particulate matter, sulfur dioxide, lead, and nitrogen oxide. The term "criteria pollutants" derives from the requirement that the U.S. EPA must describe the characteristics and potential health and welfare effects of these pollutants. U.S. EPA periodically reviews new scientific data and may propose revisions to the standards as a result.

Diesel Engine – An internal combustion engine in which ignition of the fuel, which is injected into the combustion chamber, is caused by the elevated temperature of the air in the cylinder due to mechanical compression.

Diesel Particulate Matter (DPM) – The particles found in the exhaust of diesel-fueled compression ignition engines. Diesel PM may combine and adsorb other species to form structures of complex physical and chemical properties.

Drayage Trucks – A truck used to haul containers to and from the container terminals. It consists of the tractor unit and a semitrailer consisting of the container on a chassis (wheeled base).

Emissions – A gas or liquid stream containing one or more air contaminants discharging or emitted into the atmosphere.

Enforcement Action – When non-compliance with District rules and regulations and local, state, and federal requirements which the District has authority over.

Environmental Protection Agency (EPA) – The federal agency in charge of creating and enforcing regulations to protect human health and the environment.

Fine Particulate Matter (PM_{2.5}) – Particulate matter (PM) is a mixture of solid particles and liquid droplets suspended in the air. Of these particles, those less than 2.5 micrometers in diameter, called fine PM or PM_{2.5}, pose the greatest risk to health. See particulate matter.

Gasoline Dispensing Facilities (GDF) – Retail service station or private facility that stores and/or dispenses gasoline into fuel tanks.

Greenhouse Gases (GHG) – Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), halogenated fluorocarbons (HCFCs), ozone (O₃), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and hydrofluorocarbons (HFCs).

Health Risk Assessment (HRA) – A detailed comprehensive analysis to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations, and to assess and quantify both the individual and population wide health risks associated with those levels of exposure.

High Efficiency Particulate Air Filters (HEPA filters) – A high efficiency particulate air filter capable of filtering 0.3 micron particles with 99.97 percent efficiency.

Idling - keep the engine of a vehicle running while parked.

Indirect Sources – Land uses and facilities that attract or generate motor vehicle trips and thus result in air pollutant emissions; for example, shopping centers, office buildings, warehouses, and airports.

Minimum efficiency reporting value (MERV) – Developed by the American Society of Heating, Refrigerating and Air Conditioning Engineers, MERV rates the effectiveness of air filters. The higher the number, the finer the filtration.

Mixed Land Use – A range of land uses including residential, commercial, and industrial to be collocated in an integrated way that supports sustainable forms of transportation.

Mobile Sources Of Air Pollution – Any motor vehicle that produces air pollution, e.g., cars, trucks, motorcycles (on-road mobile sources) or airplanes, trains and construction equipment (off-road mobile sources).

National Ambient Air Quality Standards (NAAQS) – The Clean Air Act requires U.S. EPA to set National Ambient Air Quality Standards (NAAQS) at a levels determined to be protective of public health within an adequate margin of safety for six pollutants referred to as criteria pollutants. Standards are set based on scientific research and policy assessments reviewed by the Clean Air Scientific Advisory Committee.

New Source Review (NSR) – A pre-construction permitting review requirement that ensures that when a new source of air pollution is built, or when an existing source is modified, the source will implement effective emission control technology and will comply with related regulatory requirements pertaining to air emissions.

Nitrogen Oxides (NOx) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

Off-Road Vehicles – An off-road vehicle is any type of vehicle which can drive on and off paved or gravel surfaces. They are generally characterized by having large tires, open treads, a flexible suspension or caterpillar tracks. Other vehicles that do not travel public streets or highways are called off-highway vehicles and include tractors, forklifts, cranes, backhoes, bulldozers and golf carts.

On-Road Vehicles – A vehicle designed to legally carry people or cargo on public roads and highways such as buses, cars, trucks, vans, motor homes, and motorcycles.

Ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

Particulate Matter (PM) – PM includes a wide range of particles that vary in terms of their size and mass, physical state (solid or liquid), chemical composition, toxicity, and how they behave and transform in the atmosphere. PM is commonly characterized based on particle size. Ultrafine PM includes the very smallest particles less than 0.1 micron in diameter (one micron equals one-millionth of a meter). Fine PM, commonly referred to as PM_{2.5}, consists of particles 2.5 microns or less in diameter (includes ultrafine PM). Coarse PM refers to particles between 2.5 microns and 10 microns in diameter. The term “coarse” particles may be misleading; it should be emphasized that even “coarse” particles are still very tiny, many times smaller than the diameter of a human hair. PM₁₀ consists of particles 10 microns or less in diameter (includes ultrafine, fine and coarse PM).

Parts per Billion (ppb) – A weight-to-weight ratio used to describe concentrations. Parts per billion (ppb) is the number of units of mass of a contaminant in the air per 1000 million units of total mass.

Parts per Million (ppm) – A weight-to-weight ratio used to describe concentrations. Parts per million (ppm) is the number of units of mass of a contaminant in the air per million units of total mass.

Partial Zero Emission Vehicle (PZEV) – PZEV is an automobile that has zero *evaporative* emissions from its fuel system and meets Super Ultra Low Emissions Vehicle (SULEV) tailpipe-emission standards. Evaporative emissions are the gasoline fumes that escape during refueling or from the fuel tank and supply lines. See also ZEV.

Sensitive Receptors – Members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses.

Stationary Sources of Air Pollution (Stationary Sources) – A fixed, non-mobile producer of air pollution, usually found at industrial or commercial facilities.

Toxic Air Contaminants (TACs) – TACs are air pollutants, identified by CARB, which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential health hazard. Health effects may occur at extremely low levels of TACs.

Transport Refrigeration Unit (TRU) – Refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.

Vehicle Miles Traveled (VMT) – One vehicle (whether a car carrying one passenger or a bus carrying 30 people) traveling one mile constitutes a vehicle mile.

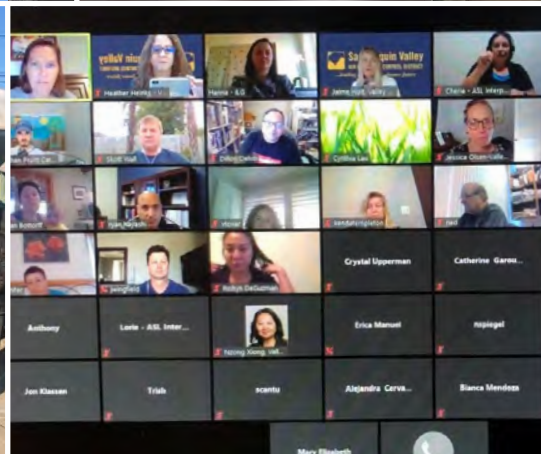
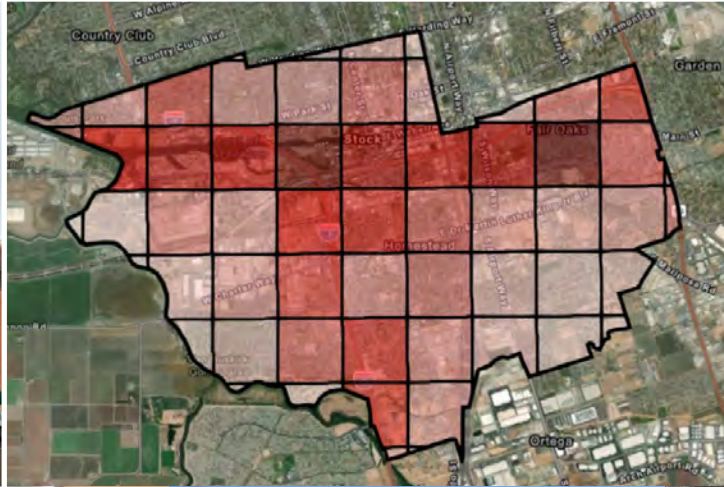
Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

Zero-Emission Vehicle (ZEV) – Vehicles which produce no emissions from the on-board source of power (for example, a fully electric vehicle).

Community Emissions Reduction Program

Stockton

February 3, 2021 Draft



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

EXECUTIVE SUMMARY

The air quality challenges that the communities in the San Joaquin Valley face are unmatched by any other region in the nation. The San Joaquin Valley, due to its unique geography, topography, and meteorology, continues to face daunting challenges in meeting the latest federal health-based air quality standards. Since 1992, the San Joaquin Valley Air Pollution Control District (District) has implemented nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Numerous plans to improve Valley air quality and attain state and federal air quality standards have detailed a wide-range of strategies, including regulatory measures, extensive incentive investment to promote clean-air technologies in Valley communities, and other first-of-their kind measures, such as the District's Indirect Source Review regulation which reduces emissions from new construction and development projects, and the nationally recognized Tune-in-Tune Up vehicle repair program. The District also has dedicated field staff that are in communities throughout the Valley conducting inspections and responding and investigating complaints to ensure that Valley businesses and residents are complying with federal, state, and local rules and regulations.

As a result of the District's stringent and comprehensive air quality management strategy, along with significant investments made by Valley businesses and residents, since the District's formation in 1992, PM_{2.5} and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM₁₀ federal air quality standard. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM_{2.5} levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%.

Despite these regional air quality improvements, significant concern has been expressed by the California legislature about potential localized impacts of air pollution in disadvantaged communities throughout the state. In answer to that concern, Assembly Bill (AB) 617, signed into law in July 2017, initiated a state-wide effort to monitor and reduce air pollution, and improve public health, in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. The community of Stockton AB 617 Community was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of the third-year communities selected in the state to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

AB 617 provides mechanisms and resources to implement community-specific air quality monitoring networks; to develop, implement, and track emission reduction programs; to improve availability of data and other technical information; and to invest substantial funding in the community through voluntary incentive funding measures. Importantly, these measures are guided by advice and knowledge of local community

members, through their input and involvement on Steering Committees for each AB 617-selected community.

This Community Emission Reduction Program (CERP) provides a description of the community of Stockton AB 617 Community, including geographical boundaries and describes air quality challenges 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. Sources of pollution that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of the public engagement process between the Community Steering Committee (CSC), the District, and the California Air Resources Board. Working closely together as a unified partnership, the CSC developed numerous strategies that were ultimately selected for implementation in the community, including incentive funding measures, public engagement strategies, enforcement strategies, and regulatory strategies. Many of the strategies will require close collaboration with state and local organizations and community based organizations to fully implement them. Also included in this CERP is an implementation schedule and necessary metrics for tracking emission reductions within the community. The metrics for tracking progress will be included in regular updates to the CSC during ongoing meetings, annual reporting, and at the five-year milestone.

This draft CERP anticipates investing over \$36 million in emission reduction incentives, and a variety of other clean air projects in the Stockton AB 617 Community area. Additional measures have been developed to reduce exposure to air pollution for sensitive receptors, including schools and residences. These efforts are projected to achieve up to approximately ~~6771~~ tons of PM2.5 reductions and ~~860970~~ tons of NOx reductions as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk. Additional regulatory and outreach strategies will provide for further reductions in emissions and exposure, while increasing awareness of the community's air quality challenges and the resources available to help the public and businesses reduce emissions and avoid exposure to air pollution.

Air pollution emission reduction and exposure reduction measures implemented under AB 617 programs will further advance ongoing state and District efforts to reduce regional and community exposure to air pollutants. In the preparation of this CERP, the District has worked closely with the CSC, CARB, and the public. The CSC included, residents, community-based organizations, community members, environmental organizations, regulated industry representatives, other local agencies, and other key stakeholders and worked to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Stockton AB 617 Community. The plan developed through this collaborative process employs proven and innovative strategies, and significant resources, to improve community health by reducing exposure to air pollutants in Stockton AB 617 Community.

This CERP and the many air quality improvement strategies it includes would not be possible without the tremendous commitment and effort shown by Stockton Community Steering Committee members. This engaged group of individuals includes area residents; representatives from community and faith based organizations; owners and employees from businesses operating within the community; the City of Stockton, San Joaquin County, Port of Stockton employees; representatives from schools within the community and others. Additionally, the California Air Resources Board staff, members of state and local agencies including the San Joaquin Council of Government, California Department of Transportation, [Housing and Housing](#) Authority of the County of San Joaquin have also provided information and guidance to assist the CSC members in the development of the air quality improvement strategies in this CERP. Lastly, the Institute for Local Government should be commended for the excellent meeting facilitation services they provided to guide this process.

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1. INTRODUCTION

1.1 IMPLEMENTATION OF AB 617 IN STOCKTON AB 617 COMMUNITY

The implementation of Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) has brought additional clean air resources and strategies to Valley environmental justice communities that have been and are currently disproportionately burdened by socioeconomic disadvantages and air pollution, despite significant emissions reductions that have already been achieved regionally. AB 617 provides mechanisms and resources to adopt expedited schedules for the implementation of advanced control technologies for existing stationary source facilities; increased stringency of reporting requirements for stationary sources; develop and implement community-specific air quality monitoring networks; implement, and track localized emission reduction programs; improve availability of data and other technical information; and invest substantial funding in the community through voluntary incentive funding measures. Resources available through this legislation allowed the San Joaquin Valley Air Pollution Control District (District), working in partnership with the Stockton AB 617 CSC, through a comprehensive public outreach and community engagement process, to expand regional programs for community protection and develop a robust plan for reducing local exposure to various forms of air pollution including fine particulate matter and toxic air contaminants in the Stockton AB 617 Community.

Several requirements of AB 617 will serve to reduce air pollution in disadvantaged communities throughout the San Joaquin Valley. AB 617 legislation required districts that are in nonattainment for one or more air pollutants to adopt expedited rule review schedules, by January 2019, for the implementation of Best Available Retrofit Control Technology (BARCT). The District Governing Board adopted this schedule at a public hearing held in December 2018, which set the path forward for the District to research and potentially amend applicable rules. The expedited BARCT implementation schedule is discussed in more detail later in this document. Additionally, AB 617 requires "Stationary Sources" to report their criteria pollutant emissions inventory as well as their air toxics emissions inventory to the State on an annual basis. These emissions inventories will be presented via the Criteria Pollutant and Toxics Emissions Reporting regulation, once fully implemented by California Air Resources Board (CARB). Under AB 617, a Stationary Source is defined as a facility meeting any one of the following:

- Required to submit Greenhouse Gas emissions under the CH&SC § 38530 (Mandatory GHG Emissions Reporting),
- A facility that is authorized by a permit issued by a district to emit 250 or more tons per year of any nonattainment pollutant or its precursors, or
- A facility that receives an elevated prioritization score based on cancer or noncancer health impacts pursuant to Section CH&SC § 44360 (Air Toxics Hot Spots, Chapter 4: Risk Assessment).

The District has worked closely with CARB, regulated entities, and other stakeholders to implement this new reporting requirement in the Valley. Further

information on the implementation of the AB 617 stationary source criteria pollutant emissions inventory reporting requirement is available at: <https://ww2.arb.ca.gov/our-work/programs/criteria-and-toxics-reporting>.

The District's community identification and prioritization analysis for the second year of AB 617 implementation was based on extensive air quality analysis, numerous health indicators from the state's CalEnviroScreen model (version 3.0), and various other socioeconomic indicators. In developing San Joaquin Valley community recommendations for additional clean air resources and public engagement under AB 617, the District conducted a public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through public workshops and meetings throughout the Valley.

Based on this extensive public engagement effort, significant interest and support for the Stockton community, and the District's comprehensive identification and prioritization analysis: the Stockton Community was recommended by the District Governing Board as a second-year AB 617 community. Sources that affect Stockton AB 617 Community include mobile sources and freeways, port operations, and industry. The Stockton AB 617 Community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts designated as disadvantaged communities. After further technical review and public engagement, the Stockton AB 617 Community was ultimately selected by the CARB Governing Board for the development of a community air monitoring plan and an emissions reduction program designed to reduce pollution impacts in the selected community.

In accordance with the community-driven nature of AB 617 directives, in September of 2019 the District Governing Board directed staff to immediately convene a CSC committee under a set of guiding principles. The CSC is comprised of residents, businesses, community based organizations, environmental justice advocates, and public agencies, working together to craft and develop a community air monitoring plan and a Community Emissions Reduction Program (CERP). To ensure successful implementation of AB 617, residents, businesses, non-profits organizations, state and local agencies, and other stakeholders from all sectors within the selected community were involved in the development of CERP. Towards that end, the District has worked extensively with the CSC to develop innovative strategies that, once implemented, will improve air quality in the Stockton AB 617 community. The District community recommendation for CARB under the second-year implementation can be found here: https://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2019/September/final/10.pdf

The Stockton AB 617 Community air monitoring map was developed with the advice of the community Steering Committee. The community-specific air monitoring network will provide an expanded monitoring capacity designed to provide scalable, portable, and rapidly deployable air monitoring equipment to the community. This includes a combination of air monitoring platforms equipped with highly specialized analyzers capable of monitoring a full range of criteria and toxic pollutants. Various monitoring

platforms include larger air monitoring trailers, mobile air monitoring vans, and compact air monitoring sensors. Monitoring data from these sensors will be made available to members of the public in real-time on the Stockton AB 617 webpage. The full community air monitoring plan, with further details on selected monitoring equipment and monitoring locations, is available at:

<http://community.valleyair.org/selected-communities/stockton/community-air-monitoring/>

As a culmination of the community-driven actions and engagement called for under AB 617, the Stockton Community Steering Committee has developed a Community Emissions Reduction Program (CERP), in partnership with CARB, residents, affected sources, and local government bodies in the affected community. Steering Committee input and other comments received from the public in the community have provided instrumental information, critical to implementing community-specific measures and addressing community concerns. Strong collaboration between community members, the District, CARB, and other local agencies has resulted in the development of an ambitious plan for reducing localized pollution and associated health impacts in Stockton AB 617 Community.

This CERP provides a description of the Stockton AB 617 Community, 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. Sources of pollution that are of particular concern to community members are highlighted, and possible strategies for reducing pollution impacts from these sources are evaluated. The strategies that were ultimately selected for implementation in the community are outlined, including incentive funding measures, public engagement strategies, enforcement strategies, regulatory strategies, and strategies that will be completed in partnership with other agencies and local organizations. Finally, an implementation schedule and metrics for tracking emission reductions in annual reporting and at the five-year milestone are discussed in detail.

1.2 HEALTH BASED AIR QUALITY OBJECTIVES

CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including fine particulate matter and toxic air contaminants. As specified in CARB's Community Air Protection Program Blueprint, Appendix C: Criteria for Community Emission Reduction Programs (https://ww2.arb.ca.gov/sites/default/files/2018-10/final_community_air_protection_blueprint_october_2018_appendix_c.pdf), this plan will focus on reducing individual criteria air pollutant and toxic air contaminant emissions to address the impacts of community exposure to multiple pollutants. While each community faces distinct health-based challenges, CARB guidance states that broad health-based air quality objectives provide a consistent foundation for determining the appropriate levels of emissions reductions for CERPs statewide.

The U.S. Environmental Protection Agency and the State of California have established ambient air quality standards, which set health-protective levels for the following criteria pollutants: ozone, particulate matter with a diameter of 10 microns or smaller (PM10), particulate matter with a diameter of 2.5 microns or smaller (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California also has standards for sulfates, vinyl chloride, and hydrogen sulfide. Due to the region's topography and meteorology, the Valley is classified as Serious nonattainment for the federal PM2.5 standards, and Extreme nonattainment for federal ozone standards.

Particulate Matter: Particulate matter is a mixture of solid particles and liquid droplets in the air. PM can be emitted directly into the atmosphere (primary PM), or can form as secondary particulates in the atmosphere through the photochemical reactions of precursors (when precursors are energized by sunlight). Thus, PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. PM10 is particulate matter that is 10 microns or less in diameter, and the PM2.5 subset includes smaller particles that are 2.5 microns or less in diameter.

Any particles 10 microns or less are considered respirable, meaning they can be inhaled into the body through the mouth or nose. PM10 can generally pass through the nose and throat and enter the lungs. PM2.5, which is the portion of PM10 that is less than 2.5 microns in size, when inhaled can move deep into the gas exchange tissues of the lungs, where it can be absorbed into the bloodstream and carried to other parts of the body. The potential health impacts of particle pollution are linked to the size of the particles, with the smaller particles having larger impacts. Numerous studies link PM2.5 to a variety of health problems, including aggravated asthma, increased respiratory symptoms (irritation of the airways, coughing, difficulty breathing), decreased lung function in children, development of chronic bronchitis, irregular heartbeat, non-fatal heart attacks, increased respiratory and cardiovascular hospitalizations, lung cancer, and premature death. Children, older adults, and individuals with heart or lung diseases are the most likely to be affected by PM2.5.

Many studies have quantified and documented the health benefits of attaining the U.S. Environmental Protection Agency (EPA) air quality standards for PM. The Valley Air Basin is in attainment of the federal standards for PM10, but is currently classified as Serious nonattainment for the federal PM2.5 standards. The District, in partnership with CARB, developed the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*, which was approved by EPA on June 30, 2020 and details strategies to move the region towards attainment of the federal PM2.5 standards. More information is available at: <http://valleyair.org/pmplans>. This plan is also discussed in further detail in Chapter 3.

Ozone: Ozone is a regional air pollutant that is formed through complex chemical reactions in the atmosphere. In contrast, PM2.5 concentrations are the result of both local and regional emissions, and reducing localized emissions of PM2.5 can reduce disparities in exposure experienced in communities with high cumulative exposure burdens. CARB Office of Community Air Protection guidance states that, because

ozone formation is driven by regional rather than localized source contributions, ozone should be addressed in regional air quality improvement efforts through the State Implementation Plan. Therefore, ozone and related precursors have not been addressed as a part of this CERP development. The District's current plan for attainment of health-based ozone standards throughout the San Joaquin Valley Air Basin can be found here: http://valleyair.org/Air_Quality_Plans/Ozone_Plans.htm

Toxic air contaminants: Toxic air contaminants (TACs) also contribute to a community's cumulative exposure burden. Exposure to TACs can increase the risk of acute and chronic health impacts as well as cancer. Diesel particulate matter is a large concern in areas with high exposure to diesel engine emissions, such as the community of Stockton AB 617 Community. Other toxic air contaminants can contribute to localized health risks, including metals; air toxics related to fossil fuel production, such as benzene and toluene; and compounds associated with combustion, including polycyclic aromatic hydrocarbons and dioxins. The California Office of Environmental Health Hazard Assessment (OEHHA) establishes threshold concentrations for toxic air contaminants at which exposure is not expected to trigger non-cancer health effects. For carcinogens, OEHHA guidance states that there are no safe exposure thresholds. Reducing emissions in the community will be based on identifying technologies and practices that offer the maximum level of toxic air contaminant emissions reductions achievable to address both types of health effects

With the support of community members, this CERP will build upon regional efforts to improve air quality throughout the Valley Air Basin. The Stockton AB 617 Community CERP focuses on reducing emissions of and exposure to PM_{2.5} and toxic air contaminants from localized sources that contribute to cumulative exposure burdens within the community. Pollution reduction strategies, targets, goals, and metrics included in this CERP have been developed in accordance with these health-based air quality objectives and are presented in more detail in Section 4 of this document.

2. COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT

Meaningful community engagement, significant outreach and a robust public process have guided the development of this Community Emissions Reduction Plan (CERP). Key features of these efforts undertaken by the Community Steering Committee and the District include:

- Community advocates hosted an in-person tour with community residents for District hosted kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee
- District staff and CARB staff to be introduced to the community (Figure 2-1)
- Due to the COVID-19 pandemic, District staff worked with community residents and organizations to develop a virtual community tour for District, CARB staff, and others to be introduced to the community and the air quality challenges they face (<https://youtu.be/UuQuoSy26x4>)
- Used a co-host model to set agendas and meeting logistics
- Held monthly facilitated, bilingual (English and American Sign Language) in-person (prior to March 2020) and virtual meetings (due to COVID-19)
- Live-streamed and recorded all CSC meetings:
- (<http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/>)
- Surveyed needs and resources of the CSC members and then transitioned to virtual meetings and community engagement due to COVID-19,
- Provided materials via email, mail and a AB 617 community webpage; Developed a Resident member stipend program and implemented it retroactively to the first official CSC meeting to encourage participation in regular meetings
- Produced and posted on the District's Stockton Community webpage a virtual tour of the community, which highlighted the voices of community residents and CSC members as they discussed the challenges facing community residents
- Used interactive online survey tool such as Survey Monkey and Social Pinpoint to encourage active participation and to develop visual aids to share information to the CSC; and
- Shared presentations by the District, CSC members, CARB staff, Port of Stockton, and the City of Stockton

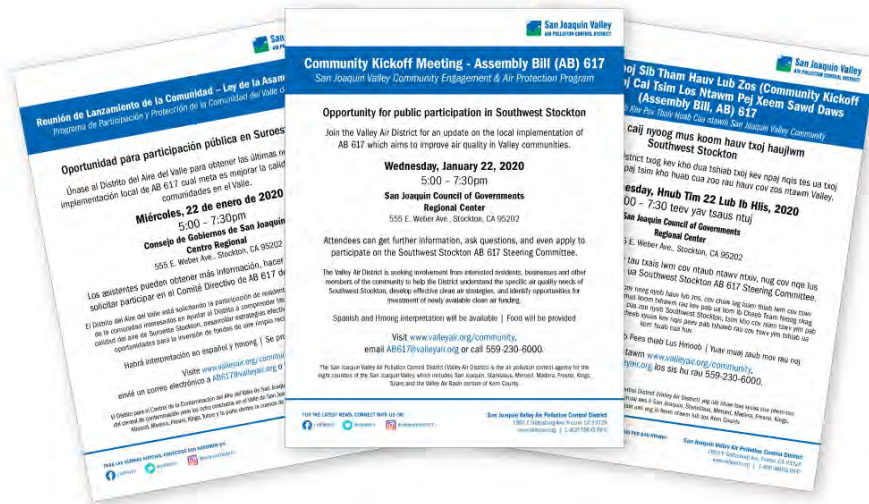
Figure 2-1 Introductory Tour Hosted by Community Advocates and Residents

In addition, numerous interactions between Community Steering Committee members and District staff occurred in one-on-one or small group meetings allowing for in-depth discussions on joint development of the CERP. See the community webpage (<http://community.valleyair.org/selected-communities/stockton/>) for more details.

2.1 COMMUNITY KICK-OFF MEETING

Between October 2019 and January 2020, District staff worked in collaboration with local Environmental Justice organizations to conduct multilingual outreach targeted at the Stockton AB 617 Community zip codes to encourage attendance at the official kick-off meeting in January 2020. The District provided \$5,000 for a program to provide mini-grants to local Environmental Justice organizations to support on-the-ground outreach designed to inform the community of AB 617 and encourage residents to apply to be members of the CSC. In addition, the District distributed trilingual flyers (Figure 2-2) to local media, schools, agencies, and non-profit organizations; and invested over \$8,000 in social media and print advertisements targeted at the Stockton AB 617 Community zip codes to encourage kick-off meeting participation.

Figure 2-2 Trilingual Community Flyers Distributed



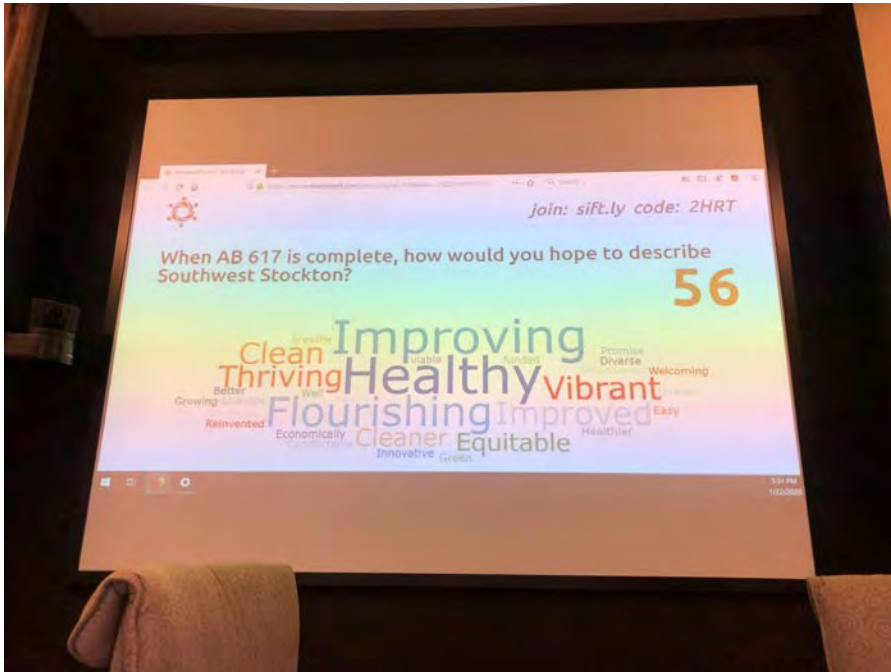
The Community Kick-Off Meeting in the Stockton AB 617 Community was held on Wednesday, January 22, 2020, at the San Joaquin Council of Governments Regional Center (Figure 2-3).

Figure 2-3 Stockton AB 617 Community Kick-off Meeting



Approximately 100 people attended the meeting. In addition to information about AB 617, attendees were invited to participate in an interactive cell-phone based activity to express the community's hopes for the AB 617 program (Figure 2-4).

Figure 2-4 Stockton AB 617 Community Kick-off Meeting Interactive Activity



Attendees were also invited to visit booths, which provided information about monitoring technology, school outreach and District incentive programs. Spanish and Hmong interpretation was provided for the meeting. Community members were encouraged to apply to be on the Stockton AB 617 Community Steering Committee at the Kick-off meeting, and additional time was given for individuals to apply via email or mail.

2.2 COMMUNITY STEERING COMMITTEE

COMMUNITY STEERING COMMITTEE MAKE-UP

Of the 44 individuals who applied to be on the CSC, the final committee consists of 26 community residents; 13 individuals representing environmental justice organizations working in the community, health care organization, educational entity, or a business within the community; and five non-voting government officials. In addition to the regular CSC members, several have alternates should they be unable to attend. A full roster of membership is available at <http://community.valleyair.org/selected-communities/stockton/steering-committee-documents/> and in Table 2-1.

Table 2-1 Stockton AB 617 Community Steering Committee Members

Stockton Community Steering Committee (as of Feb. 17, 2021)				
Primary First Name	Last Name	Alternate	Affiliation	Sector
Steering Committee Members				
Gloria E.	Alonso Cruz		Resident	
Kevin	Amen		St. George Parish Church	Faith-based Organization
Irene	Calimlim	Paige Tengeluk	Fathers & Families of San Joaquin	EJ Advocate
Silvia	Cantu		Washington Elementary	Works in the Community
Maria	Cardenas		Resident	
Nayeli	Cruz Gomez		Resident	
Robyn	DeGuzman	Brianna Rubio	San Joaquin County Public Health Services- Health Promotion	Government
Mary	Elizabeth		Resident	
Jennifer	Flores	Pandora Crowder	Resident	
Eugene	Fuss		Resident	
Noehmi	Garcia Jauregui		St. George Parish School	Faith-based Organization
Catherine	Garoupa White	Cynthia Pinto-Cabrera	Central Valley Air Quality Coalition	EJ Advocate
Regina	Griffin		Resident	
Paulette	Gross		Resident	
Nicholas	Hatten		Resident	
Matt	Holmes	Dillon Delvo	Little Manila Rising	EJ Advocate
Karl E. "Nate"	Knodt		Resident	
Tina	Lau		Lehigh Southwest Cement-Terminal	Business in the Community
Arlene	Galindo	Cynthia Lau	Café Coop	EJ Advocate
Ned	Leiba	Michaela Alloto	Resident	
Mariah	Looney	Barbara Barrigan-Parrilla	Restore the Delta	EJ Advocate
Anthony	Macias Jr.		Resident	
Missy Rae	Magdalena		Resident	
Maria	Mendez		Stockton Unified School District	School Board
Bianca	Mendoza		Resident	
Victoria	Moreno		Resident	
Vanessa	Palomares	Rita Valdez	Resident	
Stacey	Paryasee		Resident	
Eric	Parfrey		Resident	
Margo	Praus		Resident	
Deby	Provost		Resident	
Jonathan	Pruitt		Catholic Charities of the Diocese of Stockton	EJ Advocate
Florence	Quilantang		Resident	
Albert	Rivas	Grant Kirkpatrick	City of Stockton	Government
Lenard	Seawood		Resident	
Kenda	Templeton		Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S)	EJ Advocate
Glenabel	Toreno		Resident	
Esperanza	Vielma	Rochelle Shaw	Environmental Justice Coalition for Water (EJCW)	EJ Advocate
Douglas	Vigil		Resident	
Ed	Ward		Valley Pacific Petroleum Services	Business in the Community
Taylor	Williams		Resident	
Jeff	Wingfield		Port of Stockton	Government
Facilitators				
Kim	Danko		Institute for Local Government	
Erica	Manuel		Institute for Local Government	
Hanna	Steinakhovych		Institute for Local Government	
Agency Staff				
Heather	Heinks		Valley Air District	
Jaime	Holt		Valley Air District	
Jessica	Olsen	Jason Lawler	Valley Air District	
Skott	Wall		California Air Resources Board	
Nzong	Xiong		Valley Air District	

Prior to the COVID-19 pandemic, the CSC was able to meet in person once and since transitioning to virtual meetings, the CSC has met monthly beginning in April 2020. To ensure successful CERP development, residents, businesses, non-profits, organizations, and other stakeholders within the Stockton community have been fully engaged in CSC meetings. To ensure full engagement by all CSC members, the District assessed language translation needs and determined that there was a need to provide American Sign Language translation at each of the meetings. Commitment demonstrated by the District and CSC members to ensure full and active participation in meetings including:

- Monthly agenda-setting meetings with District, community co-hosts, interested CSC members, CARB staff, and third-party facilitators to collectively set expectations and plan for upcoming CSC meetings
- Real-time interpretation services in all necessary languages
- Expert presentations from partner agencies such as CARB, Port of Stockton, City of Stockton, District staff, and CSC members
- Comprehensive and dedicated Stockton community webpage with tools to view community boundary, committee charter, virtual tour, meeting agendas, sources of community concern, emissions inventories, and other resources
- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions
- Through March 2020:
 - Monthly evening meeting at a convenient location in the community
 - Child activity areas and dinner for all attendees
 - All meeting materials in hardcopy and via the comprehensive Stockton community website
- Since April 2020:
 - Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request
 - Continued real-time interpretation services through ASL interpreter at each meeting
 - Meeting materials posted ahead of meeting
 - Extra meetings to discuss topics or concerns Community Steering Committee members have
 - Provided laptops and internet service to resident CSC members without these tools to ensure all CSC members have equal opportunities to fully participate

In addition, the District has taken steps over the past several months to better serve CSC members and encourage their active engagement in the meetings and CERP development process. Ensuring effective steering committees requires substantial investment in the form of committee member time, District staff and other resources to schedule, organize, and facilitate frequent after-hours public meetings.

Figure 2-5 Facilitation at a Stockton AB 617 Community Steering Committee meeting



Visit <http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/> for full documentation of meeting dates, agendas, materials and summaries.

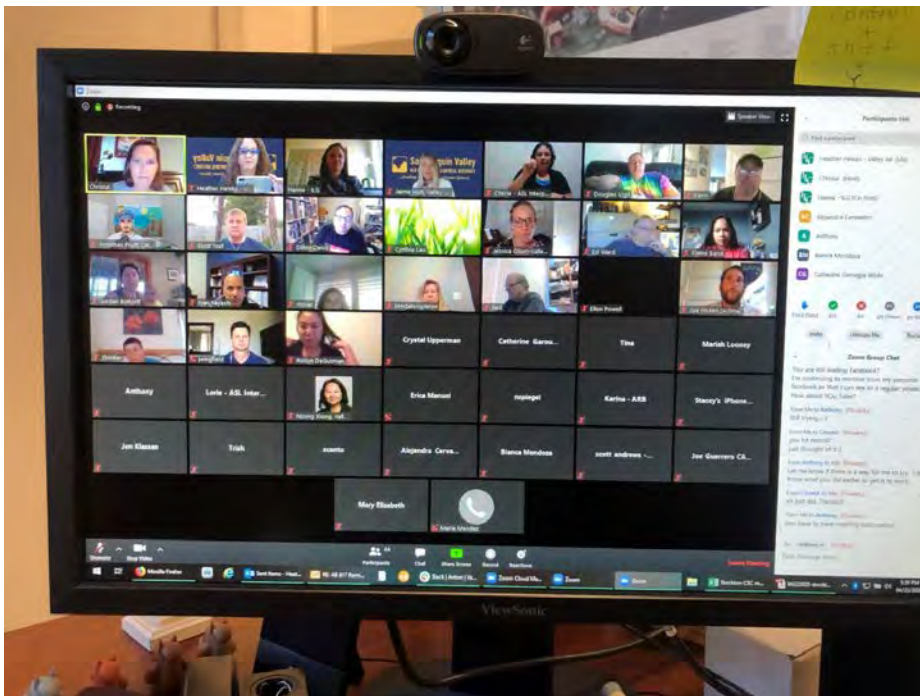
RESPONSE TO COVID-19 STATE OF EMERGENCY

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 the Stockton Community Steering Committee could no longer continue to meet in person.

To address this challenge and to continue moving forward with the important work of developing the Stockton CERP, District staff developed and sent an online survey to all the Stockton Community Steering Committee 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 the Stockton Community Steering Committee member feedback. All the Stockton Community Steering Committee members indicated a strong desire to continue implementing AB 617 and subsequently adopted the use of the online meeting application, Zoom, to meet virtually.

Figure 2-6 Stockton Community Steering Committee Meeting via Zoom



In April 2020, based on these discussions and the results of the surveys, we held a virtual practice meeting via Zoom and via phone with the Stockton Community Steering Committee. During the practice call, the District addressed issues such as ASL interpretation needs and explained how the Stockton Community Steering Committee would use the various available features to provide a high level of discussion and engagement. In addition, the District invested in the online mapping tool Social Pinpoint to facilitate community input in a virtual setting.

COMMUNITY PARTICIPATION AND NEW RESIDENT STIPEND PROGRAM

The Stockton Community Steering Committee 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. Toward that end, and in response to several residents and community advocates on the Stockton Community Steering Committee, CARB 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 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 community steering committee 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 Community Steering Committee meeting. Eligible residents may receive a \$75 stipend per Community Steering Committee 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) Community Steering Committee meetings in a calendar year, for a total cost of up to \$1,125 per year. The stipends for resident steering committee members are subject to the availability of state AB 617 funding and approved allocation in the District's Budget on an annual basis.

Figure 2-7 Resident Stipend Enrollment Form

The image shows a digital form titled "AB 617 Community Air Protection Program Resident Stipend Enrollment Form". At the top, it features logos for the "INSTITUTE FOR LOCAL GOVERNMENT" and "San Joaquin Valley Air Pollution Control District". The form is divided into several sections:

- Name and Last Name:** A text input field.
- Mailing Address:** A text input field with a "City" dropdown menu and a "State" dropdown menu.
- Email Address:** A text input field with a "Country" dropdown menu.
- Verification:** A section with checkboxes for "I am a resident of an AB 617 watershed community and/or a member of the Community Steering Committee" and "I am not an individual or entity in the State of California or its jurisdiction".
- Signature:** A line for a handwritten signature and a "Date" field.
- Submit:** A green button at the bottom.

See Appendix A for full documentation of meeting dates, agendas, materials, attendance and summaries.

2.3 COMMUNITY STEERING COMMITTEE CHARTER

A Charter was developed in consultation with the Stockton AB 617 Community Steering Committee members and a draft was presented to the members at Meeting #1, in March 2020. The Charter and a potential expansion to the community boundary to include the areas of Stockton identified by community members was discussed and approved at the March meeting. The final Charter can be found in Appendix B, and at http://community.valleyair.org/media/1631/03102020_stockton-charter_final_en.pdf. The final Boundary can be found at http://community.valleyair.org/media/1615/03042020_southwest-stockton-boundary.pdf.

2.4 STOCKTON COMMUNITY WEBPAGE

A community webpage has been created for the Stockton AB 617 Community, and is regularly updated with new information (<http://community.valleyair.org/selected-communities/stockton/>). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, chat transcripts, meeting summaries), interactive maps, CSC roster, committee charter, membership processes, Community Air Monitoring Plan (CAMP), and CERP documents. A screenshot of the community webpage is shown in Figure 2-8.

Figure 2-8 Stockton AB 617 Community Webpage

STAY INFORMED NEWS EVENTS FUNDING CONTACT

Stockton

Stockton

Resources

- AB 617 COMMUNITY TOUR
- AB 617 COMMUNITY TOUR (WITH ASL INTERPRETATION)
- BOOK/DIARY MAP
- SOURCES OF CONCERN EXERCISE
- SOURCES OF CONCERN EXERCISE NOTES

Emissions Sources

- STOCKTON COMMUNITY EMISSIONS
- STOCKTON FACILITY EMISSIONS

Emissions summaries for District permitted facilities within the Stockton community boundary:

- NOx - ENGLISH
- VOC - ENGLISH
- PM 2.5 - ENGLISH
- Air Toxics - ENGLISH
- Static Community Emissions Maps - ENGLISH

TRACK STOCKTON PROGRESS

Selected Community Profile

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, Southwest Stockton (Figure 1) is a densely populated community within the City of Stockton, freight locomotives, industrial sources, and emissions traveling downwind from the northern portion of the city.

The proposed community of Stockton defined in Figure 1 is approximately 12.2 square miles and has an estimated population of 51,000. The Southwest Stockton community is impacted across a number of health and pollution indicators. Using the State CES tool, all census tracts located within the Southwest Stockton proposed community rank in the top 5% most disadvantaged communities in California, and rank highest in the Valley amongst census tracts not already a part of an AB 617 community. Southwest Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the "Rise Stockton" Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

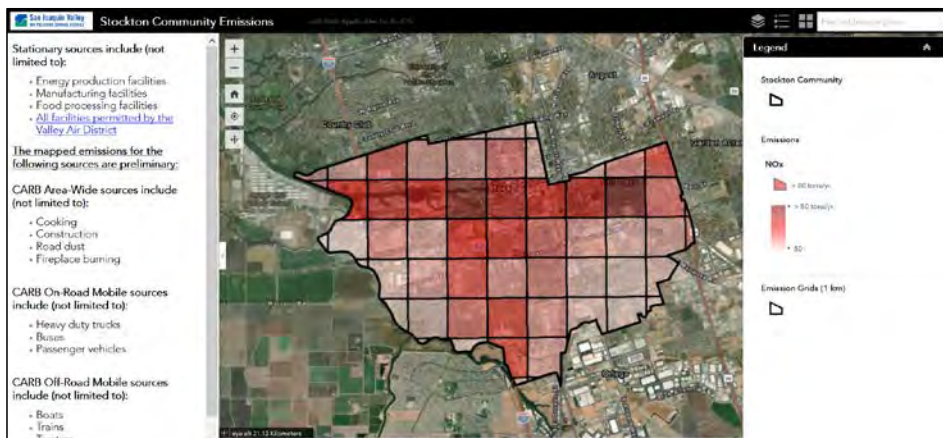
Community Profile

- Steering Committee Meetings
- Other Meetings
- Steering Committee Documents
- Communication With Members
- Docs Submitted by Committee

For assistance or if you have any questions, please contact our central office: (559) 230-6000

In addition to being a portal for access to meeting materials and documents, the webpage also includes interactive maps that present data about the community (<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aeee1c69c71c940c>). Figure 2-9 is an example of an interactive map that was created for the Stockton AB 617 Community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Stockton AB 617 Community Steering Committee and members of the public. This information was provided to help inform and to develop air quality priorities for the CERP.

Figure 2-9 Interactive Map Created for Stockton AB 617 Community Steering Committee



2.5 COMMUNITY PARTNERS

After the Stockton AB 617 CSC identified priorities for the community, partner agencies, and organizations were invited to the meetings to provide updates, input, and presentations on current and future efforts to the work goals of AB 617. CARB staff attended meetings regularly and provided information and updates to the committee. The City of Stockton also attended regularly and provided an update on planning efforts in the community and the TCC program. The City of Stockton agreed to coordinate the TCC program efforts and AB 617 program to leverage the goals of each to best benefit the residents of the Stockton community. Presentations from various CSC members were also an important part of the CERP development process as they provided key insight to the concerns and challenges facing residents of the community. The efforts of the Sierra Club, Little Manila Rising, the Port of Stockton, and others were all presented to the CSC to help provide background information to the participants, highlighting the strengths and challenges of the community.

2.6 ADDITIONAL COMMUNITY ENGAGEMENT

Since late 2020, the CSC and District staff have worked to engage and educate the public with regard to AB 617 and the efforts being made in the Stockton AB 617 Community. Meetings between community members, environmental justice organizations, industry, agency representatives, and other stakeholders have occurred to provide assistance and/or prompt responses to concerns raised regarding the AB 617 process. District staff and CSC members also attended and often made presentations at city and county government meetings, the District's Environmental Justice Advisory Group meetings, the District's Citizens Advisory Committee meetings, the District's Governing Board meetings, environmental justice meetings, and industry professional group meetings to promote participation in the development of the CERP and once completed the implementation of the CERP. In addition, staff often discussed AB 617 at media interviews and during outreach events and health fairs. A full list of outreach efforts is available in Appendix A.

The Stockton AB 617 CSC will continue to work to implement the CERP actions after its adoption by the District Governing Board and the CARB Board, and to provide periodic community updates on implementation progress. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts in the coming months and years.

3. UNDERSTANDING THE COMMUNITY

3.1 COMMUNITY PROFILE

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, southwest 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.

Figure 3-1 Stockton AB 617 Community

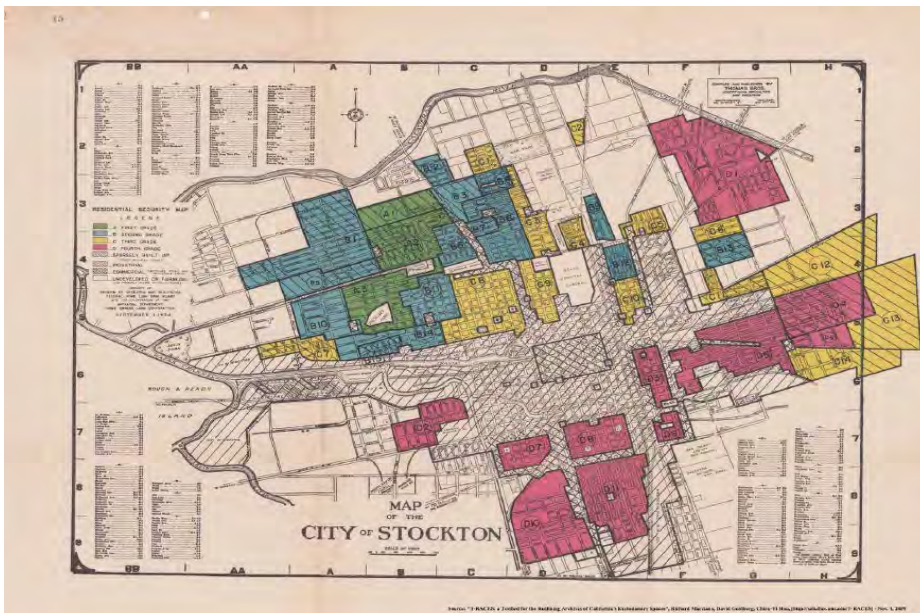


Stockton History

Prior to the 1870s, San Joaquin County lacked access to water for agriculture. The promise of local agriculture resulted in capital investments being made to increase the levels of agriculture in San Joaquin County between 1870-1910. Lack of technological innovation forced agricultural interests to recruit labor globally. People of color, such as Chinese, African-Americans from the South, Japanese, Punjabis, Filipinos, and Mexicans, were forced into labor by employment segregation. Beginning in the late 19th

Century, racially restrictive housing covenants were written into housing deeds to restrict people of color into living in certain zones of the city. These covenants were written into property deeds by developers looking to inflate the values of their homes. Examples of this practice in Stockton was the exclusion of African-American, Indian, Mexican, and Filipino communities south of Main Street and west of Wilson Way. Beginning in the 1930s, the Federal Housing Administration created maps to guide mortgage investment. Intentionally, these maps directed investments away from communities of color, which were deemed risky for investment. This practice is known as “redlining” because the neighborhoods were designated as the color red. Figure 3-2 shows the 1938 Residential Security Map for the City of Stockton.

Figure 3-2 Home Owners’ Loan Corporation Residential Security Map (1938)



Although the racial practice was banned in 1968’s Fair Housing Act, the years preceding contributed to both the built environment and unequal distribution of wealth in the United States today. In the 1930-1940, Stockton experienced huge growth in local industry. Built in 1931 and opened in 1933, the Port of Stockton became the City’s first major industrial center for logistics purposes. Between 1933 and 1940, it grew faster than any port in the U.S. History, doubling tonnage every fiscal quarter. The Port’s success led to business interests in Stockton being perfectly centered for logistical industries, or industries focused on the transportation of products. With the anticipation of future growth in residents and commerce, the City of Stockton actively lobbied for the construction of freeways in Stockton. Between 1955 and the 1970s, I-5, Highway 99, and Highway 4 crosstown freeway were constructed intentionally near low-income

“redlined” communities to reduce the costs of eminent domain. In the 1970s, the construction of the Highway 4 Crosstown freeway demolished a significant portion of the Filipino American

Stockton Air Quality Challenges

The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16 square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District’s Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the “~~Rise Stockton~~Stockton Rising” Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

The majority of emissions impacting the Stockton AB 617 Community come from passenger vehicle and heavy-duty truck emissions from major freeways, interchanges, and main regional roads that run through the community.

Figure 3-3 Major Freeways Contribute Significant Mobile Source Emissions in the Community



In addition to the emissions originating from mobile sources in the area, this community also includes industrial development and area-wide sources of pollution such as gas stations, commercial cooking, and consumer products that also contribute significantly to the community's emissions levels.

Figure 3-4 Industrial Emissions Sources near Boggs Tract Community



Based on emissions inventory and current air monitoring data in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), Ozone (O₃) and Volatile Organic Compounds (VOCs). A virtual tour of the Stockton AB 617 community, produced by the Community Steering Committee to highlight some the community's challenges can be viewed here:

<https://www.youtube.com/watch?v=UuQuoSy26x4&feature=youtu.be>.

Based on District air quality analysis modeling, the Stockton AB 617 Community was found to have exceeded the 24-hour average PM_{2.5} concentration prioritization factor levels of 12, 35, 55, and 65 µg/m³ a total of 120, 18, 4, and 3 days, annually, on average during the 2017-2019 period, respectively. In addition, this community was found to have exceeded the 8-hour average ozone concentration prioritization factor levels of 70, 75, and 84 ppb a total of 15, 7, and 1 days, annually, on average during the 2017-2019 period, respectively. Details about the nature and formation of local air pollution and its adverse health impacts on the community of Stockton AB 617 Community is summarized in Appendix G.

It should be noted that, in addition to selection by CARB for the development of community monitoring and a community emissions reduction program, neighborhoods in the AB 617 selected community were also selected by California's Strategic Growth Council for significant investment. In November 2017, the City of Stockton was awarded a \$170,000 Transformative Climate Communities (TCC) Planning Grant by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. To mobilize this grant Mayor Tubbs' Office, community partners, and the neighborhood residents created the organization Rise Stockton to carry out this work. The Rise Stockton organization worked for nearly a year to develop a The Sustainable Neighborhood Plan <https://drive.google.com/file/d/1E-HjKq5m9KHurEMch3tamysu2Xcnjt7L/view> to translate community concerns and recommendations into shovel-ready projects.

The policies and projects are centered on twelve Transformative Climate Community Goals, several of which mirror the goals of AB 617 (see Figure 3-5).

Figure 3-5 Stockton's TCC Goals and Project Area Map



Stockton Rising: TCC Project Area Map



The community engagement and planning conducted during the TCC Planning Grant eventually led to the award of a \$10.8 million Implementation Grant in June 2020. Leading up to that award, Rise Stockton repositioned itself to broadly coordinate the Environmental Justice and Green Economy work conducted by Stockton community partners.

Due to the factors discussed above, this CERP includes strategies for emission reductions from mobile sources, commercial and industrial sources, and residential sources that contribute to the Stockton AB 617 Community air quality challenges. These strategies focus on measures that will bring additional economic resources to the residents and businesses located in the community, as well as achieving significant local emissions reductions.

3.2 TECHNICAL ASSESSMENT TO UNDERSTAND COMMUNITY POLLUTION IMPACTS

Conducting a technical assessment is a necessary step in community emissions reduction program development. The technical assessment relies on results from a variety of analyses to characterize emissions in the community and inform community emissions reduction program development and implementation. This assessment will provide the baseline from which emissions reductions can be measured.

The source attribution technical approach established by CARB provides a methodology for assessing, identifying, and estimating the relative contribution of sources or categories of sources, including but not limited to mobile, stationary, and area-wide sources, to elevated exposure to air pollution in impacted communities. The District's source attribution analysis is based on the following:

- Assesses the share of mobile, area-wide, and stationary source emissions generated in the community,
- Is based on best available data in order to characterize the contribution of emissions sources in the community,
- Follows one of CARB's recommended source attribution approaches.

Based on the above, the District has implemented CARB's Community Emissions Inventory Approach. The following section discusses the community emissions inventory approach and summarizes emission sources in the community. A detailed community-level inventory and source apportionment are included in Appendix C.

3.2.1 COMMUNITY EMISSIONS INVENTORY APPROACH

A community level emissions inventory estimates air pollutant emissions from mobile sources (e.g., cars, heavy-duty trucks, locomotives), area-wide sources (e.g., fireplaces, outdoor food cooking, fugitive dust), and stationary sources (e.g., gas stations, auto body shops, manufacturing facilities) within the community.

The community level inventory consists of the mobile and area-wide sources spatially allocated in the community and stationary sources. A community emissions inventory is the compilation of criteria pollutant and air toxics emissions data from air pollution sources that are within the community. The community emissions inventory includes emissions of volatile organic compounds / reactive organic gases (VOC/ROG), oxides of nitrogen (NOx), particulate matter of 2.5 microns (PM2.5), and toxic air contaminants

(e.g. diesel PM).

3.2.2 COMMUNITY EMISSIONS INVENTORY OVERVIEW

Emissions inventories are estimates of the amount and type of pollutants emitted into the atmosphere by mobile sources, stationary sources, and area-wide sources. Additionally, emission inventories are the foundation for any emission reduction program and provide information on the existing air emissions and related air quality in the community, and support development of emission reduction strategies and future emission targets to improve air quality in the community.

Existing traditional criteria pollutant and air toxics emission inventories (that provide combined coverage of mobile and stationary sources) are generally regional in geographic scale and may not adequately characterize emission impacts at the community-level. Developing community-scale emission inventories for understanding existing baseline emissions and tracking future emission reductions within communities selected for Community Emission Reduction Programs and Community Air Monitoring Plans (CAMPs) is an important piece of AB 617. [Information and data collected as part of the CAMP will be available real-time and District staff will be providing regular updates on the analysis of the data which may result in modification to existing or development of new strategies for the CERP.](#)

3.2.3 AGENCY COLLABORATIONS

CARB and District staff worked in parallel to develop a comprehensive set of emissions inventory data for the community. The District worked with stationary source facilities in the community to develop the point source emission estimates. CARB staff developed the community-level emission inventory for mobile and area-wide sources. CARB worked with several State and local agencies such as the Department of Transportation (Caltrans), the Department of Motor Vehicles (DMV), the Port of Stockton, and the California Energy Commission (CEC) to assemble activity information necessary to develop the community-level mobile and area-wide source emission estimates. CARB and District staff conducted a thorough review of the community inventory to ensure that the emission estimates reflect the most recent data for stationary sources, and that estimates for mobile and area-wide sources are based on the most recent models and methodologies.

The emissions inventory also includes future forecasted values. The forecasted community-level emissions inventory is based on the growth profiles for stationary sources, mobile, and area-wide source categories provided by CARB. Forecasted emissions include growth and control factors that reflect historical trends, current conditions, and recent economic and demographic forecasts.

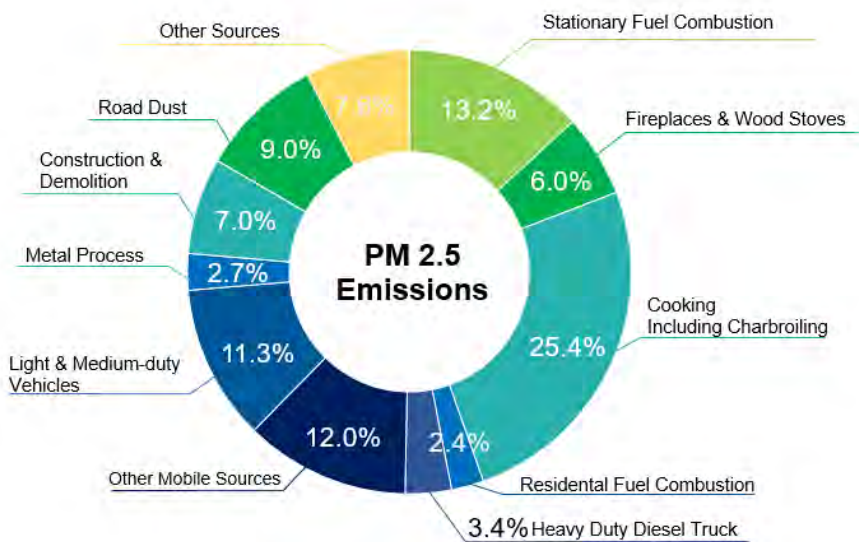
3.2.4 COMMUNITY EMISSION INVENTORY SUMMARIES

[What types of sources contribute to air pollution in Stockton?](#)

The largest sources of emissions in and around the community include heavy duty vehicles, medium duty vehicles, and passenger cars, as well as trains, and commercial equipment. Permitted stationary sources regulated by the District in the Stockton AB

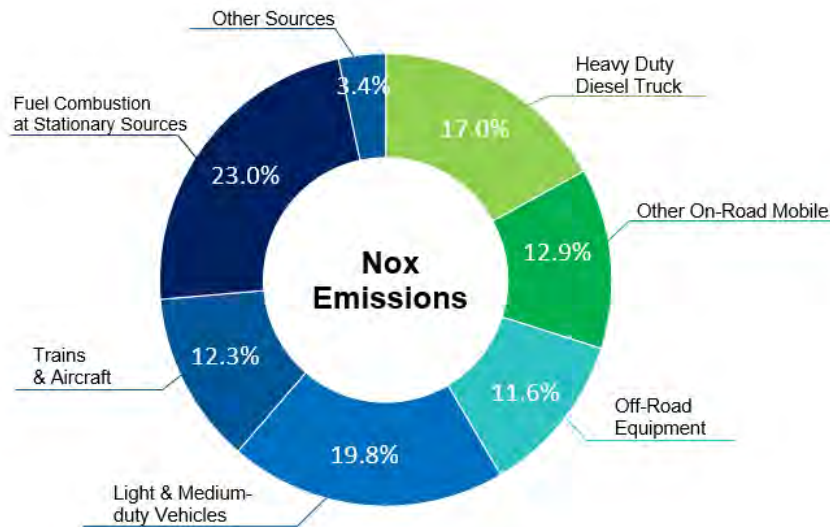
617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating; bulk fuel storage and transfer terminals, chemical receiving, fabricated metal products; gasoline dispensing operations, government services, municipal water treatment operations, health centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. Paved road dust, residential fuel combustion, construction emissions, and commercial cooking also contribute significantly to the community's emissions inventory.

Figure 3-6 Sources of PM2.5 Pollution in the Community



The largest sources of PM2.5 emissions in Stockton AB 617 Community are cooking and on-road mobile vehicles (light and medium-duty vehicles and heavy-duty diesel trucks). Road dust, stationary fuel sources, construction & demolition, and residential wood burning are also significant sources of PM2.5 in the community. Other sources include aircraft, trains, ocean going vessels, commercial harbor craft, recreational boats, off-road recreational equipment, off-road equipment, fuel storage and handling.

Figure 3-7 Sources of NOx Emissions in the Community



Almost three-quarters of NOx emissions in Stockton AB 617 Community are from mobile sources. On road mobile sources account for 49.7.% of NOx emissions in Stockton AB 617 Community, including 17% of the NOx inventory from heavy duty diesel trucks and 19.8% from light and medium-duty vehicles. Off road mobile sources, including trains, aircraft, and off-road equipment such as yard trucks, produce 23.9% of the NOx emissions in the community. Fuel combustion at stationary sources is also a significant source of NOx emissions in the community. For more specific information, refer to [Appendix C \(Stockton Source Apportionment Source Apportionment and Community\)](#).

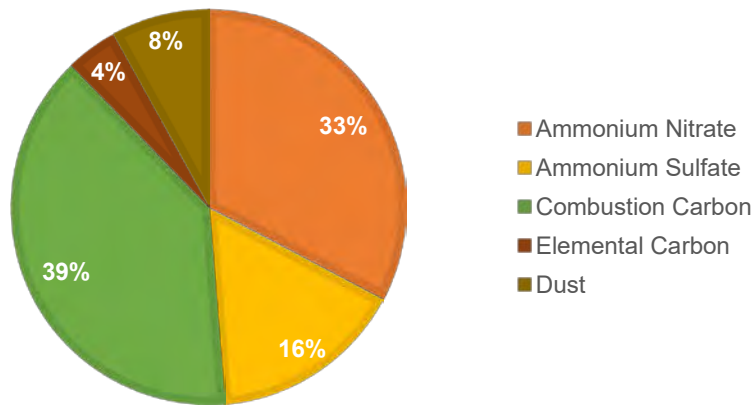
PM2.5 Speciation: What type of PM2.5 is in the ambient air?

PM2.5 in Stockton AB 617 Community is comprised of many species that contribute to the total PM2.5 concentration measured by air monitors, as summarized in Table 3-3 below. This complex mixture is attributable to mobile, stationary, and area-wide sources described above, as well as naturally occurring emissions. Although the list of species contributing to PM2.5 in Stockton AB 617 Community is lengthy, it can be grouped into larger representative categories. The following is a brief description of how each of these larger species categories are formed and emitted into the atmosphere. The following figures show the speciation of PM2.5 in the Stockton Community, based on modeling data.

Table 3-1 Summary of PM2.5 Species

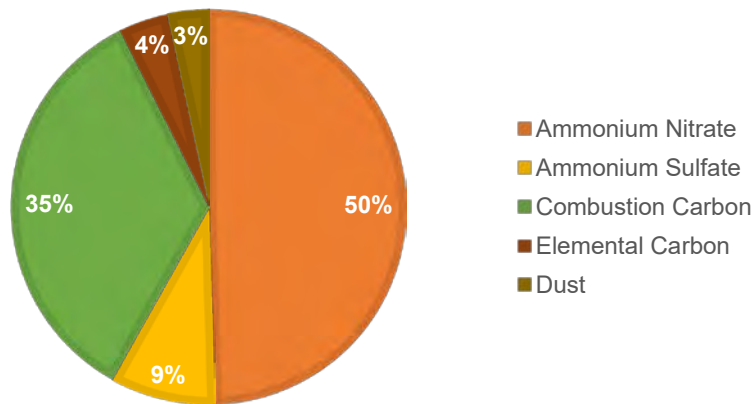
PM2.5 Species	Description
Organic carbon (Combustion Carbon)	Directly emitted, primarily from combustion sources (e.g. residential wood combustion). Also, smaller amounts attached to geologic material and road dusts. May also be emitted directly by natural/biogenic sources.
Elemental carbon	Also called soot or black carbon; formed during incomplete combustion of fuels (e.g. diesel engines).
Geologic material (Dust)	Road dust and soil dust that are entrained in the air from activity, such as soil disturbance or airflow from traffic.
Trace metals	Identified as components from soil emissions or found in other particulates having been emitted in connection with combustion from engine wear, brake wear, and similar processes. Can also be emitted from fireworks.
Secondary organic aerosol	Secondary particulates formed from photochemical reactions of organic carbon.
Ammonium nitrate	Reaction of ammonia and nitric acid, where the nitric acid is formed from nitrogen oxide emissions, creating nitric acid in photochemical processes or nighttime reactions with ozone.
Ammonium sulfate	Reaction of ammonia and sulfuric acid, where the sulfuric acid is formed primarily from sulfur oxide emissions in photochemical processes, with smaller amounts forming from direct emissions of sulfur.
Combined water	A water molecule attached to one of the above molecules. Combined water is not included when measuring mass of PM2.5 for regulatory purposes, and is therefore excluded from the following charts.

Figure 3-8 Species Contribution to Annual Average PM2.5 Concentrations in the Community



Combustion carbon, ammonium nitrate, and ammonium sulfate all are significant species of PM2.5 emissions on an average day in the Stockton AB 617 Community.

Figure 3-9 Species Contribution to Peak Day PM2.5 Concentrations in the Community



As shown in the figure above, peak PM2.5 emission days in the community see a large increase in ammonium nitrate, which is created from the chemical reaction of NOx and ammonia, largely from fuel combustion during multiday stagnation events. However, ammonium nitrate is generally regarded as having relatively low toxicity compared to other PM2.5 species like elemental carbon.

How will the community inventory change in the future?

The tables and graphs below summarize the total Stockton AB 617 Community emissions inventories for years 2018, 2025, and 2030: These graphs show the proportion of PM2.5, NOx, and VOC emissions that originate from stationary, area, and mobile sources of emissions. The projected inventories take into account the projected emissions from regional transportation plan projects and compliance with regulatory deadlines. The following figures show how the Stockton AB 617 Community-level inventory is expected to change into the future in years 2025 and 2030.

Figure 3-10 2018 Stockton AB 617 Community Emissions Inventory

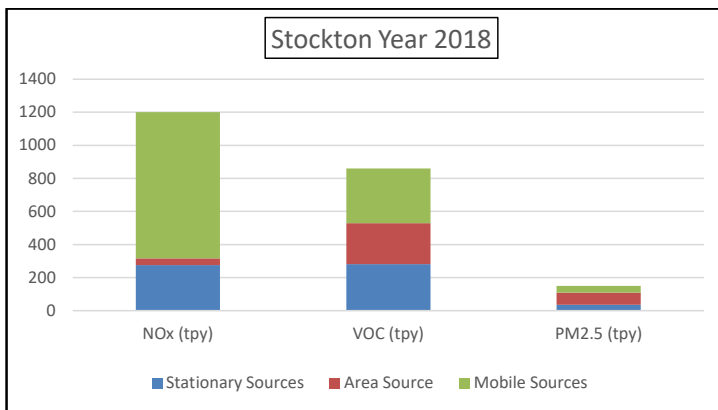


Table 3-2 2018 Stockton AB 617 Community Emissions Inventory (updated)

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	276.4	281.1	34.9
Area Source	40.2	247.6	75.1
Mobile Sources	884.1	332.1	40.2

Figure 3-11 2025 Projected Stockton AB 617 Community Emissions Inventory

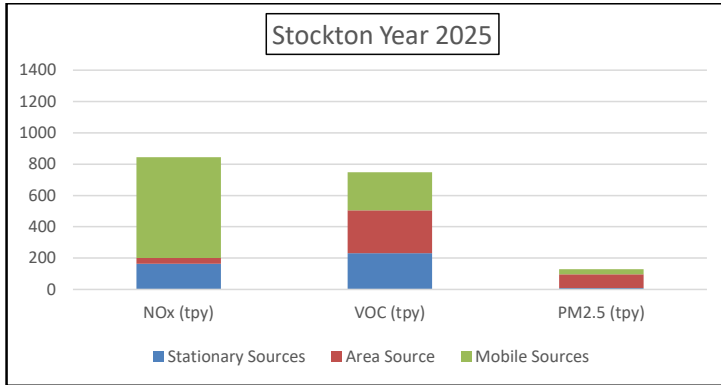


Table 3-3 2025 Projected Stockton AB 617 Community Emissions Inventory

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	163.4	231.0	8.3
Area Source	36.9	273.7	87.9
Mobile Sources	643.7	244.6	33.3

Figure 3-12 2030 Projected Stockton AB 617 Community Emissions Inventory

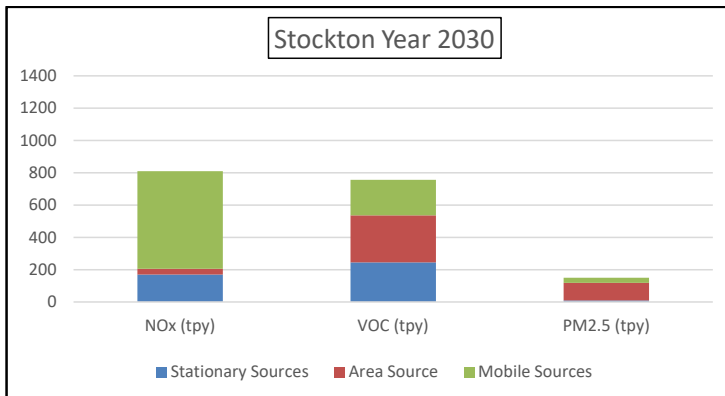


Table 3-4 2030 Projected Stockton AB 617 Community Emissions Inventory

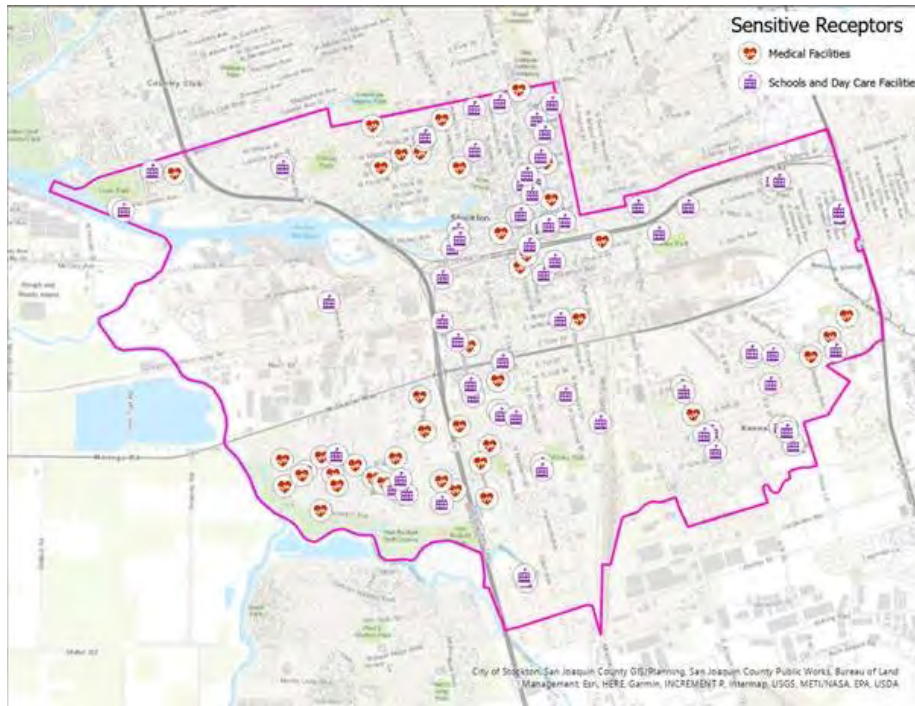
Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	169.0	244.9	8.7
Area Source	35.7	290.5	109.1
Mobile Sources	605.4	220.8	33.2

For further information about the emissions inventory for Stockton AB 617 Community, including the stationary source emissions inventory, projected emissions inventory for District permitted facilities, mobile source inventory, and area-wide sources inventory please refer to Appendix C.

3.2.5 SENSITIVE RECEPTORS AND LAND USE

As illustrated in the City of Stockton General Plan Land Use map, below, the Stockton AB 617 Community contains mixed land uses including light and heavy industrial zoning, commercial areas, residential neighborhoods ranging from low density to urban neighborhoods, and the City’s downtown core. Main transportation corridors transect the community, including highways 99, 4, and 15. Areas zoned for heavy industrial use are located in the western and southern portion of the city, with future industrial expansion planned for as detailed in the City’s Envision Stockton 2040 General Plan. Further information about the City’s General Plan and Specific Plans are available at: <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanGenDocs.html>

The below City of Stockton General Plan Land Use map is available with full resolution on the City of Stockton website: <http://www.stocktongov.com/files/ZoningDistrictMap.pdf>

Figure 3-14 Sensitive Receptor Locations in Stockton

Where can I get more information about air pollution in Stockton AB 617 Community?

To provide detailed community-level data to the Steering Committee and the general public, District staff have created an interactive mapping tool that shows the locations of sensitive receptors, as well as the locations of and emissions inventory for stationary sources, area sources, and both on-road and off-road mobile emissions. Examples of the emissions data available through this mapping tool are shown in the figures below. Please visit the District website to zoom in and explore the community:

<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748a8ee1c69c71c940c> and

<https://sjvapcd.maps.arcgis.com/apps/View/index.html?appid=26ea6530963f496589be8a4f23f3c8ab>

Figure 3-15 District Mapping Tool Showing Types and Locations of Stationary Source Operations in Community

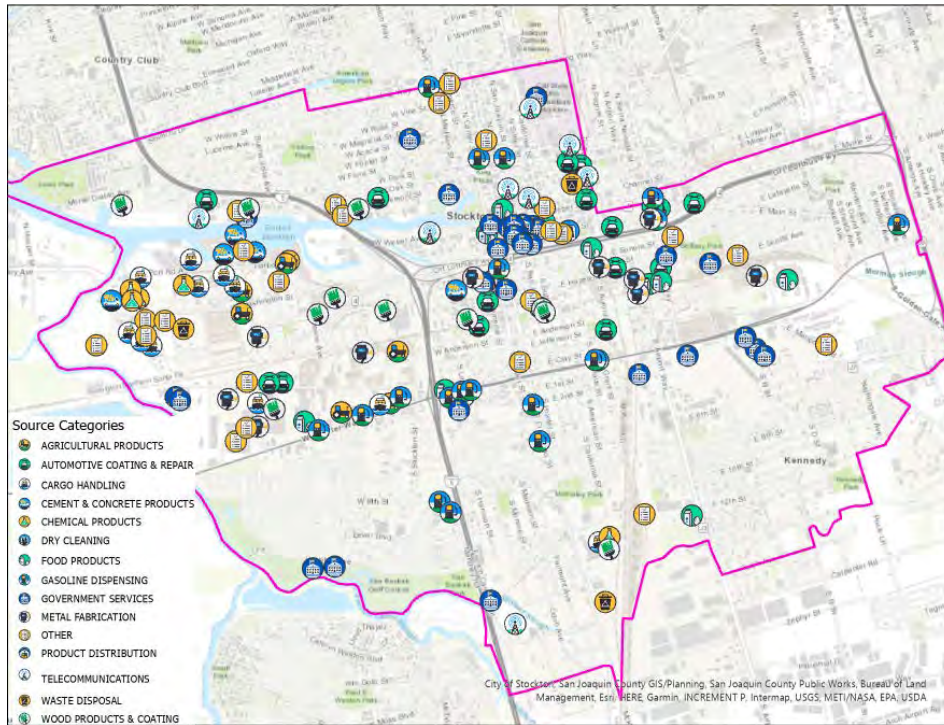
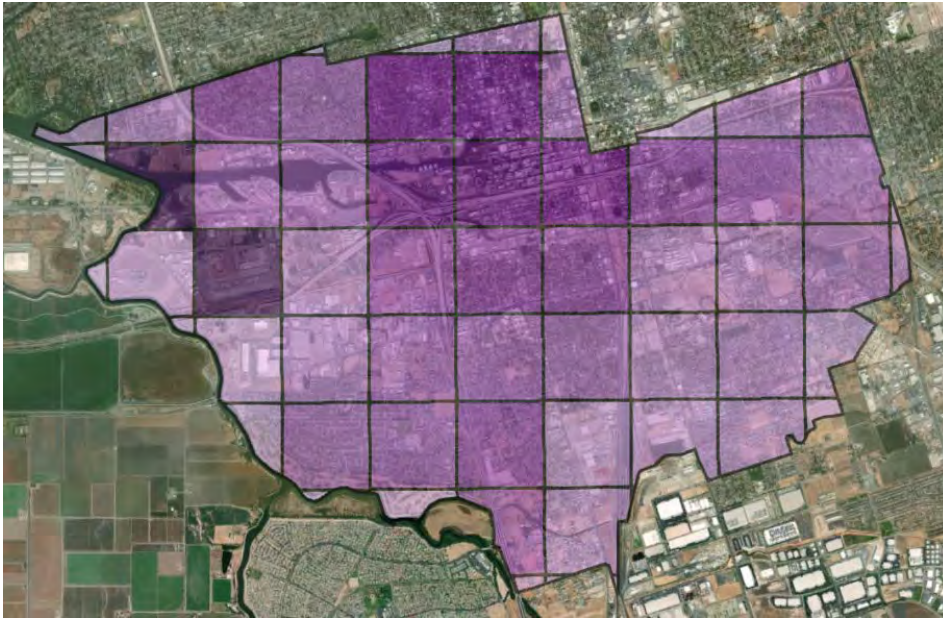


Figure 3-16 District Mapping Tool Showing Concentrations of Area-Wide Emissions within the Community



3.3 EXISTING AIR QUALITY PROGRAMS

District Plans for Attainment of Health-Based Air Quality Standards

For more than two decades, the District has adopted numerous attainment plans to reduce ozone and particulate precursor emissions. The District's multifaceted approach to reducing emissions in the San Joaquin Valley consists of a combination of innovative regulatory and non-regulatory measures. The U.S. Environmental Protection Agency (EPA) periodically reviews and establishes health-based national air quality standards (also referred to as NAAQS) for ozone, particulates, and other criteria air pollutants guided by the Clean Air Act. The District has adopted numerous air quality attainment plans over the years that identify measures needed in the Valley to attain EPA's increasingly stringent health-based NAAQS.

The District's plans include emissions inventories that identify sources of air pollutants, evaluations for feasibility of implementing potential opportunities to reduce emissions, sophisticated computer modeling to estimate future levels of pollution, and a strategy for how air pollution will be further reduced. District plans also include innovative alternative strategies for accelerating attainment through non-regulatory measures such as incentive programs; technology advancement programs; the District's legislative platform; community outreach and education programs; and additional strategies such

as energy efficiency, eco-driving, green purchasing and contracting, supporting urban heat island mitigation efforts, and encouraging cleaner methods of generating electrical energy and mechanical power.

Measures implemented for these Valley-wide strategies also apply to the AB 617 community of Stockton and have resulted in tremendous emissions reductions being achieved, to the benefit of the health of all Valley residents. Most recently, after an extensive 3-year public process, the District, in coordination with CARB and EPA, adopted the *2018 PM2.5 Plan*. This historic plan builds on decades of air quality improvement efforts and establishes a comprehensive strategy for continuing to improve the Valley's air quality and meet the latest federal PM2.5 standards. Further information on the comprehensive rules, regulations, and other programs that have been developed as a part of the District's attainment planning process are detailed in the District's plans for attainment of state and federal air quality standards, with links provided to each attainment plan below:

PM2.5 Plans for Attainment

- [*2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*](#)
The District adopted the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* on November 15, 2018. This plan addresses the EPA federal 1997 annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³; the 2006 24-hour PM2.5 standard of 35 µg/m³; and the 2012 annual PM2.5 standard of 12 µg/m³.
- [*2016 Moderate Area Plan for the 2012 PM2.5 Standard*](#)
The District adopted the *2016 Moderate Area Plan for the 2012 PM2.5 Standard* on September 15, 2016. This plan addresses the EPA federal annual PM2.5 standard of 12 µg/m³, established in 2012. This plan includes an attainment impracticability demonstration and request for reclassification of the Valley from Moderate nonattainment to Serious nonattainment.
- [*2015 Plan for the 1997 PM2.5 Standard*](#)
The District adopted the *2015 Plan for the 1997 PM2.5 Standard* on April 16, 2015. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³, established in 1997.
- [*2012 PM2.5 Plan*](#)
The District adopted the *2012 PM2.5 Plan* in December, 2012. This plan addresses EPA's 24-hour PM2.5 standard of 35 µg/m³, which was established by EPA in 2006.
- [*2008 PM2.5 Plan*](#)
The District adopted the *2008 PM2.5 Plan* in April, 2008. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³, which was established by EPA in 1997.

PM10 Plans for Attainment

- [2007 PM10 Maintenance Plan](#)
The District adopted the *2007 PM10 Maintenance Plan* in September 2007, to assure the San Joaquin Valley's continued attainment of EPA's PM10 standard. EPA designated the Valley as an attainment/maintenance area for PM10.

Ozone Plans for Attainment

- [2022 Plan for the 2015 8-hour Ozone Standard \(Upcoming Ozone Plan\)](#)
The attainment plan for the 2015 federal ozone standard will build upon comprehensive strategies already in place from adopted District plans and CARB's statewide strategies. The NOx reduction commitments from the recent *2018 PM2.5 Plan* and *2016 Ozone Plan*, and other ongoing measures will assist the Valley in meeting the 70 ppb federal ozone standard. Strategies for attainment of the *2015 8-hour ozone standard* will be developed through a public process, building on decades of effective control strategies. District staff will present regular updates regarding the development of the plan at public meetings and workshops, including upcoming meetings of the District Governing Board, Citizens Advisory Committee (CAC), and the Environmental Justice Advisory Group (EJAG).
- [2020 RACT Demonstration](#)
The District adopted the *2020 Reasonably Available Control Technology (RACT) Demonstration for the 2015 8-Hour Ozone Standard* on June 18, 2020.
- [2016 Plan for the 2008 8-Hour Ozone Standard](#)
The District adopted the *2016 Plan for the 2008 8-Hour Ozone Standard* in June 2016. This plan satisfies Clean Air Act requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard.
- [2014 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for the 8-Hour Ozone State Implementation Plan* in June, 2014.
- [2013 Plan for the Revoked 1-Hour Ozone Standard](#)
The District adopted the *2013 Plan for the Revoked 1-Hour Ozone Standard* in September, 2013.
- [2009 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for Ozone State Implementation Plans (SIP)* in April, 2009.
- [2007 Ozone Plan](#)
The District adopted the *2007 Ozone Plan* in April 2007. This plan addresses EPA's 8-hour ozone standard of 84 parts per billion (ppb), which was established by EPA in 1997.

As a result of the District's stringent and comprehensive air quality management strategy along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 NAAQS. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%. This success in reducing emissions Valley-wide provides assurance that targeted strategies will provide the desired results in helping to improve the air quality in AB 617 selected communities.

Regulatory Measures

The District has implemented a comprehensive regulatory control strategy for decades. Since 1992, the District has adopted nearly 650 rules and rule amendments to implement aggressive control strategies. Many current rules are fourth or fifth generation, meaning that they have been revised and emissions limits have been lowered numerous times, as new emission control technology has become available and cost effective. Building on decades of developing and implementing effective air pollution control strategies, District rules are required, by the Environmental Protection Agency, to implement the most stringent measures, including best available control measures for new and modified permitting projects, and best available retrofit control technologies for existing equipment when feasible to require in the San Joaquin Valley. The District's stringent and innovative rules have set benchmarks for other air agencies throughout California and the nation. Regulations implemented by the District have reduced emissions from stationary sources by over 80% to date and will continue to achieve significant emissions reductions in the coming years.

District rules reduce emissions of criteria air pollutants and toxic air contaminants from sources in and around the community. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating operations, bulk fuel storage and transfer terminals, chemical receiving and storage, , fabricated metal parts and products, gasoline dispensing operations, government services, municipal water treatment operations, health care centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. District rules that reduce emissions from local sources in the Stockton AB 617 Community are outlined in the following table:

Table 3-5 District Rules Reducing Stockton AB 617 Community Air Pollution

Rule #	Rule Description
4001	New Source Performance Standards
4002	National Emission Standards for Hazardous Air Pollutants
4101	Visible Emissions
4102	Nuisance
4201	Particulate Matter Concentration
4202	Particulate Matter Emission Rate
4301	Fuel Burning Equipment
4305	Boilers, Steam Generators, And Process Heaters - Phase 2
4306	Boilers, Steam Generators, and Process Heaters - Phase 3
4307	Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr TO 5.0 MMBtu/hr
4309	Dryers, Dehydrators, and Ovens
4311	Flares
4320	Advanced Emission Reduction Options For Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr
4352	Solid Fuel Fired Boilers, Steam Generators, and Process Heaters
4455	Components At Petroleum Refineries, Gas Liquids Processing Facilities, And Chemical Plants
4601	Architectural Coatings
4603	Surface Coating Of Metal Parts And Products, Plastic Parts And Products, And Pleasure Crafts
4606	Wood Products And Flat Wood Paneling Products Coating Operations
4607	Graphic Arts And Paper, Film, Foil And Fabric Coatings
4612	Motor Vehicle And Mobile Equipment Coating Operations
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, And Bulk Plants
4622	Gasoline Transfer Into Motor Vehicle Fuel Tanks
4623	Storage Of Organic Liquids
4624	Organic Liquid Loading
4652	Coatings and Ink Manufacturing
4653	Adhesives And Sealants
4661	Organic Solvents
4672	Petroleum Solvent Dry Cleaning Operations
4684	Polyester Resin Operations
4692	Commercial Charbroiling
4693	Bakery Ovens
4701	Internal Combustion Engines - Phase 1
4702	Internal Combustion Engines
4801	Sulfur Compounds
4901	Wood Burning Fireplaces and Wood Burning Heaters
4902	Residential Water Heaters
4905	Natural Gas-Fired, Fan-Type Central Furnaces
8011	General Requirements
8021	Construction, Demolition Excavation, Extraction, and Other Earthmoving Activities
8031	Bulk Materials
8041	Carryout and Trackout
8051	Open Areas
8061	Paved and Unpaved Roads
8071	Unpaved Vehicle/Equipment Traffic Areas
8081	Agricultural Sources
9310	School Bus Fleets

Rule #	Rule Description
9410	Employer Based Trip Reduction
9510	Indirect Source Review

While California and the federal government have direct authority to regulate tailpipe emissions from mobile sources, the District has also adopted innovative regulations such as the Rule 9510 - Indirect Source Review (discussed in more detail later in this section) and Rule 9410 - Employer-based Trip Reduction to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. A complete listing of the District's current rules and regulations is available at the following link: <http://www.valleyair.org/rules/1ruleslist.htm>

For the recently adopted *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* 2018 PM2.5 Plan, the District performed an exhaustive evaluation of all potential additional opportunities for reducing emissions and committed to amend several rules to achieve expeditious attainment of the health-based federal PM2.5 air quality standards (see Section IV). This comprehensive analysis also demonstrated that the District's rules and regulations are at least as stringent, if not more stringent, than all other rules in the nation. Furthermore, in accordance with AB 617 requirements, the District adopted an expedited schedule in December, 2018, for performing further determination of BARCT to ensure that applicable sources are utilizing the cleanest technologies feasible (see Chapter 4).

District New and Modified Stationary Source Review

Beyond District rules that apply to specific categories of stationary sources, District Rule 2201 (New and Modified Stationary Sources Review) applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. District Rule 2201, and the associated permitting process, ensure that new or modified stationary sources of air pollution are subject to the most effective emissions controls feasible for implementation; that emissions from the project do not create a public health risk (including a modeled analysis of cancer risks resulting from the project and possible health hazard risks resulting from both acute and chronic exposure to emissions for nearby residences and worksites); and that the project does not increase the potential for a violation of State or National Ambient Air Quality Standards. More information about the District's rigorous permitting process is available at <http://www.valleyair.org/busind/pto/ptoprocess.htm>, and is also summarized below. 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 types of equipment. The District also conducts 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.

As a part of the District's BACT Policy (publicly available at <https://www.valleyair.org/busind/pto/bact/bactidx.htm>), District staff maintain a BACT Clearinghouse, updated and published quarterly, that includes available control technologies and operation methods that meet one of the following conditions:

- A. The control technologies or operation methods have been achieved in practice for an emissions unit and class of source; or
- B. Are contained in any SIP approved by the EPA for an emissions unit category and class of source; or
- C. Are any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found to be technologically feasible for such class or category of sources or for a specific source.

AB 617 legislation requires that CARB develop and maintain a state-wide Technology Clearinghouse for BACT and T-BACT. Once available, District staff will review the Technology Clearinghouse as an additional resource when updating the District's BACT Clearinghouse.

Risk Management Reviews: The District conducts Risk Management Reviews 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. Additional information regarding risk management reviews may be found here: https://www.valleyair.org/policies_per/Policies/apr-1905.pdf

Toxic Best Available Control Technology (T-BACT): When T-BACT is triggered under a Risk Management Review 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 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 not 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 7,228 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 that pose a significant risk to any Valley resident under the "Hot Spots" program. A detailed discussion of AB 2588 and facility risk reduction audits conducted to date in the community is included in Chapter 4.

Implementation of State Airborne Toxic Control Measures

The District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by CARB. State-issued ATCMs are designed to reduce toxic air emissions from various types or categories of equipment by imposing prescribed air pollution control measures. Implementing ATCMs result in reductions of toxics exposure from targeted facility types or categories that could cause significant risks at a regional level. These ATCMs are implemented primarily through the District's permitting process. Examples of emissions sources that have drastically reduced toxic air contaminant emissions in the San Joaquin Valley because of such rules and regulations include dry cleaners, chrome plating operations, gas stations, and diesel internal combustion engines.

Implementation of Federal National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Maximum Achievable Control Technology (MACT) Standards

The District's integrated air toxics program fulfills federal mandates under Title III of the federal Clean Air Act, which requires specific types of sources of air toxic emissions to directly reduce emissions through federal NESHAP and MACT standards. These standards apply to a variety of source categories, ranging from diesel internal combustion engines to chrome platers, and from refineries to power plants.

Implementation of Federal New Source Performance Standards (NSPS)

The District also fulfills federal mandates under Title I of the federal Clean Air Act, which requires specific types of new, modified, and reconstructed facilities subject to NSPS to directly reduce emissions of criteria air pollutants. These standards apply to a variety of source categories, ranging from hot mix asphalt facilities to sewage treatment plants, and from landfills to boilers.

District Indirect Source Requirements

District Rule 9510 is the only rule of its kind in the State of California and throughout the nation which applies to new residential and commercial development projects. The District's rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, such as from construction equipment and mobile sources associated with new developments. This rule requires mitigation of the growth in emissions from mobile and area sources associated with construction and operation of new development projects in the Valley.

District Air Quality Assistance and Guidance to Public Agencies

The District provides assistance and guidance to other public agencies, including cities and counties in the San Joaquin Valley, to help them assess, minimize, and mitigate air quality impacts of projects undergoing their land-use approval processes, over which the District has no statutory authority. For instance, the District provides comments under the California Environmental Quality Act (CEQA) to public agencies on hundreds of proposed projects each year. District provided CEQA comments are designed to minimize project related air quality impacts. In addition, the District maintains and makes available an extensive suite of guidance documents and tools for assessing and mitigating air quality impacts, including criteria and air toxic emissions, from stationary source projects and other development projects.

Mobile Source Regulations

Mobile source emissions make up over 85% of the Valley's NO_x emissions, the primary driver in the formation of particulate and ozone pollution, therefore, reductions in mobile source emissions have become an ever-increasingly important part of the Valley's attainment strategy of federal air quality standards. States and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. CARB has adopted toughened regulations for heavy-duty trucks, off-road equipment, and other mobile sources. Additionally, the District has adopted innovative regulations such as the Indirect Source Review and Employer-based Trip Reduction rules to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. Local air districts do not have the authority to implement regulations requiring ultra-low tailpipe emissions standards on mobile sources.

With authority to regulate mobile source emissions, CARB has adopted and amended a number of regulations aimed at reducing exposure to diesel PM and NO_x from fuel sources, freight transport sources like heavy-duty diesel trucks, transportation sources like passenger cars and buses, and off-road sources like large construction equipment. Phased implementation of these regulations will produce emission reduction benefits in the coming years as the regulated fleets are retrofitted, and as older and dirtier fleet units are replaced with newer and cleaner models at an accelerated pace. CARB's ongoing comprehensive measures to reduce emissions from mobile sources throughout the state are detailed further in Chapter 4, "Statewide Strategies" section.

District Incentive-Based Emission Reduction Programs

The District has increasingly relied on its advocacy efforts to secure state and federal funding sources, and locally-generated funding to implement incentive programs that have become a vital component of the District's overall strategy for achieving the emissions reductions necessary to bring the Valley into attainment with state and federal air quality standards and to protect public health. These programs provide an effective way to accelerate emissions reductions and encourage technology advancement, particularly from mobile sources, a sector not directly under the District's regulatory jurisdiction. Considering over 85% of the NOx emissions in the Valley come from mobile sources, these successful voluntary incentive grant programs help the Valley achieve highly cost-effective emissions reductions that are surplus of the regulatory emissions reductions.

The District operates one of the largest and most well-respected voluntary incentive programs in California. Since the District's inception in 1992, considerable funding has been invested into thousands of clean-air projects throughout the Valley. The District's incentive programs offer Valley businesses and residents the opportunity to replace their older, higher polluting equipment with newer, cleaner models. These incentive programs include options for replacing older diesel powered trucks, ag engines, tractors, locomotives, and construction equipment as well as options for replacing wood burning devices, lawn equipment and passenger vehicles. These projects have achieved significant emissions reductions with corresponding air quality and health benefits. The incentive programs listed in the table below have been implemented in the community of Stockton AB 617 Community ~~as of from 2005 to~~ October 7, 2020, achieving over 1,200 tons of combined PM, NOx, and VOC emissions reductions in the community.

Table 3-6 Grant Funding Invested in Stockton AB 617 Community- ~~from 2005 to~~ Oct 7, 2020

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Bicycle Infrastructure Bike Bath Class I,II,III	2	\$100,000	10.45
Burn Cleaner Wood Stove Change Out New Device	77	\$230,500	18.09
CAP & Trade Demonstration New Electric Vehicle	2	\$2,324,790	0.00
Heavy-Duty Ag-UTV Vehicle Replacement	1	\$13,722	0.31
Heavy-Duty Forklift New Electric Vehicle	1	\$31,780	1.56
Heavy-Duty Locomotive Engine Repower	2	\$3,750,000	177.59
Heavy-Duty Locomotive New Vehicle	2	\$4,825,624	305.04
Heavy-Duty Locomotive Replacement	1	\$1,729,000	97.83
Heavy-Duty Off-Road Ag Vehicle Replacement	1	\$19,000	1.36
Heavy-Duty Off-Road Engine Repower	1	\$279,350	40.36
Heavy-Duty On-Road DERA Vehicle Replacement	7	\$373,728	0.0

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Heavy-Duty On-Road Engine Repower	2	\$164,106	45.55
Heavy-Duty On-Road New Vehicle	1	\$28,000	0
Heavy-Duty On-Road Trade Up	3	\$300,00	3.63
Heavy-Duty On-Road Prop 1B Vehicle Replacement	47	\$2,880,000	423.84
Heavy-Duty On-Road Truck Replacement	3	\$195,062	11.16
Heavy-Duty On-Road TVP Engine Retrofit	1	\$20,000	0.04
Heavy-Duty On-Road TVP Vehicle Replacement	21	\$1,336,292	93.01
Heavy-Duty On-Road VIP Vehicle Replacement	6	\$330,000	3.07
Lawn & Garden Residential New Purchase	7	\$533	0.00
Lawn & Garden Residential Replacement	73	\$28,505	0.00
Light-Duty Charge Up EV Charger-Private	1	\$6,000	0.00
Light-Duty Charge Up EV Charger-Public	7	\$312,000	0.00
Light-Duty Drive Clean EV Vehicle Rebate	42	\$246,000	0.79
Light-Duty EFMP Replacement	132	\$1,504,948	1.66
Light-Duty TITU Repairs	670	\$371,326	0.00
Light-Duty Van Pool Voucher	2	\$1,260.00	0.18
Public Benefit Alternative Fuel New Vehicle	53	\$1,015,413	0.00
Remove II Light and Medium Duty EV Purchase	1	\$3,000	0.04
Remove II Pearl Data New Vehicle Purchase	1	\$12,000	0.00
Special Projects Short Sea Shipping	1	\$750,000	0.00
Total	1,171	\$22,881,939	1,235.56

District Technology Advancement Efforts

The District Governing Board approved creation of the Technology Advancement Program in March, 2010, to accelerate development of technologies that can help reduce emissions in the Valley. Meeting EPA's increasingly stringent ozone and PM2.5 air quality standards requires significant advancements in low-emissions technologies from mobile and stationary sources. The Technology Advancement Program provides a strategic and comprehensive means to identify, solicit, and support technology advancement opportunities. Ongoing refinement of the program's technology focus areas targets efforts to achieve the greatest impact on the Valley's attainment and other health-based goals. This program has resulted in the development and deployment of electric feed mixers for dairy operations, clean fuel technologies for trucks, and solar-electric truck refrigeration units. Many of these advanced clean-air technologies are currently operating in the community of Stockton AB 617 Community.

Public Air Quality Education and Outreach

Providing accurate and up to date air quality information to Valley residents is a top priority for the District, especially when circumstances such as wildfires overwhelm all clean air measures and lead to high pollution concentrations. Under these

circumstances, the best course of action is to provide notifications to Valley residents so that sensitive individuals, in particular, can take precautions to minimize exposure. The District has expended significant resources on public notification and risk prevention measures, such as the Real-Time Air Advisory Network (RAAN) and Real-Time Outdoor Activity Risk (ROAR) Guidelines. The following are some additional examples of District outreach programs designed to help Valley residents understand air quality and what they can do to reduce their own impacts:

- Healthy Air Living Schools
 - <http://www.healthyairliving.com/schools>
- Real-Time Air Quality Display (READ)
- Web-based Archived Air Quality System (WAAQS)
 - <https://www.valleyair.org/waaqs/>
- Healthy Air Living
 - <http://www.healthyairliving.com/>
- Healthy Air Living Partners
- Check Before You Burn
 - <http://www.valleyair.org/aqinfo/cbyb.htm>
- Air Alerts
 - https://www.valleyair.org/AirAlert/AirAlert_Landing.htm

The above programs are available to community members, and have helped residents and school administrators take health protective action during poor air quality episodes.

4. STRATEGIES TO REDUCE THE CUMULATIVE EXPOSURE BURDEN IN STOCKTON

COMMUNITY IDENTIFIED AIR QUALITY PRIORITIES

During the June 3, 2020 Community Steering Committee (CSC) meeting, Stockton committee members and public attendees participated in a District-facilitated exercise to identify and prioritize their air pollution sources of concern. Participants were placed in groups and were asked to share their thoughts regarding air pollution sources which they believed impacted their community the most, or was of most concern to the individual or entity they represented. The results of these group exercises were then placed into an online mapping tool to create a visual representation of the common pollution sources of concern (Figure 4-1). An online version of the exercise was also sent to the committee and posted to the District’s community webpage <http://community.valleyair.org> to allow for additional opportunity to participate in identifying source categories of concern.

Figure 4-1 Results of Sources of Concern Exercise



Through these exercises, some top emission sources categories of concern in Stockton include:



Based on emissions inventory, current air monitoring data, and top sources of concern in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM2.5), Black Carbon (BC), Oxides of Nitrogen (NO, NO2, NOx), Hydrogen Sulfide (H2S), Carbon Monoxide (CO), Ozone, and Volatile Organic Compounds (VOCs). In addition, a variety of toxic compounds, including toxic organics and particulate matter, were also identified as pollutants of concern.

To provide additional information about existing control programs for community members not familiar with ongoing air pollution control efforts, District staff prepared an informational document titled, “Public Resource: Existing Control of Air Pollution Sources of Concern,” (included for reference as Appendix D), and gave several presentations about existing District control programs. Additionally, the Community Co-Hosts are provided the opportunity to share their own experiences and areas of concern

during CSC meetings and their thoughts on opportunities to improve air quality within the community. The CSC meetings have served to build the knowledge base of the CSC members and to assist in developing a Community Emission Reduction Program (CERP) which includes specific measures to reduce exposure to harmful air pollution within the community.

In partnership with the CSC members, community based organizations, businesses in the community, and state and local agencies, a suite of targeted ~~measures-strategies~~ to reduce and mitigate harmful air pollution emissions from community identified sources of concern has been developed. Some of which were suggested by the District in response to CSC identified sources of concern and many of which came directly through suggestions made by CSC members. In addition to the emission reductions which will be achieved through expedited implementation of best available retrofit control technology by facilities within the community, the adoption of rule amendments that will further reduce PM2.5 and toxics in the Valley, and enhanced enforcement (additional/targeted enforcement efforts) in the community, these local measures provide accelerated emissions reductions in the community.

AB 617 legislation requires that a CERP identifies cost-effective measures to achieve emission reduction targets in the community. During CSC discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources, while also providing tangible benefits to residents in the community. To that end, in addition to measures that reduce emissions from stationary, area, and mobile sources that are large contributors to the community emissions inventory, many of the measures supported by the Steering Committee and proposed for implementation in the Stockton CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements. The measures described in this chapter encompass a range of strategies to reduce community level exposure burden, including regulatory, enforcement, outreach and education, voluntary incentive-based programs, as well as partnerships with other agencies to address issues outside of the District's direct regulatory authority.

It should be noted that the identified funding amounts for each measure are designed assuming that future-year state budget appropriations and funding allocations are similar to those approved by the legislature and CARB for current use in the AB 617 program, and are available in future District budget appropriations.

Incentive program guidelines also generally contain strict requirements that include specific project types and funding amounts. To maximize emission reductions in the AB 617-selected community of Stockton, the CERP includes measures that also leverage existing District incentive funding allocations, above and beyond funding amounts available through AB 617-related funding allocations.

Some of the incentive measures included in the CERP are proposed to operate under existing authority and approved program guidelines, while other measures will require

the development of new program guidelines and associated approval by the District Governing Board and CARB. As the CARB Blueprint states, CARB and the District will continue developing regulatory and incentive actions through separate public processes. Subsequent implementation of proposed CERP measures will be conditional on the successful completion of applicable public processes, necessary financing approvals, technical feasibility analyses, economic competitiveness, safety, and environmental reviews.

The District will continue to work with the CSC to receive community input as program guidelines are developed and projects are implemented within the community [\[Placeholder for language regarding technical support, health studies, etc\]](#). As experience is gained in implementing the measures contained in the CERP, it may become evident that certain measures are more successful than others in reducing emissions and/or exposure, and are more popular with the community. Committee input on these considerations, and discussions about funding availability and cost-effectiveness/benefits of [these](#) projects, may lead to [the CSC recommending making](#) adjustments to strategy goals and/or funding amounts to achieve overall emission reduction [targets-goals](#) of the CERP. A possible example includes the collection and sharing of community air monitoring data, which could lead to additional discussion with the CSC, which could lead to additional CERP strategy development. During CERP implementation, the CSC will be provided regular updates on implementation progress and their feedback and guidance requested. Based on the updates, it is possible that new strategies could be identified or revisions to existing strategies may be appropriate.

The sections that follow provide detailed information about emission and exposure reduction strategies developed for each source category of concern to the community.

EXPOSURE REDUCTION STRATEGIES FOR SENSITIVE RECEPTORS

Proximity to emission sources can pose health risks for community members, particularly for sensitive groups such as children, the elderly, and those with cardiovascular diseases. Sensitive receptors located in Stockton include schools, daycare facilities, and medical facilities, as shown in the map below. The CARB Blueprint contains several suggested measures that can be implemented to reduce exposure to emissions in areas where these sensitive receptors may be particularly vulnerable to exposure, which are referred to as proximity-based goals.

Figure 4-2 Sensitive Receptors in the Community



In discussions about possible exposure reduction measures to implement in the AB 617-selected community, the Stockton Steering Committee placed a high priority on measures that would protect the health of children, including installing advanced filtration systems at schools and providing indoor air filtration devices to community residents near sources of concern. Other measures prioritized by the Steering Committee included reducing idling near sensitive receptors, and increasing community member knowledge about actions individuals can take to protect their health.

The Steering Committee also suggested additional urban greening, installing vegetative barriers next to industrial sites and along major roadways, and rerouting of heavy-duty trucks corridors near these sensitive receptors. The District has engaged with local

government agencies, CARB, and appropriate state agencies that have the authority to implement these strategies.

Reducing exposure for sensitive receptors will be accomplished through the implementation of the following measures related to school air filtration, home indoor air quality filtration, urban greening, and vegetative barriers.

VEGETATIVE BARRIERS

BACKGROUND

Vegetative barriers, also known as windbreaks, are composed of one or more rows of trees or shrubs that may be planted in specific areas of concern in order to improve air quality in the immediate area by intercepting airborne particles, dust, chemicals, and odors. Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. In addition, stationary sources such as industrial facilities, factories, and other industrial processes can also contribute air pollutants to their surrounding areas. While various emission control techniques and programs exist to reduce these pollutants from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In addition to air quality benefits, vegetative barriers can improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution.¹

Characteristics of a vegetative barrier that should be considered include the porosity/density of the vegetative barrier, the characteristics of the vegetation during different seasons, leaf surface characteristics, vegetation air emissions (e.g. biogenic VOCs), and the resistance of the vegetative barrier to air pollution. Other considerations include: soil characteristics, availability of water, control of water runoff, maintenance of the vegetative barrier, use of native and non-invasive species, and roadway safety. Vegetative barriers may also be used with solid barriers to increase mitigation. Research is ongoing as to the effectiveness of vegetative barriers in reducing exposure to pollutants, but a recent study has found that vegetative barrier installations may reduce downwind exposure to carbon monoxide and fine particulate matter by at least 23%.²

The US EPA has produced a fact sheet with further information on vegetative barriers, available here: https://19january2017snapshot.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf

¹ Baldauf, R. (2016). Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. *National Risk Management Laboratory Office of Research and Development, Air Pollution Prevention and Control Division: Washington, DC, USA.*

² Lin, M. Y., Hagler, G., Baldauf, R., Isakov, V., Lin, H. Y., & Khlystov, A. (2016). The effects of vegetation barriers on near-road ultrafine particle number and carbon monoxide concentrations. *Science of the Total Environment*, 553, 372-379.

Figure 4-3 Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA



Latest Google Map Information

Figure 4-4 Vegetative Barrier around Foster Farms, Fresno, CA



Latest Google Map Information

COMMUNITY CONCERNS AND COMMENTS

The Stockton Steering Committee has identified Vegetative Barriers as a priority for air pollutant mitigation. The committee has expressed the need for the installation of vegetative barriers (and sound walls) around and near sources of concern such as schools, along truck routes, near the Port of Stockton, Charter Way, Boggs Tract and El Dorado with an additional priority along Interstate 5. The committee has expressed the need to enforce existing mitigation plans associated with specific industries.

CURRENT PROGRAMS

The Valley Air District, the City of Stockton, the California Department of Transportation (Caltrans), and other local partners have promoted the use of vegetative barriers for reducing exposure to air pollutants, mitigating the urban heat island effect, and improving aesthetics. The District's Fast Track Action Plan includes the strategic use of tree and vegetation planting as a potential measure to improve air quality.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on community interest in vegetative barriers, the following measure was developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

VB.1: INCENTIVE PROGRAM FOR THE INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN

Overview: The purpose of this strategy is to provide incentives for the installation and maintenance of vegetative barriers around sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will also look to partner with other agencies to identify additional grant funding to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors.

It should be noted that the SJVAPCD has no authority over how agencies allow land under their jurisdiction to be used. These land-use decisions, such as whether to allow or require vegetative barriers in specific locations, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

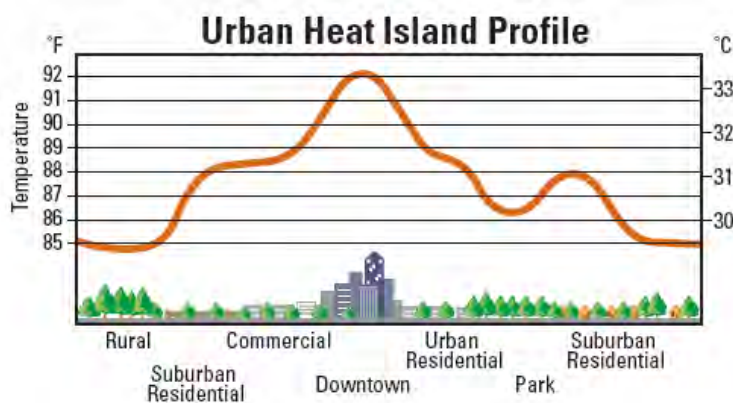
Quantifiable emission reduction: Estimated 5-year emissions reductions associated with this measure includes up to *0.11 tons of PM2.5 and NO2 per year*

URBAN GREENING

URBAN GREENING SOURCES IN STOCKTON

Urban greening is one way to help improve air quality and public health in addition to enhancing the overall beautification of the community with drought resistant low maintenance greenery. Trees and vegetation help reduce the impacts of heat islands by increasing the amount of shade and cooling the air by evapotranspiration.³ Careful placement and choice of vegetation will maximize its cooling benefits. Shade provided by trees and other vegetation prevents sunlight from reaching heat-absorbing surfaces such as sidewalks and parking lots, cooling the area by 2 to 9 degrees Fahrenheit. Air quality also benefits from a decrease in energy usage. The less energy used, the fewer power plants running and emitting ozone precursors.⁴ The total net savings when considering energy, ozone, and PM reduced from vegetation were valued at \$210/tree.

Figure 4-5 Urban Heat Island Effect Illustrated (Source: EPA, 1992)



COMMUNITY CONCERNS AND COMMENTS

The steering committees expressed an interest in opportunities for increased urban greening and forestry in the community of Stockton specifically at Charter Way, Boggs Tract, and El Dorado as a strategy to reduce exposure from emissions that occur along local transportation corridors while keeping in mind water and maintenance issues.

CURRENT PROGRAMS

The District Fast Track Action Plan identified Heat Island Mitigation as a measure to be implemented with the goal to increase urban forest canopy shading and increase the albedo of structures and pavement. This guidance includes a model resolution and

³ EPA (1994) *Using Trees and Vegetation to Reduce Heat Islands*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/using-trees-and-vegetation-reduce-heat-islands>

⁴ EPA (2008) *Heat Island Compendium*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/heat-island-compendium>

policy statement for use by businesses, government, and organizations who desire to commit to heat island mitigation strategies.

Due to the benefits of urban greening, there are several programs available to support urban greening in communities. Below are the ongoing efforts to promote Urban Greening by other agencies, as well as programs committed to be implemented in future State and/or Valley-wide programs.

- **Transformative Climate Communities (TCC) Program:** The (TCC) Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs
- **Fathers & Families of San Joaquin:** Fathers & Families of San Joaquin's Health Justice Tree Planting/ReLeaf program plants trees in disadvantaged communities, trading gray concrete spaces into vibrant green spaces to promote a canopy of healthy environments and reduce greenhouse gases.
- **PUENTES:** PUENTES empowers at risk urban families by providing opportunities to enhance their environment with trees and stewardship for natural resources, foster local food chain viability, employment and entrepreneurship, and reinforce the sense of community involvement and physical wellbeing through volunteer participation in farming and forestry.
- **California ReLeaf Grants:** California ReLeaf seeks and provides pass-through grants to ReLeaf Network Members and other community groups interested in planting and caring for trees in California and offers grant programs through the Social Equity Grant Program and California Arbor Week Grant.
- **California Natural Resources Agency Urban Greening Grant Program:** Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases. This program includes urban heat island mitigation projects and energy conservation efforts related to shade tree projects.
- **Cal Fire:** Through the California Climate Investments (CCI) Urban & Community Forestry Grant Program, CALFIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects as specified in the California Urban Forestry Act of 1978.
- **Active Transportation Program (ATP): California Department of Transportation (CALTRANS):** Urban forestry, such as trees and other vegetation, are significant components of several eligible projects under the ATP, including parks, trails, and safe-routes-to-schools.
- **California Urban Forests Council (CAUFC):** As a coalition, CAUFC is dedicated to the expansion and perpetuation of sustainable urban and community forests to enhance the quality of life for all Californians.

Non-profit organizations such as One Tree Planted, River Partners, the San Joaquin River Conservancy, and others provide the public the ability to donate to support tree

planting and also advocate for the allocation of state and federal funding towards tree planting or replanting in forest, river, and/or urban areas in California.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the community's interest in increased urban greening, the District will be working with other agency partners to bring increased funding for urban greening to the AB 617 selected communities, as further described in the following measure.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

UG.1 URBAN GREENING AND FORESTRY

Overview: The purpose of this strategy is to identify and support efforts to increase urban greening/forestry to improve air quality for residents in the Stockton community. The focus areas will include, Charter Way, Boggs Tract, and El Dorado. This measure is supported by scientific studies that have shown urban trees and forestry can help with the removal of air pollutants and reduced emissions of volatile organic compounds (VOC's). The effects of urban trees on fine particulate matter (PM2.5) was modeled for ten U.S. cities, with total annual PM2.5 removal varying from 5.2 tons in Syracuse to 71.1 tons in Atlanta. Overall air quality improvements attributed to urban trees ranged between 0.05% in San Francisco to 0.24% in Atlanta (Nowak, Hirabayashi, Bodine, Hoehn, 2013). Based on a study to assess the effects of urban trees on air quality have found that urban vegetation can attribute to temperature reduction, removal of air pollutants, reduced emission of VOCs, and building energy conservation (United States Department of Agriculture Forest Service, 2002). The measure would also include an on-going maintenance program with the city.

The District has long been supportive of the public benefits provided from planting of trees and vegetation. The District's Fast Track Action Plan, adopted by the Governing Board to reduce ozone pollution in the Valley, identified strategic use of tree and vegetation planting as a potential measure to reduce ozone. There has also been significant efforts at the federal, state, and local levels to promote and increase urban greening and forestry through funding opportunities, programs, and projects.

It should be noted that, while the District has no direct authority over how agencies allow land, under their jurisdiction, to be used. These land-use decisions on whether to allow or require urban greening in specific locations, are the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. While AB 617 does not provide the District with new land-use regulatory authority, so land-use authority continues to remain with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program

EXPOSURE REDUCTION STRATEGIES FOR SCHOOLS

SCHOOLS IN THE STOCKTON COMMUNITY

The Stockton Unified School District is the primary district serving the Stockton AB 617 community. In addition to the 32 schools within the Stockton Unified School District, three private schools also operate within the boundaries. Enlisting the participation and support of these schools in the effort to reduce children's exposure is key to ensuring that benefits are as widespread as possible. Targeting schools like Washington Elementary School protects the most vulnerable populations. All children, but especially young children, are considered sensitive receptors with respect to air pollution and it is vital that their protection from unhealthy air during their developing years is made a priority.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members is to ensure cleaner air both indoors and outdoors for children at school while fully engaging local school districts and parents in clean-air efforts. Committee members expressed a desire to prioritize schools in neighborhoods with the highest risk of exposure to pollutants, such as those near the Stockton Port and near existing truck routes, and to enlist the cooperation and support of Stockton Unified School District as programs are further developed during the implementation phase of the CERP. The Steering Committee also requested incorporating an "Emissions Free Zone" model into the outreach strategies developed.

CURRENT CONTROL PROGRAMS

The District's Healthy Air Living (HAL) Schools program empowers participating schools to make informed decisions about outdoor activities based on real-time air quality conditions. School staff sign up for automated notifications when air quality becomes harmful using the Real-time Air Advisory Network (RAAN) tool, and receive health-protective recommendations for the modification or cancellation of outdoor activities accordingly through the Real-time Outdoor Activity Risk (ROAR) guidelines. The program includes access to resources like anti-idling signs, air quality widgets for school websites, bilingual informational materials, and bilingual educational speakers for students, parents, and staff. This program will be expanded to include an "Emissions Free Zone" model into the coordination with schools.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Strategies developed to reduce the exposure of children within the community require a twofold approach: increasing enrollment of schools in the HAL School program protects children from exposure to unhealthy outdoor air through the widespread adoption of RAAN and ROAR; further, establishing a program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air quality.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

SC.1 INCENTIVE PROGRAM TO INSTALL ADVANCED AIR FILTRATION SYSTEMS IN COMMUNITY SCHOOLS

Overview: The goal of this strategy is to reduce the impact of air pollution on children at schools. Air filtration reduces the concentration of particulate contaminants from indoor air and is an important component of a school's Heating Ventilation and Air Conditioning (HVAC) system. Reducing airborne particles is important due to the negative impacts to human health, especially that of sensitive populations such as children and the elderly.

This strategy would provide up to \$2,640,000 in incentive funding for schools within the Stockton boundary to install advanced air filtration systems, utilizing existing Community Air Protection Program guidelines. Proposed funding amounts would provide local schools with funding to install HVAC filters with a minimum efficiency reporting value (MERV) rating of 14 or greater or the highest MERV filter the current HVAC system can handle and/or standalone air filtration units as determined through an assessment performed by the trained school district staff or third party vendor. The MERV rating reflects the filter's ability to capture particles in the air, the higher the MERV rating, the better the filter is at trapping particles.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Budgeted Amount: \$2,640,000

SC.2: REDUCE CHILDREN'S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM AND THE ESTABLISHMENT OF EMISSION FREE ZONES

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 to decrease vehicle idling, limit children's outdoor activity during episodes of poor air quality, and educate student about protecting our air. Additionally, the strategy is to work with school staff and students to educate the public, educators and parents regarding having an "Emission Free Zone" around schools, thereby reducing negative health impacts on student's health caused by emissions generated from vehicle idling. To help in this effort, "No Idling" signage in English and Spanish will be distributed to schools within the boundary. Additionally, informational videos will be used as an outreach tool and will be made available in languages such as Spanish, Tagalog, and others on an as needed basis.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction

INDOOR AIR QUALITY

Indoor Air Quality refers to the air quality within buildings and structures, especially as it relates to the health of building occupants. Some health effects may show up shortly after a single exposure or repeated exposures to a pollutant. These include irritation of the eyes, nose, and throat, headaches, dizziness, and fatigue. Such immediate effects are usually short-term and treatable. Sometimes the treatment is simply eliminating the person's exposure to the source of the pollution, if it can be identified. Soon after exposure to some indoor air pollutants, symptoms of some diseases such as asthma may show up, be aggravated, or worsened.

Outdoor air enters and leaves a building by: infiltration, natural ventilation, and mechanical ventilation. In a process known as infiltration, outdoor air flows into buildings through openings, joints, and cracks in walls, floors, and ceilings, and around windows and doors. In natural ventilation, air moves through opened windows and doors. Mechanical ventilation is the use of ducts and fans to circulate air.

Americans spend over 90 per cent of their time indoors, and poor indoor air quality is considered a top environmental health risk. Mitigation programs should focus on achieving measurable improvements in reducing risks from indoor pollutants.

Weatherization measures, such as installing weather-stripping and caulking around windows and doors, can reduce the amount of outdoor air infiltrating into a home and decrease energy costs associated with heating and cooling. In addition, using a portable air cleaner and/or upgrading the air filter in your furnace or central heating, ventilation, and air-conditioning (HVAC) system can help to improve indoor air quality. Portable air cleaners, also known as air purifiers or air sanitizers, are designed to filter the air in a single room or area. Central furnace or HVAC filters are designed to filter air throughout a home. Portable air cleaners and HVAC filters can reduce indoor air pollution; however, they cannot remove all pollutants from the air.

COMMUNITY CONCERNS AND COMMENTS

Community commenters have noted that providing community residents with information about existing weatherization programs, should be augmented with incentives to assist residents in improving indoor air quality through a residential air filtration program.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on interest from the community and a growing understanding at the state level of the need to improve indoor air quality the following strategy has been developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

IAQ.1: INCENTIVE PROGRAM FOR RESIDENTIAL AIR FILTRATION AND WEATHERIZATION

Overview: The goal of this strategy is to reduce the impact of and exposure to air pollution on community residents near sources of pollution within their homes. Indoor air filtration devices can be of assistance in improving indoor air quality in homes. While air cleaning devices alone cannot adequately remove all indoor pollutants from homes, they can be very helpful when large amount of pollution enter a home during unusual events, such as during a wildfire. Weatherization of a home (improving seals around doors and windows, increasing the amount of home insulation, and improving home HVAC systems) can reduce outside pollutants moving into the home and decrease the overall energy demand for residents.

Due to the ability for some residential air filtrations systems, such as electrostatic precipitator and ionizers, to generate ozone as a byproduct, which is a criteria air pollutant and causes lung irritation¹. In some cases, the use of these types of air filters can increase indoor ozone concentrations beyond public health standards. For this reason, this strategy will focus on the use of mechanical air filtration that relies on using filter media to remove indoor air pollution.

This strategy would establish an incentive program for residential air filtration for community residents near sources of air pollution, and increase outreach and access to programs available for low-income residents in Stockton to receive weatherization services.

Implementing Agency: SJVAPCD, partner agencies such as San Joaquin County Human Services Agency: Home Energy Assistance Program (HEAP)

Strategy Type: Incentive

Budgeted Amount: \$1,000,000

Emission Outcome: Reduction

¹Residential Air Cleaners – A Technical Summary – US EPA
(https://www.epa.gov/sites/production/files/2018-07/documents/residential_air_cleaners_-_a_technical_summary_3rd_edition.pdf)

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COMMUNITY OUTREACH STRATEGIES

CURRENT OUTREACH PROGRAMS

The District's Outreach and Communications team conducts air quality outreach throughout all eight counties of the San Joaquin Valley. The District coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots outreach campaigns like the Healthy Air Living (HAL) Schools and the winter residential "No Burn" programs, and connects with the public in multiple languages across any medium. In addition to offering media interviews, answering questions posed by the public, partnering with local institutions, and accepting speaking engagements, the District also conducts paid advertising and informational campaigns regularly to spread air quality awareness across social media, digital networks, television, radio, billboards, and other venues. Through the development of innovative tools like RAAN and the Valley Air App, over 10,000 registered users receive automated notifications when the air quality at any location they choose to follow becomes unhealthy, allowing them to make informed decisions about their outdoor activities to limit their own exposure.

COMMUNITY CONCERNS AND COMMENTS

The Committee recommended that the District engage in a wide variety of multi-lingual outreach efforts via both traditional and social media to allow community members to see and learn about air quality issues, take advantage of grant programs, and provide real-time access to information from air monitoring equipment deployed as part of the AB 617 process. Members of the Steering Committee acknowledged the District's ongoing air quality outreach and education efforts, but expressed concern about effectiveness given perceived public indifference. Effectiveness could be improved by increasing the volume and types of outreach, focusing it to a truly localized level, and using partnerships with key local organizations to better understand how to deliver needed information to the Stockton community residents.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

The Community Air Quality Outreach Strategies go beyond current outreach efforts to provide community-specific information about local conditions and measures the public can take to protect themselves during episodes of poor air quality through new media campaigns, workshops hosted in partnership with local civic and community organizations, and other outreach methods as identified by the community and the District.

0.1: MULTILINGUAL OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to increase community awareness of available tools to keep informed of real-time changes in air quality, clean air efforts and how communities can get involved through multi-lingual educational campaigns, videos and

partner workshops. The strategy looks to focus outreach on areas of Stockton CSC and resident concerns, including fireworks, illegal burning, trash burning, educating trucking operations about impacts of idling, promotion of biking (including bike paths and trails), public transportation (including, bus, rail, ferry, and others) and other topics of concern/interest. An understanding of what conditions constitute poor air quality, the relative seriousness of a poor air quality episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure.

This strategy would aim to increase Valley Air App downloads and social media followers among members of the community. 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 website, 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 website registrations, Valley Air App downloads, and social media followers among members of the community. In addition, this strategy would increase awareness of air quality issues with workshops hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers and on Zoom or other online platforms.

Annual goals for these actions include:

- Attend/host 4 community meetings, in-person or online, to share information
- 1 community targeted social media campaign

Implementing Agency: SJVAPCD

Strategy Type: Outreach

LAWN AND GARDEN EQUIPMENT

LAWN AND GARDEN EQUIPMENT IN STOCKTON

Small off-road engines (SORE) which are typically utilized in gas powered lawn and garden equipment emit oil-based particulates, PM2.5, NOx, and a mixture of hydrocarbons, which combine with other gases to form ozone, carbon monoxide and other toxic air contaminants. This equipment can also cause a significant amount of fugitive dust and can increase fugitive emissions including PM, toxic air contaminants, and ultrafine particles resulting in negative health impacts for the user.

According to a 2003 study by the California Air Resources Board, there are over 11.4 million pieces of residential lawn and garden equipment operating throughout the state. In the Stockton community the emissions from this sector total 6.4 tons per year (TPY) of NOx, 37.3 TPY of VOC and 0.80 TPY of PM2.5. These total emissions contribute 0.6 % of the NOx inventory, 3.4 % of the VOC inventory, and 0.1% of the PM2.5 inventory.

Figure 4-6 Electric Yard Equipment Reduces Emissions near Homes and Places of Business



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding Lawn and Garden equipment included better outreach to inform community members of available incentives and increased incentives for the equipment as well as providing opportunities for residents to receive free electric lawn mowers. In addition, Community Steering Committee comments suggested prioritizing residential equipment replacements and ensuring that commercial equipment operated primarily within the boundaries of the AB617 community.

CURRENT CONTROL PROGRAMS

CARB has a SORE program, which includes lawn and garden equipment. CARB is continuing to consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent by 2031.

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

In addition, the District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) program provides funding for the following options:

- The 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. To date, this program has replaced over 7,400 lawn mowers with over \$1.5 million in funding. <http://www.valleyair.org/grants/cgym.htm>
- The 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>

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

In order to achieve additional emission reductions from the Lawn and Garden category the District will provide enhanced outreach and access to Stockton residents or businesses who would like to participate in our available incentive programs. For the residential program, the District proposes to cover the full cost of an electric lawn mower purchase when replacing an existing gas powered mower.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LG.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF RESIDENTIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from residential lawn and garden equipment by replacing existing gas powered units with battery powered zero emission models. The District's existing Residential Clean Green Yard Machines program focuses on this goal by offering incentive funding ranging from \$100-250 for the replacement of existing gas powered units with battery powered zero emission models. Additionally, the District offers up to \$50 for the purchase of a new eligible electric lawn care equipment without requiring an old piece of equipment to be turned in. Using existing District Board-approved criteria, this strategy will provide enhanced outreach and education as well as higher incentive funds to local Stockton residents to encourage participation and maximize local emission reductions within the community. This strategy will increase outreach and access to incentive funding while providing rebates up to 100% of the equipment cost of a new electric lawn mower when replacing an existing gas powered model. The goal is to replace 50 gas powered units at an expected cost of \$400 per unit.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Budgeted Amount: XX\$20,000

Emission Outcome: Reduction

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.012 tons of PM2.5 and 0.018 tons of NOx..

LG.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF COMMERCIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from commercial landscaping operations, in the Stockton AB 617 community (Stockton community), by replacing existing gas powered equipment with battery powered zero emission models. Emissions from commercial lawn care equipment directly impact equipment operators and community residents. The District currently offers a commercial lawn and garden equipment replacement program which offers incentive funding ranging from \$200-\$15,000 for the replacement of gas powered lawn equipment with battery operated zero emission technology. In addition, the program provides incentive funds for up to two batteries and one charger to ensure that the equipment is capable of operating for a full day of work. Additionally, the District will focus on increased participation from small, locally owned businesses and schools in the Stockton community to generate immediate emission reductions which directly impact local residents on a frequent basis. This strategy will provide enhanced outreach and access to available incentive funds offered by the District, utilizing Board-approved criteria. The goal of this measure is to replace 5 pieces of commercial grade gas powered lawn and garden equipment at an expected cost of up to \$20,000 per unit. Emission reductions associated with this measure will be calculated at a later time.

Implementing Agency: SJVAPCD

Strategy Type: Incentive and Outreach

Budgeted Amount: \$100,000

Emission Outcome: Reduction

Quantifiable Emissions Reductions: Estimated emissions reductions associated with this measure will be calculated based on a methodology currently being developed by CARB.

EMISSIONS EXPOSURE AND LAND USE

LAND USE IN THE COMMUNITY

Land use is the characterization of land based on what can be built on it and what the land can be used for. It is important to note that local air districts do not have authority over land use. Land use decisions are directly under the authority of Land use Agencies (e.g. City and County government agencies and Port of Stockton). Land use agencies have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. The design of development projects in a community significantly influences how people travel, and land use agencies typically have principal responsibility for approving development projects within their jurisdictions for a variety of land use types such as residential (single or multi-family, etc.), commercial (fast food, shopping center, retail, etc.), and industrial (warehouse distribution centers, port operations, etc.). Through the land use approval process, these agencies are responsible for implementing land use strategies that promote increased walkability, commute alternatives and cleaner transit fleets resulting in air quality benefits within a community.

Land use strategies may result in the reduction of vehicle trips by designing development to be more suitable for walking, bicycling, and transit. These land use strategies are typically outlined as measures and goals within a City or County general plan, which is the primary “long range” planning document used to locate future development and provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment are made. For information about the City of Stockton General Plan, please refer to Chapter 3, Understanding the Community. Land use agencies’ decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles travelled by increasing community walkability, implementing commute alternatives, and supporting infrastructure for cleaner transit fleets.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members during meeting discussions was that heavy duty truck exhaust, specifically attributable to truck traffic and idling at the Port of Stockton and from highways and freeways, result in increased exposure to emissions for residents that live near these heavy duty trucking corridors and major thoroughfares in the community. To address community member concerns, measures included in this section will focus both on strategies to reduce conflicting land uses in the community, as well as transportation strategies that reduce exposure to mobile source emissions resulting from land use decisions.

For example, suggestions from community steering committee members included the installation of vegetative barriers to inhibit emission transport from thoroughfares into neighboring communities, increasing opportunities for bicycle path infrastructure projects, support for car sharing programs, supporting the replacement of older truck

fleets with cleaner technologies and strategizing land use planning to minimize or reduce vehicle miles traveled.

As the majority of these suggestions relate to land use issues for which the District does not have authority, the District's approach is to provide support to develop fueling infrastructure for zero and near-zero-emission vehicles, provide incentives for alternative modes of transportation, and to support the land use planning process through the California Environmental Quality Act (CEQA). The District is supportive of measures and policies the land use agency can implement toward making the communities more transit-, bicycle-, and pedestrian-friendly, avoid land use conflicts that lead to toxics and nuisance problems, and minimizing the need to and/or mitigate air quality impacts of individual development proposals.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Land Use and Transportation section that span from advocating issues, providing incentives, collaborating with the local land use agency (i.e. City, County, and Port of Stockton), to providing input through the land use process. Land use and transportation strategies developed to reduce emissions due to conflicting land uses are further detailed below.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LU.1: SUPPORT PROJECTS THAT REDUCE VEHICLE MILES TRAVELED

Overview: The purpose of this measure is to facilitate inter-agency collaboration between the City of Stockton, San Joaquin County, and San Joaquin Council of Governments to promote environmentally mindful alternative commute options through early discussion of related land use planning initiatives.

Mobile source emissions represent the vast majority of NO_x emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulate matter which adversely impacts human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by increasing community walkability. Examples of such strategies are listed below:

- Bicycle infrastructure
- Infrastructure to support alternative modes of transportation (electrical vehicles, near-zero emissions vehicles)

- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Agency: SJVAPCD, City of Stockton, San Joaquin County, San Joaquin Council of Governments

Strategy Type: Land Use

Emission Outcome: Mitigation

LU.2: BIKE PATH INFRASTRUCTURE FUNDING

Overview: Assess current bike path infrastructure and seek out additional funding opportunities to make the community more bike and walk friendly.

Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including bicycling, is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. This strategy would provide incentive funding for the development and construction of Class 1, Class 2, and Class 3 bicycle paths, lane striping, and routes. The proposed funding level of this measure would be consistent with established District guidelines from the District's REMOVE and Public Benefit Grants Programs. Additionally, the District will work with transportation agencies in the Stockton area, and seek to assist these agencies to help identify and leverage existing funds, in addition to AB 617 funding.

Implementing Agencies: SJVAPCD, City of Stockton, San Joaquin County, and San Joaquin Council of Governments

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$500,000

Quantifiable Emission Reductions: Estimated lifetime emissions reductions associated with this measure includes up to 2 tons of PM, 3 tons of NOx, and 6 tons of VOC.

LU.4: COLLABORATE WITH THE CITY OF STOCKTON, SAN JOAQUIN COUNTY, AND SAN JOAQUIN COUNCIL OF GOVERNMENTS TO IMPLEMENT INTEGRATED TRANSPORTATION DEVELOPMENT PLANNING TO IMPROVE HEALTH AND QUALITY OF LIFE THROUGH A VARIETY OF STRATEGIES SUCH AS SMART LONG-TERM PLANNING AND BUFFER ZONES AROUND SENSITIVE SITES

Overview: The goal of this strategy is to enhance inter-agency and community collaboration to reduce the impact of pollution from motor vehicles by prioritizing pedestrian-friendly land-use design elements around downtown Stockton.

Mobile source emissions represent the vast majority of NOx emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including pedestrian-friendly accommodations, directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulates which negatively impact human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by removing barriers to pedestrian transportation. Examples of such strategies include:

- Bicycle infrastructure
- Dedicated pedestrian crossings
- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Entities: SJVAPCD, City and County, SJCOG

Strategy Type: Land Use

Emission Outcome: Reduction

HEAVY DUTY MOBILE SOURCES

HEAVY DUTY MOBILE SOURCES IN STOCKTON

There are a variety of heavy-duty mobile sources operating in and around the City of Stockton. These can range from on-road trucks, school and transit buses, off-road equipment, including agricultural and construction equipment, line-haul, short-haul and switcher locomotives. This equipment is primarily powered by diesel engines and, depending on the specific category, is regulated by one or more statewide regulations.

Emissions from this source category include oxides of nitrogen (NO_x) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NO_x inventory throughout the Valley ([Appendix C – Source Apportionment and Community](#)). In the Stockton community, 328.08 tons per year of NO_x, 26.44 tons per year of VOC and 9.34 tons per year of PM_{2.5} are attributed to on-road heavy-duty equipment. In addition, 133.08 tons per year of NO_x, 20.49 tons per year of VOC and 6.21 tons per year of PM_{2.5} are attributed to off-road heavy-duty equipment referenced in these measures.

Figure 4-7 Examples of Heavy Duty Mobile Sources



COMMUNITY CONCERNS AND COMMENTS

During the committee discussions regarding heavy-duty mobile sources, a majority of the committee ranked this source as a high priority to address. Committee member comments and suggestions included providing incentives to replace older trucks, alternative fueling infrastructure development, clean fleet requirements, and shifting trucking routes away from residents.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, including heavy duty vehicles and equipment, locomotives, school and transit buses. Diesel powered on-road heavy duty vehicles are subject to the statewide CARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time. Off-road heavy-duty equipment is similarly controlled through the CARB Off-Road Regulation, which requires all fleets to be upgraded to newer, cleaner technologies over

time. However, at this time, there are no regulatory requirements in place at the state or federal level controlling emissions from locomotives (for more information, see Section 5.6.2 - CARB Enforcement Strategies).

Due to the large amount of pollution that can be attributed to mobile sources, the District has implemented a broad suite of voluntary incentive programs, targeted at reducing emissions from heavy-duty engines operating throughout the Valley.

Heavy Duty Trucks/Buses:

The District currently offers a variety of programs targeted at replacing or upgrading older, high-polluting trucks and buses with cleaner technology.

- The Heavy Duty Truck Replacement Program <http://valleyair.org/grants/truck-replacement.htm>. This program provides incentives for the replacement of existing heavy-duty diesel trucks with new, zero or near-zero-emission technology.
- Program for Heavy-Duty Alternative Fuel Infrastructure which provides local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, natural gas, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles.
- 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.

Locomotives:

Freight locomotives are regulated by the U.S. EPA. The current regulation requires that all locomotives purchased in or after 2015 be at least a Tier 4 emission level. Older, lower Tier engines, which comprise the majority of Class 1 fleets, are still permitted to run. Additionally, CARB is planning actions to address freight locomotive emissions within the State. More details can be found in the 2019 March CARB Board Meeting Informational Update: <https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf>

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 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that community members placed on reducing emissions from this source category and the large amount of emissions, including PM_{2.5} and toxic air contaminants (particularly diesel PM) that originate from heavy duty mobile sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are additional suggested measures not within the Air District’s jurisdiction to directly implement:

HD.14: HEAVY DUTY TRUCK REROUTING

Overview: Community Steering Committee members have suggested that a study should be performed to assess the existing heavy-duty diesel truck routes in and around the Port of Stockton and the nearby neighborhoods, including the Boggs Tract neighborhood. The study will focus on whether there are other routes which will result in reduced exposure to toxic air contaminants by residents in the nearby neighborhoods. The District will work with the City, County, and all other appropriate land-use and transportation agencies regarding this and the desire of the CSC for inclusion in the Stockton CERP. The District will work with the City of Stockton and other appropriate agencies to seek funding to support this study.

Jurisdictional Issues: It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called “land-use” decisions, such as truck rerouting, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB’s Blueprint (see “Who Has the Authority to Implement Actions?”, page 26 of the Blueprint). However, the District is committed to working with the implementing agencies to identify additional possible funding sources for the study up to \$500,000, developing the scope of work for the study, and coordinating conversations with the implementing agencies and the CSC as necessary.

Implementing Agency: City, County, San Joaquin COG, Caltrans, Port of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

Budgeted Amount: \$350,000

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

HD.42: 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 Stockton community. This strategy would provide enhanced outreach and access to incentive funding for zero and near-zero emissions, clean truck technologies that are domiciled and operating within the community. District Board-approved methodology and funding levels can be utilized and the District will encourage small business owners to participate in the program while also promoting the selection of all electric, zero emission technology. This measure would replace 50 older, heavy duty diesel trucks operating in Stockton with zero or near-zero emission technology at an expected cost of up to \$200,000 per truck. Where feasible and available for the truck type and duty-cycle, the District will prioritize funding for replacement with zero-emissions electric vehicle technologies. By reducing or eliminating emissions from heavy duty diesel trucks, significant PM2.5, diesel particulate matter, and NOx emissions reductions can be achieved.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$10,000,000

Quantifiable emission reductions: Estimated emissions reductions associated with this measure includes up to 4 tons of PM (including toxic diesel particulate matter), 191 tons of NOx, and 14 tons of VOCs.

HD.33: SUPPORT PLANNING AND DEVELOPMENT OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide support for planning and development of fueling infrastructure for heavy-duty zero emission vehicles and transportation refrigeration units to support broader deployment of clean vehicles operating throughout the community and reduce the impact of emissions from the idling of heavy duty diesel trucks at distribution centers, warehouses, or other freight facilities where trucks are being loaded or unloaded. Utilizing Board-approved methodology and funding levels the District will work closely with businesses, public agencies, and fueling providers to support and incentivize the development of clean-vehicle fueling infrastructure in the area of the community. This action will prioritize incentive funding to support the development and construction of new electric infrastructure within the community. This includes increased outreach to businesses and public agencies operating vehicles within the community as well as prioritized funding for projects that serve vehicles operating in the community.

Depending on the size, throughput and configuration of the fueling infrastructure, the proposed funding amount of \$1,000,000 would incentivize the development of a new electric charging station.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$1,000,000

HD.45: TRUCK IDLING PLUG-INS

Overview: The goal of this strategy is to reduce emissions from heavy duty diesel truck idling and reduce the use of diesel-fueled internal combustion auxiliary power systems at truck stops where diesel trucks congregate in the Stockton community. Truck stop electrification allows a vehicle operator to "plug in" their vehicle and draw electricity directly from the power grid to provide cab heating and cab cooling, to power cab appliances, and to charge the vehicle's battery.

This strategy would provide funding to launch a program in the Stockton community. The District would leverage experience from the Proposition 1B Goods Movement Emission Reduction Program in order to design a program that would fund the purchase and installation of electrical infrastructure and/or equipment to enable heating, cooling, and other use of cab power for parked trucks at truck stops in the Stockton area. This measure would provide \$10,000 in funding per unit, for 33 units. The emission reductions associated with this measure will come from HD.1, as this measure serves to support the deployment of zero and near-zero technology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$100,000

HD.56: ENHANCED ENFORCEMENT OF THE STATEWIDE ANTI-IDLING REGULATION

Overview: The goal of this strategy is to limit the potential for localized emissions from heavy duty vehicles for failure to comply with the state's heavy duty anti-idling regulation. Historically, the District has partnered with CARB to conduct anti-idling enforcement throughout valley 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 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 with the anti-idling regulation, especially near schools and residential areas, are important to reduce the potential for localized impacts within the community.

The District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in the Stockton community with established benchmarks. These benchmarks include anti-idling surveillance to occur at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

Implementing Agency: SJVAPCD and CARB

Strategy Type: Enforcement

Emission Outcome: Reduction in PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates with the state regulation

HD.76: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO EMISSION SCHOOL BUSES

~~This measure is still being considered by the Stockton Steering Committee.~~

To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero-emission school buses operating within the Stockton Unified School District.

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>

This measure would cover up to 100% of the cost of replacing up to 10 diesel school buses with electric buses at \$400,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$4,000,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 0.3 tons of PM, 18 tons of NOx, and 4 tons of VOCs.

HD.497: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SWITCHER LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

~~[This measure is still being considered by the Stockton Steering Committee](#)~~

Overview: To provide incentive funding for the replacement of older, high polluting switcher locomotives with new clean-technology switcher locomotives operating within and surrounding the Stockton community.

Replacing older 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 goal of this action is to replace up to 4 older, high-polluting switcher locomotives operating within and surrounding the community. The proposed funding amount would cover up to 95% of the cost of replacing up to 4 diesel switcher locomotives at up to \$1,700,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$6,700,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 12 tons of PM (including toxic diesel particulate matter), 502 tons of NOx, and 31 tons of VOC.

~~The following are additional suggested measures not within the Air District's jurisdiction to directly implement:~~

~~HD.11: HEAVY DUTY TRUCK REROUTING~~

~~*Overview:* Community Steering Committee members have suggested that a study should be performed to assess the existing heavy duty diesel truck routes in and around the Port of Stockton and the nearby neighborhoods, including the Beggs Tract neighborhood. The study will focus on whether there are other routes which will result in reduced exposure to toxic air contaminants by residents in the nearby neighborhoods. The District will work with the City, County, and all other appropriate land use and transportation agencies regarding this and the desire of the CSC for inclusion in the Stockton CERP. The District will work with the City of Stockton and other appropriate agencies to seek funding to support this study.~~

~~*Jurisdictional Issues:* It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called "land use" decisions, such as truck rerouting, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land use regulatory authority, so land use authority remains with cities, counties, and state and federal land use agencies, as discussed in~~

~~CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint). However, the District is committed to working with the implementing agencies to identify additional possible funding sources for the study up to \$500,000, developing the scope of work for the study, and coordinating conversations with the implementing agencies and the CSC as necessary.~~

~~Implementing Agency: City, County, San Joaquin COG, Caltrans, Port of Stockton~~

~~Strategy Type: Partnership~~

~~Emission Outcome: Mitigation~~

~~Budgeted Amount: \$350,000~~

OLDER/HIGH POLLUTING PASSENGER CARS

OLDER/HIGH POLLUTING PASSENGER CARS IN STOCKTON COMMUNITY

Mobile source emissions account for over 85% of the overall NO_x inventory in the San Joaquin Valley. With no regulatory authority over these sources, the District has relied on voluntary incentive programs to transition older, higher emitting vehicles to newer, cleaner and more fuel efficient models. With limited public transportation options available to residents driving is more prevalent in the Valley than in other areas of the state. Vehicles registered in the Valley are typically older and have higher mileage than statewide averages.

Emissions from light duty vehicles in Stockton total 114.08 tons per year (tpy) of NO_x, 138.23 tpy of VOC, and 12.74 tpy PM_{2.5}. These total emissions contribute 10.5% of the NO_x inventory, 17.5% of the VOC inventory, and 10.3% of the PM_{2.5} inventory.

Figure 4-8 The District's Drive Clean in the San Joaquin Repair and Replacement Program



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding passenger vehicles included increased outreach and incentives for low income residents, increasing charging infrastructure in the community, and questions about the effectiveness of existing programs for low-income individuals. As detailed below, to address these concerns District staff have developed new programs, specifically for Stockton community members, to provide incentive funding for clean-air vehicles, to bring car share programs to the community, and to incentivize the purchase of electric vehicles by the primary local ride share service.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobiles sources, however, due to the large amount of pollution that originates from passenger vehicles

the District has implemented a suite of programs to reduce pollution from mobile sources. These programs include the following measures:

- Tune In Tune Up vehicle repair program which provides incentive funds to repair high emitting vehicles.
<http://valleyair.org/drivecleaninthesanjoaquin/repair/>
- Vehicle replacement program which provides funding to replace older, high emitting vehicles with newer, cleaner and more fuel efficient models.
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/>
- The vehicle rebate program provides rebates for the purchase or lease of a new clean air vehicle including battery electric, fuel cell, plug in hybrid, zero emission motorcycles, and advanced technology natural gas vehicles.
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>
- Incentives are available for publically accessible charging infrastructure through the District's Charge Up! Program <http://valleyair.org/grants/chargeup.htm>
- The District's Healthy Air Living school program promotes no idling while picking up children at school and provides no idling signs to schools to encourage drivers to turn off their engines.
- District Indirect Source Rule (9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated.
- District Employer based Trip Reduction Rule (9410) requires large employers to implement measures to encourage employees to take alternative transportation to work in order to reduce single occupancy vehicle trips.
- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric, and fuel cell vehicles in order to attain federal ozone standards, reducing greenhouse gas emissions, minimizing health risks, reducing petroleum usage and increasing energy efficiency.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the high priority that community members placed on reducing criteria pollutant and toxic air contaminant emissions that originate from passenger vehicles operating in and around the community, District staff and the Steering Committee have developed targeted strategies for implementation in the Stockton community. As further detailed below, measures developed include additional incentive funding intended to increase the deployment of electric vehicles through the replacement of gas powered vehicles currently in use; launching an electric vehicle car sharing program; providing additional charging infrastructure throughout the community; providing for electric vehicle

maintenance training to increase available repair facilities and job skills; and repairing high polluting passenger vehicles.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

TP.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENTS 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 by providing funding for up to 5 "Drive Clean in the San Joaquin" Repair Program events within the Stockton AB 617 community in. Under this program, financial incentives up to \$850 will be available for emissions related testing and repairs for eligible high emitting vehicles. Through the program, weekend testing events, if possible, will be held to determine if vehicles are in need of emissions related repairs. Due to the ongoing pandemic, an online and telephone process will be used to provide residents the opportunity to participate until such a time that in-person events can be held safely. 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. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$300,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 3.7 tons of NOx.

TP.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF PASSENGER VEHICLES WITH BATTERY ELECTRIC OR PLUG IN HYBRID VEHICLES

Overview: The goal of this strategy is to reduce emissions associated with passenger vehicles by replacing 100 vehicles with newer, more fuel efficient models, and providing additional incentives for Level 2 residential chargers in the Stockton community. Emission reductions from passenger vehicles provide benefits to area residents as well as assist in reducing ozone formation in the Valley. Enhanced outreach would be conducted in the Stockton community to ensure that residents are fully aware of

available incentive options and community residents would be provided priority access through the program in order to complete projects as quickly as possible. Through the District's existing Board approved "Drive Clean in the San Joaquin" replacement program, incentives are currently offered for low to moderate income residents of disadvantaged communities to replace their older, high polluting vehicle with a newer, cleaner model. The program currently offers up to \$9,500 towards the purchase on an eligible replacement vehicle, with an additional \$2,000 provided to participating residents who purchase or lease a plug-in hybrid electric or a battery-electric vehicle and want to install a Level 2 charger in their home.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$800,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.2 -tons of NOx.

TP.3: INCENTIVE PROGRAM FOR INSTALLATION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide electric vehicle charging infrastructure necessary to support the deployment of battery electric and plug in hybrid vehicles. The District's Charge Up program currently provides \$5,000 for a Level 2 Single Port, \$6,000 for a Level 2 Dual Port, and \$25,000 for a Level 3/DC Fast Charger with a cap of \$50,000 per applicant and/or site. Having the appropriate charging infrastructure available for Stockton residents will encourage the growth of zero emission passenger vehicles in the community.

This strategy would provide incentive funding for publically accessible charging infrastructure to private and public entities in the Stockton community. This strategy would utilize the existing Charge Up program guidelines and funding amounts. The goal of this measure is to install up to 15 electric vehicle charging stations, including Level 2 and Level 3 chargers, in Stockton at an expected cost of up to \$25,000 per station. This measure is an important part of a long term solution. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$375,000

TP.4: INCENTIVE PROGRAM FOR EDUCATIONAL TRAINING FOR ELECTRIC VEHICLE MECHANICS

Overview: The goal of this strategy is to provide opportunities to develop and advance the education of personnel on the mechanics, safe operation, and maintenance of alternative fuel vehicles and infrastructure. To support and to encourage ongoing deployment of electric vehicles in the Stockton community it will be necessary to have qualified, trained personnel available to provide service as needed to these vehicles.

This strategy will provide up to \$15,000 per training course for at least 10 alternative fuel mechanic training courses provided by an appropriate entity. While there are no direct emission reductions associated with this measure, this measure supports the emission reductions associated with additional electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$150,000

TP. 5: INCENTIVE PROGRAM FOR THE LAUNCH OF A CAR SHARING PROGRAM IN THE STOCKTON COMMUNITY

Overview: The goal of this strategy is to reduce emissions from passenger vehicles by launching an electric car sharing program in the Stockton community. These types of programs offer access to electric vehicles for a defined period of time at a minimal cost to the user. In addition these programs may allow for a resident to eliminate the use of a gas powered vehicle providing a benefit to community residents by reducing NOx and VOC emissions that would otherwise occur.

This strategy provides funding for a partnering car share provider to launch a program in the Stockton community. The District would leverage experience with existing ride share programs operating in the Valley in order to expand to the Stockton area. This measure would provide \$1,000,000 in funding. Projects will include electric vehicles, related infrastructure and subsidies to help minimize the initial cost to the end user. The emission reductions associated with this measure would be calculated in coordination with the project partners once a specific project location is selected by the CSC.

Implementing Agency: SJVAPCD, Housing Authority of San Joaquin, others

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$1,000,000

RESIDENTIAL BURNING

BACKGROUND

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This source category contributes 5.4 tons per year of PM_{2.5} towards area sources of emissions in the community of Stockton, representing 4.3% of the total PM_{2.5} inventory. During winter, residential wood burning, including illegal open burning, is one of the largest sources of particulate pollution. Given the significant localized health impacts associated with residential wood smoke, reducing emissions from residential wood burning is a high priority for Stockton. Many scientific studies have found that prolonged inhalation of wood smoke contributes to adverse impacts on human health, especially among children, elderly, and people with certain medical conditions, and individuals who are sensitive to the impacts of air pollution. A number of environmental justice communities experience a disproportionately high level of directly emitted PM_{2.5} emissions from residential wood burning.

COMMUNITY CONCERNS AND COMMENTS

The community of Stockton raised concerns with residential wood smoke, both from the use of wood burning fireplaces and wood burning heaters and illegal open outdoor burning. The CSC provided recommendations to implement the enhanced financial incentives for residents to replace existing wood burning devices and pellet stoves with natural gas or electric technologies which will reduce the smoke impacts associated with residential wood burning for downwind communities. The Stockton community made recommendations to ensure significant efforts are made to conduct outreach and education in support of this measure and to increase compliance rates with District Rules 4901 – *Wood Burning Fireplaces and Wood Burning Heaters* and Rule 4103 – *Open Burning*.

CURRENT CONTROL PROGRAMS

The District's comprehensive strategy to reduce emissions from residential wood burning includes implementation of stringent wood burning curtailment requirements through Rule 4901, strong outreach and education to establish the necessary public support, and deployment of financial incentives to transition away from wood burning to cleaner alternatives. This approach that combines regulatory and incentive based strategies is designed to improve the public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM_{2.5} winter season (November through February). The District has continually enhanced the strategy since adopting the first regulation in 1993. Today, the District has the toughest and most effective residential wood burning strategy in the nation as it reduces emissions when and where most needed, such as during multi-day periods of stagnation, in the evening hours, and in neighborhoods where residents live and play. Additionally, the District enforces the requirements of Rule 4103 which prohibits the use of open outdoor fires for the purpose of disposing of waste materials.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee and members of the public placed on reducing PM2.5 and toxic air contaminant emissions that originate from residential burning in and around the community, targeted measures have been developed to reduce emissions from this source category. Building upon the effective implementation of the District's wood burning emission reduction strategy, the District commits to providing enhanced incentives to replace existing wood burning devices and increased outreach efforts to educate the public about harmful impacts of wood smoke and specific actions they can take to reduce pollution and comply with District requirements.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:***RB. 1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF EXISTING WOOD BURNING DEVICES AND PELLET STOVES WITH NATURAL GAS OR ELECTRIC TECHNOLOGIES***

Overview: The goal of this strategy is to reduce the impact of PM2.5 pollution associated with residential wood burning by replacing approximately 100 wood burning devices in Stockton with new natural gas devices or electric heat pumps. During the winter months, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete combustion and are emitted into Valley neighborhoods where residents live and play. Multiple scientific studies show that prolonged inhalation of wood smoke has adverse impacts on human health. Inhalation of wood smoke contributes to lung disease, and pulmonary arterial hypertension, which can eventually lead to heart failure. Through the District's existing Board approved Burn Cleaner program, incentives are currently offered to replace existing wood or pellet burning inserts or free-standing stoves with new natural gas devices or electric heat pumps. The proposed program under this strategy would offer up to \$3,000 to replace an existing wood burning device with a natural gas device and up to \$4,000 for an eligible electric heating source, such as an electric heat pump.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$300,000

Quantifiable Emission Reductions: Estimated emission reductions associated with this measure includes up to 49 tons of PM2.5.

RB.2: EDUCATE PUBLIC REGARDING HARMFUL EFFECTS OF RESIDENTIAL WOOD BURNING FIREPLACE AND WOOD BURNING HEATER SMOKE

Overview: The goal of this strategy is to conduct outreach in the community to educate residents regarding the harmful health effects of residential fireplace wood burning and wood burning heater smoke and the importance of reducing it. Residential wood burning education is important because airborne particles produced by wood smoke (such as PM 2.5) negatively impact human health, especially sensitive populations such as children and seniors who may live in areas where residents 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 winter no wood-burning season and District Rule 4901.

This strategy would create a series of four (4) public workshops to educate Stockton 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. Depending on circumstances, workshops could also be held in a virtual environment such as Zoom. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout the Stockton community 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. The District will look to coordinate and work with the CSC, community based organizations, and Stockton residents to develop the materials and to provide outreach for the events.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

RB.43: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste, such as trash, through outreach and education while focusing on areas of concern identified by the CSC, including residential areas and homeless encampments. It is important to continue to educate residents of the localized, harmful emissions created through the burning of residential garbage and how it negatively effects health. Smoke from burning trash and yard waste contain toxic pollutants which are harmful to human health.

This strategy would include working with the City of Stockton and the fire agencies to better understand the illegal open burning issues within the AB 617 community,

establish a series of public workshops to educate Stockton residents about illegal open burning, the health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting either in person or in an online platform such as Zoom. In person workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers when possible. Videos will be used as an outreach tool and be available in languages such as Spanish, Tagalog and others.

Implementing Agency: SJVAPCD, City of Stockton, and local fire agencies

Strategy Type: Outreach

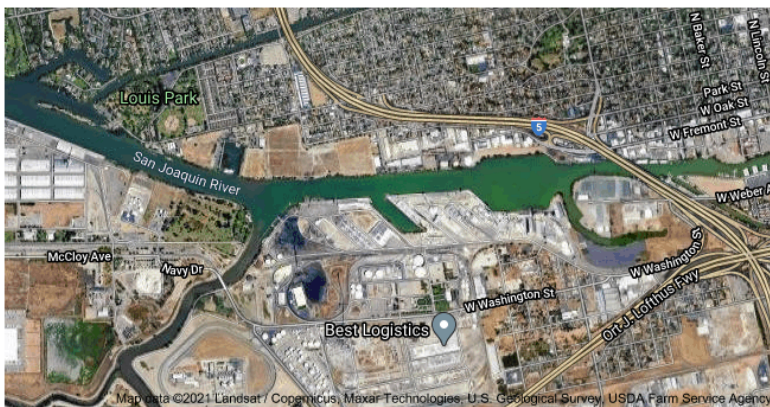
Emissions Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

PORT OF STOCKTON

The Port of Stockton (Port) is a deep-water river inland port located on the Stockton Ship Channel of the Pacific Ocean and is an inland port located approximately 70 nautical miles from the ocean. Operating since 1933, the Port is a hybrid public/private entity and is governed by a commission appointed by the City of Stockton and San Joaquin County. The Port serves as lead agency under the California Environmental Quality Act (CEQA) for projects within its jurisdiction. Cargo is delivered to and from the Port by ships, trucks, and trains. The Port has 7.7 million square feet of warehouses which are either operated by the Port or leased to business partners who provide their own labor. The Port has sixty business partners who have leased land and have constructed and operate facilities with over 125 total tenants. With four major freeways, two transcontinental railroads, an international waterway, and a regional airport, the Port handles liquid and dry bulk, break bulk, and agricultural commodities⁵.

In 2017, nearly 4.7 million tons of cargo moved through the Port of Stockton, and that number is expected to continue to grow. The Port is the fourth busiest in the state and as a result, it has an important role in the local and regional economy, including directly and indirectly supporting thousands of jobs⁶. The Port works with upwards of fifty-five different countries, with goods flowing in both directions.

Figure 4-9 Port of Stockton



COMMUNITY CONCERNS AND COMMENTS

The Stockton community identified the activities associated with the Port as an air quality concern. Sources of air pollution include heavy-duty vehicle traffic, ocean-going

⁵ Port of Stockton, *About Navigating Success*. Retrieved 1/25/2021 from <https://www.portofstockton.com/about/>

⁶ Port of Stockton, *Port Facts & Figures: By the Numbers*. Retrieved 1/25/2021 from <https://www.portofstockton.com/port-facts-figures/>

vessels, commercial harbor craft, cargo handling equipment (such as yard trucks, forklifts, reach stackers, and other equipment) and stationary sources located there. The Community Steering Committee (CSC) have recommended placing air monitors to identify major emission contributors, a comprehensive plan to reduce exposures and emissions, and continued residential involvement on the Port's emission reduction planning efforts.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from the following Port of Stockton sources which are subject to statewide CARB regulations. Ongoing efforts to reduce emissions from the Port of Stockton, include the following CARB regulations. For more information, refer to *Statewide Strategies Overview of California Air Resources Board's Statewide Actions*.

- **Ocean Going Vessel Fuel Regulations**

Adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

<https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessel-fuel-regulation>

- **Commercial Harbor Craft Regulation**

CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit:

<https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

- **Mobile Cargo Handling Equipment**

Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

- **Drayage Truck Regulation**

This regulation reduces air toxics and criteria pollutant emissions from drayage trucks. A drayage truck is any in-use on-road vehicle with a gross vehicle weight rating of greater than 26,000 pounds used for transporting cargo to and from

ports and intermodal railyards. The regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer. Drayage trucks must also meet the requirements of the CARB Truck and Bus Regulation, which requires that all drayage trucks must have 2010 model year or newer engines by January 1, 2023.

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

- **Transport Refrigeration Units Regulations**

Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

- **Enforcement of Heavy-Duty Vehicles Inspection Programs**

When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Port section that span from advocating issues, air monitoring placement, collaborating with the City, County, and Port of Stockton, to providing input through resident involvement in a sustainable planning process. Collaborative Port strategies developed to reduce emissions are further detailed below.

The following are proposed measures that are not within the Air District's statutory jurisdiction to implement:

P.1: COLLABORATING TO FACILITATE ENHANCED PLATFORMS FOR DISCUSSION AND INFORMATION SHARING BETWEEN THE COMMUNITY AND THE PORT OF STOCKTON AS PORT-RELATED PROGRAMS AND PROJECTS ARE DEVELOPED

Overview: The purpose of this strategy is to provide a platform for discussion between Port of Stockton, CSC members, residents, community-based organizations, and other stakeholders to ensure air quality impacts associated with future development projects related to the Port of Stockton are taken into consideration.

The South Stockton CSC has prioritized the need for better facilitation of local involvement, and community notification regarding Port of Stockton development projects. In keeping with that priority, the Port has committed to adopting a Community Environmental Committee (CEC) geared toward improving their relationship with the community by implementing new engagement platforms.

This measure would include the following commitments by the Port:

1. Establishing a recurring CEC, in 2021, CEC, in 2021, to build collaboration and improve dialogue between concerned citizens in the community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton. The goals of the CEC will be to encourage additional community engagement, bring community insights to the Port's environmental improvement efforts, and work on select environmental projects within the Port's jurisdiction to help preserve, protect, and improve the environment. Prospective future projects that would be brought before the CEC include:
 - a. Discussion of future Port of Stockton projects and expansion
 - b. Port of Stockton emission reduction strategy development
 - c. Environmental event planning
 - d. Community outreach support
 - e. Program development
2. Utilizing the Port of Stockton's website to broadcast outward-facing communications through quarterly updates, and to add website functionality for submitting comments, questions, and complaints.
3. Providing routine updates to the CSC regarding ongoing projects happening at the Port of Stockton.

Implementing Agency: Port of Stockton

Strategy Type: Partnership

P.2: INCENTIVE PROGRAM FOR THE DEPLOYMENT OF CLEAN HEAVY-DUTY MOBILE EQUIPMENT OPERATING AT PORTS, INTERMODAL RAILYARDS AND DISTRIBUTION CENTERS

~~This measure is still being considered by the Stockton Steering Committee~~

Overview: The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in heavy-duty mobile off-road equipment operating at the Port of Stockton. Diesel pollution from on-road and off-road operations greatly impacts the health of the community surrounding the Port. Funding will be offered to replace diesel mobile cargo handling equipment used to handle cargo or perform routine maintenance activities at the Port with new, zero and near-zero emissions technologies. Based on CSC priorities, zero-emissions will be prioritized for funding where applicable to the equipment type. Established methodology through the [Carl Moyer Program](#) will be used to quantify the emission reductions for funded projects, but an estimate of potential project reductions is summarized below.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 2 tons of NOx.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

P.3: TUG BOAT REPLACEMENT/REPOWER

~~**Overview:** This measure is still being considered by the Stockton Steering Committee~~

The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in tugboats operating at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to repower the existing propulsion and auxiliary engines with new diesel engines. The new engines will have the highest tier rating available that will fit within the confines of their engine compartments. Established methodology through the [Carl Moyer Program](#) will be used to quantify the emission reductions for funded projects.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$1,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 1 ton of PM and 29 tons of NOx.

P.4: MARINE EXHAUST INTAKE BONNET EMISSIONS CONTROL

Overview: This measure is still being considered by the Stockton Steering Committee. The goal of this strategy is to reduce emissions from the diesel engines of marine vessels while berthed at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to purchase and install a marine vessel exhaust capture and control system. This system will work with marine vessels to reduce PM and NOx emissions while at berth. Available exhaust capture and control systems can reduce PM2.5 up to 95% and NOx up to 90%. Emission reductions for these projects will be quantified using state approved calculation methodology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure include up to 240 tons of NOx

P.5: UNDERSTANDING AND MITIGATING THE IMPACT OF ALGAL BLOOMS ON AIR QUALITY

Overview: Algal blooms can produce airborne nitrogen compounds like nitrogen oxides that contribute to the formation of other air pollutants such as ground-level ozone, a component of smog which can restrict visibility. Wind and weather can carry ozone many miles from urban to rural areas.⁷ The goal of this strategy is to better understand, and where feasible, mitigate the impact of algae blooms on air quality. While the District, the City of Stockton and the Central Valley Regional Water Quality Control Board (CVWB) have committed to extensive interagency cooperation and action in this Stockton Community Emission Reduction Program (CERP), additional opportunities may present themselves in future discussions involving the CSC, the public, the City, and the District, especially as implementation of the CERP progresses.

⁷ EPA. *Nutrient Pollution. The Effects: Environment*. Retrieved 11/9/2020
<https://www.epa.gov/nutrientpollution/effects-environment>

This measure is the District's commitment to continue to work with local, water-focused organizations, CVWB, the Port, the City, and academic institutions to facilitate discussions between the community and the involved agencies to better understand, and where feasible mitigate, the impact of algae blooms on air quality. Currently, CVWB has developed a workgroup called the California Cyanobacteria and Harmful Algal Bloom (CCHAB) Network. The CCHAB Network includes federal, state, and local agencies, tribes, academia, and non-governmental organizations working to develop a comprehensive coordinated program to address the causes and impacts of harmful algal blooms (HABs) in the state.⁸ As part of the coordinated program, the State Water Resources Control Board's Surface Water Ambient Monitoring Program (SWAMP) developed the Freshwater HAB Program.⁹ The Central Valley Water Board participates in the statewide Freshwater HAB effort by:

- Collecting information on blooms
- Sampling and analyzing HABs
- Providing information on blooms to local waterbody managers and health officers
- Conducting outreach and education to the general public
- Collaborating with academia and interested stakeholders to better understand the causes of HABs

Implementing Agency: SJVAPCD, Central Valley Regional Water Quality Control Board, Port of Stockton, and City of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

⁸ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020
https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cv_ano_hab_trifold.pdf

⁹ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020
https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cv_ano_hab_trifold.pdf

STATIONARY SOURCES

STATIONARY SOURCES IN STOCKTON

There are a variety of industrial sources located in and around the Stockton Community. These sources range from smaller operations like gasoline dispensing facilities (GDFs), commercial cooking operations, and auto body coating operations to medium sized operations like wood products and agricultural products processing operations, to larger operations like the biomass power facility, bulk gasoline storage, and cement and concrete products facilities; which include equipment like ovens, internal combustion (IC) engines, boilers/steam generators, and many others.

Criteria pollutant emissions from this source category include NO_x, SO_x, PM₁₀/PM_{2.5}, CO, and VOC, and toxic air contaminants (TACs) like benzene, toluene, xylene, arsenic, and dioxins. Within the Stockton community, 161.57 tons per year of NO_x, 210.08 tons per year of VOC and 7.93 tons per year of PM_{2.5} are attributed to stationary sources.

COMMUNITY CONCERNS AND COMMENTS

During committee discussions regarding industrial sources, committee members identified commercial cooking operations, a wood products manufacturing facility, a biomass facility, a cement products processing facility, and visible dust emissions and odors from operations in and around the port as sources of concern, with suggestions ranging from providing “incentives” to replace older, higher polluting equipment and the evaluation of existing state and District regulatory measures.

CURRENT CONTROL PROGRAMS

For more than 25 years, the District has implemented several generations of emissions control regulations for stationary and area sources under its regulatory jurisdiction. These control measures represent the nation’s toughest air pollution regulations and have greatly contributed to reducing ozone and particulate matter concentrations in the Valley. Stringent and innovative rules, such as those for indirect source review, residential wood burning, glass manufacturing, and agricultural burning, have set benchmarks for California and the nation. While there has been significant progress in reducing air pollution with these regulations, which have been greatly aided by the pollution reduction efforts and financial investments of valley businesses and residents, the District continues to adopt and modify rules to achieve ongoing emissions reductions and advance our progress toward clean air.

Gasoline Dispensing Facilities (GDFs):

Gasoline dispensing facilities in the San Joaquin Valley are subject to District Rule 4621 – *Gasoline Transfer into Stationary Storage Containers, Delivery Vessels, and Bulk Plants* and Rule 4622 – *Gasoline Transfer Into Motor Vehicle Fuel Tanks*.

The purpose of Rule 4621 is to limit VOC emissions from stationary storage containers, delivery vessels, and bulk plants. This rule applies to gasoline storage containers with capacities greater than 250 gallons and has requirements to install CARB certified

vapor control systems. The purpose of Rule 4622 is to limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle fuel tanks. This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks. This rule also requires the installation of CARB certified vapor control systems. GDFs are subject to stringent enforcement provisions, including ongoing monitoring of equipment and annual inspections.

Commercial Cooking Operations:

Commercial cooking operations are subject to Rule 4692 – *Commercial Charbroiling* and District Rule 4693 – *Bakery Ovens*. The purpose of Rule 4692 is to limit VOC and PM10 emissions from charbroiling cooking operations. The purpose of Rule 4693 is to limit VOC emissions from the baking of yeast-leavened food products. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Commercial cooking operations are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Auto Body Coating Operations:

Auto body coating operations in the San Joaquin Valley are subject to District Rule 4612 – *Motor Vehicle and Mobile Equipment Coating Operations* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4612 is to limit VOC emissions from the coating of motor vehicles, mobile equipment, associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufacturers, 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. The rule requires the sale and use of low VOC coatings and solvents, in addition to stringent requirements for the application of these coatings. Auto body coating operations are subject to stringent enforcement provisions, including ongoing recordkeeping of coatings/solvents used and regular inspections. They also must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Wood Products Processing Operations:

Wood products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*, and District Rule 4702 – *Internal Combustion Engines*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and industrial processes. The purpose of Rules 4306, 4320, and 4702 is to limit emissions of NOx, CO, VOC, SOx, and PM10 from fossil fuel combustion in boilers, steam generators, process heaters, and stationary internal combustion engines commonly used in these types of facilities. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Wood products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Agricultural Products Processing Operations:

Agricultural products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, and Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and both indoor and outdoor industrial processes. The purpose of Rules 4306 and 4320 is to limit emissions of NO_x, CO, SO_x, and PM₁₀ from natural gas combustion in boilers, steam generators, and process heaters. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Agricultural products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Cement and Concrete Products Operations:

Cement and concrete processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, and Rule 4202 – *Particulate Matter – Emission Rate*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter and visible emissions from exhaust stacks, process equipment, and conveying equipment. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Cement and concrete products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Biomass Power Facilities:

Biomass power facilities in the San Joaquin Valley are subject to District Rule 4352 – *Solid Fuel Fired Boilers, Steam Generators, and Process Heaters* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4352 is to limit emissions of NO_x and CO from solid fuel fired boilers, steam generators and process heaters. This rule applies to any boiler, steam generator or process heater fired on solid fuels, such as biomass. This rule has very stringent emission limits, periodic monitoring, and source testing requirements. Biomass power facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials burned and annual inspections. These facilities must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Organic Liquid (Gasoline) Terminal Facilities:

Bulk gasoline terminal facilities in the San Joaquin Valley are subject to 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Due to the priority that community members placed on reducing PM2.5 and toxic air contaminant emissions that originate from industrial sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:**SS.14: ENHANCED STATIONARY SOURCE INSPECTION FREQUENCY**

Overview: The goal of this strategy is to limit the potential for localized air quality impacts at permitted facilities that have had emissions violations in the last three years.

The District conducts inspections and investigations of permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations that target both criteria and toxic pollutants. The District closely monitors these sources and strictly enforces applicable requirements. Compliance inspections are unannounced whenever possible and involve both a physical inspection of the facility and a review of their records. When a violation of a District permit, rule, or regulation is identified, the District takes an appropriate level of enforcement action.

The District reviewed the enforcement history over a three year period (2017-2020) for the permitted facilities in the Stockton community, and determined that 51 enforcement actions were issued to facilities (not including gas stations) for violations resulting in excess emissions. These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions at 14 gas stations in the Stockton community for violations resulting in excess emissions. The District believes that more frequent inspections for these 27 facilities would help to limit the potential for air quality impacts associated with emissions violations.

The District will increase the frequency of inspection at each facility within the Stockton community that has had an emission-based 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 four (4) consecutive inspections without an emissions violation, whichever occurs first.

Implementing Agency: SJVAPCD

Strategy Type: Enforcement

Emission Outcome: Reduction in excess PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

SS.28: REGULATORY ACTIONS: EVALUATION OF RULES TO DETERMINE WHETHER ADDITIONAL REDUCTIONS ARE POSSIBLE FOR SOURCES OF NOx AND PM2.5

Overview: In addition to the Best Available Retrofit Control Technology (BARCT) implementation schedule above, the District will be analyzing District Rule 4352 - *Solid Fuel-Fired Boilers, Steam Generators and Process Heaters* to pursue additional emission reduction opportunities beyond BARCT.. This rule amendment will be reviewed on the schedule included in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan.

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. Community Steering Committee 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.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

SS.93: REGULATORY ACTIONS: EXPEDITED FACILITY RISK ASSESSMENT AND RISK REDUCTION UNDER DISTRICT IMPLEMENTATION OF THE AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT (AB 2588)

Overview: This strategy will expedite the review of stationary sources of pollution in the community that are currently being reassessed under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588).

Under AB 2588, all facilities located within the boundaries of the District are required to report toxic substances released into the air by their operation to the District. The District's responsibilities under the state's Air Toxics "Hot Spots" program are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day to day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require that significant risk facilities reduce their risks to a level that no longer constitutes a significant risk to nearby residences and businesses.

The District's implementation of AB 2588, California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in major 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 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.

This measure will result in the expedited AB 2588 reviews for facilities located within the Stockton AB 617 Community. More information about this effort can be found later in the section, "Additional Regulatory Measures to Reduce Emissions in the Community" found later in this chapter. Please refer to Appendix E for additional details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

DUST IN THE COMMUNITY

BACKGROUND

In the Stockton community sources of dust emissions include from construction, open areas, and other earthmoving activities. Construction, demolition and other earthmoving activities emit 10.57 tons per year of PM2.5 in the community. Unpaved road dust and dust from open areas also have minor PM2.5 emissions in the area.

COMMUNITY CONCERNS AND COMMENTS

The Community Steering Committee expressed an interest in evaluating air quality impacts and felt it important to look to reduce dust from construction projects and other sources of dust in the community.

CURRENT CONTROL PROGRAMS

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 including:

- Specified outdoor fugitive dust sources.
- 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.
- Outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.
- Prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads
- Open areas 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contain at least 1,000 square feet of disturbed surface area.
- Any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.
- Unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.
- "Off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

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

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee placed on reducing dust in the community, specific a specific strategy has been developed to target emission reductions from fugitive dust sources. The District is proposing increased enforcement

of Regulation VIII rules to reduce fugitive dust from construction and earthmoving activities within the community.

The following proposed strategy is within the Air District's statutory jurisdiction to implement:

FD.1: ENHANCED ENFORCEMENT OF DISTRICT REGULATION VIII FUGITIVE DUST REQUIREMENTS

Overview: The goal of this strategy is 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.

District rules limit fugitive dust emissions from construction, demolition, and earthmoving; bulk material storage; open areas; and unpaved roads and vehicle/equipment traffic areas. Furthermore, District rules restrict carryout and trackout of dirt and dust onto paved public roadways. Regulation VIII does not limit emissions from vehicles used in these projects.

Regulation VIII requires, a Construction Notification or Dust Control Plan for all construction activities in the District involving one or more acre of disturbed surface area. District staff reviews each Construction Notification and Dust Control Plan prior to the start of construction, to ensure that operators have planned to utilize required work practices to reduce fugitive dust emissions to within rule limitations. Additionally, District staff surveys and inspects such sites, responds to complaints regarding fugitive dust, and provides training classes for those required to submit Dust Control Plans.

In reviewing the compliance history for the Stockton community, it was determined that the District had received 26 complaints regarding fugitive dust related issues over the last 3 years, with the majority pertaining to construction/earthmoving activities and open areas. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton community during both the 2nd and 3rd quarters for the next five (5) years. This fugitive dust reduction enforcement strategy is being included in the CERP in response concerns raised by CSC members regarding fugitive dust emissions in the community and the complaint history analysis performed by the District.

Implementing Agency: SJVAPCD

Type of Action: Enforcement

ADDITIONAL INFORMATION ABOUT REGULATORY MEASURES TO REDUCE EMISSIONS IN THE COMMUNITY

Due to the nonattainment status of the Valley Air Basin for the criteria pollutants of fine particulate matter and ozone, the District requires that permitted facilities implement the most stringent control measures feasible for implementation to control criteria pollutants and associated precursor emissions. Beyond the regulations and stringent permitting requirements that are already implemented Valley-wide, the following sections detail enhanced regulatory strategies that will be implemented in the AB 617-selected community.

BARCT EXPEDITED SCHEDULE

In addition to community monitoring and emission reduction program requirements, AB 617 requires that air districts located in non-attainment areas perform a Best Available Retrofit Control Technology (BARCT) analysis for all categories of units at facilities subject to the state Cap-and-Trade program. In accordance with AB 617 requirements, the District adopted an expedited schedule for performing further determination of BARCT requirements in December, 2018.

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. While District rules are expected to meet BARCT due to the District's ongoing extensive regulatory evaluations, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for District rules as required under AB 617. The proposed schedule was prepared through a public process, which included two public workshops. In addition to the BARCT implementation schedule, the District will be proceeding with amending a number of District rules included as commitments in the District's *2018 PM2.5 Plan*, as discussed earlier in the CERP, that are also subject to the AB 617 BARCT implementation requirement.

In conjunction with District rules applicable to stationary source equipment, under the District's New Source Review permitting regulation, new facilities or facilities modifying equipment that emit air pollutants greater than 2 pounds per day (lb/day), are subject to stringent emissions control requirements. For each piece of equipment that has the potential to emit over the 2 lb/day threshold, the District requires the use of the best available air pollution control technology (BACT) used to control emissions from similar types of equipment. As part of this BACT analysis, the District determines if cleaner technologies that are not generally used for the equipment being analyzed 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 the least amount of air pollution possible.

In addition to these stringent requirements on new sources of air pollution, rules adopted in the San Joaquin Valley are regularly analyzed for compliance with the state's BARCT requirements.

Best Available Retrofit Control Technology (BARCT)

Existing stationary sources in non-attainment areas such as the San Joaquin Valley have been subject to BARCT requirements since the 1980s, as opposed to some nonattainment areas in California relying on market-based criteria pollutant emission reduction programs and where facilities were not required to comply with BARCT. Although AB 617 does not specifically define BARCT, California Health and Safety Code (CH&SC) Section 40406 defines BARCT as follows:

Best Available Retrofit Control Technology (BARCT) is an air emission limit that applies to existing sources and is the maximum degree of reduction achievable, taking into account environmental, energy and economic impacts by each class or category of source.

Unlike other regions in the state, the District has not relied on market-based systems such as South Coast AQMD's RECLAIM program to achieve regional emissions reductions needed for attainment. Such market-based systems allow sources of pollution to avoid installing BARCT-level controls if regional emissions are reduced at an established rate. This potential path to avoiding installing the best air pollution controls in other air districts was a significant portion of the genesis of this BARCT requirement of AB 617.

In contrast, businesses in the San Joaquin Valley have always had to comply with BARCT in accordance to the implementation schedules established in District rules. When developing attainment plans or amending prohibitory rules, the District evaluates all applicable sources of emissions for potential strategies to reduce emissions. These evaluations include an exhaustive search of air quality regulations throughout the nation, review of existing emission control technologies, and analysis of advanced emission control technologies that may soon be available, to identify potential technologically and economically feasible emission reduction measures. The District's attainment planning efforts rely on these processes to demonstrate on an ongoing basis that District rules meet state and federal emission control requirements, including BARCT and Most Stringent Measures, which exceeds BARCT requirements. Therefore, given the District's ongoing and extensive work to identify and apply most stringent measures necessary to attain the ever-tightening federal health-based standards under the Clean Air Act, it is anticipated that most if not all District rules satisfy BARCT requirements.

The District recognizes that emission control technologies are continually evolving, and therefore, robust and ongoing analysis is necessary to demonstrate that the District's rules continue to meet BARCT and other requirements on an ongoing basis. Furthermore, in the context of the 2016 Ozone attainment plan, the recently adopted PM2.5 attainment plan, and upcoming plans, future rule development actions will be required and, in this process, rules that have recently been determined to meet BARCT during this AB 617 analysis may be subject to further analysis to ensure they continue to meet BARCT requirements. Additionally, in those instances where the District is

made aware of new technology, further case specific and rule specific BARCT determinations may be conducted.

Affected Rules Included in the District's Expedited BARCT Implementation Schedule

As captured in Section 40920.6 of the Health and Safety Code, AB 617 identifies specific requirements for the District to meet when establishing the expedited BARCT implementation schedule. AB 617 requires the schedule to apply to each industrial source that, as of January 1, 2017, was subject to a specified market-based compliance mechanism and give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time.

Based on information provided by CARB, as of January 1, 2017, 109 facilities within the District were identified as being subject to the state Cap-and-Trade program for greenhouse gas emissions, a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562, and therefore AB 617 BARCT requirements. Evaluating the 109 affected facilities, the District identified that approximately 4,500 active permit units are 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 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
- 19 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 13 rules likely already meet BARCT due to the District's ongoing and extensive regulatory evaluations and enhancements, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for these rules, which will occur in the 2020-2022 timeframe.

Prioritization Criteria for Expedited BARCT Analysis Schedule

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.

Public Process

As a part of the public process associated with establishing this 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 by the end of 2018.

The District held a public workshop on November 1, 2018, to solicit input from the stakeholders regarding the District's proposed expedited BARCT Rule implementation schedule. No comments were received from stakeholders after this workshop.

In addition, the District held a public workshop on July 30, 2020, to provide an update on the Best Available Control Technology (BARCT) analysis of District rules as required under AB 617 and the District's Expedited BARCT Implementation Schedule.

Expedited BARCT Implementation Schedule

Through this public process and in accordance with AB 617 requirements, the District has adopted the following expedited BARCT implementation schedule:

Table 4-1 Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	BARCT Rulemaking Schedule (if necessary)
4454	Refinery Process Unit Turnaround	Rule determined to meet BARCT	2019	---
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Rule determined to meet BARCT	2019	---
4104	Reduction of Animal Matter	Rule determined to meet BARCT	2019	---
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	BARCT evaluation completed, rule development process necessary	2019	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	BARCT evaluation completed, rule development process necessary	2019	
4702	Internal Combustion Engines (VOC only)	Scheduled (in conjunction with PM2.5 Plan commitment)	2020	Rule amendment scheduled for early 2021
4623	Storage of Organic Liquids	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.

4694	Wine Fermentation and Storage Tanks	Rule determined to meet BARCT	2020	-----
4624	Transfer of Organic Liquid	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Rule determined to meet BARCT	2020	-----
4601	Architectural Coatings	Rule determined to meet BARCT	2020	-----
4401	Steam-Enhanced Crude Oil Production Wells	BARCT evaluation completed, rule development process necessary	2021	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4566	Organic Material Composting Operations	Scheduled	2021	-----
4625	Wastewater Separators	Scheduled	2021	-----
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Scheduled	2021	-----
4402	Crude Oil Production Sumps	Scheduled	2021	-----
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 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	Rule determined to meet BARCT	---	---

	Process Heaters Greater Than 5.0 MMBtu/hr			
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 two District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the District’s 2018 PM2.5 Plan adopted by CARB into the State Implementation Plan:

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. Community Steering Committee 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.

Table 4-2 Scheduled District Rule Amendments to Reduce PM2.5

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. Rule amended in June, 2019.	2019 (Completed)
4311	Flares	Rule meets or exceeds BARCT	2020 (Completed)
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 (Completed)
4692	Commercial Charbroiling	No units subject to AB 617 BARCT analysis	2020 (Completed)
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2021
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

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Further information on the District’s expedited BARCT schedule and rule analyses can be found in the staff report presented to the District Governing Board in December, 2018: http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf

PERMITTING: BACT AND T-BACT DETERMINATIONS

The California Air Resources Board (CARB) is developing a Technology Clearinghouse of best available control technology (BACT) and best available control technology for toxic air contaminants (T-BACT) determinations for air districts throughout California. The District will use this Technology Clearinghouse as an additional resource for BACT determinations, and will reference this information when developing BACT and T-BACT technology determinations for any new or modified source permitting processes,

including those in the Stockton community. More information about the District's stringent new and modified source review process is available in Chapter 3.

FACILITY RISK REDUCTION AUDITS UNDER AB 2588 (AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT)

Background

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in September 1987. Under this act, stationary sources are required to report the types and quantities of certain toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day-to-day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require significant risk facilities to reduce their risks below the level of significance in accordance with the provisions of the "Emissions Inventory Criteria and Guidelines Report" adopted by the Air Resources Board.

District's Implementation of AB 2588

The District's implementation of AB 2588, California's *Air Toxics "Hot Spots" Information and Assessment Act*, has resulted in major 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 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 this effort, and the resulting emissions reductions, no Valley facility currently poses a significant risk under this program.

The District's integrated air toxics program fulfills the state AB 2588 Hot Spots mandates, aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. In addition, the District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by the Air Resources Board, requiring prescribed control measures for various source categories that cause significant risks at a regional level. Furthermore, the District's integrated program fulfills federal mandates under Title III of the federal Clean Air Act, requiring Maximum Available Control Technology (MACT) for sources of air toxics.

In addition to the state and federal mandates, the District's integrated air toxics program also implements the more stringent local permitting and California Environmental Quality Act (CEQA) requirements, specifically to ensure installation of Best Available Control Technology (BACT) for air toxics and that new permits or modifications to existing facilities will not result in a significant increase in health risk to the public.

The District has spent the last two decades implementing a wide variety of methods to reduce toxic air contaminant emissions in the San Joaquin Valley. Based on the latest California Toxics Inventory, 52% of toxic air contaminants come from mobile sources such as cars and trucks, 34% are emitted from area-wide sources like road dust, paints, solvents, and other consumer products, and 14% of all air toxics in the San Joaquin Valley are emitted from stationary sources of pollution under the direct control and regulation of the District. Mobile and area-wide sources of emissions are generally under the regulatory authority of the State of California and the federal government.

The District's integrated approach to addressing and reducing risks from toxic air contaminants has taken three main paths:

- Reducing air toxic emissions from existing stationary sources of emissions,
- Preventing the creation of new or modified stationary sources of significant risk, and
- Finding creative and cooperative methods of reducing risk from emissions sources that the District does not typically regulate.

In 2015, the District began implementing the state Office of Environmental Health Hazard Assessment's (OEHHA's) revised Guidance on Preparation of Health Risk Assessments that was adopted by OEHHA in early March 2015. Following OEHHA revised guidelines, the District began a health risk reassessment of all facilities located in the San Joaquin Valley. The health risk reassessment follows the phased processing schedule outlined in AB 2588, which was originally implemented in the late 80's and early 90's. AB 2588 subjected three major categories (or phases) of facilities to the regulation based upon their level of annual emissions.

Reassessment of facilities subject to the AB2588 Hot Spots regulation is a multi-year process that started in 2016, following the phases identified below:

- Phase I Facilities (≥ 25 tons emissions per year)
- Phase II Facilities ($10 \leq$ tons emissions per year < 25)
- Phase III Facilities (< 10 tons emissions per year)
- Phase IV Facilities (Industry-wide and agricultural facilities)

Prioritizing Facility Health Risks

Based on the emissions inventory, the District is prioritizing each facility's health risk based on established statewide guidelines using a computerized modeling program. A "prioritization" is a conservative health risk assessment screening analysis, resulting in a facility prioritization score used to determine if a more refined health risk assessment is

necessary based on the results of the modeling program. As part of this process, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case health risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Facilities ranked as high priority are required to perform health risk assessments. The District prioritizes and ranks the health risk posed by a facility as "low", "intermediate", or "high" priority, based on the following:

- Low Priority: Prioritization Score ≤ 1
 Facility Exempt from further AB 2588 requirements

- Intermediate Priority: $1 < \text{Prioritization Score} \leq 10$
 Facility required to provide updated summary every
 four years

- High Priority: Prioritization Score > 10
 Facility required to perform a refined Health Risk
 Assessment

Health Risk Assessment Process

When a facility's prioritization score exceeds 10, the facility is classified as "High Priority" and a Health Risk Assessment (HRA) is required for the facility, and such facility is required to submit an HRA for District approval. The District and State Office of Environmental Health Hazard Assessment (OEHHA) are required by the Air Toxics "Hot Spots" Act to review each HRA. Understanding that risk calculations involves a level of uncertainty due to limited data in many areas requiring the use of assumptions. With a focus on health protection, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Therefore, while the actual risk may be much less than the calculated risk, it is very unlikely to be higher than calculated.

Upon approval of facility HRA, the District determines the facility's health risk status, which is classified as a low risk, intermediate risk, high risk, or risk reduction required, based on the following HRA scores:

- Low Risk: HRA cancer risk ≤ 1 in a million, and
 HRA total hazard index of < 0.1
 (Facility Exempt from further AB 2588 requirements)

- Intermediate Risk: $1 \leq \text{HRA cancer risk} < 10$ in a million, or
 $0.1 \leq \text{HRA total hazard index} \leq 1.0$
 (Facility required to provide update summary on a
 quadrennial basis)

- High Risk: HRA cancer risk ≥ 10 in a million, or
HRA total hazard index of > 1.0
(Public Notice)
- Risk Reduction Required: HRA cancer risk ≥ 100 in a million cancer, or
HRA total hazard index of > 5.0
(Public Notice and Risk Reduction Audit Plan)

Facilities that pose health risks above District action levels are required to submit plans to reduce their risk. The Risk Reduction Audit Plan (RRAP) trigger level for cancer risk is 100 cases per million exposed persons, based on the maximum exposure beyond facility boundaries at a residence or business. The action level (Risk Reduction Audit Plan) for non-cancer risk is a hazard index of 5 at any point beyond the facility boundary where a person could reasonably experience exposure to such a risk.

The District's review of completeness of the facility's RRAP includes a substantive analysis of the emission reduction measures included in the plan, and the ability of those measures to achieve emission reduction goals as quickly as feasible. If the District determines that the RRAP does not meet those requirements, the District shall remand the audit and plan to the facility and specify the deficiencies. A facility operator shall submit a RRAP addressing the deficiencies identified by the District within 90 days of receipt of a deficiency notice. An updated prioritization and/or health risk assessment shall be determined based on the approved RRAP.

Risk Reduction Audit and Plan Facilities within the District

Based on facility information, as of October 1, 2020, no District permitted facilities in the Stockton AB 617 community present a significant risk for toxic air pollutants and are not required to perform a Risk Reduction Audit and Plan.

AB 617 Community Facility Lists with Associated AB 2588 Designations

Assembly Bill 617 requires the CARB and air districts to develop and implement emissions reporting for disadvantaged communities. With the establishment of the selected community boundaries, the District has put into effect a plan to expedite and streamline the AB 2588 reassessments for facilities located within the selected community of Stockton.

Community-Based AB 2588 Reassessments

Based on previous AB 2588 analyses and on the on-going District's integrated air toxics program, no Valley facilities have been determined to pose significant risk. Therefore, no existing facility(s) have or have been required to prepare a Risk Reduction Audit Plan. However, as mentioned above, the District is currently in the process of

reassessing Valley facilities under AB 2588, which includes those located in the selected community of Stockton.

Please refer to Appendix E for further details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

STATEWIDE INCENTIVE AND REGULATORY STRATEGIES

This section provided by the California Air Resources Board

Overview of California Air Resources Board's Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level to deliver new emissions reductions directly within these communities.

The California Air Resources Board (CARB) has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the State Strategy for the State Implementation Plan,¹⁰ the California Sustainable Freight Action Plan,¹¹ California's 2017 Climate Change Scoping Plan,¹² and the Short-Lived Climate Pollutants Reduction Strategy,¹³ along with a suite of incentive programs. The Community Air Protection Blueprint¹⁴ further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State. Together, these plans provide a foundation for the new actions identified as part of this community emissions reduction program.

This section illustrates CARB's statewide role in the community emissions reduction program, by broadly describing the regulatory and incentive-based foundational actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the Stockton community. CARB's potential enforcement strategies are described in Chapter 5 of this CERP.

INCENTIVE PROGRAMS

CARB operates incentive programs that reduce the costs of developing, purchasing, and operating cleaner technologies. The programs help ensure cleaner cars, trucks,

¹⁰ California Air Resources Board, *Revised Proposed 2016 State Strategy for the State Implementation Plan*, March 7, 2017, available at: <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

¹¹ California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: <https://dot.ca.gov/programs/transportation-planning/freight-planning/california-sustainable-freight-action-plan>.

¹² California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

¹³ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final>.

¹⁴ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

equipment, and facilities are operating in our neighborhoods. Specifically, these program accelerate the introduction of advanced technology vehicles and equipment, accelerate the turnover of older and higher emitting vehicles and equipment, and increase access to clean vehicles and transportation in disadvantaged communities and lower-income households.

Examples of CARB incentive programs include the Carl Moyer Memorial Air Quality Standards Attainment Program¹⁵ and the Community Air Protection Incentives,¹⁶ Proposition 1B: Goods Movement Emission Reduction Program,¹⁷ Funding Agricultural Replacement Measures for Emission Reductions Program,¹⁸ and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).¹⁹ While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

Community Air Protection Incentives

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California communities that are most heavily impacted by disproportionate levels of air pollution.

The Legislature designated the initial appropriation of \$250 million in 2017 for immediate benefits in heavily impacted communities while the other aspects of AB 617 were created and implemented. In order to ensure swift action, the Legislature directed that air districts must spend funds according to two existing mobile source incentive programs: the Carl Moyer Memorial Air Quality Standards Attainment Program, and the Proposition 1B Goods Movement Emission Reduction Program. Air districts have been using the resulting Community Air Protection Funds Supplement to the Carl Moyer Program 2017 Guidelines since it was approved by the Board on April 27, 2018.

The Legislature appropriated an additional \$245 million in 2018 and provided additional direction for new opportunities for stationary source incentives as well as Community-Identified Projects consistent with Community Emissions Reduction Programs. The approved 2019 California State Budget contains another appropriation of \$209 million

¹⁵ For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

¹⁶ For more information on the Community Air Protection Incentives, visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>

¹⁷ For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

¹⁸ For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: <https://ww2.arb.ca.gov/our-work/programs/farmer-program>.

¹⁹ For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program>.

for continued incentives to support the Community Air Protection Program, with Legislative direction matching the previous year's appropriation.

Subsequently, staff developed the Community Air Protection (CAP) Incentives 2019 Guidelines²⁰ to provide eligibility and funding criteria for two new project categories, this represents CARB's first steps in providing incentives to clean up stationary sources of air pollution. The new project categories aim to reduce hexavalent chromium emissions from chrome plating activities, as well as include a suite of project types to reduce exposure at public schools. These guidelines will continue to be expanded with new categories of projects, to be responsive to the needs of the most heavily impacted communities across the State.

At the May 2019 Board hearing, CARB staff was directed to provide more flexibility within the Community Air Protection Incentives Guidelines to allow communities and air districts the ability to develop specific Project Plans to quickly address unique local air quality concerns.

Unlike traditional Moyer projects, Stationary and Community-Identified projects do not lend themselves to the same type of cost effectiveness evaluation. Therefore, the proposed criteria for stationary and Community-Identified projects will focus on community involvement, transparency, and consistency. Air Districts will work with communities to identify project categories needed to address community problems and general concepts. Air districts will then develop Project Plans that:

- Document community support – Community members will evaluate whether there has been sufficient community involvement
- Detail the project selection process
- Set participant requirements
- Establish funding amounts and project costs
- Quantify expected emissions/exposure reductions

To ensure reporting requirements are met CARB will be responsible for:

- Assisting districts with development of technical details
- Helping districts be consistent in quantifying benefits
- Confirming that project plans are consistent with statutory requirements
- Ensuring transparency for communities regarding projects funded, dollars spent, and benefits expected

For more information on air pollution incentives, grants, and credit programs, visit: <https://ww2.arb.ca.gov/our-work/topics/incentives>.

²⁰ For more information on the Community Air Protection (CAP) Incentives 2019 Guidelines, visit: <https://ww2.arb.ca.gov/resources/documents/community-air-protection-incentives-guidelines>

REGULATORY PROGRAMS

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants.

At the State level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources (with the exception of consumer products in most cases) through rules and permitting programs within their regions.

CARB regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and their deployment into the fleet, for cleaner fuels, and to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One important and relevant regulatory authority of CARB's is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne Toxic Control Measures (ATCM).²¹ These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, the Statewide Air Toxics "Hot Spots" Program²² addresses the health risk from toxic air contaminants at individual facilities across the State. The Air Toxics "Hot Spots" Program includes several components to collect emissions data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

²¹ California Health and Safety Code § 39650 et seq.

²² Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connelly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

Under the Air Toxics “Hot Spots” Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses conducting health risk assessments and developing emissions reduction plans.

Additionally, in some instances CARB has pursued enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB’s agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

CARB ACTIONS RELATED TO THE STOCKTON COMMUNITY

This section highlights CARB actions that specifically relate to the Stockton community. This list should not be interpreted as comprehensive or exhaustive, but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local level strategies identified in this community emissions reduction program. Additional CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.²³

Recently Adopted CARB Regulations

CARB adopted the **Advanced Clean Trucks Rule**²⁴ in June 2020 requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales will need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.

In August 2020 CARB adopted the **Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments**²⁵ which require manufacturers to comply

²³ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

²⁴ For more information on the Advanced Clean Trucks Rule, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

²⁵ For more information on the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NO_x (oxides of nitrogen, a key component of smog) are reduced to help California meet federal air quality standards and critical public health goals. The regulation is expected to have a significant impact on communities adjacent to railyards, ports and warehouses that typically experience heavy truck traffic. These trucks often idle, move slowly and make frequent stops – all actions that increase NO_x emissions. Today's heavy-duty trucks do not control NO_x effectively during such "low load" conditions. The new standards will reduce NO_x emissions by 90 percent or more when trucks are operating under these low load real-world operations. All components of the new rule will be phased-in, allowing engine manufacturers time to prepare for compliance. The NO_x standards that engines must meet will be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027.

The **Control Measure for Ocean-Going Vessels At Berth**²⁶ was also adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

Upcoming CARB Regulations

Commercial Harbor Craft Regulation Amendments – CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

Heavy-Duty Vehicle Inspection and Maintenance – When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the

²⁶ For more information on the Control Measure for Ocean-Going Vessels At Berth, see: <https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation>, and the At Berth Factsheet: https://ww2.arb.ca.gov/sites/default/files/2020-08/External%20At-Berth%20Fact%20Sheet%20August%202020%20ADA_0.pdf

development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>. For more information on the development of a comprehensive heavy-duty inspection and maintenance program, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

Cargo Handling Equipment Regulation Amendments – Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

Advanced Clean Fleet Rules – CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. For more information, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.

Transport Refrigeration Unit Regulations – Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

Small Off-Road Engines – In 2020, CARB will 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. For more information on the strategy, visit: <https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

Advanced Clean Cars II – CARB staff is developing the Advanced Clean Cars II regulations, which will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles for sale. For more information on these new regulations, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>.

Commercial Cooking Suggested Control Measure – This strategy consists of a two-phase process to evaluate California’s current emission reduction requirements for commercial cooking operations that prepare food for human consumption, and if necessary, make improvements to achieve additional reductions in particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5) and volatile organic compound emissions that contribute to ozone formation. For more information on the strategy, visit: [Blueprint Appendix F](#) – pages F-8 & F-9.

ESTIMATED EMISSIONS REDUCTIONS FROM CARB MEASURES

CARB has estimated the emissions reduction benefits for some of the proposed statewide measures as shown in Table 4-3 for the 2025 and 2030 milestone years for the Stockton Community. Note the emissions reductions from the recently adopted Ocean-Going Vessels At Berth Amendment and Low NOx Omnibus Regulation are not reflected in the emissions inventory presented in Chapter 3 or Appendix C.

Table 4-3 Estimated Emissions Reductions from CARB Measures in the Stockton Community

Proposed Statewide Measures	Emissions Reduction (tons per year)							
	PM2.5		DPM		NOx		VOC	
	2025	2030	2025	2030	2025	2030	2025	2030
Ocean-Going Vessels At Berth Amendment	0.00	0.18	0.00	0.20	0.00	11.45	0.00	0.56
Advanced Clean Car 2		0.02		0.00		1.00		0.38
Heavy-Duty Inspection and Maintenance	0.34	0.38	0.35	0.40	23.25	27.7		
Low NOx Engine Standard					1.88	14.17		
Small Off-Road Engine Amendment	0.15	0.92	0.12	0.28	17.03	27.09	8.28	28.31

5. ENFORCEMENT PLAN

5.1 INTRODUCTION

Enforcement of air quality rules and regulations by the San Joaquin Valley Air Pollution Control District (District) and the California Air Resources Board (CARB) is critical to continuing air quality progress and achieving the air quality goals contained in the Valley's State Implementation Plans. Compliance with federal, state, and local air quality rules and regulations is ensured by operating robust inspection programs along with a full range of educational and compliance assistance programs.

This Enforcement Plan describes the stationary and mobile source enforcement history for the Stockton AB 617 Community. In addition, the plan describes the overall enforcement programs operated by the District and CARB. Based on the analysis of the enforcement history and input from the Community Steering Committee, the Community Emissions Reduction Plan (CERP) includes focused enforcement measures to enhance enforcement and compliance assistance activities within the community in support of the emission reduction commitments in the CERP.

5.2 OVERVIEW OF SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT PROGRAM

The District's mission is to improve the health and quality of life for all Valley residents through efficient, effective, and entrepreneurial air quality management strategies. The District's Enforcement Department seeks to aid in achieving this mission through fair, consistent, and comprehensive enforcement utilizing 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 Enforcement 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 and responds to approximately 3,000 public complaints, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented.

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

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with federal, state, and District requirements. These compliance evaluations are unannounced whenever possible and play a key part to meeting clean air requirements. The frequency of regular inspections depends on the type of facility. When considering limited resources, priority is given to federal Title V (Major) sources, facilities that emit non-attainment criteria or toxic pollutants, facilities with equipment that is more susceptible to upsets, compliance history of operation, etc. Under this scenario, a chrome plating facility will be inspected more frequently than a back-up, emergency generator which only operates a few hours per year.

Compliance inspections are conducted by well-trained District air quality inspectors. Inspections include a physical inspection of the facility and equipment, a review of operating and monitoring records, and the use of advanced detection equipment, where appropriate, to determine compliance with permitted emission limits. During the inspection, District staff ensures that the equipment is permitted appropriately, and that the facility is operating in compliance with all permit requirements and applicable local, state, and federal regulations. If the facility is determined to be in non-compliance, the inspector issues the facility an enforcement action that requires prompt correction of the issue and generally results in the imposition of a civil penalty to dissuade from any non-compliance in the future.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are top priorities. Inspectors are on-call 24 hours per day, seven days a week and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate non-compliance with District rules, including potential public nuisances. Along these same lines, the District added the ability to easily submit complaints, including video and photographs, online and through mobile smartphone applications. District staff are required to keep the reporting party apprised of the investigation findings until it has been completed. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize multilingual translation services, in the field or over the telephone, to ensure that all communities and groups within the Valley are properly served.

Emissions Testing

District inspectors oversee hundreds of third-party emissions tests conducted at stationary sources each year for the purpose of measuring air pollutants and ensuring compliance with established standards from stationary sources of air pollution. District staff have three main tasks when overseeing source tests at stationary source sites. First they review the source test protocol, submitted by the third party source testing contractor, which outlines the testing methods that testing period. District staff reviews the protocol to ensure the proper testing methods will be used and that the source test contractor has the proper equipment and certifications to conduct the test. The second task is to witness the test to ensure the source test contractor follows the correct testing procedures. Lastly, District staff reviews the source test results to ensure the data is properly reported and to act promptly on any compliance issues related to the testing.

In addition, the District utilizes its monitoring van and portable exhaust gas analyzers to assess the emissions from internal combustion engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all permitted and/or rule emission limits.

Gasoline Station Permitting, Inspecting and Testing Program

Gasoline stations, in aggregate, are one of the largest potential sources of volatile organic compounds in the Valley. A comprehensive and effective permitting, inspection

and testing program is important to ensure the vapor recovery systems operate as designed and the Valley realizes the emission reductions anticipated in Rule 4621 (Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels and Bulk Plants) and Rule 4622 (Gasoline Transfer into Motor Vehicle Fuel Tanks).

District staff continues to inspect gasoline station vapor recovery systems on a routine basis looking for torn hoses, damaged nozzles, and missing parts. However, during recent years there have been many changes in vapor recovery technology and state laws such that the simple visual inspections are no longer sufficient. More emphasis is now being placed on performance tests that evaluate gasoline station equipment effectiveness. As a result, the District implemented a gasoline dispensing tester certification and training program to ensure qualified third party contractors are available for operators of this equipment.

Wood Burning Heaters and Fireplaces

Further reducing residential wood smoke emissions is a high priority under the District's 2018 PM2.5 Plan given the significant localized health impacts associated with residential wood smoke. Scientific studies show that prolonged inhalation of wood smoke contributes to lung disease, pulmonary arterial hypertension, and pulmonary heart disease, which can eventually lead to heart failure. District Rule 4901 is designed to improve public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February).

Since 2004, the District has had a robust enforcement program for designated wood burning curtailment days to ensure the District is achieving the expected emission reductions as a result of the requirements of the rule. This includes having a significant portion of field staff mandatorily assigned to conduct proactive surveillance in counties with declared wood burning curtailments. The District also conducts surveillance in counties with curtailments on days that District offices are closed and performs periodic night-time surveillance throughout the Check Before You Burn season.

In the District's ongoing efforts to utilize the latest forms of technology to improve efficiency and effectiveness, the District tested several technologies for nighttime fireplace and wood burning heater enforcement. The District purchased ultra-low light cameras, which have the greatest capacity to capture non-compliance through photographic and video evidence. The use of the cameras are able to clearly document smoke coming from chimneys in extremely low-light conditions in a way that previous technologies used and tested were unable to match.

Compliance Assistance

The District believes in working closely with businesses and residents to assist in achieving compliance with air pollution rules and regulations. The Compliance Assistance program has emphasized an educational approach to help Valley residents and businesses comply with a variety of air pollution regulations. Businesses and individuals throughout the Valley are provided with:

- **Individualized Assistance:** Personal, one-on-one help is provided to thousands of businesses and residents to ensure they understand the federal, state, and District's requirements.
- **Compliance Assistance Bulletins:** Actively evaluate upcoming rule compliance dates and develop educational materials that are sent to affected groups including, but not limited to, residents, realtors, building departments, contractors, and industrial and commercial facilities.
- **Compliance Schools:** The District provides training classes regarding information on the topics of open burning, gasoline vapor recovery, and wood burning fireplaces and wood burning heaters to individuals who have received a Notice of Violation from the District. In addition to discussing the aforementioned specific topics, the courses also provide general air pollution training, discuss the air quality challenges of the San Joaquin Valley, and opportunities for them to contribute to improving air quality in the Valley.
- **Gasoline Station Tester Training:** Ongoing training for contractors is provided for those wishing to perform vapor recovery tests within the District. District rules require testers be certified to ensure there are a qualified pool of contractors from which businesses can choose to perform their equipment's testing.
- **Asbestos Training:** Comprehensive assistance on asbestos regulations is provided to the public, building industry, building departments, fire departments, and realtors. Staff continues to spend considerable time providing one-on-one assistance, in addition to group trainings, to the regulated community. The District has also developed online tools and resources to educate the public on asbestos notification requirements in the Valley.
- **Residential Wood Burning Heater Professional Training:** Training requirements for qualified individuals (those people having either a certification from the Fireplace Investigation Research and Education, Chimney Safety Institute of America, or the National Fireplace Institute or has documentation demonstrating they are qualified to perform inspections, maintenance and cleaning activities on wood burning heaters) who may be hired to perform inspections of wood burning heaters and pellet stoves to ensure they can be operated in a compliant manner prior for individuals who voluntarily request to register their wood burning heaters and pellet stoves.
- **Fugitive Dust Education:** Staff organizes and conducts classroom training for all groups required to submit dust control plans for construction activities and provides ongoing training and outreach as needed and as requested to businesses and entities that may be subject to the requirements.
- **Prescribed Burning Outreach:** The District meets periodically with the land managers of the USDA Forest Service, National Park Service, US Fish and Wildlife

Service, Bureau of Land Management, California Department of Forestry and Fire Protection, and Southern California Edison Company in order to minimize impacts of smoke from prescribed burns and wildfires. Compliance staff participate on the daily calls during fire season to keep abreast of wildfire and prescribed burn activities throughout the area.

- **Access to District Policies:** District policies are available on the internet for stakeholders to review, comment on, and use to assist them with complying with District requirements. The internet is updated regularly with new or modified policies to ensure availability of current information.

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-contract and post-contract performance of grant recipients. Thousands of field inspections are conducted to verify that equipment is appropriately replaced or controlled, adequately maintained, and also verifies that older equipment has been properly disposed of.

Incentive projects requiring compliance inspections include the replacement of older trucks with new less polluting ones, school bus replacements, agricultural pump engine replacements, emissions controls on trucks, and other related control strategies. Each funded project requires a minimum of two initial inspections and several types of projects require ongoing inspections and recordkeeping requirements to assure emission reductions are realized for the life of the project.

5.3 SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT HISTORY IN STOCKTON AB 617 COMMUNITY

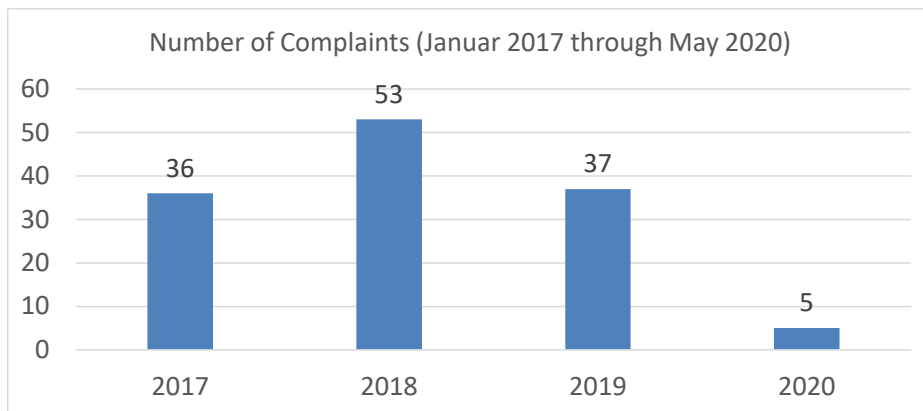
The District's enforcement presence within the Stockton AB 617 Community is comprised of many different facets including, but not limited to, performing facility inspections, investigating complaints from the public, investigating breakdowns, and overseeing third-party emissions testing at facilities. Since 2017, the District has conducted inspections of 2,409 equipment units during 1,121 inspections at permitted facilities within the Stockton AB 617 Community, has received and responded to 131 air quality complaints from the public, and has issued 212 enforcement actions associated with violations of air pollution rules and regulations. A listing of the facilities, inspections, complaints, and enforcement actions can be found in Appendix F.

5.3.1 RESPONSE TO PUBLIC AIR POLLUTION COMPLAINTS

The public plays an important role in protecting public health by reporting local air quality issues that they observe in their communities. Often these complaints serve as the first warning of an air pollution compliance issue that needs to be addressed. The District places the highest priority of responding to complaints from the public and responds to each and every complaint received. In addition, the District operates an "on-call" program to ensure that complaints received outside of normal business hours can be appropriately addressed since air pollution related issues are not bound by

normal business hours. The process of responding to a complaint can be unique for each complaint received depending on factors such as whether the issue is currently in progress, whether the issue is a recurring/ongoing issue, the type of source, the time of day, and the number of complaints received about the issue. Figure 5-1 shows the number of complaints received by the District each year since 2017

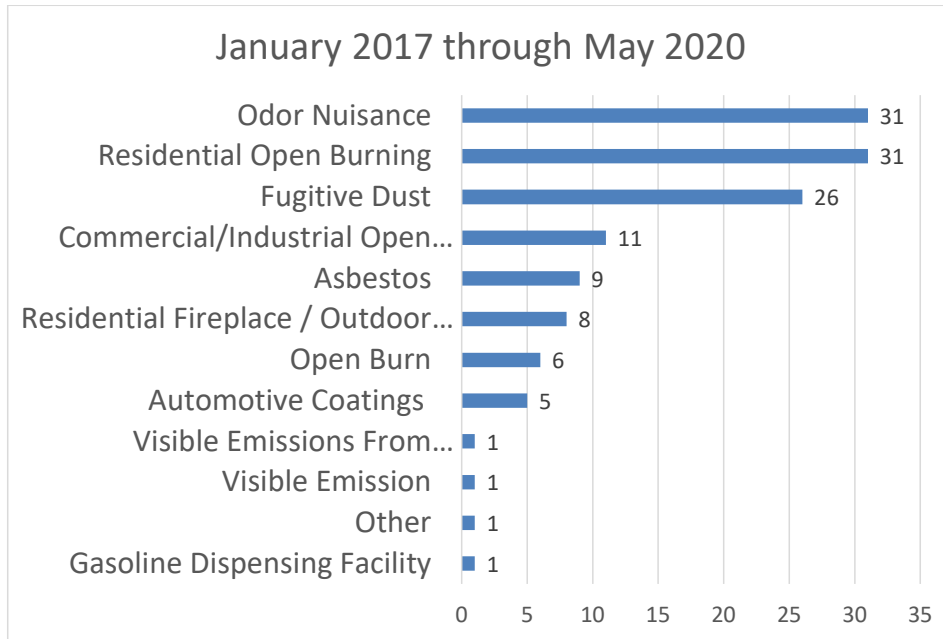
Figure 5-1 Number of Complaints by Year from 2017-2020



Based on the resulting complaint investigations, the District confirmed a violation of District rules or regulations and took enforcement action in 18 of the complaints, determined that the issue did not constitute a violation of any federal, state, or local air quality rule in 29 of the complaints, referred 2 complaints to the proper agency with jurisdiction over the issue, and was unable to confirm whether or not a violation occurred in the 82 remaining complaints (at times, the issues associated with public complaints can be transient in nature and the information provided by the reporting party may lack sufficient information to track down and confirm the issue). Of the 18 enforcement actions taken as the result of public complaints, 7 were for illegal residential open burning of waste, 2 were for illegal use of a residential fireplace or outdoor wood burning device, 2 were for fugitive dust related issues, 3 were for permitting/registration related issues, 1 were for agricultural open burns, and 3 was for work practices issues at an automobile coating operation

Figure 5-2 below details the complaints received by type since 2017. Complaints concerning odor nuisance and residential open burning each made up 23% of the total complaints received in the community. Complaints regarding fugitive dust made up approximately 20% of the complaints received in the community. In total, these three categories made up over 66% of the complaints received.

Figure 5-2 Number of Complaints by Type from 2017-2020



The District received and responded to 39 complaints regarding residential open burning and residential fireplace/outdoor wood burning devices during this period. The District confirmed illegal open burning and took enforcement action in 8 of these cases, determined that 3 were not a violation (permissible fireplace burn day or outdoor cooking fire), and was unable to confirm 28 of the complaints. In addition to the complaints received in these categories, members of the Community Steering Committee have suggested increased outreach/education and enforcement in these categories. The District has included specific enhanced enforcement and outreach/education measures as part of the CERP to reduce the potential for localized air quality impacts associated with failure to comply with District rules pertaining to residential open burning and residential fireplace/outdoor wood burning devices.

The District received 31 odor complaints during this period and determined that none of the complaints resulted in a violation failing under the District’s jurisdiction. Under state law, odors are regulated under public nuisance requirements. To become a violation, an odor must cause “injury, detriment, nuisance, or annoyance” to a considerable number of people or the public. Each of the odor complaints were separate instances from a single party; and therefore, did not rise to the level of a public nuisance under state law. Three of the complaints fell outside of the District’s jurisdiction and were referred to the appropriate agency.

Of the 26 fugitive dust complaints received, the District issued an enforcement action in 2 of the cases. In 2 of the instances, the District determined that the operation was complying with the District's Regulation VIII fugitive dust rules and public nuisance rules. In 22 of the instances, the District was unable to confirm the complaint. The complaints that did not result in enforcement actions or were unable to be confirmed were primarily associated with construction/ earthmoving activities track out or open areas. The District has included specific enhanced enforcement measures as part of the CERP to reduce the potential for localized air quality impacts associated with fugitive dust from construction/earthmoving activities and open areas subject to District Regulation VIII. Since the majority of the complaints have been received between April and September, these enhanced enforcement efforts will be conducted during the 2nd and 3rd calendar quarters.

The District received 11 complaints associated with commercial/industrial open burning. The District found that 9 were cooking fires which are exempt from open burning rules, 1 was a spontaneous combustion fire, and in the 1 remaining the District was either unable to locate the burn or the responsible party for the burn. The enhanced enforcement and outreach/education CERP measures for residential open burning will aid in compliance with the rules pertaining to illegal open outdoor burning.

The District received 9 complaints regarding federal asbestos requirements associated with regulated demolitions and renovations. The District issued enforcement actions in 3 of these instances, the District was unable to confirm 3 complaints in this category. The District took no enforcement action in 3 cases as the projects were either complying with federal asbestos requirements or were exempt under federal law.

The District received 2 complaints regarding visible emissions from equipment at facilities within the community. The District was unable to confirm whether or not a violation occurred in the 2 complaints in this category. As discussed below under the District Enforcement Action section, the District has included specific enhanced enforcement measures as part of the CERP to address failure to comply with emission standards at permitted facilities.

5.3.2 DISTRICT ENFORCEMENT ACTIONS

Federal and state law, along with local rules, require the enforcement of air quality rules and regulations. The District takes formal enforcement action for all violations of applicable federal, state, and local rules and regulations within its jurisdiction. In addition, the District enforces conditional permit requirements, Hearing Board orders, and at times seeks delegation to enforce statewide mobile source and greenhouse gas measures. Generally a Notice of Violation (NOV), which normally results in a civil penalty, is issued to document a violation. Under the limited circumstances specified in District Rule 1180, a Notice to Comply (NTC) may be issued for first-time, minor violations. An NTC does not carry a monetary penalty but does require quick resolution of the minor violation. Should a party not correct the violation within the timeframe established by the NTC, an NOV will be issued.

Over the past 3 years, the District has issued 175 NOVs and 37 NTCs in the Stockton AB 617 Community. Figure 5-3 shows the annual breakdown of NOVs and NTCs since 2017.

Figure 5-3 Number of Enforcement Actions Issued by Year (2017-2020)

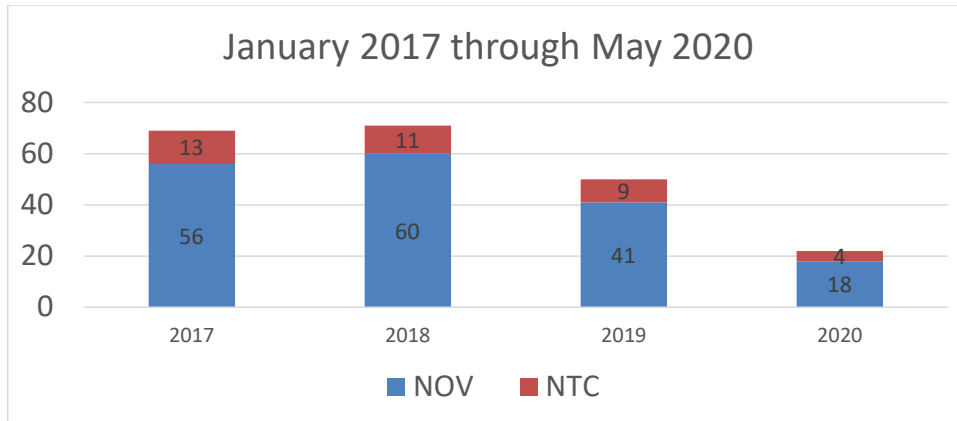
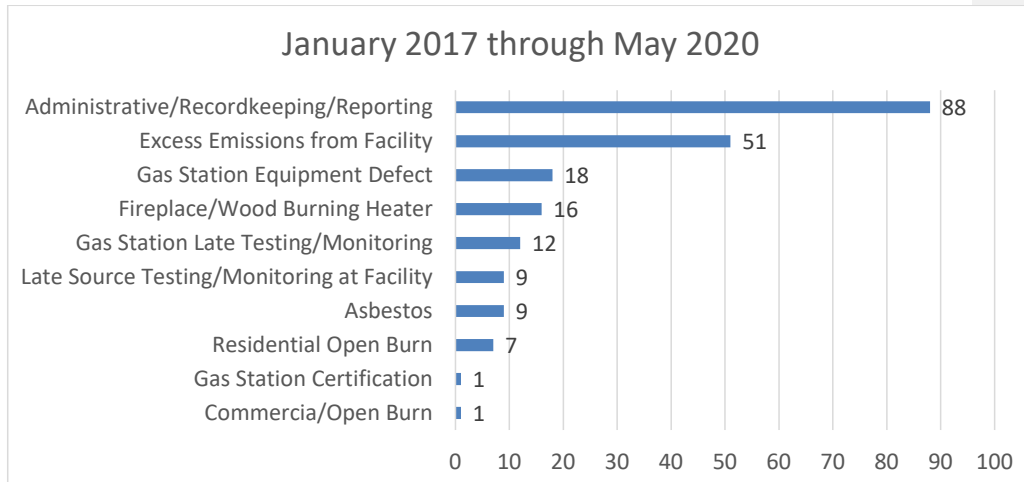


Figure 5-4 shows the enforcement actions categorized by type. Since 2017, 88 of the 212 enforcement actions resulted from violations of administrative requirements such as recordkeeping, late report submittal, operating with a suspended permit, or operating without a permit. The District issued 51 enforcement actions for violations resulting in excess emissions from facilities (not including gas stations). These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions to gas stations for violations resulting in excess emissions and 1 gas station certification enforcement action. These violations occurred at 14 gas stations in the area. The District believes that more frequent inspections for these 27 facilities would be prudent to limit the potential for air quality impacts associated with failure to comply with emission standards established by District permit, rule, or regulation.

In addition, the District believes a new pilot training program for conducting self-inspections of equipment at gas stations may help to limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing operations. Accordingly, the District has included a compliance assistance CERP measure to develop a new training program to instruct gas station operators on conducting thorough self-inspections to aid in the identifications and timely repair of system defects. The District will provide the hands on training to each gas station operator in the community.

Figure 5-4 Enforcement Actions by Type from 2017-2020



A review of the data also shows that the District has issued 7 violations for residential open burning, and 16 enforcement actions for fireplace/outdoor wood burning heater violations. This further demonstrates the need to include the aforementioned enhanced enforcement and outreach/education CERP measures.

5.4 CALIFORNIA AIR RESOURCES BOARD PROGRAM OVERVIEW AND ENFORCEMENT HISTORY IN STOCKTON

Section 5.4 Provided by the California Air Resources Board

The California Air Resources Board (CARB) enforcement programs cover the vehicles we drive, the diesel engines that power our economy, consumer products that we purchase and greenhouse gas (GHG) emissions from our industries and activities. The goal of Stockton’s enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. Through enforcement, CARB works to bring responsible parties into compliance, and in doing so, achieves a level playing field across industry so that no company can benefit from non-compliance at the expense of another. CARB also works to deter industries from future violations and takes compliance seriously, because the success of our programs and the protection of public health depend on it.

CARB applies enforcement programs professionally in accordance with our enforcement policy,²⁷ which was updated in 2017. CARB uses program data, complaints and inspections to identify potential non-compliance, and then investigates each case. Once a violation is identified, CARB notifies the responsible party and evaluates what happened. CARB works with the party to achieve compliance and measure the relevant facts and circumstances of each case, relative to the eight statutory factors as described in our enforcement policy, to determine an appropriate penalty. The case is settled when the responsible party has achieved compliance and both parties have agreed upon an appropriate penalty. If a mutual settlement cannot be reached, CARB refers the case to California's Attorney General for civil litigation.

Field inspectors are a critical component of CARB's Heavy-Duty Diesel Enforcement Program. The inspectors work across the state to inspect trucks and other equipment for compliance with CARB's diesel regulations, such as the Heavy-Duty Diesel Vehicle Inspection Program (HDVIP), Drayage Truck, Truck and Bus Regulation, SmartWay and Transport Refrigeration Unit (TRU) Air Toxic Control Measure. Field inspectors also conduct inspections for compliance with In-Use Off-Road and School Bus Idling regulations. CARB inspectors examine heavy-duty vehicles and equipment at numerous locations throughout California, such as at California Highway Patrol (CHP) scale facilities, warehouses, fleet yards, construction sites, random roadside locations, truck stops, rest areas, ports and rail yards.

CARB'S THREE YEAR ENFORCEMENT HISTORY IN STOCKTON

The following section provides an overview of CARB enforcement actions across several enforcement programs within the Stockton Assembly Bill 617 (AB 617) community boundary for years 2017 through 2019.

Under the heavy-duty vehicles and marine enforcement program sub-sections, CARB staff provide overviews of enforcement activities along with maps to display the approximate locations of program inspections, which may help to determine gaps in CARB enforcement activity as well as locations where enhanced enforcement is necessary to deter potential violators within the community. Additional sub-sections include overviews of CARB's fuel enforcement activities, statewide consumer product enforcement activities, case settlements, Supplemental Environmental Projects, and more.

CARB will work closely with the Community Steering Committee (CSC) to determine areas of non-compliance within the Stockton AB 617 area that needs an enforcement presence. CARB acknowledges enforcement presence can be increased in this area and will work with CSC and the San Joaquin Valley Air Pollution Control District (SJVAPCD) to identify opportunities for enhanced enforcement.

²⁷ <https://ww2.arb.ca.gov/resources/documents/enforcement-policy>

Heavy-Duty Vehicles Programs

Over the last three years, CARB has conducted 244 inspections on Heavy-Duty Diesel Vehicles (HDDV) within the selected Stockton AB 617 Community. These inspections occurred across 7 of 12 CARB HDDV enforcement programs, as described in Appendix 4.1.

Table 5-1 below summarizes HDDV enforcement actions in Stockton from 2017 to 2019. Of the five citations issued to HDDVs within the community boundary, four were for emissions violations and one was for a non-emissions violation. Emissions violations further contribute to air pollution while non-emissions violations do not (e.g., a truck not meeting labeling or reporting requirements). CARB is working to compile information on the resolution of violations issued in Stockton and will provide this data to CSC as it becomes available.

Table 5-1 HDDV Enforcement in Stockton: 2017-2019

Program	Inspections	Violations	
		Emissions	Non-Emissions
Drayage	25	0	1
Heavy-Duty Vehicle Inspection Program (HDVIP)	134	0	0
Idling	31	0	0
Off-Road	3	0	0
Smart Way	33	0	0
Transportation Refrigeration Unit (TRU)	2	2	0
Truck and Bus	16	3	0
Total	244	5	1

Figure 5-5 below provides a year-to-year comparison of HDDV enforcement actions and overall compliance rates from 2017 to 2019. Although overall compliance remains high (at and above 96 percent) over the three-year period, the low number of total inspections under the Drayage, Off-Road, TRU and Truck and Bus programs, demonstrate the need for more targeted inspections in the Stockton community. CARB will work closely with CSC to determine methods to identify areas of non-compliance by evaluating emissions inventory, air monitoring data, CARB’s three-year history and community groundtruthing information within the Stockton AB 617 boundary.

Figure 5-5 Year-to-Year Comparison of HDDV Enforcement in Stockton

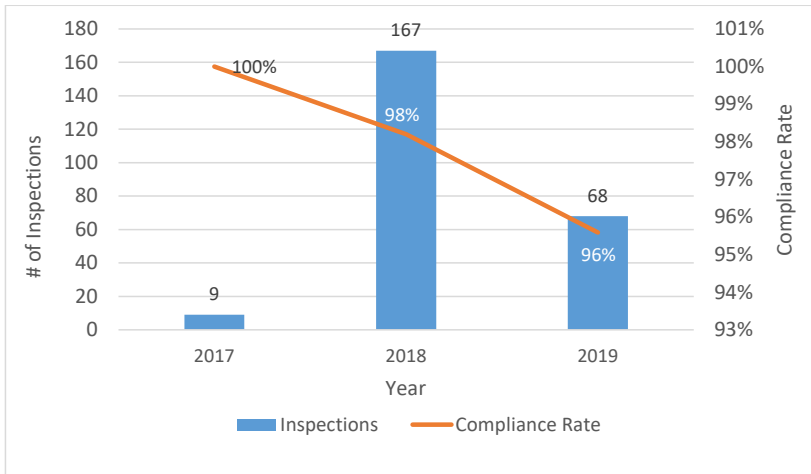


Figure 5-6 below shows the approximate locations (indicated by the truck icons) of the above-mentioned HDDV program inspections in the Stockton community boundary. Visualizing inspection locations helps CARB staff to determine any locations where enhanced enforcement is needed within the community. In the past, CARB staff would target areas with large concentrations of HDDVs such as truck stops and distribution centers. It is important to note that each location represents multiple inspections across the various HDDV programs. In addition, implementing random roadside inspections can be difficult because field staff, in coordination with the California Highway Patrol, must have enough space to perform inspections safely on the side of the road.

Figure 5-6 Map of Heavy-Duty Diesel Vehicle Inspections in Stockton: 2017-2019

In April 2017, the Governor signed into law Senate Bill 1 (SB 1),²⁸ a legislative package meant to generate significant funding for transportation projects (e.g., to repair local streets, bridges, and roadways) across California. SB 1 includes a provision that aims to bring old, polluting buses and trucks into compliance with applicable emission standards as outlined in the Statewide Truck and Bus Regulation, and authorizes DMV to deny registration to non-compliant heavy-duty vehicles²⁹ starting January 1, 2020, through December 31, 2023. By the end of 2023, 100 percent of trucks and buses registered in California, which are subject to the rule, will comply with this regulation.

In response to the legislation, CARB began a streamlined enforcement process to increase outreach to owners of heavy-duty diesel trucks and buses and provide an opportunity for vehicle owners to demonstrate compliance. Those with older vehicle models that could potentially be out of compliance were sent Notices of Non-Compliance (NC) and Notices of Violation (NOV)³⁰ from 2018 through 2019. In the last quarter of 2019, CARB sent warning letters to fleet owners who appeared to have vehicles that could potentially be out of compliance beginning January 1, 2020. HDDV owners are now required to show proof of compliance to Department of Motor Vehicles (DMV) with their vehicle registrations.

²⁸ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

²⁹ The regulation applies to nearly all diesel-fueled trucks, buses, and school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.

³⁰ A Notice of Non-Compliance letter is sent to request proof of compliance. If compliance cannot be verified, a Notice of Violation is sent.

Table 5-2 Summary of letters sent under SB 1 in Stockton: 2018-2019

Type of Letter	Number of Letters Sent
Warning letters	189
NC and NOV letters	157
Total	346

In Stockton, CARB identified 1,512 HDDVs within the Stockton community. As shown in Table 5-2 above, CARB issued 189 warning letters and 157 NCs and NOVs to owners of vehicles within the area in 2019. Of the 157 vehicle owners sent NCs or NOVs, 29 demonstrated compliance, whereas 118 vehicles were found to be non-compliant and were issued registration holds by DMV and were removed from the road. In total, CARB issued warning letters or took enforcement action against 346 vehicle owners. No enforcement action was taken on 10 other vehicles that were found not to be subject to the Truck and Bus Regulation.

Marine Programs

From 2017 to 2019, CARB staff performed 171 inspections for marine regulation enforcement at the Port of Stockton. Descriptions of the related marine enforcement programs are provided in CARB’s Appendix.

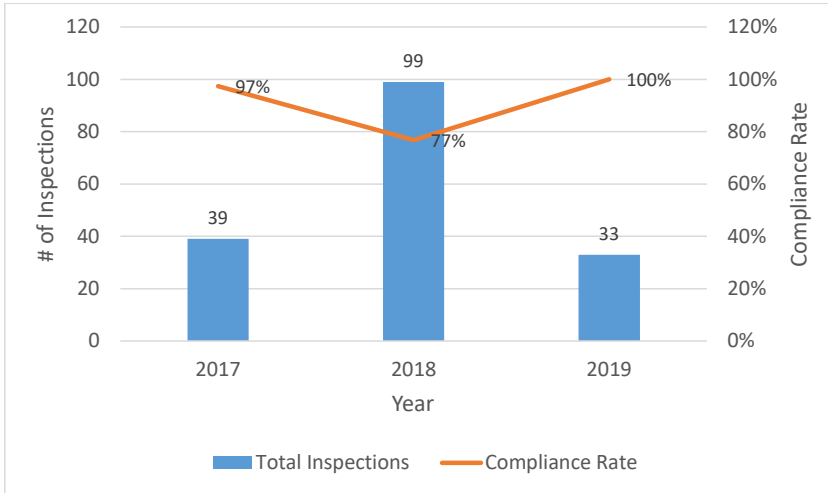
Table 5-3 Marine Enforcement in Stockton: 2017-2019

Program	Total Inspections	Violations
CHE	121	23
CHC	21	0
OGV	29	1
Total	171	24

As shown above, marine enforcement focused mainly on the Cargo Handling Equipment (CHE) Regulation. During this period, 24 NOVs were issued for violations of CHE and Ocean Going Vessels (OGV) programs. CARB staff did not find any violations of the Commercial Harbor Craft (CHC) Regulation.

below provides a year-to-year comparison of marine enforcement activities and overall compliance rates from 2017 through 2019.

Figure 5-7 Year-to-Year Comparison of Marine Enforcement in Stockton



Error! Not a valid bookmark self-reference. 5-8 below indicates the approximate locations of the above-mentioned marine program areas at the Port of Stockton. This

map may assist the community in identifying locations that CARB is not aware of or locations where additional inspections can occur.

Figure 5-8 Marine Enforcement Activity at the Port of Stockton: 2017-2019



Consumer Products

Consumer products are chemically formulated products used by household and institutional consumers and can be sources of toxic air contaminants and volatile organic compounds that community members unknowingly bring into their homes.

Examples include:

- Detergents and cleaning compounds
- Polishes and floor finishes
- Cosmetics and personal care products
- Home, lawn and garden products
- Disinfectants and sanitizers
- Aerosol paints and automotive specialty products
- Composite wood products

Consumer product inspections are an important regulatory tool to improve public health in the community. CARB investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect products for compliance with registration and dating requirements and send selected products to the laboratory for testing.

From 2017 through 2019, CARB conducted 1,883 consumer product inspections statewide. Consumer products are reported statewide because it is assumed these products are sold and delivered throughout the state. Table 5-4 below represents a breakdown of enforcement action in the state.

Table 5-4 Consumer Product Inspections Statewide: 2017-2019

Program	Total Inspections	Violation	Under Investigation
Aerosol Coatings	118	24	72
Antiperspirant/Deodorants	35	4	16
Composite Wood	120	11	50
Other Consumer Products	1,610	73	618
Total	1,883	112	756

Vehicles and Engines

CARB is responsible for evaluating the emission control systems of new vehicles and engines, and evaporative emission control systems of engine-equipped devices. When CARB finds that the vehicle/engine/evaporative emission control system complies with all of California’s emission standards and emissions-related requirements, the vehicle/engine/evaporative emission control system may operate in California.

CARB conducted six Vehicles and Engines inspections in the Stockton AB 617 Community during the 2017-2019 period. CARB staff found zero violations across the three programs listed in Table 5-5 below.

Table 5-5 Vehicles & Engines Program Inspections in Stockton: 2017-2019

Program	Inspections	Violations
49 State	1	0
Recreational Marine Engines	1	0
R134A	4	0
Total	6	0

Fuels Enforcement Program

CARB staff are responsible for setting standards and adopting regulations to achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources. Motor vehicle emissions are responsible for approximately 55 percent of air pollution emissions statewide.

As seen in Table 5-6, from 2017 through 2019, CARB staff conducted 112 fuel inspections in the Stockton community. There were no violations issued for these inspections within the community.

Table 5-6 Fuels Program Inspections in Stockton: 2017-2019

Fuel Type	Inspections	Violations
Gas	75	0
Diesel	28	0
Ethanol	8	0
Bio	1	0
Total	112	0

Case Settlements

This section presents an overview of settlement agreements reached between CARB and companies in violation of CARB regulations in the Stockton community. In 2017, a company that failed to comply with requirements of the CHE Regulation signed a settlement agreement with a penalty of \$170,625.00 that was paid to the California Air Pollution Control Fund. In August 2019, CARB settled a case with the Port of Stockton in the amount of \$8,625.00 for violating the CHE Regulation. For further details on these cases, please visit <https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-case-settlements>.

Complaints Summary and Resolution

CARB's previous complaint management system relating to HDDVs lacked the ability to track complaints by specific location. However, CARB staff have begun to work on and track all complaints through the California Environmental Protection Agency (CalEPA) Complaint Reporting System.³¹ This will allow CARB staff to better track complaints by community and to see the resolution of the complaint. Furthermore, this process will enhance CARB's complaint response by encouraging better complaint referrals (e.g. referring complaints to the proper agency and/or identifying complaints that may require multiple agencies to be involved in their resolution). To increase the effectiveness of the complaint program, CARB Enforcement developed a training to help communities identify possible violations and report an enforceable complaint.

Complaints are a vital part of CARB's enforcement program and we encourage the community to report possible violations regularly. In 2019, CARB received eight diesel complaints through CARB's complaint reporting system for the Truck and Bus

³¹ <https://calepacomplaints.secure.force.com/complaints/Complaint>

Regulation and four complaints through CalEPA's reporting system within the Stockton AB 617 Community. CARB referred the complaints received to the appropriate section in a timely manner.

Supplemental Environmental Projects

CARB has a Supplemental Environmental Project (SEP) Policy that allows community-based projects to be funded from a portion, up to 50 percent, of the penalties received during settlement of enforcement actions. Every year CARB initiates cases that result in settlements with monetary penalties. The goal of the SEP program is to improve public health, reduce pollution, increase environmental compliance and raise public awareness in neighborhoods most burdened by environmental harm. In Stockton, there is one school air filtration SEP that is currently pending approval for funding. In addition, there are three SEPs funded in the San Joaquin Valley Air District.

Area	AB617 Community	SEPs	Amount Funded	Funding Status
San Joaquin Valley	South Central Fresno	Healthy Air Neighborhoods-Fresno	\$ 35,000.00	Fully funded
San Joaquin Valley	Southwest Stockton	Installation of Air Filtration Systems in Stockton-Washington Elementary School	\$ 80,000.00	Fully funded
San Joaquin Valley	Shafter	Asthma Impact Model Kern	\$ 113,480.00	Fully funded

CARB's SEP policy can be accessed at <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

Outreach Materials

In an effort to provide communities with more knowledge, tools, and resources for enhanced enforcement, CARB Enforcement has developed the following outreach materials to further inform community members:

- **CARB's Enforcement Visualization Tool**

This web-based tool allows community members to see a map that details statewide field inspections and case settlements across California. This tool allows you to look up inspections by program, type, zip code, and date. A user guide has been developed to go along with the tool. This is a one-pager on how to use the Visualization Tool in your community. The Visualization Tool is available at <https://webmaps.arb.ca.gov/edvs/>.

- **Complaint Reporting**

- CARB has developed a community-focused training to provide communities with the information necessary to report a complaint. The trainings are tailored to each region within the AB 617 Program. For instance, the training provided in the San Joaquin Valley may differ from training given in West Oakland, based on the types of emission sources within the region, as well as contact information for other regulatory parties.
- As shown in Figure 5-9, CARB has also developed reporting cards (available in both English and Spanish) that include information on where to report complaints and what information to provide when reporting complaints. If the community is interested in receiving CARB's complaint reporting training or obtaining the Complaint Reporting business cards through the CSC or another outlet, please contact COES@arb.ca.gov, or speak to your local CARB Enforcement liaison.

Figure 5-9 CARB Complaint Reporting Business Cards

- **Supplemental Environmental Project Brochures**

The SEP brochure outlines the SEP program and how to apply. It is available in both English and Spanish. To learn more about the SEP program, visit <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

- **Informational Outreach Materials.** CARB staff are currently working on community outreach materials, including a multi-regulation booklet and a community idling factsheet. The booklet, geared towards community members, aims to provide information on the requirements for trucks and buses operating in their communities. For more information on any of the above outreach and training activities, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov.

CALEPA EJ INITIATIVE

In 2018 and 2019, CARB staff participated in a multi-agency initiative lead by CalEPA that focused on Stockton. As part of the initiative, CARB provided the City of Stockton with No-Idling signs. As of December 2019, seven signs were posted at various locations identified by the community as having high rates of idling trucks. Of the seven signs posted, three were on South Fresno Avenue, three were on Lincoln Street, near the DMV, and one was on Weber Avenue.

In addition, CARB developed a monitoring plan to help quantify the air pollution burden in the Boggs Tract community with a specific focus on George Washington Elementary School. CARB staff installed two Aeroqual sensors at the George Washington Elementary School and data was collected from July 30, 2019 to August 28, 2019. These sensors measured PM2.5, ozone and NO₂ concentrations in the community.

CARB also conducted mobile monitoring to characterize the air quality and its spatial pattern around the school and to identify possible sources of pollution. CARB staff collected monitoring data using a Mobile Sampling Platform. In total, CARB conducted 7 days of sampling from August 15, 2019 to August 30, 2019, making 19 rounds of the community and surrounding area. CARB concluded that areas in the vicinity of the school and near the port showed higher levels of PM₁₀ (and other coarser PM), which was observed to be consistent with road dust from unpaved roads. Initial analysis of the combined monitoring efforts appeared to show that the highest concentrations of measured pollutants were lower than both the Federal and State air quality standards.

The results of CalEPAs environmental justice initiative are located at the following link: <https://calrecycle.maps.arcgis.com/apps/Cascade/index.html?appid=99f5790b860844668bdef48f45dcfa00>

CARB ENFORCEMENT STRATEGIES

The goal of our enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be to achieve the same or higher compliance rates as observed in CARB inspections throughout the AB 617 Community. In addition, CARB's

goal is to work closely with CSC, SJVACPD, local organizations and other agencies within Stockton (e.g. City government) to address gaps in the enforcement of mobile sources. In the past, CARB focused mobile enforcement on high traffic areas, truck stops, distribution centers and areas where complaints were reported.

To achieve these goals, CARB is committed to enhancing enforcement activities within Stockton by utilizing the following tools:

- An assessment of the enforcement history data
- Emissions inventory
- Air monitoring data
- Groundtruthing observations to assist in targeting areas that may require additional enforcement with guidance from CSC

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton community. Listed below are CARB's enforcement strategies to help improve air quality in the Stockton community:

1. Increase the frequency of compliance inspections with guidance from CSC

CARB will collaborate with the Stockton CSC and the District to actively enhance enforcement activities throughout the community boundary. This will be done through a combination of improved complaint reporting, identifying multiple locations for focused inspections, inventory analysis, and community input. CARB will schedule report-back meetings to update CSC on both the status of inspections and to obtain additional areas of mobile source concerns. CARB will work with CSC to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles, TRUs, and off-road equipment are present. CARB will report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and NOVs issued.

As of September 2020, through CSC monthly meetings, the committee and citizens have heard there is a need to focus enforcement efforts in the following areas:

- a. Knife River area
- b. Charter Way and Fresno Avenue
- c. South El Dorado
- d. Boggs Tract
- e. Idling HDDVs near schools and residential areas

The fact that there were only two inspections of TRUs from 2017 to 2019, and both were determined to be non-compliant, warrants an increase of TRU inspections in Stockton. In 2021, with the help of CSC and SJVAPCD, CARB will increase TRU enforcement.

If members of CSC have additional guidance on where CARB staff can enhance enforcement efforts, please reach out to the Community Outreach and Enforcement Section at COES@arb.ca.gov.

2. Provide in-person community specific training

CARB will develop and offer training opportunities to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or SJVAPCD enforcement processes. In light of social distance mandates due to COVID-19, CARB may develop online trainings.

3. Achieve compliance with the Truck and Bus Regulation via SB 1

As mentioned earlier, SB 1 includes a provision that, beginning in 2020, a vehicle must demonstrate compliance with the Truck and Bus Regulation before it can be registered with the DMV. Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDDVs based on the model year of the vehicle. Under this legislation, compliance with the Truck and Bus Regulation will be fully implemented by 2023.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton such as the City of Stockton, school districts and other CalEPA agencies. For example, CARB staff may work with the City of Stockton to provide truck *No Idling* signage in areas where community members observe trucks idling. In addition, CARB may provide assistance in other areas such as land-use and urban planning, if needed.

5. Enhance CARB's data management practices

CARB is committed to enhancing the quality of enforcement data for the Stockton community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide CSC with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. This tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide annual report of enforcement activities

CARB's Enforcement Division will provide an annual report to CSC to summarize CARB's enforcement activities within the community and update strategies as require

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the CSC, if said strategies fall within CARB's jurisdiction and if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

As CARB adopts new regulations, CARB will enforce these measures and integrate associated activities and data into the Stockton enforcement measures.

APPENDIX

ENFORCEMENT PROGRAMS DESCRIPTION

Heavy-Duty Vehicle Inspection Program (HDVIP). The HDVIP requires inspection of heavy-duty trucks and buses for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested. CARB inspection teams perform tests at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation and up to \$1,000 a day.

Off-Road Construction Equipment (Off-road Regulation). Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders and backhoes. The Off-Road Regulation requires off-road fleets to meet fleet average emission standards and be equipped with best available control technology.

The Tractor-Trailer GHG Regulation (Smart Way). This regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that the U.S. EPA Smart Way program has verified or designated to meet their efficiency standards and reduce fuel consumption.

Solid Waste Collection Vehicles (SWCVs). The SWCV Regulation required vehicle owners to upgrade SWCVs by December 31, 2010. On January 24, 2019, the Board approved amendments that now require reporting for SWCVs with 2006 model year and older engines to avoid unnecessary registration delays at the California DMV starting in 2020 due to SB 1 requirements. The approved amendments also added heavy diesel-fueled on-road single engine cranes to the regulation and became effective on July 1, 2019. These specialized cranes are required to phase-in 2010 or newer model year engines from 2019 to 2027.

Transport Refrigeration Unit (TRU). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Because diesel particulate matter (diesel PM) is an identified toxic air contaminant, CARB adopted an airborne toxic control measure (ATCM) for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU Regulation.

Drayage. The Drayage Truck Regulation is part of CARB's ongoing efforts to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with goods movement. Heavy-duty vehicles that carry goods to or from a port or intermodal facility are required to be equipped with a 2007 or newer model year engine. This requirement becomes stricter in 2023, when drayage trucks are required to be equipped with a 2010 or newer model year engine, because drayage trucks will be required to meet the standards of the Statewide Truck and Bus Regulation.

Statewide Truck and Bus (STB). The STB Regulation requires diesel trucks with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters, or replace older engines with cleaner engine technology, on a schedule based on the model year of the engine and GVWR. The following timeline outlines the engine requirements HDDV must meet to be in compliance with the regulation.

Idling. Idling and opacity inspections are performed to ensure an HDDV is compliant with emission standards and is not violating CARB's Idling Regulation. Idling for more than five minutes is prohibited unless the HDDV is certified clean idle and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at \$300 per violation and up to \$1000 per day.

FUELS INSPECTIONS

California's reformulated gasoline requirements are designed to reduce emissions from evaporation and the burning of gasoline, and Low Carbon Fuel Standard requirements are designed to reduce GHG emissions by reducing the carbon content of fossil fuels. To enforce these programs, CARB staff conduct inspections and review reporting information. When CARB identifies a violation, staff pursue compliance through corrective action and through the issuance and settlement of NOVs.

VEHICLES AND ENGINES

The New Vehicle/Engine Programs evaluate the emission control systems of new vehicles, engines, and evaporative emission control systems produced for California. When all emissions related requirements are met, CARB issues an Executive Order certifying the vehicle/engine/evaporative emission control system as compliant with California's emissions requirements. Vehicles and engines are not legal for sale in California until certified.

MARINE ENFORCEMENT PROGRAMS DESCRIPTION

Ocean Going Vessel (OGV) Fuels Regulation. The OGV Regulation is intended to reduce PM, diesel PM, NOx, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.

Cargo Handling Equipment (CHE). The Mobile CHE Regulation was adopted in 2005 to reduce toxic and criteria emissions such as diesel PM and NOx to protect public health. As part of CARB's continuing efforts to reduce emissions of air pollution in California, CARB staff conduct compliance inspections of CHE used at ports and intermodal rail yards. CHE transfers goods, performs maintenance and repair activities, and includes equipment such as yard trucks, rubber-tired gantry cranes, top handlers, side handlers, forklifts, and loaders. CARB staff also conduct smoke audits on CHE at regulated facilities to insure equipment is maintained to manufacturer specifications.

Commercial Harbor Craft (CHC). There are several types of harbor craft in California, including crew and supply boats, fishing vessels, ferries, excursion vessels, tug boats, barges, dredges, and other vessel types. The CHC Regulation was adopted in 2007 to reduce emissions of diesel PM, NOx, and Reactive Organic Gases from diesel engines used on CHC operated in Regulated California Waters (within 24 nautical miles of the California coast).

CONSUMER PRODUCTS PROGRAMS DESCRIPTION

Composite Wood Products. CARB's ATCM to control formaldehyde emissions from composite wood specifically focuses on three products: hardwood plywood, particleboard, and medium density fiberboard. Investigators in the Composite Wood Products program purchase samples of regulated products from outlets all over California. They inspect products and packaging for compliance with labeling requirements and send selected products to the laboratory for testing.

Consumer Products. Consumer products are chemically formulated products used by household and institutional consumers. Some examples are detergents and cleaning compounds; polishes and floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; and aerosol paints and automotive specialty products. Consumer products do not include other paint products, furniture coatings, or architectural coatings. Investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect product containers for compliance with registration and dating requirements and send selected products to the laboratory for testing.

MARINE INSPECTIONS IN STOCKTON

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	4/5/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	No
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste J	Stockton	Yes
2018	4/4/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	Yes

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste H	Stockton	Yes
2018	1/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	6/13/2019	Cargo Handling Equipment	205 Port Rd 1	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	12/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	No

Year	Date	Program	Street	City	Compliant (Yes/No)
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/7/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/11/2019	Commercial Harbor Craft	Port of Stockton West Complex	Stockton	Yes

COMPLAINTS IN STOCKTON

Complaint ID	Company City	Date Submitted	Complaint type
2619	Stockton	3/21/2019 8:11	Smoking Vehicle - Periodic Smoke Inspection
2869	Stockton	6/6/2019 9:08	Smoking Vehicle - Periodic Smoke Inspection
2870	Stockton	6/6/2019 9:27	Smoking Vehicle - Periodic Smoke Inspection
2984	Stockton	7/15/2019 14:18	Truck & Bus

3040	Stockton	8/2/2019 10:14	Smoking Vehicle - Periodic Smoke Inspection
3257	Stockton	10/8/2019 9:16	Truck & Bus
3259	Stockton	10/8/2019 9:50	Truck & Bus
3316	Stockton	12/5/2019 12:20	Tampering
COMP-45923	Stockton	9/5/2019 15:51	Excessive dust from construction site
COMP-41415	Stockton	1/14/2019 9:27	Indoor air quality concern
COMP-46297	Stockton	10/23/2019 11:01	unpermitted automotive painting business/illegal hazardous waste dumping
COMP-11902	Stockton	1/19/2017 19:37	Air pollution caused by Duraflame facility

HDDV CITATIONS IN STOCKTON

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2018	2/12/2018	Drayage		Y	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		Y	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Truck & Bus		Y	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	2/20/2019	Idling	Commercial	N	FRESNO @ SONORA
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/7/2019	Idling	Commercial	N	233 SOUTH FRESNO AVE
2019	6/3/2019	Idling	Commercial	N	205 SOUTH FRESNO ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	2/20/2019	Off-Road		N	FRESNO @ SONORA
2019	12/12/2019	Smart Way		N	225 Fresno st

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	12/12/2019	Smart Way		N	225 Fresno st
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	3/4/2019	Smart Way		N	55 SOUTH LINCOLN ST
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		Y	205 SOUTH FRESNO ST
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

5.5 LEVERAGING COMMUNITY INVOLVEMENT IN ENFORCING RULES TO REDUCE AIR POLLUTION

Members of the community play an important role in protecting public health by reporting air quality issues that they observe to both the District and CARB. The District and CARB value input from the public who reside and work in the community. The complaint process aids both agencies in identifying issues within the communities and ensuring timely resolution. Filing a complaint is easy. The following is the contact information for the District and CARB.



An effective complaint should contain as much information and as many details as possible as this helps the inspector in responding to the issue and conducting the investigation. The following information is helpful when filing a complaint:

- Time, date, and location of possible violation; including name of facility if known.
- Type of air quality concern. Describe what you see, smell, and feel.
 - See: smoke, fire, dust falling ash, etc.
 - Smell: rotten eggs, gasoline, oil, sweet, sour, smoke, etc.
 - Feel: burning eyes, throat/nose irritation, breathing problem, headache, etc.
- Is the issue still occurring? If not, when did it occur? Is it recurring? If so when?

- Time of day
- Day of week
- Your name and contact information – anonymous complaints can be filed but contact information often helpful in fine tuning the investigation.

To better leverage community involvement, the District and CARB will also assign a dedicated team to work with the Community Steering Committee to follow-up on community concerns, and to conduct community-level compliance assistance, outreach, and education related to compliance and enforcement of local and state rules and regulations. As part of this partnership, the District and CARB will track and report back to the Community Steering Committee on the ongoing enforcement activities within the community to monitor progress in meeting community enforcement measures and to look for innovative strategies to enforcement practices with the goal of increased compliance with air pollution rules and regulations within the community.

5.6 ENFORCEMENT STRATEGIES

5.6.1 DISTRICT ENFORCEMENT STRATEGIES

The District has used the assessment of the three (3) year compliance history in the Stockton AB 617 Community and comments shared by the Community Steering Committee to develop the list of enforcement strategies below which aim to reduce the potential for localized air quality impacts within the Stockton AB 617 Community. During implementation, District staff will provide regular updates on enforcement measures and will solicit guidance and feedback to continue to look for opportunities to evaluate and improve enforcement activities.

1. Enhanced enforcement of District Rule 4901 (*Wood Burning Fireplace and Wood Burning Heaters*) mandatory wood burning curtailments:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

2. Enhanced enforcement of District Rule 4103 (*Open Burning*) to reduce the illegal open burning of residential waste:

To limit the potential for localized PM_{2.5} and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

3. Enhanced inspection frequency of permitted sources:

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 will increase 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.

4. Enhanced enforcement of fugitive dust requirements

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, the District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton AB 617 Community during both the 2nd and 3rd quarter for the next five (5) years.

5. Pilot training program for conducting self-inspections at gas stations:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

6. Enhanced enforcement of the state's heavy-duty vehicle anti-idling regulation:

To limit the potential for localized PM_{2.5} and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

7. Report back to the Community Steering Committee on Enforcement Activities:

The District will track and provide an annual report to the Community Steering Committee to summarize the District enforcement efforts within the community and to monitor progress in implementing community enforcement measures and meeting enforcement goals.

8. Coordinate with other agencies

The District will seek opportunities to coordinate with other agencies within the Stockton AB 617 Community to address multimedia compliance issues as they arise.

9. Update enforcement strategies as appropriate

The District committed to evaluating the results of ongoing compliance activities within the Stockton AB 617 Community and moving forward will work with the Community Steering Committee to update measures as appropriate.

5.6.2 CARB ENFORCEMENT STRATEGIES

CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be

to achieve the same or higher compliance rates as observed in the three-year history. CARB staff will also work closely with the community steering committee, the Air District, and other agencies to address gaps in the enforcement of mobile sources and seek opportunities to close these gaps.

To support achieving these goals, CARB is committed to enhancing enforcement activities within Stockton AB 617 Community by utilizing the following tools:

- An assessment of the enforcement history data
- Targeting areas that may require additional enforcement with guidance from the community steering committee

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton AB 617 Community.

Listed below are CARB's enforcement strategies to help improve air quality in the Stockton AB 617 Community:

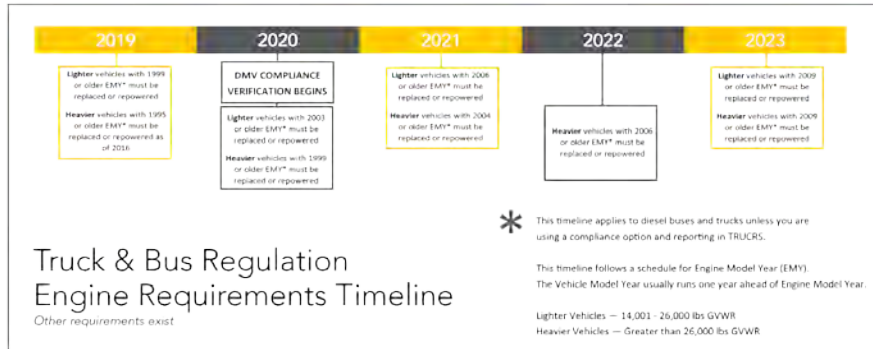
1. Increase the frequency of compliance inspections with guidance from the community steering committee:

CARB will collaborate with the Stockton AB 617 Community steering committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community steering committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the steering committee to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.

2. Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1:

In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDVs based on the model year of the HDV.

Figure 5-10 Truck and Bus Regulation Engine Requirements Timeline



3. Provide Annual Report of Enforcement Activities

CARB’s enforcement division will provide an annual report to the CSC to update and summarize CARB’s enforcement activities within the community.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton AB 617 Community.

5. Enhance CARB’s Data Management Practices

CARB is committed to enhancing the quality of enforcement data for the Stockton AB 617 Community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the community steering committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide in-person community specific training

CARB will develop and implement a new program that will be offered to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the community steering committee, if said strategies are enforceable by CARB

staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

6. METRICS TO TRACK PROGRESS

6.1 METRICS FOR FIVE-YEAR MILESTONE EVALUATION

Strategies implemented as a part of this CERP are designed to improve air quality in the community of Stockton. The five-year milestone evaluation is intended, per CARB guidance, to illustrate community scale emissions reductions and air quality trends that may not be evident on an annual reporting basis. To this end, the five year milestone report submitted to CARB for Stockton will include a comprehensive report explaining how air quality data obtained as part of the CAMP and the resulting analyses provided to CSC members helped inform ongoing implementation of CERP strategies and, to the extent possible, how these strategies resulted in lowering emissions in the community of air quality monitoring data obtained in the community throughout the term of the CERP, Additionally, the report will include as well as a complete accounting of all projects, emissions reductions, and associated co-benefits implemented as a result of AB 617 program implementation in the community of Stockton.

Table 6-1 Emission Reduction Targets for Incentives Measures

Measure #	Community Suggested Measures	Unit Type	# of Units	Allocation Amount	Cost per Unit (Averaged)	Direct Reductions Estimated Lifetime (Tons)
Community						
VB.1	Vegetative Barriers	Projects	2	\$ 1,000,000	\$500,000	0.5
UG.1	Trees and Urban Greening	Projects	2	\$ 1,000,000	\$500,000	-
LG.1	Residential Lawn and Garden Equipment	Equipment	50	\$ 20,000	\$400	0.3
LG.2	Commercial Lawn and Garden Equipment	Equipment	5	\$ 100,000	\$25,000	-
SC.1	Air Filtration in Schools (all schools in community)	Schools	33	\$ 2,640,000	\$80,000	-
IAQ.1	Home weatherization, Solar, Electrification, Air Filtration in Homes	Units	2000	\$ 1,000,000	\$500	-
Older Vehicles						
TP.1	Targeted Tune-In Tune-Up Events within Community	Events (400 cars/event)	5	\$ 300,000	\$60,000	3.7
TP.2	Drive Clean Vehicle Replacement	Cars	100	\$ 800,000	\$8,000	0.2
TP.3	EV Charging Stations	Chargers	15	\$ 375,000	\$25,000	-
TP.4	EV Mechanic Training	Trainings	10	\$ 150,000	\$15,000	-
TP.5	Car Share Program	Program	1	\$ 1,000,000	\$1,000,000	-
Land Use						
LU.2	Bike Paths and Infrastructure	Bike Paths	5	\$ 500,000	\$100,000	11
Heavy Duty Mobile Sources						
HD.1	Zero & Near-Zero Emission Heavy Duty Trucks	Trucks	50	\$ 10,000,000	\$200,000	209
HD.3	Heavy Duty Electric Vehicle Charging Infrastructure	Fueling Stations	1	\$ 1,000,000	\$1,000,000	-
HD.5	Truck Idling Plug-Ins	Plug Stations	33	\$ 100,000	\$3,030	-
HD.7	Electric School Buses	Buses	10	\$ 4,000,000	\$400,000	22
HD.10	Locomotive Switchers	Locomotive Switchers	4	\$ 6,800,000	\$1,700,000	546
HD.11	Truck Reroute Study	Study	2	\$ 1,000,000	\$50,000	-
Residential Wood Burning						
RB.1	Incentives to Replace Wood Burning Devices	Devices	100	\$ 300,000	\$3,000	49
Port						
P.2	Zero and Near-Zero Emission Technology at Port	Vehicles	10	\$ 2,000,000	\$200,000	3
P.3	Tug Boat	Boat	1	\$ 1,000,000	\$1,000,000	30
P.4	Marine Exhaust Intake	Project	1	\$ 2,000,000	\$2,000,000	240

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Table 6-2 Metrics for Tracking Progress of District Non-Incentive Measures

#	Measure	Type	2021	2022	2023	2024	2025
SC.2	Increase Participation in Healthy Air Living Schools	Outreach Activities	Ongoing Engagement				
O.1	Multilingual Outreach	Outreach Materials/ Events	Host 4 meetings, 1 targeted social media campaign annually.				
RB.2	Educate Public Regarding Harmful Effects of Residential Wood Burning Smoke	Outreach Materials/ Events	4	4	4	4	4
RB.4	Education about Illegal Residential Open Burning	Outreach Activities	1	1	1	1	1
RB.5	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Additional Surveillance Efforts	4	4	4	4	4
HD.6	Enhanced Enforcement of Statewide Anti-Idling Regulation	Additional Surveillance Efforts	4	4	4	4	4
P.1	Collaborate with Port to Facilitate Information Sharing	Meetings and Outreach	Ongoing. Outreach will be based on CSC implementation.				
P.5	Addressing Algal Blooms	Meetings	2	2	2	2	2
LU.1	Support Projects that Reduce VMT	Ongoing Support	Ongoing				
LU.4	Integration of Local and Regional Planning Efforts	Meetings	1	1	1	1	1
SS.4	Inspection frequency for permitted stationary sources	Surveillance	Varies based on compliance by facility. Will begin immediately.				
SS.8	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Rule Evaluations	x	x			
SS.9	Expedited Facility Risk Assessment And Risk Reduction	Risk Reduction Audits	See Appendix E for detailed list and schedule.				
FD.1	Enhanced Enforcement of Fugitive Dust Requirements	Surveillance	x	x	x	x	x

7. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PROJECT REVIEW

According to Section 15061 (b)(3) of the California Environmental Quality Act (CEQA) Guidelines, a project is exempt from CEQA if, “the activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Since the Project will result in an air quality benefit to the community, the Project is not expected to result in a significant impact under CEQA. As such, the common sense exemption applies.

In addition, this Project is an action taken by a regulatory agency, the San Joaquin Valley Air District, as authorized by state law for the protection and betterment of air quality in the San Joaquin Valley. CEQA Guidelines §15308 provides a categorical exemption for “actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.” No construction activities or relaxation of standards are included in this project. As such, for this additional reason, the District finds that the Project is exempt from CEQA.

Pursuant to Section 15062 of the CEQA Guidelines, the District will file a Notice of Exemption upon Governing Board approval of the Project.

GLOSSARY

AB 617 – Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) directs the state and local air districts to identify communities in California that are exposed to high levels of air pollution and established the Community Air Protection Program. Air districts with input from residents and stakeholders are to develop community focused action plans and community air monitoring plans to address localized air pollution and reduce exposure to particulate matter and toxic air contaminants.

Area Sources – Sources of air pollutants that individually emit relatively small quantities of air pollutants, but that may emit considerable quantities of emissions when combined over a large area. Examples include water heaters, lawn maintenance equipment, and consumer products.

Best Available Control Technology (BACT) – These are the most stringent requirements for new or modified sources. An emissions limitation based on using the most up-to-date methods, systems, techniques, and production processes available to achieve the greatest level of emission reductions.

Best Available Retrofit Control Technology (BARCT) – An emissions limitation based on the maximum degree of reduction achievable for existing sources considering environmental, energy, and economic impacts.

Black Carbon – Black carbon is the sooty black material emitted from gasoline and diesel engines, and other sources that burn fossil fuel. It comprises a significant portion of particulate matter. Inhalation of black carbon is associated with health problems including respiratory and cardiovascular disease, cancer, and birth defects.

California Air Resources Board (CARB) – The State of California agency responsible for air pollution control. Responsibilities include: establishing State ambient air quality standards, setting allowable emission levels for mobile sources of emissions and consumer products.

California Environmental Quality Act (CEQA) – Legislation requiring state and local agencies to disclose the significant environmental impacts of a project through the preparation of an Initial Study, Negative Declaration or Environmental Impact Report, including actions to mitigate any significant environmental project impacts.

Cancer Risk – The likelihood that a person will develop cancer during their lifetime.

Carbon Monoxide (CO) - a colorless, odorless gas emitted from combustion processes like mobile sources.

Cargo Handling Equipment (CHE) – Equipment used to move containers within a marine terminal. Cargo-handling equipment includes rubber-tired gantry (RTG) cranes, yard tractors, side-picks, and top picks. The large ship-to-shore cranes that move

containers from the vessel to the container yard and vice-versa are not included in the definition of CHE.

Concentrations – Pollution in the air is typically expressed as a *concentration*. A concentration is the amount that could be extracted from a given volume of air (like a cubic meter). For example, the amount of particulate matter concentrations in terms of “micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).” This is a measure of the amount of particulate matter collected if you were to draw a cubic meter of air through a clean filter, and then weigh the filter on a scale that can measure millionths of a gram. Today we would expect, on average, to be able to collect about 10 μg of PM_{2.5} from a cubic meter of ambient air.

Control Device – Devices designed to capture, remove and/or reduce pollutants that would otherwise be emitted into the air. Examples are baghouses, scrubbers, dust collectors, direct flame afterburners, vapor recovery units, and water sprayers.

Criteria Air Pollutants – As required by the Clean Air Act, the U.S. Environmental Protection Agency (EPA) identifies and set standards to protect human health and welfare for six pollutants: ozone, carbon monoxide, particulate matter, sulfur dioxide, lead, and nitrogen oxide. The term “criteria pollutants” derives from the requirement that the U.S. EPA must describe the characteristics and potential health and welfare effects of these pollutants. U.S. EPA periodically reviews new scientific data and may propose revisions to the standards as a result.

Diesel Engine – An internal combustion engine in which ignition of the fuel, which is injected into the combustion chamber, is caused by the elevated temperature of the air in the cylinder due to mechanical compression.

Diesel Particulate Matter (DPM) – The particles found in the exhaust of diesel-fueled compression ignition engines. Diesel PM may combine and adsorb other species to form structures of complex physical and chemical properties.

Drayage Trucks – A truck used to haul containers to and from the container terminals. It consists of the tractor unit and a semitrailer consisting of the container on a chassis (wheeled base).

Emissions – A gas or liquid stream containing one or more air contaminants discharging or emitted into the atmosphere.

Enforcement Action – When non-compliance with District rules and regulations and local, state, and federal requirements which the District has authority over.

Environmental Protection Agency (EPA) – The federal agency in charge of creating and enforcing regulations to protect human health and the environment.

Fine Particulate Matter (PM_{2.5}) – Particulate matter (PM) is a mixture of solid particles and liquid droplets suspended in the air. Of these particles, those less than 2.5 micrometers in diameter, called fine PM or PM_{2.5}, pose the greatest risk to health. See particulate matter.

Gasoline Dispensing Facilities (GDF) – Retail service station or private facility that stores and/or dispenses gasoline into fuel tanks.

Greenhouse Gases (GHG) – Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), halogenated fluorocarbons (HCFCs), ozone (O₃), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and hydrofluorocarbons (HFCs).

Health Risk Assessment (HRA) – A detailed comprehensive analysis to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations, and to assess and quantify both the individual and population wide health risks associated with those levels of exposure.

High Efficiency Particulate Air Filters (HEPA filters) – A high efficiency particulate air filter capable of filtering 0.3 micron particles with 99.97 percent efficiency.

Idling - keep the engine of a vehicle running while parked.

Indirect Sources – Land uses and facilities that attract or generate motor vehicle trips and thus result in air pollutant emissions; for example, shopping centers, office buildings, warehouses, and airports.

Minimum efficiency reporting value (MERV) – Developed by the American Society of Heating, Refrigerating and Air Conditioning Engineers, MERV rates the effectiveness of air filters. The higher the number, the finer the filtration.

Mixed Land Use – A range of land uses including residential, commercial, and industrial to be collocated in an integrated way that supports sustainable forms of transportation.

Mobile Sources Of Air Pollution – Any motor vehicle that produces air pollution, e.g., cars, trucks, motorcycles (on-road mobile sources) or airplanes, trains and construction equipment (off-road mobile sources).

National Ambient Air Quality Standards (NAAQS) – The Clean Air Act requires U.S. EPA to set National Ambient Air Quality Standards (NAAQS) at a levels determined to be protective of public health within an adequate margin of safety for six pollutants referred to as criteria pollutants. Standards are set based on scientific research and policy assessments reviewed by the Clean Air Scientific Advisory Committee.

New Source Review (NSR) – A pre-construction permitting review requirement that ensures that when a new source of air pollution is built, or when an existing source is modified, the source will implement effective emission control technology and will comply with related regulatory requirements pertaining to air emissions.

Nitrogen Oxides (NOx) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

Off-Road Vehicles – An off-road vehicle is any type of vehicle which can drive on and off paved or gravel surfaces. They are generally characterized by having large tires, open treads, a flexible suspension or caterpillar tracks. Other vehicles that do not travel public streets or highways are called off-highway vehicles and include tractors, forklifts, cranes, backhoes, bulldozers and golf carts.

On-Road Vehicles – A vehicle designed to legally carry people or cargo on public roads and highways such as buses, cars, trucks, vans, motor homes, and motorcycles.

Ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

Particulate Matter (PM) – PM includes a wide range of particles that vary in terms of their size and mass, physical state (solid or liquid), chemical composition, toxicity, and how they behave and transform in the atmosphere. PM is commonly characterized based on particle size. Ultrafine PM includes the very smallest particles less than 0.1 micron in diameter (one micron equals one-millionth of a meter). Fine PM, commonly referred to as -PM_{2.5}, consists of particles 2.5 microns or less in diameter (includes ultrafine PM). Coarse PM refers to particles between 2.5 microns and 10 microns in diameter. The term “coarse” particles may be misleading; it should be emphasized that even “coarse” particles are still very tiny, many times smaller than the diameter of a human hair. PM₁₀ consists of particles 10 microns or less in diameter (includes ultrafine, fine and coarse PM).

Parts per Billion (ppb) – A weight-to-weight ratio used to describe concentrations. Parts per billion (ppb) is the number of units of mass of a contaminant in the air per 1000 million units of total mass.

Parts per Million (ppm) – A weight-to-weight ratio used to describe concentrations. Parts per million (ppm) is the number of units of mass of a contaminant in the air per million units of total mass.

Partial Zero Emission Vehicle (PZEV) – PZEV is an automobile that has zero *evaporative* emissions from its fuel system and meets Super Ultra Low Emissions Vehicle (SULEV) tailpipe-emission standards. Evaporative emissions are the gasoline fumes that escape during refueling or from the fuel tank and supply lines. See also ZEV.

Sensitive Receptors – Members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses.

Stationary Sources of Air Pollution (Stationary Sources) – A fixed, non-mobile producer of air pollution, usually found at industrial or commercial facilities.

Toxic Air Contaminants (TACs) – TACs are air pollutants, identified by CARB, which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential health hazard. Health effects may occur at extremely low levels of TACs.

Transport Refrigeration Unit (TRU) – Refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.

Vehicle Miles Traveled (VMT) – One vehicle (whether a car carrying one passenger or a bus carrying 30 people) traveling one mile constitutes a vehicle mile.

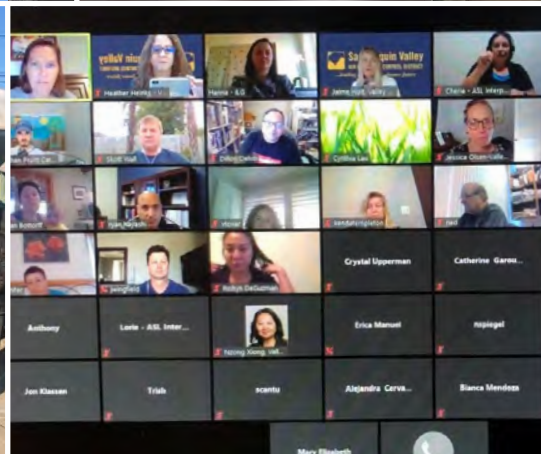
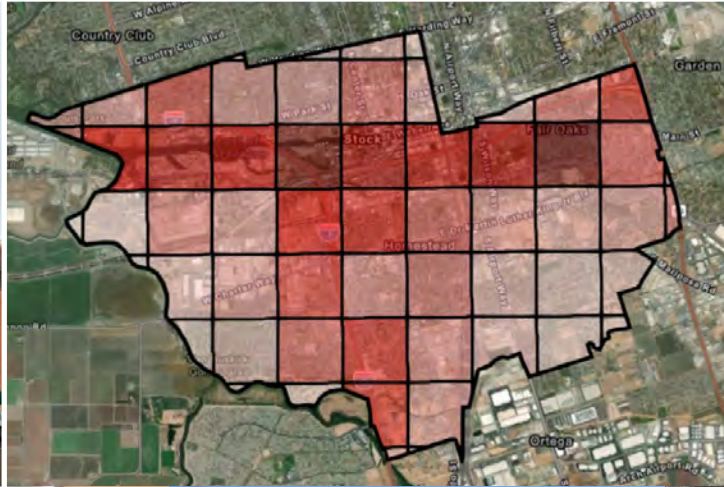
Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

Zero-Emission Vehicle (ZEV) – Vehicles which produce no emissions from the on-board source of power (for example, a fully electric vehicle).

Community Emissions Reduction Program

Stockton

February 3, 2021 Draft



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

EXECUTIVE SUMMARY

The air quality challenges that the communities in the San Joaquin Valley face are unmatched by any other region in the nation. The San Joaquin Valley, due to its unique geography, topography, and meteorology, continues to face daunting challenges in meeting the latest federal health-based air quality standards. Since 1992, the San Joaquin Valley Air Pollution Control District (District) has implemented nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Numerous plans to improve Valley air quality and attain state and federal air quality standards have detailed a wide-range of strategies, including regulatory measures, extensive incentive investment to promote clean-air technologies in Valley communities, and other first-of-their kind measures, such as the District's Indirect Source Review regulation which reduces emissions from new construction and development projects, and the nationally recognized Tune-in-Tune Up vehicle repair program. The District also has dedicated field staff that are in communities throughout the Valley conducting inspections and responding and investigating complaints to ensure that Valley businesses and residents are complying with federal, state, and local rules and regulations.

As a result of the District's stringent and comprehensive air quality management strategy, along with significant investments made by Valley businesses and residents, since the District's formation in 1992, PM_{2.5} and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM₁₀ federal air quality standard. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM_{2.5} levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%.

Despite these regional air quality improvements, significant concern has been expressed by the California legislature about potential localized impacts of air pollution in disadvantaged communities throughout the state. In answer to that concern, Assembly Bill (AB) 617, signed into law in July 2017, initiated a state-wide effort to monitor and reduce air pollution, and improve public health, in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. The community of Stockton AB 617 Community was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of the third-year communities selected in the state to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

AB 617 provides mechanisms and resources to implement community-specific air quality monitoring networks; to develop, implement, and track emission reduction programs; to improve availability of data and other technical information; and to invest substantial funding in the community through voluntary incentive funding measures. Importantly, these measures are guided by advice and knowledge of local community

members, through their input and involvement on Steering Committees for each AB 617-selected community.

This Community Emission Reduction Program (CERP) provides a description of the community of Stockton AB 617 Community, including geographical boundaries and describes air quality challenges 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. Sources of pollution that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of the public engagement process between the Community Steering Committee (CSC), the District, and the California Air Resources Board. Working closely together as a unified partnership, the CSC developed numerous strategies that were ultimately selected for implementation in the community, including incentive funding measures, public engagement strategies, enforcement strategies, and regulatory strategies. Many of the strategies will require close collaboration with state and local organizations and community based organizations to fully implement them. Also included in this CERP is an implementation schedule and necessary metrics for tracking emission reductions within the community. The metrics for tracking progress will be included in regular updates to the CSC during ongoing meetings, annual reporting, and at the five-year milestone.

This draft CERP anticipates investing over \$36 million in emission reduction incentives, and a variety of other clean air projects in the Stockton AB 617 Community area. Additional measures have been developed to reduce exposure to air pollution for sensitive receptors, including schools and residences. These efforts are projected to achieve up to approximately 67 tons of PM_{2.5} reductions and 970 tons of NO_x reductions as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk. Additional regulatory and outreach strategies will provide for further reductions in emissions and exposure, while increasing awareness of the community's air quality challenges and the resources available to help the public and businesses reduce emissions and avoid exposure to air pollution.

Air pollution emission reduction and exposure reduction measures implemented under AB 617 programs will further advance ongoing state and District efforts to reduce regional and community exposure to air pollutants. In the preparation of this CERP, the District has worked closely with the CSC, CARB, and the public. The CSC included, residents, community-based organizations, community members, environmental organizations, regulated industry representatives, other local agencies, and other key stakeholders and worked to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Stockton AB 617 Community. The plan developed through this collaborative process employs proven and innovative strategies, and significant resources, to improve community health by reducing exposure to air pollutants in Stockton AB 617 Community. This CERP and the many air quality improvement strategies it includes would not be possible without the tremendous

commitment and effort shown by Stockton Community Steering Committee members. This engaged group of individuals includes area residents; representatives from community and faith based organizations; owners and employees from businesses operating within the community; the City of Stockton, San Joaquin County, Port of Stockton employees; representatives from schools within the community and others. Additionally, the California Air Resources Board staff, members of state and local agencies including the San Joaquin Council of Government, California Department of Transportation, Housing Authority of the County of San Joaquin have also provided information and guidance to assist the CSC members in the development of the air quality improvement strategies in this CERP. Lastly, the Institute for Local Government should be commended for the excellent meeting facilitation services they provided to guide this process.

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1. INTRODUCTION

1.1 IMPLEMENTATION OF AB 617 IN STOCKTON AB 617 COMMUNITY

The implementation of Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) has brought additional clean air resources and strategies to Valley environmental justice communities that have been and are currently disproportionately burdened by socioeconomic disadvantages and air pollution, despite significant emissions reductions that have already been achieved regionally. AB 617 provides mechanisms and resources to adopt expedited schedules for the implementation of advanced control technologies for existing stationary source facilities; increased stringency of reporting requirements for stationary sources; develop and implement community-specific air quality monitoring networks; implement, and track localized emission reduction programs; improve availability of data and other technical information; and invest substantial funding in the community through voluntary incentive funding measures. Resources available through this legislation allowed the San Joaquin Valley Air Pollution Control District (District), working in partnership with the Stockton AB 617 CSC, through a comprehensive public outreach and community engagement process, to expand regional programs for community protection and develop a robust plan for reducing local exposure to various forms of air pollution including fine particulate matter and toxic air contaminants in the Stockton AB 617 Community.

Several requirements of AB 617 will serve to reduce air pollution in disadvantaged communities throughout the San Joaquin Valley. AB 617 legislation required districts that are in nonattainment for one or more air pollutants to adopt expedited rule review schedules, by January 2019, for the implementation of Best Available Retrofit Control Technology (BARCT). The District Governing Board adopted this schedule at a public hearing held in December 2018, which set the path forward for the District to research and potentially amend applicable rules. The expedited BARCT implementation schedule is discussed in more detail later in this document. Additionally, AB 617 requires "Stationary Sources" to report their criteria pollutant emissions inventory as well as their air toxics emissions inventory to the State on an annual basis. These emissions inventories will be presented via the Criteria Pollutant and Toxics Emissions Reporting regulation, once fully implemented by California Air Resources Board (CARB). Under AB 617, a Stationary Source is defined as a facility meeting any one of the following:

- Required to submit Greenhouse Gas emissions under the CH&SC § 38530 (Mandatory GHG Emissions Reporting),
- A facility that is authorized by a permit issued by a district to emit 250 or more tons per year of any nonattainment pollutant or its precursors, or
- A facility that receives an elevated prioritization score based on cancer or noncancer health impacts pursuant to Section CH&SC § 44360 (Air Toxics Hot Spots, Chapter 4: Risk Assessment).

The District has worked closely with CARB, regulated entities, and other stakeholders to implement this new reporting requirement in the Valley. Further

information on the implementation of the AB 617 stationary source criteria pollutant emissions inventory reporting requirement is available at: <https://ww2.arb.ca.gov/our-work/programs/criteria-and-toxics-reporting>.

The District's community identification and prioritization analysis for the second year of AB 617 implementation was based on extensive air quality analysis, numerous health indicators from the state's CalEnviroScreen model (version 3.0), and various other socioeconomic indicators. In developing San Joaquin Valley community recommendations for additional clean air resources and public engagement under AB 617, the District conducted a public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through public workshops and meetings throughout the Valley.

Based on this extensive public engagement effort, significant interest and support for the Stockton community, and the District's comprehensive identification and prioritization analysis: the Stockton Community was recommended by the District Governing Board as a second-year AB 617 community. Sources that affect Stockton AB 617 Community include mobile sources and freeways, port operations, and industry. The Stockton AB 617 Community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts designated as disadvantaged communities. After further technical review and public engagement, the Stockton AB 617 Community was ultimately selected by the CARB Governing Board for the development of a community air monitoring plan and an emissions reduction program designed to reduce pollution impacts in the selected community.

In accordance with the community-driven nature of AB 617 directives, in September of 2019 the District Governing Board directed staff to immediately convene a CSC committee under a set of guiding principles. The CSC is comprised of residents, businesses, community based organizations, environmental justice advocates, and public agencies, working together to craft and develop a community air monitoring plan and a Community Emissions Reduction Program (CERP). To ensure successful implementation of AB 617, residents, businesses, non-profits organizations, state and local agencies, and other stakeholders from all sectors within the selected community were involved in the development of CERP. Towards that end, the District has worked extensively with the CSC to develop innovative strategies that, once implemented, will improve air quality in the Stockton AB 617 community. The District community recommendation for CARB under the second-year implementation can be found here: https://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2019/September/final/10.pdf

The Stockton AB 617 Community air monitoring map was developed with the advice of the community Steering Committee. The community-specific air monitoring network will provide an expanded monitoring capacity designed to provide scalable, portable, and rapidly deployable air monitoring equipment to the community. This includes a combination of air monitoring platforms equipped with highly specialized analyzers capable of monitoring a full range of criteria and toxic pollutants. Various monitoring

platforms include larger air monitoring trailers, mobile air monitoring vans, and compact air monitoring sensors. Monitoring data from these sensors will be made available to members of the public in real-time on the Stockton AB 617 webpage. The full community air monitoring plan, with further details on selected monitoring equipment and monitoring locations, is available at:

<http://community.valleyair.org/selected-communities/stockton/community-air-monitoring/>

As a culmination of the community-driven actions and engagement called for under AB 617, the Stockton Community Steering Committee has developed a Community Emissions Reduction Program (CERP), in partnership with CARB, residents, affected sources, and local government bodies in the affected community. Steering Committee input and other comments received from the public in the community have provided instrumental information, critical to implementing community-specific measures and addressing community concerns. Strong collaboration between community members, the District, CARB, and other local agencies has resulted in the development of an ambitious plan for reducing localized pollution and associated health impacts in Stockton AB 617 Community.

This CERP provides a description of the Stockton AB 617 Community, 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. Sources of pollution that are of particular concern to community members are highlighted, and possible strategies for reducing pollution impacts from these sources are evaluated. The strategies that were ultimately selected for implementation in the community are outlined, including incentive funding measures, public engagement strategies, enforcement strategies, regulatory strategies, and strategies that will be completed in partnership with other agencies and local organizations. Finally, an implementation schedule and metrics for tracking emission reductions in annual reporting and at the five-year milestone are discussed in detail.

1.2 HEALTH BASED AIR QUALITY OBJECTIVES

CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including fine particulate matter and toxic air contaminants. As specified in CARB's Community Air Protection Program Blueprint, Appendix C: Criteria for Community Emission Reduction Programs (https://ww2.arb.ca.gov/sites/default/files/2018-10/final_community_air_protection_blueprint_october_2018_appendix_c.pdf), this plan will focus on reducing individual criteria air pollutant and toxic air contaminant emissions to address the impacts of community exposure to multiple pollutants. While each community faces distinct health-based challenges, CARB guidance states that broad health-based air quality objectives provide a consistent foundation for determining the appropriate levels of emissions reductions for CERPs statewide.

The U.S. Environmental Protection Agency and the State of California have established ambient air quality standards, which set health-protective levels for the following criteria

pollutants: ozone, particulate matter with a diameter of 10 microns or smaller (PM₁₀), particulate matter with a diameter of 2.5 microns or smaller (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California also has standards for sulfates, vinyl chloride, and hydrogen sulfide. Due to the region's topography and meteorology, the Valley is classified as Serious nonattainment for the federal PM_{2.5} standards, and Extreme nonattainment for federal ozone standards.

Particulate Matter: Particulate matter is a mixture of solid particles and liquid droplets in the air. PM can be emitted directly into the atmosphere (primary PM), or can form as secondary particulates in the atmosphere through the photochemical reactions of precursors (when precursors are energized by sunlight). Thus, PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. PM₁₀ is particulate matter that is 10 microns or less in diameter, and the PM_{2.5} subset includes smaller particles that are 2.5 microns or less in diameter.

Any particles 10 microns or less are considered respirable, meaning they can be inhaled into the body through the mouth or nose. PM₁₀ can generally pass through the nose and throat and enter the lungs. PM_{2.5}, which is the portion of PM₁₀ that is less than 2.5 microns in size, when inhaled can move deep into the gas exchange tissues of the lungs, where it can be absorbed into the bloodstream and carried to other parts of the body. The potential health impacts of particle pollution are linked to the size of the particles, with the smaller particles having larger impacts. Numerous studies link PM_{2.5} to a variety of health problems, including aggravated asthma, increased respiratory symptoms (irritation of the airways, coughing, difficulty breathing), decreased lung function in children, development of chronic bronchitis, irregular heartbeat, non-fatal heart attacks, increased respiratory and cardiovascular hospitalizations, lung cancer, and premature death. Children, older adults, and individuals with heart or lung diseases are the most likely to be affected by PM_{2.5}.

Many studies have quantified and documented the health benefits of attaining the U.S. Environmental Protection Agency (EPA) air quality standards for PM. The Valley Air Basin is in attainment of the federal standards for PM₁₀, but is currently classified as Serious nonattainment for the federal PM_{2.5} standards. The District, in partnership with CARB, developed the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*, which was approved by EPA on June 30, 2020 and details strategies to move the region towards attainment of the federal PM_{2.5} standards. More information is available at: <http://valleyair.org/pmplans>. This plan is also discussed in further detail in Chapter 3.

Ozone: Ozone is a regional air pollutant that is formed through complex chemical reactions in the atmosphere. In contrast, PM_{2.5} concentrations are the result of both local and regional emissions, and reducing localized emissions of PM_{2.5} can reduce disparities in exposure experienced in communities with high cumulative exposure burdens. CARB Office of Community Air Protection guidance states that, because ozone formation is driven by regional rather than localized source contributions, ozone should be addressed in regional air quality improvement efforts through the State

Implementation Plan. Therefore, ozone and related precursors have not been addressed as a part of this CERP development. The District's current plan for attainment of health-based ozone standards throughout the San Joaquin Valley Air Basin can be found here: http://valleyair.org/Air_Quality_Plans/Ozone_Plans.htm

Toxic air contaminants: Toxic air contaminants (TACs) also contribute to a community's cumulative exposure burden. Exposure to TACs can increase the risk of acute and chronic health impacts as well as cancer. Diesel particulate matter is a large concern in areas with high exposure to diesel engine emissions, such as the community of Stockton AB 617 Community. Other toxic air contaminants can contribute to localized health risks, including metals; air toxics related to fossil fuel production, such as benzene and toluene; and compounds associated with combustion, including polycyclic aromatic hydrocarbons and dioxins. The California Office of Environmental Health Hazard Assessment (OEHHA) establishes threshold concentrations for toxic air contaminants at which exposure is not expected to trigger non-cancer health effects. For carcinogens, OEHHA guidance states that there are no safe exposure thresholds. Reducing emissions in the community will be based on identifying technologies and practices that offer the maximum level of toxic air contaminant emissions reductions achievable to address both types of health effects

With the support of community members, this CERP will build upon regional efforts to improve air quality throughout the Valley Air Basin. The Stockton AB 617 Community CERP focuses on reducing emissions of and exposure to PM_{2.5} and toxic air contaminants from localized sources that contribute to cumulative exposure burdens within the community. Pollution reduction strategies, targets, goals, and metrics included in this CERP have been developed in accordance with these health-based air quality objectives and are presented in more detail in Section 4 of this document.

2. COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT

Meaningful community engagement, significant outreach and a robust public process have guided the development of this Community Emissions Reduction Plan (CERP). Key features of these efforts undertaken by the Community Steering Committee and the District include:

- Community advocates hosted an in-person tour with community residents for District hosted kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee
- District staff and CARB staff to be introduced to the community (Figure 2-1)
- Due to the COVID-19 pandemic, District staff worked with community residents and organizations to develop a virtual community tour for District, CARB staff, and others to be introduced to the community and the air quality challenges they face (<https://youtu.be/UuQuoSy26x4>)
- Used a co-host model to set agendas and meeting logistics
- Held monthly facilitated, bilingual (English and American Sign Language) in-person (prior to March 2020) and virtual meetings (due to COVID-19)
- Live-streamed and recorded all CSC meetings:
- (<http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/>)
- Surveyed needs and resources of the CSC members and then transitioned to virtual meetings and community engagement due to COVID-19,
- Provided materials via email, mail and a AB 617 community webpage; Developed a Resident member stipend program and implemented it retroactively to the first official CSC meeting to encourage participation in regular meetings
- Produced and posted on the District's Stockton Community webpage a virtual tour of the community, which highlighted the voices of community residents and CSC members as they discussed the challenges facing community residents
- Used interactive online survey tool such as Survey Monkey and Social Pinpoint to encourage active participation and to develop visual aids to share information to the CSC; and
- Shared presentations by the District, CSC members, CARB staff, Port of Stockton, and the City of Stockton

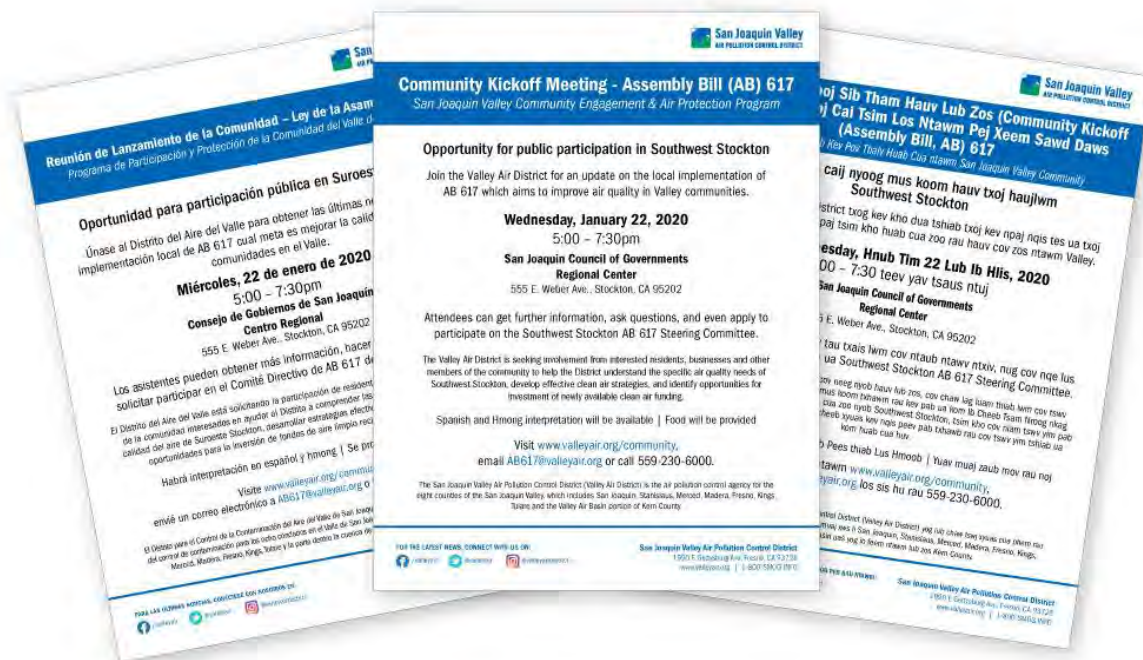
Figure 2-1 Introductory Tour Hosted by Community Advocates and Residents

In addition, numerous interactions between Community Steering Committee members and District staff occurred in one-on-one or small group meetings allowing for in-depth discussions on joint development of the CERP. See the community webpage (<http://community.valleyair.org/selected-communities/stockton/>) for more details.

2.1 COMMUNITY KICK-OFF MEETING

Between October 2019 and January 2020, District staff worked in collaboration with local Environmental Justice organizations to conduct multilingual outreach targeted at the Stockton AB 617 Community zip codes to encourage attendance at the official kick-off meeting in January 2020. The District provided \$5,000 for a program to provide mini-grants to local Environmental Justice organizations to support on-the-ground outreach designed to inform the community of AB 617 and encourage residents to apply to be members of the CSC. In addition, the District distributed trilingual flyers (Figure 2-2) to local media, schools, agencies, and non-profit organizations; and invested over \$8,000 in social media and print advertisements targeted at the Stockton AB 617 Community zip codes to encourage kick-off meeting participation.

Figure 2-2 Trilingual Community Flyers Distributed

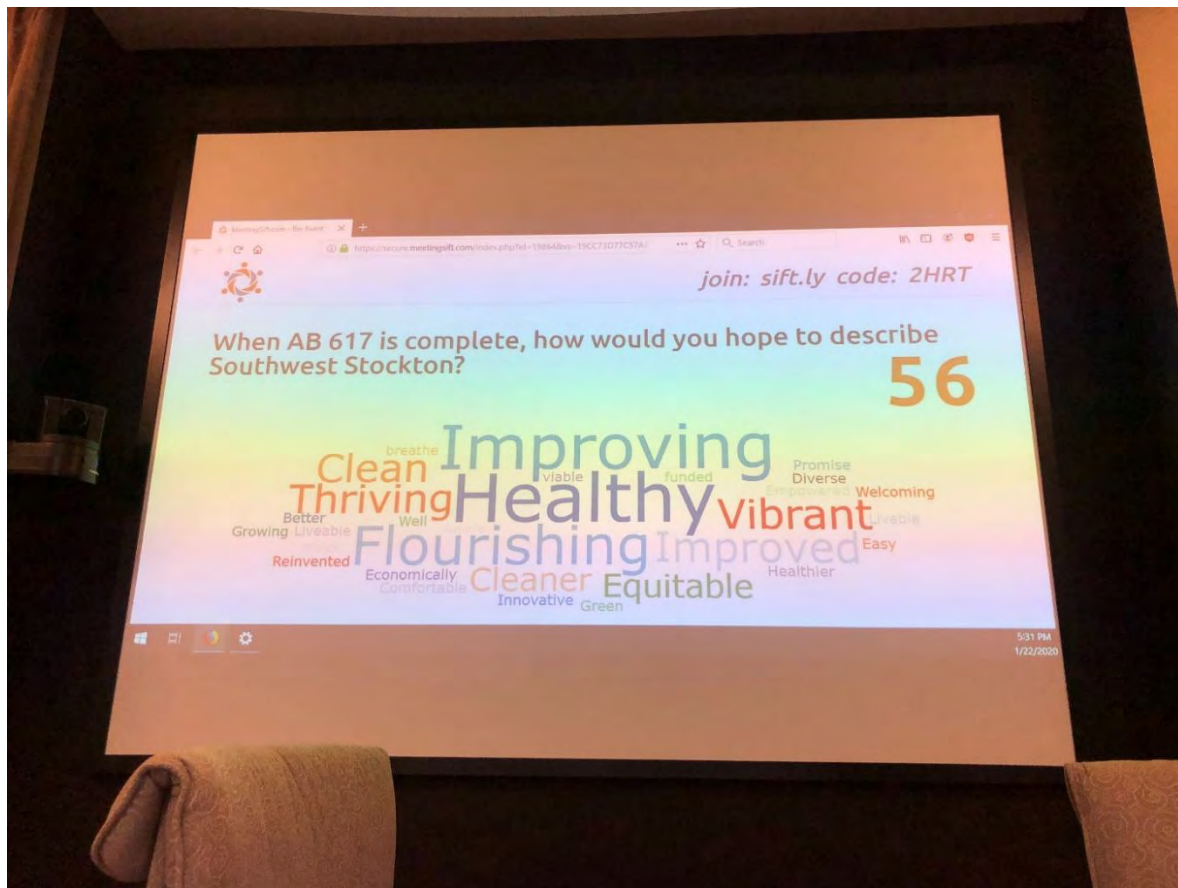


The Community Kick-Off Meeting in the Stockton AB 617 Community was held on Wednesday, January 22, 2020, at the San Joaquin Council of Governments Regional Center (Figure 2-3).

Figure 2-3 Stockton AB 617 Community Kick-off Meeting



Approximately 100 people attended the meeting. In addition to information about AB 617, attendees were invited to participate in an interactive cell-phone based activity to express the community's hopes for the AB 617 program (Figure 2-4).

Figure 2-4 Stockton AB 617 Community Kick-off Meeting Interactive Activity

Attendees were also invited to visit booths, which provided information about monitoring technology, school outreach and District incentive programs. Spanish and Hmong interpretation was provided for the meeting. Community members were encouraged to apply to be on the Stockton AB 617 Community Steering Committee at the Kick-off meeting, and additional time was given for individuals to apply via email or mail.

2.2 COMMUNITY STEERING COMMITTEE

COMMUNITY STEERING COMMITTEE MAKE-UP

Of the 44 individuals who applied to be on the CSC, the final committee consists of 26 community residents; 13 individuals representing environmental justice organizations working in the community, health care organization, educational entity, or a business within the community; and five non-voting government officials. In addition to the regular CSC members, several have alternates should they be unable to attend. A full roster of membership is available at <http://community.valleyair.org/selected-communities/stockton/steering-committee-documents/> and in Table 2-1.

Table 2-1 Stockton AB 617 Community Steering Committee Members

Stockton Community Steering Committee (as of Feb. 17, 2021)				
Primary First Name	Last Name	Alternate	Affiliation	Sector
Steering Committee Members				
Gloria E.	Alonso Cruz		Resident	
Kevin	Amen		St. George Parish Church	Faith-based Organization
Irene	Calimim	Paige Tengeluk	Fathers & Families of San Joaquin	EJ Advocate
Silvia	Cantu		Washington Elementary	Works in the Community
Maria	Cardenas		Resident	
Nayeli	Cruz Gomez		Resident	
Robyn	DeGuzman	Brianna Rubio	San Joaquin County Public Health Services- Health Promotion	Government
Mary	Elizabeth		Resident	
Jennifer	Flores	Pandora Crowder	Resident	
Eugene	Fuss		Resident	
Noehmi	Garcia Jauregui		St. George Parish School	Faith-based Organization
Catherine	Garoupa White	Cynthia Pinto-Cabrera	Central Valley Air Quality Coalition	EJ Advocate
Regina	Griffin		Resident	
Paulette	Gross		Resident	
Nicholas	Hatten		Resident	
Matt	Holmes	Dillon Delvo	Little Manila Rising	EJ Advocate
Karl E. "Nate"	Knodt		Resident	
Tina	Lau		Lehigh Southwest Cement-Terminal	Business in the Community
Arlene	Galindo	Cynthia Lau	Café Coop	EJ Advocate
Ned	Leiba	Michaela Alioto	Resident	
Maniah	Looney	Barbara Barrigan-Panilla	Restore the Delta	EJ Advocate
Anthony	Macias Jr.		Resident	
Missy Rae	Magdalera		Resident	
Maria	Mendez		Stockton Unified School District	School Board
Bianca	Mendoza		Resident	
Victoria	Moreno		Resident	
Vanessa	Palomares	Rita Valdez	Resident	
Stacey	Panyasee		Resident	
Eric	Parfrey		Resident	
Margo	Praus		Resident	
Deby	Provost		Resident	
Jonathan	Pruitt		Catholic Charities of the Diocese of Stockton	EJ Advocate
Florence	Quilantang		Resident	
Albert	Rivas	Grant Kirkpatrick	City of Stockton	Government
Lenard	Seawood		Resident	
Kenda	Templeton		Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S)	EJ Advocate
Glenabel	Toreno		Resident	
Esperanza	Vielma	Rochelle Shaw	Environmental Justice Coalition for Water (EJCW)	EJ Advocate
Douglas	Vigil		Resident	
Ed	Ward		Valley Pacific Petroleum Services	Business in the Community
Taylor	Williams		Resident	
Jeff	Wingfield		Port of Stockton	Government
Facilitators				
Kim	Danko		Institute for Local Government	
Erica	Manuel		Institute for Local Government	
Hanna	Stelmakhovych		Institute for Local Government	
Agency Staff				
Heather	Heinks		Valley Air District	
Jaime	Holt		Valley Air District	
Jessica	Olsen	Jason Lawler	Valley Air District	
Skott	Wall		California Air Resources Board	
Nzong	Xiong		Valley Air District	

Prior to the COVID-19 pandemic, the CSC was able to meet in person once and since transitioning to virtual meetings, the CSC has met monthly beginning in April 2020. To ensure successful CERP development, residents, businesses, non-profits, organizations, and other stakeholders within the Stockton community have been fully engaged in CSC meetings. To ensure full engagement by all CSC members, the District assessed language translation needs and determined that there was a need to provide American Sign Language translation at each of the meetings. Commitment demonstrated by the District and CSC members to ensure full and active participation in meetings including:

- Monthly agenda-setting meetings with District, community co-hosts, interested CSC members, CARB staff, and third-party facilitators to collectively set expectations and plan for upcoming CSC meetings
- Real-time interpretation services in all necessary languages
- Expert presentations from partner agencies such as CARB, Port of Stockton, City of Stockton, District staff, and CSC members
- Comprehensive and dedicated Stockton community webpage with tools to view community boundary, committee charter, virtual tour, meeting agendas, sources of community concern, emissions inventories, and other resources
- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions
- Through March 2020:
 - Monthly evening meeting at a convenient location in the community
 - Child activity areas and dinner for all attendees
 - All meeting materials in hardcopy and via the comprehensive Stockton community website
- Since April 2020:
 - Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request
 - Continued real-time interpretation services through ASL interpreter at each meeting
 - Meeting materials posted ahead of meeting
 - Extra meetings to discuss topics or concerns Community Steering Committee members have
 - Provided laptops and internet service to resident CSC members without these tools to ensure all CSC members have equal opportunities to fully participate

In addition, the District has taken steps over the past several months to better serve CSC members and encourage their active engagement in the meetings and CERP development process. Ensuring effective steering committees requires substantial investment in the form of committee member time, District staff and other resources to schedule, organize, and facilitate frequent after-hours public meetings.

Figure 2-5 Facilitation at a Stockton AB 617 Community Steering Committee meeting



Visit <http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/> for full documentation of meeting dates, agendas, materials and summaries.

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 the Stockton Community Steering Committee could no longer continue to meet in person.

To address this challenge and to continue moving forward with the important work of developing the Stockton CERP, District staff developed and sent an online survey to all the Stockton Community Steering Committee 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 the Stockton Community Steering Committee member feedback. All the Stockton Community Steering Committee members indicated a strong desire to continue implementing AB 617 and subsequently adopted the use of the online meeting application, Zoom, to meet virtually.

Figure 2-6 Stockton Community Steering Committee Meeting via Zoom



In April 2020, based on these discussions and the results of the surveys, we held a virtual practice meeting via Zoom and via phone with the Stockton Community Steering Committee. During the practice call, the District addressed issues such as ASL interpretation needs and explained how the Stockton Community Steering Committee would use the various available features to provide a high level of discussion and engagement. In addition, the District invested in the online mapping tool Social Pinpoint to facilitate community input in a virtual setting.

COMMUNITY PARTICIPATION AND NEW RESIDENT STIPEND PROGRAM

The Stockton Community Steering Committee 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. Toward that end, and in response to several residents and community advocates on the Stockton Community Steering Committee, CARB 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 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 community steering committee 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 Community Steering Committee meeting. Eligible residents may receive a \$75 stipend per Community Steering Committee 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) Community Steering Committee meetings in a calendar year, for a total cost of up to \$1,125 per year. The stipends for resident steering committee members are subject to the availability of state AB 617 funding and approved allocation in the District’s Budget on an annual basis.

Figure 2-7 Resident Stipend Enrollment Form

INSTITUTE FOR LOCAL GOVERNMENT™ **San Joaquin Valley AIR POLLUTION CONTROL DISTRICT**

AB 617 Community Air Protection Program Resident Stipend Enrollment Form

Member Info

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

(Please ensure your mailing address is correct as your stipend check will be sent to this address)

E-mail Address _____ Preferred Phone # _____ Is this a cell phone? Yes No

Preferred Contact Method (check one only): Phone Text Email Mail

(Note: stipend payment will be via check sent to your mailing address listed above)

Verify

By signing below, I certify that the following information is true, accurate, and complete to the best of my knowledge:

- I am a resident of a AB 617 selected community and serve as a Resident member of the Community Steering Committee.
- I understand that I must be present for 75% of any regularly scheduled Community Steering Committee meeting (equivalent to participating in at least 1 hour and 30 minutes of a scheduled 2 hour meeting).
- I have read and agree with the information contained in the Resident Stipend Policy.
- I am not an employee of the Valley Air District or the Institute for Local Government.
- I give my consent to the Valley Air District to use the information on this Enrollment Form for the purpose of contacting me regarding matters related to the AB 617 Community Steering Committee and determining my stipend eligibility.

Signature _____ Date _____

Submit Submit application to the Institute for Local Government via e-mail at kjensen@iclg.org

See Appendix A for full documentation of meeting dates, agendas, materials, attendance and summaries.

2.3 COMMUNITY STEERING COMMITTEE CHARTER

A Charter was developed in consultation with the Stockton AB 617 Community Steering Committee members and a draft was presented to the members at Meeting #1, in March 2020. The Charter and a potential expansion to the community boundary to include the areas of Stockton identified by community members was discussed and approved at the March meeting. The final Charter can be found in Appendix B, and at http://community.valleyair.org/media/1631/03102020_stockton-charter_final_en.pdf.

The final Boundary can be found at

http://community.valleyair.org/media/1615/03042020_southwest-stockton-boundary.pdf.

2.4 STOCKTON COMMUNITY WEBPAGE

A community webpage has been created for the Stockton AB 617 Community, and is regularly updated with new information (<http://community.valleyair.org/selected-communities/stockton/>). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, chat transcripts, meeting summaries), interactive maps, CSC roster, committee charter, membership processes, Community Air Monitoring Plan (CAMP), and CERP documents. A screenshot of the community webpage is shown in Figure 2-8.

Figure 2-8 Stockton AB 617 Community Webpage

STAY INFORMED **NEWS** **EVENTS** **FUNDING** **CONTACT**

Stockton

Stockton

Resources

- AB617 COMMUNITY TOUR
- AB617 COMMUNITY TOUR (WITH ASL INTERPRETATION)
- BOUNDARY MAP
- SOURCES OF CONCERN EXERCISE
- SOURCES OF CONCERN EXERCISE NOTES

Emissions Sources

- STOCKTON COMMUNITY EMISSIONS
- STOCKTON FACILITY EMISSIONS

Emissions summaries for District permitted facilities within the Stockton community boundary:

- NOx - ENGLISH
- VOC - ENGLISH
- PM 2.5 - ENGLISH
- Air Toxics - ENGLISH
- Static Community Emissions Maps - ENGLISH

[TRACK STOCKTON PROGRESS](#)

Selected Community Profile

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, Southwest Stockton (Figure 1) 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.

The proposed community of Stockton defined in Figure 1 is approximately 12.2 square miles and has an estimated population of 51,000. The Southwest Stockton community is impacted across a number of health and pollution indicators. Using the State CES tool, all census tracts located within the Southwest Stockton proposed community rank in the top 5% most disadvantaged communities in California, and rank highest in the Valley amongst census tracts not already a part of an AB 617 community. Southwest Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the "Rise Stockton" Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

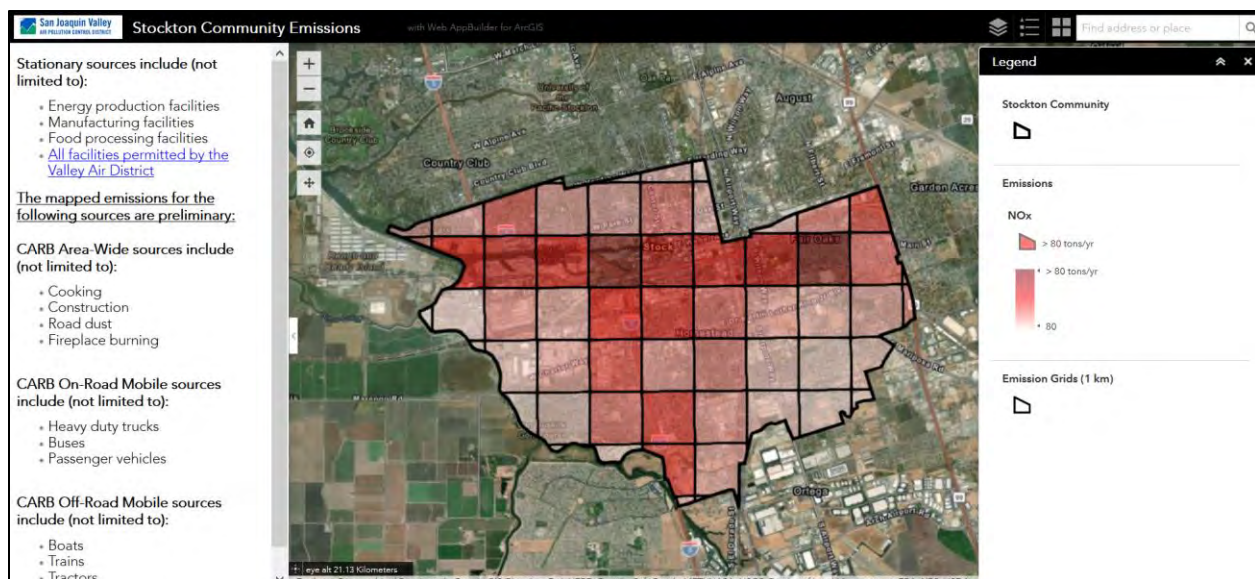
Community Profile

- Steering Committee Meetings
- Other Meetings
- Steering Committee Documents
- Communication With Members
- Docs Submitted by Committee

For assistance or if you have any questions, please contact our central office: [\(559\) 230-6000](tel:5592306000)

In addition to being a portal for access to meeting materials and documents, the webpage also includes interactive maps that present data about the community (<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c>). Figure 2-9 is an example of an interactive map that was created for the Stockton AB 617 Community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Stockton AB 617 Community Steering Committee and members of the public. This information was provided to help inform and to develop air quality priorities for the CERP.

Figure 2-9 Interactive Map Created for Stockton AB 617 Community Steering Committee



2.5 COMMUNITY PARTNERS

After the Stockton AB 617 CSC identified priorities for the community, partner agencies, and organizations were invited to the meetings to provide updates, input, and presentations on current and future efforts to the work goals of AB 617. CARB staff attended meetings regularly and provided information and updates to the committee. The City of Stockton also attended regularly and provided an update on planning efforts in the community and the TCC program. The City of Stockton agreed to coordinate the TCC program efforts and AB 617 program to leverage the goals of each to best benefit the residents of the Stockton community. Presentations from various CSC members were also an important part of the CERP development process as they provided key insight to the concerns and challenges facing residents of the community. The efforts of the Sierra Club, Little Manila Rising, the Port of Stockton, and others were all presented to the CSC to help provide background information to the participants, highlighting the strengths and challenges of the community.

2.6 ADDITIONAL COMMUNITY ENGAGEMENT

Since late 2020, the CSC and District staff have worked to engage and educate the public with regard to AB 617 and the efforts being made in the Stockton AB 617 Community. Meetings between community members, environmental justice organizations, industry, agency representatives, and other stakeholders have occurred to provide assistance and/or prompt responses to concerns raised regarding the AB 617 process. District staff and CSC members also attended and often made presentations at city and county government meetings, the District's Environmental Justice Advisory Group meetings, the District's Citizens Advisory Committee meetings, the District's Governing Board meetings, environmental justice meetings, and industry professional group meetings to promote participation in the development of the CERP and once completed the implementation of the CERP. In addition, staff often discussed AB 617 at media interviews and during outreach events and health fairs. A full list of outreach efforts is available in Appendix A.

The Stockton AB 617 CSC will continue to work to implement the CERP actions after its adoption by the District Governing Board and the CARB Board, and to provide periodic community updates on implementation progress. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts in the coming months and years.

3. UNDERSTANDING THE COMMUNITY

3.1 COMMUNITY PROFILE

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, southwest 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.

Figure 3-1 Stockton AB 617 Community

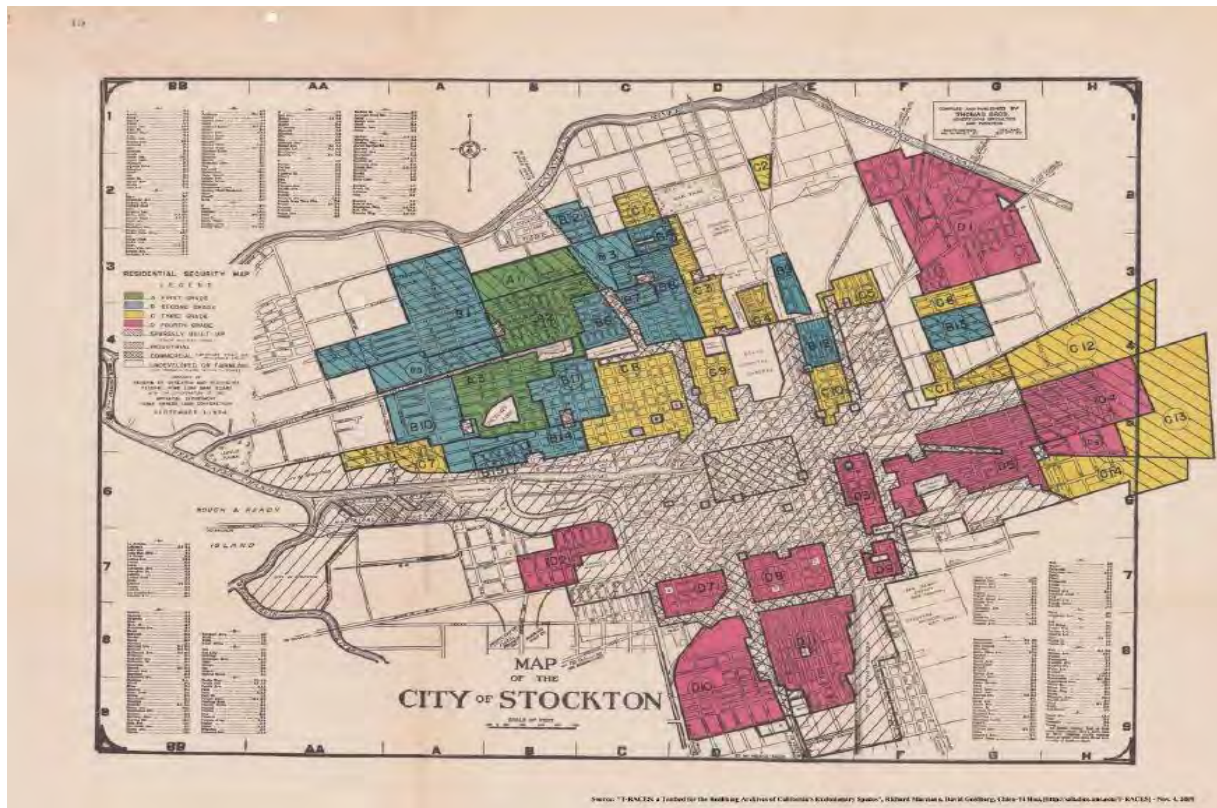


Stockton History

Prior to the 1870s, San Joaquin County lacked access to water for agriculture. The promise of local agriculture resulted in capital investments being made to increase the levels of agriculture in San Joaquin County between 1870-1910. Lack of technological innovation forced agricultural interests to recruit labor globally. People of color, such as Chinese, African-Americans from the South, Japanese, Punjabis, Filipinos, and Mexicans, were forced into labor by employment segregation. Beginning in the late 19th

Century, racially restrictive housing covenants were written into housing deeds to restrict people of color into living in certain zones of the city. These covenants were written into property deeds by developers looking to inflate the values of their homes. Examples of this practice in Stockton was the exclusion of African-American, Indian, Mexican, and Filipino communities south of Main Street and west of Wilson Way. Beginning in the 1930s, the Federal Housing Administration created maps to guide mortgage investment. Intentionally, these maps directed investments away from communities of color, which were deemed risky for investment. This practice is known as “redlining” because the neighborhoods were designated as the color red. Figure 3-2 shows the 1938 Residential Security Map for the City of Stockton.

Figure 3-2 Home Owners’ Loan Corporation Residential Security Map (1938)



Although the racial practice was banned in 1968’s Fair Housing Act, the years preceding contributed to both the built environment and unequal distribution of wealth in the United States today. In the 1930-1940, Stockton experienced huge growth in local industry. Built in 1931 and opened in 1933, the Port of Stockton became the City’s first major industrial center for logistics purposes. Between 1933 and 1940, it grew faster than any port in the U.S. History, doubling tonnage every fiscal quarter. The Port’s success led to business interests in Stockton being perfectly centered for logistical industries, or industries focused on the transportation of products. With the anticipation of future growth in residents and commerce, the City of Stockton actively lobbied for the construction of freeways in Stockton. Between 1955 and the 1970s, I-5, Highway 99, and Highway 4 crosstown freeway were constructed intentionally near low-income

“redlined” communities to reduce the costs of eminent domain. In the 1970s, the construction of the Highway 4 Crosstown freeway demolished a significant portion of the Filipino American

Stockton Air Quality Challenges

The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16 square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District’s Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM_{2.5} impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM_{2.5} exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the “Rise Stockton” Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

The majority of emissions impacting the Stockton AB 617 Community come from passenger vehicle and heavy-duty truck emissions from major freeways, interchanges, and main regional roads that run through the community.

Figure 3-3 Major Freeways Contribute Significant Mobile Source Emissions in the Community



In addition to the emissions originating from mobile sources in the area, this community also includes industrial development and area-wide sources of pollution such as gas stations, commercial cooking, and consumer products that also contribute significantly to the community's emissions levels.

Figure 3-4 Industrial Emissions Sources near Boggs Tract Community



Based on emissions inventory and current air monitoring data in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), Ozone (O₃) and Volatile Organic Compounds (VOCs). A virtual tour of the Stockton AB 617 community, produced by the Community Steering Committee to highlight some the community's challenges can be viewed here:

<https://www.youtube.com/watch?v=UuQuoSy26x4&feature=youtu.be>.

Based on District air quality analysis modeling, the Stockton AB 617 Community was found to have exceeded the 24-hour average PM_{2.5} concentration prioritization factor levels of 12, 35, 55, and 65 µg/m³ a total of 120, 18, 4, and 3 days, annually, on average during the 2017-2019 period, respectively. In addition, this community was found to have exceeded the 8-hour average ozone concentration prioritization factor levels of 70, 75, and 84 ppb a total of 15, 7, and 1 days, annually, on average during the 2017-2019 period, respectively. Details about the nature and formation of local air pollution and its adverse health impacts on the community of Stockton AB 617 Community is summarized in Appendix G.

It should be noted that, in addition to selection by CARB for the development of community monitoring and a community emissions reduction program, neighborhoods in the AB 617 selected community were also selected by California's Strategic Growth Council for significant investment. In November 2017, the City of Stockton was awarded a \$170,000 Transformative Climate Communities (TCC) Planning Grant by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. To mobilize this grant Mayor Tubbs' Office, community partners, and the neighborhood residents created the organization Rise Stockton to carry out this work. The Rise Stockton organization worked for nearly a year to develop a The Sustainable Neighborhood Plan <https://drive.google.com/file/d/1E-HjKq5m9KHurEMch3tamySu2Xcnjt7L/view> to translate community concerns and recommendations into shovel-ready projects.

The policies and projects are centered on twelve Transformative Climate Community Goals, several of which mirror the goals of AB 617 (see Figure 3-5).

Figure 3-5 Stockton’s TCC Goals and Project Area Map



Stockton Rising: TCC Project Area Map



The community engagement and planning conducted during the TCC Planning Grant eventually led to the award of a \$10.8 million Implementation Grant in June 2020. Leading up to that award, Rise Stockton repositioned itself to broadly coordinate the Environmental Justice and Green Economy work conducted by Stockton community partners.

Due to the factors discussed above, this CERP includes strategies for emission reductions from mobile sources, commercial and industrial sources, and residential sources that contribute to the Stockton AB 617 Community air quality challenges. These strategies focus on measures that will bring additional economic resources to the residents and businesses located in the community, as well as achieving significant local emissions reductions.

3.2 TECHNICAL ASSESSMENT TO UNDERSTAND COMMUNITY POLLUTION IMPACTS

Conducting a technical assessment is a necessary step in community emissions reduction program development. The technical assessment relies on results from a variety of analyses to characterize emissions in the community and inform community emissions reduction program development and implementation. This assessment will provide the baseline from which emissions reductions can be measured.

The source attribution technical approach established by CARB provides a methodology for assessing, identifying, and estimating the relative contribution of sources or categories of sources, including but not limited to mobile, stationary, and area-wide sources, to elevated exposure to air pollution in impacted communities. The District's source attribution analysis is based on the following:

- Assesses the share of mobile, area-wide, and stationary source emissions generated in the community,
- Is based on best available data in order to characterize the contribution of emissions sources in the community,
- Follows one of CARB's recommended source attribution approaches.

Based on the above, the District has implemented CARB's Community Emissions Inventory Approach. The following section discusses the community emissions inventory approach and summarizes emission sources in the community. A detailed community-level inventory and source apportionment are included in Appendix C.

3.2.1 COMMUNITY EMISSIONS INVENTORY APPROACH

A community level emissions inventory estimates air pollutant emissions from mobile sources (e.g., cars, heavy-duty trucks, locomotives), area-wide sources (e.g., fireplaces, outdoor food cooking, fugitive dust), and stationary sources (e.g., gas stations, auto body shops, manufacturing facilities) within the community.

The community level inventory consists of the mobile and area-wide sources spatially allocated in the community and stationary sources. A community emissions inventory is the compilation of criteria pollutant and air toxics emissions data from air pollution sources that are within the community. The community emissions inventory includes emissions of volatile organic compounds / reactive organic gases (VOC/ROG), oxides of nitrogen (NOx), particulate matter of 2.5 microns (PM2.5), and toxic air contaminants

(e.g. diesel PM).

3.2.2 COMMUNITY EMISSIONS INVENTORY OVERVIEW

Emissions inventories are estimates of the amount and type of pollutants emitted into the atmosphere by mobile sources, stationary sources, and area-wide sources. Additionally, emission inventories are the foundation for any emission reduction program and provide information on the existing air emissions and related air quality in the community, and support development of emission reduction strategies and future emission targets to improve air quality in the community.

Existing traditional criteria pollutant and air toxics emission inventories (that provide combined coverage of mobile and stationary sources) are generally regional in geographic scale and may not adequately characterize emission impacts at the community-level. Developing community-scale emission inventories for understanding existing baseline emissions and tracking future emission reductions within communities selected for Community Emission Reduction Programs and community air monitoring plans is an important piece of AB 617.

3.2.3 AGENCY COLLABORATIONS

CARB and District staff worked in parallel to develop a comprehensive set of emissions inventory data for the community. The District worked with stationary source facilities in the community to develop the point source emission estimates. CARB staff developed the community-level emission inventory for mobile and area-wide sources. CARB worked with several State and local agencies such as the Department of Transportation (Caltrans), the Department of Motor Vehicles (DMV), the Port of Stockton, and the California Energy Commission (CEC) to assemble activity information necessary to develop the community-level mobile and area-wide source emission estimates. CARB and District staff conducted a thorough review of the community inventory to ensure that the emission estimates reflect the most recent data for stationary sources, and that estimates for mobile and area-wide sources are based on the most recent models and methodologies.

The emissions inventory also includes future forecasted values. The forecasted community-level emissions inventory is based on the growth profiles for stationary sources, mobile, and area-wide source categories provided by CARB. Forecasted emissions include growth and control factors that reflect historical trends, current conditions, and recent economic and demographic forecasts.

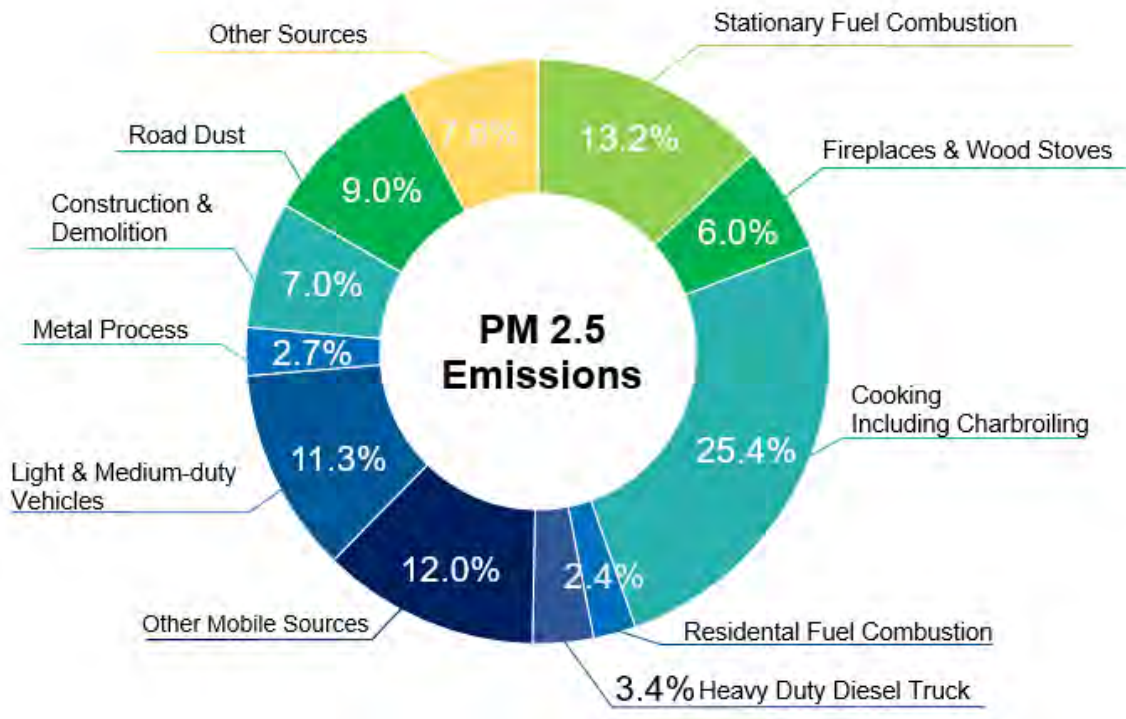
3.2.4 COMMUNITY EMISSION INVENTORY SUMMARIES

[What types of sources contribute to air pollution in Stockton?](#)

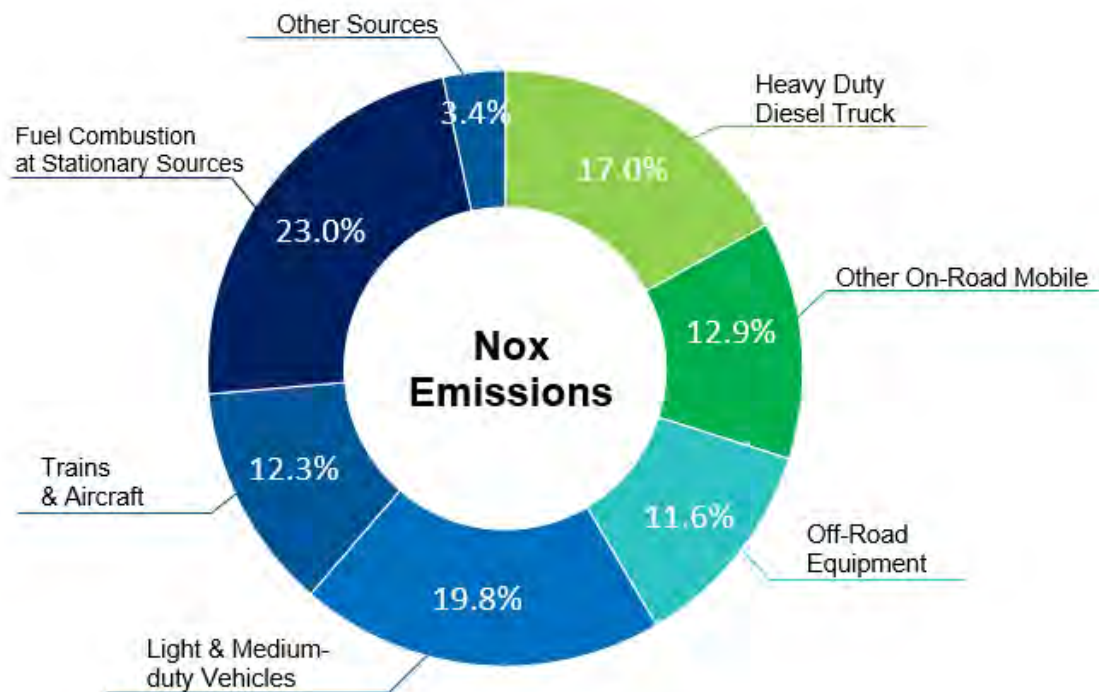
The largest sources of emissions in and around the community include heavy duty vehicles, medium duty vehicles, and passenger cars, as well as trains, and commercial equipment. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating; bulk fuel storage and

transfer terminals, chemical receiving, fabricated metal products; gasoline dispensing operations, government services, municipal water treatment operations, health centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. Paved road dust, residential fuel combustion, construction emissions, and commercial cooking also contribute significantly to the community's emissions inventory.

Figure 3-6 Sources of PM2.5 Pollution in the Community



The largest sources of PM2.5 emissions in Stockton AB 617 Community are cooking and on-road mobile vehicles (light and medium-duty vehicles and heavy-duty diesel trucks). Road dust, stationary fuel sources, construction & demolition, and residential wood burning are also significant sources of PM2.5 in the community. Other sources include aircraft, trains, ocean going vessels, commercial harbor craft, recreational boats, off-road recreational equipment, off-road equipment, fuel storage and handling.

Figure 3-7 Sources of NOx Emissions in the Community

Almost three-quarters of NOx emissions in Stockton AB 617 Community are from mobile sources. On road mobile sources account for 49.7% of NOx emissions in Stockton AB 617 Community, including 17% of the NOx inventory from heavy duty diesel trucks and 19.8% from light and medium-duty vehicles. Off road mobile sources, including trains, aircraft, and off-road equipment such as yard trucks, produce 23.9% of the NOx emissions in the community. Fuel combustion at stationary sources is also a significant source of NOx emissions in the community. For more specific information, refer to Appendix C (Stockton Source Apportionment).

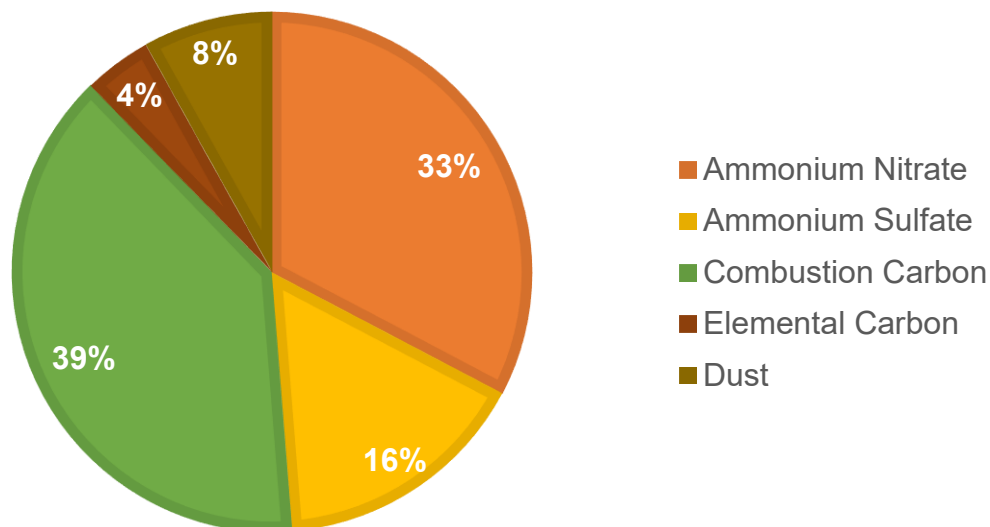
PM2.5 Speciation: What type of PM2.5 is in the ambient air?

PM2.5 in Stockton AB 617 Community is comprised of many species that contribute to the total PM2.5 concentration measured by air monitors, as summarized in Table 3-3 below. This complex mixture is attributable to mobile, stationary, and area-wide sources described above, as well as naturally occurring emissions. Although the list of species contributing to PM2.5 in Stockton AB 617 Community is lengthy, it can be grouped into larger representative categories. The following is a brief description of how each of these larger species categories are formed and emitted into the atmosphere. The following figures show the speciation of PM2.5 in the Stockton Community, based on modeling data.

Table 3-1 Summary of PM2.5 Species

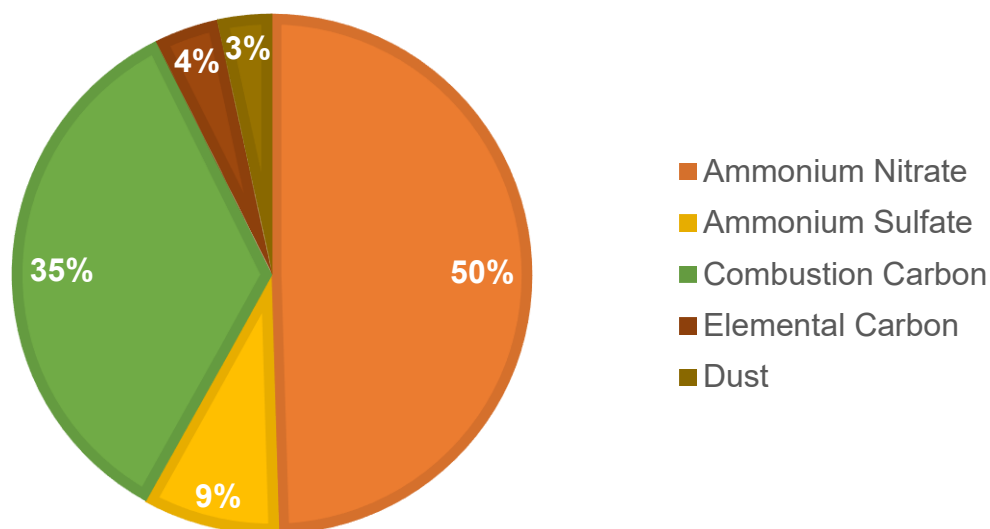
PM2.5 Species	Description
Organic carbon (Combustion Carbon)	Directly emitted, primarily from combustion sources (e.g. residential wood combustion). Also, smaller amounts attached to geologic material and road dusts. May also be emitted directly by natural/biogenic sources.
Elemental carbon	Also called soot or black carbon; formed during incomplete combustion of fuels (e.g. diesel engines).
Geologic material (Dust)	Road dust and soil dust that are entrained in the air from activity, such as soil disturbance or airflow from traffic.
Trace metals	Identified as components from soil emissions or found in other particulates having been emitted in connection with combustion from engine wear, brake wear, and similar processes. Can also be emitted from fireworks.
Secondary organic aerosol	Secondary particulates formed from photochemical reactions of organic carbon.
Ammonium nitrate	Reaction of ammonia and nitric acid, where the nitric acid is formed from nitrogen oxide emissions, creating nitric acid in photochemical processes or nighttime reactions with ozone.
Ammonium sulfate	Reaction of ammonia and sulfuric acid, where the sulfuric acid is formed primarily from sulfur oxide emissions in photochemical processes, with smaller amounts forming from direct emissions of sulfur.
Combined water	A water molecule attached to one of the above molecules. Combined water is not included when measuring mass of PM2.5 for regulatory purposes, and is therefore excluded from the following charts.

Figure 3-8 Species Contribution to Annual Average PM2.5 Concentrations in the Community



Combustion carbon, ammonium nitrate, and ammonium sulfate all are significant species of PM2.5 emissions on an average day in the Stockton AB 617 Community.

Figure 3-9 Species Contribution to Peak Day PM2.5 Concentrations in the Community



As shown in the figure above, peak PM2.5 emission days in the community see a large increase in ammonium nitrate, which is created from the chemical reaction of NOx and ammonia, largely from fuel combustion during multiday stagnation events. However, ammonium nitrate is generally regarded as having relatively low toxicity compared to other PM2.5 species like elemental carbon.

How will the community inventory change in the future?

The tables and graphs below summarize the total Stockton AB 617 Community emissions inventories for years 2018, 2025, and 2030: These graphs show the proportion of PM2.5, NOx, and VOC emissions that originate from stationary, area, and mobile sources of emissions. The projected inventories take into account the projected emissions from regional transportation plan projects and compliance with regulatory deadlines. The following figures show how the Stockton AB 617 Community-level inventory is expected to change into the future in years 2025 and 2030.

Figure 3-10 2018 Stockton AB 617 Community Emissions Inventory

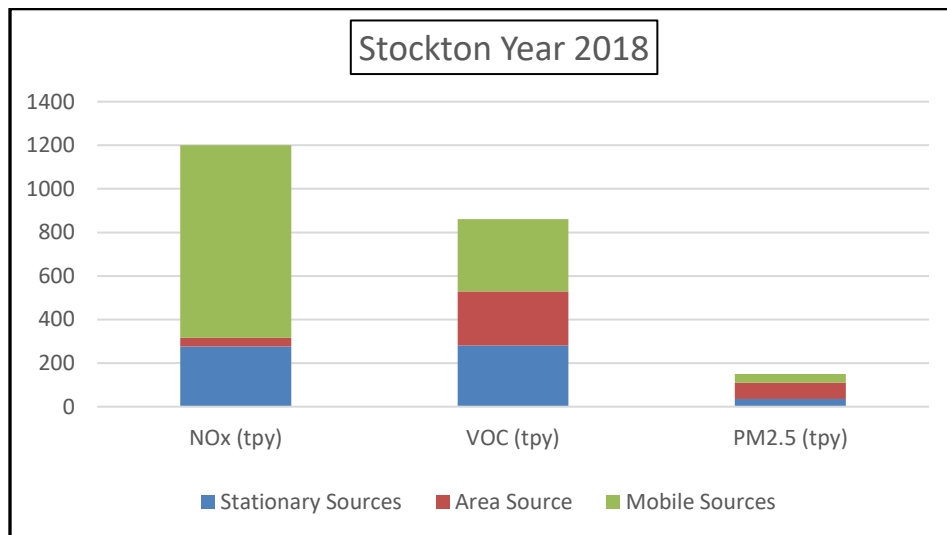


Table 3-2 2018 Stockton AB 617 Community Emissions Inventory (updated)

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	276.4	281.1	34.9
Area Source	40.2	247.6	75.1
Mobile Sources	884.1	332.1	40.2

Figure 3-11 2025 Projected Stockton AB 617 Community Emissions Inventory

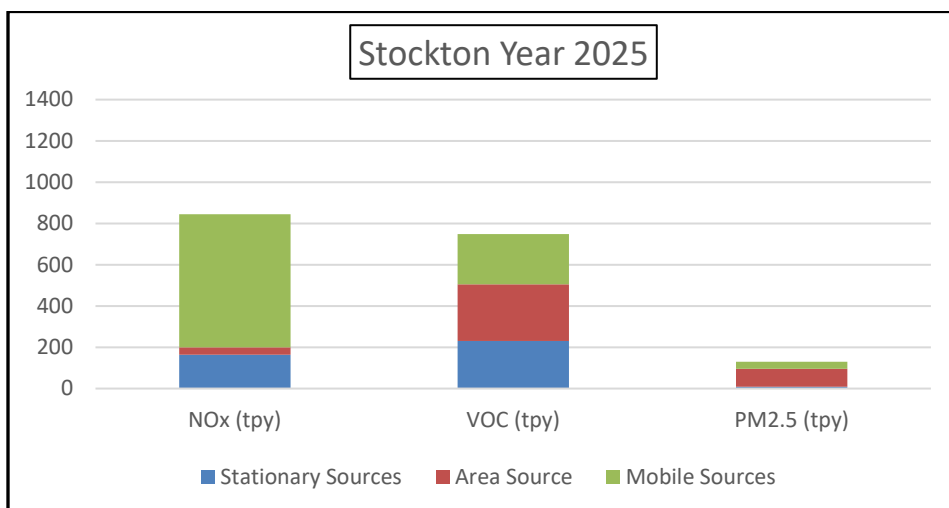


Table 3-3 2025 Projected Stockton AB 617 Community Emissions Inventory

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	163.4	231.0	8.3
Area Source	36.9	273.7	87.9
Mobile Sources	643.7	244.6	33.3

Figure 3-12 2030 Projected Stockton AB 617 Community Emissions Inventory

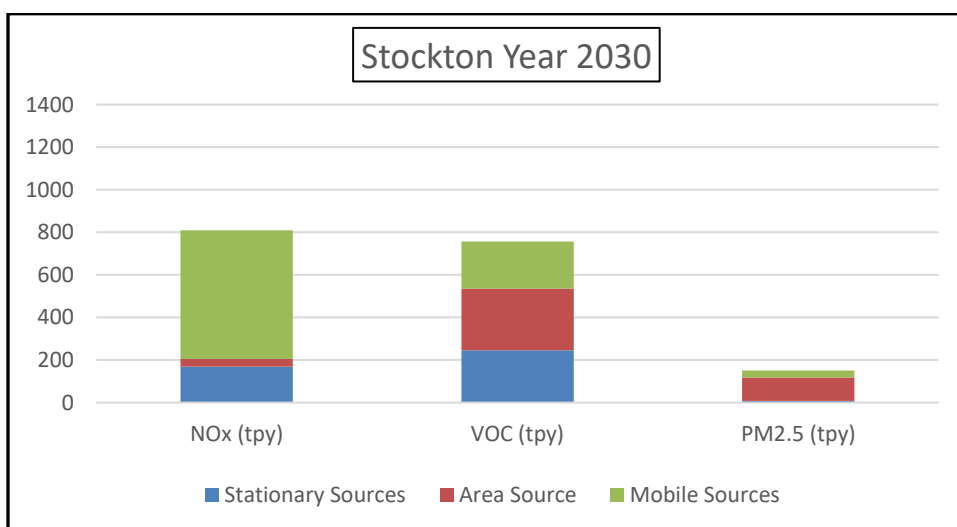


Table 3-4 2030 Projected Stockton AB 617 Community Emissions Inventory

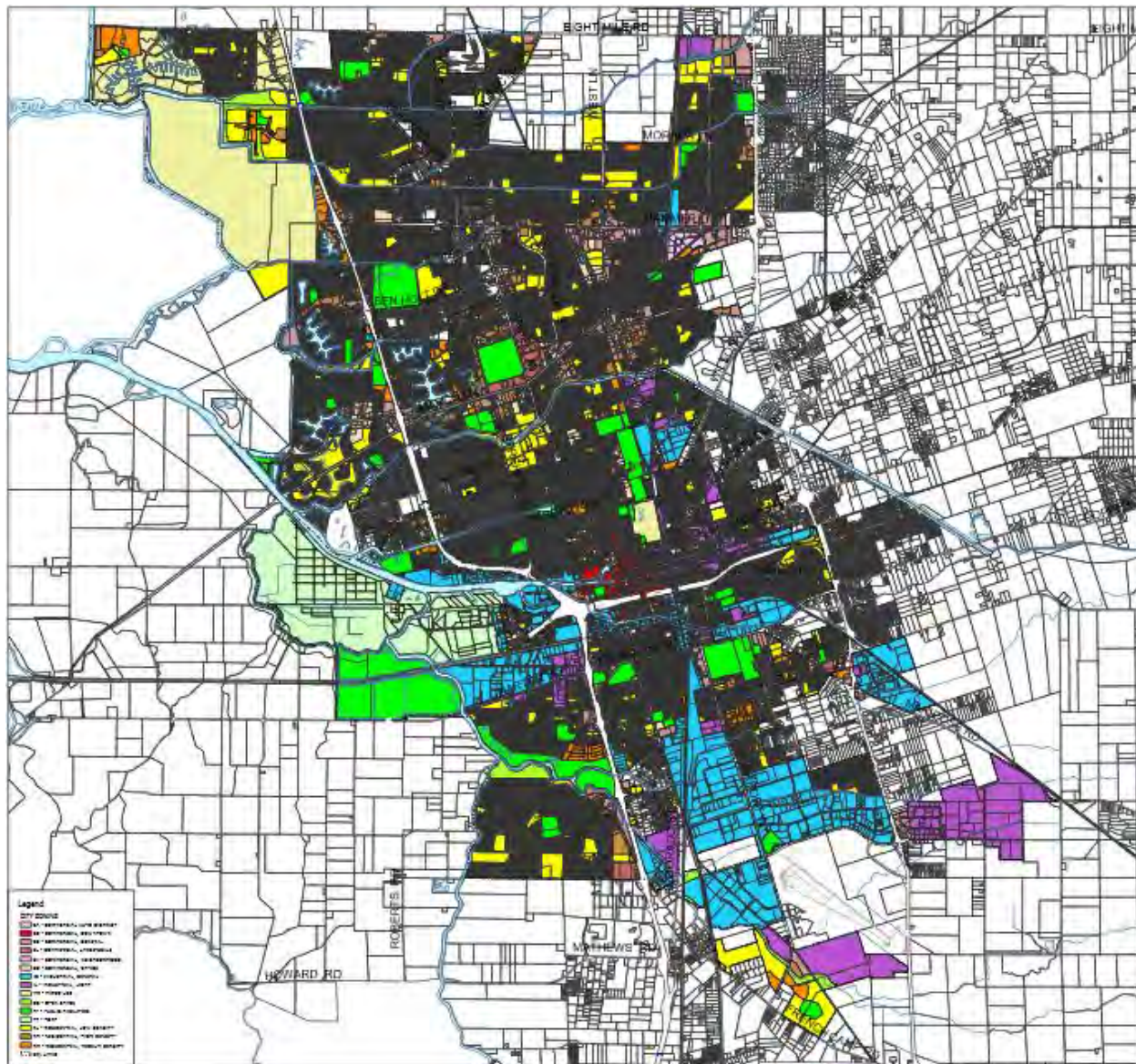
Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	169.0	244.9	8.7
Area Source	35.7	290.5	109.1
Mobile Sources	605.4	220.8	33.2

For further information about the emissions inventory for Stockton AB 617 Community, including the stationary source emissions inventory, projected emissions inventory for District permitted facilities, mobile source inventory, and area-wide sources inventory please refer to Appendix C.

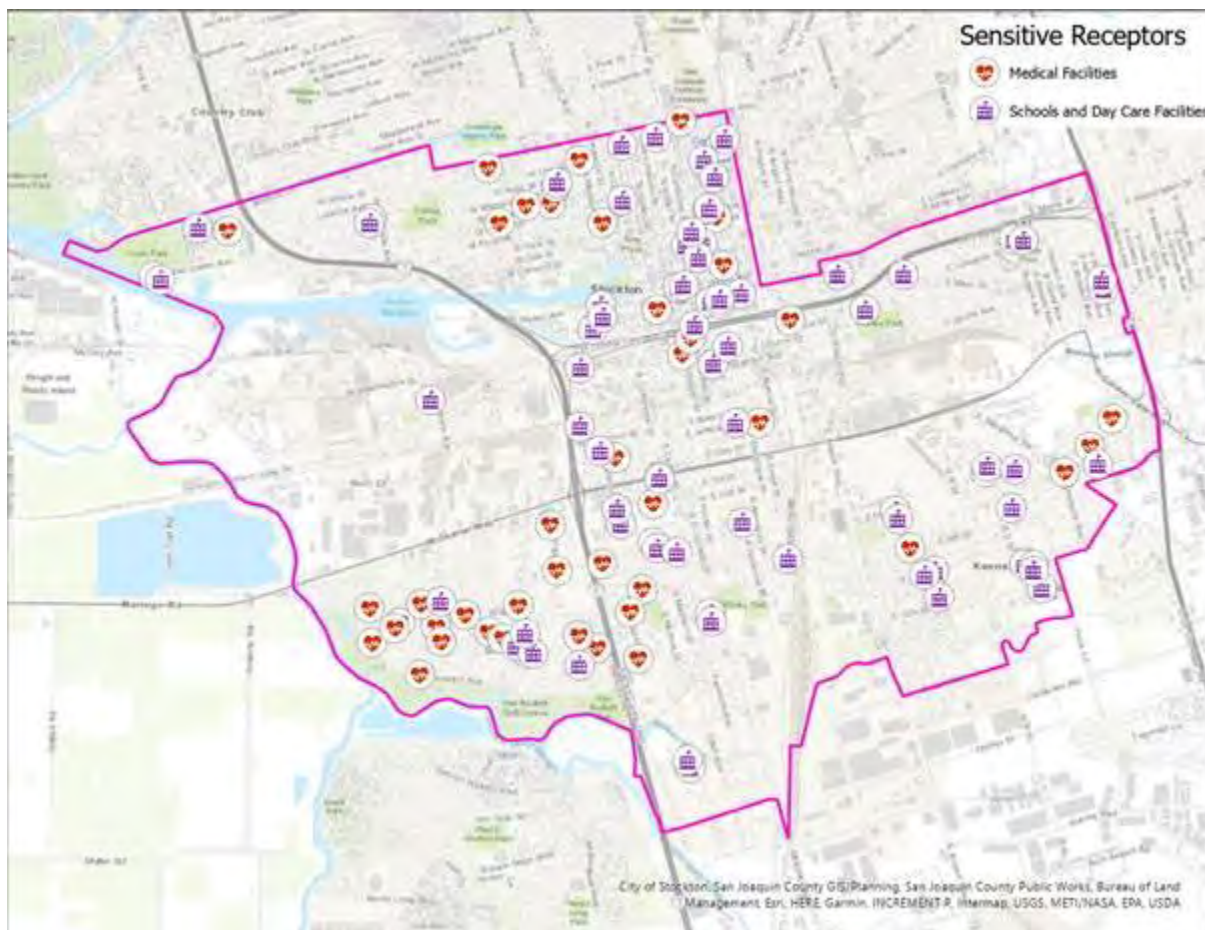
3.2.5 SENSITIVE RECEPTORS AND LAND USE

As illustrated in the City of Stockton General Plan Land Use map, below, the Stockton AB 617 Community contains mixed land uses including light and heavy industrial zoning, commercial areas, residential neighborhoods ranging from low density to urban neighborhoods, and the City's downtown core. Main transportation corridors transect the community, including highways 99, 4, and I5. Areas zoned for heavy industrial use are located in the western and southern portion of the city, with future industrial expansion planned for as detailed in the City's Envision Stockton 2040 General Plan. Further information about the City's General Plan and Specific Plans are available at: <http://www.stockton.gov/government/departments/communityDevelop/cdPlanGenDocs.html>

The below City of Stockton General Plan Land Use map is available with full resolution on the City of Stockton website: <http://www.stockton.gov/files/ZoningDistrictMap.pdf>

Figure 3-13 City of Stockton General Plan Land Use Map

The location of sensitive receptors is important to assess the impacts of emissions on public health. Sensitive Receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling unit(s). The map below shows sensitive receptor locations within the community. The sensitive receptors currently in the community include 35 schools, 50 licensed daycare facilities, and 45 medical care facilities. Sensitive receptors within the community are located in proximity to mobile on-road sources, train routes, manufacturing and industrial sources, off-road mobile equipment, and residential fuel combustion sources.

Figure 3-14 Sensitive Receptor Locations in Stockton

Where can I get more information about air pollution in Stockton AB 617 Community?

To provide detailed community-level data to the Steering Committee and the general public, District staff have created an interactive mapping tool that shows the locations of sensitive receptors, as well as the locations of and emissions inventory for stationary sources, area sources, and both on-road and off-road mobile emissions. Examples of the emissions data available through this mapping tool are shown in the figures below. Please visit the District website to zoom in and explore the community:

<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c> and

<https://sjvapcd.maps.arcgis.com/apps/View/index.html?appid=26ea6530963f496589be8a4f23f3c8ab>

Figure 3-15 District Mapping Tool Showing Types and Locations of Stationary Source Operations in Community

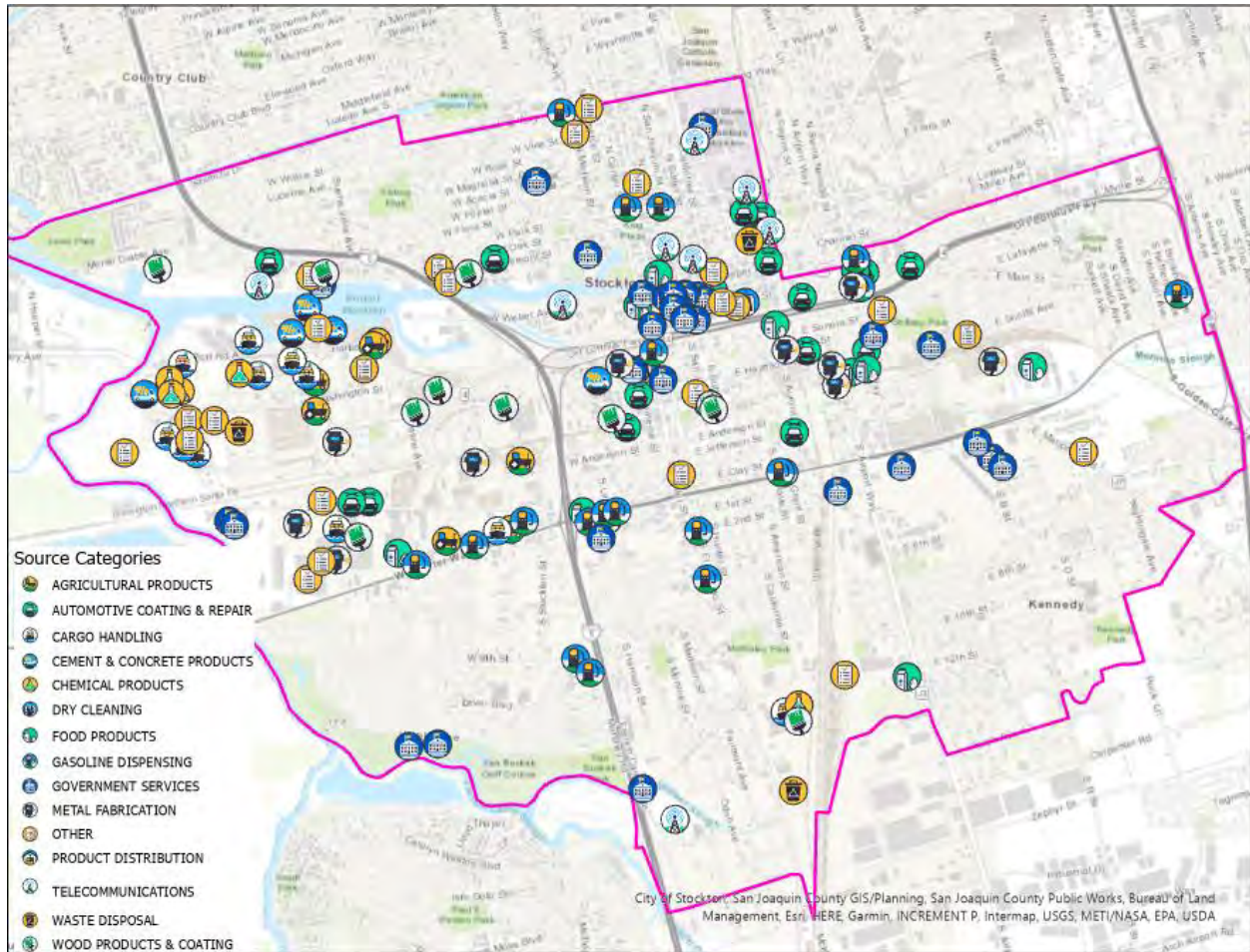
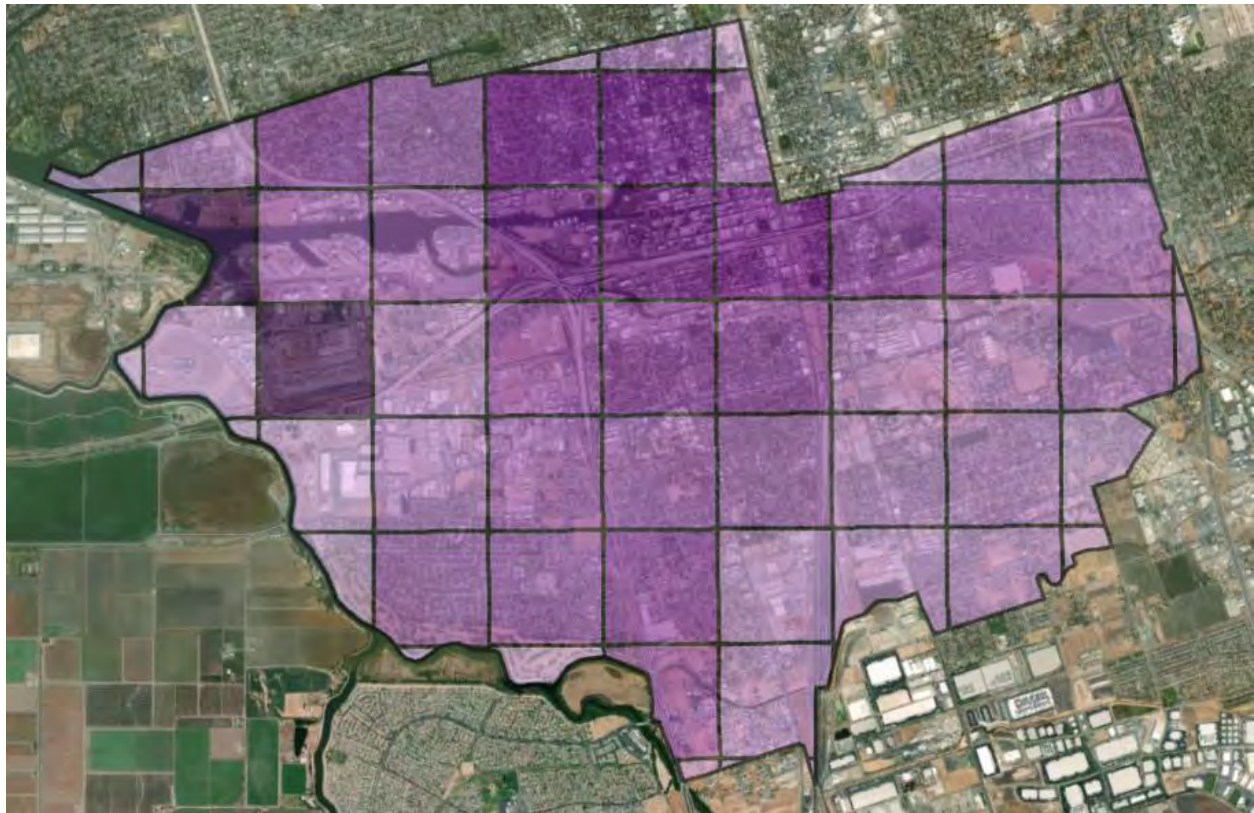


Figure 3-16 District Mapping Tool Showing Concentrations of Area-Wide Emissions within the Community



3.3 EXISTING AIR QUALITY PROGRAMS

District Plans for Attainment of Health-Based Air Quality Standards

For more than two decades, the District has adopted numerous attainment plans to reduce ozone and particulate precursor emissions. The District's multifaceted approach to reducing emissions in the San Joaquin Valley consists of a combination of innovative regulatory and non-regulatory measures. The U.S. Environmental Protection Agency (EPA) periodically reviews and establishes health-based national air quality standards (also referred to as NAAQS) for ozone, particulates, and other criteria air pollutants guided by the Clean Air Act. The District has adopted numerous air quality attainment plans over the years that identify measures needed in the Valley to attain EPA's increasingly stringent health-based NAAQS.

The District's plans include emissions inventories that identify sources of air pollutants, evaluations for feasibility of implementing potential opportunities to reduce emissions, sophisticated computer modeling to estimate future levels of pollution, and a strategy for how air pollution will be further reduced. District plans also include innovative alternative strategies for accelerating attainment through non-regulatory measures such as incentive programs; technology advancement programs; the District's legislative platform; community outreach and education programs; and additional strategies such

as energy efficiency, eco-driving, green purchasing and contracting, supporting urban heat island mitigation efforts, and encouraging cleaner methods of generating electrical energy and mechanical power.

Measures implemented for these Valley-wide strategies also apply to the AB 617 community of Stockton and have resulted in tremendous emissions reductions being achieved, to the benefit of the health of all Valley residents. Most recently, after an extensive 3-year public process, the District, in coordination with CARB and EPA, adopted the *2018 PM2.5 Plan*. This historic plan builds on decades of air quality improvement efforts and establishes a comprehensive strategy for continuing to improve the Valley's air quality and meet the latest federal PM2.5 standards. Further information on the comprehensive rules, regulations, and other programs that have been developed as a part of the District's attainment planning process are detailed in the District's plans for attainment of state and federal air quality standards, with links provided to each attainment plan below:

PM2.5 Plans for Attainment

- [*2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*](#)
The District adopted the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* on November 15, 2018. This plan addresses the EPA federal 1997 annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³; the 2006 24-hour PM2.5 standard of 35 µg/m³; and the 2012 annual PM2.5 standard of 12 µg/m³.
- [*2016 Moderate Area Plan for the 2012 PM2.5 Standard*](#)
The District adopted the *2016 Moderate Area Plan for the 2012 PM2.5 Standard* on September 15, 2016. This plan addresses the EPA federal annual PM2.5 standard of 12 µg/m³, established in 2012. This plan includes an attainment impracticability demonstration and request for reclassification of the Valley from Moderate nonattainment to Serious nonattainment.
- [*2015 Plan for the 1997 PM2.5 Standard*](#)
The District adopted the *2015 Plan for the 1997 PM2.5 Standard* on April 16, 2015. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³, established in 1997.
- [*2012 PM2.5 Plan*](#)
The District adopted the *2012 PM2.5 Plan* in December, 2012. This plan addresses EPA's 24-hour PM2.5 standard of 35 µg/m³, which was established by EPA in 2006.
- [*2008 PM2.5 Plan*](#)
The District adopted the *2008 PM2.5 Plan* in April, 2008. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³, which was established by EPA in 1997.

PM10 Plans for Attainment

- [2007 PM10 Maintenance Plan](#)
The District adopted the *2007 PM10 Maintenance Plan* in September 2007, to assure the San Joaquin Valley's continued attainment of EPA's PM10 standard. EPA designated the Valley as an attainment/maintenance area for PM10.

Ozone Plans for Attainment

- [2022 Plan for the 2015 8-hour Ozone Standard \(Upcoming Ozone Plan\)](#)
The attainment plan for the 2015 federal ozone standard will build upon comprehensive strategies already in place from adopted District plans and CARB's statewide strategies. The NOx reduction commitments from the recent *2018 PM2.5 Plan* and *2016 Ozone Plan*, and other ongoing measures will assist the Valley in meeting the 70 ppb federal ozone standard. Strategies for attainment of the *2015 8-hour ozone standard* will be developed through a public process, building on decades of effective control strategies. District staff will present regular updates regarding the development of the plan at public meetings and workshops, including upcoming meetings of the District Governing Board, Citizens Advisory Committee (CAC), and the Environmental Justice Advisory Group (EJAG).
- [2020 RACT Demonstration](#)
The District adopted the *2020 Reasonably Available Control Technology (RACT) Demonstration for the 2015 8-Hour Ozone Standard* on June 18, 2020.
- [2016 Plan for the 2008 8-Hour Ozone Standard](#)
The District adopted the *2016 Plan for the 2008 8-Hour Ozone Standard* in June 2016. This plan satisfies Clean Air Act requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard.
- [2014 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for the 8-Hour Ozone State Implementation Plan* in June, 2014.
- [2013 Plan for the Revoked 1-Hour Ozone Standard](#)
The District adopted the *2013 Plan for the Revoked 1-Hour Ozone Standard* in September, 2013.
- [2009 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for Ozone State Implementation Plans (SIP)* in April, 2009.
- [2007 Ozone Plan](#)
The District adopted the *2007 Ozone Plan* in April 2007. This plan addresses EPA's 8-hour ozone standard of 84 parts per billion (ppb), which was established by EPA in 1997.

As a result of the District's stringent and comprehensive air quality management strategy along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 NAAQS. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%. This success in reducing emissions Valley-wide provides assurance that targeted strategies will provide the desired results in helping to improve the air quality in AB 617 selected communities.

Regulatory Measures

The District has implemented a comprehensive regulatory control strategy for decades. Since 1992, the District has adopted nearly 650 rules and rule amendments to implement aggressive control strategies. Many current rules are fourth or fifth generation, meaning that they have been revised and emissions limits have been lowered numerous times, as new emission control technology has become available and cost effective. Building on decades of developing and implementing effective air pollution control strategies, District rules are required, by the Environmental Protection Agency, to implement the most stringent measures, including best available control measures for new and modified permitting projects, and best available retrofit control technologies for existing equipment when feasible to require in the San Joaquin Valley. The District's stringent and innovative rules have set benchmarks for other air agencies throughout California and the nation. Regulations implemented by the District have reduced emissions from stationary sources by over 80% to date and will continue to achieve significant emissions reductions in the coming years.

District rules reduce emissions of criteria air pollutants and toxic air contaminants from sources in and around the community. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating operations, bulk fuel storage and transfer terminals, chemical receiving and storage, , fabricated metal parts and products, gasoline dispensing operations, government services, municipal water treatment operations, health care centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. District rules that reduce emissions from local sources in the Stockton AB 617 Community are outlined in the following table:

Table 3-5 District Rules Reducing Stockton AB 617 Community Air Pollution

Rule #	Rule Description
4001	New Source Performance Standards
4002	National Emission Standards for Hazardous Air Pollutants
4101	Visible Emissions
4102	Nuisance
4201	Particulate Matter Concentration
4202	Particulate Matter Emission Rate
4301	Fuel Burning Equipment
4305	Boilers, Steam Generators, And Process Heaters - Phase 2
4306	Boilers, Steam Generators, and Process Heaters - Phase 3
4307	Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr TO 5.0 MMBtu/hr
4309	Dryers, Dehydrators, and Ovens
4311	Flares
4320	Advanced Emission Reduction Options For Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr
4352	Solid Fuel Fired Boilers, Steam Generators, and Process Heaters
4455	Components At Petroleum Refineries, Gas Liquids Processing Facilities, And Chemical Plants
4601	Architectural Coatings
4603	Surface Coating Of Metal Parts And Products, Plastic Parts And Products, And Pleasure Crafts
4606	Wood Products And Flat Wood Paneling Products Coating Operations
4607	Graphic Arts And Paper, Film, Foil And Fabric Coatings
4612	Motor Vehicle And Mobile Equipment Coating Operations
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, And Bulk Plants
4622	Gasoline Transfer Into Motor Vehicle Fuel Tanks
4623	Storage Of Organic Liquids
4624	Organic Liquid Loading
4652	Coatings and Ink Manufacturing
4653	Adhesives And Sealants
4661	Organic Solvents
4672	Petroleum Solvent Dry Cleaning Operations
4684	Polyester Resin Operations
4692	Commercial Charbroiling
4693	Bakery Ovens
4701	Internal Combustion Engines - Phase 1
4702	Internal Combustion Engines
4801	Sulfur Compounds
4901	Wood Burning Fireplaces and Wood Burning Heaters
4902	Residential Water Heaters
4905	Natural Gas-Fired, Fan-Type Central Furnaces
8011	General Requirements
8021	Construction, Demolition Excavation, Extraction, and Other Earthmoving Activities
8031	Bulk Materials
8041	Carryout and Trackout
8051	Open Areas
8061	Paved and Unpaved Roads
8071	Unpaved Vehicle/Equipment Traffic Areas
8081	Agricultural Sources
9310	School Bus Fleets

Rule #	Rule Description
9410	Employer Based Trip Reduction
9510	Indirect Source Review

While California and the federal government have direct authority to regulate tailpipe emissions from mobile sources, the District has also adopted innovative regulations such as the Rule 9510 - Indirect Source Review (discussed in more detail later in this section) and Rule 9410 - Employer-based Trip Reduction to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. A complete listing of the District's current rules and regulations is available at the following link: <http://www.valleyair.org/rules/1ruleslist.htm>

For the recently adopted *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* 2018 PM2.5 Plan, the District performed an exhaustive evaluation of all potential additional opportunities for reducing emissions and committed to amend several rules to achieve expeditious attainment of the health-based federal PM2.5 air quality standards (see Section IV). This comprehensive analysis also demonstrated that the District's rules and regulations are at least as stringent, if not more stringent, than all other rules in the nation. Furthermore, in accordance with AB 617 requirements, the District adopted an expedited schedule in December, 2018, for performing further determination of BARCT to ensure that applicable sources are utilizing the cleanest technologies feasible (see Chapter 4).

District New and Modified Stationary Source Review

Beyond District rules that apply to specific categories of stationary sources, District Rule 2201 (New and Modified Stationary Sources Review) applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. District Rule 2201, and the associated permitting process, ensure that new or modified stationary sources of air pollution are subject to the most effective emissions controls feasible for implementation; that emissions from the project do not create a public health risk (including a modeled analysis of cancer risks resulting from the project and possible health hazard risks resulting from both acute and chronic exposure to emissions for nearby residences and worksites); and that the project does not increase the potential for a violation of State or National Ambient Air Quality Standards. More information about the District's rigorous permitting process is available at <http://www.valleyair.org/busind/pto/ptoprocess.htm>, and is also summarized below. 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 types of equipment. The District also conducts 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.

As a part of the District's BACT Policy (publicly available at <https://www.valleyair.org/busind/pto/bact/bactidx.htm>), District staff maintain a BACT Clearinghouse, updated and published quarterly, that includes available control technologies and operation methods that meet one of the following conditions:

- A. The control technologies or operation methods have been achieved in practice for an emissions unit and class of source; or
- B. Are contained in any SIP approved by the EPA for an emissions unit category and class of source; or
- C. Are any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found to be technologically feasible for such class or category of sources or for a specific source.

AB 617 legislation requires that CARB develop and maintain a state-wide Technology Clearinghouse for BACT and T-BACT. Once available, District staff will review the Technology Clearinghouse as an additional resource when updating the District's BACT Clearinghouse.

Risk Management Reviews: The District conducts Risk Management Reviews 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. Additional information regarding risk management reviews may be found here: https://www.valleyair.org/policies_per/Policies/apr-1905.pdf

Toxic Best Available Control Technology (T-BACT): When T-BACT is triggered under a Risk Management Review 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 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 not 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 7,228 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 that pose a significant risk to any Valley resident under the "Hot Spots" program. A detailed discussion of AB 2588 and facility risk reduction audits conducted to date in the community is included in Chapter 4.

Implementation of State Airborne Toxic Control Measures

The District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by CARB. State-issued ATCMs are designed to reduce toxic air emissions from various types or categories of equipment by imposing prescribed air pollution control measures. Implementing ATCMs result in reductions of toxics exposure from targeted facility types or categories that could cause significant risks at a regional level. These ATCMs are implemented primarily through the District's permitting process. Examples of emissions sources that have drastically reduced toxic air contaminant emissions in the San Joaquin Valley because of such rules and regulations include dry cleaners, chrome plating operations, gas stations, and diesel internal combustion engines.

Implementation of Federal National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Maximum Achievable Control Technology (MACT) Standards

The District's integrated air toxics program fulfills federal mandates under Title III of the federal Clean Air Act, which requires specific types of sources of air toxic emissions to directly reduce emissions through federal NESHAP and MACT standards. These standards apply to a variety of source categories, ranging from diesel internal combustion engines to chrome platers, and from refineries to power plants.

Implementation of Federal New Source Performance Standards (NSPS)

The District also fulfills federal mandates under Title I of the federal Clean Air Act, which requires specific types of new, modified, and reconstructed facilities subject to NSPS to directly reduce emissions of criteria air pollutants. These standards apply to a variety of source categories, ranging from hot mix asphalt facilities to sewage treatment plants, and from landfills to boilers.

District Indirect Source Requirements

District Rule 9510 is the only rule of its kind in the State of California and throughout the nation which applies to new residential and commercial development projects. The District's rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, such as from construction equipment and mobile sources associated with new developments. This rule requires mitigation of the growth in emissions from mobile and area sources associated with construction and operation of new development projects in the Valley.

District Air Quality Assistance and Guidance to Public Agencies

The District provides assistance and guidance to other public agencies, including cities and counties in the San Joaquin Valley, to help them assess, minimize, and mitigate air quality impacts of projects undergoing their land-use approval processes, over which the District has no statutory authority. For instance, the District provides comments under the California Environmental Quality Act (CEQA) to public agencies on hundreds of proposed projects each year. District provided CEQA comments are designed to minimize project related air quality impacts. In addition, the District maintains and makes available an extensive suite of guidance documents and tools for assessing and mitigating air quality impacts, including criteria and air toxic emissions, from stationary source projects and other development projects.

Mobile Source Regulations

Mobile source emissions make up over 85% of the Valley's NO_x emissions, the primary driver in the formation of particulate and ozone pollution, therefore, reductions in mobile source emissions have become an ever-increasingly important part of the Valley's attainment strategy of federal air quality standards. States and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. CARB has adopted toughened regulations for heavy-duty trucks, off-road equipment, and other mobile sources. Additionally, the District has adopted innovative regulations such as the Indirect Source Review and Employer-based Trip Reduction rules to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. Local air districts do not have the authority to implement regulations requiring ultra-low tailpipe emissions standards on mobile sources.

With authority to regulate mobile source emissions, CARB has adopted and amended a number of regulations aimed at reducing exposure to diesel PM and NO_x from fuel sources, freight transport sources like heavy-duty diesel trucks, transportation sources like passenger cars and buses, and off-road sources like large construction equipment. Phased implementation of these regulations will produce emission reduction benefits in the coming years as the regulated fleets are retrofitted, and as older and dirtier fleet units are replaced with newer and cleaner models at an accelerated pace. CARB's ongoing comprehensive measures to reduce emissions from mobile sources throughout the state are detailed further in Chapter 4, "Statewide Strategies" section.

District Incentive-Based Emission Reduction Programs

The District has increasingly relied on its advocacy efforts to secure state and federal funding sources, and locally-generated funding to implement incentive programs that have become a vital component of the District's overall strategy for achieving the emissions reductions necessary to bring the Valley into attainment with state and federal air quality standards and to protect public health. These programs provide an effective way to accelerate emissions reductions and encourage technology advancement, particularly from mobile sources, a sector not directly under the District's regulatory jurisdiction. Considering over 85% of the NOx emissions in the Valley come from mobile sources, these successful voluntary incentive grant programs help the Valley achieve highly cost-effective emissions reductions that are surplus of the regulatory emissions reductions.

The District operates one of the largest and most well-respected voluntary incentive programs in California. Since the District's inception in 1992, considerable funding has been invested into thousands of clean-air projects throughout the Valley. The District's incentive programs offer Valley businesses and residents the opportunity to replace their older, higher polluting equipment with newer, cleaner models. These incentive programs include options for replacing older diesel powered trucks, ag engines, tractors, locomotives, and construction equipment as well as options for replacing wood burning devices, lawn equipment and passenger vehicles. These projects have achieved significant emissions reductions with corresponding air quality and health benefits. The incentive programs listed in the table below have been implemented in the community of Stockton AB 617 Community as of October 7, 2020, achieving over 1,200 tons of combined PM, NOx, and VOC emissions reductions in the community.

Table 3-6 Grant Funding Invested in Stockton AB 617 Community- Oct 7, 2020

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Bicycle Infrastructure Bike Bath Class I,II,III	2	\$100,000	10.45
Burn Cleaner Wood Stove Change Out New Device	77	\$230,500	18.09
CAP & Trade Demonstration New Electric Vehicle	2	\$2,324,790	0.00
Heavy-Duty Ag-UTV Vehicle Replacement	1	\$13,722	0.31
Heavy-Duty Forklift New Electric Vehicle	1	\$31,780	1.56
Heavy-Duty Locomotive Engine Repower	2	\$3,750,000	177.59
Heavy-Duty Locomotive New Vehicle	2	\$4,825,624	305.04
Heavy-Duty Locomotive Replacement	1	\$1,729,000	97.83
Heavy-Duty Off-Road Ag Vehicle Replacement	1	\$19,000	1.36
Heavy-Duty Off-Road Engine Repower	1	\$279,350	40.36
Heavy-Duty On-Road DERA Vehicle Replacement	7	\$373,728	0.0
Heavy-Duty On-Road Engine Repower	2	\$164,106	45.55
Heavy-Duty On-Road New Vehicle	1	\$28,000	0

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Heavy-Duty On-Road Trade Up	3	\$300,00	3.63
Heavy-Duty On-Road Prop 1B Vehicle Replacement	47	\$2,880,000	423.84
Heavy-Duty On-Road Truck Replacement	3	\$195,062	11.16
Heavy-Duty On-Road TVP Engine Retrofit	1	\$20,000	0.04
Heavy-Duty On-Road TVP Vehicle Replacement	21	\$1,336,292	93.01
Heavy-Duty On-Road VIP Vehicle Replacement	6	\$330,000	3.07
Lawn & Garden Residential New Purchase	7	\$533	0.00
Lawn & Garden Residential Replacement	73	\$28,505	0.00
Light-Duty Charge Up EV Charger-Private	1	\$6,000	0.00
Light-Duty Charge Up EV Charger-Public	7	\$312,000	0.00
Light-Duty Drive Clean EV Vehicle Rebate	42	\$246,000	0.79
Light-Duty EFMP Replacement	132	\$1,504,948	1.66
Light-Duty TITU Repairs	670	\$371,326	0.00
Light-Duty Van Pool Voucher	2	\$1,260.00	0.18
Public Benefit Alternative Fuel New Vehicle	53	\$1,015,413	0.00
Remove II Light and Medium Duty EV Purchase	1	\$3,000	0.04
Remove II Pearl Data New Vehicle Purchase	1	\$12,000	0.00
Special Projects Short Sea Shipping	1	\$750,000	0.00
Total	1,171	\$22,881,939	1,235.56

District Technology Advancement Efforts

The District Governing Board approved creation of the Technology Advancement Program in March, 2010, to accelerate development of technologies that can help reduce emissions in the Valley. Meeting EPA's increasingly stringent ozone and PM2.5 air quality standards requires significant advancements in low-emissions technologies from mobile and stationary sources. The Technology Advancement Program provides a strategic and comprehensive means to identify, solicit, and support technology advancement opportunities. Ongoing refinement of the program's technology focus areas targets efforts to achieve the greatest impact on the Valley's attainment and other health-based goals. This program has resulted in the development and deployment of electric feed mixers for dairy operations, clean fuel technologies for trucks, and solar-electric truck refrigeration units. Many of these advanced clean-air technologies are currently operating in the community of Stockton AB 617 Community.

Public Air Quality Education and Outreach

Providing accurate and up to date air quality information to Valley residents is a top priority for the District, especially when circumstances such as wildfires overwhelm all clean air measures and lead to high pollution concentrations. Under these circumstances, the best course of action is to provide notifications to Valley residents so that sensitive individuals, in particular, can take precautions to minimize exposure. The

District has expended significant resources on public notification and risk prevention measures, such as the Real-Time Air Advisory Network (RAAN) and Real-Time Outdoor Activity Risk (ROAR) Guidelines. The following are some additional examples of District outreach programs designed to help Valley residents understand air quality and what they can do to reduce their own impacts:

- Healthy Air Living Schools
 - <http://www.healthyairliving.com/schools>
- Real-Time Air Quality Display (READ)
- Web-based Archived Air Quality System (WAAQS)
 - <https://www.valleyair.org/waaqs/>
- Healthy Air Living
 - <http://www.healthyairliving.com/>
- Healthy Air Living Partners
- Check Before You Burn
 - <http://www.valleyair.org/aqinfo/cbyb.htm>
- Air Alerts
 - https://www.valleyair.org/AirAlert/AirAlert_Landing.htm

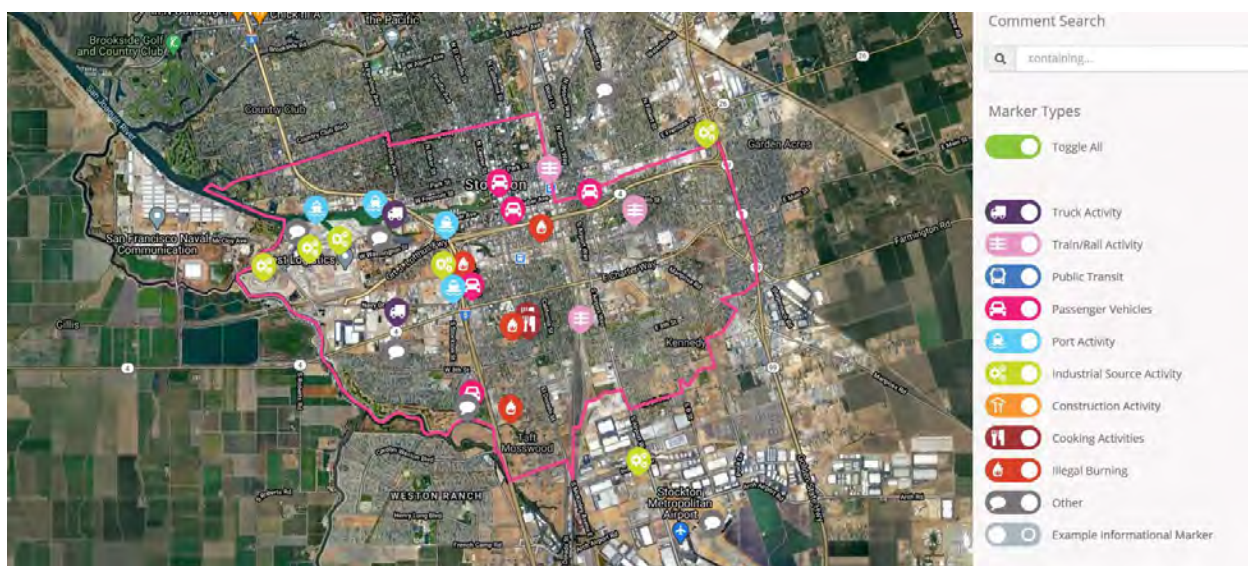
The above programs are available to community members, and have helped residents and school administrators take health protective action during poor air quality episodes.

4. STRATEGIES TO REDUCE THE CUMULATIVE EXPOSURE BURDEN IN STOCKTON

COMMUNITY IDENTIFIED AIR QUALITY PRIORITIES

During the June 3, 2020 Community Steering Committee (CSC) meeting, Stockton committee members and public attendees participated in a District-facilitated exercise to identify and prioritize their air pollution sources of concern. Participants were placed in groups and were asked to share their thoughts regarding air pollution sources which they believed impacted their community the most, or was of most concern to the individual or entity they represented. The results of these group exercises were then placed into an online mapping tool to create a visual representation of the common pollution sources of concern (Figure 4-1). An online version of the exercise was also sent to the committee and posted to the District's community webpage <http://community.valleyair.org> to allow for additional opportunity to participate in identifying source categories of concern.

Figure 4-1 Results of Sources of Concern Exercise



Through these exercises, some top emission sources categories of concern in Stockton include:



Based on emissions inventory, current air monitoring data, and top sources of concern in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO, NO₂, NO_x), Hydrogen Sulfide (H₂S), Carbon Monoxide (CO), Ozone, and Volatile Organic Compounds (VOCs). In addition, a variety of toxic compounds, including toxic organics and particulate matter, were also identified as pollutants of concern.

To provide additional information about existing control programs for community members not familiar with ongoing air pollution control efforts, District staff prepared an informational document titled, "*Public Resource: Existing Control of Air Pollution Sources of Concern*," (included for reference as Appendix D), and gave several presentations about existing District control programs. Additionally, the Community Co-Hosts are provided the opportunity to share their own experiences and areas of concern during CSC meetings and their thoughts on opportunities to improve air quality within the community. The CSC meetings have served to build the knowledge base of the CSC members and to assist in developing a Community Emission Reduction Program (CERP) which includes specific measures to reduce exposure to harmful air pollution within the community.

In partnership with the CSC members, community based organizations, businesses in the community, and state and local agencies, a suite of targeted measures to reduce and mitigate harmful air pollution emissions from community identified sources of concern has been developed. In addition to the emission reductions which will be achieved through expedited implementation of best available retrofit control technology

by facilities within the community, the adoption of rule amendments that will further reduce PM_{2.5} and toxics in the Valley, and enhanced enforcement in the community, these local measures provide accelerated emissions reductions in the community.

AB 617 legislation requires that a CERP identifies cost-effective measures to achieve emission reduction targets in the community. During CSC discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources, while also providing tangible benefits to residents in the community. To that end, in addition to measures that reduce emissions from stationary, area, and mobile sources that are large contributors to the community emissions inventory, many of the measures supported by the Steering Committee and proposed for implementation in the Stockton CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements. The measures described in this chapter encompass a range of strategies to reduce community level exposure burden, including regulatory, enforcement, outreach and education, voluntary incentive-based programs, as well as partnerships with other agencies to address issues outside of the District's direct regulatory authority.

It should be noted that the identified funding amounts for each measure are designed assuming that future-year state budget appropriations and funding allocations are similar to those approved by the legislature and CARB for current use in the AB 617 program, and are available in future District budget appropriations.

Incentive program guidelines also generally contain strict requirements that include specific project types and funding amounts. To maximize emission reductions in the AB 617-selected community of Stockton, the CERP includes measures that also leverage existing District incentive funding allocations, above and beyond funding amounts available through AB 617-related funding allocations.

Some of the incentive measures included in the CERP are proposed to operate under existing authority and approved program guidelines, while other measures will require the development of new program guidelines and associated approval by the District Governing Board and CARB. As the CARB Blueprint states, CARB and the District will continue developing regulatory and incentive actions through separate public processes. Subsequent implementation of proposed CERP measures will be conditional on the successful completion of applicable public processes, necessary financing approvals, technical feasibility analyses, economic competitiveness, safety, and environmental reviews.

The District will continue to work with the CSC to receive community input as program guidelines are developed and projects are implemented within the community. As experience is gained in implementing the measures contained in the CERP, it may become evident that certain measures are more successful than others in reducing emissions and/or exposure, and are more popular with the community. Committee input on these considerations, and discussions about funding availability and cost-

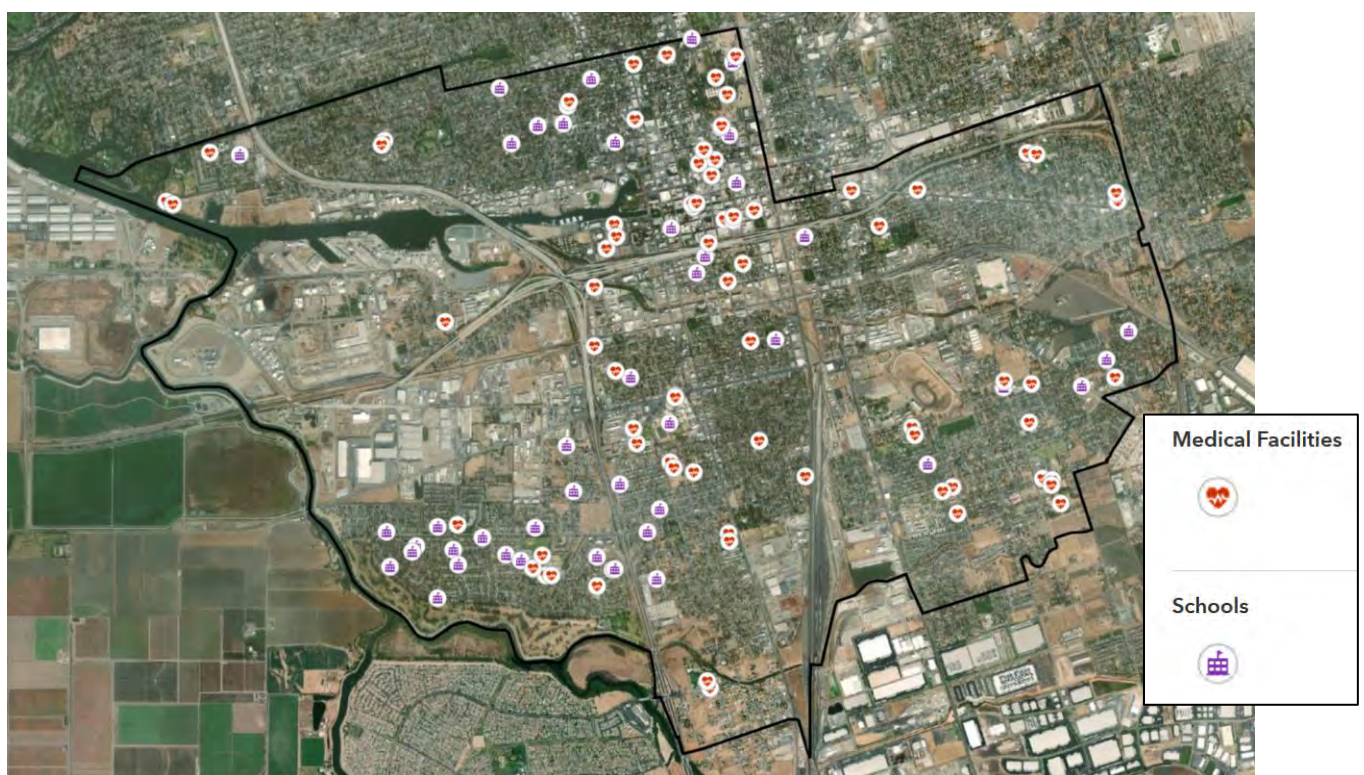
effectiveness of projects, may lead to adjustments to strategy goals and/or funding amounts to achieve overall emission reduction targets of the CERP. A possible example includes the collection and sharing of community air monitoring data, which could lead to additional discussion with the CSC, which could lead to additional CERP strategy development. During CERP implementation, the CSC will be provided regular updates on implementation progress and their feedback and guidance requested. Based on the updates, it is possible that new strategies could be identified or revisions to existing strategies may be appropriate.

The sections that follow provide detailed information about emission and exposure reduction strategies developed for each source category of concern to the community.

EXPOSURE REDUCTION STRATEGIES FOR SENSITIVE RECEPTORS

Proximity to emission sources can pose health risks for community members, particularly for sensitive groups such as children, the elderly, and those with cardiovascular diseases. Sensitive receptors located in Stockton include schools, daycare facilities, and medical facilities, as shown in the map below. The CARB Blueprint contains several suggested measures that can be implemented to reduce exposure to emissions in areas where these sensitive receptors may be particularly vulnerable to exposure, which are referred to as proximity-based goals.

Figure 4-2 Sensitive Receptors in the Community



In discussions about possible exposure reduction measures to implement in the AB 617-selected community, the Stockton Steering Committee placed a high priority on measures that would protect the health of children, including installing advanced filtration systems at schools and providing indoor air filtration devices to community residents near sources of concern. Other measures prioritized by the Steering Committee included reducing idling near sensitive receptors, and increasing community member knowledge about actions individuals can take to protect their health.

The Steering Committee also suggested additional urban greening, installing vegetative barriers next to industrial sites and along major roadways, and rerouting of heavy-duty trucks corridors near these sensitive receptors. The District has engaged with local

government agencies, CARB, and appropriate state agencies that have the authority to implement these strategies.

Reducing exposure for sensitive receptors will be accomplished through the implementation of the following measures related to school air filtration, home indoor air quality filtration, urban greening, and vegetative barriers.

VEGETATIVE BARRIERS

BACKGROUND

Vegetative barriers, also known as windbreaks, are composed of one or more rows of trees or shrubs that may be planted in specific areas of concern in order to improve air quality in the immediate area by intercepting airborne particles, dust, chemicals, and odors. Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. In addition, stationary sources such as industrial facilities, factories, and other industrial processes can also contribute air pollutants to their surrounding areas. While various emission control techniques and programs exist to reduce these pollutants from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In addition to air quality benefits, vegetative barriers can improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution.¹

Characteristics of a vegetative barrier that should be considered include the porosity/density of the vegetative barrier, the characteristics of the vegetation during different seasons, leaf surface characteristics, vegetation air emissions (e.g. biogenic VOCs), and the resistance of the vegetative barrier to air pollution. Other considerations include: soil characteristics, availability of water, control of water runoff, maintenance of the vegetative barrier, use of native and non-invasive species, and roadway safety. Vegetative barriers may also be used with solid barriers to increase mitigation. Research is ongoing as to the effectiveness of vegetative barriers in reducing exposure to pollutants, but a recent study has found that vegetative barrier installations may reduce downwind exposure to carbon monoxide and fine particulate matter by at least 23%.²

The US EPA has produced a fact sheet with further information on vegetative barriers, available here: https://19january2017snapshot.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf

¹ Baldauf, R. (2016). Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. *National Risk Management Laboratory Office of Research and Development, Air Pollution Prevention and Control Division: Washington, DC, USA.*

² Lin, M. Y., Hagler, G., Baldauf, R., Isakov, V., Lin, H. Y., & Khlystov, A. (2016). The effects of vegetation barriers on near-road ultrafine particle number and carbon monoxide concentrations. *Science of the Total Environment*, 553, 372-379.

Figure 4-3 Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA

Latest Google Map Information

Figure 4-4 Vegetative Barrier around Foster Farms, Fresno, CA

Latest Google Map Information

COMMUNITY CONCERNS AND COMMENTS

The Stockton Steering Committee has identified Vegetative Barriers as a priority for air pollutant mitigation. The committee has expressed the need for the installation of vegetative barriers (and sound walls) around and near sources of concern such as schools, along truck routes, near the Port of Stockton, Charter Way, Boggs Tract and El Dorado with an additional priority along Interstate 5. The committee has expressed the need to enforce existing mitigation plans associated with specific industries.

CURRENT PROGRAMS

The Valley Air District, the City of Stockton, the California Department of Transportation (Caltrans), and other local partners have promoted the use of vegetative barriers for reducing exposure to air pollutants, mitigating the urban heat island effect, and improving aesthetics. The District's Fast Track Action Plan includes the strategic use of tree and vegetation planting as a potential measure to improve air quality.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on community interest in vegetative barriers, the following measure was developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

VB.1: INCENTIVE PROGRAM FOR THE INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN

Overview: The purpose of this strategy is to provide incentives for the installation and maintenance of vegetative barriers around sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will also look to partner with other agencies to identify additional grant funding to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors.

It should be noted that the SJVAPCD has no authority over how agencies allow land under their jurisdiction to be used. These land-use decisions, such as whether to allow or require vegetative barriers in specific locations, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

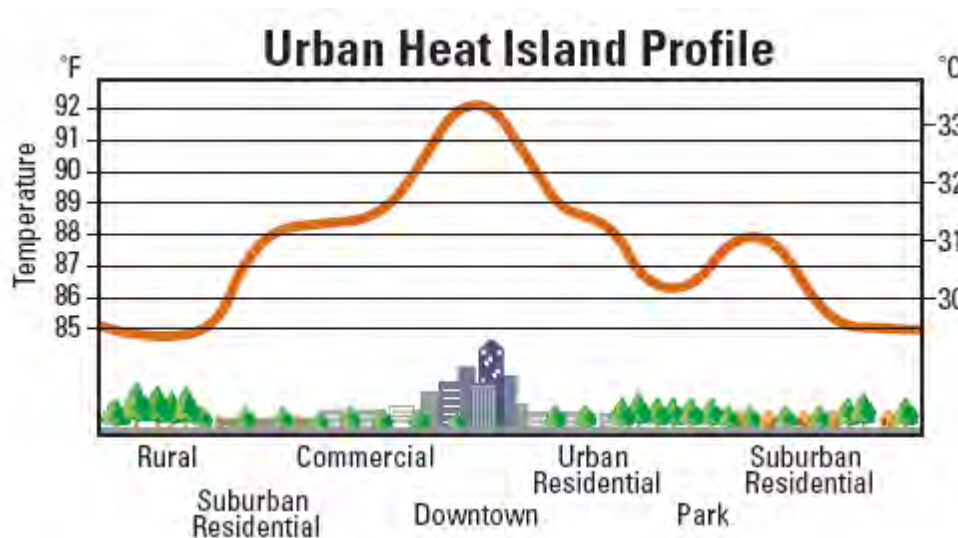
Quantifiable emission reduction: Estimated 5-year emissions reductions associated with this measure includes up to 0.11 tons of PM_{2.5} and NO₂ per year

URBAN GREENING

URBAN GREENING SOURCES IN STOCKTON

Urban greening is one way to help improve air quality and public health in addition to enhancing the overall beautification of the community with drought resistant low maintenance greenery. Trees and vegetation help reduce the impacts of heat islands by increasing the amount of shade and cooling the air by evapotranspiration.³ Careful placement and choice of vegetation will maximize its cooling benefits. Shade provided by trees and other vegetation prevents sunlight from reaching heat-absorbing surfaces such as sidewalks and parking lots, cooling the area by 2 to 9 degrees Fahrenheit. Air quality also benefits from a decrease in energy usage. The less energy used, the fewer power plants running and emitting ozone precursors.⁴ The total net savings when considering energy, ozone, and PM reduced from vegetation were valued at \$210/tree.

Figure 4-5 Urban Heat Island Effect Illustrated (Source: EPA, 1992)



COMMUNITY CONCERNS AND COMMENTS

The steering committees expressed an interest in opportunities for increased urban greening and forestry in the community of Stockton specifically at Charter Way, Boggs Tract, and El Dorado as a strategy to reduce exposure from emissions that occur along local transportation corridors while keeping in mind water and maintenance issues.

CURRENT PROGRAMS

The District Fast Track Action Plan identified Heat Island Mitigation as a measure to be implemented with the goal to increase urban forest canopy shading and increase the albedo of structures and pavement. This guidance includes a model resolution and policy statement for use by businesses, government, and organizations who desire to commit to heat island mitigation strategies.

³ EPA (1994) *Using Trees and Vegetation to Reduce Heat Islands*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/using-trees-and-vegetation-reduce-heat-islands>

⁴ EPA (2008) *Heat Island Compendium*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/heat-island-compendium>

Due to the benefits of urban greening, there are several programs available to support urban greening in communities. Below are the ongoing efforts to promote Urban Greening by other agencies, as well as programs committed to be implemented in future State and/or Valley-wide programs.

- **Transformative Climate Communities (TCC) Program:** The (TCC) Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs
- **Fathers & Families of San Joaquin:** Fathers & Families of San Joaquin's Health Justice Tree Planting/ReLeaf program plants trees in disadvantaged communities, trading gray concrete spaces into vibrant green spaces to promote a canopy of healthy environments and reduce greenhouse gases.
- **PUENTES:** PUENTES empowers at risk urban families by providing opportunities to enhance their environment with trees and stewardship for natural resources, foster local food chain viability, employment and entrepreneurship, and reinforce the sense of community involvement and physical wellbeing through volunteer participation in farming and forestry.
- **California ReLeaf Grants:** California ReLeaf seeks and provides pass-through grants to ReLeaf Network Members and other community groups interested in planting and caring for trees in California and offers grant programs through the Social Equity Grant Program and California Arbor Week Grant.
- **California Natural Resources Agency Urban Greening Grant Program:** Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases. This program includes urban heat island mitigation projects and energy conservation efforts related to shade tree projects.
- **Cal Fire:** Through the California Climate Investments (CCI) Urban & Community Forestry Grant Program, CALFIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects as specified in the California Urban Forestry Act of 1978.
- **Active Transportation Program (ATP): California Department of Transportation (CALTRANS):** Urban forestry, such as trees and other vegetation, are significant components of several eligible projects under the ATP, including parks, trails, and safe-routes-to-schools.
- **California Urban Forests Council (CAUFC):** As a coalition, CAUFC is dedicated to the expansion and perpetuation of sustainable urban and community forests to enhance the quality of life for all Californians.

Non-profit organizations such as One Tree Planted, River Partners, the San Joaquin River Conservancy, and others provide the public the ability to donate to support tree planting and also advocate for the allocation of state and federal funding towards tree planting or replanting in forest, river, and/or urban areas in California.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the community's interest in increased urban greening, the District will be working with other agency partners to bring increased funding for urban greening to the AB 617 selected communities, as further described in the following measure.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

UG.1 URBAN GREENING AND FORESTRY

Overview: The purpose of this strategy is to identify and support efforts to increase urban greening/forestry to improve air quality for residents in the Stockton community. The focus areas will include, Charter Way, Boggs Tract, and El Dorado. This measure is supported by scientific studies that have shown urban trees and forestry can help with the removal of air pollutants and reduced emissions of volatile organic compounds (VOC's). The effects of urban trees on fine particulate matter (PM2.5) was modeled for ten U.S. cities, with total annual PM2.5 removal varying from 5.2 tons in Syracuse to 71.1 tons in Atlanta. Overall air quality improvements attributed to urban trees ranged between 0.05% in San Francisco to 0.24% in Atlanta (Nowak, Hirabayashi, Bodine, Hoehn, 2013). Based on a study to assess the effects of urban trees on air quality have found that urban vegetation can attribute to temperature reduction, removal of air pollutants, reduced emission of VOCs, and building energy conservation (United States Department of Agriculture Forest Service, 2002). The measure would also include an on-going maintenance program with the city.

The District has long been supportive of the public benefits provided from planting of trees and vegetation. The District's Fast Track Action Plan, adopted by the Governing Board to reduce ozone pollution in the Valley, identified strategic use of tree and vegetation planting as a potential measure to reduce ozone. There has also been significant efforts at the federal, state, and local levels to promote and increase urban greening and forestry through funding opportunities, programs, and projects.

It should be noted that, while the District has no direct authority over how agencies allow land, under their jurisdiction, to be used. These land-use decisions on whether to allow or require urban greening in specific locations, are the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. While AB 617 does not provide the District with new land-use regulatory authority, so land-use authority continues to remain with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program

EXPOSURE REDUCTION STRATEGIES FOR SCHOOLS

SCHOOLS IN THE STOCKTON COMMUNITY

The Stockton Unified School District is the primary district serving the Stockton AB 617 community. In addition to the 32 schools within the Stockton Unified School District, three private schools also operate within the boundaries. Enlisting the participation and support of these schools in the effort to reduce children's exposure is key to ensuring that benefits are as widespread as possible. Targeting schools like Washington Elementary School protects the most vulnerable populations. All children, but especially young children, are considered sensitive receptors with respect to air pollution and it is vital that their protection from unhealthy air during their developing years is made a priority.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members is to ensure cleaner air both indoors and outdoors for children at school while fully engaging local school districts and parents in clean-air efforts. Committee members expressed a desire to prioritize schools in neighborhoods with the highest risk of exposure to pollutants, such as those near the Stockton Port and near existing truck routes, and to enlist the cooperation and support of Stockton Unified School District as programs are further developed during the implementation phase of the CERP. The Steering Committee also requested incorporating an "Emissions Free Zone" model into the outreach strategies developed.

CURRENT CONTROL PROGRAMS

The District's Healthy Air Living (HAL) Schools program empowers participating schools to make informed decisions about outdoor activities based on real-time air quality conditions. School staff sign up for automated notifications when air quality becomes harmful using the Real-time Air Advisory Network (RAAN) tool, and receive health-protective recommendations for the modification or cancellation of outdoor activities accordingly through the Real-time Outdoor Activity Risk (ROAR) guidelines. The program includes access to resources like anti-idling signs, air quality widgets for school websites, bilingual informational materials, and bilingual educational speakers for students, parents, and staff. This program will be expanded to include an "Emissions Free Zone" model into the coordination with schools.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Strategies developed to reduce the exposure of children within the community require a twofold approach: increasing enrollment of schools in the HAL School program protects children from exposure to unhealthy outdoor air through the widespread adoption of RAAN and ROAR; further, establishing a program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air quality.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

SC.1 INCENTIVE PROGRAM TO INSTALL ADVANCED AIR FILTRATION SYSTEMS IN COMMUNITY SCHOOLS

Overview: The goal of this strategy is to reduce the impact of air pollution on children at schools. Air filtration reduces the concentration of particulate contaminants from indoor air and is an important component of a school's Heating Ventilation and Air Conditioning (HVAC) system. Reducing airborne particles is important due to the negative impacts to human health, especially that of sensitive populations such as children and the elderly.

This strategy would provide up to \$2,640,000 in incentive funding for schools within the Stockton boundary to install advanced air filtration systems, utilizing existing Community Air Protection Program guidelines. Proposed funding amounts would provide local schools with funding to install HVAC filters with a minimum efficiency reporting value (MERV) rating of 14 or greater or the highest MERV filter the current HVAC system can handle and/or standalone air filtration units as determined through an assessment performed by the trained school district staff or third party vendor. The MERV rating reflects the filter's ability to capture particles in the air, the higher the MERV rating, the better the filter is at trapping particles.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Budgeted Amount: \$2,640,000

SC.2: REDUCE CHILDREN'S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM AND THE ESTABLISHMENT OF EMISSION FREE ZONES

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 to decrease vehicle idling, limit children's outdoor activity during episodes of poor air quality, and educate student about protecting our air. Additionally, the strategy is to work with school staff and students to educate the public, educators and parents regarding having an "Emission Free Zone" around schools, thereby reducing negative health impacts on student's health caused by emissions generated from vehicle idling. To help in this effort, "No Idling" signage in English and Spanish will be distributed to schools within the boundary. Additionally, informational videos will be used as an outreach tool and will be made available in languages such as Spanish, Tagalog, and others on an as needed basis.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction

INDOOR AIR QUALITY

Indoor Air Quality refers to the air quality within buildings and structures, especially as it relates to the health of building occupants. Some health effects may show up shortly after a single exposure or repeated exposures to a pollutant. These include irritation of the eyes, nose, and throat, headaches, dizziness, and fatigue. Such immediate effects are usually short-term and treatable. Sometimes the treatment is simply eliminating the person's exposure to the source of the pollution, if it can be identified. Soon after exposure to some indoor air pollutants, symptoms of some diseases such as asthma may show up, be aggravated, or worsened.

Outdoor air enters and leaves a building by: infiltration, natural ventilation, and mechanical ventilation. In a process known as infiltration, outdoor air flows into buildings through openings, joints, and cracks in walls, floors, and ceilings, and around windows and doors. In natural ventilation, air moves through opened windows and doors. Mechanical ventilation is the use of ducts and fans to circulate air.

Americans spend over 90 per cent of their time indoors, and poor indoor air quality is considered a top environmental health risk. Mitigation programs should focus on achieving measurable improvements in reducing risks from indoor pollutants.

Weatherization measures, such as installing weather-stripping and caulking around windows and doors, can reduce the amount of outdoor air infiltrating into a home and decrease energy costs associated with heating and cooling. In addition, using a portable air cleaner and/or upgrading the air filter in your furnace or central heating, ventilation, and air-conditioning (HVAC) system can help to improve indoor air quality. Portable air cleaners, also known as air purifiers or air sanitizers, are designed to filter the air in a single room or area. Central furnace or HVAC filters are designed to filter air throughout a home. Portable air cleaners and HVAC filters can reduce indoor air pollution; however, they cannot remove all pollutants from the air.

COMMUNITY CONCERNS AND COMMENTS

Community commenters have noted that providing community residents with information about existing weatherization programs, should be augmented with incentives to assist residents in improving indoor air quality through a residential air filtration program.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on interest from the community and a growing understanding at the state level of the need to improve indoor air quality the following strategy has been developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

IAQ.1: INCENTIVE PROGRAM FOR RESIDENTIAL AIR FILTRATION AND WEATHERIZATION

Overview: The goal of this strategy is to reduce the impact of and exposure to air pollution on community residents near sources of pollution within their homes. Indoor air filtration devices can be of assistance in improving indoor air quality in homes. While air cleaning devices alone cannot adequately remove all indoor pollutants from homes, they can be very helpful when large amount of pollution enter a home during unusual events, such as during a wildfire. Weatherization of a home (improving seals around doors and windows, increasing the amount of home insulation, and improving home HVAC systems) can reduce outside pollutants moving into the home and decrease the overall energy demand for residents.

Due to the ability for some residential air filtrations systems, such as electrostatic precipitator and ionizers, to generate ozone as a byproduct, which is a criteria air pollutant and causes lung irritation¹. In some cases, the use of these types of air filters can increase indoor ozone concentrations beyond public health standards. For this reason, this strategy will focus on the use of mechanical air filtration that relies on using filter media to remove indoor air pollution.

This strategy would establish an incentive program for residential air filtration for community residents near sources of air pollution, and increase outreach and access to programs available for low-income residents in Stockton to receive weatherization services.

Implementing Agency: SJVAPCD, partner agencies such as San Joaquin County Human Services Agency: Home Energy Assistance Program (HEAP)

Strategy Type: Incentive

Budgeted Amount: \$1,000,000

Emission Outcome: Reduction

¹Residential Air Cleaners – A Technical Summary – US EPA
(https://www.epa.gov/sites/production/files/2018-07/documents/residential_air_cleaners_-_a_technical_summary_3rd_edition.pdf)

COMMUNITY OUTREACH STRATEGIES

CURRENT OUTREACH PROGRAMS

The District's Outreach and Communications team conducts air quality outreach throughout all eight counties of the San Joaquin Valley. The District coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots outreach campaigns like the Healthy Air Living (HAL) Schools and the winter residential "No Burn" programs, and connects with the public in multiple languages across any medium. In addition to offering media interviews, answering questions posed by the public, partnering with local institutions, and accepting speaking engagements, the District also conducts paid advertising and informational campaigns regularly to spread air quality awareness across social media, digital networks, television, radio, billboards, and other venues. Through the development of innovative tools like RAAN and the Valley Air App, over 10,000 registered users receive automated notifications when the air quality at any location they choose to follow becomes unhealthy, allowing them to make informed decisions about their outdoor activities to limit their own exposure.

COMMUNITY CONCERNS AND COMMENTS

The Committee recommended that the District engage in a wide variety of multi-lingual outreach efforts via both traditional and social media to allow community members to see and learn about air quality issues, take advantage of grant programs, and provide real-time access to information from air monitoring equipment deployed as part of the AB 617 process. Members of the Steering Committee acknowledged the District's ongoing air quality outreach and education efforts, but expressed concern about effectiveness given perceived public indifference. Effectiveness could be improved by increasing the volume and types of outreach, focusing it to a truly localized level, and using partnerships with key local organizations to better understand how to deliver needed information to the Stockton community residents.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

The Community Air Quality Outreach Strategies go beyond current outreach efforts to provide community-specific information about local conditions and measures the public can take to protect themselves during episodes of poor air quality through new media campaigns, workshops hosted in partnership with local civic and community organizations, and other outreach methods as identified by the community and the District.

O.1: MULTILINGUAL OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to increase community awareness of available tools to keep informed of real-time changes in air quality, clean air efforts and how communities can get involved through multi-lingual educational campaigns, videos and partner workshops. The strategy looks to focus outreach on areas of Stockton CSC and

resident concerns, including fireworks, illegal burning, trash burning, educating trucking operations about impacts of idling, promotion of biking (including bike paths and trails), public transportation (including, bus, rail, ferry, and others) and other topics of concern/interest. An understanding of what conditions constitute poor air quality, the relative seriousness of a poor air quality episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure.

This strategy would aim to increase Valley Air App downloads and social media followers among members of the community. 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 website, 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 website registrations, Valley Air App downloads, and social media followers among members of the community. In addition, this strategy would increase awareness of air quality issues with workshops hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers and on Zoom or other online platforms.

Annual goals for these actions include:

- Attend/host 4 community meetings, in-person or online, to share information
- 1 community targeted social media campaign

Implementing Agency: SJVAPCD

Strategy Type: Outreach

LAWN AND GARDEN EQUIPMENT

LAWN AND GARDEN EQUIPMENT IN STOCKTON

Small off-road engines (SORE) which are typically utilized in gas powered lawn and garden equipment emit oil-based particulates, PM_{2.5}, NO_x, and a mixture of hydrocarbons, which combine with other gases to form ozone, carbon monoxide and other toxic air contaminants. This equipment can also cause a significant amount of fugitive dust and can increase fugitive emissions including PM, toxic air contaminants, and ultrafine particles resulting in negative health impacts for the user.

According to a 2003 study by the California Air Resources Board, there are over 11.4 million pieces of residential lawn and garden equipment operating throughout the state. In the Stockton community the emissions from this sector total 6.4 tons per year (TPY) of NO_x, 37.3 TPY of VOC and 0.80 TPY of PM_{2.5}. These total emissions contribute 0.6 % of the NO_x inventory, 3.4 % of the VOC inventory, and 0.1% of the PM_{2.5} inventory.

Figure 4-6 Electric Yard Equipment Reduces Emissions near Homes and Places of Business



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding Lawn and Garden equipment included better outreach to inform community members of available incentives and increased incentives for the equipment as well as providing opportunities for residents to receive free electric lawn mowers. In addition, Community Steering Committee comments suggested prioritizing residential equipment replacements and ensuring that commercial equipment operated primarily within the boundaries of the AB617 community.

CURRENT CONTROL PROGRAMS

CARB has a SORE program, which includes lawn and garden equipment. CARB is continuing to consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent by 2031.

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

In addition, the District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) program provides funding for the following options:

- The 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. To date, this program has replaced over 7,400 lawn mowers with over \$1.5 million in funding. <http://www.valleyair.org/grants/cgym.htm>
- The 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>

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

In order to achieve additional emission reductions from the Lawn and Garden category the District will provide enhanced outreach and access to Stockton residents or businesses who would like to participate in our available incentive programs. For the residential program, the District proposes to cover the full cost of an electric lawn mower purchase when replacing an existing gas powered mower.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LG.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF RESIDENTIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from residential lawn and garden equipment by replacing existing gas powered units with battery powered zero emission models. The District's existing Residential Clean Green Yard Machines program focuses on this goal by offering incentive funding ranging from \$100-250 for the replacement of existing gas powered units with battery powered zero emission models. Additionally, the District offers up to \$50 for the purchase of a new eligible electric lawn care equipment without requiring an old piece of equipment to be turned in. Using existing District Board-approved criteria, this strategy will provide enhanced outreach and education as well as higher incentive funds to local Stockton residents to encourage participation and maximize local emission reductions within the community. This strategy will increase outreach and access to incentive funding while providing rebates up to 100% of the equipment cost of a new electric lawn mower when replacing an existing gas powered model. The goal is to replace 50 gas powered units at an expected cost of \$400 per unit.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Budgeted Amount: XX\$20,000

Emission Outcome: Reduction

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.012 tons of PM2.5 and 0.018 tons of NOx..

LG.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF COMMERCIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from commercial landscaping operations, in the Stockton AB 617 community (Stockton community), by replacing existing gas powered equipment with battery powered zero emission models. Emissions from commercial lawn care equipment directly impact equipment operators and community residents. The District currently offers a commercial lawn and garden equipment replacement program which offers incentive funding ranging from \$200-\$15,000 for the replacement of gas powered lawn equipment with battery operated zero emission technology. In addition, the program provides incentive funds for up to two batteries and one charger to ensure that the equipment is capable of operating for a full day of work. Additionally, the District will focus on increased participation from small, locally owned businesses and schools in the Stockton community to generate immediate emission reductions which directly impact local residents on a frequent basis. This strategy will provide enhanced outreach and access to available incentive funds offered by the District, utilizing Board-approved criteria. The goal of this measure is to replace 5 pieces of commercial grade gas powered lawn and garden equipment at an expected cost of up to \$20,000 per unit. Emission reductions associated with this measure will be calculated at a later time.

Implementing Agency: SJVAPCD

Strategy Type: Incentive and Outreach

Budgeted Amount: \$100,000

Emission Outcome: Reduction

Quantifiable Emissions Reductions: Estimated emissions reductions associated with this measure will be calculated based on a methodology currently being developed by CARB.

EMISSIONS EXPOSURE AND LAND USE

LAND USE IN THE COMMUNITY

Land use is the characterization of land based on what can be built on it and what the land can be used for. It is important to note that local air districts do not have authority over land use. Land use decisions are directly under the authority of Land use Agencies (e.g. City and County government agencies and Port of Stockton). Land use agencies have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. The design of development projects in a community significantly influences how people travel, and land use agencies typically have principal responsibility for approving development projects within their jurisdictions for a variety of land use types such as residential (single or multi-family, etc.), commercial (fast food, shopping center, retail, etc.), and industrial (warehouse distribution centers, port operations, etc.). Through the land use approval process, these agencies are responsible for implementing land use strategies that promote increased walkability, commute alternatives and cleaner transit fleets resulting in air quality benefits within a community.

Land use strategies may result in the reduction of vehicle trips by designing development to be more suitable for walking, bicycling, and transit. These land use strategies are typically outlined as measures and goals within a City or County general plan, which is the primary “long range” planning document used to locate future development and provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment are made. For information about the City of Stockton General Plan, please refer to Chapter 3, Understanding the Community. Land use agencies’ decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles travelled by increasing community walkability, implementing commute alternatives, and supporting infrastructure for cleaner transit fleets.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members during meeting discussions was that heavy duty truck exhaust, specifically attributable to truck traffic and idling at the Port of Stockton and from highways and freeways, result in increased exposure to emissions for residents that live near these heavy duty trucking corridors and major thoroughfares in the community. To address community member concerns, measures included in this section will focus both on strategies to reduce conflicting land uses in the community, as well as transportation strategies that reduce exposure to mobile source emissions resulting from land use decisions.

For example, suggestions from community steering committee members included the installation of vegetative barriers to inhibit emission transport from thoroughfares into neighboring communities, increasing opportunities for bicycle path infrastructure projects, support for car sharing programs, supporting the replacement of older truck

fleets with cleaner technologies and strategizing land use planning to minimize or reduce vehicle miles traveled.

As the majority of these suggestions relate to land use issues for which the District does not have authority, the District's approach is to provide support to develop fueling infrastructure for zero and near-zero-emission vehicles, provide incentives for alternative modes of transportation, and to support the land use planning process through the California Environmental Quality Act (CEQA). The District is supportive of measures and policies the land use agency can implement toward making the communities more transit-, bicycle-, and pedestrian-friendly, avoid land use conflicts that lead to toxics and nuisance problems, and minimizing the need to and/or mitigate air quality impacts of individual development proposals.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Land Use and Transportation section that span from advocating issues, providing incentives, collaborating with the local land use agency (i.e. City, County, and Port of Stockton), to providing input through the land use process. Land use and transportation strategies developed to reduce emissions due to conflicting land uses are further detailed below.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LU.1: SUPPORT PROJECTS THAT REDUCE VEHICLE MILES TRAVELED

Overview: The purpose of this measure is to facilitate inter-agency collaboration between the City of Stockton, San Joaquin County, and San Joaquin Council of Governments to promote environmentally mindful alternative commute options through early discussion of related land use planning initiatives.

Mobile source emissions represent the vast majority of NO_x emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulate matter which adversely impacts human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by increasing community walkability. Examples of such strategies are listed below:

- Bicycle infrastructure
- Infrastructure to support alternative modes of transportation (electrical vehicles, near-zero emissions vehicles)

- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Agency: SJVAPCD, City of Stockton, San Joaquin County, San Joaquin Council of Governments

Strategy Type: Land Use

Emission Outcome: Mitigation

LU.2: BIKE PATH INFRASTRUCTURE FUNDING

Overview: Assess current bike path infrastructure and seek out additional funding opportunities to make the community more bike and walk friendly.

Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including bicycling, is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. This strategy would provide incentive funding for the development and construction of Class 1, Class 2, and Class 3 bicycle paths, lane striping, and routes. The proposed funding level of this measure would be consistent with established District guidelines from the District's REMOVE and Public Benefit Grants Programs. Additionally, the District will work with transportation agencies in the Stockton area, and seek to assist these agencies to help identify and leverage existing funds, in addition to AB 617 funding.

Implementing Agencies: SJVAPCD, City of Stockton, San Joaquin County, and San Joaquin Council of Governments

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$500,000

Quantifiable Emission Reductions: Estimated lifetime emissions reductions associated with this measure includes up to 2 tons of PM, 3 tons of NOx, and 6 tons of VOC.

LU.4: COLLABORATE WITH THE CITY OF STOCKTON, SAN JOAQUIN COUNTY, AND SAN JOAQUIN COUNCIL OF GOVERNMENTS TO IMPLEMENT INTEGRATED TRANSPORTATION DEVELOPMENT PLANNING TO IMPROVE HEALTH AND QUALITY OF LIFE THROUGH A VARIETY OF STRATEGIES SUCH AS SMART LONG-TERM PLANNING AND BUFFER ZONES AROUND SENSITIVE SITES

Overview: The goal of this strategy is to enhance inter-agency and community collaboration to reduce the impact of pollution from motor vehicles by prioritizing pedestrian-friendly land-use design elements around downtown Stockton.

Mobile source emissions represent the vast majority of NOx emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including pedestrian-friendly accommodations, directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulates which negatively impact human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by removing barriers to pedestrian transportation. Examples of such strategies include:

- Bicycle infrastructure
- Dedicated pedestrian crossings
- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Entities: SJVAPCD, City and County, SJCOG

Strategy Type: Land Use

Emission Outcome: Reduction

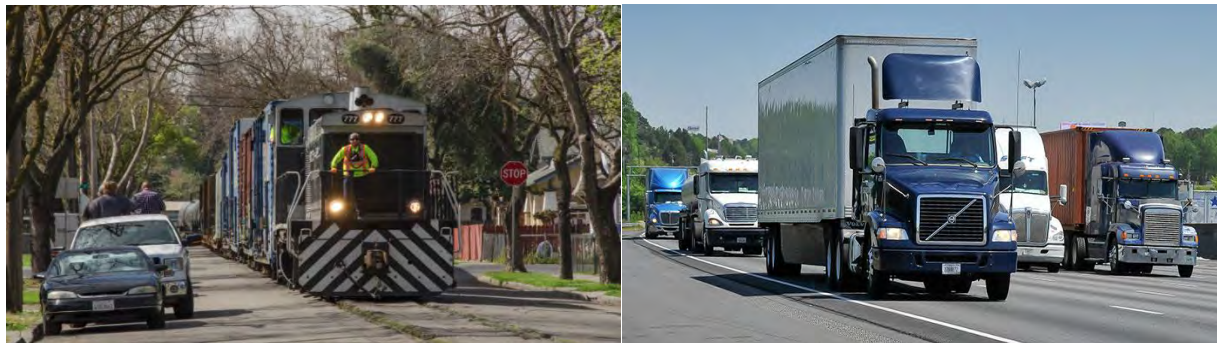
HEAVY DUTY MOBILE SOURCES

HEAVY DUTY MOBILE SOURCES IN STOCKTON

There are a variety of heavy-duty mobile sources operating in and around the City of Stockton. These can range from on-road trucks, school and transit buses, off-road equipment, including agricultural and construction equipment, line-haul, short-haul and switcher locomotives. This equipment is primarily powered by diesel engines and, depending on the specific category, is regulated by one or more statewide regulations.

Emissions from this source category include oxides of nitrogen (NO_x) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NO_x inventory throughout the Valley. In the Stockton community, 328.08 tons per year of NO_x, 26.44 tons per year of VOC and 9.34 tons per year of PM_{2.5} are attributed to on-road heavy-duty equipment. In addition, 133.08 tons per year of NO_x, 20.49 tons per year of VOC and 6.21 tons per year of PM_{2.5} are attributed to off-road heavy-duty equipment referenced in these measures.

Figure 4-7 Examples of Heavy Duty Mobile Sources



COMMUNITY CONCERNS AND COMMENTS

During the committee discussions regarding heavy-duty mobile sources, a majority of the committee ranked this source as a high priority to address. Committee member comments and suggestions included providing incentives to replace older trucks, alternative fueling infrastructure development, clean fleet requirements, and shifting trucking routes away from residents.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, including heavy duty vehicles and equipment, locomotives, school and transit buses. Diesel powered on-road heavy duty vehicles are subject to the statewide CARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time. Off-road heavy-duty equipment is similarly controlled through the CARB Off-Road

Regulation, which requires all fleets to be upgraded to newer, cleaner technologies over time. However, at this time, there are no regulatory requirements in place at the state or federal level controlling emissions from locomotives (for more information, see Section 5.6.2 - CARB Enforcement Strategies).

Due to the large amount of pollution that can be attributed to mobile sources, the District has implemented a broad suite of voluntary incentive programs, targeted at reducing emissions from heavy-duty engines operating throughout the Valley.

Heavy Duty Trucks/Buses:

The District currently offers a variety of programs targeted at replacing or upgrading older, high-polluting trucks and buses with cleaner technology.

- The Heavy Duty Truck Replacement Program <http://valleyair.org/grants/truck-replacement.htm>. This program provides incentives for the replacement of existing heavy-duty diesel trucks with new, zero or near-zero-emission technology.
- Program for Heavy-Duty Alternative Fuel Infrastructure which provides local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, natural gas, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles.
- 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.

Locomotives:

Freight locomotives are regulated by the U.S. EPA. The current regulation requires that all locomotives purchased in or after 2015 be at least a Tier 4 emission level. Older, lower Tier engines, which comprise the majority of Class 1 fleets, are still permitted to run. Additionally, CARB is planning actions to address freight locomotive emissions within the State. More details can be found in the 2019 March CARB Board Meeting Informational Update: <https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf>

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 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that community members placed on reducing emissions from this source category and the large amount of emissions, including PM_{2.5} and toxic air contaminants (particularly diesel PM) that originate from heavy duty mobile sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

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 Stockton community. This strategy would provide enhanced outreach and access to incentive funding for zero and near-zero emissions, clean truck technologies that are domiciled and operating within the community. District Board-approved methodology and funding levels can be utilized and the District will encourage small business owners to participate in the program while also promoting the selection of all electric, zero emission technology. This measure would replace 50 older, heavy duty diesel trucks operating in Stockton with zero or near-zero emission technology at an expected cost of up to \$200,000 per truck. Where feasible and available for the truck type and duty-cycle, the District will prioritize funding for replacement with zero-emissions electric vehicle technologies. By reducing or eliminating emissions from heavy duty diesel trucks, significant PM_{2.5}, diesel particulate matter, and NO_x emissions reductions can be achieved.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$10,000,000

Quantifiable emission reductions: Estimated emissions reductions associated with this measure includes up to 4 tons of PM (including toxic diesel particulate matter), 191 tons of NOx, and 14 tons of VOCs.

HD.3 SUPPORT PLANNING AND DEVELOPMENT OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide support for planning and development of fueling infrastructure for heavy-duty zero emission vehicles and transportation refrigeration units to support broader deployment of clean vehicles operating throughout the community and reduce the impact of emissions from the idling of heavy duty diesel trucks at distribution centers, warehouses, or other freight facilities where trucks are being loaded or unloaded. Utilizing Board-approved methodology and funding levels the District will work closely with businesses, public agencies, and fueling providers to support and incentivize the development of clean-vehicle fueling infrastructure in the area of the community. This action will prioritize incentive funding to support the development and construction of new electric infrastructure within the community. This includes increased outreach to businesses and public agencies operating vehicles within the community as well as prioritized funding for projects that serve vehicles operating in the community.

Depending on the size, throughput and configuration of the fueling infrastructure, the proposed funding amount of \$1,000,000 would incentivize the development of a new electric charging station.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$1,000,000

HD.5: TRUCK IDLING PLUG-INS

Overview: The goal of this strategy is to reduce emissions from heavy duty diesel truck idling and reduce the use of diesel-fueled internal combustion auxiliary power systems at truck stops where diesel trucks congregate in the Stockton community. Truck stop electrification allows a vehicle operator to "plug in" their vehicle and draw electricity directly from the power grid to provide cab heating and cab cooling, to power cab appliances, and to charge the vehicle's battery.

This strategy would provide funding to launch a program in the Stockton community. The District would leverage experience from the Proposition 1B Goods Movement Emission Reduction Program in order to design a program that would fund the purchase and installation of electrical infrastructure and/or equipment to enable heating, cooling, and other use of cab power for parked trucks at truck stops in the Stockton area. This measure would provide \$10,000 in funding per unit, for 33 units. The emission reductions associated with this measure will come from HD.1, as this measure serves to support the deployment of zero and near-zero technology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$100,000

HD.6: ENHANCED ENFORCEMENT OF THE STATEWIDE ANTI-IDLING REGULATION

Overview: The goal of this strategy is to limit the potential for localized emissions from heavy duty vehicles for failure to comply with the state's heavy duty anti-idling regulation. Historically, the District has partnered with CARB to conduct anti-idling enforcement throughout valley 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 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 with the anti-idling regulation, especially near schools and residential areas, are important to reduce the potential for localized impacts within the community.

The District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in the Stockton community with established benchmarks. These benchmarks include anti-idling surveillance to occur at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

Implementing Agency: SJVAPCD and CARB

Strategy Type: Enforcement

Emission Outcome: Reduction in PM_{2.5}, PM₁₀, NO_x, VOC, and CO emissions through higher compliance rates with the state regulation

HD.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO EMISSION SCHOOL BUSES

This measure is still being considered by the Stockton Steering Committee.

To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero-emission school buses operating within the Stockton Unified School District.

Replacing older school buses is important to reduce children's exposure to diesel emissions including NO_x and PM_{2.5} 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>

This measure would cover up to 100% of the cost of replacing up to 10 diesel school buses with electric buses at \$400,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NO_x, and VOC reductions

Budgeted Amount: \$4,000,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 0.3 tons of PM, 18 tons of NO_x, and 4 tons of VOCs.

HD.10: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SWITCHER LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

This measure is still being considered by the Stockton Steering Committee

Overview: To provide incentive funding for the replacement of older, high polluting switcher locomotives with new clean-technology switcher locomotives operating within and surrounding the Stockton community.

Replacing older 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 goal of this action is to replace up to 4 older, high-polluting switcher locomotives operating within and surrounding the community. The proposed funding amount would cover up to 95% of the cost of replacing up to 4 diesel switcher locomotives at up to \$1,700,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$6,700,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 12 tons of PM (including toxic diesel particulate matter), 502 tons of NOx, and 31 tons of VOC.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

HD.11: HEAVY DUTY TRUCK REROUTING

Overview: Community Steering Committee members have suggested that a study should be performed to assess the existing heavy-duty diesel truck routes in and around the Port of Stockton and the nearby neighborhoods, including the Boggs Tract neighborhood. The study will focus on whether there are other routes which will result in reduced exposure to toxic air contaminants by residents in the nearby neighborhoods. The District will work with the City, County, and all other appropriate land-use and transportation agencies regarding this and the desire of the CSC for inclusion in the Stockton CERP. The District will work with the City of Stockton and other appropriate agencies to seek funding to support this study.

Jurisdictional Issues: It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called “land-use” decisions, such as truck rerouting, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB’s Blueprint (see [“Who Has the Authority to Implement Actions?”](#), page 26 of the Blueprint). However, the District is committed to working with the implementing agencies to identify additional possible funding sources for the study up to \$500,000, developing the scope of work for the study, and coordinating conversations with the implementing agencies and the CSC as necessary.

Implementing Agency: City, County, San Joaquin COG, Caltrans, Port of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

Budgeted Amount: \$350,000

OLDER/HIGH POLLUTING PASSENGER CARS

OLDER/HIGH POLLUTING PASSENGER CARS IN STOCKTON COMMUNITY

Mobile source emissions account for over 85% of the overall NO_x inventory in the San Joaquin Valley. With no regulatory authority over these sources, the District has relied on voluntary incentive programs to transition older, higher emitting vehicles to newer, cleaner and more fuel efficient models. With limited public transportation options available to residents driving is more prevalent in the Valley than in other areas of the state. Vehicles registered in the Valley are typically older and have higher mileage than statewide averages.

Emissions from light duty vehicles in Stockton total 114.08 tons per year (tpy) of NO_x, 138.23 tpy of VOC, and 12.74 tpy PM_{2.5}. These total emissions contribute 10.5% of the NO_x inventory, 17.5% of the VOC inventory, and 10.3% of the PM_{2.5} inventory.

Figure 4-8 The District's Drive Clean in the San Joaquin Repair and Replacement Program



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding passenger vehicles included increased outreach and incentives for low income residents, increasing charging infrastructure in the community, and questions about the effectiveness of existing programs for low-income individuals. As detailed below, to address these concerns District staff have developed new programs, specifically for Stockton community members, to provide incentive funding for clean-air vehicles, to bring car share programs to the community, and to incentivize the purchase of electric vehicles by the primary local ride share service.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, however, due to the large amount of pollution that originates from passenger vehicles

the District has implemented a suite of programs to reduce pollution from mobile sources. These programs include the following measures:

- Tune In Tune Up vehicle repair program which provides incentive funds to repair high emitting vehicles.
<http://valleyair.org/drivecleaninthesanjoaquin/repair/>
- Vehicle replacement program which provides funding to replace older, high emitting vehicles with newer, cleaner and more fuel efficient models.
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/>
- The vehicle rebate program provides rebates for the purchase or lease of a new clean air vehicle including battery electric, fuel cell, plug in hybrid, zero emission motorcycles, and advanced technology natural gas vehicles.
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>
- Incentives are available for publically accessible charging infrastructure through the District's Charge Up! Program <http://valleyair.org/grants/chargeup.htm>
- The District's Healthy Air Living school program promotes no idling while picking up children at school and provides no idling signs to schools to encourage drivers to turn off their engines.
- District Indirect Source Rule (9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated.
- District Employer based Trip Reduction Rule (9410) requires large employers to implement measures to encourage employees to take alternative transportation to work in order to reduce single occupancy vehicle trips.
- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric, and fuel cell vehicles in order to attain federal ozone standards, reducing greenhouse gas emissions, minimizing health risks, reducing petroleum usage and increasing energy efficiency.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the high priority that community members placed on reducing criteria pollutant and toxic air contaminant emissions that originate from passenger vehicles operating in and around the community, District staff and the Steering Committee have developed targeted strategies for implementation in the Stockton community. As further detailed below, measures developed include additional incentive funding intended to increase the deployment of electric vehicles through the replacement of gas powered vehicles currently in use; launching an electric vehicle car sharing program; providing additional charging infrastructure throughout the community; providing for electric vehicle

maintenance training to increase available repair facilities and job skills; and repairing high polluting passenger vehicles.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:

TP.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENTS 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 by providing funding for up to 5 “Drive Clean in the San Joaquin” Repair Program events within the Stockton AB 617 community in. Under this program, financial incentives up to \$850 will be available for emissions related testing and repairs for eligible high emitting vehicles. Through the program, weekend testing events, if possible, will be held to determine if vehicles are in need of emissions related repairs. Due to the ongoing pandemic, an online and telephone process will be used to provide residents the opportunity to participate until such a time that in-person events can be held safely. 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. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$300,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 3.7 tons of NOx.

TP.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF PASSENGER VEHICLES WITH BATTERY ELECTRIC OR PLUG IN HYBRID VEHICLES

Overview: The goal of this strategy is to reduce emissions associated with passenger vehicles by replacing 100 vehicles with newer, more fuel efficient models, and providing additional incentives for Level 2 residential chargers in the Stockton community. Emission reductions from passenger vehicles provide benefits to area residents as well as assist in reducing ozone formation in the Valley. Enhanced outreach would be conducted in the Stockton community to ensure that residents are fully aware of

available incentive options and community residents would be provided priority access through the program in order to complete projects as quickly as possible. Through the District's existing Board approved "Drive Clean in the San Joaquin" replacement program, incentives are currently offered for low to moderate income residents of disadvantaged communities to replace their older, high polluting vehicle with a newer, cleaner model. The program currently offers up to \$9,500 towards the purchase on an eligible replacement vehicle, with an additional \$2,000 provided to participating residents who purchase or lease a plug-in hybrid electric or a battery-electric vehicle and want to install a Level 2 charger in their home.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$800,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.2 tons of NOx.

TP.3: INCENTIVE PROGRAM FOR INSTALLATION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide electric vehicle charging infrastructure necessary to support the deployment of battery electric and plug in hybrid vehicles. The District's Charge Up program currently provides \$5,000 for a Level 2 Single Port, \$6,000 for a Level 2 Dual Port, and \$25,000 for a Level 3/DC Fast Charger with a cap of \$50,000 per applicant and/or site. Having the appropriate charging infrastructure available for Stockton residents will encourage the growth of zero emission passenger vehicles in the community.

This strategy would provide incentive funding for publically accessible charging infrastructure to private and public entities in the Stockton community. This strategy would utilize the existing Charge Up program guidelines and funding amounts. The goal of this measure is to install up to 15 electric vehicle charging stations, including Level 2 and Level 3 chargers, in Stockton at an expected cost of up to \$25,000 per station. This measure is an important part of a long term solution. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$375,000

TP.4: INCENTIVE PROGRAM FOR EDUCATIONAL TRAINING FOR ELECTRIC VEHICLE MECHANICS

Overview: The goal of this strategy is to provide opportunities to develop and advance the education of personnel on the mechanics, safe operation, and maintenance of alternative fuel vehicles and infrastructure. To support and to encourage ongoing deployment of electric vehicles in the Stockton community it will be necessary to have qualified, trained personnel available to provide service as needed to these vehicles.

This strategy will provide up to \$15,000 per training course for at least 10 alternative fuel mechanic training courses provided by an appropriate entity. While there are no direct emission reductions associated with this measure, this measure supports the emission reductions associated with additional electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$150,000

TP. 5: INCENTIVE PROGRAM FOR THE LAUNCH OF A CAR SHARING PROGRAM IN THE STOCKTON COMMUNITY

Overview: The goal of this strategy is to reduce emissions from passenger vehicles by launching an electric car sharing program in the Stockton community. These types of programs offer access to electric vehicles for a defined period of time at a minimal cost to the user. In addition these programs may allow for a resident to eliminate the use of a gas powered vehicle providing a benefit to community residents by reducing NOx and VOC emissions that would otherwise occur.

This strategy provides funding for a partnering car share provider to launch a program in the Stockton community. The District would leverage experience with existing ride share programs operating in the Valley in order to expand to the Stockton area. This measure would provide \$1,000,000 in funding. Projects will include electric vehicles, related infrastructure and subsidies to help minimize the initial cost to the end user. The emission reductions associated with this measure would be calculated in coordination with the project partners once a specific project location is selected by the CSC.

Implementing Agency: SJVAPCD, Housing Authority of San Joaquin, others

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$1,000,000

RESIDENTIAL BURNING

BACKGROUND

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This source category contributes 5.4 tons per year of PM2.5 towards area sources of emissions in the community of Stockton, representing 4.3% of the total PM2.5 inventory. During winter, residential wood burning, including illegal open burning, is one of the largest sources of particulate pollution. Given the significant localized health impacts associated with residential wood smoke, reducing emissions from residential wood burning is a high priority for Stockton. Many scientific studies have found that prolonged inhalation of wood smoke contributes to adverse impacts on human health, especially among children, elderly, and people with certain medical conditions, and individuals who are sensitive to the impacts of air pollution. A number of environmental justice communities experience a disproportionately high level of directly emitted PM2.5 emissions from residential wood burning.

COMMUNITY CONCERNS AND COMMENTS

The community of Stockton raised concerns with residential wood smoke, both from the use of wood burning fireplaces and wood burning heaters and illegal open outdoor burning. The CSC provided recommendations to implement the enhanced financial incentives for residents to replace existing wood burning devices and pellet stoves with natural gas or electric technologies which will reduce the smoke impacts associated with residential wood burning for downwind communities. The Stockton community made recommendations to ensure significant efforts are made to conduct outreach and education in support of this measure and to increase compliance rates with District Rules 4901 – *Wood Burning Fireplaces and Wood Burning Heaters* and Rule 4103 – *Open Burning*.

CURRENT CONTROL PROGRAMS

The District's comprehensive strategy to reduce emissions from residential wood burning includes implementation of stringent wood burning curtailment requirements through Rule 4901, strong outreach and education to establish the necessary public support, and deployment of financial incentives to transition away from wood burning to cleaner alternatives. This approach that combines regulatory and incentive based strategies is designed to improve the public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February). The District has continually enhanced the strategy since adopting the first regulation in 1993. Today, the District has the toughest and most effective residential wood burning strategy in the nation as it reduces emissions when and where most needed, such as during multi-day periods of stagnation, in the evening hours, and in neighborhoods where residents live and play. Additionally, the District enforces the requirements of Rule 4103 which prohibits the use of open outdoor fires for the purpose of disposing of waste materials.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee and members of the public placed on reducing PM2.5 and toxic air contaminant emissions that originate from residential burning in and around the community, targeted measures have been developed to reduce emissions from this source category. Building upon the effective implementation of the District's wood burning emission reduction strategy, the District commits to providing enhanced incentives to replace existing wood burning devices and increased outreach efforts to educate the public about harmful impacts of wood smoke and specific actions they can take to reduce pollution and comply with District requirements.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

RB.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF EXISTING WOOD BURNING DEVICES AND PELLET STOVES WITH NATURAL GAS OR ELECTRIC TECHNOLOGIES

Overview: The goal of this strategy is to reduce the impact of PM2.5 pollution associated with residential wood burning by replacing approximately 100 wood burning devices in Stockton with new natural gas devices or electric heat pumps. During the winter months, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete combustion and are emitted into Valley neighborhoods where residents live and play. Multiple scientific studies show that prolonged inhalation of wood smoke has adverse impacts on human health. Inhalation of wood smoke contributes to lung disease, and pulmonary arterial hypertension, which can eventually lead to heart failure. Through the District's existing Board approved Burn Cleaner program, incentives are currently offered to replace existing wood or pellet burning inserts or free-standing stoves with new natural gas devices or electric heat pumps. The proposed program under this strategy would offer up to \$3,000 to replace an existing wood burning device with a natural gas device and up to \$4,000 for an eligible electric heating source, such as an electric heat pump.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$300,000

Quantifiable Emission Reductions: Estimated emission reductions associated with this measure includes up to 49tons of PM2.5.

RB.2: EDUCATE PUBLIC REGARDING HARMFUL EFFECTS OF RESIDENTIAL WOOD BURNING FIREPLACE AND WOOD BURNING HEATER SMOKE

Overview: The goal of this strategy is to conduct outreach in the community to educate residents regarding the harmful health effects of residential fireplace wood burning and wood burning heater smoke and the importance of reducing it. Residential wood burning education is important because airborne particles produced by wood smoke (such as PM 2.5) negatively impact human health, especially sensitive populations such as children and seniors who may live in areas where residents 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 winter no wood-burning season and District Rule 4901.

This strategy would create a series of four (4) public workshops to educate Stockton 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. Depending on circumstances, workshops could also be held in a virtual environment such as Zoom. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout the Stockton community 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. The District will look to coordinate and work with the CSC, community based organizations, and Stockton residents to develop the materials and to provide outreach for the events.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

RB.4: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste, such as trash, through outreach and education while focusing on areas of concern identified by the CSC, including residential areas and homeless encampments. It is important to continue to educate residents of the localized, harmful emissions created through the burning of residential garbage and how it negatively effects health. Smoke from burning trash and yard waste contain toxic pollutants which are harmful to human health.

This strategy would include working with the City of Stockton and the fire agencies to better understand the illegal open burning issues within the AB 617 community,

establish a series of public workshops to educate Stockton residents about illegal open burning, the health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting either in person or in an online platform such as Zoom. In person workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers when possible. Videos will be used as an outreach tool and be available in languages such as Spanish, Tagalog and others.

Implementing Agency: SJVAPCD, City of Stockton, and local fire agencies

Strategy Type: Outreach

Emissions Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

PORT OF STOCKTON

The Port of Stockton (Port) is a deep-water river port located on the Stockton Ship Channel of the Pacific Ocean and is an inland port located approximately 70 nautical miles from the ocean. The Port is a hybrid public/private entity and is governed by a commission appointed by the City of Stockton and San Joaquin County. The Port serves as lead agency under the California Environmental Quality Act (CEQA) for projects within its jurisdiction. Cargo is delivered to and from the Port by ships, trucks, and trains. With four major freeways, two transcontinental railroads, an international waterway, and a regional airport, the Port handles liquid and dry bulk, break bulk, and agricultural commodities⁵.

In 2017, nearly 4.7 million tons of cargo moved through the Port of Stockton, and that number is expected to continue to grow. The Port is the fourth busiest in the state and as a result, it has an important role in the local and regional economy, including directly and indirectly supporting thousands of jobs⁶. The Port works with upwards of fifty-five different countries, with goods flowing in both directions.

Figure 4-9 Port of Stockton



COMMUNITY CONCERNS AND COMMENTS

The Stockton community identified the activities associated with the Port as an air quality concern. Sources of air pollution include heavy-duty vehicle traffic, ocean-going vessels, commercial harbor craft, cargo handling equipment (such as yard trucks, forklifts, reach stackers, and other equipment) and stationary sources located there. The Community Steering Committee (CSC) have recommended placing air monitors to

⁵ Port of Stockton, *About Navigating Success*. Retrieved 1/25/2021 from <https://www.portofstockton.com/about/>

⁶ Port of Stockton, *Port Facts & Figures: By the Numbers*. Retrieved 1/25/2021 from <https://www.portofstockton.com/port-facts-figures/>

identify major emission contributors, a comprehensive plan to reduce exposures and emissions, and continued residential involvement on the Port's emission reduction planning efforts.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from the following Port of Stockton sources which are subject to statewide CARB regulations. Ongoing efforts to reduce emissions from the Port of Stockton, include the following CARB regulations. For more information, refer to *Statewide Strategies Overview of California Air Resources Board's Statewide Actions*.

- **Ocean Going Vessel Fuel Regulations**

Adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

<https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessel-fuel-regulation>

- **Commercial Harbor Craft Regulation**

CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit:

<https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

- **Mobile Cargo Handling Equipment**

Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

- **Drayage Truck Regulation**

This regulation reduces air toxics and criteria pollutant emissions from drayage trucks. A drayage truck is any in-use on-road vehicle with a gross vehicle weight rating of greater than 26,000 pounds used for transporting cargo to and from ports and intermodal railyards. The regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer. Drayage trucks must also meet the requirements of the CARB Truck and Bus Regulation, which

requires that all drayage trucks must have 2010 model year or newer engines by January 1, 2023.

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

- **Transport Refrigeration Units Regulations**

Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

- **Enforcement of Heavy-Duty Vehicles Inspection Programs**

When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Port section that span from advocating issues, air monitoring placement, collaborating with the City, County, and Port of Stockton, to providing input through resident involvement in a sustainable planning process. Collaborative Port strategies developed to reduce emissions are further detailed below.

The following are proposed measures that are not within the Air District's statutory jurisdiction to implement:

P.1: COLLABORATING TO FACILITATE ENHANCED PLATFORMS FOR DISCUSSION AND INFORMATION SHARING BETWEEN THE COMMUNITY AND THE PORT OF STOCKTON AS PORT-RELATED PROGRAMS AND PROJECTS ARE DEVELOPED

Overview: The purpose of this strategy is to provide a platform for discussion between Port of Stockton, CSC members, residents, community-based organizations, and other stakeholders to ensure air quality impacts associated with future development projects

related to the Port of Stockton are taken into consideration.

The South Stockton CSC has prioritized the need for better facilitation of local involvement, and community notification regarding Port of Stockton development projects. In keeping with that priority, the Port has committed to adopting a Community Environmental Committee (CEC) geared toward improving their relationship with the community by implementing new engagement platforms.

This measure would include the following commitments by the Port:

1. Establishing a recurring CEC, in 2021, CEC, in 2021, to build collaboration and improve dialogue between concerned citizens in the community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton. The goals of the CEC will be to encourage additional community engagement, bring community insights to the Port's environmental improvement efforts, and work on select environmental projects within the Port's jurisdiction to help preserve, protect, and improve the environment. Prospective future projects that would be brought before the CEC include:
 - a. Discussion of future Port of Stockton projects and expansion
 - b. Port of Stockton emission reduction strategy development
 - c. Environmental event planning
 - d. Community outreach support
 - e. Program development
2. Utilizing the Port of Stockton's website to broadcast outward-facing communications through quarterly updates, and to add website functionality for submitting comments, questions, and complaints.
3. Providing routine updates to the CSC regarding ongoing projects happening at the Port of Stockton.

Implementing Agency: Port of Stockton

Strategy Type: Partnership

P.2: INCENTIVE PROGRAM FOR THE DEPLOYMENT OF CLEAN HEAVY-DUTY MOBILE EQUIPMENT OPERATING AT PORTS, INTERMODAL RAILYARDS AND DISTRIBUTION CENTERS

This measure is still being considered by the Stockton Steering Committee

Overview: The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in heavy-duty mobile off-road equipment operating at the Port of Stockton.

Diesel pollution from on-road and off-road operations greatly impacts the health of the community surrounding the Port. Funding will be offered to replace diesel mobile cargo handling equipment used to handle cargo or perform routine maintenance activities at the Port with new, zero and near-zero emissions technologies. Based on CSC priorities, zero-emissions will be prioritized for funding where applicable to the equipment type. Established methodology through the [Carl Moyer Program](#) will be used to quantify the emission reductions for funded projects, but an estimate of potential project reductions is summarized below.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 2 tons of NOx.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

P.3: TUG BOAT REPLACEMENT/REPOWER

Overview: This measure is still being considered by the Stockton Steering Committee

The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in tugboats operating at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to repower the existing propulsion and auxiliary engines with new diesel engines. The new engines will have the highest tier rating available that will fit within the confines of their engine compartments. Established methodology through the [Carl Moyer Program](#) will be used to quantify the emission reductions for funded projects.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$1,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 1 ton of PM and 29 tons of NOx.

P.4: MARINE EXHAUST INTAKE BONNET EMISSIONS CONTROL

Overview: This measure is still being considered by the Stockton Steering Committee. The goal of this strategy is to reduce emissions from the diesel engines of marine vessels while berthed at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to purchase and install a marine vessel exhaust capture and control system. This system will work with marine vessels to reduce PM and NOx emissions while at berth. Available exhaust capture and control systems can reduce PM2.5 up to 95% and NOx up to 90%. Emission reductions for these projects will be quantified using state approved calculation methodology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure include up to 240 tons of NOx

P.5: UNDERSTANDING AND MITIGATING THE IMPACT OF ALGAL BLOOMS ON AIR QUALITY

Overview: Algal blooms can produce airborne nitrogen compounds like nitrogen oxides that contribute to the formation of other air pollutants such as ground-level ozone, a component of smog which can restrict visibility. Wind and weather can carry ozone many miles from urban to rural areas.⁷ The goal of this strategy is to better understand, and where feasible, mitigate the impact of algae blooms on air quality. While the District, the City of Stockton and the Central Valley Regional Water Quality Control Board (CVWB) have committed to extensive interagency cooperation and action in this Stockton Community Emission Reduction Program (CERP), additional opportunities may present themselves in future discussions involving the CSC, the public, the City, and the District, especially as implementation of the CERP progresses.

This measure is the District's commitment to continue to work with local, water-focused organizations, CVWB, the Port, the City, and academic institutions to facilitate

⁷ EPA. *Nutrient Pollution. The Effects: Environment*. Retrieved 11/9/2020
<https://www.epa.gov/nutrientpollution/effects-environment>

discussions between the community and the involved agencies to better understand, and where feasible mitigate, the impact of algae blooms on air quality. Currently, CVWB has developed a workgroup called the California Cyanobacteria and Harmful Algal Bloom (CCHAB) Network. The CCHAB Network includes federal, state, and local agencies, tribes, academia, and non-governmental organizations working to develop a comprehensive coordinated program to address the causes and impacts of harmful algal blooms (HABs) in the state.⁸ As part of the coordinated program, the State Water Resources Control Board's Surface Water Ambient Monitoring Program (SWAMP) developed the Freshwater HAB Program.⁹ The Central Valley Water Board participates in the statewide Freshwater HAB effort by:

- Collecting information on blooms
- Sampling and analyzing HABs
- Providing information on blooms to local waterbody managers and health officers
- Conducting outreach and education to the general public
- Collaborating with academia and interested stakeholders to better understand the causes of HABs

Implementing Agency: SJVAPCD, Central Valley Regional Water Quality Control Board, Port of Stockton, and City of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

⁸ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020
https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

⁹ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020
https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

STATIONARY SOURCES

STATIONARY SOURCES IN STOCKTON

There are a variety of industrial sources located in and around the Stockton Community. These sources range from smaller operations like gasoline dispensing facilities (GDFs), commercial cooking operations, and auto body coating operations to medium sized operations like wood products and agricultural products processing operations, to larger operations like the biomass power facility, bulk gasoline storage, and cement and concrete products facilities; which include equipment like ovens, internal combustion (IC) engines, boilers/steam generators, and many others.

Criteria pollutant emissions from this source category include NO_x, SO_x, PM₁₀/PM_{2.5}, CO, and VOC, and toxic air contaminants (TACs) like benzene, toluene, xylene, arsenic, and dioxins. Within the Stockton community, 161.57 tons per year of NO_x, 210.08 tons per year of VOC and 7.93 tons per year of PM_{2.5} are attributed to stationary sources.

COMMUNITY CONCERNS AND COMMENTS

During committee discussions regarding industrial sources, committee members identified commercial cooking operations, a wood products manufacturing facility, a biomass facility, a cement products processing facility, and visible dust emissions and odors from operations in and around the port as sources of concern, with suggestions ranging from providing “incentives” to replace older, higher polluting equipment and the evaluation of existing state and District regulatory measures.

CURRENT CONTROL PROGRAMS

For more than 25 years, the District has implemented several generations of emissions control regulations for stationary and area sources under its regulatory jurisdiction. These control measures represent the nation’s toughest air pollution regulations and have greatly contributed to reducing ozone and particulate matter concentrations in the Valley. Stringent and innovative rules, such as those for indirect source review, residential wood burning, glass manufacturing, and agricultural burning, have set benchmarks for California and the nation. While there has been significant progress in reducing air pollution with these regulations, which have been greatly aided by the pollution reduction efforts and financial investments of valley businesses and residents, the District continues to adopt and modify rules to achieve ongoing emissions reductions and advance our progress toward clean air.

Gasoline Dispensing Facilities (GDFs):

Gasoline dispensing facilities in the San Joaquin Valley are subject to District Rule 4621 – *Gasoline Transfer into Stationary Storage Containers, Delivery Vessels, and Bulk Plants* and Rule 4622 – *Gasoline Transfer Into Motor Vehicle Fuel Tanks*.

The purpose of Rule 4621 is to limit VOC emissions from stationary storage containers, delivery vessels, and bulk plants. This rule applies to gasoline storage containers with capacities greater than 250 gallons and has requirements to install CARB certified

vapor control systems. The purpose of Rule 4622 is to limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle fuel tanks. This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks. This rule also requires the installation of CARB certified vapor control systems. GDFs are subject to stringent enforcement provisions, including ongoing monitoring of equipment and annual inspections.

Commercial Cooking Operations:

Commercial cooking operations are subject to Rule 4692 – *Commercial Charbroiling* and District Rule 4693 – *Bakery Ovens*. The purpose of Rule 4692 is to limit VOC and PM10 emissions from charbroiling cooking operations. The purpose of Rule 4693 is to limit VOC emissions from the baking of yeast-leavened food products. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Commercial cooking operations are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Auto Body Coating Operations:

Auto body coating operations in the San Joaquin Valley are subject to District Rule 4612 – *Motor Vehicle and Mobile Equipment Coating Operations* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4612 is to limit VOC emissions from the coating of motor vehicles, mobile equipment, associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufacturers, 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. The rule requires the sale and use of low VOC coatings and solvents, in addition to stringent requirements for the application of these coatings. Auto body coating operations are subject to stringent enforcement provisions, including ongoing recordkeeping of coatings/solvents used and regular inspections. They also must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Wood Products Processing Operations:

Wood products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*, and District Rule 4702 – *Internal Combustion Engines*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and industrial processes. The purpose of Rules 4306, 4320, and 4702 is to limit emissions of NO_x, CO, VOC, SO_x, and PM10 from fossil fuel combustion in boilers, steam generators, process heaters, and stationary internal combustion engines commonly used in these types of facilities. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Wood products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Agricultural Products Processing Operations:

Agricultural products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, and Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and both indoor and outdoor industrial processes. The purpose of Rules 4306 and 4320 is to limit emissions of NO_x, CO, SO_x, and PM₁₀ from natural gas combustion in boilers, steam generators, and process heaters. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Agricultural products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Cement and Concrete Products Operations:

Cement and concrete processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, and Rule 4202 – *Particulate Matter – Emission Rate*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter and visible emissions from exhaust stacks, process equipment, and conveying equipment. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Cement and concrete products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Biomass Power Facilities:

Biomass power facilities in the San Joaquin Valley are subject to District Rule 4352 – *Solid Fuel Fired Boilers, Steam Generators, and Process Heaters* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4352 is to limit emissions of NO_x and CO from solid fuel fired boilers, steam generators and process heaters. This rule applies to any boiler, steam generator or process heater fired on solid fuels, such as biomass. This rule has very stringent emission limits, periodic monitoring, and source testing requirements.

Biomass power facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials burned and annual inspections. These facilities must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Organic Liquid (Gasoline) Terminal Facilities:

Bulk gasoline terminal facilities in the San Joaquin Valley are subject to 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Due to the priority that community members placed on reducing PM2.5 and toxic air contaminant emissions that originate from industrial sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:

SS.4: ENHANCED STATIONARY SOURCE INSPECTION FREQUENCY

Overview: The goal of this strategy is to limit the potential for localized air quality impacts at permitted facilities that have had emissions violations in the last three years.

The District conducts inspections and investigations of permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations that target both criteria and toxic pollutants. The District closely monitors these sources and strictly enforces applicable requirements. Compliance inspections are unannounced whenever possible and involve both a physical inspection of the facility and a review of their records. When a violation of a District permit, rule, or regulation is identified, the District takes an appropriate level of enforcement action.

The District reviewed the enforcement history over a three year period (2017-2020) for the permitted facilities in the Stockton community, and determined that 51 enforcement actions were issued to facilities (not including gas stations) for violations resulting in excess emissions. These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions at 14 gas stations in the Stockton community for violations resulting in excess emissions. The District believes that more frequent inspections for these 27 facilities would help to limit the potential for air quality impacts associated with emissions violations.

The District will increase the frequency of inspection at each facility within the Stockton community that has had an emission-based 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 four (4) consecutive inspections without an emissions violation, whichever occurs first.

Implementing Agency: SJVAPCD

Strategy Type: Enforcement

Emission Outcome: Reduction in excess PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

SS.8: REGULATORY ACTIONS: EVALUATION OF RULES TO DETERMINE WHETHER ADDITIONAL REDUCTIONS ARE POSSIBLE FOR SOURCES OF NOx AND PM2.5

Overview: In addition to the Best Available Retrofit Control Technology (BARCT) implementation schedule above, the District will be analyzing District Rule 4352 - *Solid Fuel-Fired Boilers, Steam Generators and Process Heaters* to pursue additional emission reduction opportunities beyond BARCT.. This rule amendment will be reviewed on the schedule included in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan.

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. Community Steering Committee 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.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

SS.9: REGULATORY ACTIONS: EXPEDITED FACILITY RISK ASSESSMENT AND RISK REDUCTION UNDER DISTRICT IMPLEMENTATION OF THE AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT (AB 2588)

Overview: This strategy will expedite the review of stationary sources of pollution in the community that are currently being reassessed under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588).

Under AB 2588, all facilities located within the boundaries of the District are required to report toxic substances released into the air by their operation to the District. The District's responsibilities under the state's Air Toxics "Hot Spots" program are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day to day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require that significant risk facilities reduce their risks to a level that no longer constitutes a significant risk to nearby residences and businesses.

The District's implementation of AB 2588, California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in major 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 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.

This measure will result in the expedited AB 2588 reviews for facilities located within the Stockton AB 617 Community. More information about this effort can be found later in the section, "Additional Regulatory Measures to Reduce Emissions in the Community" found later in this chapter. Please refer to Appendix E for additional details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

DUST IN THE COMMUNITY

BACKGROUND

In the Stockton community sources of dust emissions include from construction, open areas, and other earthmoving activities. Construction, demolition and other earthmoving activities emit 10.57 tons per year of PM_{2.5} in the community. Unpaved road dust and dust from open areas also have minor PM_{2.5} emissions in the area.

COMMUNITY CONCERNS AND COMMENTS

The Community Steering Committee expressed an interest in evaluating air quality impacts and felt it important to look to reduce dust from construction projects and other sources of dust in the community.

CURRENT CONTROL PROGRAMS

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 including:

- Specified outdoor fugitive dust sources.
- 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.
- Outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.
- Prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads
- Open areas 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contain at least 1,000 square feet of disturbed surface area.
- Any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.
- Unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.
- "Off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

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

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee placed on reducing dust in the community, specific a specific strategy has been developed to target emission reductions from fugitive dust sources. The District is proposing increased enforcement

of Regulation VIII rules to reduce fugitive dust from construction and earthmoving activities within the community.

The following proposed strategy is within the Air District's statutory jurisdiction to implement:

FD.1: ENHANCED ENFORCEMENT OF DISTRICT REGULATION VIII FUGITIVE DUST REQUIREMENTS

Overview: The goal of this strategy is 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.

District rules limit fugitive dust emissions from construction, demolition, and earthmoving; bulk material storage; open areas; and unpaved roads and vehicle/equipment traffic areas. Furthermore, District rules restrict carryout and trackout of dirt and dust onto paved public roadways. Regulation VIII does not limit emissions from vehicles used in these projects.

Regulation VIII requires, a Construction Notification or Dust Control Plan for all construction activities in the District involving one or more acre of disturbed surface area. District staff reviews each Construction Notification and Dust Control Plan prior to the start of construction, to ensure that operators have planned to utilize required work practices to reduce fugitive dust emissions to within rule limitations. Additionally, District staff surveys and inspects such sites, responds to complaints regarding fugitive dust, and provides training classes for those required to submit Dust Control Plans.

In reviewing the compliance history for the Stockton community, it was determined that the District had received 26 complaints regarding fugitive dust related issues over the last 3 years, with the majority pertaining to construction/earthmoving activities and open areas. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton community during both the 2nd and 3rd quarters for the next five (5) years. This fugitive dust reduction enforcement strategy is being included in the CERP in response concerns raised by CSC members regarding fugitive dust emissions in the community and the complaint history analysis performed by the District.

Implementing Agency: SJVAPCD

Type of Action: Enforcement

ADDITIONAL INFORMATION ABOUT REGULATORY MEASURES TO REDUCE EMISSIONS IN THE COMMUNITY

Due to the nonattainment status of the Valley Air Basin for the criteria pollutants of fine particulate matter and ozone, the District requires that permitted facilities implement the most stringent control measures feasible for implementation to control criteria pollutants and associated precursor emissions. Beyond the regulations and stringent permitting requirements that are already implemented Valley-wide, the following sections detail enhanced regulatory strategies that will be implemented in the AB 617-selected community.

BARCT EXPEDITED SCHEDULE

In addition to community monitoring and emission reduction program requirements, AB 617 requires that air districts located in non-attainment areas perform a Best Available Retrofit Control Technology (BARCT) analysis for all categories of units at facilities subject to the state Cap-and-Trade program. In accordance with AB 617 requirements, the District adopted an expedited schedule for performing further determination of BARCT requirements in December, 2018.

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. While District rules are expected to meet BARCT due to the District's ongoing extensive regulatory evaluations, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for District rules as required under AB 617. The proposed schedule was prepared through a public process, which included two public workshops. In addition to the BARCT implementation schedule, the District will be proceeding with amending a number of District rules included as commitments in the District's *2018 PM_{2.5} Plan*, as discussed earlier in the CERP, that are also subject to the AB 617 BARCT implementation requirement.

In conjunction with District rules applicable to stationary source equipment, under the District's New Source Review permitting regulation, new facilities or facilities modifying equipment that emit air pollutants greater than 2 pounds per day (lb/day), are subject to stringent emissions control requirements. For each piece of equipment that has the potential to emit over the 2 lb/day threshold, the District requires the use of the best available air pollution control technology (BACT) used to control emissions from similar types of equipment. As part of this BACT analysis, the District determines if cleaner technologies that are not generally used for the equipment being analyzed 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 the least amount of air pollution possible.

In addition to these stringent requirements on new sources of air pollution, rules adopted in the San Joaquin Valley are regularly analyzed for compliance with the state's BARCT requirements.

Best Available Retrofit Control Technology (BARCT)

Existing stationary sources in non-attainment areas such as the San Joaquin Valley have been subject to BARCT requirements since the 1980s, as opposed to some nonattainment areas in California relying on market-based criteria pollutant emission reduction programs and where facilities were not required to comply with BARCT. Although AB 617 does not specifically define BARCT, California Health and Safety Code (CH&SC) Section 40406 defines BARCT as follows:

Best Available Retrofit Control Technology (BARCT) is an air emission limit that applies to existing sources and is the maximum degree of reduction achievable, taking into account environmental, energy and economic impacts by each class or category of source.

Unlike other regions in the state, the District has not relied on market-based systems such as South Coast AQMD's RECLAIM program to achieve regional emissions reductions needed for attainment. Such market-based systems allow sources of pollution to avoid installing BARCT-level controls if regional emissions are reduced at an established rate. This potential path to avoiding installing the best air pollution controls in other air districts was a significant portion of the genesis of this BARCT requirement of AB 617.

In contrast, businesses in the San Joaquin Valley have always had to comply with BARCT in accordance to the implementation schedules established in District rules. When developing attainment plans or amending prohibitory rules, the District evaluates all applicable sources of emissions for potential strategies to reduce emissions. These evaluations include an exhaustive search of air quality regulations throughout the nation, review of existing emission control technologies, and analysis of advanced emission control technologies that may soon be available, to identify potential technologically and economically feasible emission reduction measures. The District's attainment planning efforts rely on these processes to demonstrate on an ongoing basis that District rules meet state and federal emission control requirements, including BARCT and Most Stringent Measures, which exceeds BARCT requirements. Therefore, given the District's ongoing and extensive work to identify and apply most stringent measures necessary to attain the ever-tightening federal health-based standards under the Clean Air Act, it is anticipated that most if not all District rules satisfy BARCT requirements.

The District recognizes that emission control technologies are continually evolving, and therefore, robust and ongoing analysis is necessary to demonstrate that the District's rules continue to meet BARCT and other requirements on an ongoing basis. Furthermore, in the context of the 2016 Ozone attainment plan, the recently adopted PM2.5 attainment plan, and upcoming plans, future rule development actions will be required and, in this process, rules that have recently been determined to meet BARCT during this AB 617 analysis may be subject to further analysis to ensure they continue to meet BARCT requirements. Additionally, in those instances where the District is

made aware of new technology, further case specific and rule specific BARCT determinations may be conducted.

Affected Rules Included in the District's Expedited BARCT Implementation Schedule

As captured in Section 40920.6 of the Health and Safety Code, AB 617 identifies specific requirements for the District to meet when establishing the expedited BARCT implementation schedule. AB 617 requires the schedule to apply to each industrial source that, as of January 1, 2017, was subject to a specified market-based compliance mechanism and give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time.

Based on information provided by CARB, as of January 1, 2017, 109 facilities within the District were identified as being subject to the state Cap-and-Trade program for greenhouse gas emissions, a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562, and therefore AB 617 BARCT requirements. Evaluating the 109 affected facilities, the District identified that approximately 4,500 active permit units are 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 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
- 19 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 13 rules likely already meet BARCT due to the District's ongoing and extensive regulatory evaluations and enhancements, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for these rules, which will occur in the 2020-2022 timeframe.

Prioritization Criteria for Expedited BARCT Analysis Schedule

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.

Public Process

As a part of the public process associated with establishing this 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 by the end of 2018.

The District held a public workshop on November 1, 2018, to solicit input from the stakeholders regarding the District's proposed expedited BARCT Rule implementation schedule. No comments were received from stakeholders after this workshop.

In addition, the District held a public workshop on July 30, 2020, to provide an update on the Best Available Control Technology (BARCT) analysis of District rules as required under AB 617 and the District's Expedited BARCT Implementation Schedule.

Expedited BARCT Implementation Schedule

Through this public process and in accordance with AB 617 requirements, the District has adopted the following expedited BARCT implementation schedule:

Table 4-1 Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	BARCT Rulemaking Schedule (if necessary)
4454	Refinery Process Unit Turnaround	Rule determined to meet BARCT	2019	---
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Rule determined to meet BARCT	2019	---
4104	Reduction of Animal Matter	Rule determined to meet BARCT	2019	---
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	BARCT evaluation completed, rule development process necessary	2019	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	BARCT evaluation completed, rule development process necessary	2019	
4702	Internal Combustion Engines (VOC only)	Scheduled (in conjunction with PM2.5 Plan commitment)	2020	Rule amendment scheduled for early 2021
4623	Storage of Organic Liquids	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.

4694	Wine Fermentation and Storage Tanks	Rule determined to meet BARCT	2020	-----
4624	Transfer of Organic Liquid	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Rule determined to meet BARCT	2020	-----
4601	Architectural Coatings	Rule determined to meet BARCT	2020	-----
4401	Steam-Enhanced Crude Oil Production Wells	BARCT evaluation completed, rule development process necessary	2021	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4566	Organic Material Composting Operations	Scheduled	2021	-----
4625	Wastewater Separators	Scheduled	2021	-----
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Scheduled	2021	-----
4402	Crude Oil Production Sumps	Scheduled	2021	-----
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 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	Rule determined to meet BARCT	---	---

	Process Heaters Greater Than 5.0 MMBtu/hr			
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 two District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan:

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. Community Steering Committee 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.

Table 4-2 Scheduled District Rule Amendments to Reduce PM2.5

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. Rule amended in June, 2019.	2019 (Completed)
4311	Flares	Rule meets or exceeds BARCT	2020 (Completed)

Rule	Title	BARCT Status	PM2.5 Plan Rulemaking Schedule
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 (Completed)
4692	Commercial Charbroiling	No units subject to AB 617 BARCT analysis	2020 (Completed)
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2021
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

Further information on the District's expedited BARCT schedule and rule analyses can be found in the staff report presented to the District Governing Board in December, 2018:

http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf

PERMITTING: BACT AND T-BACT DETERMINATIONS

The California Air Resources Board (CARB) is developing a Technology Clearinghouse of best available control technology (BACT) and best available control technology for toxic air contaminants (T-BACT) determinations for air districts throughout California. The District will use this Technology Clearinghouse as an additional resource for BACT determinations, and will reference this information when developing BACT and T-BACT technology determinations for any new or modified source permitting processes, including those in the Stockton community. More information about the District's stringent new and modified source review process is available in Chapter 3.

FACILITY RISK REDUCTION AUDITS UNDER AB 2588 (AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT)

Background

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in September 1987. Under this act, stationary sources are required to report the types and quantities of certain toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day-

- to-day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
 - Identify facilities causing localized health impacts on nearby residents,
 - Determine facility-wide health risks resulting from the emission of toxic air contaminants,
 - Notify nearby residents and businesses of significant risk facilities in their vicinity, and
 - Require significant risk facilities to reduce their risks below the level of significance in accordance with the provisions of the “Emissions Inventory Criteria and Guidelines Report” adopted by the Air Resources Board.

District’s Implementation of AB 2588

The District’s implementation of AB 2588, California’s *Air Toxics “Hot Spots” Information and Assessment Act*, has resulted in major 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 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 this effort, and the resulting emissions reductions, no Valley facility currently poses a significant risk under this program.

The District’s integrated air toxics program fulfills the state AB 2588 Hot Spots mandates, aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. In addition, the District’s integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by the Air Resources Board, requiring prescribed control measures for various source categories that cause significant risks at a regional level. Furthermore, the District’s integrated program fulfills federal mandates under Title III of the federal Clean Air Act, requiring Maximum Available Control Technology (MACT) for sources of air toxics.

In addition to the state and federal mandates, the District’s integrated air toxics program also implements the more stringent local permitting and California Environmental Quality Act (CEQA) requirements, specifically to ensure installation of Best Available Control Technology (BACT) for air toxics and that new permits or modifications to existing facilities will not result in a significant increase in health risk to the public.

The District has spent the last two decades implementing a wide variety of methods to reduce toxic air contaminant emissions in the San Joaquin Valley. Based on the latest California Toxics Inventory, 52% of toxic air contaminants come from mobile sources such as cars and trucks, 34% are emitted from area-wide sources like road dust, paints, solvents, and other consumer products, and 14% of all air toxics in the San Joaquin Valley are emitted from stationary sources of pollution under the direct control and regulation of the District. Mobile and area-wide sources of emissions are generally under the regulatory authority of the State of California and the federal government.

The District's integrated approach to addressing and reducing risks from toxic air contaminants has taken three main paths:

- Reducing air toxic emissions from existing stationary sources of emissions,
- Preventing the creation of new or modified stationary sources of significant risk, and
- Finding creative and cooperative methods of reducing risk from emissions sources that the District does not typically regulate.

In 2015, the District began implementing the state Office of Environmental Health Hazard Assessment's (OEHHA's) revised Guidance on Preparation of Health Risk Assessments that was adopted by OEHHA in early March 2015. Following OEHHA revised guidelines, the District began a health risk reassessment of all facilities located in the San Joaquin Valley. The health risk reassessment follows the phased processing schedule outlined in AB 2588, which was originally implemented in the late 80's and early 90's. AB 2588 subjected three major categories (or phases) of facilities to the regulation based upon their level of annual emissions.

Reassessment of facilities subject to the AB2588 Hot Spots regulation is a multi-year process that started in 2016, following the phases identified below:

- Phase I Facilities (≥ 25 tons emissions per year)
- Phase II Facilities ($10 \leq$ tons emissions per year < 25)
- Phase III Facilities (< 10 tons emissions per year)
- Phase IV Facilities (Industry-wide and agricultural facilities)

Prioritizing Facility Health Risks

Based on the emissions inventory, the District is prioritizing each facility's health risk based on established statewide guidelines using a computerized modeling program. A "prioritization" is a conservative health risk assessment screening analysis, resulting in a facility prioritization score used to determine if a more refined health risk assessment is necessary based on the results of the modeling program. As part of this process, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case health risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Facilities ranked as high priority are required to perform health risk assessments. The District prioritizes and ranks the health risk posed by a facility as "low", "intermediate", or "high" priority, based on the following:

- Low Priority: Prioritization Score ≤ 1
Facility Exempt from further AB 2588 requirements
- Intermediate Priority: 1 < Prioritization Score ≤ 10
Facility required to provide updated summary every four years

- High Priority: Prioritization Score > 10
Facility required to perform a refined Health Risk Assessment

Health Risk Assessment Process

When a facility's prioritization score exceeds 10, the facility is classified as "High Priority" and a Health Risk Assessment (HRA) is required for the facility, and such facility is required to submit an HRA for District approval. The District and State Office of Environmental Health Hazard Assessment (OEHHA) are required by the Air Toxics "Hot Spots" Act to review each HRA. Understanding that risk calculations involves a level of uncertainty due to limited data in many areas requiring the use of assumptions. With a focus on health protection, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Therefore, while the actual risk may be much less than the calculated risk, it is very unlikely to be higher than calculated.

Upon approval of facility HRA, the District determines the facility's health risk status, which is classified as a low risk, intermediate risk, high risk, or risk reduction required, based on the following HRA scores:

- Low Risk: HRA cancer risk ≤ 1 in a million, and
HRA total hazard index of < 0.1
(Facility Exempt from further AB 2588 requirements)
- Intermediate Risk: $1 \leq$ HRA cancer risk < 10 in a million, or
 $0.1 \leq$ HRA total hazard index ≤ 1.0
(Facility required to provide update summary on a quadrennial basis)
- High Risk: HRA cancer risk ≥ 10 in a million, or
HRA total hazard index of > 1.0
(Public Notice)
- Risk Reduction Required: HRA cancer risk ≥ 100 in a million cancer, or
HRA total hazard index of > 5.0
(Public Notice and Risk Reduction Audit Plan)

Facilities that pose health risks above District action levels are required to submit plans to reduce their risk. The Risk Reduction Audit Plan (RRAP) trigger level for cancer risk is 100 cases per million exposed persons, based on the maximum exposure beyond facility boundaries at a residence or business. The action level (Risk Reduction Audit Plan) for non-cancer risk is a hazard index of 5 at any point beyond the facility boundary where a person could reasonably experience exposure to such a risk.

The District's review of completeness of the facility's RRAP includes a substantive analysis of the emission reduction measures included in the plan, and the ability of those measures to achieve emission reduction goals as quickly as feasible. If the District determines that the RRAP does not meet those requirements, the District shall remand the audit and plan to the facility and specify the deficiencies. A facility operator shall submit a RRAP addressing the deficiencies identified by the District within 90 days of receipt of a deficiency notice. An updated prioritization and/or health risk assessment shall be determined based on the approved RRAP.

Risk Reduction Audit and Plan Facilities within the District

Based on facility information, as of October 1, 2020, no District permitted facilities in the Stockton AB 617 community present a significant risk for toxic air pollutants and are not required to perform a Risk Reduction Audit and Plan.

AB 617 Community Facility Lists with Associated AB 2588 Designations

Assembly Bill 617 requires the CARB and air districts to develop and implement emissions reporting for disadvantaged communities. With the establishment of the selected community boundaries, the District has put into effect a plan to expedite and streamline the AB 2588 reassessments for facilities located within the selected community of Stockton.

Community-Based AB 2588 Reassessments

Based on previous AB 2588 analyses and on the on-going District's integrated air toxics program, no Valley facilities have been determined to pose significant risk. Therefore, no existing facility(s) have or have been required to prepare a Risk Reduction Audit Plan. However, as mentioned above, the District is currently in the process of reassessing Valley facilities under AB 2588, which includes those located in the selected community of Stockton.

Please refer to Appendix E for further details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

STATEWIDE INCENTIVE AND REGULATORY STRATEGIES

This section provided by the California Air Resources Board

Overview of California Air Resources Board's Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level to deliver new emissions reductions directly within these communities.

The California Air Resources Board (CARB) has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the State Strategy for the State Implementation Plan,¹⁰ the California Sustainable Freight Action Plan,¹¹ California's 2017 Climate Change Scoping Plan,¹² and the Short-Lived Climate Pollutants Reduction Strategy,¹³ along with a suite of incentive programs. The Community Air Protection Blueprint¹⁴ further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State. Together, these plans provide a foundation for the new actions identified as part of this community emissions reduction program.

This section illustrates CARB's statewide role in the community emissions reduction program, by broadly describing the regulatory and incentive-based foundational actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the Stockton community. CARB's potential enforcement strategies are described in Chapter 5 of this CERP.

INCENTIVE PROGRAMS

CARB operates incentive programs that reduce the costs of developing, purchasing, and operating cleaner technologies. The programs help ensure cleaner cars, trucks,

¹⁰ California Air Resources Board, *Revised Proposed 2016 State Strategy for the State Implementation Plan*, March 7, 2017, available at: <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

¹¹ California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: <https://dot.ca.gov/programs/transportation-planning/freight-planning/california-sustainable-freight-action-plan>.

¹² California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

¹³ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final>.

¹⁴ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

equipment, and facilities are operating in our neighborhoods. Specifically, these program accelerate the introduction of advanced technology vehicles and equipment, accelerate the turnover of older and higher emitting vehicles and equipment, and increase access to clean vehicles and transportation in disadvantaged communities and lower-income households.

Examples of CARB incentive programs include the Carl Moyer Memorial Air Quality Standards Attainment Program¹⁵ and the Community Air Protection Incentives,¹⁶ Proposition 1B: Goods Movement Emission Reduction Program,¹⁷ Funding Agricultural Replacement Measures for Emission Reductions Program,¹⁸ and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).¹⁹ While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

Community Air Protection Incentives

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California communities that are most heavily impacted by disproportionate levels of air pollution.

The Legislature designated the initial appropriation of \$250 million in 2017 for immediate benefits in heavily impacted communities while the other aspects of AB 617 were created and implemented. In order to ensure swift action, the Legislature directed that air districts must spend funds according to two existing mobile source incentive programs: the Carl Moyer Memorial Air Quality Standards Attainment Program, and the Proposition 1B Goods Movement Emission Reduction Program. Air districts have been using the resulting Community Air Protection Funds Supplement to the Carl Moyer Program 2017 Guidelines since it was approved by the Board on April 27, 2018.

The Legislature appropriated an additional \$245 million in 2018 and provided additional direction for new opportunities for stationary source incentives as well as Community-Identified Projects consistent with Community Emissions Reduction Programs. The approved 2019 California State Budget contains another appropriation of \$209 million

¹⁵ For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

¹⁶ For more information on the Community Air Protection Incentives, visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>

¹⁷ For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

¹⁸ For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: <https://ww2.arb.ca.gov/our-work/programs/farmer-program>.

¹⁹ For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program>.

for continued incentives to support the Community Air Protection Program, with Legislative direction matching the previous year's appropriation.

Subsequently, staff developed the Community Air Protection (CAP) Incentives 2019 Guidelines²⁰ to provide eligibility and funding criteria for two new project categories, this represents CARB's first steps in providing incentives to clean up stationary sources of air pollution. The new project categories aim to reduce hexavalent chromium emissions from chrome plating activities, as well as include a suite of project types to reduce exposure at public schools. These guidelines will continue to be expanded with new categories of projects, to be responsive to the needs of the most heavily impacted communities across the State.

At the May 2019 Board hearing, CARB staff was directed to provide more flexibility within the Community Air Protection Incentives Guidelines to allow communities and air districts the ability to develop specific Project Plans to quickly address unique local air quality concerns.

Unlike traditional Moyer projects, Stationary and Community-Identified projects do not lend themselves to the same type of cost effectiveness evaluation. Therefore, the proposed criteria for stationary and Community-Identified projects will focus on community involvement, transparency, and consistency. Air Districts will work with communities to identify project categories needed to address community problems and general concepts. Air districts will then develop Project Plans that:

- Document community support – Community members will evaluate whether there has been sufficient community involvement
- Detail the project selection process
- Set participant requirements
- Establish funding amounts and project costs
- Quantify expected emissions/exposure reductions

To ensure reporting requirements are met CARB will be responsible for:

- Assisting districts with development of technical details
- Helping districts be consistent in quantifying benefits
- Confirming that project plans are consistent with statutory requirements
- Ensuring transparency for communities regarding projects funded, dollars spent, and benefits expected

For more information on air pollution incentives, grants, and credit programs, visit: <https://ww2.arb.ca.gov/our-work/topics/incentives>.

²⁰ For more information on the Community Air Protection (CAP) Incentives 2019 Guidelines, visit: <https://ww2.arb.ca.gov/resources/documents/community-air-protection-incentives-guidelines>

REGULATORY PROGRAMS

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants.

At the State level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources (with the exception of consumer products in most cases) through rules and permitting programs within their regions.

CARB regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and their deployment into the fleet, for cleaner fuels, and to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One important and relevant regulatory authority of CARB's is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne Toxic Control Measures (ATCM).²¹ These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, the Statewide Air Toxics "Hot Spots" Program²² addresses the health risk from toxic air contaminants at individual facilities across the State. The Air Toxics "Hot Spots" Program includes several components to collect emissions data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

²¹ California Health and Safety Code § 39650 et seq.

²² Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connolly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

Under the Air Toxics “Hot Spots” Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses conducting health risk assessments and developing emissions reduction plans.

Additionally, in some instances CARB has pursued enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB’s agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

CARB ACTIONS RELATED TO THE STOCKTON COMMUNITY

This section highlights CARB actions that specifically relate to the Stockton community. This list should not be interpreted as comprehensive or exhaustive, but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local level strategies identified in this community emissions reduction program. Additional CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.²³

Recently Adopted CARB Regulations

CARB adopted the **Advanced Clean Trucks Rule**²⁴ in June 2020 requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales will need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.

In August 2020 CARB adopted the **Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments**²⁵ which require manufacturers to comply

²³ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

²⁴ For more information on the Advanced Clean Trucks Rule, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

²⁵ For more information on the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NO_x (oxides of nitrogen, a key component of smog) are reduced to help California meet federal air quality standards and critical public health goals. The regulation is expected to have a significant impact on communities adjacent to railyards, ports and warehouses that typically experience heavy truck traffic. These trucks often idle, move slowly and make frequent stops – all actions that increase NO_x emissions. Today's heavy-duty trucks do not control NO_x effectively during such “low load” conditions. The new standards will reduce NO_x emissions by 90 percent or more when trucks are operating under these low load real-world operations. All components of the new rule will be phased-in, allowing engine manufacturers time to prepare for compliance. The NO_x standards that engines must meet will be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027.

The **Control Measure for Ocean-Going Vessels At Berth**²⁶ was also adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

Upcoming CARB Regulations

Commercial Harbor Craft Regulation Amendments – CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

Heavy-Duty Vehicle Inspection and Maintenance – When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the

²⁶ For more information on the Control Measure for Ocean-Going Vessels At Berth, see: <https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation>, and the At Berth Factsheet: https://ww2.arb.ca.gov/sites/default/files/2020-08/External%20At-Berth%20Fact%20Sheet%20August%202020%20ADA_0.pdf

development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>. For more information on the development of a comprehensive heavy-duty inspection and maintenance program, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

Cargo Handling Equipment Regulation Amendments – Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

Advanced Clean Fleet Rules – CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. For more information, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.

Transport Refrigeration Unit Regulations – Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

Small Off-Road Engines – In 2020, CARB will 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. For more information on the strategy, visit: <https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

Advanced Clean Cars II – CARB staff is developing the Advanced Clean Cars II regulations, which will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles for sale. For more information on these new regulations, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>.

Commercial Cooking Suggested Control Measure – This strategy consists of a two-phase process to evaluate California’s current emission reduction requirements for commercial cooking operations that prepare food for human consumption, and if necessary, make improvements to achieve additional reductions in particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5) and volatile organic compound emissions that contribute to ozone formation. For more information on the strategy, visit: [Blueprint Appendix F](#) – pages F-8 & F-9.

ESTIMATED EMISSIONS REDUCTIONS FROM CARB MEASURES

CARB has estimated the emissions reduction benefits for some of the proposed statewide measures as shown in Table 4-3 for the 2025 and 2030 milestone years for the Stockton Community. Note the emissions reductions from the recently adopted Ocean-Going Vessels At Berth Amendment and Low NOx Omnibus Regulation are not reflected in the emissions inventory presented in Chapter 3 or Appendix C.

Table 4-3 Estimated Emissions Reductions from CARB Measures in the Stockton Community

Proposed Statewide Measures	Emissions Reduction (tons per year)							
	PM2.5		DPM		NOx		VOC	
	2025	2030	2025	2030	2025	2030	2025	2030
Ocean-Going Vessels At Berth Amendment	0.00	0.18	0.00	0.20	0.00	11.45	0.00	0.56
Advanced Clean Car 2		0.02		0.00		1.00		0.38
Heavy-Duty Inspection and Maintenance	0.34	0.38	0.35	0.40	23.25	27.7		
Low NOx Engine Standard					1.88	14.17		
Small Off-Road Engine Amendment	0.15	0.92	0.12	0.28	17.03	27.09	8.28	28.31

5. ENFORCEMENT PLAN

5.1 INTRODUCTION

Enforcement of air quality rules and regulations by the San Joaquin Valley Air Pollution Control District (District) and the California Air Resources Board (CARB) is critical to continuing air quality progress and achieving the air quality goals contained in the Valley's State Implementation Plans. Compliance with federal, state, and local air quality rules and regulations is ensured by operating robust inspection programs along with a full range of educational and compliance assistance programs.

This Enforcement Plan describes the stationary and mobile source enforcement history for the Stockton AB 617 Community. In addition, the plan describes the overall enforcement programs operated by the District and CARB. Based on the analysis of the enforcement history and input from the Community Steering Committee, the Community Emissions Reduction Plan (CERP) includes focused enforcement measures to enhance enforcement and compliance assistance activities within the community in support of the emission reduction commitments in the CERP.

5.2 OVERVIEW OF SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT PROGRAM

The District's mission is to improve the health and quality of life for all Valley residents through efficient, effective, and entrepreneurial air quality management strategies. The District's Enforcement Department seeks to aid in achieving this mission through fair, consistent, and comprehensive enforcement utilizing 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 Enforcement 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 and responds to approximately 3,000 public complaints, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented.

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

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with federal, state, and District requirements. These compliance evaluations are unannounced whenever possible and play a key part to meeting clean air requirements. The frequency of regular inspections depends on the type of facility. When considering limited resources, priority is given to federal Title V (Major) sources, facilities that emit non-attainment criteria or toxic pollutants, facilities with equipment that is more susceptible to upsets, compliance history of operation, etc. Under this scenario, a chrome plating facility will be inspected more frequently than a back-up, emergency generator which only operates a few hours per year.

Compliance inspections are conducted by well-trained District air quality inspectors. Inspections include a physical inspection of the facility and equipment, a review of operating and monitoring records, and the use of advanced detection equipment, where appropriate, to determine compliance with permitted emission limits. During the inspection, District staff ensures that the equipment is permitted appropriately, and that the facility is operating in compliance with all permit requirements and applicable local, state, and federal regulations. If the facility is determined to be in non-compliance, the inspector issues the facility an enforcement action that requires prompt correction of the issue and generally results in the imposition of a civil penalty to dissuade from any non-compliance in the future.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are top priorities. Inspectors are on-call 24 hours per day, seven days a week and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate non-compliance with District rules, including potential public nuisances. Along these same lines, the District added the ability to easily submit complaints, including video and photographs, online and through mobile smartphone applications. District staff are required to keep the reporting party apprised of the investigation findings until it has been completed. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize multilingual translation services, in the field or over the telephone, to ensure that all communities and groups within the Valley are properly served.

Emissions Testing

District inspectors oversee hundreds of third-party emissions tests conducted at stationary sources each year for the purpose of measuring air pollutants and ensuring compliance with established standards from stationary sources of air pollution. District staff have three main tasks when overseeing source tests at stationary source sites. First they review the source test protocol, submitted by the third party source testing contractor, which outlines the testing methods that testing period. District staff reviews the protocol to ensure the proper testing methods will be used and that the source test contractor has the proper equipment and certifications to conduct the test. The second task is to witness the test to ensure the source test contractor follows the correct testing procedures. Lastly, District staff reviews the source test results to ensure the data is properly reported and to act promptly on any compliance issues related to the testing.

In addition, the District utilizes its monitoring van and portable exhaust gas analyzers to assess the emissions from internal combustion engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all permitted and/or rule emission limits.

Gasoline Station Permitting, Inspecting and Testing Program

Gasoline stations, in aggregate, are one of the largest potential sources of volatile organic compounds in the Valley. A comprehensive and effective permitting, inspection

and testing program is important to ensure the vapor recovery systems operate as designed and the Valley realizes the emission reductions anticipated in Rule 4621 (Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels and Bulk Plants) and Rule 4622 (Gasoline Transfer into Motor Vehicle Fuel Tanks).

District staff continues to inspect gasoline station vapor recovery systems on a routine basis looking for torn hoses, damaged nozzles, and missing parts. However, during recent years there have been many changes in vapor recovery technology and state laws such that the simple visual inspections are no longer sufficient. More emphasis is now being placed on performance tests that evaluate gasoline station equipment effectiveness. As a result, the District implemented a gasoline dispensing tester certification and training program to ensure qualified third party contractors are available for operators of this equipment.

Wood Burning Heaters and Fireplaces

Further reducing residential wood smoke emissions is a high priority under the District's 2018 PM2.5 Plan given the significant localized health impacts associated with residential wood smoke. Scientific studies show that prolonged inhalation of wood smoke contributes to lung disease, pulmonary arterial hypertension, and pulmonary heart disease, which can eventually lead to heart failure. District Rule 4901 is designed to improve public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February).

Since 2004, the District has had a robust enforcement program for designated wood burning curtailment days to ensure the District is achieving the expected emission reductions as a result of the requirements of the rule. This includes having a significant portion of field staff mandatorily assigned to conduct proactive surveillance in counties with declared wood burning curtailments. The District also conducts surveillance in counties with curtailments on days that District offices are closed and performs periodic night-time surveillance throughout the Check Before You Burn season.

In the District's ongoing efforts to utilize the latest forms of technology to improve efficiency and effectiveness, the District tested several technologies for nighttime fireplace and wood burning heater enforcement. The District purchased ultra-low light cameras, which have the greatest capacity to capture non-compliance through photographic and video evidence. The use of the cameras are able to clearly document smoke coming from chimneys in extremely low-light conditions in a way that previous technologies used and tested were unable to match.

Compliance Assistance

The District believes in working closely with businesses and residents to assist in achieving compliance with air pollution rules and regulations. The Compliance Assistance program has emphasized an educational approach to help Valley residents and businesses comply with a variety of air pollution regulations. Businesses and individuals throughout the Valley are provided with:

- **Individualized Assistance:** Personal, one-on-one help is provided to thousands of businesses and residents to ensure they understand the federal, state, and District's requirements.
- **Compliance Assistance Bulletins:** Actively evaluate upcoming rule compliance dates and develop educational materials that are sent to affected groups including, but not limited to, residents, realtors, building departments, contractors, and industrial and commercial facilities.
- **Compliance Schools:** The District provides training classes regarding information on the topics of open burning, gasoline vapor recovery, and wood burning fireplaces and wood burning heaters to individuals who have received a Notice of Violation from the District. In addition to discussing the aforementioned specific topics, the courses also provide general air pollution training, discuss the air quality challenges of the San Joaquin Valley, and opportunities for them to contribute to improving air quality in the Valley.
- **Gasoline Station Tester Training:** Ongoing training for contractors is provided for those wishing to perform vapor recovery tests within the District. District rules require testers be certified to ensure there are a qualified pool of contractors from which businesses can choose to perform their equipment's testing.
- **Asbestos Training:** Comprehensive assistance on asbestos regulations is provided to the public, building industry, building departments, fire departments, and realtors. Staff continues to spend considerable time providing one-on-one assistance, in addition to group trainings, to the regulated community. The District has also developed online tools and resources to educate the public on asbestos notification requirements in the Valley.
- **Residential Wood Burning Heater Professional Training:** Training requirements for qualified individuals (those people having either a certification from the Fireplace Investigation Research and Education, Chimney Safety Institute of America, or the National Fireplace Institute or has documentation demonstrating they are qualified to perform inspections, maintenance and cleaning activities on wood burning heaters) who may be hired to perform inspections of wood burning heaters and pellet stoves to ensure they can be operated in a compliant manner prior for individuals who voluntarily request to register their wood burning heaters and pellet stoves.
- **Fugitive Dust Education:** Staff organizes and conducts classroom training for all groups required to submit dust control plans for construction activities and provides ongoing training and outreach as needed and as requested to businesses and entities that may be subject to the requirements.
- **Prescribed Burning Outreach:** The District meets periodically with the land managers of the USDA Forest Service, National Park Service, US Fish and Wildlife

Service, Bureau of Land Management, California Department of Forestry and Fire Protection, and Southern California Edison Company in order to minimize impacts of smoke from prescribed burns and wildfires. Compliance staff participate on the daily calls during fire season to keep abreast of wildfire and prescribed burn activities throughout the area.

- **Access to District Policies:** District policies are available on the internet for stakeholders to review, comment on, and use to assist them with complying with District requirements. The internet is updated regularly with new or modified policies to ensure availability of current information.

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-contract and post-contract performance of grant recipients. Thousands of field inspections are conducted to verify that equipment is appropriately replaced or controlled, adequately maintained, and also verifies that older equipment has been properly disposed of.

Incentive projects requiring compliance inspections include the replacement of older trucks with new less polluting ones, school bus replacements, agricultural pump engine replacements, emissions controls on trucks, and other related control strategies. Each funded project requires a minimum of two initial inspections and several types of projects require ongoing inspections and recordkeeping requirements to assure emission reductions are realized for the life of the project.

5.3 SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT HISTORY IN STOCKTON AB 617 COMMUNITY

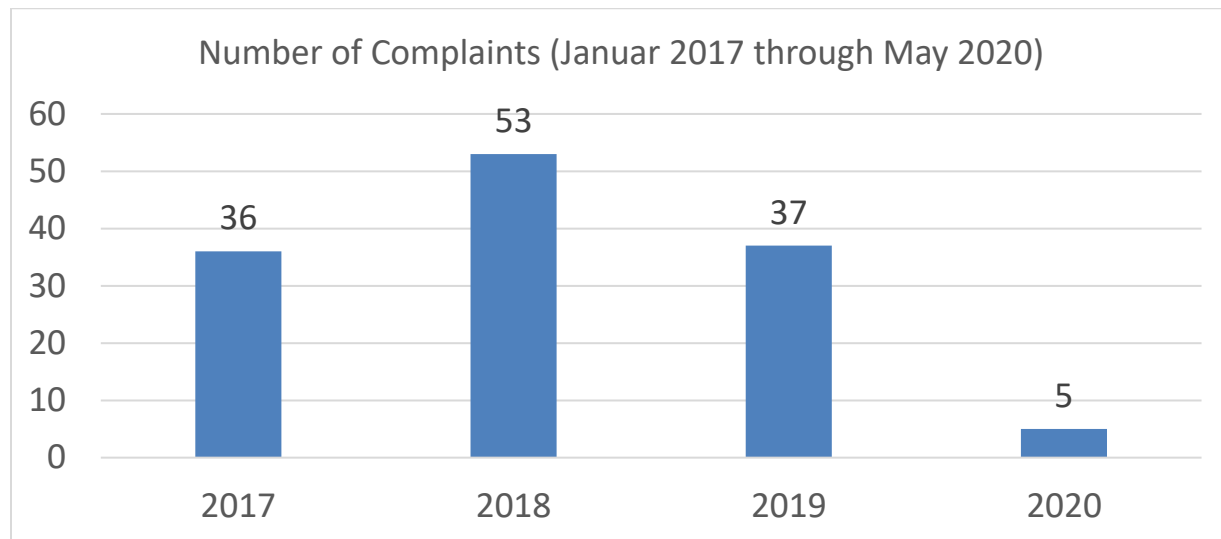
The District's enforcement presence within the Stockton AB 617 Community is comprised of many different facets including, but not limited to, performing facility inspections, investigating complaints from the public, investigating breakdowns, and overseeing third-party emissions testing at facilities. Since 2017, the District has conducted inspections of 2,409 equipment units during 1,121 inspections at permitted facilities within the Stockton AB 617 Community, has received and responded to 131 air quality complaints from the public, and has issued 212 enforcement actions associated with violations of air pollution rules and regulations. A listing of the facilities, inspections, complaints, and enforcement actions can be found in Appendix F.

5.3.1 RESPONSE TO PUBLIC AIR POLLUTION COMPLAINTS

The public plays an important role in protecting public health by reporting local air quality issues that they observe in their communities. Often these complaints serve as the first warning of an air pollution compliance issue that needs to be addressed. The District places the highest priority of responding to complaints from the public and responds to each and every complaint received. In addition, the District operates an "on-call" program to ensure that complaints received outside of normal business hours can be appropriately addressed since air pollution related issues are not bound by

normal business hours. The process of responding to a complaint can be unique for each complaint received depending on factors such as whether the issue is currently in progress, whether the issue is a recurring/ongoing issue, the type of source, the time of day, and the number of complaints received about the issue. Figure 5-1 shows the number of complaints received by the District each year since 2017

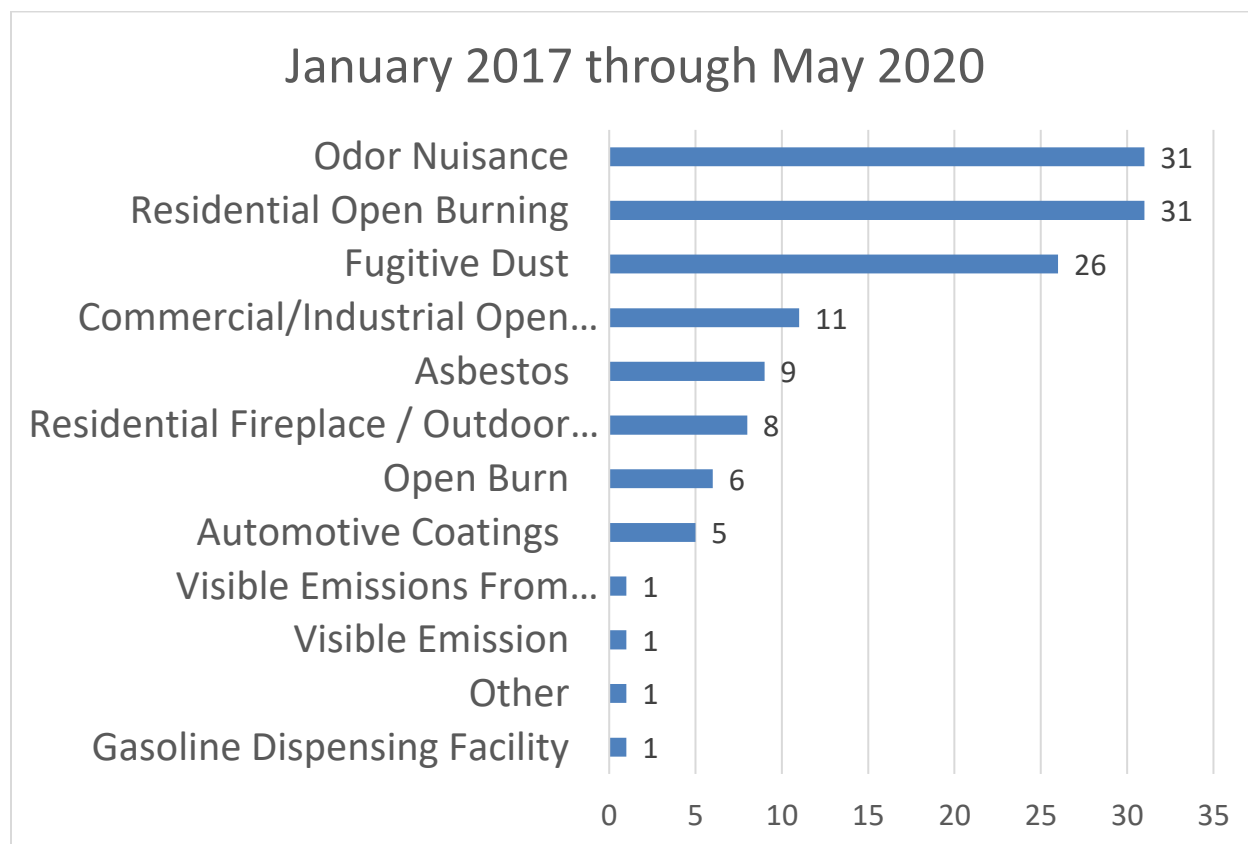
Figure 5-1 Number of Complaints by Year from 2017-2020



Based on the resulting complaint investigations, the District confirmed a violation of District rules or regulations and took enforcement action in 18 of the complaints, determined that the issue did not constitute a violation of any federal, state, or local air quality rule in 29 of the complaints, referred 2 complaints to the proper agency with jurisdiction over the issue, and was unable to confirm whether or not a violation occurred in the 82 remaining complaints (at times, the issues associated with public complaints can be transient in nature and the information provided by the reporting party may lack sufficient information to track down and confirm the issue). Of the 18 enforcement actions taken as the result of public complaints, 7 were for illegal residential open burning of waste, 2 were for illegal use of a residential fireplace or outdoor wood burning device, 2 were for fugitive dust related issues, 3 were for permitting/registration related issues, 1 were for agricultural open burns, and 3 was for work practices issues at an automobile coating operation

Figure 5-2 below details the complaints received by type since 2017. Complaints concerning odor nuisance and residential open burning each made up 23% of the total complaints received in the community. Complaints regarding fugitive dust made up approximately 20% of the complaints received in the community. In total, these three categories made up over 66% of the complaints received.

Figure 5-2 Number of Complaints by Type from 2017-2020



The District received and responded to 39 complaints regarding residential open burning and residential fireplace/outdoor wood burning devices during this period. The District confirmed illegal open burning and took enforcement action in 8 of these cases, determined that 3 were not a violation (permissible fireplace burn day or outdoor cooking fire), and was unable to confirm 28 of the complaints. In addition to the complaints received in these categories, members of the Community Steering Committee have suggested increased outreach/education and enforcement in these categories. The District has included specific enhanced enforcement and outreach/education measures as part of the CERP to reduce the potential for localized air quality impacts associated with failure to comply with District rules pertaining to residential open burning and residential fireplace/outdoor wood burning devices.

The District received 31 odor complaints during this period and determined that none of the complaints resulted in a violation failing under the District’s jurisdiction. Under state law, odors are regulated under public nuisance requirements. To become a violation, an odor must cause “injury, detriment, nuisance, or annoyance” to a considerable number of people or the public. Each of the odor complaints were separate instances from a single party; and therefore, did not rise to the level of a public nuisance under state law. Three of the complaints fell outside of the District’s jurisdiction and were referred to the appropriate agency.

Of the 26 fugitive dust complaints received, the District issued an enforcement action in 2 of the cases. In 2 of the instances, the District determined that the operation was complying with the District's Regulation VIII fugitive dust rules and public nuisance rules. In 22 of the instances, the District was unable to confirm the complaint. The complaints that did not result in enforcement actions or were unable to be confirmed were primarily associated with construction/ earthmoving activities track out or open areas. The District has included specific enhanced enforcement measures as part of the CERP to reduce the potential for localized air quality impacts associated with fugitive dust from construction/earthmoving activities and open areas subject to District Regulation VIII. Since the majority of the complaints have been received between April and September, these enhanced enforcement efforts will be conducted during the 2nd and 3rd calendar quarters.

The District received 11 complaints associated with commercial/industrial open burning. The District found that 9 were cooking fires which are exempt from open burning rules, 1 was a spontaneous combustion fire, and in the 1 remaining the District was either unable to locate the burn or the responsible party for the burn. The enhanced enforcement and outreach/education CERP measures for residential open burning will aid in compliance with the rules pertaining to illegal open outdoor burning.

The District received 9 complaints regarding federal asbestos requirements associated with regulated demolitions and renovations. The District issued enforcement actions in 3 of these instances, the District was unable to confirm 3 complaints in this category. The District took no enforcement action in 3 cases as the projects were either complying with federal asbestos requirements or were exempt under federal law.

The District received 2 complaints regarding visible emissions from equipment at facilities within the community. The District was unable to confirm whether or not a violation occurred in the 2 complaints in this category. As discussed below under the District Enforcement Action section, the District has included specific enhanced enforcement measures as part of the CERP to address failure to comply with emission standards at permitted facilities.

5.3.2 DISTRICT ENFORCEMENT ACTIONS

Federal and state law, along with local rules, require the enforcement of air quality rules and regulations. The District takes formal enforcement action for all violations of applicable federal, state, and local rules and regulations within its jurisdiction. In addition, the District enforces conditional permit requirements, Hearing Board orders, and at times seeks delegation to enforce statewide mobile source and greenhouse gas measures. Generally a Notice of Violation (NOV), which normally results in a civil penalty, is issued to document a violation. Under the limited circumstances specified in District Rule 1180, a Notice to Comply (NTC) may be issued for first-time, minor violations. An NTC does not carry a monetary penalty but does require quick resolution of the minor violation. Should a party not correct the violation within the timeframe established by the NTC, an NOV will be issued.

Over the past 3 years, the District has issued 175 NOVs and 37 NTCs in the Stockton AB 617 Community. Figure 5-3 shows the annual breakdown of NOVs and NTCs since 2017.

Figure 5-3 Number of Enforcement Actions Issued by Year (2017-2020)

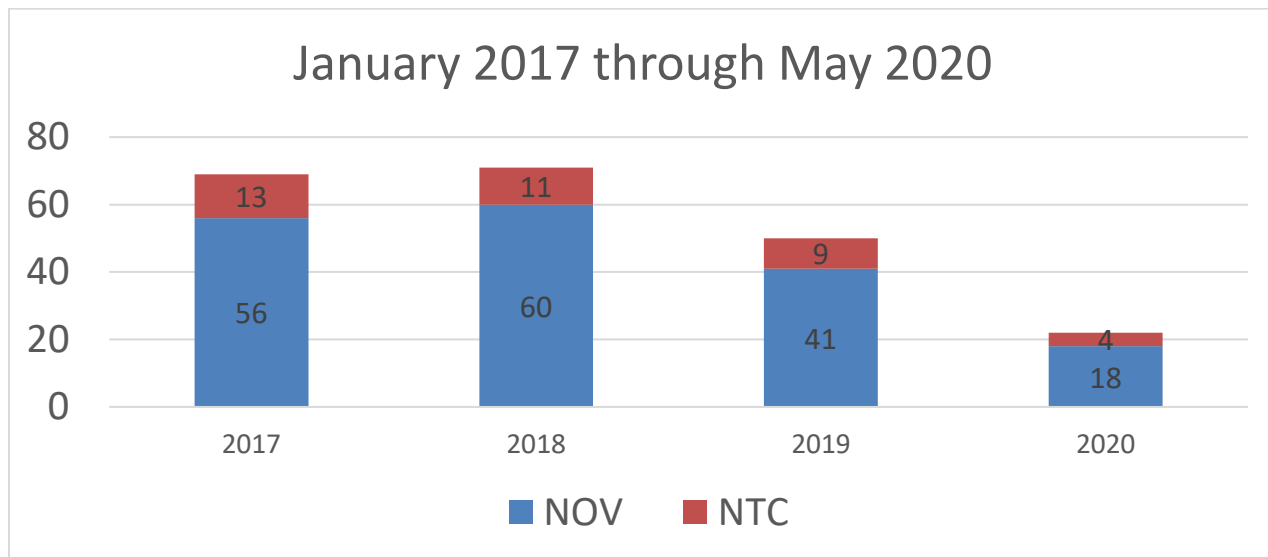
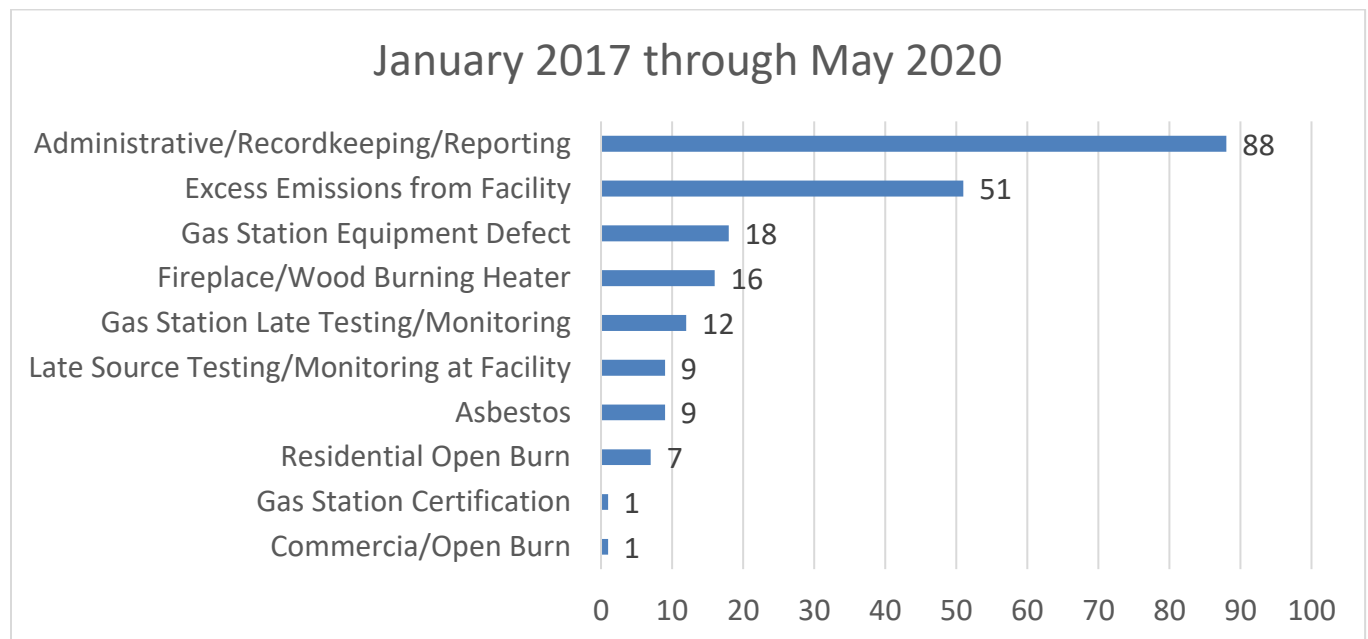


Figure 5-4 shows the enforcement actions categorized by type. Since 2017, 88 of the 212 enforcement actions resulted from violations of administrative requirements such as recordkeeping, late report submittal, operating with a suspended permit, or operating without a permit. The District issued 51 enforcement actions for violations resulting in excess emissions from facilities (not including gas stations). These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions to gas stations for violations resulting in excess emissions and 1 gas station certification enforcement action. These violations occurred at 14 gas stations in the area. The District believes that more frequent inspections for these 27 facilities would be prudent to limit the potential for air quality impacts associated with failure to comply with emission standards established by District permit, rule, or regulation.

In addition, the District believes a new pilot training program for conducting self-inspections of equipment at gas stations may help to limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing operations. Accordingly, the District has included a compliance assistance CERP measure to develop a new training program to instruct gas station operators on conducting thorough self-inspections to aid in the identifications and timely repair of system defects. The District will provide the hands on training to each gas station operator in the community.

Figure 5-4 Enforcement Actions by Type from 2017-2020

A review of the data also shows that the District has issued 7 violations for residential open burning, and 16 enforcement actions for fireplace/outdoor wood burning heater violations. This further demonstrates the need to include the aforementioned enhanced enforcement and outreach/education CERP measures.

5.4 CALIFORNIA AIR RESOURCES BOARD PROGRAM OVERVIEW AND ENFORCEMENT HISTORY IN STOCKTON

Section 5.4 Provided by the California Air Resources Board

The California Air Resources Board (CARB) enforcement programs cover the vehicles we drive, the diesel engines that power our economy, consumer products that we purchase and greenhouse gas (GHG) emissions from our industries and activities. The goal of Stockton's enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. Through enforcement, CARB works to bring responsible parties into compliance, and in doing so, achieves a level playing field across industry so that no company can benefit from non-compliance at the expense of another. CARB also works to deter industries from future violations and takes compliance seriously, because the success of our programs and the protection of public health depend on it.

CARB applies enforcement programs professionally in accordance with our enforcement policy,²⁷ which was updated in 2017. CARB uses program data, complaints and inspections to identify potential non-compliance, and then investigates each case. Once a violation is identified, CARB notifies the responsible party and evaluates what happened. CARB works with the party to achieve compliance and measure the relevant facts and circumstances of each case, relative to the eight statutory factors as described in our enforcement policy, to determine an appropriate penalty. The case is settled when the responsible party has achieved compliance and both parties have agreed upon an appropriate penalty. If a mutual settlement cannot be reached, CARB refers the case to California's Attorney General for civil litigation.

Field inspectors are a critical component of CARB's Heavy-Duty Diesel Enforcement Program. The inspectors work across the state to inspect trucks and other equipment for compliance with CARB's diesel regulations, such as the Heavy-Duty Diesel Vehicle Inspection Program (HDVIP), Drayage Truck, Truck and Bus Regulation, SmartWay and Transport Refrigeration Unit (TRU) Air Toxic Control Measure. Field inspectors also conduct inspections for compliance with In-Use Off-Road and School Bus Idling regulations. CARB inspectors examine heavy-duty vehicles and equipment at numerous locations throughout California, such as at California Highway Patrol (CHP) scale facilities, warehouses, fleet yards, construction sites, random roadside locations, truck stops, rest areas, ports and rail yards.

CARB'S THREE YEAR ENFORCEMENT HISTORY IN STOCKTON

The following section provides an overview of CARB enforcement actions across several enforcement programs within the Stockton Assembly Bill 617 (AB 617) community boundary for years 2017 through 2019.

Under the heavy-duty vehicles and marine enforcement program sub-sections, CARB staff provide overviews of enforcement activities along with maps to display the approximate locations of program inspections, which may help to determine gaps in CARB enforcement activity as well as locations where enhanced enforcement is necessary to deter potential violators within the community. Additional sub-sections include overviews of CARB's fuel enforcement activities, statewide consumer product enforcement activities, case settlements, Supplemental Environmental Projects, and more.

CARB will work closely with the Community Steering Committee (CSC) to determine areas of non-compliance within the Stockton AB 617 area that needs an enforcement presence. CARB acknowledges enforcement presence can be increased in this area and will work with CSC and the San Joaquin Valley Air Pollution Control District (SJVAPCD) to identify opportunities for enhanced enforcement.

²⁷ <https://ww2.arb.ca.gov/resources/documents/enforcement-policy>

Heavy-Duty Vehicles Programs

Over the last three years, CARB has conducted 244 inspections on Heavy-Duty Diesel Vehicles (HDDV) within the selected Stockton AB 617 Community. These inspections occurred across 7 of 12 CARB HDDV enforcement programs, as described in Appendix 4.1.

Table 5-1 below summarizes HDDV enforcement actions in Stockton from 2017 to 2019. Of the five citations issued to HDDVs within the community boundary, four were for emissions violations and one was for a non-emissions violation. Emissions violations further contribute to air pollution while non-emissions violations do not (e.g., a truck not meeting labeling or reporting requirements). CARB is working to compile information on the resolution of violations issued in Stockton and will provide this data to CSC as it becomes available.

Table 5-1 HDDV Enforcement in Stockton: 2017-2019

Program	Inspections	Violations	
		Emissions	Non-Emissions
Drayage	25	0	1
Heavy-Duty Vehicle Inspection Program (HDVIP)	134	0	0
Idling	31	0	0
Off-Road	3	0	0
Smart Way	33	0	0
Transportation Refrigeration Unit (TRU)	2	2	0
Truck and Bus	16	3	0
Total	244	5	1

Figure 5-5 below provides a year-to-year comparison of HDDV enforcement actions and overall compliance rates from 2017 to 2019. Although overall compliance remains high (at and above 96 percent) over the three-year period, the low number of total inspections under the Drayage, Off-Road, TRU and Truck and Bus programs, demonstrate the need for more targeted inspections in the Stockton community. CARB will work closely with CSC to determine methods to identify areas of non-compliance by evaluating emissions inventory, air monitoring data, CARB's three-year history and community groundtruthing information within the Stockton AB 617 boundary.

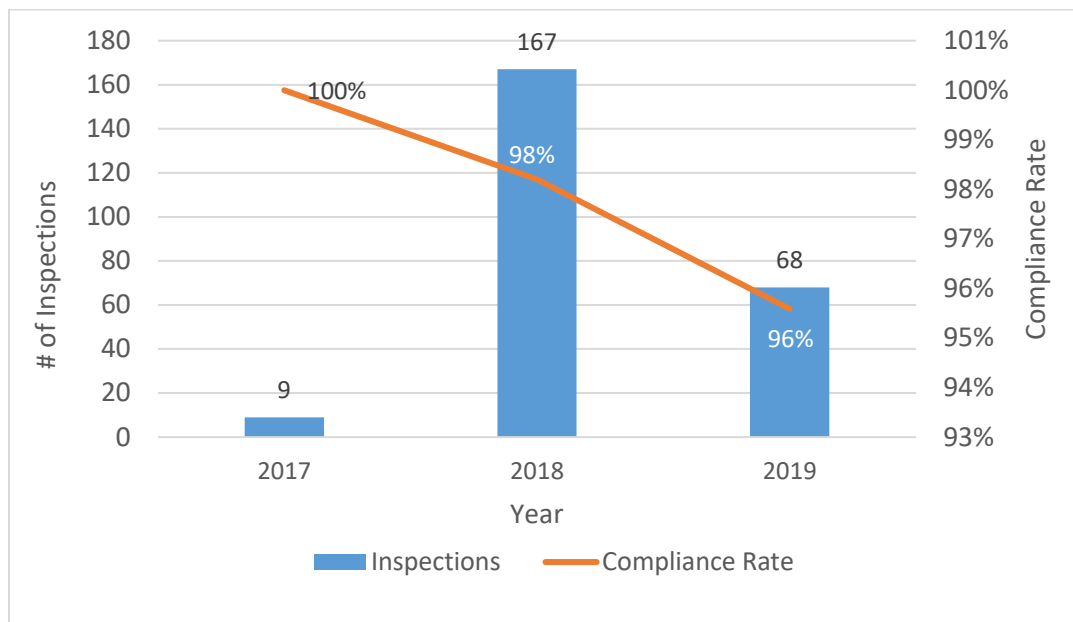
Figure 5-5 Year-to-Year Comparison of HDDV Enforcement in Stockton

Figure 5-6 below shows the approximate locations (indicated by the truck icons) of the above-mentioned HDDV program inspections in the Stockton community boundary. Visualizing inspection locations helps CARB staff to determine any locations where enhanced enforcement is needed within the community. In the past, CARB staff would target areas with large concentrations of HDDVs such as truck stops and distribution centers. It is important to note that each location represents multiple inspections across the various HDDV programs. In addition, implementing random roadside inspections can be difficult because field staff, in coordination with the California Highway Patrol, must have enough space to perform inspections safely on the side of the road.

Figure 5-6 Map of Heavy-Duty Diesel Vehicle Inspections in Stockton: 2017-2019

In April 2017, the Governor signed into law Senate Bill 1 (SB 1),²⁸ a legislative package meant to generate significant funding for transportation projects (e.g., to repair local streets, bridges, and roadways) across California. SB 1 includes a provision that aims to bring old, polluting buses and trucks into compliance with applicable emission standards as outlined in the Statewide Truck and Bus Regulation, and authorizes DMV to deny registration to non-compliant heavy-duty vehicles²⁹ starting January 1, 2020, through December 31, 2023. By the end of 2023, 100 percent of trucks and buses registered in California, which are subject to the rule, will comply with this regulation.

In response to the legislation, CARB began a streamlined enforcement process to increase outreach to owners of heavy-duty diesel trucks and buses and provide an opportunity for vehicle owners to demonstrate compliance. Those with older vehicle models that could potentially be out of compliance were sent Notices of Non-Compliance (NC) and Notices of Violation (NOV)³⁰ from 2018 through 2019. In the last quarter of 2019, CARB sent warning letters to fleet owners who appeared to have vehicles that could potentially be out of compliance beginning January 1, 2020. HDDV owners are now required to show proof of compliance to Department of Motor Vehicles (DMV) with their vehicle registrations.

²⁸ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

²⁹ The regulation applies to nearly all diesel-fueled trucks, buses, and school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.

³⁰ A Notice of Non-Compliance letter is sent to request proof of compliance. If compliance cannot be verified, a Notice of Violation is sent.

Table 5-2 Summary of letters sent under SB 1 in Stockton: 2018-2019

Type of Letter	Number of Letters Sent
Warning letters	189
NC and NOV letters	157
Total	346

In Stockton, CARB identified 1,512 HDDVs within the Stockton community. As shown in Table 5-2 above, CARB issued 189 warning letters and 157 NCs and NOVs to owners of vehicles within the area in 2019. Of the 157 vehicle owners sent NCs or NOVs, 29 demonstrated compliance, whereas 118 vehicles were found to be non-compliant and were issued registration holds by DMV and were removed from the road. In total, CARB issued warning letters or took enforcement action against 346 vehicle owners. No enforcement action was taken on 10 other vehicles that were found not to be subject to the Truck and Bus Regulation.

Marine Programs

From 2017 to 2019, CARB staff performed 171 inspections for marine regulation enforcement at the Port of Stockton. Descriptions of the related marine enforcement programs are provided in CARB's Appendix.

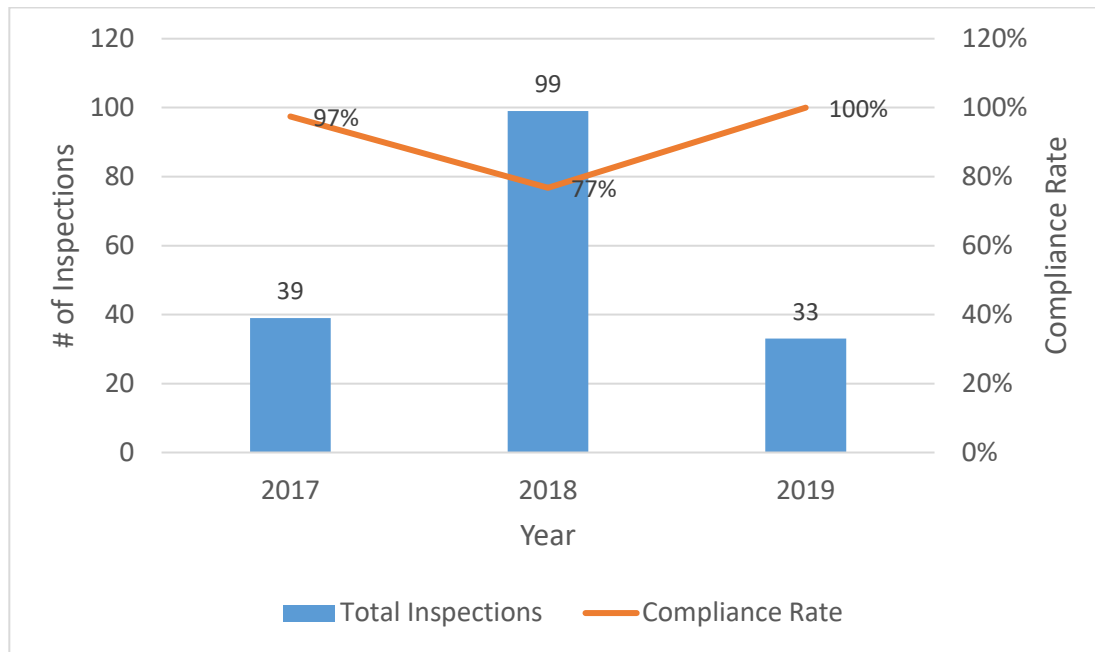
Table 5-3 Marine Enforcement in Stockton: 2017-2019

Program	Total Inspections	Violations
CHE	121	23
CHC	21	0
OGV	29	1
Total	171	24

As shown above, marine enforcement focused mainly on the Cargo Handling Equipment (CHE) Regulation. During this period, 24 NOVs were issued for violations of CHE and Ocean Going Vessels (OGV) programs. CARB staff did not find any violations of the Commercial Harbor Craft (CHC) Regulation.

below provides a year-to-year comparison of marine enforcement activities and overall compliance rates from 2017 through 2019.

Figure 5-7 Year-to-Year Comparison of Marine Enforcement in Stockton



Error! Not a valid bookmark self-reference. 5-8 below indicates the approximate locations of the above-mentioned marine program areas at the Port of Stockton. This

map may assist the community in identifying locations that CARB is not aware of or locations where additional inspections can occur.

Figure 5-8 Marine Enforcement Activity at the Port of Stockton: 2017-2019



Consumer Products

Consumer products are chemically formulated products used by household and institutional consumers and can be sources of toxic air contaminants and volatile organic compounds that community members unknowingly bring into their homes.

Examples include:

- Detergents and cleaning compounds
- Polishes and floor finishes
- Cosmetics and personal care products
- Home, lawn and garden products
- Disinfectants and sanitizers
- Aerosol paints and automotive specialty products
- Composite wood products

Consumer product inspections are an important regulatory tool to improve public health in the community. CARB investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect products for compliance with registration and dating requirements and send selected products to the laboratory for testing.

From 2017 through 2019, CARB conducted 1,883 consumer product inspections statewide. Consumer products are reported statewide because it is assumed these products are sold and delivered throughout the state. Table 5-4 below represents a breakdown of enforcement action in the state.

Table 5-4 Consumer Product Inspections Statewide: 2017-2019

Program	Total Inspections	Violation	Under Investigation
Aerosol Coatings	118	24	72
Antiperspirant/Deodorants	35	4	16
Composite Wood	120	11	50
Other Consumer Products	1,610	73	618
Total	1,883	112	756

Vehicles and Engines

CARB is responsible for evaluating the emission control systems of new vehicles and engines, and evaporative emission control systems of engine-equipped devices. When CARB finds that the vehicle/engine/evaporative emission control system complies with all of California's emission standards and emissions-related requirements, the vehicle/engine/evaporative emission control system may operate in California.

CARB conducted six Vehicles and Engines inspections in the Stockton AB 617 Community during the 2017-2019 period. CARB staff found zero violations across the three programs listed in Table 5-5 below.

Table 5-5 Vehicles & Engines Program Inspections in Stockton: 2017-2019

Program	Inspections	Violations
49 State	1	0
Recreational Marine Engines	1	0
R134A	4	0
Total	6	0

Fuels Enforcement Program

CARB staff are responsible for setting standards and adopting regulations to achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources. Motor vehicle emissions are responsible for approximately 55 percent of air pollution emissions statewide.

As seen in Table 5-6, from 2017 through 2019, CARB staff conducted 112 fuel inspections in the Stockton community. There were no violations issued for these inspections within the community.

Table 5-6 Fuels Program Inspections in Stockton: 2017-2019

Fuel Type	Inspections	Violations
Gas	75	0
Diesel	28	0
Ethanol	8	0
Bio	1	0
Total	112	0

Case Settlements

This section presents an overview of settlement agreements reached between CARB and companies in violation of CARB regulations in the Stockton community. In 2017, a company that failed to comply with requirements of the CHE Regulation signed a settlement agreement with a penalty of \$170,625.00 that was paid to the California Air Pollution Control Fund. In August 2019, CARB settled a case with the Port of Stockton in the amount of \$8,625.00 for violating the CHE Regulation. For further details on these cases, please visit <https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-case-settlements>.

Complaints Summary and Resolution

CARB's previous complaint management system relating to HDDVs lacked the ability to track complaints by specific location. However, CARB staff have begun to work on and track all complaints through the California Environmental Protection Agency (CalEPA) Complaint Reporting System.³¹ This will allow CARB staff to better track complaints by community and to see the resolution of the complaint. Furthermore, this process will enhance CARB's complaint response by encouraging better complaint referrals (e.g. referring complaints to the proper agency and/or identifying complaints that may require multiple agencies to be involved in their resolution). To increase the effectiveness of the complaint program, CARB Enforcement developed a training to help communities identify possible violations and report an enforceable complaint.

Complaints are a vital part of CARB's enforcement program and we encourage the community to report possible violations regularly. In 2019, CARB received eight diesel complaints through CARB's complaint reporting system for the Truck and Bus

³¹ <https://calepacomplaints.secure.force.com/complaints/Complaint>

Regulation and four complaints through CalEPA's reporting system within the Stockton AB 617 Community. CARB referred the complaints received to the appropriate section in a timely manner.

Supplemental Environmental Projects

CARB has a Supplemental Environmental Project (SEP) Policy that allows community-based projects to be funded from a portion, up to 50 percent, of the penalties received during settlement of enforcement actions. Every year CARB initiates cases that result in settlements with monetary penalties. The goal of the SEP program is to improve public health, reduce pollution, increase environmental compliance and raise public awareness in neighborhoods most burdened by environmental harm. In Stockton, there is one school air filtration SEP that is currently pending approval for funding. In addition, there are three SEPs funded in the San Joaquin Valley Air District.

Area	AB617 Community	SEPs	Amount Funded	Funding Status
San Joaquin Valley	South Central Fresno	Healthy Air Neighborhoods-Fresno	\$ 35,000.00	Fully funded
San Joaquin Valley	Southwest Stockton	Installation of Air Filtration Systems in Stockton-Washington Elementary School	\$ 80,000.00	Fully funded
San Joaquin Valley	Shafter	Asthma Impact Model Kern	\$ 113,480.00	Fully funded

CARB's SEP policy can be accessed at <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

Outreach Materials

In an effort to provide communities with more knowledge, tools, and resources for enhanced enforcement, CARB Enforcement has developed the following outreach materials to further inform community members:

- **CARB's Enforcement Visualization Tool**

This web-based tool allows community members to see a map that details statewide field inspections and case settlements across California. This tool allows you to look up inspections by program, type, zip code, and date. A user guide has been developed to go along with the tool. This is a one-pager on how to use the Visualization Tool in your community. The Visualization Tool is available at <https://webmaps.arb.ca.gov/edvs/>.

- **Complaint Reporting**

- CARB has developed a community-focused training to provide communities with the information necessary to report a complaint. The trainings are tailored to each region within the AB 617 Program. For instance, the training provided in the San Joaquin Valley may differ from training given in West Oakland, based on the types of emission sources within the region, as well as contact information for other regulatory parties.
- As shown in Figure 5-9, CARB has also developed reporting cards (available in both English and Spanish) that include information on where to report complaints and what information to provide when reporting complaints. If the community is interested in receiving CARB’s complaint reporting training or obtaining the Complaint Reporting business cards through the CSC or another outlet, please contact COES@arb.ca.gov, or speak to your local CARB Enforcement liaison.

Figure 5-9 CARB Complaint Reporting Business Cards



- **Supplemental Environmental Project Brochures**

The SEP brochure outlines the SEP program and how to apply. It is available in both English and Spanish. To learn more about the SEP program, visit <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

- **Informational Outreach Materials.** CARB staff are currently working on community outreach materials, including a multi-regulation booklet and a community idling factsheet. The booklet, geared towards community members, aims to provide information on the requirements for trucks and buses operating in their communities. For more information on any of the above outreach and training activities, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov.

CALEPA EJ INITIATIVE

In 2018 and 2019, CARB staff participated in a multi-agency initiative lead by CalEPA that focused on Stockton. As part of the initiative, CARB provided the City of Stockton with No-Idling signs. As of December 2019, seven signs were posted at various locations identified by the community as having high rates of idling trucks. Of the seven signs posted, three were on South Fresno Avenue, three were on Lincoln Street, near the DMV, and one was on Weber Avenue.

In addition, CARB developed a monitoring plan to help quantify the air pollution burden in the Boggs Tract community with a specific focus on George Washington Elementary School. CARB staff installed two Aeroqual sensors at the George Washington Elementary School and data was collected from July 30, 2019 to August 28, 2019. These sensors measured PM_{2.5}, ozone and NO₂ concentrations in the community.

CARB also conducted mobile monitoring to characterize the air quality and its spatial pattern around the school and to identify possible sources of pollution. CARB staff collected monitoring data using a Mobile Sampling Platform. In total, CARB conducted 7 days of sampling from August 15, 2019 to August 30, 2019, making 19 rounds of the community and surrounding area. CARB concluded that areas in the vicinity of the school and near the port showed higher levels of PM₁₀ (and other coarser PM), which was observed to be consistent with road dust from unpaved roads. Initial analysis of the combined monitoring efforts appeared to show that the highest concentrations of measured pollutants were lower than both the Federal and State air quality standards.

The results of CalEPAs environmental justice initiative are located at the following link: <https://calrecycle.maps.arcgis.com/apps/Cascade/index.html?appid=99f5790b860844668bdef48f45dcfa00>

CARB ENFORCEMENT STRATEGIES

The goal of our enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be to achieve the same or higher compliance rates as observed in CARB inspections throughout the AB 617 Community. In addition, CARB's

goal is to work closely with CSC, SJVACPD, local organizations and other agencies within Stockton (e.g. City government) to address gaps in the enforcement of mobile sources. In the past, CARB focused mobile enforcement on high traffic areas, truck stops, distribution centers and areas where complaints were reported.

To achieve these goals, CARB is committed to enhancing enforcement activities within Stockton by utilizing the following tools:

- An assessment of the enforcement history data
- Emissions inventory
- Air monitoring data
- Groundtruthing observations to assist in targeting areas that may require additional enforcement with guidance from CSC

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton community. Listed below are CARB's enforcement strategies to help improve air quality in the Stockton community:

1. Increase the frequency of compliance inspections with guidance from CSC

CARB will collaborate with the Stockton CSC and the District to actively enhance enforcement activities throughout the community boundary. This will be done through a combination of improved complaint reporting, identifying multiple locations for focused inspections, inventory analysis, and community input. CARB will schedule report-back meetings to update CSC on both the status of inspections and to obtain additional areas of mobile source concerns. CARB will work with CSC to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles, TRUs, and off-road equipment are present. CARB will report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and NOVs issued.

As of September 2020, through CSC monthly meetings, the committee and citizens have heard there is a need to focus enforcement efforts in the following areas:

- a. Knife River area
- b. Charter Way and Fresno Avenue
- c. South El Dorado
- d. Boggs Tract
- e. Idling HDDVs near schools and residential areas

The fact that there were only two inspections of TRUs from 2017 to 2019, and both were determined to be non-compliant, warrants an increase of TRU inspections in Stockton. In 2021, with the help of CSC and SJVAPCD, CARB will increase TRU enforcement.

If members of CSC have additional guidance on where CARB staff can enhance enforcement efforts, please reach out to the Community Outreach and Enforcement Section at COES@arb.ca.gov.

2. Provide in-person community specific training

CARB will develop and offer training opportunities to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or SJVAPCD enforcement processes. In light of social distance mandates due to COVID-19, CARB may develop online trainings.

3. Achieve compliance with the Truck and Bus Regulation via SB 1

As mentioned earlier, SB 1 includes a provision that, beginning in 2020, a vehicle must demonstrate compliance with the Truck and Bus Regulation before it can be registered with the DMV. Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDDVs based on the model year of the vehicle. Under this legislation, compliance with the Truck and Bus Regulation will be fully implemented by 2023.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton such as the City of Stockton, school districts and other CalEPA agencies. For example, CARB staff may work with the City of Stockton to provide truck *No Idling* signage in areas where community members observe trucks idling. In addition, CARB may provide assistance in other areas such as land-use and urban planning, if needed.

5. Enhance CARB's data management practices

CARB is committed to enhancing the quality of enforcement data for the Stockton community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide CSC with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. This tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide annual report of enforcement activities

CARB's Enforcement Division will provide an annual report to CSC to summarize CARB's enforcement activities within the community and update strategies as require

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the CSC, if said strategies fall within CARB's jurisdiction and if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

As CARB adopts new regulations, CARB will enforce these measures and integrate associated activities and data into the Stockton enforcement measures.

APPENDIX

ENFORCEMENT PROGRAMS DESCRIPTION

Heavy-Duty Vehicle Inspection Program (HDVIP). The HDVIP requires inspection of heavy-duty trucks and buses for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested. CARB inspection teams perform tests at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation and up to \$1,000 a day.

Off-Road Construction Equipment (Off-road Regulation). Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders and backhoes. The Off-Road Regulation requires off-road fleets to meet fleet average emission standards and be equipped with best available control technology.

The Tractor-Trailer GHG Regulation (Smart Way). This regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that the U.S. EPA Smart Way program has verified or designated to meet their efficiency standards and reduce fuel consumption.

Solid Waste Collection Vehicles (SWCVs). The SWCV Regulation required vehicle owners to upgrade SWCVs by December 31, 2010. On January 24, 2019, the Board approved amendments that now require reporting for SWCVs with 2006 model year and older engines to avoid unnecessary registration delays at the California DMV starting in 2020 due to SB 1 requirements. The approved amendments also added heavy diesel-fueled on-road single engine cranes to the regulation and became effective on July 1, 2019. These specialized cranes are required to phase-in 2010 or newer model year engines from 2019 to 2027.

Transport Refrigeration Unit (TRU). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Because diesel particulate matter (diesel PM) is an identified toxic air contaminant, CARB adopted an airborne toxic control measure (ATCM) for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU Regulation.

Drayage. The Drayage Truck Regulation is part of CARB's ongoing efforts to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with goods movement. Heavy-duty vehicles that carry goods to or from a port or intermodal facility are required to be equipped with a 2007 or newer model year engine. This requirement becomes stricter in 2023, when drayage trucks are required to be equipped with a 2010 or newer model year engine, because drayage trucks will be required to meet the standards of the Statewide Truck and Bus Regulation.

Statewide Truck and Bus (STB). The STB Regulation requires diesel trucks with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters, or replace older engines with cleaner engine technology, on a schedule based on the model year of the engine and GVWR. The following timeline outlines the engine requirements HDDV must meet to be in compliance with the regulation.

Idling. Idling and opacity inspections are performed to ensure an HDDV is compliant with emission standards and is not violating CARB's Idling Regulation. Idling for more than five minutes is prohibited unless the HDDV is certified clean idle and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at \$300 per violation and up to \$1000 per day.

FUELS INSPECTIONS

California's reformulated gasoline requirements are designed to reduce emissions from evaporation and the burning of gasoline, and Low Carbon Fuel Standard requirements are designed to reduce GHG emissions by reducing the carbon content of fossil fuels. To enforce these programs, CARB staff conduct inspections and review reporting information. When CARB identifies a violation, staff pursue compliance through corrective action and through the issuance and settlement of NOVs.

VEHICLES AND ENGINES

The New Vehicle/Engine Programs evaluate the emission control systems of new vehicles, engines, and evaporative emission control systems produced for California. When all emissions related requirements are met, CARB issues an Executive Order certifying the vehicle/engine/evaporative emission control system as compliant with California's emissions requirements. Vehicles and engines are not legal for sale in California until certified.

MARINE ENFORCEMENT PROGRAMS DESCRIPTION

Ocean Going Vessel (OGV) Fuels Regulation. The OGV Regulation is intended to reduce PM, diesel PM, NOx, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.

Cargo Handling Equipment (CHE). The Mobile CHE Regulation was adopted in 2005 to reduce toxic and criteria emissions such as diesel PM and NOx to protect public health. As part of CARB's continuing efforts to reduce emissions of air pollution in California, CARB staff conduct compliance inspections of CHE used at ports and intermodal rail yards. CHE transfers goods, performs maintenance and repair activities, and includes equipment such as yard trucks, rubber-tired gantry cranes, top handlers, side handlers, forklifts, and loaders. CARB staff also conduct smoke audits on CHE at regulated facilities to insure equipment is maintained to manufacturer specifications.

Commercial Harbor Craft (CHC). There are several types of harbor craft in California, including crew and supply boats, fishing vessels, ferries, excursion vessels, tug boats, barges, dredges, and other vessel types. The CHC Regulation was adopted in 2007 to reduce emissions of diesel PM, NOx, and Reactive Organic Gases from diesel engines used on CHC operated in Regulated California Waters (within 24 nautical miles of the California coast).

CONSUMER PRODUCTS PROGRAMS DESCRIPTION

Composite Wood Products. CARB's ATCM to control formaldehyde emissions from composite wood specifically focuses on three products: hardwood plywood, particleboard, and medium density fiberboard. Investigators in the Composite Wood Products program purchase samples of regulated products from outlets all over California. They inspect products and packaging for compliance with labeling requirements and send selected products to the laboratory for testing.

Consumer Products. Consumer products are chemically formulated products used by household and institutional consumers. Some examples are detergents and cleaning compounds; polishes and floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; and aerosol paints and automotive specialty products. Consumer products do not include other paint products, furniture coatings, or architectural coatings. Investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect product containers for compliance with registration and dating requirements and send selected products to the laboratory for testing.

MARINE INSPECTIONS IN STOCKTON

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	4/5/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	No
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste J	Stockton	Yes
2018	4/4/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	Yes

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste H	Stockton	Yes
2018	1/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	6/13/2019	Cargo Handling Equipment	205 Port Rd 1	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	12/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	No

Year	Date	Program	Street	City	Compliant (Yes/No)
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/7/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/11/2019	Commercial Harbor Craft	Port of Stockton West Complex	Stockton	Yes

COMPLAINTS IN STOCKTON

Complaint ID	Company City	Date Submitted	Complaint type
2619	Stockton	3/21/2019 8:11	Smoking Vehicle - Periodic Smoke Inspection
2869	Stockton	6/6/2019 9:08	Smoking Vehicle - Periodic Smoke Inspection
2870	Stockton	6/6/2019 9:27	Smoking Vehicle - Periodic Smoke Inspection
2984	Stockton	7/15/2019 14:18	Truck & Bus

3040	Stockton	8/2/2019 10:14	Smoking Vehicle - Periodic Smoke Inspection
3257	Stockton	10/8/2019 9:16	Truck & Bus
3259	Stockton	10/8/2019 9:50	Truck & Bus
3316	Stockton	12/5/2019 12:20	Tampering
COMP-45923	Stockton	9/5/2019 15:51	Excessive dust from construction site
COMP-41415	Stockton	1/14/2019 9:27	Indoor air quality concern
COMP-46297	Stockton	10/23/2019 11:01	unpermitted automotive painting business/illegal hazardous waste dumping
COMP-11902	Stockton	1/19/2017 19:37	Air pollution caused by Duraflame facility

HDDV CITATIONS IN STOCKTON

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2018	2/12/2018	Drayage		Y	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		Y	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Truck & Bus		Y	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	2/20/2019	Idling	Commercial	N	FRESNO @ SONORA
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/7/2019	Idling	Commercial	N	233 SOUTH FRESNO AVE
2019	6/3/2019	Idling	Commercial	N	205 SOUTH FRESNO ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	2/20/2019	Off-Road		N	FRESNO @ SONORA
2019	12/12/2019	Smart Way		N	225 Fresno st

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	12/12/2019	Smart Way		N	225 Fresno st
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	3/4/2019	Smart Way		N	55 SOUTH LINCOLN ST
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		Y	205 SOUTH FRESNO ST
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

5.5 LEVERAGING COMMUNITY INVOLVEMENT IN ENFORCING RULES TO REDUCE AIR POLLUTION

Members of the community play an important role in protecting public health by reporting air quality issues that they observe to both the District and CARB. The District and CARB value input from the public who reside and work in the community. The complaint process aids both agencies in identifying issues within the communities and ensuring timely resolution. Filing a complaint is easy. The following is the contact information for the District and CARB.

San Joaquin Valley Air Pollution Control District
Stationary Sources - Smoke, Dust, Odors or Other Contaminants
Phone: 1-800-870-1037
Valley Air Smart Phone App
Online: <https://www.valleyair.org/busind/comply/onlinecomplaint.htm>

California Air Resources Board
Automobiles, Trucks, Off-road Equipment, or Other Vehicles
Phone: 1-800-END-SMOG
Online: <https://calepa.ca.gov/enforcement/complaints/>

An effective complaint should contain as much information and as many details as possible as this helps the inspector in responding to the issue and conducting the investigation. The following information is helpful when filing a complaint:

- Time, date, and location of possible violation; including name of facility if known.
- Type of air quality concern. Describe what you see, smell, and feel.
 - See: smoke, fire, dust falling ash, etc.
 - Smell: rotten eggs, gasoline, oil, sweet, sour, smoke, etc.
 - Feel: burning eyes, throat/nose irritation, breathing problem, headache, etc.
- Is the issue still occurring? If not, when did it occur? Is it recurring? If so when?

- Time of day
- Day of week
- Your name and contact information – anonymous complaints can be filed but contact information often helpful in fine tuning the investigation.

To better leverage community involvement, the District and CARB will also assign a dedicated team to work with the Community Steering Committee to follow-up on community concerns, and to conduct community-level compliance assistance, outreach, and education related to compliance and enforcement of local and state rules and regulations. As part of this partnership, the District and CARB will track and report back to the Community Steering Committee on the ongoing enforcement activities within the community to monitor progress in meeting community enforcement measures and to look for innovative strategies to enforcement practices with the goal of increased compliance with air pollution rules and regulations within the community.

5.6 ENFORCEMENT STRATEGIES

5.6.1 DISTRICT ENFORCEMENT STRATEGIES

The District has used the assessment of the three (3) year compliance history in the Stockton AB 617 Community and comments shared by the Community Steering Committee to develop the list of enforcement strategies below which aim to reduce the potential for localized air quality impacts within the Stockton AB 617 Community. During implementation, District staff will provide regular updates on enforcement measures and will solicit guidance and feedback to continue to look for opportunities to evaluate and improve enforcement activities.

1. Enhanced enforcement of District Rule 4901 (*Wood Burning Fireplace and Wood Burning Heaters*) mandatory wood burning curtailments:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

2. Enhanced enforcement of District Rule 4103 (*Open Burning*) to reduce the illegal open burning of residential waste:

To limit the potential for localized PM_{2.5} and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

3. Enhanced inspection frequency of permitted sources:

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 will increase 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.

4. Enhanced enforcement of fugitive dust requirements

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, the District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton AB 617 Community during both the 2nd and 3rd quarter for the next five (5) years.

5. Pilot training program for conducting self-inspections at gas stations:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

6. Enhanced enforcement of the state's heavy-duty vehicle anti-idling regulation:

To limit the potential for localized PM_{2.5} and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

7. Report back to the Community Steering Committee on Enforcement Activities:

The District will track and provide an annual report to the Community Steering Committee to summarize the District enforcement efforts within the community and to monitor progress in implementing community enforcement measures and meeting enforcement goals.

8. Coordinate with other agencies

The District will seek opportunities to coordinate with other agencies within the Stockton AB 617 Community to address multimedia compliance issues as they arise.

9. Update enforcement strategies as appropriate

The District committed to evaluating the results of ongoing compliance activities within the Stockton AB 617 Community and moving forward will work with the Community Steering Committee to update measures as appropriate.

5.6.2 CARB ENFORCEMENT STRATEGIES

CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be

to achieve the same or higher compliance rates as observed in the three-year history. CARB staff will also work closely with the community steering committee, the Air District, and other agencies to address gaps in the enforcement of mobile sources and seek opportunities to close these gaps.

To support achieving these goals, CARB is committed to enhancing enforcement activities within Stockton AB 617 Community by utilizing the following tools:

- An assessment of the enforcement history data
- Targeting areas that may require additional enforcement with guidance from the community steering committee

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton AB 617 Community.

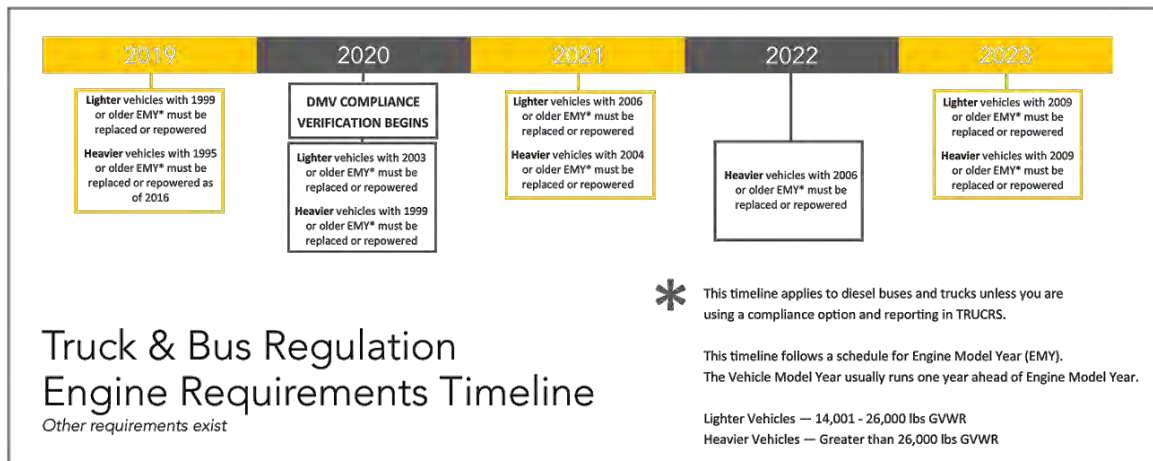
Listed below are CARB's enforcement strategies to help improve air quality in the Stockton AB 617 Community:

1. Increase the frequency of compliance inspections with guidance from the community steering committee:

CARB will collaborate with the Stockton AB 617 Community steering committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community steering committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the steering committee to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.

2. Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1:

In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDVs based on the model year of the HDV.

Figure 5-10 Truck and Bus Regulation Engine Requirements Timeline**3. Provide Annual Report of Enforcement Activities**

CARB's enforcement division will provide an annual report to the CSC to update and summarize CARB's enforcement activities within the community.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton AB 617 Community.

5. Enhance CARB's Data Management Practices

CARB is committed to enhancing the quality of enforcement data for the Stockton AB 617 Community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the community steering committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide in-person community specific training

CARB will develop and implement a new program that will be offered to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the community steering committee, if said strategies are enforceable by CARB

staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

6. METRICS TO TRACK PROGRESS

6.1 METRICS FOR FIVE-YEAR MILESTONE EVALUATION

Strategies implemented as a part of this CERP are designed to improve air quality in the community of Stockton. The five-year milestone evaluation is intended, per CARB guidance, to illustrate community scale emissions reductions and air quality trends that may not be evident on an annual reporting basis. To this end, the five year milestone report submitted to CARB for Stockton will include a comprehensive report of air quality monitoring data obtained in the community throughout the term of the CERP, as well as a complete accounting of all projects, emissions reductions, and associated co-benefits implemented as a result of AB 617 program implementation in the community of Stockton.

Table 6-1 Emission Reduction Targets for Incentives Measures

Measure #	Community Suggested Measures	Unit Type	# of Units	Allocation Amount	Direct Reductions Estimate Lifetime (Tons)
Community					
VB.1	Vegetative Barriers	Projects	2	\$ 1,000,000	0.5
UG.1	Trees and Urban Greening	Projects	2	\$ 1,000,000	-
LG.1	Residential Lawn and Garden Equipment	Equipment	50	\$ 20,000	0.3
LG.2	Commercial Lawn and Garden Equipment	Equipment	5	\$ 100,000	-
SC.1	Air Filtration in Schools (all schools in community)	Schools	33	\$ 2,640,000	-
IAQ.1	Home weatherization, Solar, Electrification, Air Filtration in Homes	Units	2000	\$ 1,000,000	-
Older Vehicles					
TP.1	Targeted Tune-In Tune-Up Events within Community	Events (400 cars/event)	5	\$ 300,000	3.7
TP.2	Drive Clean Vehicle Replacement	Cars	100	\$ 800,000	0.2
TP.3	EV Charging Stations	Chargers	15	\$ 375,000	-
TP.4	EV Mechanic Training	Trainings	10	\$ 150,000	-
TP.5	Car Share Program	Program	1	\$ 1,000,000	-
Land Use					
LU.2	Bike Paths and Infrastructure	Bike Paths	5	\$ 500,000	11
Heavy Duty Mobile Sources					
HD.1	Zero & Near-Zero Emission Heavy Duty Trucks	Trucks	50	\$ 10,000,000	209
HD.3	Heavy Duty Electric Vehicle Charging Infrastructure	Fueling Stations	1	\$ 1,000,000	-
HD.5	Truck Idling Plug-Ins	Plug Stations	33	\$ 100,000	-
HD.7	Electric School Buses	Buses	10	\$ 4,000,000	22
HD.10	Locomotive Switchers	Locomotive Switchers	4	\$ 6,800,000	546
HD.11	Truck Reroute Study	Study	2	\$ 1,000,000	-
Residential Wood Burning					
RB.1	Incentives to Replace Wood Burning Devices	Devices	100	\$ 300,000	49
Port					
P.2	Zero and Near-Zero Emission Technology at Port	Vehicles	10	\$ 2,000,000	3
P.3	Tug Boat	Boat	1	\$ 1,000,000	30
P.4	Marine Exhaust Intake	Project	1	\$ 2,000,000	240

Table 6-2 Metrics for Tracking Progress of District Non-Incentive Measures

#	Measure	Type	2021	2022	2023	2024	2025
SC.2	Increase Participation in Healthy Air Living Schools	Outreach Activities	Ongoing Engagement				
O.1	Multilingual Outreach	Outreach Materials/ Events	Host 4 meetings, 1 targeted social media campaign annually.				
RB.2	Educate Public Regarding Harmful Effects of Residential Wood Burning Smoke	Outreach Materials/ Events	4	4	4	4	4
RB.4	Education about Illegal Residential Open Burning	Outreach Activities	1	1	1	1	1
RB.5	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Additional Surveillance Efforts	4	4	4	4	4
HD.6	Enhanced Enforcement of Statewide Anti-Idling Regulation	Additional Surveillance Efforts	4	4	4	4	4
P.1	Collaborate with Port to Facilitate Information Sharing	Meetings and Outreach	Ongoing. Outreach will be based on CSC implementation.				
P.5	Addressing Algal Blooms	Meetings	2	2	2	2	2
LU.1	Support Projects that Reduce VMT	Ongoing Support	Ongoing				
LU.4	Integration of Local and Regional Planning Efforts	Meetings	1	1	1	1	1
SS.4	Inspection frequency for permitted stationary sources	Surveillance	Varies based on compliance by facility. Will begin immediately.				
SS.8	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Rule Evaluations	x	x			
SS.9	Expedited Facility Risk Assessment And Risk Reduction	Risk Reduction Audits	See Appendix E for detailed list and schedule.				
FD.1	Enhanced Enforcement of Fugitive Dust Requirements	Surveillance	x	x	x	x	x

7. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PROJECT REVIEW

According to Section 15061 (b)(3) of the California Environmental Quality Act (CEQA) Guidelines, a project is exempt from CEQA if, “the activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Since the Project will result in an air quality benefit to the community, the Project is not expected to result in a significant impact under CEQA. As such, the common sense exemption applies.

In addition, this Project is an action taken by a regulatory agency, the San Joaquin Valley Air District, as authorized by state law for the protection and betterment of air quality in the San Joaquin Valley. CEQA Guidelines §15308 provides a categorical exemption for “actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.” No construction activities or relaxation of standards are included in this project. As such, for this additional reason, the District finds that the Project is exempt from CEQA.

Pursuant to Section 15062 of the CEQA Guidelines, the District will file a Notice of Exemption upon Governing Board approval of the Project.

GLOSSARY

AB 617 – Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) directs the state and local air districts to identify communities in California that are exposed to high levels of air pollution and established the Community Air Protection Program. Air districts with input from residents and stakeholders are to develop community focused action plans and community air monitoring plans to address localized air pollution and reduce exposure to particulate matter and toxic air contaminants.

Area Sources – Sources of air pollutants that individually emit relatively small quantities of air pollutants, but that may emit considerable quantities of emissions when combined over a large area. Examples include water heaters, lawn maintenance equipment, and consumer products.

Best Available Control Technology (BACT) – These are the most stringent requirements for new or modified sources. An emissions limitation based on using the most up-to-date methods, systems, techniques, and production processes available to achieve the greatest level of emission reductions. **Best Available Retrofit Control Technology (BARCT)** – An emissions limitation based on the maximum degree of reduction achievable for existing sources considering environmental, energy, and economic impacts.

Black Carbon – Black carbon is the sooty black material emitted from gasoline and diesel engines, and other sources that burn fossil fuel. It comprises a significant portion of particulate matter. Inhalation of black carbon is associated with health problems including respiratory and cardiovascular disease, cancer, and birth defects.

California Air Resources Board (CARB) – The State of California agency responsible for air pollution control. Responsibilities include: establishing State ambient air quality standards, setting allowable emission levels for mobile sources of emissions and consumer products.

California Environmental Quality Act (CEQA) – Legislation requiring state and local agencies to disclose the significant environmental impacts of a project through the preparation of an Initial Study, Negative Declaration or Environmental Impact Report, including actions to mitigate any significant environmental project impacts.

Cancer Risk – The likelihood that a person will develop cancer during their lifetime.

Carbon Monoxide (CO) - a colorless, odorless gas emitted from combustion processes like mobile sources.

Cargo Handling Equipment (CHE) – Equipment used to move containers within a marine terminal. Cargo-handling equipment includes rubber-tired gantry (RTG) cranes, yard tractors, side-picks, and top picks. The large ship-to-shore cranes that move containers from the vessel to the container yard and vice-versa are not included in the definition of CHE.

Concentrations – Pollution in the air is typically expressed as a *concentration*. A concentration is the amount that could be extracted from a given volume of air (like a cubic meter). For example, the amount of particulate matter concentrations in terms of “micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).” This is a measure of the amount of particulate matter collected if you were to draw a cubic meter of air through a clean filter, and then weigh the filter on a scale that can measure millionths of a gram. Today we would

expect, on average, to be able to collect about 10 µg of PM_{2.5} from a cubic meter of ambient air.

Control Device – Devices designed to capture, remove and/or reduce pollutants that would otherwise be emitted into the air. Examples are baghouses, scrubbers, dust collectors, direct flame afterburners, vapor recovery units, and water sprayers.

Criteria Air Pollutants – As required by the Clean Air Act, the U.S. Environmental Protection Agency (EPA) identifies and set standards to protect human health and welfare for six pollutants: ozone, carbon monoxide, particulate matter, sulfur dioxide, lead, and nitrogen oxide. The term "criteria pollutants" derives from the requirement that the U.S. EPA must describe the characteristics and potential health and welfare effects of these pollutants. U.S. EPA periodically reviews new scientific data and may propose revisions to the standards as a result.

Diesel Engine – An internal combustion engine in which ignition of the fuel, which is injected into the combustion chamber, is caused by the elevated temperature of the air in the cylinder due to mechanical compression.

Diesel Particulate Matter (DPM) – The particles found in the exhaust of diesel-fueled compression ignition engines. Diesel PM may combine and adsorb other species to form structures of complex physical and chemical properties.

Drayage Trucks – A truck used to haul containers to and from the container terminals. It consists of the tractor unit and a semitrailer consisting of the container on a chassis (wheeled base).

Emissions – A gas or liquid stream containing one or more air contaminants discharging or emitted into the atmosphere.

Enforcement Action – When non-compliance with District rules and regulations and local, state, and federal requirements which the District has authority over

Environmental Protection Agency (EPA) – The federal agency in charge of creating and enforcing regulations to protect human health and the environment.

Fine Particulate Matter (PM_{2.5}) – Particulate matter (PM) is a mixture of solid particles and liquid droplets suspended in the air. Of these particles, those less than 2.5 micrometers in diameter, called fine PM or PM_{2.5}, pose the greatest risk to health. See particulate matter.

Gasoline Dispensing Facilities (GDF) – Retail service station or private facility that stores and/or dispenses gasoline into fuel tanks.

Greenhouse Gases (GHG) – Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), halogenated fluorocarbons (HCFCs), ozone (O₃), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and hydrofluorocarbons (HFCs).

Health Risk Assessment (HRA) – A detailed comprehensive analysis to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations, and to assess and quantify both the individual and population wide health risks associated with those levels of exposure.

High Efficiency Particulate Air Filters (HEPA filters) – A high efficiency particulate air filter capable of filtering 0.3 micron particles with 99.97 percent efficiency.

Idling - keep the engine of a vehicle running while parked.

Indirect Sources – Land uses and facilities that attract or generate motor vehicle trips and thus result in air pollutant emissions; for example, shopping centers, office buildings, warehouses, and airports.

Minimum efficiency reporting value (MERV) – Developed by the American Society of Heating, Refrigerating and Air Conditioning Engineers, MERV rates the effectiveness of air filters. The higher the number, the finer the filtration.

Mixed Land Use – A range of land uses including residential, commercial, and industrial to be collocated in an integrated way that supports sustainable forms of transportation.

Mobile Sources Of Air Pollution – Any motor vehicle that produces air pollution, e.g., cars, trucks, motorcycles (on-road mobile sources) or airplanes, trains and construction equipment (off-road mobile sources).

National Ambient Air Quality Standards (NAAQS) – The Clean Air Act requires U.S. EPA to set National Ambient Air Quality Standards (NAAQS) at a levels determined to be protective of public health within an adequate margin of safety for six pollutants referred to as criteria pollutants. Standards are set based on scientific research and policy assessments reviewed by the Clean Air Scientific Advisory Committee.

New Source Review (NSR) – A pre-construction permitting review requirement that ensures that when a new source of air pollution is built, or when an existing source is modified, the source will implement effective emission control technology and will comply with related regulatory requirements pertaining to air emissions.

Nitrogen Oxides (NOx) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

Off-Road Vehicles – An off-road vehicle is any type of vehicle which can drive on and off paved or gravel surfaces. They are generally characterized by having large tires, open treads, a flexible suspension or caterpillar tracks. Other vehicles that do not travel public streets or highways are called off-highway vehicles and include tractors, forklifts, cranes, backhoes, bulldozers and golf carts.

On-Road Vehicles – A vehicle designed to legally carry people or cargo on public roads and highways such as buses, cars, trucks, vans, motor homes, and motorcycles.

Ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

Particulate Matter (PM) – PM includes a wide range of particles that vary in terms of their size and mass, physical state (solid or liquid), chemical composition, toxicity, and how they behave and transform in the atmosphere. PM is commonly characterized based on particle size. Ultrafine PM includes the very smallest particles less than 0.1 micron in diameter (one micron equals one-millionth of a meter). Fine PM, commonly referred to as PM_{2.5}, consists of particles 2.5 microns or less in diameter (includes ultrafine PM). Coarse PM refers to particles between 2.5 microns and 10 microns in diameter. The term “coarse” particles may be misleading; it should be emphasized that even “coarse” particles are still very tiny, many times smaller than the diameter of a human hair. PM₁₀ consists of particles 10 microns or less in diameter (includes ultrafine, fine and coarse PM).

Parts per Billion (ppb) – A weight-to-weight ratio used to describe concentrations. Parts per billion (ppb) is the number of units of mass of a contaminant in the air per 1000 million units of total mass

Parts per Million (ppm) – A weight-to-weight ratio used to describe concentrations. Parts per million (ppm) is the number of units of mass of a contaminant in the air per million units of total mass.

Partial Zero Emission Vehicle (PZEV) – PZEV is an automobile that has zero *evaporative* emissions from its fuel system and meets Super Ultra Low Emissions Vehicle (SULEV) tailpipe-emission standards. Evaporative emissions are the gasoline fumes that escape during refueling or from the fuel tank and supply lines. See also ZEV.

Sensitive Receptors – Members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses.

Stationary Sources of Air Pollution (Stationary Sources) – A fixed, non-mobile producer of air pollution, usually found at industrial or commercial facilities.

Toxic Air Contaminants (TACs) – TACs are air pollutants, identified by CARB, which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential health hazard. Health effects may occur at extremely low levels of TACs.

Transport Refrigeration Unit (TRU) – Refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.

Vehicle Miles Traveled (VMT) – One vehicle (whether a car carrying one passenger or a bus carrying 30 people) traveling one mile constitutes a vehicle mile

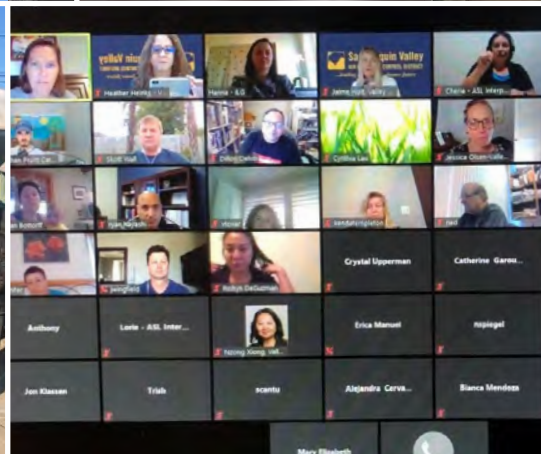
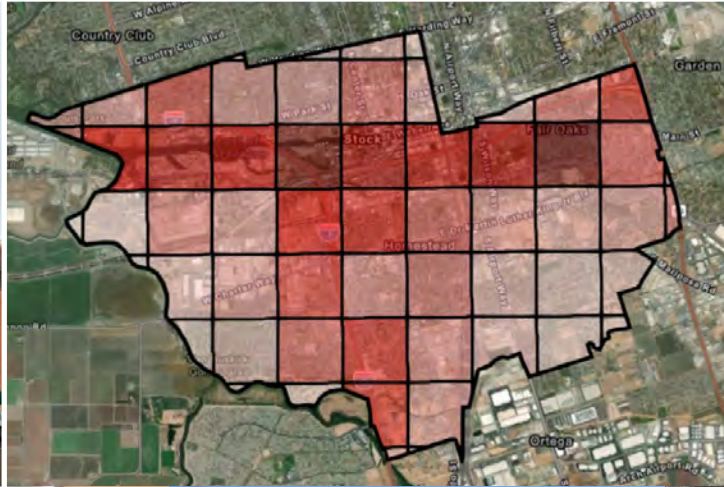
Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

Zero-Emission Vehicle (ZEV) – Vehicles which produce no emissions from the on-board source of power (for example, a fully electric vehicle).

Community Emissions Reduction Program

Stockton

February 3, 2021 Draft



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

EXECUTIVE SUMMARY

The air quality challenges that the communities in the San Joaquin Valley face are unmatched by any other region in the nation. The San Joaquin Valley, due to its unique geography, topography, and meteorology, continues to face daunting challenges in meeting the latest federal health-based air quality standards. Since 1992, the San Joaquin Valley Air Pollution Control District (District) has implemented nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Numerous plans to improve Valley air quality and attain state and federal air quality standards have detailed a wide-range of strategies, including regulatory measures, extensive incentive investment to promote clean-air technologies in Valley communities, and other first-of-their kind measures, [such as the District's Indirect Source Review regulation which reduces emissions from new construction and development projects, and the nationally recognized Tune-in-Tune Up vehicle repair program](#). The District also has dedicated field staff that are in communities throughout the Valley conducting inspections and responding and investigating complaints to ensure that Valley businesses and residents are complying with federal, state, and local rules and regulations.

As a result of the District's stringent and comprehensive air quality management strategy, along with significant investments made by Valley businesses and residents, [since the District's formation in 1992](#), PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 federal air quality standard. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%.

Despite these regional air quality improvements, significant concern has been expressed by the California legislature about potential localized impacts of air pollution in disadvantaged communities throughout the state. In answer to that concern, Assembly Bill (AB) 617, signed into law in July 2017, initiated a state-wide effort to monitor and reduce air pollution, and improve public health, in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. The community of Stockton AB 617 Community was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of the third-year communities selected in the state to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

AB 617 provides mechanisms and resources to implement community-specific air quality monitoring networks; to develop, implement, and track emission reduction programs; to improve availability of data and other technical information; and to invest substantial funding in the community through voluntary incentive funding measures. Importantly, these measures are guided by advice and knowledge of local community

members, through their input and involvement on Steering Committees for each AB 617-selected community.

This Community Emission Reduction Program (CERP) provides a description of the community of Stockton AB 617 Community, including geographical boundaries and [socioeconomic-describes air quality challengesfactors](#) 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. Sources of pollution that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of the public engagement process between the Community Steering Committee (CSC), the District, and the California Air Resources Board. Working closely together as a unified partnership, the CSC developed numerous strategies that were ultimately selected for implementation in the community, including incentive funding measures, public engagement strategies, enforcement strategies, and regulatory strategies. Many of the strategies will require close collaboration with state and local organizations and community based organizations to fully implement them. Also included in this CERP is an implementation schedule and necessary metrics for tracking emission reductions within the community. The metrics for tracking progress will be included in regular updates to the CSC during ongoing meetings, annual reporting, and at the five-year milestone.

This draft CERP anticipates investing over \$XX-36 million in emission reduction incentives, and a variety of other clean air projects in the Stockton AB 617 Community area. Additional measures have been developed to reduce exposure to air pollution for sensitive receptors, including schools and residences. These efforts are projected to achieve up to approximately XXX-67 tons of PM2.5 reductions and XXX-970 tons of NOx reductions as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk. Additional regulatory and outreach strategies will provide for further reductions in emissions and exposure, while increasing awareness of the community's air quality challenges and the resources available to help the public and businesses reduce emissions and avoid exposure to air pollution.

Air pollution emission reduction and exposure reduction measures implemented under AB 617 programs will further advance ongoing state and District efforts to reduce regional and community exposure to air pollutants. In the preparation of this CERP, the District has worked closely with the CSC, CARB, and the public. The CSC included, residents, community-based organizations, community members, environmental organizations, regulated industry representatives, other local agencies, and other key stakeholders and worked to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Stockton AB 617 Community. The plan developed through this collaborative process employs proven and innovative strategies, and significant resources, to improve community health by reducing exposure to air pollutants in Stockton AB 617 Community.

This CERP and the many air quality improvement strategies it includes would not be possible without the tremendous commitment and effort shown by Stockton Community Steering Committee members. This engaged group of individuals includes area residents; representatives from community and faith based organizations; owners and employees from businesses operating within the community; the City of Stockton, San Joaquin County, Port of Stockton employees; representatives from schools within the community and others. Additionally, the California Air Resources Board staff, members of state and local agencies including the San Joaquin Council of Government, California Department of Transportation, Housing Authority of the County of San Joaquin have also provided information and guidance to assist the CSC members in the development of the air quality improvement strategies in this CERP. Lastly, the Institute for Local Government should be commended for the excellent meeting facilitation services they provided to guide this process.

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1. INTRODUCTION

1.1 IMPLEMENTATION OF AB 617 IN STOCKTON AB 617 COMMUNITY

The implementation of Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) has brought additional clean air resources and strategies to Valley environmental justice communities that have been and are currently disproportionately burdened by socioeconomic disadvantages and air pollution, despite significant emissions reductions that have already been achieved regionally. AB 617 provides mechanisms and resources to adopt expedited schedules for the implementation of advanced control technologies for existing stationary source facilities; increased stringency of reporting requirements for stationary sources; develop and implement community-specific air quality monitoring networks; implement, and track localized emission reduction programs; improve availability of data and other technical information; and invest substantial funding in the community through voluntary incentive funding measures. Resources available through this legislation allowed the San Joaquin Valley Air Pollution Control District (District), working in partnership with the Stockton AB 617 CSC, through a comprehensive public outreach and community engagement process, to expand regional programs for community protection and develop a robust plan for reducing local exposure to various forms of air pollution including fine particulate matter and toxic air contaminants in the ~~AB 617~~ Stockton AB 617 Community.

Several requirements of AB 617 will serve to reduce air pollution in disadvantaged communities throughout the San Joaquin Valley. AB 617 legislation required districts that are in nonattainment for one or more air pollutants to adopt expedited rule review schedules, by January 2019, for the implementation of Best Available Retrofit Control Technology (BARCT). The District Governing Board adopted this schedule at a public hearing held in December 2018, which set the path forward for the District to research and potentially amend applicable rules. The expedited BARCT implementation schedule is discussed in more detail later in this document. Additionally, AB 617 requires "Stationary Sources" to report their criteria pollutant emissions inventory as well as their air toxics emissions inventory to the State on an annual basis. These emissions inventories will be presented via the Criteria Pollutant and Toxics Emissions Reporting regulation, once fully implemented by California Air Resources Board (CARB). Under AB 617, a Stationary Source is defined as a facility meeting any one of the following:

- Required to submit Greenhouse Gas emissions under the CH&SC § 38530 (Mandatory GHG Emissions Reporting),
- A facility that is authorized by a permit issued by a district to emit 250 or more tons per year of any nonattainment pollutant or its precursors, or
- A facility that receives an elevated prioritization score based on cancer or noncancer health impacts pursuant to Section CH&SC § 44360 (Air Toxics Hot Spots, Chapter 4: Risk Assessment).

The District has worked with closely with CARB, regulated entities, and other stakeholders to implement this new reporting requirement in the Valley. Further

information on the implementation of the AB 617 stationary source criteria pollutant emissions inventory reporting requirement is available at: <https://ww2.arb.ca.gov/our-work/programs/criteria-and-toxics-reporting>.

The District's community identification and prioritization analysis for the second year of AB 617 implementation was based on extensive air quality analysis, numerous health indicators from the state's CalEnviroScreen model (version 3.0), and various other socioeconomic indicators. In developing San Joaquin Valley community recommendations for additional clean air resources and public engagement under AB 617, the District conducted a public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through public workshops and meetings throughout the Valley.

Based on this extensive public engagement effort, significant interest and support for the Stockton community, and the District's comprehensive identification and prioritization analysis: the Stockton Community was recommended by the District Governing Board as a second-year AB 617 community. Sources that affect Stockton AB 617 Community include mobile sources and freeways, port operations, and industry. The Stockton AB 617 Community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts designated as disadvantaged communities. After further technical review and public engagement, the Stockton AB 617 Community was ultimately selected by the CARB Governing Board for the development of a community air monitoring plan and an emissions reduction program designed to reduce pollution impacts in the selected community.

In accordance with the community-driven nature of AB 617 directives, in September of 2019 the District Governing Board directed staff to immediately convene a CSC committee under a set of guiding principles. The CSC is comprised of residents, businesses, ~~non-governmental organizations~~[community based organizations](#), [environmental justice advocates](#), and public agencies, working together to craft and develop a community air monitoring plan and a Community Emissions Reduction Program (CERP). To ensure successful implementation of AB 617, residents, businesses, non-profits organizations, state and local agencies, and other stakeholders from all sectors within the selected community were involved in the development of CERP. Towards that end, the District has worked extensively with the CSC to develop innovative strategies that, once implemented, will improve air quality in the Stockton AB 617 community. [The District community recommendation for CARB under the second-year implementation can be found here:](#)
https://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2019/September/final/10.pdf

The Stockton AB 617 Community air monitoring map was developed with the advice of the community Steering Committee. The community-specific air monitoring network will provide an expanded monitoring capacity designed to provide scalable, portable, and rapidly deployable air monitoring equipment to the community. This includes a

combination of air monitoring platforms equipped with highly specialized analyzers capable of monitoring a full range of criteria and toxic pollutants. Various monitoring platforms include larger air monitoring trailers, mobile air monitoring vans, and compact air monitoring sensors. Monitoring data from these sensors will be made available to members of the public in real-time on the Stockton AB 617 webpage. The full community air monitoring plan, with further details on selected monitoring equipment and monitoring locations, is available at:

<http://community.valleyair.org/selected-communities/stockton/community-air-monitoring/>

As a culmination of the community-driven actions and engagement called for under AB 617, the Stockton Community Steering Committee has developed a Community Emissions Reduction Program (CERP), in partnership with CARB, residents, affected sources, and local government bodies in the affected community. Steering Committee input and other comments received from the public in the community have provided instrumental information, critical to implementing community-specific measures and addressing community concerns. Strong collaboration between community members, the District, CARB, and other local agencies has resulted in the development of an ambitious plan for reducing localized pollution and associated health impacts in Stockton AB 617 Community.

This CERP provides a description of the Stockton AB 617 Community, 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. Sources of pollution that are of particular concern to community members are highlighted, and possible strategies for reducing pollution impacts from these sources are evaluated. The strategies that were ultimately selected for implementation in the community are outlined, including incentive funding measures, public engagement strategies, enforcement strategies, regulatory strategies, and strategies that will be completed in partnership with other agencies and local organizations. Finally, an implementation schedule and metrics for tracking emission reductions in annual reporting and at the five-year milestone are discussed in detail.

1.2 HEALTH BASED AIR QUALITY OBJECTIVES

CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including fine particulate matter and toxic air contaminants. As specified in CARB's Community Air Protection Program Blueprint, Appendix C: Criteria for Community Emission Reduction Programs (https://ww2.arb.ca.gov/sites/default/files/2018-10/final_community_air_protection_blueprint_october_2018_appendix_c.pdf), this plan will focus on reducing individual criteria air pollutant and toxic air contaminant emissions to address the impacts of community exposure to multiple pollutants. While each community faces distinct health-based challenges, CARB guidance states that broad health-based air quality objectives provide a consistent foundation for determining the appropriate levels of emissions reductions for CERPs statewide.

The U.S. Environmental Protection Agency and the State of California have established ambient air quality standards, which set health-protective levels for the following criteria pollutants: ozone, particulate matter with a diameter of 10 microns or smaller (PM10), particulate matter with a diameter of 2.5 microns or smaller (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California also has standards for sulfates, vinyl chloride, and hydrogen sulfide. Due to the region's topography and meteorology, the Valley is classified as Serious nonattainment for the federal PM2.5 standards, and Extreme nonattainment for federal ozone standards.

Particulate Matter: Particulate matter is a mixture of solid particles and liquid droplets in the air. PM can be emitted directly into the atmosphere (primary PM), or can form as secondary particulates in the atmosphere through the photochemical reactions of precursors (when precursors are energized by sunlight). Thus, PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. PM10 is particulate matter that is 10 microns or less in diameter, and the PM2.5 subset includes smaller particles that are 2.5 microns or less in diameter.

Any particles 10 microns or less are considered respirable, meaning they can be inhaled into the body through the mouth or nose. PM10 can generally pass through the nose and throat and enter the lungs. Due to its small size, PM2.5, which is the portion of PM10 that is less than 2.5 microns in size, when can be inhaled can move deep into the gas exchange tissues of the lungs, where it can be absorbed into the bloodstream and carried to other parts of the body. The potential health impacts of particle pollution are linked to the size of the particles, with the smaller particles having larger impacts. Numerous studies link PM2.5 to a variety of health problems, including aggravated asthma, increased respiratory symptoms (irritation of the airways, coughing, difficulty breathing), decreased lung function in children, development of chronic bronchitis, irregular heartbeat, non-fatal heart attacks, increased respiratory and cardiovascular hospitalizations, lung cancer, and premature death. Children, older adults, and individuals with heart or lung diseases are the most likely to be affected by PM2.5.

Many studies have quantified and documented the health benefits of attaining the U.S. Environmental Protection Agency (EPA) air quality standards for PM. The Valley Air Basin is in attainment of the federal standards for PM10, but is currently classified as Serious nonattainment for the federal PM2.5 standards. The District, in partnership with CARB, developed the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*, which was approved by EPA on June 30, 2020 and details strategies to move the region towards attainment of the federal PM2.5 standards. More information is available at: <http://valleyair.org/pmplans>. This plan is also discussed in further detail in Chapter 3.

Ozone: Ozone is a regional air pollutant that is formed through complex chemical reactions in the atmosphere. In contrast, PM2.5 concentrations are the result of both local and regional emissions, and reducing localized emissions of PM2.5 can reduce disparities in exposure experienced in communities with high cumulative exposure

burdens. CARB Office of Community Air Protection guidance states that, because ozone formation is driven by regional rather than localized source contributions, ozone should be addressed in regional air quality improvement efforts through the State Implementation Plan. Therefore, ozone and related precursors have not been addressed as a part of this CERP development. The District's current plan for attainment of health-based ozone standards throughout the San Joaquin Valley Air Basin can be found here: http://valleyair.org/Air_Quality_Plans/Ozone_Plans.htm

Toxic air contaminants: Toxic air contaminants (TACs) also contribute to a community's cumulative exposure burden. Exposure to TACs can increase the risk of acute and chronic health impacts as well as cancer. Diesel particulate matter is a large concern in areas with high exposure to diesel engine emissions, such as the community of Stockton AB 617 Community. Other toxic air contaminants can contribute to localized health risks, including metals; air toxics related to fossil fuel production, such as benzene and toluene; and compounds associated with combustion, including polycyclic aromatic hydrocarbons and dioxins. The California Office of Environmental Health Hazard Assessment (OEHHA) establishes threshold concentrations for toxic air contaminants at which exposure is not expected to trigger non-cancer health effects. For carcinogens, OEHHA guidance states that there are no safe exposure thresholds. Reducing emissions in the community will be based on identifying technologies and practices that offer the maximum level of toxic air contaminant emissions reductions achievable to address both types of health effects

With the support of community members, this CERP will build upon regional efforts to improve air quality throughout the Valley Air Basin. The Stockton AB 617 Community CERP focuses on reducing emissions of and exposure to PM_{2.5} and toxic air contaminants from localized sources that contribute to cumulative exposure burdens within the community. Pollution reduction strategies, targets, goals, and metrics included in this CERP have been developed in accordance with these health-based air quality objectives and are presented in more detail in Section 4 of this document.

2. COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT

Meaningful community engagement, significant outreach and a robust public process have guided the development of this Community Emissions Reduction Plan (CERP). Key features of these efforts undertaken by the Community Steering Committee and the District include:

- Community advocates hosted an in-person tour with community residents for District hosted kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee
- District staff and CARB staff to be introduced to the community (Figure 2-1)
- Due to the COVID-19 pandemic, District staff worked with community residents and organizations to develop a virtual community tour for District, CARB staff, and others to be introduced to the community and the air quality challenges they face (<https://youtu.be/UuQuoSy26x4>)
- Used a co-host model to set agendas and meeting logistics
- Held monthly facilitated, bilingual (English and American Sign Language) in-person (prior to March 2020) and virtual meetings (due to COVID-19)
- Live-streamed and recorded all CSC meetings:
- (<http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/>)
- Surveyed needs and resources of the CSC members and then transitioned to virtual meetings and community engagement due to COVID-19.
- ~~Provided materials via email, mail and a AB 617 community webpage; District hosted kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee~~
- Developed a Resident member stipend program and implemented it retroactively to the first official CSC meeting to encourage participation in regular meetings
- Produced and posted on the District's Stockton Community webpage a virtual tour of the community, which highlighted the voices of community residents and CSC members as they discussed the challenges facing community residents
- ~~Surveyed needs and resources of the CSC members and then transitioned to virtual meetings and community engagement due to COVID-19.~~
- ~~Held monthly facilitated, bilingual (English and American Sign Language) in-person (prior to March 2020) and virtual meetings (due to COVID-19)~~
- ~~Used a co-host model to set agendas and meeting logistics~~
- Used interactive online survey tool such as Survey Monkey and Social Pinpoint to encourage active participation and to develop visual aids to share information to the CSC; and
- Shared presentations by the District, CSC members, CARB staff, Port of Stockton, and the City of Stockton;
- ~~Provided materials via email, mail and a AB 617 community webpage;~~
- ~~Live-streamed and recorded of all CSC meetings.~~

[\(http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/\)](http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/)

Figure 2-12-1 **Introductory Tour Hosted by Community Advocates and Residents**



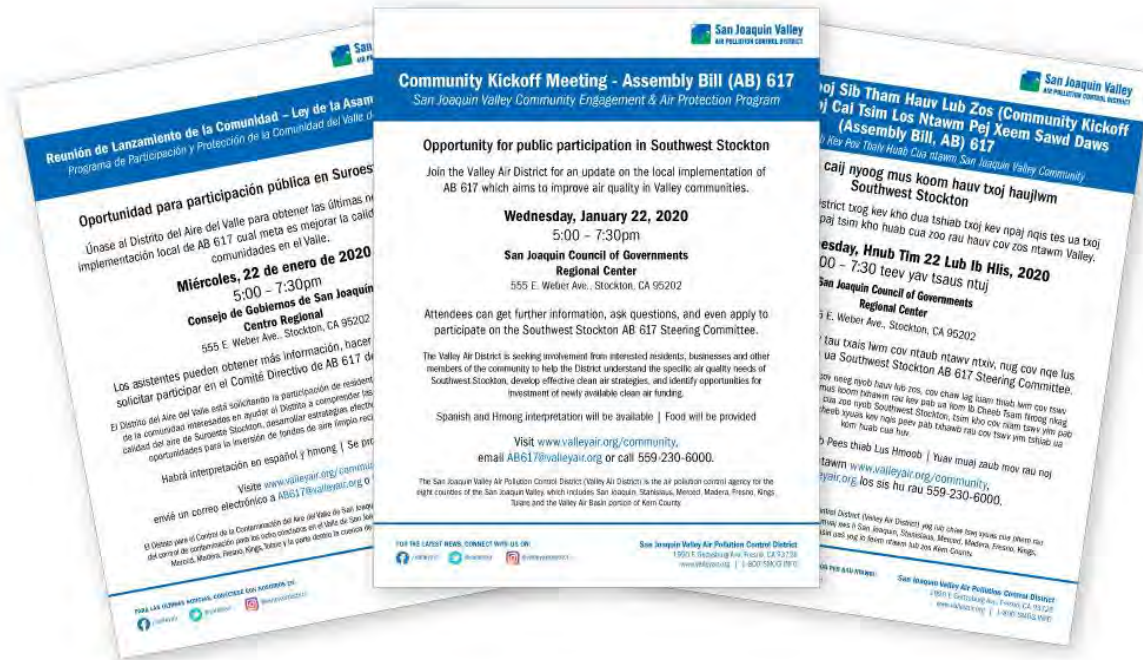
In addition, numerous interactions between Community Steering Committee members and District staff occurred in one-on-one or small group meetings allowing for in-depth discussions on joint development of the CERP. See the community webpage (<http://community.valleyair.org/selected-communities/stockton/>) for more details.

2.1 COMMUNITY KICK-OFF MEETING

Between October 2019 and January 2020, District staff worked in collaboration with local Environmental Justice organizations to conduct multilingual outreach targeted at the Stockton AB 617 Community zip codes to encourage attendance at the official kick-off meeting in January 2020. The District provided \$5,000 for a program to provide mini-grants to local Environmental Justice organizations to support on-the-ground outreach designed to inform the community of AB 617 and encourage residents to apply to be members of the CSC. In addition, the District distributed trilingual flyers (Figure 2-2) to local media, schools, agencies, and non-profit organizations; and invested over

\$8,000 in social media and print advertisements targeted at the Stockton AB 617 Community zip codes to encourage kick-off meeting participation.

Figure 2-22-2 Trilingual Community Flyers Distributed



The Community Kick-Off Meeting in the Stockton AB 617 Community was held on Wednesday, January 22, 2020, at the San Joaquin Council of Governments Regional Center (Figure 2-3).

Figure 2-32-3 Stockton AB 617 Community Kick-off Meeting



Approximately 100 people attended the meeting. In addition to information about AB 617, attendees were invited to participate in an interactive cell-phone based activity to express the community's hopes for the AB 617 program (Figure 2-4).

Table 2-1 Stockton AB 617 Community Steering Committee Members

Stockton Community Steering Committee (as of Feb. 17, 2021)				
Primary First Name	Last Name	Alternate	Affiliation	Sector
Steering Committee Members				
Gloria E.	Alonso Cruz		Resident	
Kevin	Amen		St. George Parish Church	Faith-based Organization
Irene	Calimim	Paige Tengeluk	Fathers & Families of San Joaquin	EJ Advocate
Silvia	Cantu		Washington Elementary	Works in the Community
Maria	Cardenas		Resident	
Nayeli	Cruz Gomez		Resident	
Robyn	DeGuzman	Brianna Rubio	San Joaquin County Public Health Services- Health Promotion	Government
Mary	Elizabeth		Resident	
Jennifer	Flores	Pandora Crowder	Resident	
Eugene	Fuss		Resident	
Noehmi	Garcia Jauregui		St. George Parish School	Faith-based Organization
Catherine	Garoupa White	Cynthia Pinto-Cabrera	Central Valley Air Quality Coalition	EJ Advocate
Regina	Griffin		Resident	
Paulette	Gross		Resident	
Nicholas	Hatten		Resident	
Matt	Holmes	Dillon Delvo	Little Manila Rising	EJ Advocate
Karl E. "Nate"	Knodt		Resident	
Tina	Lau		Lehigh Southwest Cement-Terminal	Business in the Community
Arlene	Galindo	Cynthia Lau	Café Coop	EJ Advocate
Ned	Leiba	Michaela Alioto	Resident	
Maniah	Looney	Barbara Barrigan-Panilla	Restore the Delta	EJ Advocate
Anthony	Macias Jr.		Resident	
Missy Rae	Magdalera		Resident	
Maria	Mendez		Stockton Unified School District	School Board
Bianca	Mendoza		Resident	
Victoria	Moreno		Resident	
Vanessa	Palomares	Rita Valdez	Resident	
Stacey	Panyasee		Resident	
Eric	Parfrey		Resident	
Margo	Praus		Resident	
Deby	Provost		Resident	
Jonathan	Pruitt		Catholic Charities of the Diocese of Stockton	EJ Advocate
Florence	Quilantang		Resident	
Albert	Rivas	Grant Kirkpatrick	City of Stockton	Government
Lenard	Seawood		Resident	
Kenda	Templeton		Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S)	EJ Advocate
Glenabel	Toreno		Resident	
Esperanza	Vielma	Rochelle Shaw	Environmental Justice Coalition for Water (EJCW)	EJ Advocate
Douglas	Vigil		Resident	
Ed	Ward		Valley Pacific Petroleum Services	Business in the Community
Taylor	Williams		Resident	
Jeff	Wingfield		Port of Stockton	Government
Facilitators				
Kim	Danko		Institute for Local Government	
Erica	Manuel		Institute for Local Government	
Hanna	Stelmakhovych		Institute for Local Government	
Agency Staff				
Heather	Heinks		Valley Air District	
Jaime	Holt		Valley Air District	
Jessica	Olsen	Jason Lawler	Valley Air District	
Skott	Wall		California Air Resources Board	
Nzong	Xiong		Valley Air District	

Prior to the COVID-19 pandemic, the CSC was able to meet in person once and since transitioning to virtual meetings, the CSC has ~~at least met~~ monthly beginning in April 2020. To ensure successful CERP development, residents, businesses, non-profits, organizations, and other stakeholders within the Stockton community have been fully engaged in CSC meetings. To ensure full engagement by all CSC members, the District assessed language translation needs and determined that there was a need to provide American Sign Language translation at each of the meetings. Commitment demonstrated by the District and CSC members to ensure full and active participation in meetings including:

- Monthly agenda-setting meetings with District, community co-hosts, interested CSC members, CARB staff, and third-party facilitators to collectively set expectations and plan for upcoming CSC meetings
- Real-time interpretation services in all necessary languages
- Expert presentations from partner agencies such as CARB, Port of Stockton, City of Stockton, District staff, and CSC members
- Comprehensive and dedicated Stockton community webpage with tools to view community boundary, committee charter, virtual tour, meeting agendas, sources of community concern, emissions inventories, and other resources
- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions
- Through March 2020:
 - Monthly evening meetings ~~s~~ at a convenient locations in the community
 - Child activity areas and dinner for all attendees
 - All meeting materials in hardcopy and via the comprehensive Stockton community website
- Since April 2020:
 - Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request
 - Continued real-time interpretation services through ASL interpreter at each meeting
 - Meeting materials posted ahead of meeting
 - Extra meetings to discuss topics or concerns Community Steering Committee members have
 - Provided laptops and internet service to resident CSC members without these tools to ensure all CSC members have equal opportunities to fully participate

In addition, the District has taken steps over the past several months to better serve CSC members and encourage their active engagement in the meetings and CERP development process. Ensuring effective steering committees requires substantial investment in the form of committee member time, District staff and other resources to schedule, organize, and facilitate frequent after-hours public meetings.

Figure 2-52-5 Facilitation at a Stockton AB 617 Community Steering Committee meeting



Visit <http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/> for full documentation of meeting dates, agendas, materials and summaries.

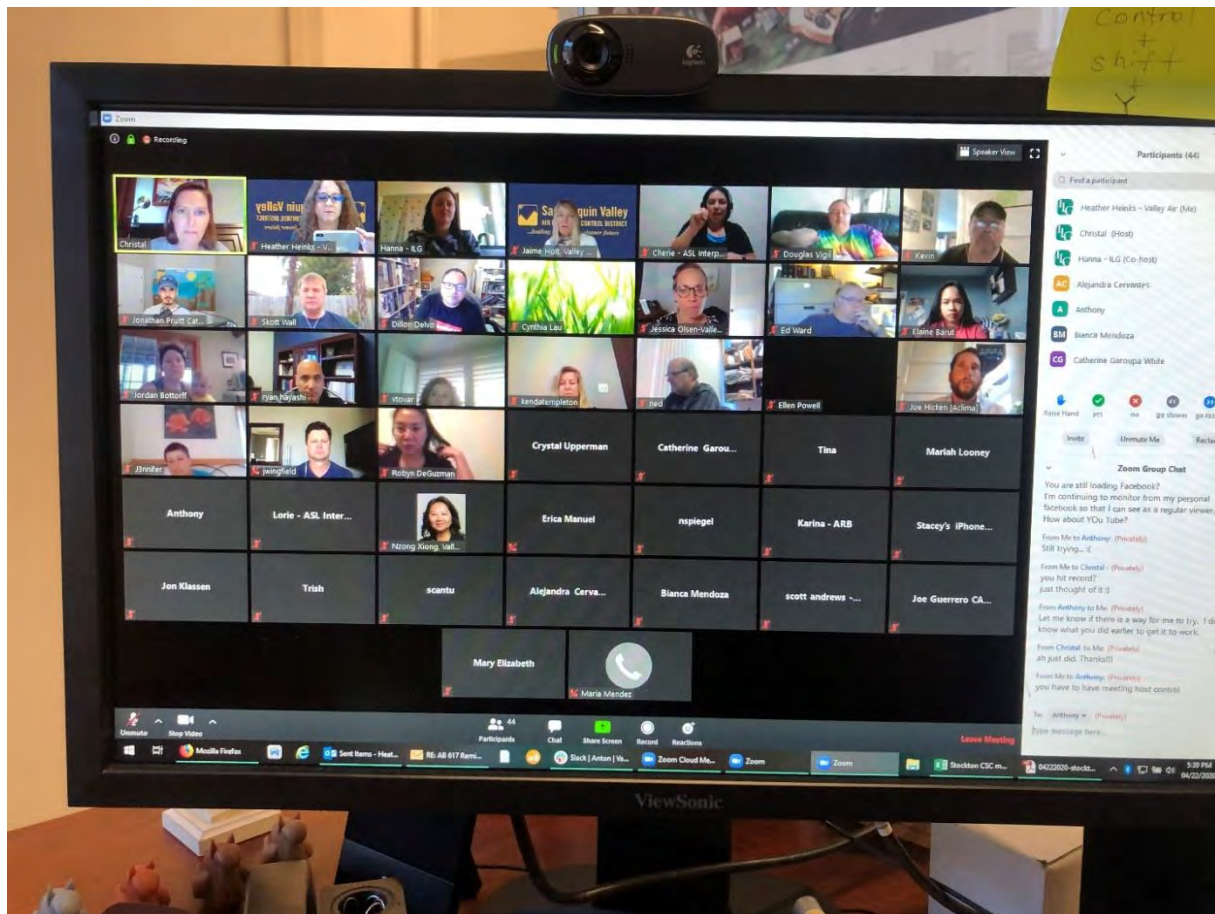
RESPONSE TO COVID-19 STATE OF EMERGENCY

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 the Stockton Community Steering Committee could no longer continue to meet in person.

To address this challenge and to continue moving forward with the important work of developing the Stockton CERP, District staff developed and sent an online survey to all the Stockton Community Steering Committee 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 the Stockton Community Steering Committee member feedback. All the Stockton Community Steering Committee members indicated a strong desire to continue implementing AB 617 and subsequently adopted the use of the online meeting application, Zoom, to meet virtually.

Figure 2-62-6 Stockton Community Steering Committee Meeting via Zoom



In April 2020, based on these discussions and the results of the surveys, we held a virtual practice meeting via Zoom and via phone with ~~the Stockton~~ the Stockton Community Steering Committee. During the practice call, the District addressed issues such as ASL interpretation needs and explained how the Stockton Community Steering Committee would use the various available features to provide a high level of discussion and engagement. In addition, the District invested in the online mapping tool Social Pinpoint to facilitate community input in a virtual setting.

COMMUNITY PARTICIPATION AND NEW RESIDENT STIPEND PROGRAM

The Stockton Community Steering Committee 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. Toward that end, and in response to several residents and community advocates on the Stockton Community Steering Committee, CARB 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 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 community steering committee 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 Community Steering Committee meeting. Eligible residents may receive a \$75 stipend per Community Steering Committee 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) Community Steering Committee meetings in a calendar year, for a total cost of up to \$1,125 per year. The stipends for resident steering committee members are subject to the availability of state AB 617 funding and approved allocation in the District’s Budget on an annual basis.

Figure 2-72-7 Resident Stipend Enrollment Form

The image shows a digital form titled "AB 617 Community Air Protection Program Resident Stipend Enrollment Form". At the top, it features logos for the "INSTITUTE FOR LOCAL GOVERNMENT™" and "San Joaquin Valley AIR POLLUTION CONTROL DISTRICT". The form is organized into several sections:

- Member Info:** Contains input fields for "First and Last Name", "Mailing Address", "City", "State", and "Zip Code". A note below states: "(Please ensure your mailing address is correct as your stipend check will be sent to this address)".
- Contact Info:** Includes fields for "E-mail Address" and "Preferred Phone #", with a checkbox to indicate if it is a cell phone.
- Preferred Contact Method:** A section with checkboxes for "Phone", "Text", "Email", and "Mail". A note specifies: "(Note: stipend payment will be via check sent to your mailing address listed above)".
- Verify:** A section where the user certifies the information is true and complete. It includes a list of criteria:
 - I am a resident of a AB 617 selected community and serve as a Resident member of the Community Steering Committee.
 - I understand that I must be present for 75% of any regularly scheduled Community Steering Committee meeting (equivalent to participating in at least 1 hour and 30 minutes of a scheduled 2 hour meeting).
 - I have read and agree with the information contained in the Resident Stipend Policy.
 - I am not an employee of the Valley Air District or the Institute for Local Government.
- Signature and Date:** Fields for "Signature" and "Date".
- Submit:** A final instruction: "Submit application to the Institute for Local Government via e-mail at kjensen@iclg.org".

See Appendix A for full documentation of meeting dates, agendas, materials, attendance and summaries.

2.3 COMMUNITY STEERING COMMITTEE CHARTER

A Charter was developed in consultation with the Stockton AB 617 Community Steering Committee members and a draft was presented to the members at Meeting #1, in March 2020. The Charter and a potential expansion to the community boundary to include the areas of Stockton identified by community members was discussed and approved at the March meeting. The final Charter can be found in Appendix B, and at http://community.valleyair.org/media/1631/03102020_stockton-charter_final_en.pdf.

The final Boundary can be found at

http://community.valleyair.org/media/1615/03042020_southwest-stockton-boundary.pdf.

2.4 STOCKTON COMMUNITY WEBPAGE

A community webpage has been created for the Stockton AB 617 Community, and is regularly updated with new information (<http://community.valleyair.org/selected-communities/stockton/>). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, chat transcripts, meeting summaries), interactive maps, CSC roster, committee charter, membership processes, Community Air Monitoring Plan (CAMP), and CERP documents. A screenshot of the community webpage is shown in Figure 2-8.

Figure 2-82-8 Stockton AB 617 Community Webpage

STAY INFORMED **NEWS** **EVENTS** **FUNDING** **CONTACT**

Stockton

Stockton

Resources

- AB617 COMMUNITY TOUR
- AB617 COMMUNITY TOUR (WITH ASL INTERPRETATION)
- BOUNDARY MAP
- SOURCES OF CONCERN EXERCISE
- SOURCES OF CONCERN EXERCISE NOTES

Emissions Sources

- STOCKTON COMMUNITY EMISSIONS
- STOCKTON FACILITY EMISSIONS

Emissions summaries for District permitted facilities within the Stockton community boundary:

- NOx - ENGLISH
- VOC - ENGLISH
- PM 2.5 - ENGLISH
- Air Toxics - ENGLISH
- Static Community Emissions Maps - ENGLISH

TRACK STOCKTON PROGRESS

Selected Community Profile

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, Southwest Stockton (Figure 1) 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.

The proposed community of Stockton defined in Figure 1 is approximately 12.2 square miles and has an estimated population of 51,000. The Southwest Stockton community is impacted across a number of health and pollution indicators. Using the State CES tool, all census tracts located within the Southwest Stockton proposed community rank in the top 5% most disadvantaged communities in California, and rank highest in the Valley amongst census tracts not already a part of an AB 617 community. Southwest Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the "Rise Stockton" Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

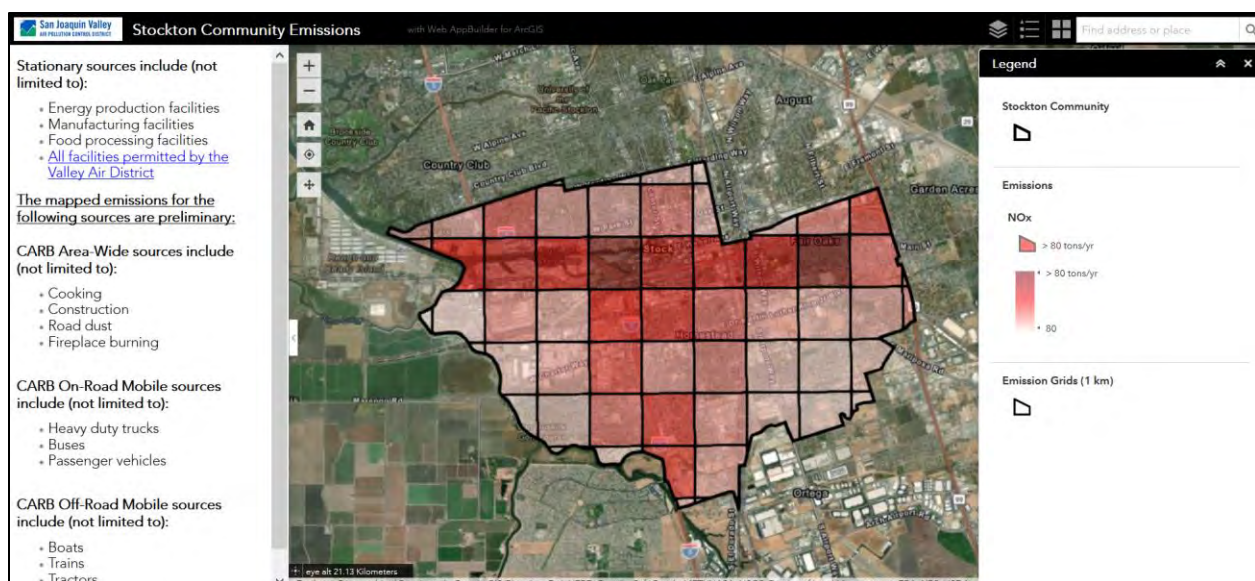
Community Profile

- Steering Committee Meetings
- Other Meetings
- Steering Committee Documents
- Communication With Members
- Docs Submitted by Committee

For assistance or if you have any questions, please contact our central office: [\(559\) 230-6000](tel:5592306000)

In addition to being a portal for access to meeting materials and documents, the webpage also includes interactive maps that present data about the community (<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c>). Figure 2-9 is an example of an interactive map that was created for the Stockton AB 617 Community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Stockton AB 617 Community Steering Committee and members of the public. This information was provided to help inform and to develop air quality priorities for the CERP.

Figure 2-92-9 Interactive Map Created for Stockton AB 617 Community Steering Committee



2.5 COMMUNITY PARTNERS

After the Stockton AB 617 CSC identified priorities for the community, partner agencies, and organizations were invited to the meetings to provide updates, input, and presentations on current and future efforts to the work goals of AB 617. CARB staff attended meetings regularly and provided information and updates to the committee. The City of Stockton also attended regularly and provided an update on planning efforts in the community and the TCC program. The City of Stockton agreed to coordinate the TCC program efforts and AB 617 program to leverage the goals of each to the best benefit the residents of the Stockton community. Presentations from various CSC members were also an important part of the CERP development process as they provided key insight to the concerns and challenges facing residents of the community. The efforts of the Sierra Club, Little Manila Rising, the Port of Stockton, and others were all presented to the CSC to help provide background information to the participants, highlighting the strengths and challenges of the community.

2.6 ADDITIONAL COMMUNITY ENGAGEMENT

Since late 2020, the CSC and District staff have worked to engage and educate the public with regard to AB 617 and the efforts being made in the Stockton AB 617 Community. Meetings between community members, environmental justice organizations, industry, agency representatives, and other stakeholders have occurred to provide assistance and/or prompt responses to concerns raised regarding the AB 617 process. District staff and CSC members also attended and often made presentations at city and county government meetings, the District's Environmental Justice Advisory Group meetings, the District's Citizens Advisory Committee meetings, the District's Governing Board meetings, environmental justice meetings, and industry professional group meetings to promote participation in the development of the CERP and once completed the implementation of the CERP. In addition, staff often discussed AB 617 at media interviews and during outreach events and health fairs. A full list of outreach efforts is available in Appendix A.

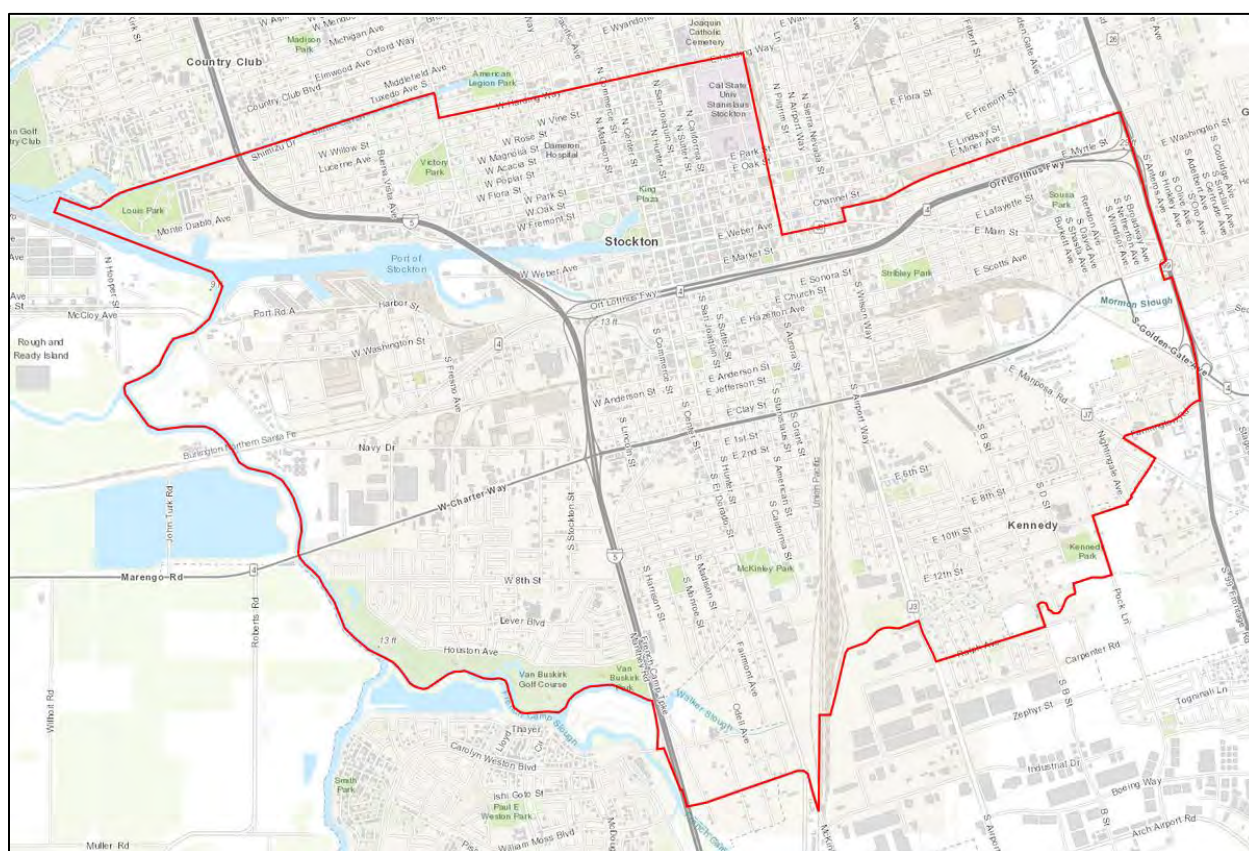
The Stockton AB 617 CSC will continue to work to implement the CERP actions after its adoption by the District Governing Board and the CARB Board, and to provide periodic community updates on implementation progress. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts in the coming months and years.

3. UNDERSTANDING THE COMMUNITY

3.1 COMMUNITY PROFILE

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 PM_{2.5} emissions in the community. Specifically, southwest 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.

Figure 3-13-4 Stockton AB 617 Community



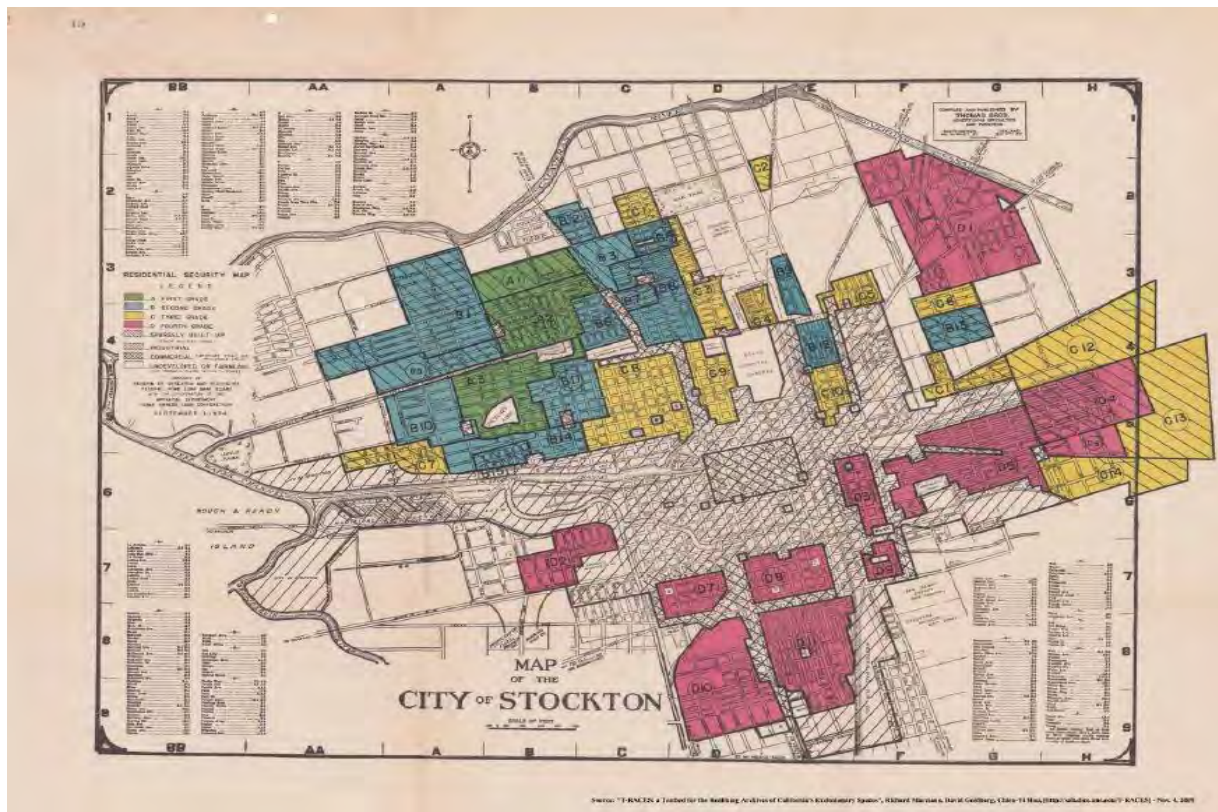
The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16-square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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).

Stockton History

Prior to the 1870s, San Joaquin County lacked access to water for agriculture. The promise of local agriculture resulted in capital investments being made to increase the levels of agriculture in San Joaquin County between 1870-1910. Lack of technological innovation forced agricultural interests to recruit labor globally. People of color, such as Chinese, African-Americans from the South, Japanese, Punjabis, Filipinos, and Mexicans, were forced into labor by employment segregation. Beginning in the late 19th Century, racially restrictive housing covenants were written into housing deeds to restrict people of color into living in certain zones of the city. These covenants were written into property deeds by developers looking to inflate the values of their homes. Examples of this practice in Stockton was the exclusion of African-American, Indian, Mexican, and Filipino communities south of Main Street and west of Wilson Way. Beginning in the 1930s, the Federal Housing Administration created maps to guide mortgage investment. Intentionally, these maps directed investments away from communities of color, which were deemed risky for investment. This practice is known as “redlining” because the neighborhoods were designated as the color red. Figure 3-2 shows the 1938 Residential Security Map for the City of Stockton.

Figure 3-2 Home Owners' Loan Corporation Residential Security Map (1938)



Although the racial practice was banned in 1968's Fair Housing Act, the years preceding contributed to both the built environment and unequal distribution of wealth in the United States today. In the 1930-1940, Stockton experienced huge growth in local industry. Built in 1931 and opened in 1933, the Port of Stockton became the City's first major industrial center for logistics purposes. Between 1933 and 1940, it grew faster than any port in the U.S. History, doubling tonnage every fiscal quarter. The Port's success led to business interests in Stockton being perfectly centered for logistical industries, or industries focused on the transportation of products. With the anticipation of future growth in residents and commerce, the City of Stockton actively lobbied for the construction of freeways in Stockton. Between 1955 and the 1970s, I-5, Highway 99, and Highway 4 crosstown freeway were constructed intentionally near low-income "redlined" communities to reduce the costs of eminent domain. In the 1970s, the construction of the Highway 4 Crosstown freeway demolished a significant portion of the Filipino American

Stockton Air Quality Challenges

The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16 square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the "Rise Stockton" Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

The majority of emissions impacting the Stockton AB 617 Community come from passenger vehicle and heavy-duty truck emissions from major freeways, interchanges, and main regional roads that run through the community.

Figure 3-3 Major Freeways Contribute Significant Mobile Source Emissions in the Community



In addition to the emissions originating from mobile sources in the area, this community also includes industrial development and area-wide sources of pollution such as gas stations, commercial cooking, and consumer products that also contribute significantly to the community's emissions levels.

Figure 3-4 Industrial Emissions Sources near Boggs Tract Community

Based on emissions inventory and current air monitoring data in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), Ozone (O₃) and Volatile Organic Compounds (VOCs). A virtual tour of the Stockton AB 617 community, produced by the Community Steering Committee to highlight some the community's challenges can be viewed here:

<https://www.youtube.com/watch?v=UuQuoSy26x4&feature=youtu.be>.

Based on District air quality analysis modeling, the Stockton AB 617 Community was found to have exceeded the 24-hour average PM_{2.5} concentration prioritization factor levels of 12, 35, 55, and 65 $\mu\text{g}/\text{m}^3$ a total of 120, 18, 4, and 3 days, annually, on average during the 2017-2019 period, respectively. In addition, this community was found to have exceeded the 8-hour average ozone concentration prioritization factor levels of 70, 75, and 84 ppb a total of 15, 7, and 1 days, annually, on average during the 2017-2019 period, respectively. Details about the nature and formation of local air pollution and its adverse health impacts on the community of Stockton AB 617 Community is summarized in Appendix G.

It should be noted that, in addition to selection by CARB for the development of community monitoring and a community emissions reduction program, neighborhoods in the AB 617 selected community were also selected by California's Strategic Growth Council for significant investment. In November 2017, the City of Stockton was awarded a \$170,000 Transformative Climate Communities (TCC) Planning Grant by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. To mobilize this grant Mayor Tubbs' Office, community partners, and

the neighborhood residents created the organization Rise Stockton to carry out this work. The Rise Stockton organization worked for nearly a year to develop a The Sustainable Neighborhood Plan <https://drive.google.com/file/d/1E-HjKq5m9KHurEMch3tamysu2Xcnjt7L/view> to translate community concerns and recommendations into shovel-ready projects.

The policies and projects are centered on twelve Transformative Climate Community Goals, several of which mirror the goals of AB 617 (see Figure 3-54).

Figure 3-5 Stockton’s TCC Goals and Project Area Map



Stockton Rising: TCC Project Area Map



The community engagement and planning conducted during the TCC Planning Grant eventually led to the award of a \$10.8 million Implementation Grant in June 2020. Leading up to that award, Rise Stockton repositioned itself to broadly coordinate the Environmental Justice and Green Economy work conducted by Stockton community partners.

Due to the factors discussed above, this CERP includes strategies for emission reductions from mobile sources, commercial and industrial sources, and residential sources that contribute to the Stockton AB 617 Community air quality challenges. These strategies focus on measures that will bring additional economic resources to the residents and businesses located in the community, as well as achieving significant local emissions reductions.

3.2 TECHNICAL ASSESSMENT TO UNDERSTAND COMMUNITY POLLUTION IMPACTS

Conducting a technical assessment is a necessary step in community emissions reduction program development. The technical assessment relies on results from a variety of analyses to characterize emissions in the community and inform community emissions reduction program development and implementation. This assessment will provide the baseline from which emissions reductions can be measured.

The source attribution technical approach established by CARB provides a methodology for assessing, identifying, and estimating the relative contribution of sources or categories of sources, including but not limited to mobile, stationary, and area-wide sources, to elevated exposure to air pollution in impacted communities. The District's source attribution analysis is based on the following:

- Assesses the share of mobile, area-wide, and stationary source emissions generated in the community,
- Is based on best available data in order to characterize the contribution of emissions sources in the community,
- Follows one of CARB's recommended source attribution approaches.

Based on the above, the District has implemented CARB's Community Emissions Inventory Approach. The following section discusses the community emissions inventory approach and summarizes emission sources in the community. A detailed community-level inventory and source apportionment are included in Appendix C.

3.2.1 COMMUNITY EMISSIONS INVENTORY APPROACH

A community level emissions inventory estimates air pollutant emissions from mobile sources (e.g., cars, heavy-duty trucks, locomotives), area-wide sources (e.g., fireplaces, outdoor food cooking, fugitive dust), and stationary sources (e.g., gas stations, auto body shops, manufacturing facilities) within the community.

The community level inventory consists of the mobile and area-wide sources spatially allocated in the community and stationary sources. A community emissions inventory is the compilation of criteria pollutant and air toxics emissions data from air pollution sources that are within the community. The community emissions inventory includes emissions of volatile organic compounds / reactive organic gases (VOC/ROG), oxides of nitrogen (NO_x), particulate matter of 2.5 microns (PM_{2.5}), and toxic air contaminants (e.g. diesel PM).

3.2.2 COMMUNITY EMISSIONS INVENTORY OVERVIEW

Emissions inventories are estimates of the amount and type of pollutants emitted into the atmosphere by mobile sources, stationary sources, and area-wide sources. Additionally, emission inventories are the foundation for any emission reduction program and provide information on the existing air emissions and related air quality in the community, and support development of emission reduction strategies and future emission targets to improve air quality in the community.

Existing traditional criteria pollutant and air toxics emission inventories (that provide combined coverage of mobile and stationary sources) are generally regional in geographic scale and may not adequately characterize emission impacts at the community-level. Developing community-scale emission inventories for understanding existing baseline emissions and tracking future emission reductions within communities selected for Community Emission Reduction Programs and community air monitoring

plans is an important piece of AB 617.

3.2.3 AGENCY COLLABORATIONS

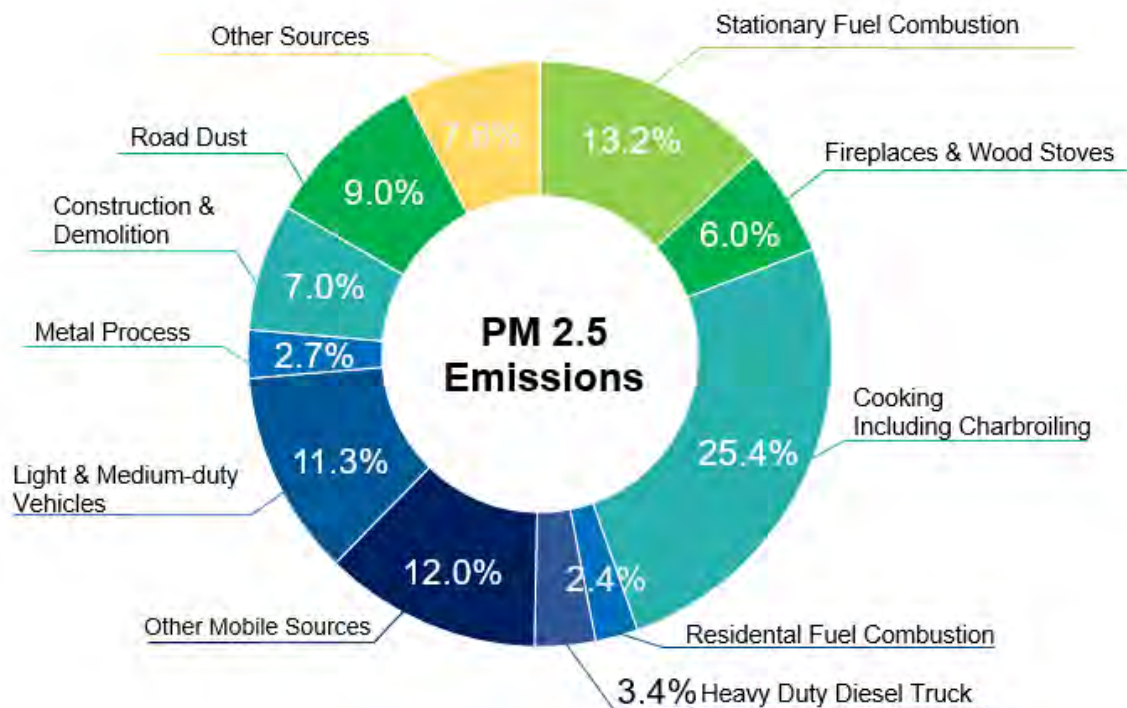
CARB and District staff worked in parallel to develop a comprehensive set of emissions inventory data for the community. The District worked with stationary source facilities in the community to develop the point source emission estimates. CARB staff developed the community-level emission inventory for mobile and area-wide sources. CARB worked with several State and local agencies such as the Department of Transportation (Caltrans), the Department of Motor Vehicles (DMV), the Port of Stockton, and the California Energy Commission (CEC) to assemble activity information necessary to develop the community-level mobile and area-wide source emission estimates. CARB and District staff conducted a thorough review of the community inventory to ensure that the emission estimates reflect the most recent data for stationary sources, and that estimates for mobile and area-wide sources are based on the most recent models and methodologies.

The emissions inventory also includes future forecasted values. The forecasted community-level emissions inventory is based on the growth profiles for stationary sources, mobile, and area-wide source categories provided by CARB. Forecasted emissions include growth and control factors that reflect historical trends, current conditions, and recent economic and demographic forecasts.

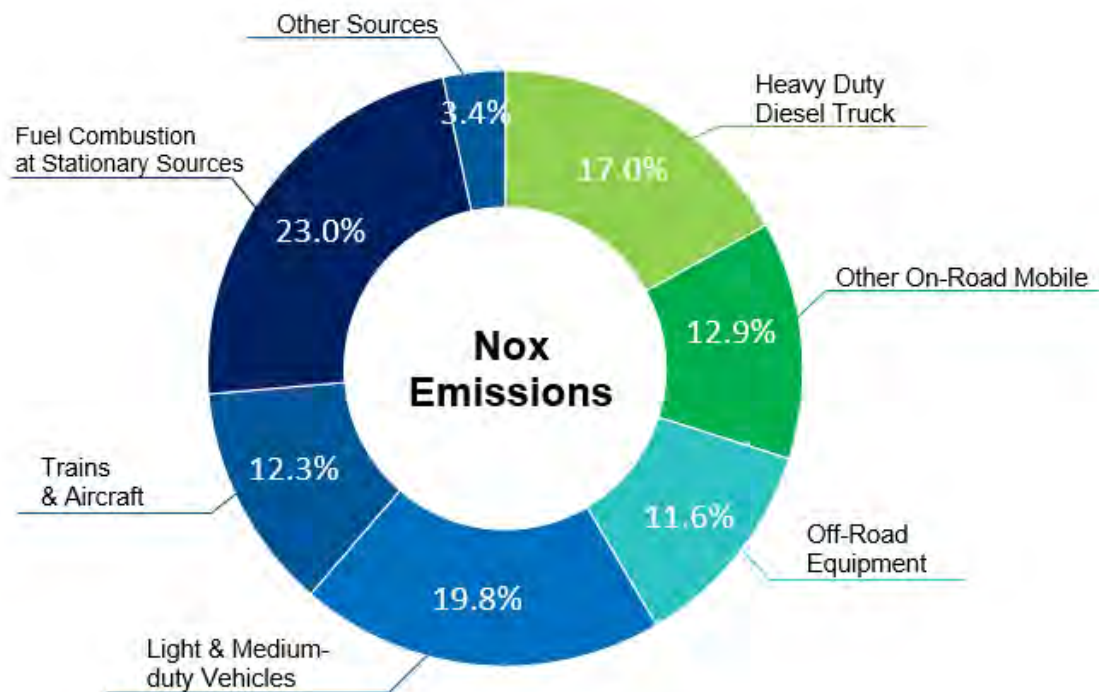
3.2.4 COMMUNITY EMISSION INVENTORY SUMMARIES

What types of sources contribute to air pollution in Stockton?

The largest sources of emissions in and around the community include heavy duty vehicles, medium duty vehicles, and passenger cars, as well as trains, and commercial equipment. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating; bulk fuel storage and transfer terminals, chemical receiving, fabricated metal products; gasoline dispensing operations, government services, municipal water treatment operations, health centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. Paved road dust, residential fuel combustion, construction emissions, and commercial cooking also contribute significantly to the community's emissions inventory.

Figure 3-65 Sources of PM_{2.5} Pollution in the Community

The largest sources of PM_{2.5} emissions in Stockton AB 617 Community are cooking and on-road mobile vehicles (light and medium-duty vehicles and heavy-duty diesel trucks). Road dust, stationary fuel sources, construction & demolition, and residential wood burning are also significant sources of PM_{2.5} in the community. Other sources includes aircraft, trains, ocean going vessels, commercial harbor craft, recreational boats, off-road recreational equipment, off-road equipment, fuel storage and handling.

Figure 3-76 Sources of NOx Emissions in the Community

Almost three-quarters of NOx emissions in Stockton AB 617 Community are from mobile sources. On road mobile sources account for 49.7% of NOx emissions in Stockton AB 617 Community, including 17% of the NOx inventory from heavy duty diesel trucks and 19.8% from light and medium-duty vehicles. Off road mobile sources, including trains, aircraft, and off-road equipment such as yard trucks, produce 23.9% of the NOx emissions in the community. Fuel combustion at stationary sources is also a significant source of NOx emissions in the community. [For more specific information, refer to Appendix C \(Stockton Source Apportionment\).](#)

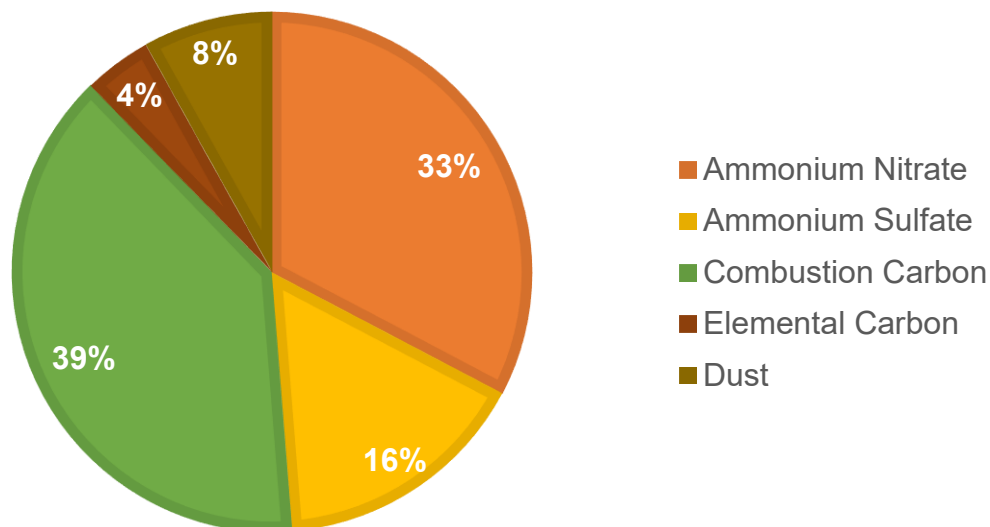
PM2.5 Speciation: What type of PM2.5 is in the ambient air?

PM2.5 in Stockton AB 617 Community is comprised of many species that contribute to the total PM2.5 concentration measured by air monitors, as summarized in Table 3-3 below. This complex mixture is attributable to mobile, stationary, and area-wide sources described above, as well as naturally occurring emissions. Although the list of species contributing to PM2.5 in Stockton AB 617 Community is lengthy, it can be grouped into larger representative categories. The following is a brief description of how each of these larger species categories are formed and emitted into the atmosphere. The following figures show the speciation of PM2.5 in the Stockton Community, based on modeling data.

Table 3-1 Summary of PM2.5 Species

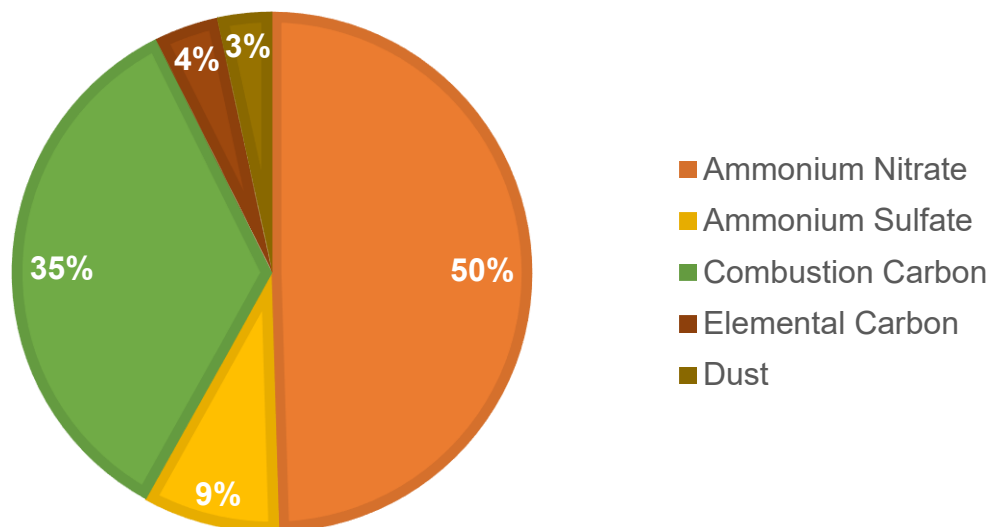
PM2.5 Species	Description
Organic carbon (Combustion Carbon)	Directly emitted, primarily from combustion sources (e.g. residential wood combustion). Also, smaller amounts attached to geologic material and road dusts. May also be emitted directly by natural/biogenic sources.
Elemental carbon	Also called soot or black carbon; formed during incomplete combustion of fuels (e.g. diesel engines).
Geologic material (Dust)	Road dust and soil dust that are entrained in the air from activity, such as soil disturbance or airflow from traffic.
Trace metals	Identified as components from soil emissions or found in other particulates having been emitted in connection with combustion from engine wear, brake wear, and similar processes. Can also be emitted from fireworks.
Secondary organic aerosol	Secondary particulates formed from photochemical reactions of organic carbon.
Ammonium nitrate	Reaction of ammonia and nitric acid, where the nitric acid is formed from nitrogen oxide emissions, creating nitric acid in photochemical processes or nighttime reactions with ozone.
Ammonium sulfate	Reaction of ammonia and sulfuric acid, where the sulfuric acid is formed primarily from sulfur oxide emissions in photochemical processes, with smaller amounts forming from direct emissions of sulfur.
Combined water	A water molecule attached to one of the above molecules. Combined water is not included when measuring mass of PM2.5 for regulatory purposes, and is therefore excluded from the following charts.

Figure 3-87 Species Contribution to Annual Average PM2.5 Concentrations in the Community



Combustion carbon, ammonium nitrate, and ammonium sulfate all are significant species of PM2.5 emissions on an average day in the Stockton AB 617 Community.

Figure 3-98 Species Contribution to Peak Day PM2.5 Concentrations in the Community



As shown in the figure above, peak PM2.5 emission days in the community see a large increase in ammonium nitrate, which is created from the chemical reaction of NOx and ammonia, largely from fuel combustion during multiday stagnation events. However, ammonium nitrate is generally regarded as having relatively low toxicity compared to other PM2.5 species like elemental carbon.

How will the community inventory change in the future?

The tables and graphs below summarize the total Stockton AB 617 Community emissions inventories for years 2018, 2025, and 2030: These graphs show the proportion of PM2.5, NOx, and VOC emissions that originate from stationary, area, and mobile sources of emissions. The projected inventories take into account the projected emissions from regional transportation plan projects and compliance with regulatory deadlines. The following figures show how the Stockton AB 617 Community-level inventory is expected to change into the future in years 2025 and 2030.

Figure 3-109 2018 Stockton AB 617 Community Emissions Inventory

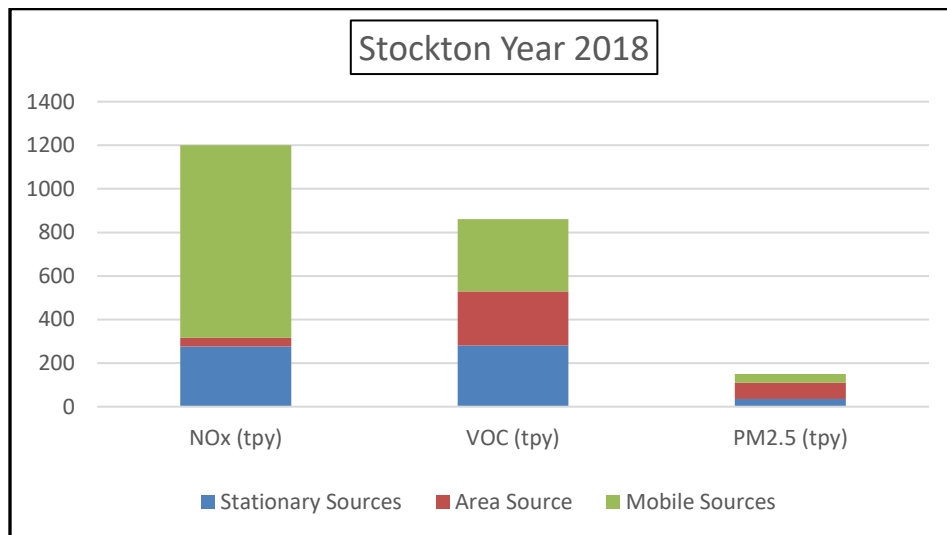


Table 3-2 2018 Stockton AB 617 Community Emissions Inventory (updated)

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	276.4	281.1	34.9
Area Source	40.2	247.6	75.1
Mobile Sources	884.1	332.1	40.2

Figure 3-~~1140~~ 2025 Projected Stockton AB 617 Community Emissions Inventory

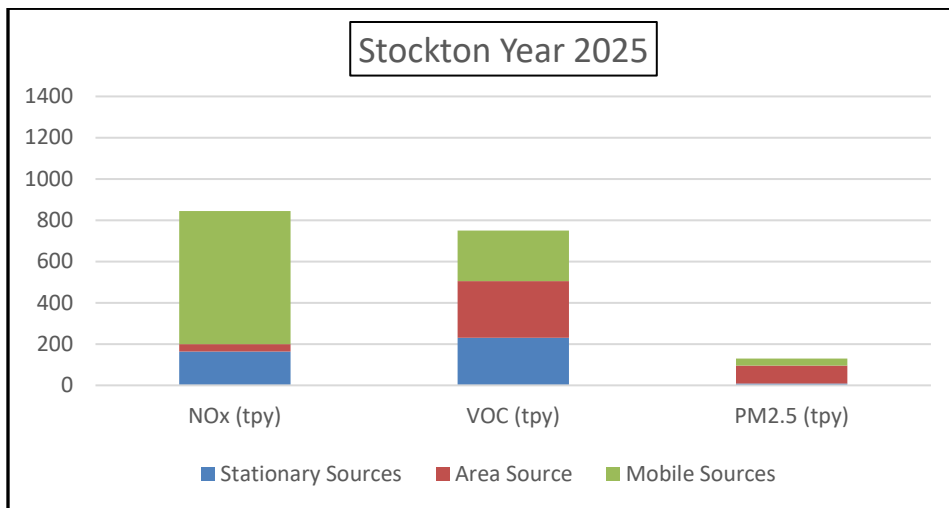


Table 3-3 2025 Projected Stockton AB 617 Community Emissions Inventory

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	163.4	231.0	8.3
Area Source	36.9	273.7	87.9
Mobile Sources	643.7	244.6	33.3

Figure 3-~~1244~~ 2030 Projected Stockton AB 617 Community Emissions Inventory

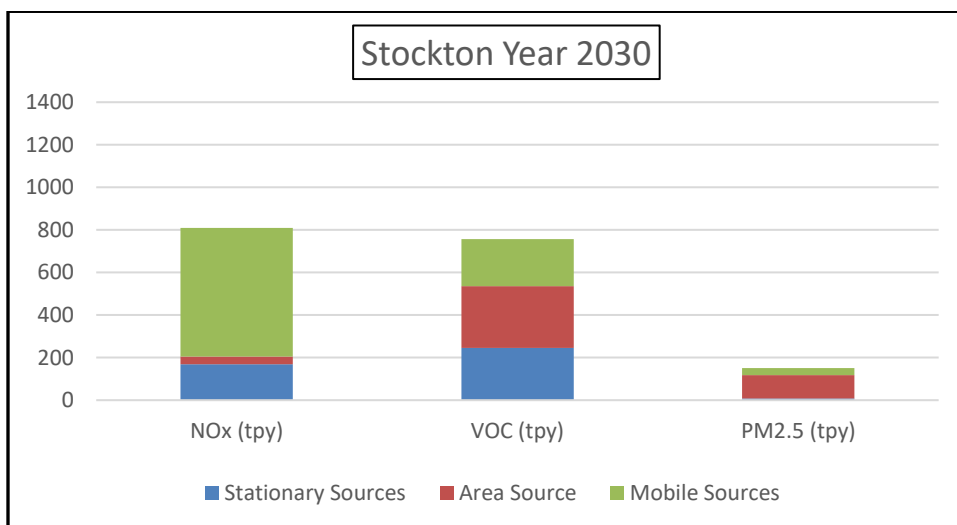


Table 3-4 2030 Projected Stockton AB 617 Community Emissions Inventory

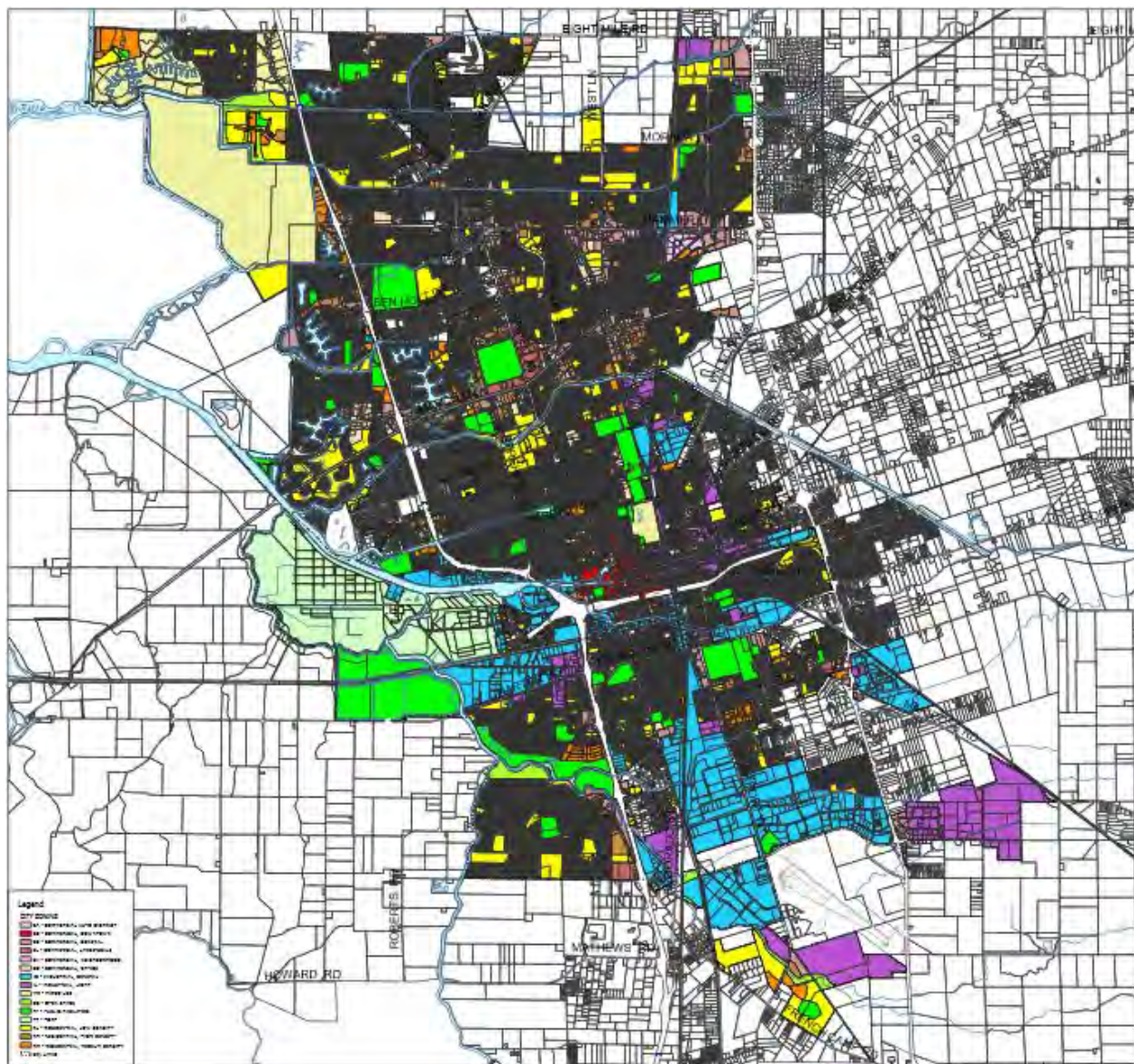
Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	169.0	244.9	8.7
Area Source	35.7	290.5	109.1
Mobile Sources	605.4	220.8	33.2

For further information about the emissions inventory for Stockton AB 617 Community, including the stationary source emissions inventory, projected emissions inventory for District permitted facilities, mobile source inventory, and area-wide sources inventory please refer to Appendix C.

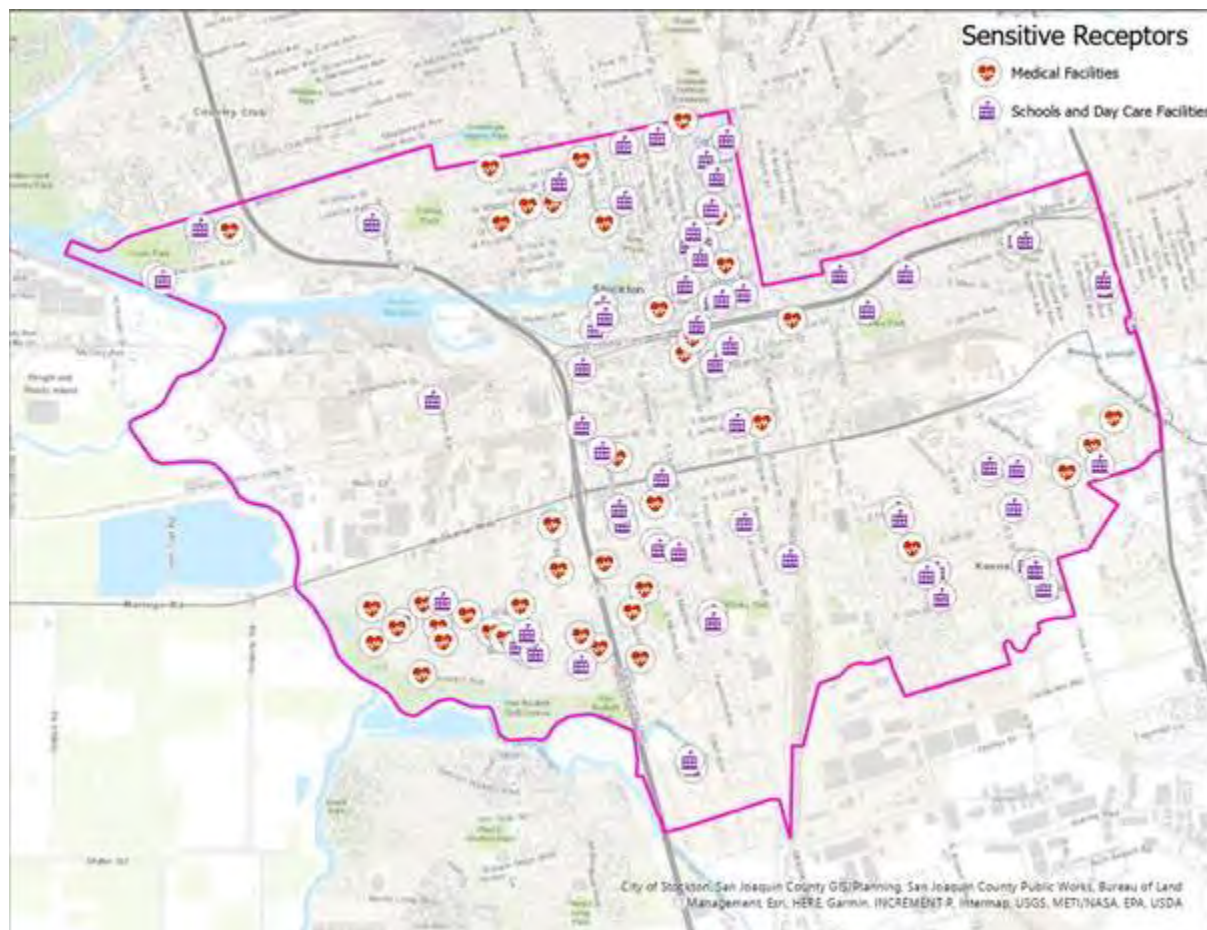
3.2.5 SENSITIVE RECEPTORS AND LAND USE

As illustrated in the City of Stockton General Plan Land Use map, below, the Stockton AB 617 Community contains mixed land uses including light and heavy industrial zoning, commercial areas, residential neighborhoods ranging from low density to urban neighborhoods, and the City's downtown core. Main transportation corridors transect the community, including highways 99, 4, and I5. Areas zoned for heavy industrial use are located in the western and southern portion of the city, with future industrial expansion planned for as detailed in the City's Envision Stockton 2040 General Plan. Further information about the City's General Plan and Specific Plans are available at: <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanGenDocs.html>

The below City of Stockton General Plan Land Use map is available with full resolution on the City of Stockton website: <http://www.stocktongov.com/files/ZoningDistrictMap.pdf>

Figure 3-1342 City of Stockton General Plan Land Use Map

The location of sensitive receptors is important to assess the impacts of emissions on public health. Sensitive Receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling unit(s). The map below shows sensitive receptor locations within the community. The sensitive receptors currently in the community include 35 schools, 50 licensed daycare facilities, and 45 medical care facilities. Sensitive receptors within the community are located in proximity to mobile on-road sources, train routes, manufacturing and industrial sources, off-road mobile equipment, and residential fuel combustion sources.

Figure 3-1413 Sensitive Receptor Locations in Stockton

Where can I get more information about air pollution in Stockton AB 617 Community? To provide detailed community-level data to the Steering Committee and the general public, District staff have created an interactive mapping tool that shows the locations of sensitive receptors, as well as the locations of and emissions inventory for stationary sources, area sources, and both on-road and off-road mobile emissions. Examples of the emissions data available through this mapping tool are shown in the figures below. Please visit the District website to zoom in and explore the community:
<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c> and
<https://sjvapcd.maps.arcgis.com/apps/View/index.html?appid=26ea6530963f496589be8a4f23f3c8ab>

Figure 3-1544 District Mapping Tool Showing Types and Locations of Stationary Source Operations in Community

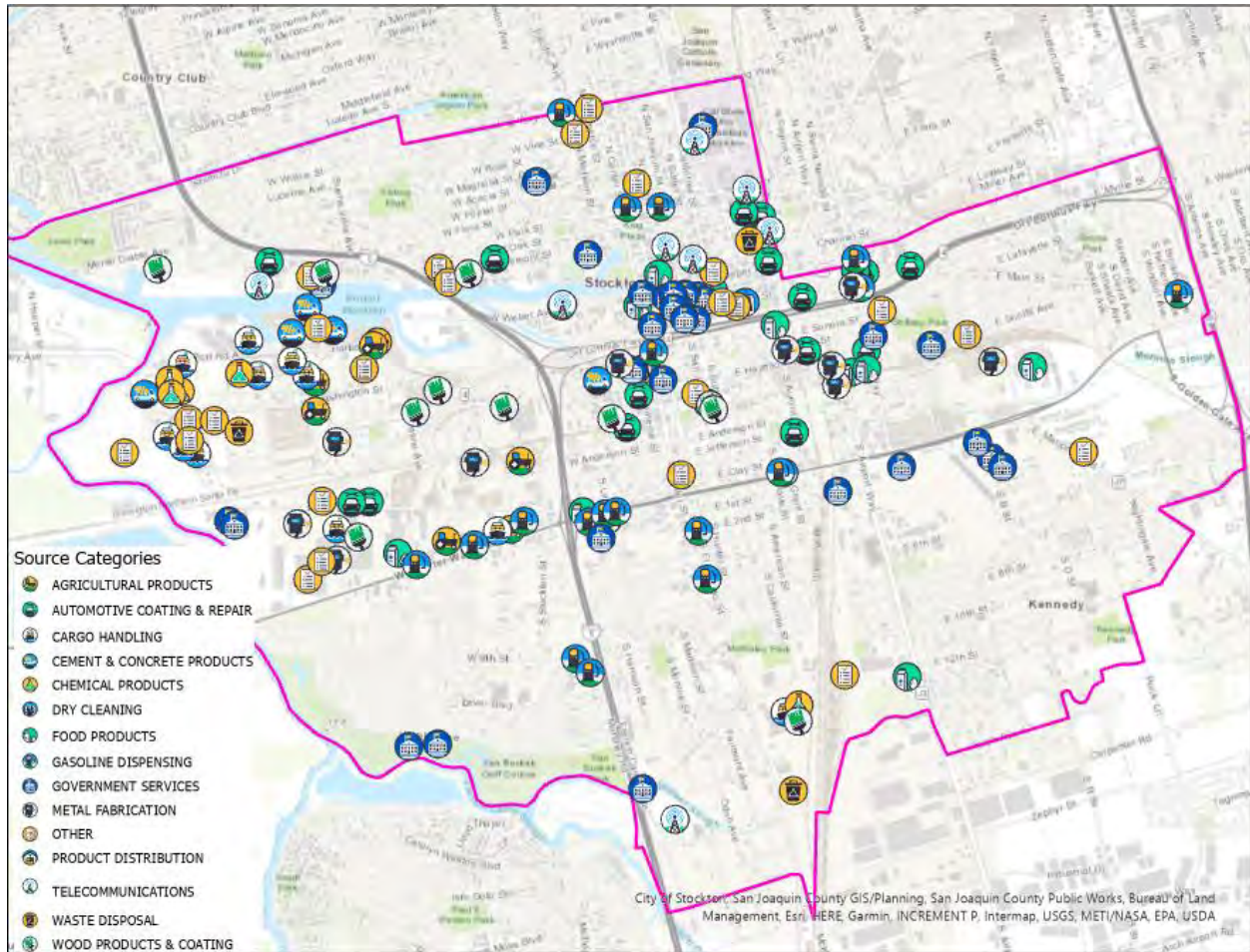
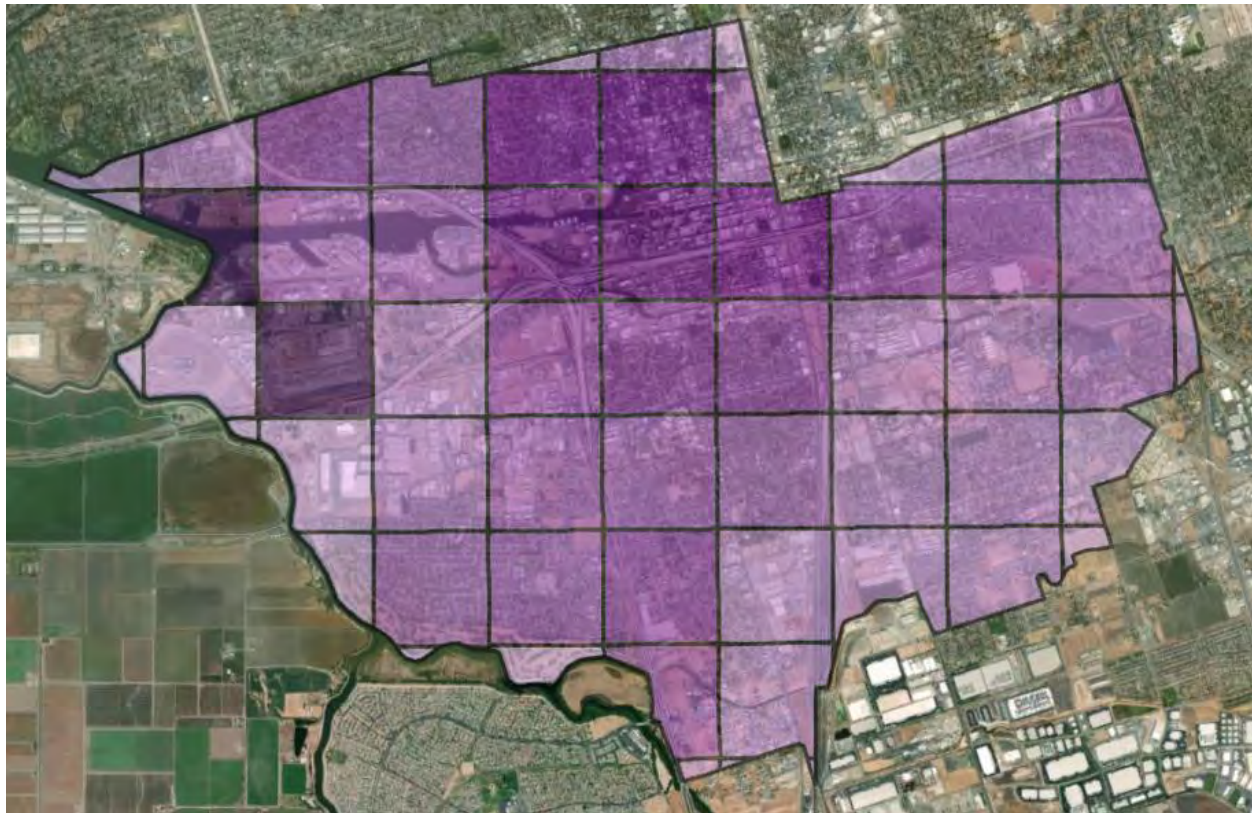


Figure 3-1645 District Mapping Tool Showing Concentrations of Area-Wide Emissions within the Community



3.3 EXISTING AIR QUALITY PROGRAMS

District Plans for Attainment of Health-Based Air Quality Standards

For more than two decades, the District has adopted numerous attainment plans to reduce ozone and particulate precursor emissions. The District's multifaceted approach to reducing emissions in the San Joaquin Valley consists of a combination of innovative regulatory and non-regulatory measures. The U.S. Environmental Protection Agency (EPA) periodically reviews and establishes health-based national air quality standards (also referred to as NAAQS) for ozone, particulates, and other criteria air pollutants guided by the Clean Air Act. The District has adopted numerous air quality attainment plans over the years that identify measures needed in the Valley to attain EPA's increasingly stringent health-based NAAQS.

The District's plans include emissions inventories that identify sources of air pollutants, evaluations for feasibility of implementing potential opportunities to reduce emissions, sophisticated computer modeling to estimate future levels of pollution, and a strategy for how air pollution will be further reduced. District plans also include innovative alternative strategies for accelerating attainment through non-regulatory measures such as incentive programs; technology advancement programs; the District's legislative platform; community outreach and education programs; and additional strategies such

as energy efficiency, eco-driving, green purchasing and contracting, supporting urban heat island mitigation efforts, and encouraging cleaner methods of generating electrical energy and mechanical power.

Measures implemented for these Valley-wide strategies also apply to the AB 617 community of Stockton and have resulted in tremendous emissions reductions being achieved, to the benefit of the health of all Valley residents. Most recently, after an extensive 3-year public process, the District, in coordination with CARB and EPA, adopted the *2018 PM2.5 Plan*. This historic plan builds on decades of air quality improvement efforts and establishes a comprehensive strategy for continuing to improve the Valley's air quality and meet the latest federal PM2.5 standards. Further information on the comprehensive rules, regulations, and other programs that have been developed as a part of the District's attainment planning process are detailed in the District's plans for attainment of state and federal air quality standards, with links provided to each attainment plan below:

PM2.5 Plans for Attainment

- [*2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*](#)
The District adopted the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* on November 15, 2018. This plan addresses the EPA federal 1997 annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³; the 2006 24-hour PM2.5 standard of 35 µg/m³; and the 2012 annual PM2.5 standard of 12 µg/m³.
- [*2016 Moderate Area Plan for the 2012 PM2.5 Standard*](#)
The District adopted the *2016 Moderate Area Plan for the 2012 PM2.5 Standard* on September 15, 2016. This plan addresses the EPA federal annual PM2.5 standard of 12 µg/m³, established in 2012. This plan includes an attainment impracticability demonstration and request for reclassification of the Valley from Moderate nonattainment to Serious nonattainment.
- [*2015 Plan for the 1997 PM2.5 Standard*](#)
The District adopted the *2015 Plan for the 1997 PM2.5 Standard* on April 16, 2015. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³, established in 1997.
- [*2012 PM2.5 Plan*](#)
The District adopted the *2012 PM2.5 Plan* in December, 2012. This plan addresses EPA's 24-hour PM2.5 standard of 35 µg/m³, which was established by EPA in 2006.
- [*2008 PM2.5 Plan*](#)
The District adopted the *2008 PM2.5 Plan* in April, 2008. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³, which was established by EPA in 1997.

PM10 Plans for Attainment

- [2007 PM10 Maintenance Plan](#)
The District adopted the *2007 PM10 Maintenance Plan* in September 2007, to assure the San Joaquin Valley's continued attainment of EPA's PM10 standard. EPA designated the Valley as an attainment/maintenance area for PM10.

Ozone Plans for Attainment

- [2022 Plan for the 2015 8-hour Ozone Standard \(Upcoming Ozone Plan\)](#)
The attainment plan for the 2015 federal ozone standard will build upon comprehensive strategies already in place from adopted District plans and CARB's statewide strategies. The NOx reduction commitments from the recent *2018 PM2.5 Plan* and *2016 Ozone Plan*, and other ongoing measures will assist the Valley in meeting the 70 ppb federal ozone standard. Strategies for attainment of the *2015 8-hour ozone standard* will be developed through a public process, building on decades of effective control strategies. District staff will present regular updates regarding the development of the plan at public meetings and workshops, including upcoming meetings of the District Governing Board, Citizens Advisory Committee (CAC), and the Environmental Justice Advisory Group (EJAG).
- [2020 RACT Demonstration](#)
The District adopted the *2020 Reasonably Available Control Technology (RACT) Demonstration for the 2015 8-Hour Ozone Standard* on June 18, 2020.
- [2016 Plan for the 2008 8-Hour Ozone Standard](#)
The District adopted the *2016 Plan for the 2008 8-Hour Ozone Standard* in June 2016. This plan satisfies Clean Air Act requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard.
- [2014 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for the 8-Hour Ozone State Implementation Plan* in June, 2014.
- [2013 Plan for the Revoked 1-Hour Ozone Standard](#)
The District adopted the *2013 Plan for the Revoked 1-Hour Ozone Standard* in September, 2013.
- [2009 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for Ozone State Implementation Plans (SIP)* in April, 2009.
- [2007 Ozone Plan](#)
The District adopted the *2007 Ozone Plan* in April 2007. This plan addresses EPA's 8-hour ozone standard of 84 parts per billion (ppb), which was established by EPA in 1997.

As a result of the District's stringent and comprehensive air quality management strategy along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 NAAQS. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%. This success in reducing emissions Valley-wide provides assurance that targeted strategies will provide the desired results in helping to improve the air quality in AB 617 selected communities.

Regulatory Measures

The District has implemented a comprehensive regulatory control strategy for decades. Since 1992, the District has adopted nearly 650 rules and rule amendments to implement aggressive control strategies. Many current rules are fourth or fifth generation, meaning that they have been revised and emissions limits have been lowered numerous times, as new emission control technology has become available and cost effective. Building on decades of developing and implementing effective air pollution control strategies, District rules [are required, by the Environmental Protection Agency, to](#) implement ~~the the~~ most stringent measures, including best available control measures for new and modified permitting projects, and best available retrofit control technologies for existing equipment when feasible to require in the San Joaquin Valley. The District's stringent and innovative rules have set benchmarks for other air agencies throughout California and the nation. Regulations implemented by the District have reduced emissions from stationary sources by over 80% to date and will continue to achieve significant emissions reductions in the coming years.

District rules reduce emissions of criteria air pollutants and toxic air contaminants from sources in and around the community. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating operations, bulk fuel storage and transfer terminals, chemical receiving and storage, , fabricated metal parts and products, gasoline dispensing operations, government services, municipal water treatment operations, health care centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. District rules that reduce emissions from local sources in the Stockton AB 617 Community are outlined in the following table:

Table 3-5 District Rules Reducing Stockton AB 617 Community Air Pollution

Rule #	Rule Description
4001	New Source Performance Standards
4002	National Emission Standards for Hazardous Air Pollutants
4101	Visible Emissions
4102	Nuisance
4201	Particulate Matter Concentration
4202	Particulate Matter Emission Rate
4301	Fuel Burning Equipment
4305	Boilers, Steam Generators, And Process Heaters - Phase 2
4306	Boilers, Steam Generators, and Process Heaters - Phase 3
4307	Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr TO 5.0 MMBtu/hr
4309	Dryers, Dehydrators, and Ovens
4311	Flares
4320	Advanced Emission Reduction Options For Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr
4352	Solid Fuel Fired Boilers, Steam Generators, and Process Heaters
4455	Components At Petroleum Refineries, Gas Liquids Processing Facilities, And Chemical Plants
4601	Architectural Coatings
4603	Surface Coating Of Metal Parts And Products, Plastic Parts And Products, And Pleasure Crafts
4606	Wood Products And Flat Wood Paneling Products Coating Operations
4607	Graphic Arts And Paper, Film, Foil And Fabric Coatings
4612	Motor Vehicle And Mobile Equipment Coating Operations
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, And Bulk Plants
4622	Gasoline Transfer Into Motor Vehicle Fuel Tanks
4623	Storage Of Organic Liquids
4624	Organic Liquid Loading
4652	Coatings and Ink Manufacturing
4653	Adhesives And Sealants
4661	Organic Solvents
4672	Petroleum Solvent Dry Cleaning Operations
4684	Polyester Resin Operations
4692	Commercial Charbroiling
4693	Bakery Ovens
4701	Internal Combustion Engines - Phase 1
4702	Internal Combustion Engines
4801	Sulfur Compounds
4901	Wood Burning Fireplaces and Wood Burning Heaters
4902	Residential Water Heaters
4905	Natural Gas-Fired, Fan-Type Central Furnaces
8011	General Requirements
8021	Construction, Demolition Excavation, Extraction, and Other Earthmoving Activities
8031	Bulk Materials
8041	Carryout and Trackout
8051	Open Areas
8061	Paved and Unpaved Roads
8071	Unpaved Vehicle/Equipment Traffic Areas
8081	Agricultural Sources
9310	School Bus Fleets

Rule #	Rule Description
9410	Employer Based Trip Reduction
9510	Indirect Source Review

While California and the federal government have direct authority to regulate tailpipe emissions from mobile sources, the District has also adopted innovative regulations such as the Rule 9510 - Indirect Source Review (discussed in more detail later in this section) and Rule 9410 - Employer-based Trip Reduction to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. A complete listing of the District's current rules and regulations is available at the following link: <http://www.valleyair.org/rules/1ruleslist.htm>

For the recently adopted *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* 2018 PM2.5 Plan, the District performed an exhaustive evaluation of all potential additional opportunities for reducing emissions and committed to amend several rules to achieve expeditious attainment of the health-based federal PM2.5 air quality standards (see Section IV). This comprehensive analysis also demonstrated that the District's rules and regulations are at least as stringent, if not more stringent, than all other rules in the nation. Furthermore, in accordance with AB 617 requirements, the District adopted an expedited schedule in December, 2018, for performing further determination of BARCT to ensure that applicable sources are utilizing the cleanest technologies feasible (see Chapter 4).

District New and Modified Stationary Source Review

Beyond District rules that apply to specific categories of stationary sources, District Rule 2201 (New and Modified Stationary Sources Review) applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. District Rule 2201, and the associated permitting process, ensure that new or modified stationary sources of air pollution are subject to the most effective emissions controls feasible for implementation; that emissions from the project do not create a public health risk (including a modeled analysis of cancer risks resulting from the project and possible health hazard risks resulting from both acute and chronic exposure to emissions for nearby residences and worksites); and that the project does not increase the potential for a violation of State or National Ambient Air Quality Standards. More information about the District's rigorous permitting process is available at <http://www.valleyair.org/busind/pto/ptoprocess.htm>, and is also summarized below. 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 types of equipment. The District also conducts 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.

As a part of the District's BACT Policy (publicly available at <https://www.valleyair.org/busind/pto/bact/bactidx.htm>), District staff maintain a BACT Clearinghouse, updated and published quarterly, that includes available control technologies and operation methods that meet one of the following conditions:

- A. The control technologies or operation methods have been achieved in practice for an emissions unit and class of source; or
- B. Are contained in any SIP approved by the EPA for an emissions unit category and class of source; or
- C. Are any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found to be technologically feasible for such class or category of sources or for a specific source.

AB 617 legislation requires that CARB develop and maintain a state-wide Technology Clearinghouse for BACT and T-BACT. Once available, District staff will review the Technology Clearinghouse as an additional resource when updating the District's BACT Clearinghouse.

Risk Management Reviews: The District conducts Risk Management Reviews 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. [Additional information regarding risk management reviews may be found here: https://www.valleyair.org/policies_per/Policies/apr-1905.pdf](https://www.valleyair.org/policies_per/Policies/apr-1905.pdf)

Toxic Best Available Control Technology (T-BACT): When T-BACT is triggered under a Risk Management Review 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 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 not 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 7,228 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 that pose a significant risk to any Valley resident under the "Hot Spots" program. A detailed discussion of AB 2588 and facility risk reduction audits conducted to date in the community is included in Chapter 4.

Implementation of State Airborne Toxic Control Measures

The District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by CARB. State-issued ATCMs are designed to reduce toxic air emissions from various types or categories of equipment by imposing prescribed air pollution control measures. Implementing ATCMs result in reductions of toxics exposure from targeted facility types or categories that could cause significant risks at a regional level. These ATCMs are implemented primarily through the District's permitting process. Examples of emissions sources that have drastically reduced toxic air contaminant emissions in the San Joaquin Valley because of such rules and regulations include dry cleaners, chrome plating operations, gas stations, and diesel internal combustion engines.

Implementation of Federal National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Maximum Achievable Control Technology (MACT) Standards

The District's integrated air toxics program fulfills federal mandates under Title III of the federal Clean Air Act, which requires specific types of sources of air toxic emissions to directly reduce emissions through federal NESHAP and MACT standards. These standards apply to a variety of source categories, ranging from diesel internal combustion engines to chrome platers, and from refineries to power plants.

Implementation of Federal New Source Performance Standards (NSPS)

The District also fulfills federal mandates under Title I of the federal Clean Air Act, which requires specific types of new, modified, and reconstructed facilities subject to NSPS to directly reduce emissions of criteria air pollutants. These standards apply to a variety of source categories, ranging from hot mix asphalt facilities to sewage treatment plants, and from landfills to boilers.

District Indirect Source Requirements

District Rule 9510 is the only rule of its kind in the State of California and throughout the nation which applies to new residential and commercial development projects. The District's rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, such as from construction equipment and mobile sources associated with new developments. This rule requires mitigation of the growth in emissions from mobile and area sources associated with construction and operation of new development projects in the Valley.

District Air Quality Assistance and Guidance to Public Agencies

The District provides assistance and guidance to other public agencies, including cities and counties in the San Joaquin Valley, to help them assess, minimize, and mitigate air quality impacts of projects undergoing their land-use approval processes, over which the District has no statutory authority. For instance, the District provides comments under the California Environmental Quality Act (CEQA) to public agencies on hundreds of proposed projects each year. District provided CEQA comments are designed to minimize project related air quality impacts. In addition, the District maintains and makes available an extensive suite of guidance documents and tools for assessing and mitigating air quality impacts, including criteria and air toxic emissions, from stationary source projects and other development projects.

Mobile Source Regulations

Mobile source emissions make up over 85% of the Valley's NOx emissions, the primary driver in the formation of particulate and ozone pollution, therefore, reductions in mobile source emissions have become an ever-increasingly important part of the Valley's attainment strategy of federal air quality standards. States and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. CARB has adopted toughened regulations for heavy-duty trucks, off-road equipment, and other mobile sources. Additionally, the District has adopted innovative regulations such as the Indirect Source Review and Employer-based Trip Reduction rules to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. Local air districts do not have the authority to implement regulations requiring ultra-low tailpipe emissions standards on mobile sources.

With authority to regulate mobile source emissions, CARB has adopted and amended a number of regulations aimed at reducing exposure to diesel PM and NOx from fuel sources, freight transport sources like heavy-duty diesel trucks, transportation sources like passenger cars and buses, and off-road sources like large construction equipment. Phased implementation of these regulations will produce emission reduction benefits in the coming years as the regulated fleets are retrofitted, and as older and dirtier fleet units are replaced with newer and cleaner models at an accelerated pace. CARB's ongoing comprehensive measures to reduce emissions from mobile sources throughout the state are detailed further in Chapter 4, "Statewide Strategies" section.

District Incentive-Based Emission Reduction Programs

The District has increasingly relied on its advocacy efforts to secure state and federal funding sources, and locally-generated funding to implement incentive programs that have become a vital component of the District's overall strategy for achieving the emissions reductions necessary to bring the Valley into attainment with state and federal air quality standards and to protect public health. These programs provide an effective way to accelerate emissions reductions and encourage technology advancement, particularly from mobile sources, a sector not directly under the District's regulatory jurisdiction. Considering over 85% of the NOx emissions in the Valley come from mobile sources, these successful voluntary incentive grant programs help the Valley achieve highly cost-effective emissions reductions that are surplus of the regulatory emissions reductions.

The District operates one of the largest and most well-respected voluntary incentive programs in California. Since the District's inception in 1992, considerable funding has been invested into thousands of clean-air projects throughout the Valley. The District's incentive programs offer Valley businesses and residents the opportunity to replace their older, higher polluting equipment with newer, cleaner models. These incentive programs include options for replacing older diesel powered trucks, ag engines, tractors, locomotives, and construction equipment as well as options for replacing wood burning devices, lawn equipment and passenger vehicles. These projects have achieved significant emissions reductions with corresponding air quality and health benefits. The incentive programs listed in the table below have been implemented in the community of Stockton AB 617 Community as of October 7, 2020, achieving ~~nearly 3,000~~ over 1,200 tons of combined PM, NOx, and VOC emissions reductions in the community.

Table 3-6 Grant Funding Invested in Stockton AB 617 Community- Oct 7, 2020

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Bicycle Infrastructure Bike Bath Class I,II,III	2	\$100,000	10.45
Burn Cleaner Wood Stove Change Out New Device	77	\$230,500	18.09
CAP & Trade Demonstration New Electric Vehicle	2	\$2,324,790	0.00
Heavy-Duty Ag-UTV Vehicle Replacement	1	\$13,722	0.31
Heavy-Duty Forklift New Electric Vehicle	1	\$31,780	1.56
Heavy-Duty Locomotive Engine Repower	2	\$3,750,000	177.59
Heavy-Duty Locomotive New Vehicle	2	\$4,825,624	305.04
Heavy-Duty Locomotive Replacement	1	\$1,729,000	97.83
Heavy-Duty Off-Road Ag Vehicle Replacement	1	\$19,000	1.36
Heavy-Duty Off-Road Engine Repower	1	\$279,350	40.36
Heavy-Duty On-Road DERA Vehicle Replacement	7	\$373,728	0.0
Heavy-Duty On-Road Engine Repower	2	\$164,106	45.55

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Heavy-Duty On-Road New Vehicle	1	\$28,000	0
Heavy-Duty On-Road Trade Up	3	\$300,00	3.63
Heavy-Duty On-Road Prop 1B Vehicle Replacement	47	\$2,880,000	423.84
Heavy-Duty On-Road Truck Replacement	3	\$195,062	11.16
Heavy-Duty On-Road TVP Engine Retrofit	1	\$20,000	0.04
Heavy-Duty On-Road TVP Vehicle Replacement	21	\$1,336,292	93.01
Heavy-Duty On-Road VIP Vehicle Replacement	6	\$330,000	3.07
Lawn & Garden Residential New Purchase	7	\$533	0.00
Lawn & Garden Residential Replacement	73	\$28,505	0.00
Light-Duty Charge Up EV Charger-Private	1	\$6,000	0.00
Light-Duty Charge Up EV Charger-Public	7	\$312,000	0.00
Light-Duty Drive Clean EV Vehicle Rebate	42	\$246,000	0.79
Light-Duty EFMP Replacement	132	\$1,504,948	1.66
Light-Duty TITU Repairs	670	\$371,326	0.00
Light-Duty Van Pool Voucher	2	\$1,260.00	0.18
Public Benefit Alternative Fuel New Vehicle	53	\$1,015,413	0.00
Remove II Light and Medium Duty EV Purchase	1	\$3,000	0.04
Remove II Pearl Data New Vehicle Purchase	1	\$12,000	0.00
Special Projects Short Sea Shipping	1	\$750,000	0.00
Total	1,171	\$22,881,939	1,235.56

District Technology Advancement Efforts

The District Governing Board approved creation of the Technology Advancement Program in March, 2010, to accelerate development of technologies that can help reduce emissions in the Valley. Meeting EPA's increasingly stringent ozone and PM2.5 air quality standards requires significant advancements in low-emissions technologies from mobile and stationary sources. The Technology Advancement Program provides a strategic and comprehensive means to identify, solicit, and support technology advancement opportunities. Ongoing refinement of the program's technology focus areas targets efforts to achieve the greatest impact on the Valley's attainment and other health-based goals. This program has resulted in the development and deployment of electric feed mixers for dairy operations, clean fuel technologies for trucks, and solar-electric truck refrigeration units. Many of these advanced clean-air technologies are currently operating in the community of Stockton AB 617 Community.

Public Air Quality Education and Outreach

Providing accurate and up to date air quality information to Valley residents is a top priority for the District, especially when circumstances such as wildfires overwhelm all clean air measures and lead to high pollution concentrations. Under these circumstances, the best course of action is to provide notifications to Valley residents so

that sensitive individuals, in particular, can take precautions to minimize exposure. The District has expended significant resources on public notification and risk prevention measures, such as the Real-Time Air Advisory Network (RAAN) and Real-Time Outdoor Activity Risk (ROAR) Guidelines. The following are some additional examples of District outreach programs designed to help Valley residents understand air quality and what they can do to reduce their own impacts:

- Healthy Air Living Schools
 - <http://www.healthyairliving.com/schools>
- Real-Time Air Quality Display (READ)
- Web-based Archived Air Quality System (WAAQS)
 - <https://www.valleyair.org/waqs/>
- Healthy Air Living
 - <http://www.healthyairliving.com/>
 - ~~Healthy Air Living Schools~~
- Healthy Air Living Partners
- Check Before You Burn
 - <http://www.valleyair.org/aqinfo/cbyb.htm>
- Air Alerts
 - https://www.valleyair.org/AirAlert/AirAlert_Landing.htm

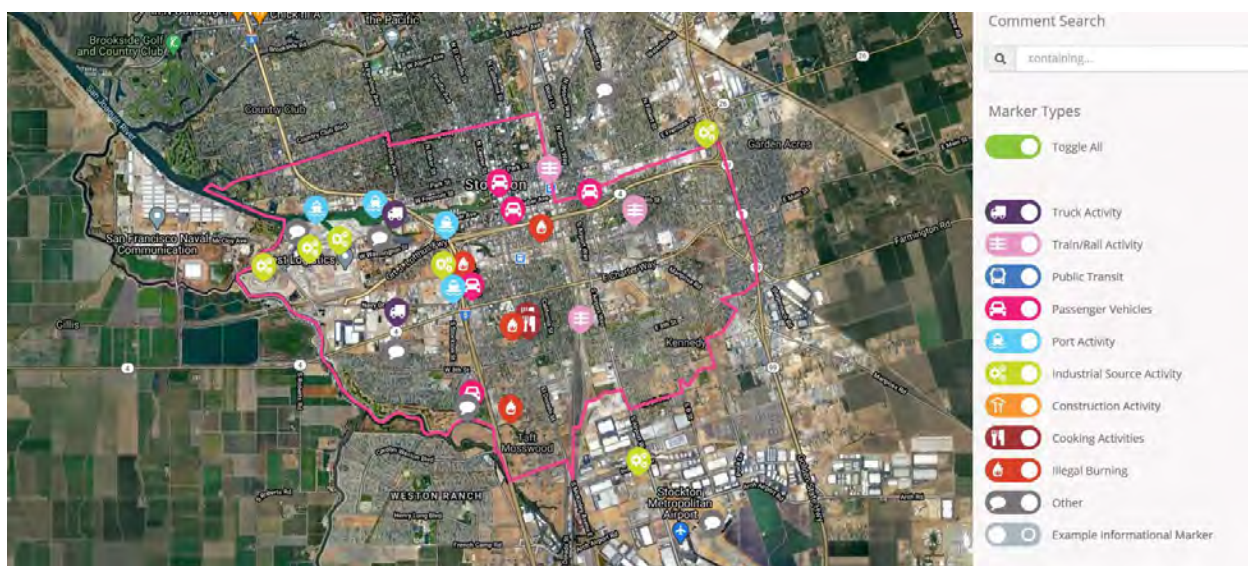
The above programs are available to community members, and have helped residents and school administrators take health protective action during poor air quality episodes.

4. STRATEGIES TO REDUCE THE CUMULATIVE EXPOSURE BURDEN IN STOCKTON

COMMUNITY IDENTIFIED AIR QUALITY PRIORITIES

During the June 3, 2020 Community Steering Committee (CSC) meeting, Stockton committee members and public attendees participated in a District-facilitated exercise to identify and prioritize their air pollution sources of concern. Participants were placed in groups and were asked to share their thoughts regarding air pollution sources which they believed impacted their community the most, or was of most concern to the individual or entity they represented. The results of these group exercises were then placed into an online mapping tool to create a visual representation of the common pollution sources of concern (Figure 4-1). An online version of the exercise was also sent to the committee and posted to the District's community webpage <http://community.valleyair.org> to allow for additional opportunity to participate in identifying source categories of concern.

Figure 4-1 Results of Sources of Concern Exercise



Through these exercises, some top emission sources categories of concern in Stockton include:



Based on emissions inventory, current air monitoring data, and top sources of concern in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO, NO₂, NO_x), Hydrogen Sulfide (H₂S), Carbon Monoxide (CO), Ozone, and Volatile Organic Compounds (VOCs). In addition, a variety of toxic compounds, including toxic organics and particulate matter, were also identified as pollutants of concern.

To provide additional information about existing control programs for community members not familiar with ongoing air pollution control efforts, District staff prepared an informational document titled, "*Public Resource: Existing Control of Air Pollution Sources of Concern*," (included for reference as Appendix D), and gave several presentations about existing District control programs. Additionally, the Community Co-Hosts are provided the opportunity to share their own experiences and areas of concern during CSC meetings and their thoughts on opportunities to improve air quality within the community. The CSC meetings have served to build the knowledge base of the CSC members and to assist in developing a Community Emission Reduction Program (CERP) which includes specific measures to reduce exposure to harmful air pollution within the community.

In partnership with the CSC members, community based organizations, businesses in the community, and state and local agencies, a suite of targeted measures to reduce and mitigate harmful air pollution emissions from community identified sources of concern has been developed. In addition to the emission reductions which will be achieved through expedited implementation of best available retrofit control technology

by facilities within the community, the adoption of rule amendments that will further reduce PM_{2.5} and toxics in the Valley, and enhanced enforcement in the community, these local measures provide accelerated emissions reductions in the community.

AB 617 legislation requires that a CERP identifies cost-effective measures to achieve emission reduction targets in the community. During CSC discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources, while also providing tangible benefits to residents in the community. To that end, in addition to measures that reduce emissions from stationary, area, and mobile sources that are large contributors to the community emissions inventory, many of the measures supported by the Steering Committee and proposed for implementation in the Stockton CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements. The measures described in this chapter encompass a range of strategies to reduce community level exposure burden, including regulatory, enforcement, outreach and education, voluntary incentive-based programs, as well as partnerships with other agencies to address issues outside of the District's direct regulatory authority.

It should be noted that the identified funding amounts for each measure are designed assuming that future-year state budget appropriations and funding allocations are similar to those approved by the legislature and CARB for current use in the AB 617 program, and are available in future District budget appropriations.

Incentive program guidelines also generally contain strict requirements that include specific project types and funding amounts. To maximize emission reductions in the AB 617-selected community of Stockton, the CERP includes measures that also leverage existing District incentive funding allocations, above and beyond funding amounts available through AB 617-related funding allocations.

Some of the incentive measures included in the CERP are proposed to operate under existing authority and approved program guidelines, while other measures will require the development of new program guidelines and associated approval by the District Governing Board and CARB. As the CARB Blueprint states, CARB and the District will continue developing regulatory and incentive actions through separate public processes. Subsequent implementation of proposed CERP measures will be conditional on the successful completion of applicable public processes, necessary financing approvals, technical feasibility analyses, economic competitiveness, safety, and environmental reviews.

The District will continue to work with the CSC to receive community input as program guidelines are developed and projects are implemented within the community. As experience is gained in implementing the measures contained in the CERP, it may become evident that certain measures are more successful than others in reducing emissions and/or exposure, and are more popular with the community. Committee input on these considerations, and discussions about funding availability and cost-

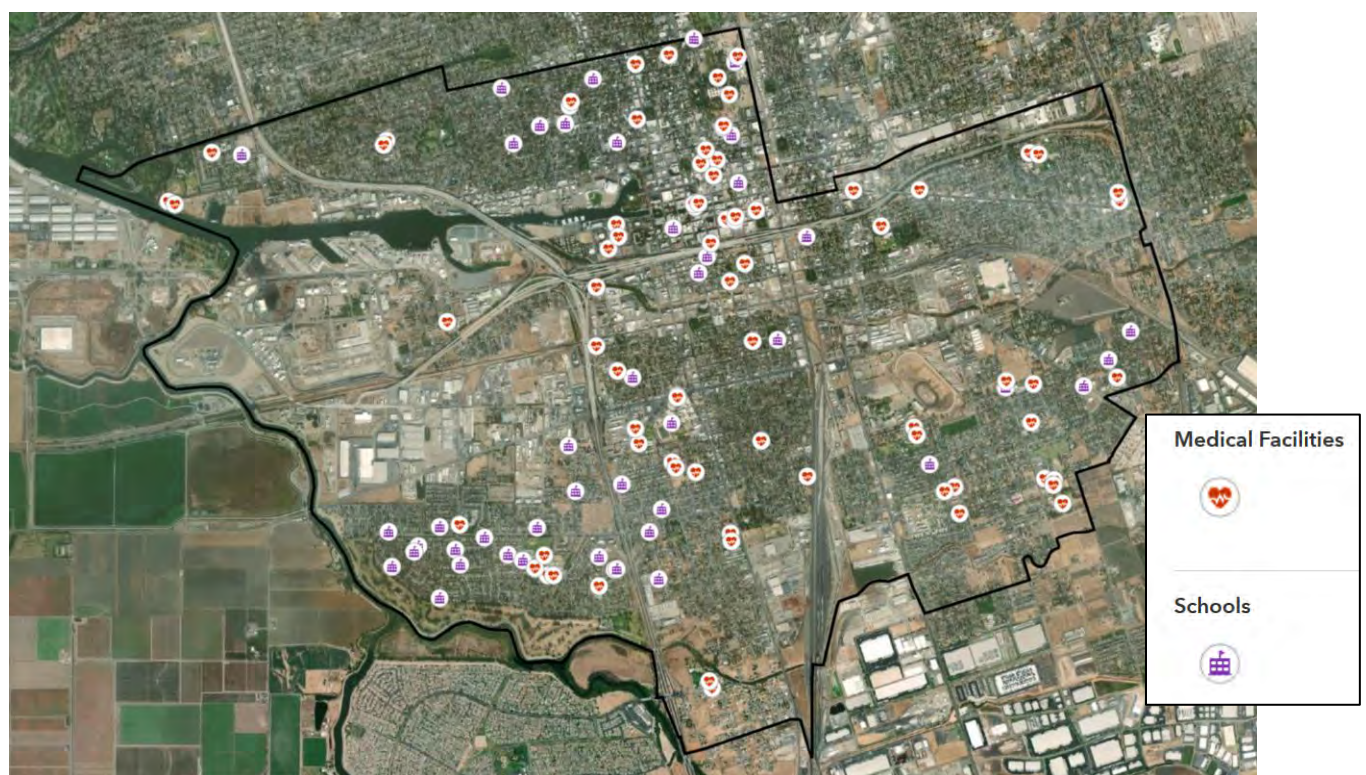
effectiveness of projects, may lead to adjustments to strategy goals and/or funding amounts to achieve overall emission reduction targets of the CERP. [A possible example includes the collection and sharing of community air monitoring data, which could lead to additional discussion with the CSC, which could lead to additional CERP strategy development. During CERP implementation, the CSC will be provided regular updates on implementation progress and their feedback and guidance requested. Based on the updates, it is possible that new strategies could be identified or revisions to existing strategies may be appropriate.](#)

The sections that follow provide detailed information about emission and exposure reduction strategies developed for each source category of concern to the community.

EXPOSURE REDUCTION STRATEGIES FOR SENSITIVE RECEPTORS

Proximity to emission sources can pose health risks for community members, particularly for sensitive groups such as children, the elderly, and those with cardiovascular diseases. Sensitive receptors located in Stockton include schools, daycare facilities, and medical facilities, as shown in the map below. The CARB Blueprint contains several suggested measures that can be implemented to reduce exposure to emissions in areas where these sensitive receptors may be particularly vulnerable to exposure, which are referred to as proximity-based goals.

Figure 4-24-2 Sensitive Receptors in the Community



In discussions about possible exposure reduction measures to implement in the AB 617-selected community, the Stockton Steering Committee placed a high priority on measures that would protect the health of children, including installing advanced filtration systems at schools and providing indoor air filtration devices to community residents near sources of concern. Other measures prioritized by the Steering Committee included reducing idling near sensitive receptors, and increasing community member knowledge about actions individuals can take to protect their health.

The Steering Committee also suggested additional urban greening, installing vegetative barriers next to industrial sites and along major roadways, and rerouting of heavy-duty trucks corridors near these sensitive receptors. The District has engaged with local

government agencies, CARB, and appropriate state agencies that have the authority to implement these strategies.

Reducing exposure for sensitive receptors will be accomplished through the implementation of the following measures related to school air filtration, home indoor air quality filtration, urban greening, and vegetative barriers.

VEGETATIVE BARRIERS

BACKGROUND

Vegetative barriers, also known as windbreaks, are composed of one or more rows of trees or shrubs that may be planted in specific areas of concern in order to improve air quality in the immediate area by intercepting airborne particles, dust, chemicals, and odors. Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. In addition, stationary sources such as industrial facilities, factories, and other industrial processes can also contribute air pollutants to their surrounding areas. While various emission control techniques and programs exist to reduce these pollutants from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In addition to air quality benefits, vegetative barriers can improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution.¹

Characteristics of a vegetative barrier that should be considered include the porosity/density of the vegetative barrier, the characteristics of the vegetation during different seasons, leaf surface characteristics, vegetation air emissions (e.g. biogenic VOCs), and the resistance of the vegetative barrier to air pollution. Other considerations include: soil characteristics, availability of water, control of water runoff, maintenance of the vegetative barrier, use of native and non-invasive species, and roadway safety. Vegetative barriers may also be used with solid barriers to increase mitigation. Research is ongoing as to the effectiveness of vegetative barriers in reducing exposure to pollutants, but a recent study has found that vegetative barrier installations may reduce downwind exposure to carbon monoxide and fine particulate matter by at least 23%.²

The US EPA has produced a fact sheet with further information on vegetative barriers, available here: https://19january2017snapshot.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf

¹ Baldauf, R. (2016). Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. *National Risk Management Laboratory Office of Research and Development, Air Pollution Prevention and Control Division: Washington, DC, USA.*

² Lin, M. Y., Hagler, G., Baldauf, R., Isakov, V., Lin, H. Y., & Khlystov, A. (2016). The effects of vegetation barriers on near-road ultrafine particle number and carbon monoxide concentrations. *Science of the Total Environment, 553*, 372-379.

Figure 4-34-4 Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA

Latest Google Map Information

Figure 4-44-5 Vegetative Barrier around Foster Farms, Fresno, CA

Latest Google Map Information

COMMUNITY CONCERNS AND COMMENTS

The Stockton Steering Committee has identified Vegetative Barriers as a priority for air pollutant mitigation. The committee has expressed the need for the installation of vegetative barriers (and sound walls) around and near sources of concern such as schools, along truck routes, near the Port of Stockton, Charter Way, Boggs Tract and El Dorado with an additional priority along Interstate 5. The committee has expressed the need to enforce existing mitigation plans associated with specific industries.

CURRENT PROGRAMS

The Valley Air District, the City of Stockton, the California Department of Transportation (Caltrans), and other local partners have promoted the use of vegetative barriers for reducing exposure to air pollutants, mitigating the urban heat island effect, and improving aesthetics. The District's Fast Track Action Plan includes the strategic use of tree and vegetation planting as a potential measure to improve air quality.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on community interest in vegetative barriers, the following measure was developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

VB.1: INCENTIVE PROGRAM FOR THE INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN

Overview: The purpose of this strategy is to provide incentives for the installation and maintenance of vegetative barriers around sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will also look to partner with other agencies to identify additional grant funding to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors.

It should be noted that the SJVAPCD has no authority over how agencies allow land under their jurisdiction to be used. These land-use decisions, such as whether to allow or require vegetative barriers in specific locations, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: \$1,000,000

Quantifiable emission reduction: Estimated 5-year emissions reductions associated with this measure includes up to 0.11 tons of PM2.5 and NO2 per year

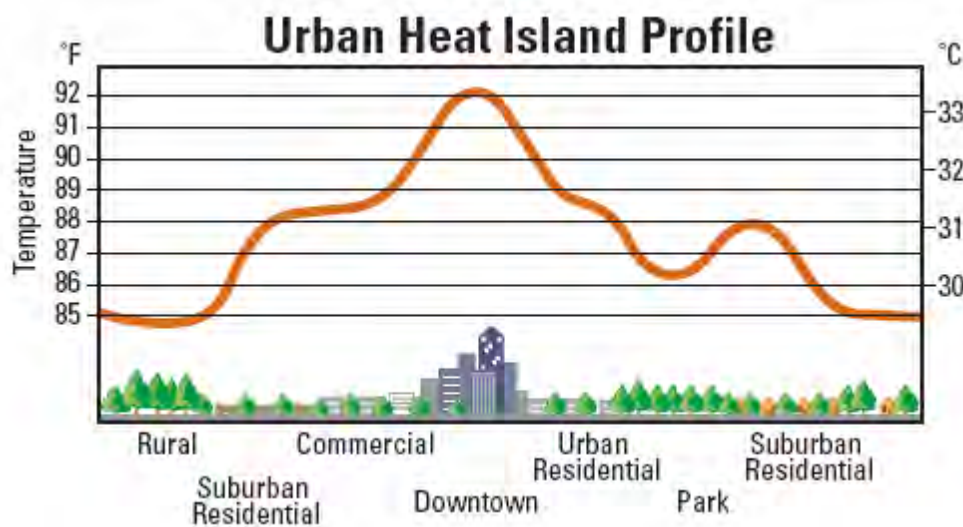
~~Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program~~

URBAN GREENING

URBAN GREENING SOURCES IN STOCKTON

Urban greening is one way to help improve air quality and public health in addition to enhancing the overall beautification of the community with drought resistant low maintenance greenery. Trees and vegetation help reduce the impacts of heat islands by increasing the amount of shade and cooling the air by evapotranspiration.³ Careful placement and choice of vegetation will maximize its cooling benefits. Shade provided by trees and other vegetation prevents sunlight from reaching heat-absorbing surfaces such as sidewalks and parking lots, cooling the area by 2 to 9 degrees Fahrenheit. Air quality also benefits from a decrease in energy usage. The less energy used, the fewer power plants running and emitting ozone precursors.⁴ The total net savings when considering energy, ozone, and PM reduced from vegetation were valued at \$210/tree.

Figure 4-53 Urban Heat Island Effect Illustrated (Source: EPA, 1992)



COMMUNITY CONCERNS AND COMMENTS

The steering committees expressed an interest in opportunities for increased urban greening and forestry in the community of Stockton specifically at Charter Way, Boggs Tract, and El Dorado as a strategy to reduce exposure from emissions that occur along local transportation corridors while keeping in mind water and maintenance issues.

CURRENT PROGRAMS

The District Fast Track Action Plan identified Heat Island Mitigation as a measure to be implemented with the goal to increase urban forest canopy shading and increase the albedo of structures and pavement. This guidance includes a model resolution and

³ EPA (1994) *Using Trees and Vegetation to Reduce Heat Islands*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/using-trees-and-vegetation-reduce-heat-islands>

⁴ EPA (2008) *Heat Island Compendium*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/heat-island-compendium>

policy statement for use by businesses, government, and organizations who desire to commit to heat island mitigation strategies.

Due to the benefits of urban greening, there are several programs available to support urban greening in communities. Below are the ongoing efforts to promote Urban Greening by other agencies, as well as programs committed to be implemented in future State and/or Valley-wide programs.

- **Transformative Climate Communities (TCC) Program:** The (TCC) Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs
- **Fathers & Families of San Joaquin:** Fathers & Families of San Joaquin's Health Justice Tree Planting/ReLeaf program plants trees in disadvantaged communities, trading gray concrete spaces into vibrant green spaces to promote a canopy of healthy environments and reduce greenhouse gases.
- **PUENTES:** PUENTES empowers at risk urban families by providing opportunities to enhance their environment with trees and stewardship for natural resources, foster local food chain viability, employment and entrepreneurship, and reinforce the sense of community involvement and physical wellbeing through volunteer participation in farming and forestry.
- **California ReLeaf Grants:** California ReLeaf seeks and provides pass-through grants to ReLeaf Network Members and other community groups interested in planting and caring for trees in California and offers grant programs through the Social Equity Grant Program and California Arbor Week Grant.
- **California Natural Resources Agency Urban Greening Grant Program:** Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases. This program includes urban heat island mitigation projects and energy conservation efforts related to shade tree projects.
- **Cal Fire:** Through the California Climate Investments (CCI) Urban & Community Forestry Grant Program, CALFIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects as specified in the California Urban Forestry Act of 1978.
- **Active Transportation Program (ATP): California Department of Transportation (CALTRANS):** Urban forestry, such as trees and other vegetation, are significant components of several eligible projects under the ATP, including parks, trails, and safe-routes-to-schools.
- **California Urban Forests Council (CAUFC):** As a coalition, CAUFC is dedicated to the expansion and perpetuation of sustainable urban and community forests to enhance the quality of life for all Californians.

Non-profit organizations such as One Tree Planted, River Partners, the San Joaquin River Conservancy, and others provide the public the ability to donate to support tree

planting and also advocate for the allocation of state and federal funding towards tree planting or replanting in forest, river, and/or urban areas in California.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the community's interest in increased urban greening, the District will be working with other agency partners to bring increased funding for urban greening to the AB 617 selected communities, as further described in the following measure.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

UG.1 URBAN GREENING AND FORESTRY

Overview: The purpose of this strategy is to identify and support efforts to increase urban greening/forestry to improve air quality for residents in the Stockton community. The focus areas will include, Charter Way, Boggs Tract, and El Dorado. This measure is supported by scientific studies that have shown urban trees and forestry can help with the removal of air pollutants and reduced emissions of volatile organic compounds (VOC's). The effects of urban trees on fine particulate matter (PM2.5) was modeled for ten U.S. cities, with total annual PM2.5 removal varying from 5.2 tons in Syracuse to 71.1 tons in Atlanta. Overall air quality improvements attributed to urban trees ranged between 0.05% in San Francisco to 0.24% in Atlanta (Nowak, Hirabayashi, Bodine, Hoehn, 2013). Based on a study to assess the effects of urban trees on air quality have found that urban vegetation can attribute to temperature reduction, removal of air pollutants, reduced emission of VOCs, and building energy conservation (United States Department of Agriculture Forest Service, 2002). The measure would also include an on-going maintenance program with the city.

The District has long been supportive of the public benefits provided from planting of trees and vegetation. The District's Fast Track Action Plan, adopted by the Governing Board to reduce ozone pollution in the Valley, identified strategic use of tree and vegetation planting as a potential measure to reduce ozone. There has also been significant efforts at the federal, state, and local levels to promote and increase urban greening and forestry through funding opportunities, programs, and projects.

It should be noted that, while the District has no direct authority over how agencies allow land, under their jurisdiction, to be used. These land-use decisions on whether to allow or require urban greening in specific locations, are the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. While AB 617 does not provide the District with new land-use regulatory authority, so land-use authority continues to remain with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Budgeted Amount: ~~\$1,000,000~~ \$XX

Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program

EXPOSURE REDUCTION STRATEGIES FOR SCHOOLS

SCHOOLS IN THE STOCKTON COMMUNITY

The Stockton Unified School District is the primary district serving the Stockton AB 617 community. In addition to the 32 schools within the Stockton Unified School District, three private schools also operate within the boundaries. Enlisting the participation and support of these schools in the effort to reduce children's exposure is key to ensuring that benefits are as widespread as possible. Targeting schools like Washington Elementary School protects the most vulnerable populations. All children, but especially young children, are considered sensitive receptors with respect to air pollution and it is vital that their protection from unhealthy air during their developing years is made a priority.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members is to ensure cleaner air both indoors and outdoors for children at school while fully engaging local school districts and parents in clean-air efforts. Committee members expressed a desire to prioritize schools in neighborhoods with the highest risk of exposure to pollutants, such as those near the Stockton Port and near existing truck routes, and to enlist the cooperation and support of Stockton Unified School District as programs are further developed during the implementation phase of the CERP. The Steering Committee also requested incorporating an "Emissions Free Zone" model into the outreach strategies developed.

CURRENT CONTROL PROGRAMS

The District's Healthy Air Living (HAL) Schools program empowers participating schools to make informed decisions about outdoor activities based on real-time air quality conditions. School staff sign up for automated notifications when air quality becomes harmful using the Real-time Air Advisory Network (RAAN) tool, and receive health-protective recommendations for the modification or cancellation of outdoor activities accordingly through the Real-time Outdoor Activity Risk (ROAR) guidelines. The program includes access to resources like anti-idling signs, air quality widgets for school websites, bilingual informational materials, and bilingual educational speakers for students, parents, and staff. This program will be expanded to include an "Emissions Free Zone" model into the coordination with schools.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Strategies developed to reduce the exposure of children within the community require a twofold approach: increasing enrollment of schools in the HAL School program protects children from exposure to unhealthy outdoor air through the widespread adoption of RAAN and ROAR; further, establishing a program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air quality.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

SC.1 INCENTIVE PROGRAM TO INSTALL ADVANCED AIR FILTRATION SYSTEMS IN COMMUNITY SCHOOLS

Overview: The goal of this strategy is to reduce the impact of air pollution on children at schools. Air filtration reduces the concentration of particulate contaminants from indoor air and is an important component of a school's Heating Ventilation and Air Conditioning (HVAC) system. Reducing airborne particles is important due to the negative impacts to human health, especially that of sensitive populations such as children and the elderly.

This strategy would provide up to \$2,640,000 in incentive funding for schools within the Stockton boundary to install advanced air filtration systems, utilizing existing Community Air Protection Program guidelines. Proposed funding amounts would provide local schools with funding to install HVAC filters with a minimum efficiency reporting value (MERV) rating of 14 or greater or the highest MERV filter the current HVAC system can handle and/or standalone air filtration units as determined through an assessment performed by the trained school district staff or third party vendor. The MERV rating reflects the filter's ability to capture particles in the air, the higher the MERV rating, the better the filter is at trapping particles.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Budgeted Amount: \$2,640,000

SC.2: REDUCE CHILDREN'S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM AND THE ESTABLISHMENT OF EMISSION FREE ZONES

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 to decrease vehicle idling, limit children's outdoor activity during episodes of poor air quality, and educate student about protecting our air. Additionally, the strategy is to work with school staff and students to educate the public, educators and parents regarding having an "Emission Free Zone" around schools, thereby reducing negative health impacts on student's health caused by emissions generated from vehicle idling. To help in this effort, "No Idling" signage in English and Spanish will be distributed to schools within the boundary. Additionally, informational videos will be used as an outreach tool and will be made available in languages such as Spanish, Tagalog, and others on an as needed basis.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction

INDOOR AIR QUALITY

Indoor Air Quality refers to the air quality within buildings and structures, especially as it relates to the health of building occupants. Some health effects may show up shortly after a single exposure or repeated exposures to a pollutant. These include irritation of the eyes, nose, and throat, headaches, dizziness, and fatigue. Such immediate effects are usually short-term and treatable. Sometimes the treatment is simply eliminating the person's exposure to the source of the pollution, if it can be identified. Soon after exposure to some indoor air pollutants, symptoms of some diseases such as asthma may show up, be aggravated, or worsened.

Outdoor air enters and leaves a building by: infiltration, natural ventilation, and mechanical ventilation. In a process known as infiltration, outdoor air flows into buildings through openings, joints, and cracks in walls, floors, and ceilings, and around windows and doors. In natural ventilation, air moves through opened windows and doors. Mechanical ventilation is the use of ducts and fans to circulate air.

Americans spend over 90 per cent of their time indoors, and poor indoor air quality is considered a top environmental health risk. Mitigation programs should focus on achieving measurable improvements in reducing risks from indoor pollutants.

Weatherization measures, such as installing weather-stripping and caulking around windows and doors, can reduce the amount of outdoor air infiltrating into a home and decrease energy costs associated with heating and cooling. In addition, using a portable air cleaner and/or upgrading the air filter in your furnace or central heating, ventilation, and air-conditioning (HVAC) system can help to improve indoor air quality. Portable air cleaners, also known as air purifiers or air sanitizers, are designed to filter the air in a single room or area. Central furnace or HVAC filters are designed to filter air throughout a home. Portable air cleaners and HVAC filters can reduce indoor air pollution; however, they cannot remove all pollutants from the air.

COMMUNITY CONCERNS AND COMMENTS

Community commenters have noted that providing community residents with information about existing weatherization programs, should be augmented with incentives to assist residents in improving indoor air quality through a residential air filtration program.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on interest from the community and a growing understanding at the state level of the need to improve indoor air quality the following strategy has been developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

IAQ.1: INCENTIVE PROGRAM FOR RESIDENTIAL AIR FILTRATION AND WEATHERIZATION

Overview: The goal of this strategy is to reduce the impact of and exposure to air pollution on community residents near sources of pollution within their homes. Indoor air filtration devices can be of assistance in improving indoor air quality in homes. While air cleaning devices alone cannot adequately remove all indoor pollutants from homes, they can be very helpful when large amount of pollution enter a home during unusual events, such as during a wildfire. Weatherization of a home (improving seals around doors and windows, increasing the amount of home insulation, and improving home HVAC systems) can reduce outside pollutants moving into the home and decrease the overall energy demand for residents.

Due to the ability for some residential air filtrations systems, such as electrostatic precipitator and ionizers, to generate ozone as a byproduct, which is a criteria air pollutant and causes lung irritation¹. In some cases, the use of these types of air filters can increase indoor ozone concentrations beyond public health standards. For this reason, this strategy will focus on the use of mechanical air filtration that relies on using filter media to remove indoor air pollution.

This strategy would establish an incentive program for residential air filtration for community residents near sources of air pollution, and increase outreach and access to programs available for low-income residents in Stockton to receive weatherization services.

Implementing Agency: SJVAPCD, partner agencies such as San Joaquin County Human Services Agency: Home Energy Assistance Program (HEAP)

Strategy Type: Incentive

Budgeted Amount: ~~\$1,000,000~~ \$XX

Emission Outcome: Reduction

¹Residential Air Cleaners – A Technical Summary – US EPA
(https://www.epa.gov/sites/production/files/2018-07/documents/residential_air_cleaners_-_a_technical_summary_3rd_edition.pdf)

COMMUNITY OUTREACH STRATEGIES

CURRENT OUTREACH PROGRAMS

The District's Outreach and Communications team conducts air quality outreach throughout all eight counties of the San Joaquin Valley. The District coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots outreach campaigns like the Healthy Air Living (HAL) Schools and the winter residential "No Burn" programs, and connects with the public in multiple languages across any medium. In addition to offering media interviews, answering questions posed by the public, partnering with local institutions, and accepting speaking engagements, the District also conducts paid advertising and informational campaigns regularly to spread air quality awareness across social media, digital networks, television, radio, billboards, and other venues. Through the development of innovative tools like RAAN and the Valley Air App, over 10,000 registered users receive automated notifications when the air quality at any location they choose to follow becomes unhealthy, allowing them to make informed decisions about their outdoor activities to limit their own exposure.

COMMUNITY CONCERNS AND COMMENTS

The Committee recommended that the District engage in a wide variety of multi-lingual outreach efforts via both traditional and social media to allow community members to see and learn about air quality issues, take advantage of grant programs, and provide real-time access to information from air monitoring equipment deployed as part of the AB 617 process. Members of the Steering Committee acknowledged the District's ongoing air quality outreach and education efforts, but expressed concern about effectiveness given perceived public indifference. Effectiveness could be improved by increasing the volume and types of outreach, focusing it to a truly localized level, and using partnerships with key local organizations to better understand how to deliver needed information to the Stockton community residents.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

The Community Air Quality Outreach Strategies go beyond current outreach efforts to provide community-specific information about local conditions and measures the public can take to protect themselves during episodes of poor air quality through new media campaigns, workshops hosted in partnership with local civic and community organizations, and other outreach methods as identified by the community and the District.

O.1: MULTILINGUAL OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to increase community awareness of available tools to keep informed of real-time changes in air quality, clean air efforts and how communities can get involved through multi-lingual educational campaigns, videos and partner workshops. The strategy looks to focus outreach on areas of Stockton CSC and

resident concerns, including fireworks, illegal burning, trash burning, educating trucking operations about impacts of idling, promotion of biking (including bike paths and trails), public transportation (including, bus, rail, ferry, and others) and other topics of concern/interest. An understanding of what conditions constitute poor air quality, the relative seriousness of a poor air quality episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure.

This strategy would aim to increase Valley Air App downloads and social media followers among members of the community. 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 website, 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 website registrations, Valley Air App downloads, and social media followers among members of the community. In addition, this strategy would increase awareness of air quality issues with workshops hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers and on Zoom or other online platforms.

Annual goals for these actions include:

- Attend/host 4 community meetings, in-person or online, to share information
- 1 community targeted social media campaign

Implementing Agency: SJVAPCD

Strategy Type: Outreach

LAWN AND GARDEN EQUIPMENT

LAWN AND GARDEN EQUIPMENT IN STOCKTON

Small off-road engines (SORE) which are typically utilized in gas powered lawn and garden equipment emit oil-based particulates, PM_{2.5}, NO_x, and a mixture of hydrocarbons, which combine with other gases to form ozone, carbon monoxide and other toxic air contaminants. This equipment can also cause a significant amount of fugitive dust and can increase fugitive emissions including PM, toxic air contaminants, and ultrafine particles resulting in negative health impacts for the user.

According to a 2003 study by the California Air Resources Board, there are over 11.4 million pieces of residential lawn and garden equipment operating throughout the state. In the Stockton community the emissions from this sector total 6.4 tons per year (TPY) of NO_x, 37.3 TPY of VOC and 0.80 TPY of PM_{2.5}. These total emissions contribute 0.6 % of the NO_x inventory, 3.4 % of the VOC inventory, and 0.1% of the PM_{2.5} inventory.

Figure 4-64-6 Electric Yard Equipment Reduces Emissions near Homes and Places of Business



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding Lawn and Garden equipment included better outreach to inform community members of available incentives and increased incentives for the equipment as well as providing opportunities for residents to receive free electric lawn mowers. In addition, Community Steering Committee comments suggested prioritizing residential equipment replacements and ensuring that commercial equipment operated primarily within the boundaries of the AB617 community.

CURRENT CONTROL PROGRAMS

CARB has a SORE program, which includes lawn and garden equipment. CARB is continuing to consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent by 2031.

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

In addition, the District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) program provides funding for the following options:

- The 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. To date, this program has replaced over 7,400 lawn mowers with over \$1.5 million in funding. <http://www.valleyair.org/grants/cgym.htm>
- The 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>

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

In order to achieve additional emission reductions from the Lawn and Garden category the District will provide enhanced outreach and access to Stockton residents or businesses who would like to participate in our available incentive programs. For the residential program, the District proposes to cover the full cost of an electric lawn mower purchase when replacing an existing gas powered mower.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LG.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF RESIDENTIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from residential lawn and garden equipment by replacing existing gas powered units with battery powered zero emission models. The District's existing Residential Clean Green Yard Machines program focuses on this goal by offering incentive funding ranging from \$100-250 for the replacement of existing gas powered units with battery powered zero emission models. Additionally, the District offers up to \$50 for the purchase of a new eligible electric lawn care equipment without requiring an old piece of equipment to be turned in. Using existing District Board-approved criteria, this strategy will provide enhanced outreach and education as well as higher incentive funds to local Stockton residents to encourage participation and maximize local emission reductions within the community. This strategy will increase outreach and access to incentive funding while providing rebates up to 100% of the equipment cost of a new electric lawn mower when replacing an existing gas powered model. The goal is to replace ~~XX~~ 50 gas powered units s at an expected cost of ~~\$XX~~ 2250400 per unit.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Budgeted Amount: ~~XX~~\$20,000

Emission Outcome: Reduction

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes up to 0.012 tons of PM2.5 and 0.018 tons of NOx. ~~0.XX tons of PM2.5 and 0.XX tons of NOx.~~

LG.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF COMMERCIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from commercial landscaping operations, in the Stockton AB 617 community (Stockton community), by replacing existing gas powered equipment with battery powered zero emission models. Emissions from commercial lawn care equipment directly impact equipment operators and community residents. The District currently offers a commercial lawn and garden equipment replacement program which offers incentive funding ranging from \$200-\$15,000 for the replacement of gas powered lawn equipment with battery operated zero emission technology. In addition, the program provides incentive funds for up to two batteries and one charger to ensure that the equipment is capable of operating for a full day of work. Additionally, the District will focus on increased participation from small, locally owned businesses and schools in the Stockton community to generate immediate emission reductions which directly impact local residents on a frequent basis. This strategy will provide enhanced outreach and access to available incentive funds offered by the District, utilizing Board-approved criteria. The goal of this measure is to replace ~~XX~~5 pieces of commercial grade gas powered lawn and garden equipment at an expected cost of up to \$~~XX~~20,000 per unit. Emission reductions associated with this measure will be calculated at a later time.

Implementing Agency: SJVAPCD

Strategy Type: Incentive and Outreach

Budgeted Amount: \$100,000~~XX~~

Emission Outcome: Reduction

~~*Budgeted Amount:* \$XX~~

Quantifiable Emissions Reductions: Estimated emissions reductions associated with this measure will be calculated based on a methodology currently being developed by CARB~~include 0.XX tons of PM2.5 and 0.XX tons of NOx.~~

EMISSIONS EXPOSURE AND LAND USE

LAND USE IN THE COMMUNITY

Land use is the characterization of land based on what can be built on it and what the land can be used for. It is important to note that local air districts do not have authority over land use. Land use decisions are directly under the authority of Land use Agencies (e.g. City and County government agencies and Port of Stockton). Land use agencies have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. The design of development projects in a community significantly influences how people travel, and land use agencies typically have principal responsibility for approving development projects within their jurisdictions for a variety of land use types such as residential (single or multi-family, etc.), commercial (fast food, shopping center, retail, etc.), and industrial (warehouse distribution centers, port operations, etc.). Through the land use approval process, these agencies are responsible for implementing land use strategies that promote increased walkability, commute alternatives and cleaner transit fleets resulting in air quality benefits within a community.

Land use strategies may result in the reduction of vehicle trips by designing development to be more suitable for walking, bicycling, and transit. These land use strategies are typically outlined as measures and goals within a City or County general plan, which is the primary “long range” planning document used to locate future development and provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment are made. For information about the City of Stockton General Plan, please refer to Chapter 3, Understanding the Community. Land use agencies’ decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles travelled by increasing community walkability, implementing commute alternatives, and supporting infrastructure for cleaner transit fleets.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members during meeting discussions was that heavy duty truck exhaust, specifically attributable to truck traffic and idling at the Port of Stockton and from highways and freeways, result in increased exposure to emissions for residents that live near these heavy duty trucking corridors and major thoroughfares in the community. To address community member concerns, measures included in this section will focus both on strategies to reduce conflicting land uses in the community, as well as transportation strategies that reduce exposure to mobile source emissions resulting from land use decisions.

For example, suggestions from community steering committee members included the installation of vegetative barriers to inhibit emission transport from thoroughfares into neighboring communities, increasing opportunities for bicycle path infrastructure projects, support for car sharing programs, supporting the replacement of older truck

fleets with cleaner technologies and strategizing land use planning to minimize or reduce vehicle miles traveled.

As the majority of these suggestions relate to land use issues for which the District does not have authority, the District's approach is to provide support to develop fueling infrastructure for zero and near-zero-emission vehicles, provide incentives for alternative modes of transportation, and to support the land use planning process through the California Environmental Quality Act (CEQA). The District is supportive of measures and policies the land use agency can implement toward making the communities more transit-, bicycle-, and pedestrian-friendly, avoid land use conflicts that lead to toxics and nuisance problems, and minimizing the need to and/or mitigate air quality impacts of individual development proposals.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Land Use and Transportation section that span from advocating issues, providing incentives, collaborating with the local land use agency (i.e. City, County, and Port of Stockton), to providing input through the land use process. Land use and transportation strategies developed to reduce emissions due to conflicting land uses are further detailed below.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LU.1: SUPPORT PROJECTS THAT REDUCE VEHICLE MILES TRAVELED

Overview: The purpose of this measure is to facilitate inter-agency collaboration between the City of Stockton, San Joaquin County, and San Joaquin Council of Governments to promote environmentally mindful alternative commute options through early discussion of related land use planning initiatives.

Mobile source emissions represent the vast majority of NO_x emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulate matter which adversely impacts human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by increasing community walkability. Examples of such strategies are listed below:

- Bicycle infrastructure
- Infrastructure to support alternative modes of transportation (electrical vehicles, near-zero emissions vehicles)

- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Agency: SJVAPCD, City of Stockton, San Joaquin County, San Joaquin Council of Governments

Strategy Type: Land Use

Emission Outcome: Mitigation

LU.2: BIKE PATH INFRASTRUCTURE FUNDING

Overview: Assess current bike path infrastructure and seek out additional funding opportunities to make the community more bike and walk friendly.

Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including bicycling, is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. This strategy would provide incentive funding for the development and construction of Class 1, Class 2, and Class 3 bicycle paths, lane striping, and routes. The proposed funding level of this measure would be consistent with established District guidelines from the District's REMOVE and Public Benefit Grants Programs. Additionally, the District will work with transportation agencies in the Stockton area, and seek to assist these agencies to help identify and leverage existing funds, in addition to AB 617 funding.

Implementing Agencies: SJVAPCD, City of Stockton, San Joaquin County, and San Joaquin Council of Governments

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: ~~\$5100,000~~

Quantifiable Emission Reductions: Estimated lifetime emissions reductions associated with this measure includes up to 2 tons of PM, 3 tons of NOx, and 6 tons of VOC.

~~XX~~

LU.4: COLLABORATE WITH THE CITY OF STOCKTON, SAN JOAQUIN COUNTY, AND SAN JOAQUIN COUNCIL OF GOVERNMENTS TO IMPLEMENT INTEGRATED TRANSPORTATION DEVELOPMENT PLANNING TO IMPROVE HEALTH AND QUALITY OF LIFE THROUGH A VARIETY OF STRATEGIES SUCH AS SMART LONG-TERM PLANNING AND BUFFER ZONES AROUND SENSITIVE SITES

Overview: The goal of this strategy is to enhance inter-agency and community collaboration to reduce the impact of pollution from motor vehicles by prioritizing pedestrian-friendly land-use design elements around downtown Stockton.

Mobile source emissions represent the vast majority of NOx emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including pedestrian-friendly accommodations, directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulates which negatively impact human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by removing barriers to pedestrian transportation. Examples of such strategies include:

- Bicycle infrastructure
- Dedicated pedestrian crossings
- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Entities: SJVAPCD, City and County, SJCOG

Strategy Type: Land Use

Emission Outcome: Reduction

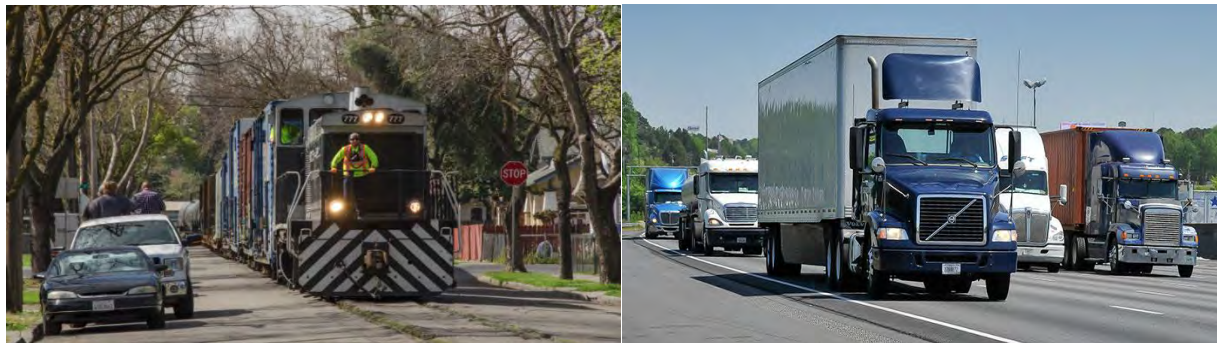
HEAVY DUTY MOBILE SOURCES

HEAVY DUTY MOBILE SOURCES IN STOCKTON

There are a variety of heavy-duty mobile sources operating in and around the City of Stockton. These can range from on-road trucks, school and transit buses, off-road equipment, including agricultural and construction equipment, line-haul, short-haul and switcher locomotives. This equipment is primarily powered by diesel engines and, depending on the specific category, is regulated by one or more statewide regulations.

Emissions from this source category include oxides of nitrogen (NO_x) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NO_x inventory throughout the Valley. In the Stockton community, 328.08 tons per year of NO_x, 26.44 tons per year of VOC and 9.34 tons per year of PM_{2.5} are attributed to on-road heavy-duty equipment. In addition, 133.08 tons per year of NO_x, 20.49 tons per year of VOC and 6.21 tons per year of PM_{2.5} are attributed to off-road heavy-duty equipment referenced in these measures.

Figure 4-74-7 **Examples of Heavy Duty Mobile Sources**



COMMUNITY CONCERNS AND COMMENTS

During the committee discussions regarding heavy-duty mobile sources, a majority of the committee ranked this source as a high priority to address. Committee member comments and suggestions included providing incentives to replace older trucks, alternative fueling infrastructure development, clean fleet requirements, and shifting trucking routes away from residents.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, including heavy duty vehicles and equipment, locomotives, school and transit buses. Diesel powered on-road heavy duty vehicles are subject to the statewide CARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time. Off-road heavy-duty equipment is similarly controlled through the CARB Off-Road

Regulation, which requires all fleets to be upgraded to newer, cleaner technologies over time. However, at this time, there are no regulatory requirements in place at the state or federal level controlling emissions from locomotives [\(for more information, see Section 5.6.2 - CARB Enforcement Strategies\)](#).

Due to the large amount of pollution that can be attributed to mobile sources, the District has implemented a broad suite of voluntary incentive programs, targeted at reducing emissions from heavy-duty engines operating throughout the Valley.

Heavy Duty Trucks/Buses:

The District currently offers a variety of programs targeted at replacing or upgrading older, high-polluting trucks and buses with cleaner technology.

- The Heavy Duty Truck Replacement Program <http://valleyair.org/grants/truck-replacement.htm>. This program provides incentives for the replacement of existing heavy-duty diesel trucks with new, zero or near-zero-emission technology.
- Program for Heavy-Duty Alternative Fuel Infrastructure which provides local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, natural gas, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles.
- 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.

Locomotives:

Freight locomotives are regulated by the U.S. EPA. The current regulation requires that all locomotives purchased in or after 2015 be at least a Tier 4 emission level. Older, lower Tier engines, which comprise the majority of Class 1 fleets, are still permitted to run. Additionally, CARB is planning actions to address freight locomotive emissions within the State. More details can be found in the 2019 March CARB Board Meeting Informational Update: <https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf>

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 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that community members placed on reducing emissions from this source category and the large amount of emissions, including PM2.5 and toxic air contaminants (particularly diesel PM) that originate from heavy duty mobile sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

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 Stockton community. This strategy would provide enhanced outreach and access to incentive funding for zero and near-zero emissions, clean truck technologies that are domiciled and operating within the community. District Board-approved methodology and funding levels can be utilized and the District will encourage small business owners to participate in the program while also promoting the selection of all electric, zero emission technology. This measure would replace ~~XX~~50 older, heavy duty diesel trucks operating in Stockton with zero or near-zero emission technology at an expected cost of up to \$~~XX~~200,000 per truck. Where feasible and available for the truck type and duty-cycle, the District will prioritize funding for replacement with zero-emissions electric vehicle technologies. By reducing or eliminating emissions from heavy duty diesel trucks, significant PM2.5, diesel particulate matter, and NOx emissions reductions can be achieved.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$~~XX~~10,000,000

Quantifiable emission reductions: Estimated emissions reductions associated with this measure includes up to 4 tons of PM (including toxic diesel particulate matter), 191 tons of NOx, and 14 tons of VOCs ~~XX total tons of pollutants from diesel trucks.~~

HD.3 SUPPORT PLANNING AND DEVELOPMENT OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE~~CLEAN FUELING INFRASTRUCTURE~~

Overview: The goal of this strategy is to provide support for planning and development of fueling infrastructure for heavy-duty zero emission vehicles and transportation refrigeration units to support broader deployment of clean vehicles operating throughout the community and reduce the impact of emissions from the idling of heavy duty diesel trucks at distribution centers, warehouses, or other freight facilities where trucks are being loaded or unloaded. Utilizing Board-approved methodology and funding levels the District will work closely with businesses, public agencies, and fueling providers to support and incentivize the development of clean-vehicle fueling infrastructure in the area of the community. This action will prioritize incentive funding to support the development and construction of new electric infrastructure within the community. This includes increased outreach to businesses and public agencies operating vehicles within the community as well as prioritized funding for projects that serve vehicles operating in the community.

Depending on the size, throughput and configuration of the fueling infrastructure, the proposed funding amount of \$~~XX~~1,000,000 would incentivize the development of ~~either two a~~ new electric charging stations ~~s at a maximum incentive of up to \$XX each and/or the installation of XX TRU charging plugs.~~

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$~~XXXX~~1,000,000

~~*Quantifiable emission reductions:* Estimated emissions reductions associated with this measure include XX tons of PM2.5, and XX tons of NOx~~

HD.5: TRUCK IDLING PLUG-INS

Overview: The goal of this strategy is to reduce emissions from heavy duty diesel truck idling and reduce the use of diesel-fueled internal combustion auxiliary power systems at truck stops where diesel trucks congregate in the Stockton community. Truck stop

electrification allows a vehicle operator to "plug in" their vehicle and draw electricity directly from the power grid to provide cab heating and cab cooling, to power cab appliances, and to charge the vehicle's battery.

This strategy would provide funding to launch a program in the Stockton community. The District would leverage experience from the Proposition 1B Goods Movement Emission Reduction Program in order to design a program that would fund the purchase and installation of electrical infrastructure and/or equipment to enable heating, cooling, and other use of cab power for parked trucks at truck stops in the Stockton area. This measure would provide \$~~XXXXXX~~ 10,000 in funding per unit, for 33 units. The emission reductions associated with this measure will come from HD.1, as this measure serves to support the deployment of zero and near-zero technology~~will be calculated at a later time.~~

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$100,000~~XXXXXX~~

HD.6: ENHANCED ENFORCEMENT OF THE STATEWIDE ANTI-IDLING REGULATION

Overview: The goal of this strategy is to limit the potential for localized emissions from heavy duty vehicles for failure to comply with the state's heavy duty anti-idling regulation. Historically, the District has partnered with CARB to conduct anti-idling enforcement throughout valley 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 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 with the anti-idling regulation, especially near schools and residential areas, are important to reduce the potential for localized impacts within the community.

The District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in the Stockton community with established benchmarks. These benchmarks include anti-idling surveillance to occur at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

Implementing Agency: SJVAPCD and CARB

Strategy Type: Enforcement

Emission Outcome: Reduction in PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates with the state regulation

HD.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO ~~OR NEAR ZERO~~ EMISSION SCHOOL BUSES

This measure is still being considered by the Stockton Steering Committee.

To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero-emission school buses operating within the Stockton Unified School District.

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>

This measure would cover up to 100% of the cost of replacing up to 10 diesel school buses with electric buses at \$400,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$4,000,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 0.3 tons of PM, 18 tons of NOx, and 4 tons of VOCs.

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

HD.10: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL ~~RAILCAR MOVERS AND SWITCHER~~ LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

This measure is still being considered by the Stockton Steering Committee

Overview: To provide incentive funding for the replacement of older, high polluting switcher locomotives with new clean-technology switcher locomotives operating within and surrounding the Stockton community.

Replacing older 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 goal of this action is to replace up to 4 older, high-polluting switcher locomotives operating within and surrounding the community. The proposed funding amount would cover up to 95% of the cost of replacing up to 4 diesel switcher locomotives at up to \$1,700,000 each.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2021-2025

Emission Outcome: PM, NOx, and VOC reductions

Budgeted Amount: \$6,700,000

Quantifiable emission reductions: Estimated lifetime emissions reductions associated with this measure includes up to 12 tons of PM (including toxic diesel particulate matter), 502 tons of NOx, and 31 tons of VOC.

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

HD.11: HEAVY DUTY TRUCK REROUTING

Overview: Community Steering Committee members have suggested that a study should be performed to assess the existing heavy-duty diesel truck routes in and around the Port of Stockton and the nearby neighborhoods, including the Boggs Tract neighborhood. The study will focus on whether there are other routes which will result in reduced exposure to toxic air contaminants by residents in the nearby neighborhoods. The District will work with the City, County, and all other appropriate land-use and transportation agencies regarding this and the desire of the CSC for inclusion in the Stockton CERP. The District will work with the City of Stockton and other appropriate agencies to seek funding to support this study.

Jurisdictional Issues: It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called “land-use” decisions, such as truck rerouting, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB’s Blueprint (see [“Who Has the Authority to Implement Actions?”](#), page 26 of the Blueprint). However, the District is committed to working with the implementing agencies to identify additional possible funding sources for the study up to \$500,000, developing the scope of work for the study, and coordinating conversations with the implementing agencies and the CSC as necessary.

Implementing Agency: City, County, San Joaquin COG, Caltrans, Port of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

Budgeted Amount: ~~XXX~~350,000

OLDER/HIGH POLLUTING PASSENGER CARS

OLDER/HIGH POLLUTING PASSENGER CARS IN STOCKTON COMMUNITY

Mobile source emissions account for over 85% of the overall NO_x inventory in the San Joaquin Valley. With no regulatory authority over these sources, the District has relied on voluntary incentive programs to transition older, higher emitting vehicles to newer, cleaner and more fuel efficient models. With limited public transportation options available to residents driving is more prevalent in the Valley than in other areas of the state. Vehicles registered in the Valley are typically older and have higher mileage than statewide averages.

Emissions from light duty vehicles in Stockton total 114.08 tons per year (tpy) of NO_x, 138.23 tpy of VOC, and 12.74 tpy PM_{2.5}. These total emissions contribute 10.5% of the NO_x inventory, 17.5% of the VOC inventory, and 10.3% of the PM_{2.5} inventory.

Figure 4-84-8 The District's Drive Clean in the San Joaquin Repair and Replacement **Program**



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding passenger vehicles included increased outreach and incentives for low income residents, increasing charging infrastructure in the community, and questions about the effectiveness of existing programs for low-income individuals. As detailed below, to address these concerns District staff have developed new programs, specifically for Stockton community members, to provide incentive funding for clean-air vehicles, to bring car share programs to the community, and to incentivize the purchase of electric vehicles by the primary local ride share service.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, however, due to the large amount of pollution that originates from passenger vehicles

the District has implemented a suite of programs to reduce pollution from mobile sources. These programs include the following measures:

- Tune In Tune Up vehicle repair program which provides incentive funds to repair high emitting vehicles.
<http://valleyair.org/drivecleaninthesanjoaquin/repair/>
- Vehicle replacement program which provides funding to replace older, high emitting vehicles with newer, cleaner and more fuel efficient models.
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/>
- The vehicle rebate program provides rebates for the purchase or lease of a new clean air vehicle including battery electric, fuel cell, plug in hybrid, zero emission motorcycles, and advanced technology natural gas vehicles.
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>
- Incentives are available for publically accessible charging infrastructure through the District's Charge Up! Program <http://valleyair.org/grants/chargeup.htm>
- The District's Healthy Air Living school program promotes no idling while picking up children at school and provides no idling signs to schools to encourage drivers to turn off their engines.
- District Indirect Source Rule (9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated.
- District Employer based Trip Reduction Rule (9410) requires large employers to implement measures to encourage employees to take alternative transportation to work in order to reduce single occupancy vehicle trips.
- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric, and fuel cell vehicles in order to attain federal ozone standards, reducing greenhouse gas emissions, minimizing health risks, reducing petroleum usage and increasing energy efficiency.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the high priority that community members placed on reducing criteria pollutant and toxic air contaminant emissions that originate from passenger vehicles operating in and around the community, District staff and the Steering Committee have developed targeted strategies for implementation in the Stockton community. As further detailed below, measures developed include additional incentive funding intended to increase the deployment of electric vehicles through the replacement of gas powered vehicles currently in use; launching an electric vehicle car sharing program; providing additional charging infrastructure throughout the community; providing for electric vehicle

maintenance training to increase available repair facilities and job skills; and repairing high polluting passenger vehicles.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

TP.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENTS 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 by providing funding for up to 5 "Drive Clean in the San Joaquin" Repair Program events within the Stockton AB 617 community in. Under this program, financial incentives up to \$850 will be available for emissions related testing and repairs for eligible high emitting vehicles. Through the program, weekend testing events, if possible, will be held to determine if vehicles are in need of emissions related repairs. Due to the ongoing pandemic, an online and telephone process will be used to provide residents the opportunity to participate until such a time that in-person events can be held safely. 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. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: ~~XXX~~\$300,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure includes s up to 3.7 ~~XX~~ tons of NOx.

TP.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF PASSENGER VEHICLES WITH BATTERY ELECTRIC OR PLUG IN HYBRID VEHICLES

Overview: The goal of this strategy is to reduce emissions associated with passenger vehicles by replacing ~~XX~~ 100 vehicles with newer, more fuel efficient models, and providing additional incentives for Level 2 residential chargers in the Stockton community. Emission reductions from passenger vehicles provide benefits to area residents as well as assist in reducing ozone formation in the Valley. Enhanced outreach would be conducted in the Stockton community to ensure that residents are

fully aware of available incentive options and community residents would be provided priority access through the program in order to complete projects as quickly as possible. Through the District's existing Board approved "Drive Clean in the San Joaquin" replacement program, incentives are currently offered for low to moderate income residents of disadvantaged communities to replace their older, high polluting vehicle with a newer, cleaner model. The program currently offers up to \$9,500 towards the purchase on an eligible replacement vehicle, with an additional \$2,000 provided to participating residents who purchase or lease a plug-in hybrid electric or a battery-electric vehicle and want to install a Level 2 charger in their home.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: ~~\$\$\$~~ \$800,000

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure include s up to 0.2 ~~XX~~ tons of PM2.5 and ~~XX~~ tons of NOx.

TP.3: INCENTIVE PROGRAM FOR INSTALLATION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide electric vehicle charging infrastructure necessary to support the deployment of battery electric and plug in hybrid vehicles. The District's Charge Up program currently provides \$5,000 for a Level 2 Single Port, \$6,000 for a Level 2 Dual Port, and \$25,000 for a Level 3/DC Fast Charger with a cap of \$50,000 per applicant and/or site. Having the appropriate charging infrastructure available for Stockton residents will encourage the growth of zero emission passenger vehicles in the community.

This strategy would provide incentive funding for publically accessible charging infrastructure to private and public entities in the Stockton community. This strategy would utilize the existing Charge Up program guidelines and funding amounts. The goal of this measure is to install up to ~~XX~~ 15 electric vehicle ~~chargers~~ charging stations, including Level 2 and Level 3 chargers, in Stockton at an expected cost of up to ~~\$\$\$~~ \$25,000 per station. This measure is an important part of a long term solution. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: ~~XXX~~ \$375,000

TP.4: INCENTIVE PROGRAM FOR EDUCATIONAL TRAINING FOR ELECTRIC VEHICLE MECHANICS

Overview: The goal of this strategy is to provide opportunities to develop and advance the education of personnel on the mechanics, safe operation, and maintenance of alternative fuel vehicles and infrastructure. To support and to encourage ongoing deployment of electric vehicles in the Stockton community it will be necessary to have qualified, trained personnel available to provide service as needed to these vehicles.

This strategy will provide up to ~~XXX~~ \$15,000 per training course for at least ~~10~~ 10 alternative fuel mechanic training courses provided by an appropriate entity. While there are no direct emission reductions associated with this measure, this measure supports the emission reductions associated with additional electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: ~~XXX~~ \$150,000

TP. 5: INCENTIVE PROGRAM FOR THE LAUNCH OF A CAR SHARING PROGRAM IN THE STOCKTON COMMUNITY

Overview: The goal of this strategy is to reduce emissions from passenger vehicles by launching an electric car sharing program in the Stockton community. These types of programs offer access to electric vehicles for a defined period of time at a minimal cost to the user. In addition these programs may allow for a resident to eliminate the use of a gas powered vehicle providing a benefit to community residents by reducing NOx and VOC emissions that would otherwise occur.

This strategy provides funding for a partnering car share provider to launch a program in the Stockton community. The District would leverage experience with existing ride share programs operating in the Valley in order to expand to the Stockton area. This measure would provide ~~XXX~~ 1,000,000 in funding. Projects will include electric vehicles, related infrastructure and subsidies to help minimize the initial cost to the end user. The emission reductions associated with this measure would be calculated in coordination with the project partners once a specific project location is selected by the CSC at a later time.

Implementing Agency: SJVAPCD, Housing Authority of San Joaquin, others

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: ~~\$\$\$~~\$1,000,000

RESIDENTIAL BURNING

BACKGROUND

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This source category contributes 5.4 tons per year of PM_{2.5} towards area sources of emissions in the community of Stockton, representing 4.3% of the total PM_{2.5} inventory. During winter, residential wood burning, including illegal open burning, is one of the largest sources of particulate pollution. Given the significant localized health impacts associated with residential wood smoke, reducing emissions from residential wood burning is a high priority for Stockton. Many scientific studies have found that prolonged inhalation of wood smoke contributes to adverse impacts on human health, especially among children, elderly, and people with certain medical conditions, and individuals who are sensitive to the impacts of air pollution. A number of environmental justice communities experience a disproportionately high level of directly emitted PM_{2.5} emissions from residential wood burning.

COMMUNITY CONCERNS AND COMMENTS

The community of Stockton raised concerns with residential wood smoke, both from the use of wood burning fireplaces and wood burning heaters and illegal open outdoor burning. The CSC provided recommendations to implement the enhanced financial incentives for residents to replace existing wood burning devices and pellet stoves with natural gas or electric technologies which will reduce the smoke impacts associated with residential wood burning for downwind communities. The Stockton community made recommendations to ensure significant efforts are made to conduct outreach and education in support of this measure and to increase compliance rates with District Rules 4901 – *Wood Burning Fireplaces and Wood Burning Heaters* and Rule 4103 – *Open Burning*.

CURRENT CONTROL PROGRAMS

The District's comprehensive strategy to reduce emissions from residential wood burning includes implementation of stringent wood burning curtailment requirements through Rule 4901, strong outreach and education to establish the necessary public support, and deployment of financial incentives to transition away from wood burning to cleaner alternatives. This approach that combines regulatory and incentive based strategies is designed to improve the public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM_{2.5} winter season (November through February). The District has continually enhanced the strategy since adopting the first regulation in 1993. Today, the District has the toughest and most effective residential wood burning strategy in the nation as it reduces emissions when and where most needed, such as during multi-day periods of stagnation, in the evening hours, and in neighborhoods where residents live and play. Additionally, the District enforces the requirements of Rule 4103 which prohibits the use of open outdoor fires for the purpose of disposing of waste materials.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee and members of the public placed on reducing PM2.5 and toxic air contaminant emissions that originate from residential burning in and around the community, targeted measures have been developed to reduce emissions from this source category. Building upon the effective implementation of the District's wood burning emission reduction strategy, the District commits to providing enhanced incentives to replace existing wood burning devices and increased outreach efforts to educate the public about harmful impacts of wood smoke and specific actions they can take to reduce pollution and comply with District requirements.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

RB.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF EXISTING WOOD BURNING DEVICES AND PELLET STOVES WITH NATURAL GAS OR ELECTRIC TECHNOLOGIES

Overview: The goal of this strategy is to reduce the impact of PM2.5 pollution associated with residential wood burning by replacing approximately ~~XX~~100 wood burning devices in Stockton with new natural gas devices or electric heat pumps. During the winter months, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete combustion and are emitted into Valley neighborhoods where residents live and play. Multiple scientific studies show that prolonged inhalation of wood smoke has adverse impacts on human health. Inhalation of wood smoke contributes to lung disease, and pulmonary arterial hypertension, which can eventually lead to heart failure. Through the District's existing Board approved Burn Cleaner program, incentives are currently offered to replace existing wood or pellet burning inserts or free-standing stoves with new natural gas devices or electric heat pumps. The proposed program under this strategy would offer up to \$3,000 to replace an existing wood burning device with a natural gas device and up to \$4,000 for an eligible electric heating source, such as an electric heat pump.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: ~~XXX~~\$300,000

Quantifiable Emission Reductions: Estimated emission reductions associated with this measure includes s up to 49~~XX~~ tons of PM2.5.

RB.2: EDUCATE PUBLIC REGARDING HARMFUL EFFECTS OF RESIDENTIAL WOOD BURNING FIREPLACE AND WOOD BURNING HEATER SMOKE

Overview: The goal of this strategy is to conduct outreach in the community to educate residents regarding the harmful health effects of residential fireplace wood burning and wood burning heater smoke and the importance of reducing it. Residential wood burning education is important because airborne particles produced by wood smoke (such as PM 2.5) negatively impact human health, especially sensitive populations such as children and seniors who may live in areas where residents 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 winter no wood-burning season and District Rule 4901.

This strategy would create a series of four (4) public workshops to educate Stockton 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. Depending on circumstances, workshops could also be held in a virtual environment such as Zoom. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout the Stockton community 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. The District will look to coordinate and work with the CSC, community based organizations, and Stockton residents to develop the materials and to provide outreach for the events.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

~~*RB.3: ENHANCED ENFORCEMENT OF DISTRICT RULE 4901 (WOOD BURNING FIREPLACES AND WOOD BURNING HEATERS)*~~

~~***Overview:*** This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.~~

RB.4: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste, such as trash, through outreach and education while focusing on areas of concern identified

by the CSC, including residential areas and homeless encampments. It is important to continue to educate residents of the localized, harmful emissions created through the burning of residential garbage and how it negatively effects health. Smoke from burning trash and yard waste contain toxic pollutants which are harmful to human health.

This strategy would include working with the City of Stockton and the fire agencies to better understand the illegal open burning issues within the AB 617 community, establish a series of public workshops to educate Stockton residents about illegal open burning, the health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting either in person or in an online platform such as Zoom. In person workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers when possible. Videos will be used as an outreach tool and be available in languages such as Spanish, Tagalog and others.

Implementing Agency: SJVAPCD, City of Stockton, and local fire agencies

Strategy Type: Outreach

Emissions Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

~~RB.5: ENHANCED ENFORCEMENT TO REDUCE ILLEGAL BURNING OF RESIDENTIAL WASTE~~

~~*Overview:* The goal of this strategy is to limit the localized air quality impacts associated with the illegal open burning of residential material, yard waste, and garbage.~~

~~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 also focuses on education and information materials by providing brochures in both English and Spanish.~~

~~Building on the District's existing surveillance and complaint response efforts, the District will conduct additional efforts in the Stockton community at least once per quarter for the next five (5) years to identify and work to reduce illegal burning occurring within the community. The District will work with the Community Steering Committee and local fire agencies to focus efforts in areas where illegal residential open burning has historically occurred.~~

~~*Implementing Agency:* SJVAPCD and local fire agencies~~

~~Strategy Type: Enforcement~~

~~Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates~~

PORT OF STOCKTON

The Port of Stockton (Port) is a deep-water river port located on the Stockton Ship Channel of the Pacific Ocean and is an inland port located approximately 70 nautical miles from the ocean. The Port is a hybrid public/private entity and is governed by a commission appointed by the City of Stockton and San Joaquin County. The Port serves as lead agency under the California Environmental Quality Act (CEQA) for projects within its jurisdiction. Cargo is delivered to and from the Port by ships, trucks, and trains. With four major freeways, two transcontinental railroads, an international waterway, and a regional airport, the Port handles liquid and dry bulk, break bulk, and agricultural commodities⁵.

In 2017, nearly 4.7 million tons of cargo moved through the Port of Stockton, and that number is expected to continue to grow. The Port is the fourth busiest in the state and as a result, it has an important role in the local and regional economy, including directly and indirectly supporting thousands of jobs⁶. The Port works with upwards of fifty-five different countries, with goods flowing in both directions.

Figure 4-94-9 Port of Stockton



COMMUNITY CONCERNS AND COMMENTS

The Stockton community identified the activities associated with the Port as an air quality concern. Sources of air pollution include heavy-duty vehicle traffic, ocean-going vessels, commercial harbor craft, cargo handling equipment (such as yard trucks, forklifts, reach stackers, and other equipment) and stationary sources located at there. The Community Steering Committee (CSC) have recommended placing air monitors to

⁵ Port of Stockton, *About Navigating Success*. Retrieved 1/25/2021 from <https://www.portofstockton.com/about/>

⁶ Port of Stockton, *Port Facts & Figures: By the Numbers*. Retrieved 1/25/2021 from <https://www.portofstockton.com/port-facts-figures/>

identify major emission contributors, a comprehensive plan to reduce exposures and emissions, and continued residential involvement on the Port's emission reduction planning efforts.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from the following Port of Stockton sources which are subject to statewide CARB regulations. Ongoing efforts to reduce emissions from the Port of Stockton, include the following CARB regulations. For more information, refer to *Statewide Strategies Overview of California Air Resources Board's Statewide Actions*.

- **Ocean Going Vessel Fuel Regulations**

Adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

<https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessel-fuel-regulation>

- **Commercial Harbor Craft Regulation**

CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit:

<https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

- **Mobile Cargo Handling Equipment**

Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

- **Drayage Truck Regulation**

This regulation reduces air toxics and criteria pollutant emissions from drayage trucks. A drayage truck is any in-use on-road vehicle with a gross vehicle weight rating of greater than 26,000 pounds used for transporting cargo to and from ports and intermodal railyards. The regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer. Drayage trucks must also meet the requirements of the CARB Truck and Bus Regulation, which

requires that all drayage trucks must have 2010 model year or newer engines by January 1, 2023.

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

- **Transport Refrigeration Units Regulations**

Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

- **Enforcement of Heavy-Duty Vehicles Inspection Programs**

When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Port section that span from advocating issues, air monitoring placement, collaborating with the City, County, and Port of Stockton, to providing input through resident involvement in a sustainable planning process. Collaborative Port strategies developed to reduce emissions are further detailed below.

The following are proposed measures that are not within the Air District's statutory jurisdiction to implement:

P.1: COLLABORATING TO FACILITATE ENHANCED PLATFORMS FOR DISCUSSION AND INFORMATION SHARING BETWEEN THE COMMUNITY AND THE PORT OF STOCKTON AS PORT-RELATED PROGRAMS AND PROJECTS ARE DEVELOPED

Overview: The purpose of this strategy is to provide a platform for discussion between Port of Stockton, CSC members, residents, community-based organizations, and other stakeholders to ensure air quality impacts associated with future development projects

related to the Port of Stockton are taken into consideration.

The South Stockton CSC has prioritized the need for better facilitation of local involvement, and community notification regarding Port of Stockton development projects. In keeping with that priority, the Port has committed to adopting a [Strategic Plan](#) and a [Community Environmental Committee \(CEC\)](#) geared toward improving their relationship with the community by implementing new engagement platforms.

This measure would include the following commitments by the Port:

- ~~4.~~ Establishing a recurring CEC Community Group, in 2021, CEC, in 2021, to build collaboration and improve dialogue between concerned citizens in the community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton. to build collaboration and improve dialogue between concerned citizens in the community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton.
1. The goals of the CEC will be to encourage additional community engagement, bring community insights to the Port's environmental improvement efforts, and work on select environmental projects within the Port's jurisdiction to help preserve, protect, and improve the environment. Prospective future projects that would be brought before the CEC include:
 - a. Discussion of future Port of Stockton projects and expansion
 - b. Port of Stockton emission reduction strategy development
 - c. Environmental event planning
 - d. Community outreach support
 - e. Program development
- ~~3.2.~~ Utilizing the Port of Stockton's website to broadcast outward-facing communications through quarterly updates, and to add website functionality for submitting comments, questions, and complaints.
- 4.3. Providing routine updates to the CSC regarding ongoing projects happening at the Port of Stockton.

Implementing Agency: Port of Stockton

Strategy Type: Partnership

P.2: INCENTIVE PROGRAM FOR THE DEPLOYMENT OF CLEAN HEAVY-DUTY MOBILE EQUIPMENT OPERATING AT PORTS, INTERMODAL RAILYARDS AND DISTRIBUTION CENTERS

This measure is still being considered by the Stockton Steering Committee

Overview: The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in heavy-duty mobile off-road equipment operating at the Port of Stockton. Diesel pollution from on-road and off-road operations greatly impacts the health of the community surrounding the Port. Funding will be offered to replace diesel mobile cargo handling equipment used to handle cargo or perform routine maintenance activities at the Port with new, zero and near-zero emissions technologies. Based on CSC priorities, zero-emissions will be prioritized for funding where applicable to the equipment type. Established methodology through the Carl Moyer Program will be used to quantify the emission reductions for funded projects, but an estimate of potential project reductions is summarized below.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 2 tons of NOx.

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

P.3: TUG BOAT REPLACEMENT/REPOWER

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

The goal of this strategy is to reduce emissions from old, high-polluting diesel engines in tugboats operating at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to repower the existing propulsion and auxiliary engines with new diesel engines. The new engines will have the highest tier rating available that will fit within the

confines of their engine compartments. Established methodology through the Carl Moyer Program will be used to quantify the emission reductions for funded projects.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx & PM reductions

Budget Amount: \$1,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure includes up to 1 ton of PM and 29 tons of NOx.

P.4: MARINE EXHAUST INTAKE BONNET EMISSIONS CONTROL

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

The goal of this strategy is to reduce emissions from the diesel engines of marine vessels while berthed at the Port of Stockton. Diesel pollution from freight transport operations greatly impacts the health of the community surrounding the Port. Funding will be offered to purchase and install a marine vessel exhaust capture and control system. This system will work with marine vessels to reduce PM and NOx emissions while at berth. Available exhaust capture and control systems can reduce PM2.5 up to 95% and NOx up to 90%. Emission reductions for these projects will be quantified using state approved calculation methodology.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: NOx reductions

Budget Amount: \$2,000,000

Quantifiable emissions reductions: Estimated emission reductions associated with this measure include up to 240 tons of NOx

P.5: UNDERSTANDING AND MITIGATING THE IMPACT OF ALGAL BLOOMS ON AIR QUALITY

Overview: Algal blooms can produce airborne nitrogen compounds like nitrogen oxides that contribute to the formation of other air pollutants such as ground-level ozone, a component of smog which can restrict visibility. Wind and weather can carry ozone

many miles from urban to rural areas.⁷ The goal of this strategy is to better understand, and where feasible, mitigate the impact of algae blooms on air quality. While the District, the City of Stockton and the Central Valley Regional Water Quality Control Board (CVWB) have committed to extensive interagency cooperation and action in this Stockton Community Emission Reduction Program (CERP), additional opportunities may present themselves in future discussions involving the CSC, the public, the City, and the District, especially as implementation of the CERP progresses.

This measure is the District's commitment to continue to work with local, water-focused organizations, CVWB, the Port, the City, and academic institutions to facilitate discussions between the community and the involved agencies to better understand, and where feasible mitigate, the impact of algae blooms on air quality. Currently, CVWB has developed a workgroup called the California Cyanobacteria and Harmful Algal Bloom (CCHAB) Network. The CCHAB Network includes federal, state, and local agencies, tribes, academia, and non-governmental organizations working to develop a comprehensive coordinated program to address the causes and impacts of harmful algal blooms (HABs) in the state.⁸ As part of the coordinated program, the State Water Resources Control Board's Surface Water Ambient Monitoring Program (SWAMP) developed the Freshwater HAB Program.⁹ The Central Valley Water Board participates in the statewide Freshwater HAB effort by:

- Collecting information on blooms
- Sampling and analyzing HABs
- Providing information on blooms to local waterbody managers and health officers
- Conducting outreach and education to the general public
- Collaborating with academia and interested stakeholders to better understand the causes of HABs

Implementing Agency: SJVAPCD, Central Valley Regional Water Quality Control Board, Port of Stockton, and City of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

⁷ EPA. *Nutrient Pollution. The Effects: Environment*. Retrieved 11/9/2020

<https://www.epa.gov/nutrientpollution/effects-environment>

⁸ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020

https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

⁹ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020

https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

STATIONARY SOURCES

STATIONARY SOURCES IN STOCKTON

There are a variety of industrial sources located in and around the Stockton Community. These sources range from smaller operations like gasoline dispensing facilities (GDFs), commercial cooking operations, and auto body coating operations to medium sized operations like wood products and agricultural products processing operations, to larger operations like the biomass power facility, bulk gasoline storage, and cement and concrete products facilities; which include equipment like ovens, internal combustion (IC) engines, boilers/steam generators, and many others.

Criteria pollutant emissions from this source category include NO_x, SO_x, PM₁₀/PM_{2.5}, CO, and VOC, and toxic air contaminants (TACs) like benzene, toluene, xylene, arsenic, and dioxins. Within the Stockton community, 161.57 tons per year of NO_x, 210.08 tons per year of VOC and 7.93 tons per year of PM_{2.5} are attributed to stationary sources.

COMMUNITY CONCERNS AND COMMENTS

During committee discussions regarding industrial sources, committee members identified commercial cooking operations, a wood products manufacturing facility, a biomass facility, a cement products processing facility, and visible dust emissions and odors from operations in and around the port as sources of concern, with suggestions ranging from providing “incentives” to replace older, higher polluting equipment and the evaluation of existing state and District regulatory measures.

CURRENT CONTROL PROGRAMS

For more than 25 years, the District has implemented several generations of emissions control regulations for stationary and area sources under its regulatory jurisdiction. These control measures represent the nation’s toughest air pollution regulations and have greatly contributed to reducing ozone and particulate matter concentrations in the Valley. Stringent and innovative rules, such as those for indirect source review, residential wood burning, glass manufacturing, and agricultural burning, have set benchmarks for California and the nation. While there has been significant progress in reducing air pollution with these regulations, which have been greatly aided by the pollution reduction efforts and financial investments of valley businesses and residents, the District continues to adopt and modify rules to achieve ongoing emissions reductions and advance our progress toward clean air.

Gasoline Dispensing Facilities (GDFs):

Gasoline dispensing facilities in the San Joaquin Valley are subject to District Rule 4621 – *Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plants* and Rule 4622 – *Gasoline Transfer Into Motor Vehicle Fuel Tanks*.

The purpose of Rule 4621 is to limit VOC emissions from stationary storage containers, delivery vessels, and bulk plants. This rule applies to gasoline storage containers with capacities greater than 250 gallons and has requirements to install CARB certified

vapor control systems. The purpose of Rule 4622 is to limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle fuel tanks. This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks. This rule also requires the installation of CARB certified vapor control systems. GDFs are subject to stringent enforcement provisions, including ongoing monitoring of equipment and annual inspections.

Commercial Cooking Operations:

Commercial cooking operations are subject to Rule 4692 – *Commercial Charbroiling* and District Rule 4693 – *Bakery Ovens*. The purpose of Rule 4692 is to limit VOC and PM10 emissions from charbroiling cooking operations. The purpose of Rule 4693 is to limit VOC emissions from the baking of yeast-leavened food products. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Commercial cooking operations are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Auto Body Coating Operations:

Auto body coating operations in the San Joaquin Valley are subject to District Rule 4612 – *Motor Vehicle and Mobile Equipment Coating Operations* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4612 is to limit VOC emissions from the coating of motor vehicles, mobile equipment, associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufacturers, 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. The rule requires the sale and use of low VOC coatings and solvents, in addition to stringent requirements for the application of these coatings. Auto body coating operations are subject to stringent enforcement provisions, including ongoing recordkeeping of coatings/solvents used and regular inspections. They also must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Wood Products Processing Operations:

Wood products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*, and District Rule 4702 – *Internal Combustion Engines*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and industrial processes. The purpose of Rules 4306, 4320, and 4702 is to limit emissions of NO_x, CO, VOC, SO_x, and PM10 from fossil fuel combustion in boilers, steam generators, process heaters, and stationary internal combustion engines commonly used in these types of facilities. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Wood products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Agricultural Products Processing Operations:

Agricultural products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – Particulate Matter Concentration, Rule 4202 – *Particulate Matter – Emission Rate*, and Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and both indoor and outdoor industrial processes. The purpose of Rules 4306 and 4320 is to limit emissions of NO_x, CO, SO_x, and PM₁₀ from natural gas combustion in boilers, steam generators, and process heaters. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Agricultural products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Cement and Concrete Products Operations:

Cement and concrete processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – Particulate Matter Concentration, and Rule 4202 – *Particulate Matter – Emission Rate*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter and visible emissions from exhaust stacks, process equipment, and conveying equipment. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Cement and concrete products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Biomass Power Facilities:

Biomass power facilities in the San Joaquin Valley are subject to District Rule 4352 – *Solid Fuel Fired Boilers, Steam Generators, and Process Heaters* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4352 is to limit emissions of NO_x and CO from solid fuel fired boilers, steam generators and process heaters. This rule applies to any boiler, steam generator or process heater fired on solid fuels, such as biomass. This rule has very stringent emission limits, periodic monitoring, and source testing requirements.

Biomass power facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials burned and annual inspections. These facilities must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Organic Liquid (Gasoline) Terminal Facilities:

Bulk gasoline terminal facilities in the San Joaquin Valley are subject to 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Due to the priority that community members placed on reducing PM_{2.5} and toxic air contaminant emissions that originate from industrial sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

SS.4: ENHANCED STATIONARY SOURCE INSPECTION FREQUENCY

Overview: The goal of this strategy is to limit the potential for localized air quality impacts at permitted facilities that have had emissions violations in the last three years.

The District conducts inspections and investigations of permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations that target both criteria and toxic pollutants. The District closely monitors these sources and strictly enforces applicable requirements. Compliance inspections are unannounced whenever possible and involve both a physical inspection of the facility and a review of their records. When a violation of a District permit, rule, or regulation is identified, the District takes an appropriate level of enforcement action.

The District reviewed the enforcement history over a three year period (2017-2020) for the permitted facilities in the Stockton community, and determined that 51 enforcement actions were issued to facilities (not including gas stations) for violations resulting in excess emissions. These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions at 14 gas stations in the Stockton community for violations resulting in excess emissions. The District believes that more frequent inspections for these 27 facilities would help to limit the potential for air quality impacts associated with emissions violations.

The District will increase the frequency of inspection at each facility within the Stockton community that has had an emission-based 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 four (4) consecutive inspections without an emissions violation, whichever occurs first.

Implementing Agency: SJVAPCD

Strategy Type: Enforcement

Emission Outcome: Reduction in excess PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

~~SS.5: TRAINING PROGRAM FOR CONDUCTING SELF-INSPECTIONS AT GAS STATIONS~~

~~Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.~~

SS.8: REGULATORY ACTIONS: EVALUATION OF RULES TO DETERMINE WHETHER ADDITIONAL REDUCTIONS ARE POSSIBLE FOR SOURCES OF NOx AND PM2.5

Overview: In addition to the Best Available Retrofit Control Technology (BARCT) implementation schedule above, the District will be analyzing District Rule 4352 - *Solid Fuel-Fired Boilers, Steam Generators and Process Heaters* to pursue additional emission reduction opportunities beyond BARCT.. This rule amendment will be reviewed on the schedule included in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan.

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. Community Steering Committee 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.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

SS.9: REGULATORY ACTIONS: EXPEDITED FACILITY RISK ASSESSMENT AND RISK REDUCTION UNDER DISTRICT IMPLEMENTATION OF THE AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT (AB 2588)

Overview: This strategy will expedite the review of stationary sources of pollution in the community that are currently being reassessed under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588).

Under AB 2588, all facilities located within the boundaries of the District are required to report toxic substances released into the air by their operation to the District. The District's responsibilities under the state's Air Toxics "Hot Spots" program are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day to day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require that significant risk facilities reduce their risks to a level that no longer constitutes a significant risk to nearby residences and businesses.

The District's implementation of AB 2588, California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in major 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 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.

This measure will result in the expedited AB 2588 reviews for facilities located within the Stockton AB 617 Community. More information about this effort can be found later in the section, "Additional Regulatory Measures to Reduce Emissions in the Community" found later in this chapter. Please refer to Appendix E for additional details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

DUST IN THE COMMUNITY

BACKGROUND

In the Stockton community sources of dust emissions include from construction, open areas, and other earthmoving activities. Construction, demolition and other earthmoving activities emit 10.57 tons per year of PM_{2.5} in the community. Unpaved road dust and dust from open areas also have minor PM_{2.5} emissions in the area.

COMMUNITY CONCERNS AND COMMENTS

The Community Steering Committee expressed an interest in evaluating air quality impacts and felt it important to look to reduce dust from construction projects and other sources of dust in the community.

CURRENT CONTROL PROGRAMS

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 including:

- Specified outdoor fugitive dust sources.
- 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.
- Outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.
- Prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads
- Open areas 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contain at least 1,000 square feet of disturbed surface area.
- Any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.
- Unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.
- "Off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

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

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee placed on reducing dust in the community, specific a specific strategy has been developed to target emission reductions from fugitive dust sources. The District is proposing increased enforcement

of Regulation VIII rules to reduce fugitive dust from construction and earthmoving activities within the community.

The following proposed strategy is within the Air District's statutory jurisdiction to implement:

FD.1: ENHANCED ENFORCEMENT OF DISTRICT REGULATION VIII FUGITIVE DUST REQUIREMENTS

Overview: The goal of this strategy is 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.

District rules limit fugitive dust emissions from construction, demolition, and earthmoving; bulk material storage; open areas; and unpaved roads and vehicle/equipment traffic areas. Furthermore, District rules restrict carryout and trackout of dirt and dust onto paved public roadways. Regulation VIII does not limit emissions from vehicles used in these projects.

Regulation VIII requires, a Construction Notification or Dust Control Plan for all construction activities in the District involving one or more acre of disturbed surface area. District staff reviews each Construction Notification and Dust Control Plan prior to the start of construction, to ensure that operators have planned to utilize required work practices to reduce fugitive dust emissions to within rule limitations. Additionally, District staff surveys and inspects such sites, responds to complaints regarding fugitive dust, and provides training classes for those required to submit Dust Control Plans.

In reviewing the compliance history for the Stockton community, it was determined that the District had received 26 complaints regarding fugitive dust related issues over the last 3 years, with the majority pertaining to construction/earthmoving activities and open areas. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton community during both the 2nd and 3rd quarters for the next five (5) years.

This fugitive dust reduction enforcement strategy is being included in the CERP in response concerns raised by CSC members regarding fugitive dust emissions in the community and the complaint history analysis performed by the District.

Implementing Agency: SJVAPCD

Type of Action: Enforcement

ADDITIONAL INFORMATION ABOUT REGULATORY MEASURES TO REDUCE EMISSIONS IN THE COMMUNITY

Due to the nonattainment status of the Valley Air Basin for the criteria pollutants of fine particulate matter and ozone, the District requires that permitted facilities implement the most stringent control measures feasible for implementation to control criteria pollutants and associated precursor emissions. Beyond the regulations and stringent permitting requirements that are already implemented Valley-wide, the following sections detail enhanced regulatory strategies that will be implemented in the AB 617-selected community.

BARCT EXPEDITED SCHEDULE

In addition to community monitoring and emission reduction program requirements, AB 617 requires that air districts located in non-attainment areas perform a Best Available Retrofit Control Technology (BARCT) analysis for all categories of units at facilities subject to the state Cap-and-Trade program. In accordance with AB 617 requirements, the District adopted an expedited schedule for performing further determination of BARCT requirements in December, 2018.

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. While District rules are expected to meet BARCT due to the District's ongoing extensive regulatory evaluations, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for District rules as required under AB 617. The proposed schedule was prepared through a public process, which included two public workshops. In addition to the BARCT implementation schedule, the District will be proceeding with amending a number of District rules included as commitments in the District's *2018 PM_{2.5} Plan*, as discussed earlier in the CERP, that are also subject to the AB 617 BARCT implementation requirement.

In conjunction with District rules applicable to stationary source equipment, under the District's New Source Review permitting regulation, new facilities or facilities modifying equipment that emit air pollutants greater than 2 pounds per day (lb/day), are subject to stringent emissions control requirements. For each piece of equipment that has the potential to emit over the 2 lb/day threshold, the District requires the use of the best available air pollution control technology (BACT) used to control emissions from similar types of equipment. As part of this BACT analysis, the District determines if cleaner technologies that are not generally used for the equipment being analyzed 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 the least amount of air pollution possible.

In addition to these stringent requirements on new sources of air pollution, rules adopted in the San Joaquin Valley are regularly analyzed for compliance with the state's BARCT requirements.

Best Available Retrofit Control Technology (BARCT)

Existing stationary sources in non-attainment areas such as the San Joaquin Valley have been subject to BARCT requirements since the 1980s, as opposed to some nonattainment areas in California relying on market-based criteria pollutant emission reduction programs and where facilities were not required to comply with BARCT. Although AB 617 does not specifically define BARCT, California Health and Safety Code (CH&SC) Section 40406 defines BARCT as follows:

Best Available Retrofit Control Technology (BARCT) is an air emission limit that applies to existing sources and is the maximum degree of reduction achievable, taking into account environmental, energy and economic impacts by each class or category of source.

Unlike other regions in the state, the District has not relied on market-based systems such as South Coast AQMD's RECLAIM program to achieve regional emissions reductions needed for attainment. Such market-based systems allow sources of pollution to avoid installing BARCT-level controls if regional emissions are reduced at an established rate. This potential path to avoiding installing the best air pollution controls in other air districts was a significant portion of the genesis of this BARCT requirement of AB 617.

In contrast, businesses in the San Joaquin Valley have always had to comply with BARCT in accordance to the implementation schedules established in District rules. When developing attainment plans or amending prohibitory rules, the District evaluates all applicable sources of emissions for potential strategies to reduce emissions. These evaluations include an exhaustive search of air quality regulations throughout the nation, review of existing emission control technologies, and analysis of advanced emission control technologies that may soon be available, to identify potential technologically and economically feasible emission reduction measures. The District's attainment planning efforts rely on these processes to demonstrate on an ongoing basis that District rules meet state and federal emission control requirements, including BARCT and Most Stringent Measures, which exceeds BARCT requirements. Therefore, given the District's ongoing and extensive work to identify and apply most stringent measures necessary to attain the ever-tightening federal health-based standards under the Clean Air Act, it is anticipated that most if not all District rules satisfy BARCT requirements.

The District recognizes that emission control technologies are continually evolving, and therefore, robust and ongoing analysis is necessary to demonstrate that the District's rules continue to meet BARCT and other requirements on an ongoing basis. Furthermore, in the context of the 2016 Ozone attainment plan, the recently adopted PM2.5 attainment plan, and upcoming plans, future rule development actions will be required and, in this process, rules that have recently been determined to meet BARCT during this AB 617 analysis may be subject to further analysis to ensure they continue to meet BARCT requirements. Additionally, in those instances where the District is

made aware of new technology, further case specific and rule specific BARCT determinations may be conducted.

Affected Rules Included in the District's Expedited BARCT Implementation Schedule

As captured in Section 40920.6 of the Health and Safety Code, AB 617 identifies specific requirements for the District to meet when establishing the expedited BARCT implementation schedule. AB 617 requires the schedule to apply to each industrial source that, as of January 1, 2017, was subject to a specified market-based compliance mechanism and give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time.

Based on information provided by CARB, as of January 1, 2017, 109 facilities within the District were identified as being subject to the state Cap-and-Trade program for greenhouse gas emissions, a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562, and therefore AB 617 BARCT requirements. Evaluating the 109 affected facilities, the District identified that approximately 4,500 active permit units are 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 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
- 19 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 13 rules likely already meet BARCT due to the District's ongoing and extensive regulatory evaluations and enhancements, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for these rules, which will occur in the 2020-2022 timeframe.

Prioritization Criteria for Expedited BARCT Analysis Schedule

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.

Public Process

As a part of the public process associated with establishing this 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 by the end of 2018.

The District held a public workshop on November 1, 2018, to solicit input from the stakeholders regarding the District's proposed expedited BARCT Rule implementation schedule. No comments were received from stakeholders after this workshop.

In addition, the District held a public workshop on July 30, 2020, to provide an update on the Best Available Control Technology (BARCT) analysis of District rules as required under AB 617 and the District's Expedited BARCT Implementation Schedule.

Expedited BARCT Implementation Schedule

Through this public process and in accordance with AB 617 requirements, the District has adopted the following expedited BARCT implementation schedule:

Table 4-1 Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	BARCT Rulemaking Schedule (if necessary)
4454	Refinery Process Unit Turnaround	Rule determined to meet BARCT	2019	---
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Rule determined to meet BARCT	2019	---
4104	Reduction of Animal Matter	Rule determined to meet BARCT	2019	---
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	BARCT evaluation completed, rule development process necessary	2019	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	BARCT evaluation completed, rule development process necessary	2019	
4702	Internal Combustion Engines (VOC only)	Scheduled (in conjunction with PM2.5 Plan commitment)	2020	Rule amendment scheduled for early 2021
4623	Storage of Organic Liquids	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.

4694	Wine Fermentation and Storage Tanks	Rule determined to meet BARCT	2020	-----
4624	Transfer of Organic Liquid	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Rule determined to meet BARCT	2020	-----
4601	Architectural Coatings	Rule determined to meet BARCT	2020	-----
4401	Steam-Enhanced Crude Oil Production Wells	BARCT evaluation completed, rule development process necessary	2021	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4566	Organic Material Composting Operations	Scheduled	2021	-----
4625	Wastewater Separators	Scheduled	2021	-----
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Scheduled	2021	-----
4402	Crude Oil Production Sumps	Scheduled	2021	-----
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 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	Rule determined to meet BARCT	---	---

	Process Heaters Greater Than 5.0 MMBtu/hr			
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 two District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan:

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. Community Steering Committee 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.

Table 4-2 Scheduled District Rule Amendments to Reduce PM2.5

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. Rule amended in June, 2019.	2019 (Completed)
4311	Flares	Rule meets or exceeds BARCT	2020 (Completed)

Rule	Title	BARCT Status	PM2.5 Plan Rulemaking Schedule
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 (Completed)
4692	Commercial Charbroiling	No units subject to AB 617 BARCT analysis	2020 (Completed)
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2021
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

Further information on the District's expedited BARCT schedule and rule analyses can be found in the staff report presented to the District Governing Board in December, 2018:

http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf

PERMITTING: BACT AND T-BACT DETERMINATIONS

The California Air Resources Board (CARB) is developing a Technology Clearinghouse of best available control technology (BACT) and best available control technology for toxic air contaminants (T-BACT) determinations for air districts throughout California. The District will use this Technology Clearinghouse as an additional resource for BACT determinations, and will reference this information when developing BACT and T-BACT technology determinations for any new or modified source permitting processes, including those in the Stockton community. More information about the District's stringent new and modified source review process is available in Chapter 3.

FACILITY RISK REDUCTION AUDITS UNDER AB 2588 (AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT)

Background

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in September 1987. Under this act, stationary sources are required to report the types and quantities of certain toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day-

- to-day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
 - Identify facilities causing localized health impacts on nearby residents,
 - Determine facility-wide health risks resulting from the emission of toxic air contaminants,
 - Notify nearby residents and businesses of significant risk facilities in their vicinity, and
 - Require significant risk facilities to reduce their risks below the level of significance in accordance with the provisions of the “Emissions Inventory Criteria and Guidelines Report” adopted by the Air Resources Board.

District’s Implementation of AB 2588

The District’s implementation of AB 2588, California’s *Air Toxics “Hot Spots” Information and Assessment Act*, has resulted in major 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 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 this effort, and the resulting emissions reductions, no Valley facility currently poses a significant risk under this program.

The District’s integrated air toxics program fulfills the state AB 2588 Hot Spots mandates, aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. In addition, the District’s integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by the Air Resources Board, requiring prescribed control measures for various source categories that cause significant risks at a regional level. Furthermore, the District’s integrated program fulfills federal mandates under Title III of the federal Clean Air Act, requiring Maximum Available Control Technology (MACT) for sources of air toxics.

In addition to the state and federal mandates, the District’s integrated air toxics program also implements the more stringent local permitting and California Environmental Quality Act (CEQA) requirements, specifically to ensure installation of Best Available Control Technology (BACT) for air toxics and that new permits or modifications to existing facilities will not result in a significant increase in health risk to the public.

The District has spent the last two decades implementing a wide variety of methods to reduce toxic air contaminant emissions in the San Joaquin Valley. Based on the latest California Toxics Inventory, 52% of toxic air contaminants come from mobile sources such as cars and trucks, 34% are emitted from area-wide sources like road dust, paints, solvents, and other consumer products, and 14% of all air toxics in the San Joaquin Valley are emitted from stationary sources of pollution under the direct control and regulation of the District. Mobile and area-wide sources of emissions are generally under the regulatory authority of the State of California and the federal government.

The District's integrated approach to addressing and reducing risks from toxic air contaminants has taken three main paths:

- Reducing air toxic emissions from existing stationary sources of emissions,
- Preventing the creation of new or modified stationary sources of significant risk, and
- Finding creative and cooperative methods of reducing risk from emissions sources that the District does not typically regulate.

In 2015, the District began implementing the state Office of Environmental Health Hazard Assessment's (OEHHA's) revised Guidance on Preparation of Health Risk Assessments that was adopted by OEHHA in early March 2015. Following OEHHA revised guidelines, the District began a health risk reassessment of all facilities located in the San Joaquin Valley. The health risk reassessment follows the phased processing schedule outlined in AB 2588, which was originally implemented in the late 80's and early 90's. AB 2588 subjected three major categories (or phases) of facilities to the regulation based upon their level of annual emissions.

Reassessment of facilities subject to the AB2588 Hot Spots regulation is a multi-year process that started in 2016, following the phases identified below:

- Phase I Facilities (≥ 25 tons emissions per year)
- Phase II Facilities ($10 \leq$ tons emissions per year < 25)
- Phase III Facilities (< 10 tons emissions per year)
- Phase IV Facilities (Industry-wide and agricultural facilities)

Prioritizing Facility Health Risks

Based on the emissions inventory, the District is prioritizing each facility's health risk based on established statewide guidelines using a computerized modeling program. A "prioritization" is a conservative health risk assessment screening analysis, resulting in a facility prioritization score used to determine if a more refined health risk assessment is necessary based on the results of the modeling program. As part of this process, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case health risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Facilities ranked as high priority are required to perform health risk assessments. The District prioritizes and ranks the health risk posed by a facility as "low", "intermediate", or "high" priority, based on the following:

- Low Priority: Prioritization Score ≤ 1
Facility Exempt from further AB 2588 requirements
- Intermediate Priority: 1 < Prioritization Score ≤ 10
Facility required to provide updated summary every four years

- High Priority: Prioritization Score > 10
Facility required to perform a refined Health Risk Assessment

Health Risk Assessment Process

When a facility's prioritization score exceeds 10, the facility is classified as "High Priority" and a Health Risk Assessment (HRA) is required for the facility, and such facility is required to submit an HRA for District approval. The District and State Office of Environmental Health Hazard Assessment (OEHHA) are required by the Air Toxics "Hot Spots" Act to review each HRA. Understanding that risk calculations involves a level of uncertainty due to limited data in many areas requiring the use of assumptions. With a focus on health protection, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Therefore, while the actual risk may be much less than the calculated risk, it is very unlikely to be higher than calculated.

Upon approval of facility HRA, the District determines the facility's health risk status, which is classified as a low risk, intermediate risk, high risk, or risk reduction required, based on the following HRA scores:

- Low Risk: HRA cancer risk ≤ 1 in a million, and
HRA total hazard index of < 0.1
(Facility Exempt from further AB 2588 requirements)
- Intermediate Risk: $1 \leq$ HRA cancer risk < 10 in a million, or
 $0.1 \leq$ HRA total hazard index ≤ 1.0
(Facility required to provide update summary on a quadrennial basis)
- High Risk: HRA cancer risk ≥ 10 in a million, or
HRA total hazard index of > 1.0
(Public Notice)
- Risk Reduction Required: HRA cancer risk ≥ 100 in a million cancer, or
HRA total hazard index of > 5.0
(Public Notice and Risk Reduction Audit Plan)

Facilities that pose health risks above District action levels are required to submit plans to reduce their risk. The Risk Reduction Audit Plan (RRAP) trigger level for cancer risk is 100 cases per million exposed persons, based on the maximum exposure beyond facility boundaries at a residence or business. The action level (Risk Reduction Audit Plan) for non-cancer risk is a hazard index of 5 at any point beyond the facility boundary where a person could reasonably experience exposure to such a risk.

The District's review of completeness of the facility's RRAP includes a substantive analysis of the emission reduction measures included in the plan, and the ability of those measures to achieve emission reduction goals as quickly as feasible. If the District determines that the RRAP does not meet those requirements, the District shall remand the audit and plan to the facility and specify the deficiencies. A facility operator shall submit a RRAP addressing the deficiencies identified by the District within 90 days of receipt of a deficiency notice. An updated prioritization and/or health risk assessment shall be determined based on the approved RRAP.

Risk Reduction Audit and Plan Facilities within the District

Based on facility information, as of October 1, 2020, no District permitted facilities in the Stockton AB 617 community present a significant risk for toxic air pollutants and are not required to perform a Risk Reduction Audit and Plan.

AB 617 Community Facility Lists with Associated AB 2588 Designations

Assembly Bill 617 requires the CARB and air districts to develop and implement emissions reporting for disadvantaged communities. With the establishment of the selected community boundaries, the District has put into effect a plan to expedite and streamline the AB 2588 reassessments for facilities located within the selected community of Stockton.

Community-Based AB 2588 Reassessments

Based on previous AB 2588 analyses and on the on-going District's integrated air toxics program, no Valley facilities have been determined to pose significant risk. Therefore, no existing facility(s) have or have been required to prepare a Risk Reduction Audit Plan. However, as mentioned above, the District is currently in the process of reassessing Valley facilities under AB 2588, which includes those located in the selected community of Stockton.

Please refer to Appendix E for further details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

STATEWIDE INCENTIVE AND REGULATORY STRATEGIES

This section provided by the California Air Resources Board

Overview of California Air Resources Board's Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level to deliver new emissions reductions directly within these communities.

The California Air Resources Board (CARB) has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the State Strategy for the State Implementation Plan,¹⁰ the California Sustainable Freight Action Plan,¹¹ California's 2017 Climate Change Scoping Plan,¹² and the Short-Lived Climate Pollutants Reduction Strategy,¹³ along with a suite of incentive programs. The Community Air Protection Blueprint¹⁴ further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State. Together, these plans provide a foundation for the new actions identified as part of this community emissions reduction program.

This section illustrates CARB's statewide role in the community emissions reduction program, by broadly describing the regulatory and incentive-based foundational actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the Stockton community. CARB's potential enforcement strategies are described in Chapter 5 of this CERP.

INCENTIVE PROGRAMS

CARB operates incentive programs that reduce the costs of developing, purchasing, and operating cleaner technologies. The programs help ensure cleaner cars, trucks,

¹⁰ California Air Resources Board, *Revised Proposed 2016 State Strategy for the State Implementation Plan*, March 7, 2017, available at: <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

¹¹ California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: <https://dot.ca.gov/programs/transportation-planning/freight-planning/california-sustainable-freight-action-plan>.

¹² California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

¹³ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final>.

¹⁴ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

equipment, and facilities are operating in our neighborhoods. Specifically, these program accelerate the introduction of advanced technology vehicles and equipment, accelerate the turnover of older and higher emitting vehicles and equipment, and increase access to clean vehicles and transportation in disadvantaged communities and lower-income households.

Examples of CARB incentive programs include the Carl Moyer Memorial Air Quality Standards Attainment Program¹⁵ and the Community Air Protection Incentives,¹⁶ Proposition 1B: Goods Movement Emission Reduction Program,¹⁷ Funding Agricultural Replacement Measures for Emission Reductions Program,¹⁸ and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).¹⁹ While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

Community Air Protection Incentives

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California communities that are most heavily impacted by disproportionate levels of air pollution.

The Legislature designated the initial appropriation of \$250 million in 2017 for immediate benefits in heavily impacted communities while the other aspects of AB 617 were created and implemented. In order to ensure swift action, the Legislature directed that air districts must spend funds according to two existing mobile source incentive programs: the Carl Moyer Memorial Air Quality Standards Attainment Program, and the Proposition 1B Goods Movement Emission Reduction Program. Air districts have been using the resulting Community Air Protection Funds Supplement to the Carl Moyer Program 2017 Guidelines since it was approved by the Board on April 27, 2018.

The Legislature appropriated an additional \$245 million in 2018 and provided additional direction for new opportunities for stationary source incentives as well as Community-Identified Projects consistent with Community Emissions Reduction Programs. The approved 2019 California State Budget contains another appropriation of \$209 million

¹⁵ For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

¹⁶ For more information on the Community Air Protection Incentives, visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>

¹⁷ For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

¹⁸ For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: <https://ww2.arb.ca.gov/our-work/programs/farmer-program>.

¹⁹ For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program>.

for continued incentives to support the Community Air Protection Program, with Legislative direction matching the previous year's appropriation.

Subsequently, staff developed the Community Air Protection (CAP) Incentives 2019 Guidelines²⁰ to provide eligibility and funding criteria for two new project categories, this represents CARB's first steps in providing incentives to clean up stationary sources of air pollution. The new project categories aim to reduce hexavalent chromium emissions from chrome plating activities, as well as include a suite of project types to reduce exposure at public schools. These guidelines will continue to be expanded with new categories of projects, to be responsive to the needs of the most heavily impacted communities across the State.

At the May 2019 Board hearing, CARB staff was directed to provide more flexibility within the Community Air Protection Incentives Guidelines to allow communities and air districts the ability to develop specific Project Plans to quickly address unique local air quality concerns.

Unlike traditional Moyer projects, Stationary and Community-Identified projects do not lend themselves to the same type of cost effectiveness evaluation. Therefore, the proposed criteria for stationary and Community-Identified projects will focus on community involvement, transparency, and consistency. Air Districts will work with communities to identify project categories needed to address community problems and general concepts. Air districts will then develop Project Plans that:

- Document community support – Community members will evaluate whether there has been sufficient community involvement
- Detail the project selection process
- Set participant requirements
- Establish funding amounts and project costs
- Quantify expected emissions/exposure reductions

To ensure reporting requirements are met CARB will be responsible for:

- Assisting districts with development of technical details
- Helping districts be consistent in quantifying benefits
- Confirming that project plans are consistent with statutory requirements
- Ensuring transparency for communities regarding projects funded, dollars spent, and benefits expected

For more information on air pollution incentives, grants, and credit programs, visit: <https://ww2.arb.ca.gov/our-work/topics/incentives>.

²⁰ For more information on the Community Air Protection (CAP) Incentives 2019 Guidelines, visit: <https://ww2.arb.ca.gov/resources/documents/community-air-protection-incentives-guidelines>

REGULATORY PROGRAMS

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants.

At the State level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources (with the exception of consumer products in most cases) through rules and permitting programs within their regions.

CARB regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and their deployment into the fleet, for cleaner fuels, and to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One important and relevant regulatory authority of CARB's is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne Toxic Control Measures (ATCM).²¹ These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, the Statewide Air Toxics "Hot Spots" Program²² addresses the health risk from toxic air contaminants at individual facilities across the State. The Air Toxics "Hot Spots" Program includes several components to collect emissions data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

²¹ California Health and Safety Code § 39650 et seq.

²² Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connolly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

Under the Air Toxics “Hot Spots” Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses conducting health risk assessments and developing emissions reduction plans.

Additionally, in some instances CARB has pursued enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB’s agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

CARB ACTIONS RELATED TO THE STOCKTON COMMUNITY

This section highlights CARB actions that specifically relate to the Stockton community. This list should not be interpreted as comprehensive or exhaustive, but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local level strategies identified in this community emissions reduction program. Additional CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.²³

Recently Adopted CARB Regulations

CARB adopted the **Advanced Clean Trucks Rule**²⁴ in June 2020 requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales will need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.

In August 2020 CARB adopted the **Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments**²⁵ which require manufacturers to comply

²³ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

²⁴ For more information on the Advanced Clean Trucks Rule, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

²⁵ For more information on the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NO_x (oxides of nitrogen, a key component of smog) are reduced to help California meet federal air quality standards and critical public health goals. The regulation is expected to have a significant impact on communities adjacent to railyards, ports and warehouses that typically experience heavy truck traffic. These trucks often idle, move slowly and make frequent stops – all actions that increase NO_x emissions. Today's heavy-duty trucks do not control NO_x effectively during such “low load” conditions. The new standards will reduce NO_x emissions by 90 percent or more when trucks are operating under these low load real-world operations. All components of the new rule will be phased-in, allowing engine manufacturers time to prepare for compliance. The NO_x standards that engines must meet will be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027.

The **Control Measure for Ocean-Going Vessels At Berth**²⁶ was also adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

Upcoming CARB Regulations

Commercial Harbor Craft Regulation Amendments – CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

Heavy-Duty Vehicle Inspection and Maintenance – When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the

²⁶ For more information on the Control Measure for Ocean-Going Vessels At Berth, see: <https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation>, and the At Berth Factsheet: https://ww2.arb.ca.gov/sites/default/files/2020-08/External%20At-Berth%20Fact%20Sheet%20August%202020%20ADA_0.pdf

development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>. For more information on the development of a comprehensive heavy-duty inspection and maintenance program, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

Cargo Handling Equipment Regulation Amendments – Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

Advanced Clean Fleet Rules – CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. For more information, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.

Transport Refrigeration Unit Regulations – Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

Small Off-Road Engines – In 2020, CARB will 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. For more information on the strategy, visit: <https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

Advanced Clean Cars II – CARB staff is developing the Advanced Clean Cars II regulations, which will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles for sale. For more information on these new regulations, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>.

Commercial Cooking Suggested Control Measure – This strategy consists of a two-phase process to evaluate California’s current emission reduction requirements for commercial cooking operations that prepare food for human consumption, and if necessary, make improvements to achieve additional reductions in particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5) and volatile organic compound emissions that contribute to ozone formation. For more information on the strategy, visit: [Blueprint Appendix F](#) – pages F-8 & F-9.

ESTIMATED EMISSIONS REDUCTIONS FROM CARB MEASURES

CARB has estimated the emissions reduction benefits for some of the proposed statewide measures as shown in Table 4-3 for the 2025 and 2030 milestone years for the Stockton Community. Note the emissions reductions from the recently adopted Ocean-Going Vessels At Berth Amendment and Low NOx Omnibus Regulation are not reflected in the emissions inventory presented in Chapter 3 or Appendix C.

Table 4-3 Estimated Emissions Reductions from CARB Measures in the Stockton Community

Proposed Statewide Measures	Emissions Reduction (tons per year)							
	PM2.5		DPM		NOx		VOC	
	2025	2030	2025	2030	2025	2030	2025	2030
Ocean-Going Vessels At Berth Amendment	0.00	0.18	0.00	0.20	0.00	11.45	0.00	0.56
Advanced Clean Car 2		0.02		0.00		1.00		0.38
Heavy-Duty Inspection and Maintenance	0.34	0.38	0.35	0.40	23.25	27.7		
Low NOx Engine Standard					1.88	14.17		
Small Off-Road Engine Amendment	0.15	0.92	0.12	0.28	17.03	27.09	8.28	28.31

5. ENFORCEMENT PLAN

5.1 INTRODUCTION

Enforcement of air quality rules and regulations by the San Joaquin Valley Air Pollution Control District (District) and the California Air Resources Board (CARB) is critical to continuing air quality progress and achieving the air quality goals contained in the Valley's State Implementation Plans. Compliance with federal, state, and local air quality rules and regulations is ensured by operating robust inspection programs along with a full range of educational and compliance assistance programs.

This Enforcement Plan describes the stationary and mobile source enforcement history for the Stockton AB 617 Community. In addition, the plan describes the overall enforcement programs operated by the District and CARB. Based on the analysis of the enforcement history and input from the Community Steering Committee, the Community Emissions Reduction Plan (CERP) includes focused enforcement measures to enhance enforcement and compliance assistance activities within the community in support of the emission reduction commitments in the CERP.

5.2 OVERVIEW OF SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT PROGRAM

The District's mission is to improve the health and quality of life for all Valley residents through efficient, effective, and entrepreneurial air quality management strategies. The District's Enforcement Department seeks to aid in achieving this mission through fair, consistent, and comprehensive enforcement utilizing 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 Enforcement 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 and responds to approximately 3,000 public complaints, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented.

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

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with federal, state, and District requirements. These compliance evaluations are unannounced whenever possible and play a key part to meeting clean air requirements. The frequency of regular inspections depends on the type of facility. When considering limited resources, priority is given to federal Title V (Major) sources, facilities that emit non-attainment criteria or toxic pollutants, facilities with equipment that is more susceptible to upsets, compliance history of operation, etc. Under this scenario, a chrome plating facility will be inspected more frequently than a back-up, emergency generator which only operates a few hours per year.

Compliance inspections are conducted by well-trained District air quality inspectors. Inspections include a physical inspection of the facility and equipment, a review of operating and monitoring records, and the use of advanced detection equipment, where appropriate, to determine compliance with permitted emission limits. During the inspection, District staff ensures that the equipment is permitted appropriately, and that the facility is operating in compliance with all permit requirements and applicable local, state, and federal regulations. If the facility is determined to be in non-compliance, the inspector issues the facility an enforcement action that requires prompt correction of the issue and generally results in the imposition of a civil penalty to dissuade from any non-compliance in the future.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are top priorities. Inspectors are on-call 24 hours per day, seven days a week and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate non-compliance with District rules, including potential public nuisances. Along these same lines, the District added the ability to easily submit complaints, including video and photographs, online and through mobile smartphone applications. District staff are required to keep the reporting party apprised of the investigation findings until it has been completed. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize multilingual translation services, in the field or over the telephone, to ensure that all communities and groups within the Valley are properly served.

Emissions Testing

District inspectors oversee hundreds of third-party emissions tests conducted at stationary sources each year for the purpose of measuring air pollutants and ensuring compliance with established standards from stationary sources of air pollution. District staff have three main tasks when overseeing source tests at stationary source sites. First they review the source test protocol, submitted by the third party source testing contractor, which outlines the testing methods that testing period. District staff reviews the protocol to ensure the proper testing methods will be used and that the source test contractor has the proper equipment and certifications to conduct the test. The second task is to witness the test to ensure the source test contractor follows the correct testing procedures. Lastly, District staff reviews the source test results to ensure the data is properly reported and to act promptly on any compliance issues related to the testing.

In addition, the District utilizes its monitoring van and portable exhaust gas analyzers to assess the emissions from internal combustion engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all permitted and/or rule emission limits.

Gasoline Station Permitting, Inspecting and Testing Program

Gasoline stations, in aggregate, are one of the largest potential sources of volatile organic compounds in the Valley. A comprehensive and effective permitting, inspection

and testing program is important to ensure the vapor recovery systems operate as designed and the Valley realizes the emission reductions anticipated in Rule 4621 (Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels and Bulk Plants) and Rule 4622 (Gasoline Transfer into Motor Vehicle Fuel Tanks).

District staff continues to inspect gasoline station vapor recovery systems on a routine basis looking for torn hoses, damaged nozzles, and missing parts. However, during recent years there have been many changes in vapor recovery technology and state laws such that the simple visual inspections are no longer sufficient. More emphasis is now being placed on performance tests that evaluate gasoline station equipment effectiveness. As a result, the District implemented a gasoline dispensing tester certification and training program to ensure qualified third party contractors are available for operators of this equipment.

Wood Burning Heaters and Fireplaces

Further reducing residential wood smoke emissions is a high priority under the District's 2018 PM2.5 Plan given the significant localized health impacts associated with residential wood smoke. Scientific studies show that prolonged inhalation of wood smoke contributes to lung disease, pulmonary arterial hypertension, and pulmonary heart disease, which can eventually lead to heart failure. District Rule 4901 is designed to improve public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February).

Since 2004, the District has had a robust enforcement program for designated wood burning curtailment days to ensure the District is achieving the expected emission reductions as a result of the requirements of the rule. This includes having a significant portion of field staff mandatorily assigned to conduct proactive surveillance in counties with declared wood burning curtailments. The District also conducts surveillance in counties with curtailments on days that District offices are closed and performs periodic night-time surveillance throughout the Check Before You Burn season.

In the District's ongoing efforts to utilize the latest forms of technology to improve efficiency and effectiveness, the District tested several technologies for nighttime fireplace and wood burning heater enforcement. The District purchased ultra-low light cameras, which have the greatest capacity to capture non-compliance through photographic and video evidence. The use of the cameras are able to clearly document smoke coming from chimneys in extremely low-light conditions in a way that previous technologies used and tested were unable to match.

Compliance Assistance

The District believes in working closely with businesses and residents to assist in achieving compliance with air pollution rules and regulations. The Compliance Assistance program has emphasized an educational approach to help Valley residents and businesses comply with a variety of air pollution regulations. Businesses and individuals throughout the Valley are provided with:

- **Individualized Assistance:** Personal, one-on-one help is provided to thousands of businesses and residents to ensure they understand the federal, state, and District's requirements.
- **Compliance Assistance Bulletins:** Actively evaluate upcoming rule compliance dates and develop educational materials that are sent to affected groups including, but not limited to, residents, realtors, building departments, contractors, and industrial and commercial facilities.
- **Compliance Schools:** The District provides training classes regarding information on the topics of open burning, gasoline vapor recovery, and wood burning fireplaces and wood burning heaters to individuals who have received a Notice of Violation from the District. In addition to discussing the aforementioned specific topics, the courses also provide general air pollution training, discuss the air quality challenges of the San Joaquin Valley, and opportunities for them to contribute to improving air quality in the Valley.
- **Gasoline Station Tester Training:** Ongoing training for contractors is provided for those wishing to perform vapor recovery tests within the District. District rules require testers be certified to ensure there are a qualified pool of contractors from which businesses can choose to perform their equipment's testing.
- **Asbestos Training:** Comprehensive assistance on asbestos regulations is provided to the public, building industry, building departments, fire departments, and realtors. Staff continues to spend considerable time providing one-on-one assistance, in addition to group trainings, to the regulated community. The District has also developed online tools and resources to educate the public on asbestos notification requirements in the Valley.
- **Residential Wood Burning Heater Professional Training:** Training requirements for qualified individuals (those people having either a certification from the Fireplace Investigation Research and Education, Chimney Safety Institute of America, or the National Fireplace Institute or has documentation demonstrating they are qualified to perform inspections, maintenance and cleaning activities on wood burning heaters) who may be hired to perform inspections of wood burning heaters and pellet stoves to ensure they can be operated in a compliant manner prior for individuals who voluntarily request to register their wood burning heaters and pellet stoves.
- **Fugitive Dust Education:** Staff organizes and conducts classroom training for all groups required to submit dust control plans for construction activities and provides ongoing training and outreach as needed and as requested to businesses and entities that may be subject to the requirements.
- **Prescribed Burning Outreach:** The District meets periodically with the land managers of the USDA Forest Service, National Park Service, US Fish and Wildlife

Service, Bureau of Land Management, California Department of Forestry and Fire Protection, and Southern California Edison Company in order to minimize impacts of smoke from prescribed burns and wildfires. Compliance staff participate on the daily calls during fire season to keep abreast of wildfire and prescribed burn activities throughout the area.

- **Access to District Policies:** District policies are available on the internet for stakeholders to review, comment on, and use to assist them with complying with District requirements. The internet is updated regularly with new or modified policies to ensure availability of current information.

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-contract and post-contract performance of grant recipients. Thousands of field inspections are conducted to verify that equipment is appropriately replaced or controlled, adequately maintained, and also verifies that older equipment has been properly disposed of.

Incentive projects requiring compliance inspections include the replacement of older trucks with new less polluting ones, school bus replacements, agricultural pump engine replacements, emissions controls on trucks, and other related control strategies. Each funded project requires a minimum of two initial inspections and several types of projects require ongoing inspections and recordkeeping requirements to assure emission reductions are realized for the life of the project.

5.3 SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT HISTORY IN STOCKTON AB 617 COMMUNITY

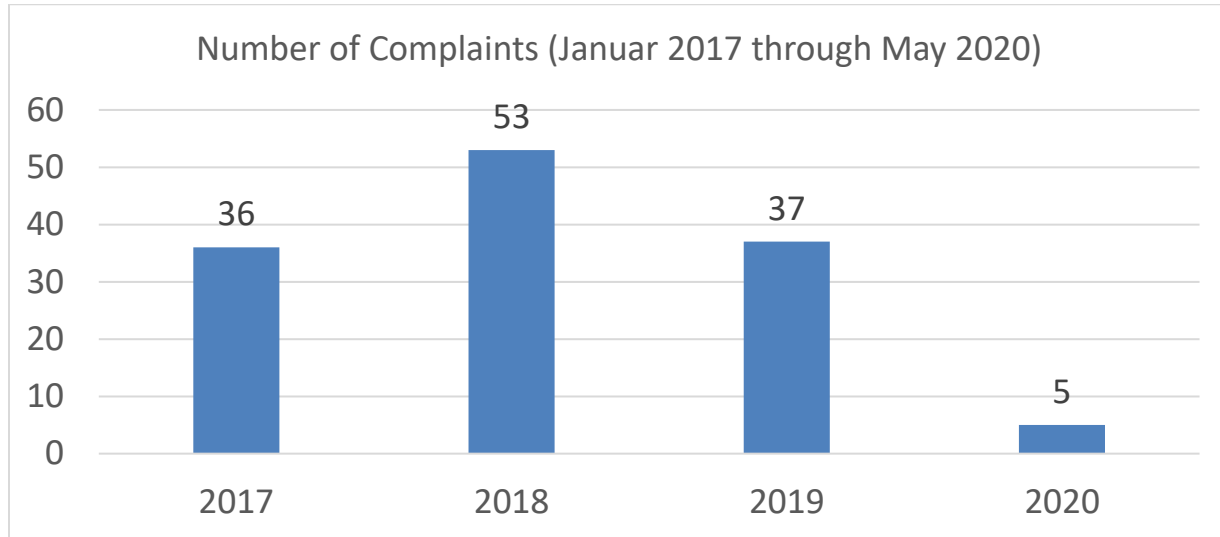
The District's enforcement presence within the Stockton AB 617 Community is comprised of many different facets including, but not limited to, performing facility inspections, investigating complaints from the public, investigating breakdowns, and overseeing third-party emissions testing at facilities. Since 2017, the District has conducted inspections of 2,409 equipment units during 1,121 inspections at permitted facilities within the Stockton AB 617 Community, has received and responded to 131 air quality complaints from the public, and has issued 212 enforcement actions associated with violations of air pollution rules and regulations. A listing of the facilities, inspections, complaints, and enforcement actions can be found in Appendix F.

5.3.1 RESPONSE TO PUBLIC AIR POLLUTION COMPLAINTS

The public plays an important role in protecting public health by reporting local air quality issues that they observe in their communities. Often these complaints serve as the first warning of an air pollution compliance issue that needs to be addressed. The District places the highest priority of responding to complaints from the public and responds to each and every complaint received. In addition, the District operates an "on-call" program to ensure that complaints received outside of normal business hours can be appropriately addressed since air pollution related issues are not bound by

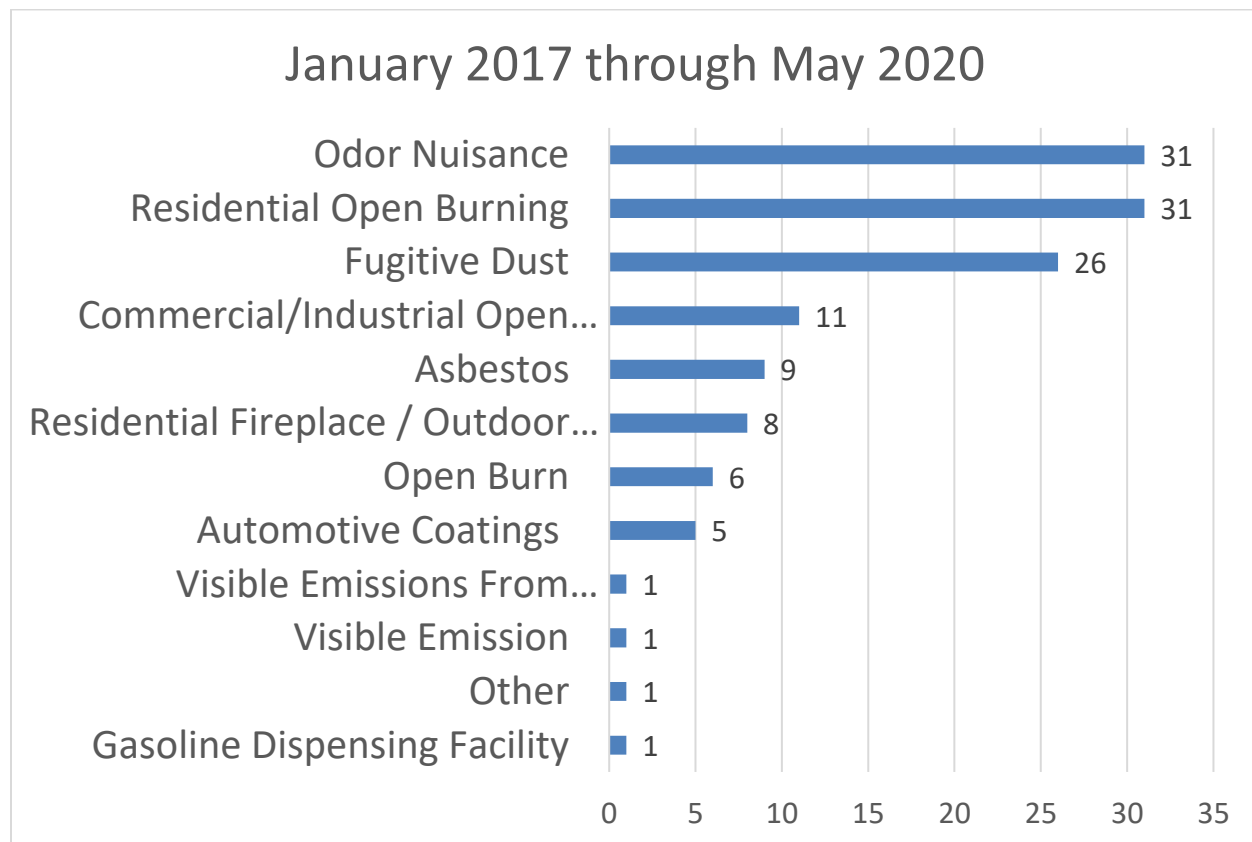
normal business hours. The process of responding to a complaint can be unique for each complaint received depending on factors such as whether the issue is currently in progress, whether the issue is a recurring/ongoing issue, the type of source, the time of day, and the number of complaints received about the issue. Figure 5-1 shows the number of complaints received by the District each year since 2017

Figure 5-15-1 Number of Complaints by Year from 2017-2020



Based on the resulting complaint investigations, the District confirmed a violation of District rules or regulations and took enforcement action in 18 of the complaints, determined that the issue did not constitute a violation of any federal, state, or local air quality rule in 29 of the complaints, referred 2 complaints to the proper agency with jurisdiction over the issue, and was unable to confirm whether or not a violation occurred in the 82 remaining complaints (at times, the issues associated with public complaints can be transient in nature and the information provided by the reporting party may lack sufficient information to track down and confirm the issue). Of the 18 enforcement actions taken as the result of public complaints, 7 were for illegal residential open burning of waste, 2 were for illegal use of a residential fireplace or outdoor wood burning device, 2 were for fugitive dust related issues, 3 were for permitting/registration related issues, 1 were for agricultural open burns, and 3 was for work practices issues at an automobile coating operation

Figure 5-2 below details the complaints received by type since 2017. Complaints concerning odor nuisance and residential open burning each made up 23% of the total complaints received in the community. Complaints regarding fugitive dust made up approximately 20% of the complaints received in the community. In total, these three categories made up over 66% of the complaints received.

Figure 5-25-2 Number of Complaints by Type from 2017-2020

The District received and responded to 39 complaints regarding residential open burning and residential fireplace/outdoor wood burning devices during this period. The District confirmed illegal open burning and took enforcement action in 8 of these cases, determined that 3 were not a violation (permissible fireplace burn day or outdoor cooking fire), and was unable to confirm 28 of the complaints. In addition to the complaints received in these categories, members of the Community Steering Committee have suggested increased outreach/education and enforcement in these categories. The District has included specific enhanced enforcement and outreach/education measures as part of the CERP to reduce the potential for localized air quality impacts associated with failure to comply with District rules pertaining to residential open burning and residential fireplace/outdoor wood burning devices.

The District received 31 odor complaints during this period and determined that none of the complaints resulted in a violation failing under the District's jurisdiction. Under state law, odors are regulated under public nuisance requirements. To become a violation, an odor must cause "injury, detriment, nuisance, or annoyance" to a considerable number of people or the public. Each of the odor complaints were separate instances from a single party; and therefore, did not rise to the level of a public nuisance under state law. Three of the complaints fell outside of the District's jurisdiction and were referred to the appropriate agency.

Of the 26 fugitive dust complaints received, the District issued an enforcement action in 2 of the cases. In 2 of the instances, the District determined that the operation was complying with the District's Regulation VIII fugitive dust rules and public nuisance rules. In 22 of the instances, the District was unable to confirm the complaint. The complaints that did not result in enforcement actions or were unable to be confirmed were primarily associated with construction/ earthmoving activities track out or open areas. The District has included specific enhanced enforcement measures as part of the CERP to reduce the potential for localized air quality impacts associated with fugitive dust from construction/earthmoving activities and open areas subject to District Regulation VIII. Since the majority of the complaints have been received between April and September, these enhanced enforcement efforts will be conducted during the 2nd and 3rd calendar quarters.

The District received 11 complaints associated with commercial/industrial open burning. The District found that 9 were cooking fires which are exempt from open burning rules, 1 was a spontaneous combustion fire, and in the 1 remaining the District was either unable to locate the burn or the responsible party for the burn. The enhanced enforcement and outreach/education CERP measures for residential open burning will aid in compliance with the rules pertaining to illegal open outdoor burning.

The District received 9 complaints regarding federal asbestos requirements associated with regulated demolitions and renovations. The District issued enforcement actions in 3 of these instances, the District was unable to confirm 3 complaints in this category. The District took no enforcement action in 3 cases as the projects were either complying with federal asbestos requirements or were exempt under federal law.

The District received 2 complaints regarding visible emissions from equipment at facilities within the community. The District was unable to confirm whether or not a violation occurred in the 2 complaints in this category. As discussed below under the District Enforcement Action section, the District has included specific enhanced enforcement measures as part of the CERP to address failure to comply with emission standards at permitted facilities.

5.3.2 DISTRICT ENFORCEMENT ACTIONS

Federal and state law, along with local rules, require the enforcement of air quality rules and regulations. The District takes formal enforcement action for all violations of applicable federal, state, and local rules and regulations within its jurisdiction. In addition, the District enforces conditional permit requirements, Hearing Board orders, and at times seeks delegation to enforce statewide mobile source and greenhouse gas measures. Generally a Notice of Violation (NOV), which normally results in a civil penalty, is issued to document a violation. Under the limited circumstances specified in District Rule 1180, a Notice to Comply (NTC) may be issued for first-time, minor violations. An NTC does not carry a monetary penalty but does require quick resolution of the minor violation. Should a party not correct the violation within the timeframe established by the NTC, an NOV will be issued.

Over the past 3 years, the District has issued 175 NOVs and 37 NTCs in the Stockton AB 617 Community. Figure 5-3 shows the annual breakdown of NOVs and NTCs since 2017.

Figure 5-35-3 Number of Enforcement Actions Issued by Year (2017-2020)

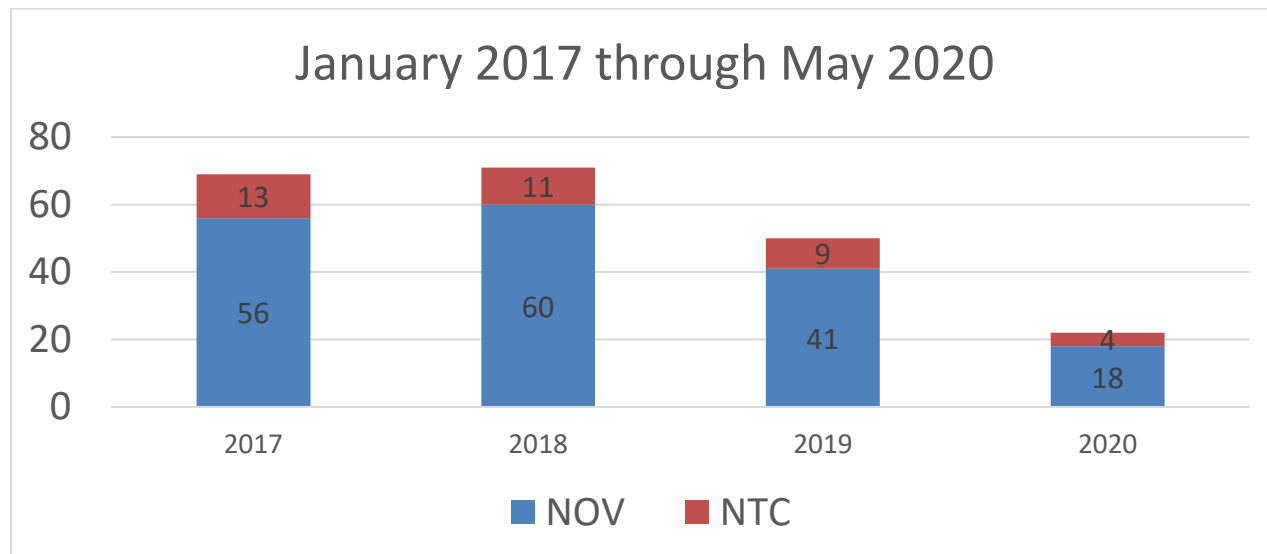
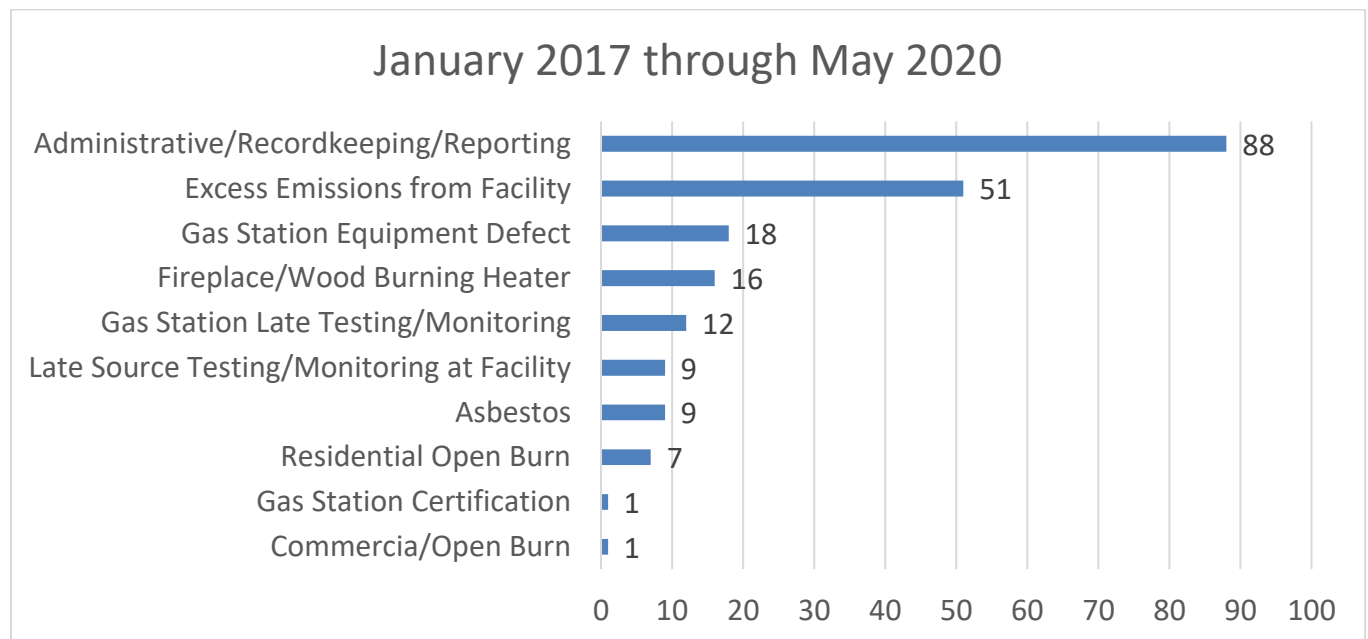


Figure 5-4 shows the enforcement actions categorized by type. Since 2017, 88 of the 212 enforcement actions resulted from violations of administrative requirements such as recordkeeping, late report submittal, operating with a suspended permit, or operating without a permit. The District issued 51 enforcement actions for violations resulting in excess emissions from facilities (not including gas stations). These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions to gas stations for violations resulting in excess emissions and 1 gas station certification enforcement action. These violations occurred at 14 gas stations in the area. The District believes that more frequent inspections for these 27 facilities would be prudent to limit the potential for air quality impacts associated with failure to comply with emission standards established by District permit, rule, or regulation. ~~The District has included a specific enhanced enforcement measures as part of the CERP to increase the frequency of inspection to at least twice per calendar year for the next five years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first.~~

In addition, the District believes a new pilot training program for conducting self-inspections of equipment at gas stations may help to limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing operations. Accordingly, the District has included a compliance assistance CERP measure to develop a new training program to instruct gas station operators on conducting thorough self-inspections to aid in the identifications and timely repair of system defects. The District will provide the hands on training to each gas station operator in the community.

Figure 5-45-4 Enforcement Actions by Type from 2017-2020



A review of the data also shows that the District has issued 7 violations for residential open burning, and 16 enforcement actions for fireplace/outdoor wood burning heater violations. This further demonstrates the need to include the aforementioned enhanced enforcement and outreach/education CERP measures.

5.4 CALIFORNIA AIR RESOURCES BOARD PROGRAM OVERVIEW AND ENFORCEMENT HISTORY IN STOCKTON

Section 5.4 Provided by the California Air Resources Board

The California Air Resources Board (CARB) enforcement programs cover the vehicles we drive, the diesel engines that power our economy, consumer products that we purchase and greenhouse gas (GHG) emissions from our industries and activities. The goal of Stockton’s enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. Through enforcement, CARB works to bring responsible parties into compliance, and in doing so, achieves a level playing field across industry so that no company can benefit from non-compliance at the expense of another. CARB also works to deter industries from future violations and takes compliance seriously, because the success of our programs and the protection of public health depend on it.

CARB applies enforcement programs professionally in accordance with our enforcement policy,²⁷ which was updated in 2017. CARB uses program data, complaints and inspections to identify potential non-compliance, and then investigates each case. Once a violation is identified, CARB notifies the responsible party and evaluates what happened. CARB works with the party to achieve compliance and measure the relevant facts and circumstances of each case, relative to the eight statutory factors as described in our enforcement policy, to determine an appropriate penalty. The case is settled when the responsible party has achieved compliance and both parties have agreed upon an appropriate penalty. If a mutual settlement cannot be reached, CARB refers the case to California's Attorney General for civil litigation.

Field inspectors are a critical component of CARB's Heavy-Duty Diesel Enforcement Program. The inspectors work across the state to inspect trucks and other equipment for compliance with CARB's diesel regulations, such as the Heavy-Duty Diesel Vehicle Inspection Program (HDVIP), Drayage Truck, Truck and Bus Regulation, SmartWay and Transport Refrigeration Unit (TRU) Air Toxic Control Measure. Field inspectors also conduct inspections for compliance with In-Use Off-Road and School Bus Idling regulations. CARB inspectors examine heavy-duty vehicles and equipment at numerous locations throughout California, such as at California Highway Patrol (CHP) scale facilities, warehouses, fleet yards, construction sites, random roadside locations, truck stops, rest areas, ports and rail yards.

CARB'S THREE YEAR ENFORCEMENT HISTORY IN STOCKTON

The following section provides an overview of CARB enforcement actions across several enforcement programs within the Stockton Assembly Bill 617 (AB 617) community boundary for years 2017 through 2019.

Under the heavy-duty vehicles and marine enforcement program sub-sections, CARB staff provide overviews of enforcement activities along with maps to display the approximate locations of program inspections, which may help to determine gaps in CARB enforcement activity as well as locations where enhanced enforcement is necessary to deter potential violators within the community. Additional sub-sections include overviews of CARB's fuel enforcement activities, statewide consumer product enforcement activities, case settlements, Supplemental Environmental Projects, and more.

CARB will work closely with the Community Steering Committee (CSC) to determine areas of non-compliance within the Stockton AB 617 area that needs an enforcement presence. CARB acknowledges enforcement presence can be increased in this area and will work with CSC and the San Joaquin Valley Air Pollution Control District (SJVAPCD) to identify opportunities for enhanced enforcement.

²⁷ <https://ww2.arb.ca.gov/resources/documents/enforcement-policy>

Heavy-Duty Vehicles Programs

Over the last three years, CARB has conducted 244 inspections on Heavy-Duty Diesel Vehicles (HDDV) within the selected Stockton AB 617 Community. These inspections occurred across 7 of 12 CARB HDDV enforcement programs, as described in Appendix 4.1.

Table 5-1 below summarizes HDDV enforcement actions in Stockton from 2017 to 2019. Of the five citations issued to HDDVs within the community boundary, four were for emissions violations and one was for a non-emissions violation. Emissions violations further contribute to air pollution while non-emissions violations do not (e.g., a truck not meeting labeling or reporting requirements). CARB is working to compile information on the resolution of violations issued in Stockton and will provide this data to CSC as it becomes available.

Table 5-1 HDDV Enforcement in Stockton: 2017-2019

Program	Inspections	Violations	
		Emissions	Non-Emissions
Drayage	25	0	1
Heavy-Duty Vehicle Inspection Program (HDVIP)	134	0	0
Idling	31	0	0
Off-Road	3	0	0
Smart Way	33	0	0
Transportation Refrigeration Unit (TRU)	2	2	0
Truck and Bus	16	3	0
Total	244	5	1

Figure 5-5 below provides a year-to-year comparison of HDDV enforcement actions and overall compliance rates from 2017 to 2019. Although overall compliance remains high (at and above 96 percent) over the three-year period, the low number of total inspections under the Drayage, Off-Road, TRU and Truck and Bus programs, demonstrate the need for more targeted inspections in the Stockton community. CARB will work closely with CSC to determine methods to identify areas of non-compliance by evaluating emissions inventory, air monitoring data, CARB's three-year history and community groundtruthing information within the Stockton AB 617 boundary.

Figure 5-5-5 Year-to-Year Comparison of HDDV Enforcement in Stockton

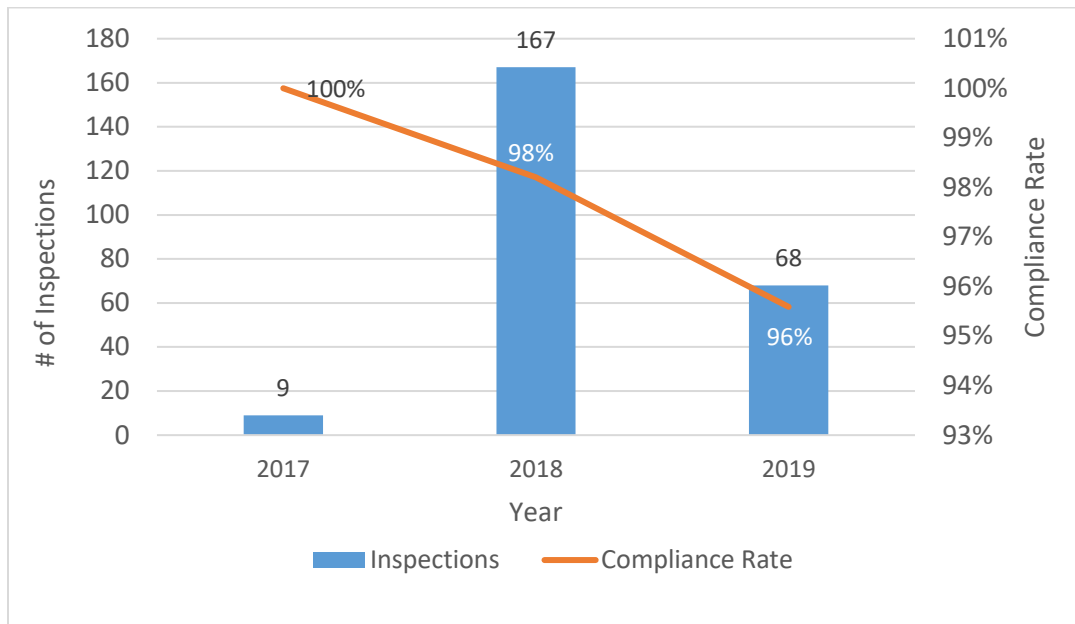


Figure 5-6 below shows the approximate locations (indicated by the truck icons) of the above-mentioned HDDV program inspections in the Stockton community boundary. Visualizing inspection locations helps CARB staff to determine any locations where enhanced enforcement is needed within the community. In the past, CARB staff would target areas with large concentrations of HDDVs such as truck stops and distribution centers. It is important to note that each location represents multiple inspections across the various HDDV programs. In addition, implementing random roadside inspections can be difficult because field staff, in coordination with the California Highway Patrol, must have enough space to perform inspections safely on the side of the road.

Figure 5-65-6 Map of Heavy-Duty Diesel Vehicle Inspections in Stockton: 2017-2019



In April 2017, the Governor signed into law Senate Bill 1 (SB 1),²⁸ a legislative package meant to generate significant funding for transportation projects (e.g., to repair local streets, bridges, and roadways) across California. SB 1 includes a provision that aims to bring old, polluting buses and trucks into compliance with applicable emission standards as outlined in the Statewide Truck and Bus Regulation, and authorizes DMV to deny registration to non-compliant heavy-duty vehicles²⁹ starting January 1, 2020, through December 31, 2023. By the end of 2023, 100 percent of trucks and buses registered in California, which are subject to the rule, will comply with this regulation.

In response to the legislation, CARB began a streamlined enforcement process to increase outreach to owners of heavy-duty diesel trucks and buses and provide an opportunity for vehicle owners to demonstrate compliance. Those with older vehicle models that could potentially be out of compliance were sent Notices of Non-Compliance (NC) and Notices of Violation (NOV)³⁰ from 2018 through 2019. In the last quarter of 2019, CARB sent warning letters to fleet owners who appeared to have vehicles that could potentially be out of compliance beginning January 1, 2020. HDDV

²⁸ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

²⁹ The regulation applies to nearly all diesel-fueled trucks, buses, and school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.

³⁰ A Notice of Non-Compliance letter is sent to request proof of compliance. If compliance cannot be verified, a Notice of Violation is sent.

owners are now required to show proof of compliance to Department of Motor Vehicles (DMV) with their vehicle registrations.

Table 5-2 Summary of letters sent under SB 1 in Stockton: 2018-2019

Type of Letter	Number of Letters Sent
Warning letters	189
NC and NOV letters	157
Total	346

In Stockton, CARB identified 1,512 HDDVs within the Stockton community. As shown in [Table 5-2](#) above, CARB issued 189 warning letters and 157 NCs and NOVs to owners of vehicles within the area in 2019. Of the 157 vehicle owners sent NCs or NOVs, 29 demonstrated compliance, whereas 118 vehicles were found to be non-compliant and were issued registration holds by DMV and were removed from the road. In total, CARB issued warning letters or took enforcement action against 346 vehicle owners. No enforcement action was taken on 10 other vehicles that were found not to be subject to the Truck and Bus Regulation.

Marine Programs

From 2017 to 2019, CARB staff performed 171 inspections for marine regulation enforcement at the Port of Stockton. Descriptions of the related marine enforcement programs are provided in [CARB's Appendix 4.4E](#).

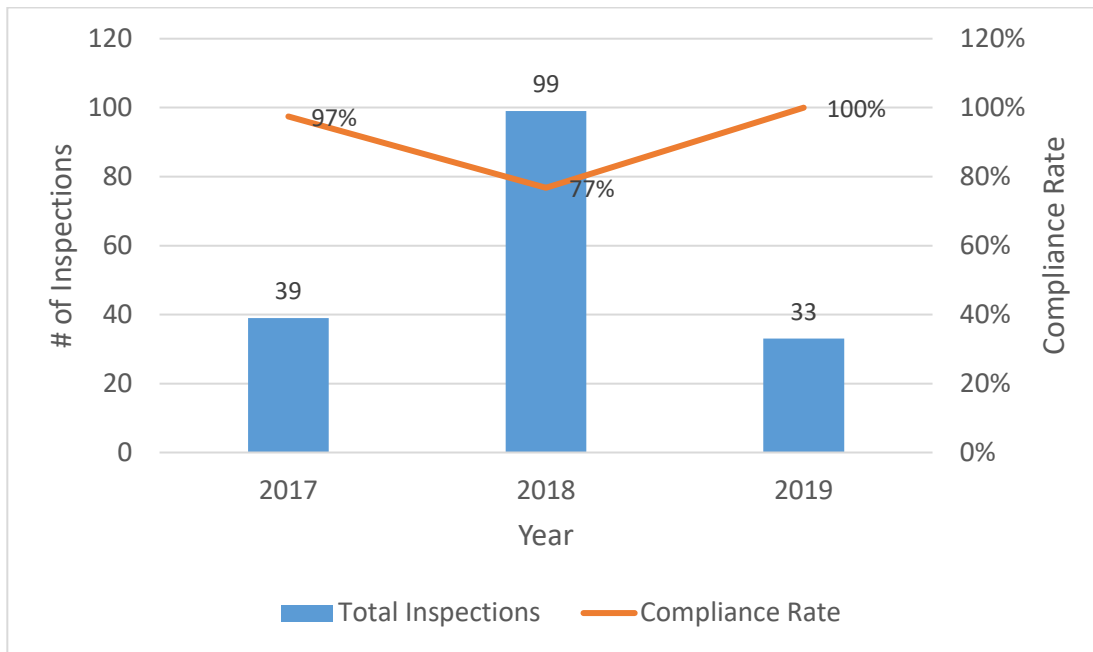
Table 5-3 Marine Enforcement in Stockton: 2017-2019

Program	Total Inspections	Violations
CHE	121	23
CHC	21	0
OGV	29	1
Total	171	24

As shown above, marine enforcement focused mainly on the Cargo Handling Equipment (CHE) Regulation. During this period, 24 NOVs were issued for violations of CHE and Ocean Going Vessels (OGV) programs. CARB staff did not find any violations of the Commercial Harbor Craft (CHC) Regulation.

[Figure 5-7](#) below provides a year-to-year comparison of marine enforcement activities and overall compliance rates from 2017 through 2019.

Figure 5-75-7 Year-to-Year Comparison of Marine Enforcement in Stockton



Error! Not a valid bookmark self-reference. Figure 5-8 below indicates the approximate locations of the above-mentioned marine program areas at the Port of

Stockton. This map may assist the community in identifying locations that CARB is not aware of or locations where additional inspections can occur.

Figure 5-85-8 Marine Enforcement Activity at the Port of Stockton: 2017-2019



Consumer Products

Consumer products are chemically formulated products used by household and institutional consumers and can be sources of toxic air contaminants and volatile organic compounds that community members unknowingly bring into their homes.

Examples include:

- Detergents and cleaning compounds
- Polishes and floor finishes
- Cosmetics and personal care products
- Home, lawn and garden products
- Disinfectants and sanitizers
- Aerosol paints and automotive specialty products
- Composite wood products

Consumer product inspections are an important regulatory tool to improve public health in the community. CARB investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect products for compliance with registration and dating requirements and send selected products to the laboratory for testing.

From 2017 through 2019, CARB conducted 1,883 consumer product inspections statewide. Consumer products are reported statewide because it is assumed these products are sold and delivered throughout the state. ~~Table 5-4~~ ~~Table 5-4~~ below represents a breakdown of enforcement action in the state.

Table 5-4 Consumer Product Inspections Statewide: 2017-2019

Program	Total Inspections	Violation	Under Investigation
Aerosol Coatings	118	24	72
Antiperspirant/Deodorants	35	4	16
Composite Wood	120	11	50
Other Consumer Products	1,610	73	618
Total	1,883	112	756

Vehicles and Engines

CARB is responsible for evaluating the emission control systems of new vehicles and engines, and evaporative emission control systems of engine-equipped devices. When CARB finds that the vehicle/engine/evaporative emission control system complies with all of California's emission standards and emissions-related requirements, the vehicle/engine/evaporative emission control system may operate in California.

CARB conducted six Vehicles and Engines inspections in the Stockton AB 617 Community during the 2017-2019 period. CARB staff found zero violations across the three programs listed in ~~Table 5-5~~ ~~Table 5-5~~ below.

Table 5-5 Vehicles & Engines Program Inspections in Stockton: 2017-2019

Program	Inspections	Violations
49 State	1	0
Recreational Marine Engines	1	0
R134A	4	0
Total	6	0

Fuels Enforcement Program

CARB staff are responsible for setting standards and adopting regulations to achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources. Motor vehicle emissions are responsible for approximately 55 percent of air pollution emissions statewide.

As seen in ~~Table 5-6~~ **Table 5-6**, from 2017 through 2019, CARB staff conducted 112 fuel inspections in the Stockton community. There were no violations issued for these inspections within the community.

Table 5-6 Fuels Program Inspections in Stockton: 2017-2019

Fuel Type	Inspections	Violations
Gas	75	0
Diesel	28	0
Ethanol	8	0
Bio	1	0
Total	112	0

Case Settlements

This section presents an overview of settlement agreements reached between CARB and companies in violation of CARB regulations in the Stockton community. In 2017, a company that failed to comply with requirements of the CHE Regulation signed a settlement agreement with a penalty of \$170,625.00 that was paid to the California Air Pollution Control Fund. In August 2019, CARB settled a case with the Port of Stockton in the amount of \$8,625.00 for violating the CHE Regulation. For further details on these cases, please visit <https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-case-settlements>.

Complaints Summary and Resolution

CARB's previous complaint management system relating to HDDVs lacked the ability to track complaints by specific location. However, CARB staff have begun to work on and track all complaints through the California Environmental Protection Agency (CalEPA) Complaint Reporting System.³¹ This will allow CARB staff to better track complaints by community and to see the resolution of the complaint. Furthermore, this process will enhance CARB's complaint response by encouraging better complaint referrals (e.g. referring complaints to the proper agency and/or identifying complaints that may require multiple agencies to be involved in their resolution). To increase the effectiveness of the complaint program, CARB Enforcement developed a training to help communities identify possible violations and report an enforceable complaint.

Complaints are a vital part of CARB's enforcement program and we encourage the community to report possible violations regularly. In 2019, CARB received eight diesel complaints through CARB's complaint reporting system for the Truck and Bus

³¹ <https://calepacomplaints.secure.force.com/complaints/Complaint>

Regulation and four complaints through CalEPA's reporting system within the Stockton AB 617 Community. CARB referred the complaints received to the appropriate section in a timely manner.

Supplemental Environmental Projects

CARB has a Supplemental Environmental Project (SEP) Policy that allows community-based projects to be funded from a portion, up to 50 percent, of the penalties received during settlement of enforcement actions. Every year CARB initiates cases that result in settlements with monetary penalties. The goal of the SEP program is to improve public health, reduce pollution, increase environmental compliance and raise public awareness in neighborhoods most burdened by environmental harm. In Stockton, there is one school air filtration SEP that is currently pending approval for funding. In addition, there are three SEPs funded in the San Joaquin Valley Air District.

Area	AB617 Community	SEPs	Amount Funded	Funding Status
San Joaquin Valley	South Central Fresno	Healthy Air Neighborhoods-Fresno	\$ 35,000.00	Fully funded
San Joaquin Valley	Southwest Stockton	Installation of Air Filtration Systems in Stockton-Washington Elementary School	\$ 80,000.00	Fully funded
San Joaquin Valley	Shafter	Asthma Impact Model Kern	\$ 113,480.00	Fully funded

CARB's SEP policy can be accessed at <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

Outreach Materials

In an effort to provide communities with more knowledge, tools, and resources for enhanced enforcement, CARB Enforcement has developed the following outreach materials to further inform community members:

- **CARB's Enforcement Visualization Tool**

This web-based tool allows community members to see a map that details statewide field inspections and case settlements across California. This tool allows you to look up inspections by program, type, zip code, and date. A user guide has been developed to go along with the tool. This is a one-pager on how to use the Visualization Tool in your community. The Visualization Tool is available at <https://webmaps.arb.ca.gov/edvs/>.

- **Complaint Reporting**

- CARB has developed a community-focused training to provide communities with the information necessary to report a complaint. The trainings are tailored to each region within the AB 617 Program. For instance, the training provided in the San Joaquin Valley may differ from training given in West Oakland, based on the types of emission sources within the region, as well as contact information for other regulatory parties.
- As shown in ~~Figure 5-9~~ **Figure 5-9**, CARB has also developed reporting cards (available in both English and Spanish) that include information on where to report complaints and what information to provide when reporting complaints. If the community is interested in receiving CARB’s complaint reporting training or obtaining the Complaint Reporting business cards through the CSC or another outlet, please contact COES@arb.ca.gov, or speak to your local CARB Enforcement liaison.

Figure 5-95-9 CARB Complaint Reporting Business Cards



- **Supplemental Environmental Project Brochures**

The SEP brochure outlines the SEP program and how to apply. It is available in both English and Spanish. To learn more about the SEP program, visit <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

- **Informational Outreach Materials.** CARB staff are currently working on community outreach materials, including a multi-regulation booklet and a community idling factsheet. The booklet, geared towards community members, aims to provide information on the requirements for trucks and buses operating in their communities. For more information on any of the above outreach and training activities, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov.

CALEPA EJ INITIATIVE

In 2018 and 2019, CARB staff participated in a multi-agency initiative lead by CalEPA that focused on Stockton. As part of the initiative, CARB provided the City of Stockton with No-Idling signs. As of December 2019, seven signs were posted at various locations identified by the community as having high rates of idling trucks. Of the seven signs posted, three were on South Fresno Avenue, three were on Lincoln Street, near the DMV, and one was on Weber Avenue.

In addition, CARB developed a monitoring plan to help quantify the air pollution burden in the Boggs Tract community with a specific focus on George Washington Elementary School. CARB staff installed two Aeroqual sensors at the George Washington Elementary School and data was collected from July 30, 2019 to August 28, 2019. These sensors measured PM_{2.5}, ozone and NO₂ concentrations in the community.

CARB also conducted mobile monitoring to characterize the air quality and its spatial pattern around the school and to identify possible sources of pollution. CARB staff collected monitoring data using a Mobile Sampling Platform. In total, CARB conducted 7 days of sampling from August 15, 2019 to August 30, 2019, making 19 rounds of the community and surrounding area. CARB concluded that areas in the vicinity of the school and near the port showed higher levels of PM₁₀ (and other coarser PM), which was observed to be consistent with road dust from unpaved roads. Initial analysis of the combined monitoring efforts appeared to show that the highest concentrations of measured pollutants were lower than both the Federal and State air quality standards.

The results of CalEPAs environmental justice initiative are located at the following link: <https://calrecycle.maps.arcgis.com/apps/Cascade/index.html?appid=99f5790b860844668bdef48f45dcfa00>

CARB ENFORCEMENT STRATEGIES

The goal of our enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be to achieve the same or higher compliance rates as observed in CARB inspections throughout the AB 617 Community. In addition, CARB's

goal is to work closely with CSC, SJVACPD, local organizations and other agencies within Stockton (e.g. City government) to address gaps in the enforcement of mobile sources. In the past, CARB focused mobile enforcement on high traffic areas, truck stops, distribution centers and areas where complaints were reported.

To achieve these goals, CARB is committed to enhancing enforcement activities within Stockton by utilizing the following tools:

- An assessment of the enforcement history data
- Emissions inventory
- Air monitoring data
- Groundtruthing observations to assist in targeting areas that may require additional enforcement with guidance from CSC

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton community. Listed below are CARB's enforcement strategies to help improve air quality in the Stockton community:

1. Increase the frequency of compliance inspections with guidance from CSC

CARB will collaborate with the Stockton CSC and the District to actively enhance enforcement activities throughout the community boundary. This will be done through a combination of improved complaint reporting, identifying multiple locations for focused inspections, inventory analysis, and community input. CARB will schedule report-back meetings to update CSC on both the status of inspections and to obtain additional areas of mobile source concerns. CARB will work with CSC to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles, TRUs, and off-road equipment are present. CARB will report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and NOVs issued.

As of September 2020, through CSC monthly meetings, the committee and citizens have heard there is a need to focus enforcement efforts in the following areas:

- a. Knife River area
- b. Charter Way and Fresno Avenue
- c. South El Dorado
- d. Boggs Tract
- e. Idling HDDVs near schools and residential areas

The fact that there were only two inspections of TRUs from 2017 to 2019, and both were determined to be non-compliant, warrants an increase of TRU inspections in Stockton. In 2021, with the help of CSC and SJVAPCD, CARB will increase TRU enforcement.

If members of CSC have additional guidance on where CARB staff can enhance enforcement efforts, please reach out to the Community Outreach and Enforcement Section at COES@arb.ca.gov.

2. Provide in-person community specific training

CARB will develop and offer training opportunities to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or SJVAPCD enforcement processes. In light of social distance mandates due to COVID-19, CARB may develop online trainings.

3. Achieve compliance with the Truck and Bus Regulation via SB 1

As mentioned earlier, SB 1 includes a provision that, beginning in 2020, a vehicle must demonstrate compliance with the Truck and Bus Regulation before it can be registered with the DMV. Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDDVs based on the model year of the vehicle. Under this legislation, compliance with the Truck and Bus Regulation will be fully implemented by 2023.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton such as the City of Stockton, school districts and other CalEPA agencies. For example, CARB staff may work with the City of Stockton to provide truck *No Idling* signage in areas where community members observe trucks idling. In addition, CARB may provide assistance in other areas such as land-use and urban planning, if needed.

5. Enhance CARB's data management practices

CARB is committed to enhancing the quality of enforcement data for the Stockton community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide CSC with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. This tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide annual report of enforcement activities

CARB's Enforcement Division will provide an annual report to CSC to summarize CARB's enforcement activities within the community and update strategies as require

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the CSC, if said strategies fall within CARB's jurisdiction and if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

As CARB adopts new regulations, CARB will enforce these measures and integrate associated activities and data into the Stockton enforcement measures.

APPENDIX

ENFORCEMENT PROGRAMS DESCRIPTION

Heavy-Duty Vehicle Inspection Program (HDVIP). The HDVIP requires inspection of heavy-duty trucks and buses for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested. CARB inspection teams perform tests at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation and up to \$1,000 a day.

Off-Road Construction Equipment (Off-road Regulation). Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders and backhoes. The Off-Road Regulation requires off-road fleets to meet fleet average emission standards and be equipped with best available control technology.

The Tractor-Trailer GHG Regulation (Smart Way). This regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that the U.S. EPA Smart Way program has verified or designated to meet their efficiency standards and reduce fuel consumption.

Solid Waste Collection Vehicles (SWCVs). The SWCV Regulation required vehicle owners to upgrade SWCVs by December 31, 2010. On January 24, 2019, the Board approved amendments that now require reporting for SWCVs with 2006 model year and older engines to avoid unnecessary registration delays at the California DMV starting in 2020 due to SB 1 requirements. The approved amendments also added heavy diesel-fueled on-road single engine cranes to the regulation and became effective on July 1, 2019. These specialized cranes are required to phase-in 2010 or newer model year engines from 2019 to 2027.

Transport Refrigeration Unit (TRU). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Because diesel particulate matter (diesel PM) is an identified toxic air contaminant, CARB adopted an airborne toxic control measure (ATCM) for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU Regulation.

Drayage. The Drayage Truck Regulation is part of CARB's ongoing efforts to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with goods movement. Heavy-duty vehicles that carry goods to or from a port or intermodal facility are required to be equipped with a 2007 or newer model year engine. This requirement becomes stricter in 2023, when drayage trucks are required to be equipped with a 2010 or newer model year engine, because drayage trucks will be required to meet the standards of the Statewide Truck and Bus Regulation.

Statewide Truck and Bus (STB). The STB Regulation requires diesel trucks with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters, or replace older engines with cleaner engine technology, on a schedule based on the model year of the engine and GVWR. The following timeline outlines the engine requirements HDDV must meet to be in compliance with the regulation.

Idling. Idling and opacity inspections are performed to ensure an HDDV is compliant with emission standards and is not violating CARB's Idling Regulation. Idling for more than five minutes is prohibited unless the HDDV is certified clean idle and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at \$300 per violation and up to \$1000 per day.

FUELS INSPECTIONS

California's reformulated gasoline requirements are designed to reduce emissions from evaporation and the burning of gasoline, and Low Carbon Fuel Standard requirements are designed to reduce GHG emissions by reducing the carbon content of fossil fuels. To enforce these programs, CARB staff conduct inspections and review reporting information. When CARB identifies a violation, staff pursue compliance through corrective action and through the issuance and settlement of NOVs.

VEHICLES AND ENGINES

The New Vehicle/Engine Programs evaluate the emission control systems of new vehicles, engines, and evaporative emission control systems produced for California. When all emissions related requirements are met, CARB issues an Executive Order certifying the vehicle/engine/evaporative emission control system as compliant with California's emissions requirements. Vehicles and engines are not legal for sale in California until certified.

MARINE ENFORCEMENT PROGRAMS DESCRIPTION

Ocean Going Vessel (OGV) Fuels Regulation. The OGV Regulation is intended to reduce PM, diesel PM, NOx, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.

Cargo Handling Equipment (CHE). The Mobile CHE Regulation was adopted in 2005 to reduce toxic and criteria emissions such as diesel PM and NOx to protect public health. As part of CARB's continuing efforts to reduce emissions of air pollution in California, CARB staff conduct compliance inspections of CHE used at ports and intermodal rail yards. CHE transfers goods, performs maintenance and repair activities, and includes equipment such as yard trucks, rubber-tired gantry cranes, top handlers, side handlers, forklifts, and loaders. CARB staff also conduct smoke audits on CHE at regulated facilities to insure equipment is maintained to manufacturer specifications.

Commercial Harbor Craft (CHC). There are several types of harbor craft in California, including crew and supply boats, fishing vessels, ferries, excursion vessels, tug boats, barges, dredges, and other vessel types. The CHC Regulation was adopted in 2007 to reduce emissions of diesel PM, NOx, and Reactive Organic Gases from diesel engines used on CHC operated in Regulated California Waters (within 24 nautical miles of the California coast).

CONSUMER PRODUCTS PROGRAMS DESCRIPTION

Composite Wood Products. CARB's ATCM to control formaldehyde emissions from composite wood specifically focuses on three products: hardwood plywood, particleboard, and medium density fiberboard. Investigators in the Composite Wood Products program purchase samples of regulated products from outlets all over California. They inspect products and packaging for compliance with labeling requirements and send selected products to the laboratory for testing.

Consumer Products. Consumer products are chemically formulated products used by household and institutional consumers. Some examples are detergents and cleaning compounds; polishes and floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; and aerosol paints and automotive specialty products. Consumer products do not include other paint products, furniture coatings, or architectural coatings. Investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect product containers for compliance with registration and dating requirements and send selected products to the laboratory for testing.

MARINE INSPECTIONS IN STOCKTON

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	4/5/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	No
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste J	Stockton	Yes
2018	4/4/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	Yes

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste H	Stockton	Yes
2018	1/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	6/13/2019	Cargo Handling Equipment	205 Port Rd 1	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	12/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	No

Year	Date	Program	Street	City	Compliant (Yes/No)
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/7/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/11/2019	Commercial Harbor Craft	Port of Stockton West Complex	Stockton	Yes

COMPLAINTS IN STOCKTON

Complaint ID	Company City	Date Submitted	Complaint type
2619	Stockton	3/21/2019 8:11	Smoking Vehicle - Periodic Smoke Inspection
2869	Stockton	6/6/2019 9:08	Smoking Vehicle - Periodic Smoke Inspection
2870	Stockton	6/6/2019 9:27	Smoking Vehicle - Periodic Smoke Inspection
2984	Stockton	7/15/2019 14:18	Truck & Bus

3040	Stockton	8/2/2019 10:14	Smoking Vehicle - Periodic Smoke Inspection
3257	Stockton	10/8/2019 9:16	Truck & Bus
3259	Stockton	10/8/2019 9:50	Truck & Bus
3316	Stockton	12/5/2019 12:20	Tampering
COMP-45923	Stockton	9/5/2019 15:51	Excessive dust from construction site
COMP-41415	Stockton	1/14/2019 9:27	Indoor air quality concern
COMP-46297	Stockton	10/23/2019 11:01	unpermitted automotive painting business/illegal hazardous waste dumping
COMP-11902	Stockton	1/19/2017 19:37	Air pollution caused by Duraflame facility

HDDV CITATIONS IN STOCKTON

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2018	2/12/2018	Drayage		Y	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
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2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
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2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G

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2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
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2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
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2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
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2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		Y	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Truck & Bus		Y	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	2/20/2019	Idling	Commercial	N	FRESNO @ SONORA
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/7/2019	Idling	Commercial	N	233 SOUTH FRESNO AVE
2019	6/3/2019	Idling	Commercial	N	205 SOUTH FRESNO ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	2/20/2019	Off-Road		N	FRESNO @ SONORA
2019	12/12/2019	Smart Way		N	225 Fresno st

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	12/12/2019	Smart Way		N	225 Fresno st
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	3/4/2019	Smart Way		N	55 SOUTH LINCOLN ST
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		Y	205 SOUTH FRESNO ST
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

5.5 LEVERAGING COMMUNITY INVOLVEMENT IN ENFORCING RULES TO REDUCE AIR POLLUTION

Members of the community play an important role in protecting public health by reporting air quality issues that they observe to both the District and CARB. The District and CARB value input from the public who reside and work in the community. The complaint process aids both agencies in identifying issues within the communities and ensuring timely resolution. Filing a complaint is easy. The following is the contact information for the District and CARB.

San Joaquin Valley Air Pollution Control District
Stationary Sources - Smoke, Dust, Odors or Other Contaminants
Phone: 1-800-870-1037
Valley Air Smart Phone App
Online: <https://www.valleyair.org/busind/comply/onlinecomplaint.htm>

California Air Resources Board
Automobiles, Trucks, Off-road Equipment, or Other Vehicles
Phone: 1-800-END-SMOG
Online: <https://calepa.ca.gov/enforcement/complaints/>

An effective complaint should contain as much information and as many details as possible as this helps the inspector in responding to the issue and conducting the investigation. The following information is helpful when filing a complaint:

- Time, date, and location of possible violation; including name of facility if known.
- Type of air quality concern. Describe what you see, smell, and feel.
 - See: smoke, fire, dust falling ash, etc.
 - Smell: rotten eggs, gasoline, oil, sweet, sour, smoke, etc.
 - Feel: burning eyes, throat/nose irritation, breathing problem, headache, etc.
- Is the issue still occurring? If not, when did it occur? Is it recurring? If so when?

- Time of day
- Day of week
- Your name and contact information – anonymous complaints can be filed but contact information often helpful in fine tuning the investigation.

To better leverage community involvement, the District and CARB will also assign a dedicated team to work with the Community Steering Committee to follow-up on community concerns, and to conduct community-level compliance assistance, outreach, and education related to compliance and enforcement of local and state rules and regulations. As part of this partnership, the District and CARB will track and report back to the Community Steering Committee on the ongoing enforcement activities within the community to monitor progress in meeting community enforcement measures and to look for innovative strategies to enforcement practices with the goal of increased compliance with air pollution rules and regulations within the community.

5.6 ENFORCEMENT STRATEGIES

5.6.1 DISTRICT ENFORCEMENT STRATEGIES

The District has used the assessment of the three (3) year compliance history in the Stockton AB 617 Community and comments shared by the Community Steering Committee to develop the list of enforcement strategies below which aim to reduce the potential for localized air quality impacts within the Stockton AB 617 Community. During implementation, District staff will provide regular updates on enforcement measures and will solicit guidance and feedback to continue to look for opportunities to evaluate and improve enforcement activities.

1. Enhanced enforcement of District Rule 4901 (*Wood Burning Fireplace and Wood Burning Heaters*) mandatory wood burning curtailments:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

2. Enhanced enforcement of District Rule 4103 (*Open Burning*) to reduce the illegal open burning of residential waste:

To limit the potential for localized PM_{2.5} and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

3. Enhanced inspection frequency of permitted sources:

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 will increase 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.

4. Enhanced enforcement of fugitive dust requirements

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, the District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton AB 617 Community during both the 2nd and 3rd quarter for the next five (5) years.

5. Pilot training program for conducting self-inspections at gas stations:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

6. Enhanced enforcement of the state's heavy-duty vehicle anti-idling regulation:

To limit the potential for localized PM_{2.5} and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

7. Report back to the Community Steering Committee on Enforcement Activities:

The District will track and provide an annual report to the Community Steering Committee to summarize the District enforcement efforts within the community and to monitor progress in implementing community enforcement measures and meeting enforcement goals.

8. Coordinate with other agencies

The District will seek opportunities to coordinate with other agencies within the Stockton AB 617 Community to address multimedia compliance issues as they arise.

9. Update enforcement strategies as appropriate

The District committed to evaluating the results of ongoing compliance activities within the Stockton AB 617 Community and moving forward will work with the Community Steering Committee to update measures as appropriate.

5.6.2 CARB ENFORCEMENT STRATEGIES

CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be

to achieve the same or higher compliance rates as observed in the three-year history. CARB staff will also work closely with the community steering committee, the Air District, and other agencies to address gaps in the enforcement of mobile sources and seek opportunities to close these gaps.

To support achieving these goals, CARB is committed to enhancing enforcement activities within Stockton AB 617 Community by utilizing the following tools:

- An assessment of the enforcement history data
- Targeting areas that may require additional enforcement with guidance from the community steering committee

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton AB 617 Community.

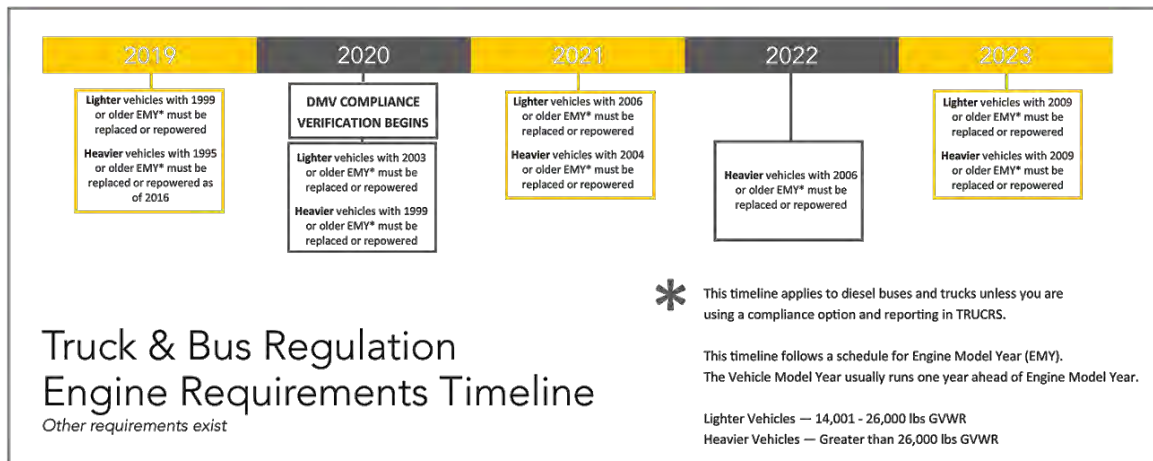
Listed below are CARB's enforcement strategies to help improve air quality in the Stockton AB 617 Community:

1. Increase the frequency of compliance inspections with guidance from the community steering committee:

CARB will collaborate with the Stockton AB 617 Community steering committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community steering committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the steering committee to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.

2. Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1:

In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDVs based on the model year of the HDV.

Figure 5-105-10 Truck and Bus Regulation Engine Requirements Timeline**3. Provide Annual Report of Enforcement Activities**

CARB's enforcement division will provide an annual report to the CSC to update and summarize CARB's enforcement activities within the community.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton AB 617 Community.

5. Enhance CARB's Data Management Practices

CARB is committed to enhancing the quality of enforcement data for the Stockton AB 617 Community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the community steering committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide in-person community specific training

CARB will develop and implement a new program that will be offered to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the community steering committee, if said strategies are enforceable by CARB

staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

6. METRICS TO TRACK PROGRESS

6.1 METRICS FOR FIVE-YEAR MILESTONE EVALUATION

Strategies implemented as a part of this CERP are designed to improve air quality in the community of Stockton. The five-year milestone evaluation is intended, per CARB guidance, to illustrate community scale emissions reductions and air quality trends that may not be evident on an annual reporting basis. To this end, the five year milestone report submitted to CARB for Stockton will include a comprehensive report of air quality monitoring data obtained in the community throughout the term of the CERP, as well as a complete accounting of all projects, emissions reductions, and associated co-benefits implemented as a result of AB 617 program implementation in the community of Stockton.

Table 6-1 Emission Reduction Targets for Incentives Measures

Measure #	Community Suggested Measures	Unit Type	# of Units	Allocation Amount	Direct Reductions Estimate Lifetime (Tons)
Community					
VB.1	Vegetative Barriers	Projects	2	\$ 1,000,000	0.5
UG.1	Trees and Urban Greening	Projects	2	\$ 1,000,000	-
LG.1	Residential Lawn and Garden Equipment	Equipment	50	\$ 20,042,500	0.3
LG.2	Commercial Lawn and Garden Equipment	Equipment	5	\$ 100,000	-
SC.1	Air Filtration in Schools (all schools in community)	Schools	33	\$ 2,640,000	-
IAQ.1	Home weatherization, Solar, Electrification, Air Filtration in Homes	Units	2000	\$ 1,000,000	-
Older Vehicles					
TP.1	Targeted Tune-In Tune-Up Events within Community	Events (400 cars/event)	5	\$ 300,000	3.7
TP.2	Drive Clean Vehicle Replacement	Cars	100	\$ 800,000	0.2
TP.3	EV Charging Stations	Chargers	15	\$ 375,000	-
TP.4	EV Mechanic Training	Trainings	10	\$ 150,000	-
TP.5	Car Share Program	Program	1	\$ 1,000,000	-
Land Use					
LU.2	Bike Paths and Infrastructure	Bike Paths	5	\$ 500,000	11
Heavy Duty Mobile Sources					
HD.1	Zero & Near-Zero Emission Heavy Duty Trucks	Trucks	50	\$ 10,000,000	209
HD.3	Heavy Duty Electric Vehicle Charging Infrastructure	Fueling Stations	1	\$ 1,000,000	-
HD.5	Truck Idling Plug-Ins	Plug Stations	33	\$ 100,000	-
HD.7	Electric School Buses	Buses	10	\$ 4,000,000	22
HD.10	Locomotive Switchers	Locomotive Switchers	4	\$ 6,800,000	546
HD.11	Truck Reroute Study	Study	2	\$ 1,000,000	-
Residential Wood Burning					
RB.1	Incentives to Replace Wood Burning Devices	Devices	100	\$ 300,000	49
Port					
P.2	Zero and Near-Zero Emission Technology at Port	Vehicles	10	\$ 2,000,000	3
P.3	Tug Boat	Boat	1	\$ 1,000,000	30
P.4	Marine Exhaust Intake	Project	1	\$ 2,000,000	240

Table 6-24 Metrics for Tracking Progress of District Non-Incentive Measures

#	Measure	Type	2021	2022	2023	2024	2025
SC.2	Increase Participation in Healthy Air Living Schools	Outreach Activities	Ongoing Engagement				
O.1	Multilingual Outreach	Outreach Materials/ Events	Host 4 meetings, 1 targeted social media campaign annually.				
RB.2	Educate Public Regarding Harmful Effects of Residential Wood Burning Smoke	Outreach Materials/ Events	4	4	4	4	4
RB.4	Education about Illegal Residential Open Burning	Outreach Activities	1	1	1	1	1
RB.5	Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Additional Surveillance Efforts	4	4	4	4	4
HD.6	Enhanced Enforcement of Statewide Anti-Idling Regulation	Additional Surveillance Efforts	4	4	4	4	4
P.1	Collaborate with Port to Facilitate Information Sharing	Meetings and Outreach	Ongoing. Outreach will be based on CSC implementation.				
P.5	Addressing Algal Blooms	Meetings	2	2	2	2	2
LU.1	Support Projects that Reduce VMT	Ongoing Support	Ongoing				
LU.4	Integration of Local and Regional Planning Efforts	Meetings	1	1	1	1	1
SS.4	Inspection frequency for permitted stationary sources	Surveillance	Varies based on compliance by facility. Will begin immediately.				
SS.8	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Rule Evaluations	x	x			
SS.9	Expedited Facility Risk Assessment And Risk Reduction	Risk Reduction Audits	See Appendix E for detailed list and schedule.				
FD.1	Enhanced Enforcement of Fugitive Dust Requirements	Surveillance	x	x	x	x	x

7. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PROJECT REVIEW

According to Section 15061 (b)(3) of the California Environmental Quality Act (CEQA) Guidelines, a project is exempt from CEQA if, “the activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Since the Project will result in an air quality benefit to the community, the Project is not expected to result in a significant impact under CEQA. As such, the common sense exemption applies.

In addition, this Project is an action taken by a regulatory agency, the San Joaquin Valley Air District, as authorized by state law for the protection and betterment of air quality in the San Joaquin Valley. CEQA Guidelines §15308 provides a categorical exemption for “actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.” No construction activities or relaxation of standards are included in this project. As such, for this additional reason, the District finds that the Project is exempt from CEQA.

Pursuant to Section 15062 of the CEQA Guidelines, the District will file a Notice of Exemption upon Governing Board approval of the Project.

GLOSSARY

AB 617 – Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) directs the state and local air districts to identify communities in California that are exposed to high levels of air pollution and established the Community Air Protection Program. Air districts with input from residents and stakeholders are to develop community focused action plans and community air monitoring plans to address localized air pollution and reduce exposure to particulate matter and toxic air contaminants.

Area Sources – Sources of air pollutants that individually emit relatively small quantities of air pollutants, but that may emit considerable quantities of emissions when combined over a large area. Examples include water heaters, lawn maintenance equipment, and consumer products.

Best Available Control Technology (BACT) – These are the most stringent requirements for new or modified sources. An emissions limitation based on using the most up-to-date methods, systems, techniques, and production processes available to achieve the greatest level of emission reductions. **Best Available Retrofit Control Technology (BARCT)** – An emissions limitation based on the maximum degree of reduction achievable for existing sources considering environmental, energy, and economic impacts.

Black Carbon – Black carbon is the sooty black material emitted from gasoline and diesel engines, and other sources that burn fossil fuel. It comprises a significant portion of particulate matter. Inhalation of black carbon is associated with health problems including respiratory and cardiovascular disease, cancer, and birth defects.

California Air Resources Board (CARB) – The State of California agency responsible for air pollution control. Responsibilities include: establishing State ambient air quality standards, setting allowable emission levels for mobile sources of emissions and consumer products.

California Environmental Quality Act (CEQA) – Legislation requiring state and local agencies to disclose the significant environmental impacts of a project through the preparation of an Initial Study, Negative Declaration or Environmental Impact Report, including actions to mitigate any significant environmental project impacts.

Cancer Risk – The likelihood that a person will develop cancer during their lifetime.

Carbon Monoxide (CO) - a colorless, odorless gas emitted from combustion processes like mobile sources.

Cargo Handling Equipment (CHE) – Equipment used to move containers within a marine terminal. Cargo-handling equipment includes rubber-tired gantry (RTG) cranes, yard tractors, side-picks, and top picks. The large ship-to-shore cranes that move containers from the vessel to the container yard and vice-versa are not included in the definition of CHE.

Concentrations – Pollution in the air is typically expressed as a *concentration*. A concentration is the amount that could be extracted from a given volume of air (like a cubic meter). For example, the amount of particulate matter concentrations in terms of “micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).” This is a measure of the amount of particulate matter collected if you were to draw a cubic meter of air through a clean filter, and then weigh the filter on a scale that can measure millionths of a gram. Today we would

expect, on average, to be able to collect about 10 µg of PM_{2.5} from a cubic meter of ambient air.

Control Device – Devices designed to capture, remove and/or reduce pollutants that would otherwise be emitted into the air. Examples are baghouses, scrubbers, dust collectors, direct flame afterburners, vapor recovery units, and water sprayers.

Criteria Air Pollutants – As required by the Clean Air Act, the U.S. Environmental Protection Agency (EPA) identifies and set standards to protect human health and welfare for six pollutants: ozone, carbon monoxide, particulate matter, sulfur dioxide, lead, and nitrogen oxide. The term "criteria pollutants" derives from the requirement that the U.S. EPA must describe the characteristics and potential health and welfare effects of these pollutants. U.S. EPA periodically reviews new scientific data and may propose revisions to the standards as a result.

Diesel Engine – An internal combustion engine in which ignition of the fuel, which is injected into the combustion chamber, is caused by the elevated temperature of the air in the cylinder due to mechanical compression.

Diesel Particulate Matter (DPM) – The particles found in the exhaust of diesel-fueled compression ignition engines. Diesel PM may combine and adsorb other species to form structures of complex physical and chemical properties.

Drayage Trucks – A truck used to haul containers to and from the container terminals. It consists of the tractor unit and a semitrailer consisting of the container on a chassis (wheeled base).

Emissions – A gas or liquid stream containing one or more air contaminants discharging or emitted into the atmosphere.

Enforcement Action – When non-compliance with District rules and regulations and local, state, and federal requirements which the District has authority over

Environmental Protection Agency (EPA) – The federal agency in charge of creating and enforcing regulations to protect human health and the environment.

Fine Particulate Matter (PM_{2.5}) – Particulate matter (PM) is a mixture of solid particles and liquid droplets suspended in the air. Of these particles, those less than 2.5 micrometers in diameter, called fine PM or PM_{2.5}, pose the greatest risk to health. See particulate matter.

Gasoline Dispensing Facilities (GDF) – Retail service station or private facility that stores and/or dispenses gasoline into fuel tanks.

Greenhouse Gases (GHG) – Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), halogenated fluorocarbons (HCFCs), ozone (O₃), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and hydrofluorocarbons (HFCs).

Health Risk Assessment (HRA) – A detailed comprehensive analysis to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations, and to assess and quantify both the individual and population wide health risks associated with those levels of exposure.

High Efficiency Particulate Air Filters (HEPA filters) – A high efficiency particulate air filter capable of filtering 0.3 micron particles with 99.97 percent efficiency.

Idling - keep the engine of a vehicle running while parked.

Indirect Sources – Land uses and facilities that attract or generate motor vehicle trips and thus result in air pollutant emissions; for example, shopping centers, office buildings, warehouses, and airports.

Minimum efficiency reporting value (MERV) – Developed by the American Society of Heating, Refrigerating and Air Conditioning Engineers, MERV rates the effectiveness of air filters. The higher the number, the finer the filtration.

Mixed Land Use – A range of land uses including residential, commercial, and industrial to be collocated in an integrated way that supports sustainable forms of transportation.

Mobile Sources Of Air Pollution – Any motor vehicle that produces air pollution, e.g., cars, trucks, motorcycles (on-road mobile sources) or airplanes, trains and construction equipment (off-road mobile sources).

National Ambient Air Quality Standards (NAAQS) – The Clean Air Act requires U.S. EPA to set National Ambient Air Quality Standards (NAAQS) at a levels determined to be protective of public health within an adequate margin of safety for six pollutants referred to as criteria pollutants. Standards are set based on scientific research and policy assessments reviewed by the Clean Air Scientific Advisory Committee. **New Source Review (NSR)** – A pre-construction permitting review requirement that ensures that when a new source of air pollution is built, or when an existing source is modified, the source will implement effective emission control technology and will comply with related regulatory requirements pertaining to air emissions.

Nitrogen Oxides (NOx) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

Off-Road Vehicles – An off-road vehicle is any type of vehicle which can drive on and off paved or gravel surfaces. They are generally characterized by having large tires, open treads, a flexible suspension or caterpillar tracks. Other vehicles that do not travel public streets or highways are called off-highway vehicles and include tractors, forklifts, cranes, backhoes, bulldozers and golf carts.

On-Road Vehicles – A vehicle designed to legally carry people or cargo on public roads and highways such as buses, cars, trucks, vans, motor homes, and motorcycles.

Ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

Particulate Matter (PM) – PM includes a wide range of particles that vary in terms of their size and mass, physical state (solid or liquid), chemical composition, toxicity, and how they behave and transform in the atmosphere. PM is commonly characterized based on particle size. Ultrafine PM includes the very smallest particles less than 0.1 micron in diameter (one micron equals one-millionth of a meter). Fine PM, commonly referred to as PM_{2.5}, consists of particles 2.5 microns or less in diameter (includes ultrafine PM). Coarse PM refers to particles between 2.5 microns and 10 microns in diameter. The term “coarse” particles may be misleading; it should be emphasized that even “coarse” particles are still very tiny, many times smaller than the diameter of a human hair. PM₁₀ consists of particles 10 microns or less in diameter (includes ultrafine, fine and coarse PM).

Parts per Billion (ppb) – A weight-to-weight ratio used to describe concentrations. Parts per billion (ppb) is the number of units of mass of a contaminant in the air per 1000 million units of total mass

Parts per Million (ppm) – A weight-to-weight ratio used to describe concentrations. Parts per million (ppm) is the number of units of mass of a contaminant in the air per million units of total mass.

Partial Zero Emission Vehicle (PZEV) – PZEV is an automobile that has zero *evaporative* emissions from its fuel system and meets Super Ultra Low Emissions Vehicle (SULEV) tailpipe-emission standards. Evaporative emissions are the gasoline fumes that escape during refueling or from the fuel tank and supply lines. See also ZEV.

Sensitive Receptors – Members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses.

Stationary Sources of Air Pollution (Stationary Sources) – A fixed, non-mobile producer of air pollution, usually found at industrial or commercial facilities.

Toxic Air Contaminants (TACs) – TACs are air pollutants, identified by CARB, which may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential health hazard. Health effects may occur at extremely low levels of TACs.

Transport Refrigeration Unit (TRU) – Refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.

Vehicle Miles Traveled (VMT) – One vehicle (whether a car carrying one passenger or a bus carrying 30 people) traveling one mile constitutes a vehicle mile

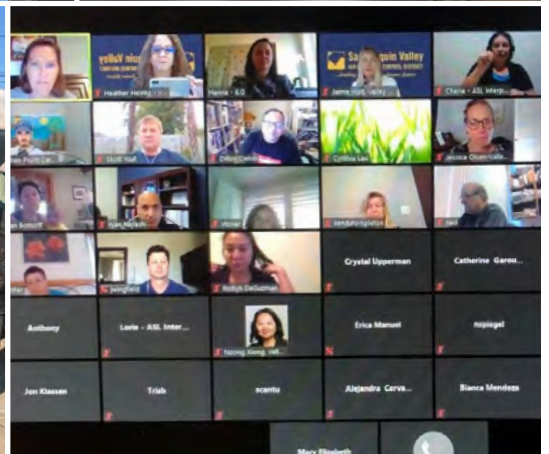
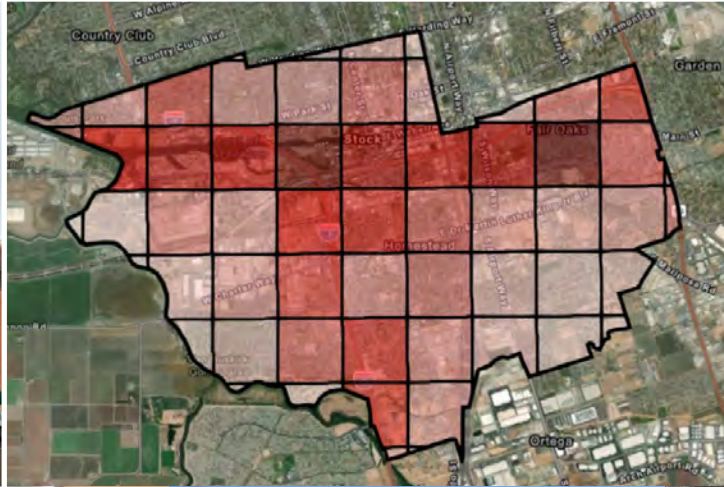
Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

Zero-Emission Vehicle (ZEV) – Vehicles which produce no emissions from the on-board source of power (for example, a fully electric vehicle).

Community Emissions Reduction Program

Stockton

February 3, 2021 Draft



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

EXECUTIVE SUMMARY

The air quality challenges that the communities in the San Joaquin Valley face are unmatched by any other region in the nation. The San Joaquin Valley, due to its unique geography, topography, and meteorology, continues to face daunting challenges in meeting the latest federal health-based air quality standards. Since 1992, the San Joaquin Valley Air Pollution Control District (District) has implemented nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Numerous plans to improve Valley air quality and attain state and federal air quality standards have detailed a wide-range of strategies, including regulatory measures, extensive incentive investment to promote clean-air technologies in Valley communities, and other first-of-their kind measures. The District also has dedicated field staff that are in communities throughout the Valley conducting inspections and responding and investigating complaints to ensure that Valley businesses and residents are complying with federal, state, and local rules and regulations.

As a result of the District's stringent and comprehensive air quality management strategy, along with significant investments made by Valley businesses and residents, PM_{2.5} and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM₁₀ federal air quality standard. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM_{2.5} levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%.

Despite these regional air quality improvements, significant concern has been expressed by the California legislature about potential localized impacts of air pollution in disadvantaged communities throughout the state. In answer to that concern, Assembly Bill (AB) 617, signed into law in July 2017, initiated a state-wide effort to monitor and reduce air pollution, and improve public health, in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. The community of Stockton AB 617 Community was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of the third-year communities selected in the state to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

AB 617 provides mechanisms and resources to implement community-specific air quality monitoring networks; to develop, implement, and track emission reduction programs; to improve availability of data and other technical information; and to invest substantial funding in the community through voluntary incentive funding measures. Importantly, these measures are guided by advice and knowledge of local community members, through their input and involvement on Steering Committees for each AB 617-selected community.

This Community Emission Reduction Program (CERP) provides a description of the community of Stockton AB 617 Community, 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. Sources of pollution that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of the public engagement process between the Community Steering Committee (CSC), the District, and the California Air Resources Board. Working closely together as a unified partnership, the CSC developed numerous strategies that were ultimately selected for implementation in the community, including incentive funding measures, public engagement strategies, enforcement strategies, and regulatory strategies. Many of the strategies will require close collaboration with state and local organizations and community based organizations to fully implement them. Also included in this CERP is an implementation schedule and necessary metrics for tracking emission reductions within the community. The metrics for tracking progress will be included in regular updates to the CSC during ongoing meetings, annual reporting, and at the five-year milestone.

This draft CERP anticipates investing \$XX million in emission reduction incentives, and a variety of other clean air projects in the Stockton AB 617 Community area. Additional measures have been developed to reduce exposure to air pollution for sensitive receptors, including schools and residences. These efforts are projected to achieve approximately XXX tons of PM2.5 reductions and XXX tons of NOx reductions as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk. Additional regulatory and outreach strategies will provide for further reductions in emissions and exposure, while increasing awareness of the community's air quality challenges and the resources available to help the public and businesses reduce emissions and avoid exposure to air pollution.

Air pollution emission reduction and exposure reduction measures implemented under AB 617 programs will further advance ongoing state and District efforts to reduce regional and community exposure to air pollutants. In the preparation of this CERP, the District has worked closely with the CSC, CARB, and the public. The CSC included, residents, community-based organizations, community members, environmental organizations, regulated industry representatives, other local agencies, and other key stakeholders and worked to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Stockton AB 617 Community. The plan developed through this collaborative process employs proven and innovative strategies, and significant resources, to improve community health by reducing exposure to air pollutants in Stockton AB 617 Community.

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1. INTRODUCTION

1.1 IMPLEMENTATION OF AB 617 IN STOCKTON AB 617 COMMUNITY

The implementation of Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) has brought additional clean air resources and strategies to Valley environmental justice communities that have been and are currently disproportionately burdened by socioeconomic disadvantages and air pollution, despite significant emissions reductions that have already been achieved regionally. AB 617 provides mechanisms and resources to adopt expedited schedules for the implementation of advanced control technologies for existing stationary source facilities; increased stringency of reporting requirements for stationary sources; develop and implement community-specific air quality monitoring networks; implement, and track localized emission reduction programs; improve availability of data and other technical information; and invest substantial funding in the community through voluntary incentive funding measures. Resources available through this legislation allowed the San Joaquin Valley Air Pollution Control District (District), working in partnership with the Stockton AB 617 CSC, through a comprehensive public outreach and community engagement process, to expand regional programs for community protection and develop a robust plan for reducing local exposure various forms of air pollution including fine particulate matter and toxic air contaminants in the AB 617 Stockton AB 617 Community.

Several requirements of AB 617 will serve to reduce air pollution in disadvantaged communities throughout the San Joaquin Valley. AB 617 legislation required districts that are in nonattainment for one or more air pollutants to adopt expedited rule review schedules, by January 2019, for the implementation of Best Available Retrofit Control Technology (BARCT). The District Governing Board adopted this schedule at a public hearing held in December 2018, which set the path forward for the District to research and potentially amend applicable rules. The expedited BARCT implementation schedule is discussed in more detail later in this document. Additionally, AB 617 requires "Stationary Sources" to report their criteria pollutant emissions inventory as well as their air toxics emissions inventory to the State on an annual basis. These emissions inventories will be presented via the Criteria Pollutant and Toxics Emissions Reporting regulation, once fully implemented by California Air Resources Board (CARB). Under AB 617, a Stationary Source is defined as facility meeting any one of the following:

- Required to submit Greenhouse Gas emissions under the CH&SC § 38530 (Mandatory GHG Emissions Reporting),
- A facility that is authorized by a permit issued by a district to emit 250 or more tons per year of any nonattainment pollutant or its precursors, or
- A facility that receives an elevated prioritization score based on cancer or noncancer health impacts pursuant to Section CH&SC § 44360 (Air Toxics Hot Spots, Chapter 4: Risk Assessment).

The District has worked with closely with CARB, regulated entities, and other stakeholders to implement this new reporting requirement in the Valley. Further

information on the implementation of the AB 617 stationary source criteria pollutant emissions inventory reporting requirement is available at: <https://ww2.arb.ca.gov/our-work/programs/criteria-and-toxics-reporting>.

The District's community identification and prioritization analysis for the second year of AB 617 implementation was based on extensive air quality analysis, numerous health indicators from the state's CalEnviroScreen model (version 3.0), and various other socioeconomic indicators. In developing San Joaquin Valley community recommendations for additional clean air resources and public engagement under AB 617, the District conducted a public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through public workshops and meetings throughout the Valley.

Based on this extensive public engagement effort, significant interest and support for the Stockton community, and the District's comprehensive identification and prioritization analysis: the Stockton Community was recommended by the District Governing Board as a second-year AB 617 community. Sources that affect Stockton AB 617 Community include mobile sources and freeways, port operations, and industry. The Stockton AB 617 Community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts designated as disadvantaged communities. After further technical review and public engagement, the Stockton AB 617 Community was ultimately selected by the CARB Governing Board for the development of a community air monitoring plan and an emissions reduction program designed to reduce pollution impacts in the selected community.

In accordance with the community-driven nature of AB 617 directives, in September of 2019 the District Governing Board directed staff to immediately convene a CSC committee under a set of guiding principles. The CSC is comprised of residents, businesses, non-governmental organizations, and public agencies, working together to craft and develop a community air monitoring plan and a Community Emissions Reduction Program (CERP). To ensure successful implementation of AB 617, residents, businesses, non-profits organizations, state and local agencies, and other stakeholders from all sectors within the selected community were involved in the development of CERP. Towards that end, the District has worked extensively with the CSC to develop innovative strategies that, once implemented, will improve air quality in the Stockton AB 617 community.

The Stockton AB 617 Community air monitoring map was developed with the advice of the community Steering Committee. The community-specific air monitoring network will provide an expanded monitoring capacity designed to provide scalable, portable, and rapidly deployable air monitoring equipment to the community. This includes a combination of air monitoring platforms equipped with highly specialized analyzers capable of monitoring a full range of criteria and toxic pollutants. Various monitoring platforms include larger air monitoring trailers, mobile air monitoring vans, and compact air monitoring sensors. Monitoring data from these sensors will be made available to members of the public in real-time on the Stockton AB 617 webpage. The full

community air monitoring plan, with further details on selected monitoring equipment and monitoring locations, is available at:

<http://community.valleyair.org/selected-communities/stockton/community-air-monitoring/>

As a culmination of the community-driven actions and engagement called for under AB 617, the Stockton Community Steering Committee has developed a Community Emissions Reduction Program (CERP), in partnership with CARB, residents, affected sources, and local government bodies in the affected community. Steering Committee input and other comments received from the public in the community have provided instrumental information, critical to implementing community-specific measures and addressing community concerns. Strong collaboration between community members, the District, CARB, and other local agencies has resulted in the development of an ambitious plan for reducing localized pollution and associated health impacts in Stockton AB 617 Community.

This CERP provides a description of the Stockton AB 617 Community, 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. Sources of pollution that are of particular concern to community members are highlighted, and possible strategies for reducing pollution impacts from these sources are evaluated. The strategies that were ultimately selected for implementation in the community are outlined, including incentive funding measures, public engagement strategies, enforcement strategies, regulatory strategies, and strategies that will be completed in partnership with other agencies and local organizations. Finally, an implementation schedule and metrics for tracking emission reductions in annual reporting and at the five-year milestone are discussed in detail.

1.2 HEALTH BASED AIR QUALITY OBJECTIVES

CERPs implemented under AB 617 are designed to reduce emissions of pollutants that have been shown to have adverse impacts on public health, including fine particulate matter and toxic air contaminants. As specified in CARB's Community Air Protection Program Blueprint, Appendix C: Criteria for Community Emission Reduction Programs (https://ww2.arb.ca.gov/sites/default/files/2018-10/final_community_air_protection_blueprint_october_2018_appendix_c.pdf), this plan will focus on reducing individual criteria air pollutant and toxic air contaminant emissions to address the impacts of community exposure to multiple pollutants. While each community faces distinct health-based challenges, CARB guidance states that broad health-based air quality objectives provide a consistent foundation for determining the appropriate levels of emissions reductions for CERPs statewide.

The U.S. Environmental Protection Agency and the State of California have established ambient air quality standards, which set health-protective levels for the following criteria pollutants: ozone, particulate matter with a diameter of 10 microns or smaller (PM10), particulate matter with a diameter of 2.5 microns or smaller (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California also has standards for sulfates,

vinyl chloride, and hydrogen sulfide. Due to the region's topography and meteorology, the Valley is classified as Serious nonattainment for the federal PM_{2.5} standards, and Extreme nonattainment for federal ozone standards.

Particulate Matter: Particulate matter is a mixture of solid particles and liquid droplets in the air. PM can be emitted directly into the atmosphere (primary PM), or can form as secondary particulates in the atmosphere through the photochemical reactions of precursors (when precursors are energized by sunlight). Thus, PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. PM₁₀ is particulate matter that is 10 microns or less in diameter, and the PM_{2.5} subset includes smaller particles that are 2.5 microns or less in diameter.

Any particles 10 microns or less are considered respirable, meaning they can be inhaled into the body through the mouth or nose. PM₁₀ can generally pass through the nose and throat and enter the lungs. PM_{2.5} can be inhaled more deeply into the gas exchange tissues of the lungs, where it can be absorbed into the bloodstream and carried to other parts of the body. The potential health impacts of particle pollution are linked to the size of the particles, with the smaller particles having larger impacts. Numerous studies link PM_{2.5} to a variety of health problems, including aggravated asthma, increased respiratory symptoms (irritation of the airways, coughing, difficulty breathing), decreased lung function in children, development of chronic bronchitis, irregular heartbeat, non-fatal heart attacks, increased respiratory and cardiovascular hospitalizations, lung cancer, and premature death. Children, older adults, and individuals with heart or lung diseases are the most likely to be affected by PM_{2.5}.

Many studies have quantified and documented the health benefits of attaining the U.S. Environmental Protection Agency (EPA) air quality standards for PM. The Valley Air Basin is in attainment of the federal standards for PM₁₀, but is currently classified as Serious nonattainment for the federal PM_{2.5} standards. The District, in partnership with CARB, developed the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*, which was approved by EPA on June 30, 2020 and details strategies to move the region towards attainment of the federal PM_{2.5} standards. More information is available at: <http://valleyair.org/pmplans>. This plan is also discussed in further detail in Chapter 3.

Ozone: Ozone is a regional air pollutant that is formed through complex chemical reactions in the atmosphere. In contrast, PM_{2.5} concentrations are the result of both local and regional emissions, and reducing localized emissions of PM_{2.5} can reduce disparities in exposure experienced in communities with high cumulative exposure burdens. CARB Office of Community Air Protection guidance states that, because ozone formation is driven by regional rather than localized source contributions, ozone should be addressed in regional air quality improvement efforts through the State Implementation Plan. Therefore, ozone and related precursors have not been addressed as a part of this CERP development. The District's current plan for attainment of health-based ozone standards throughout the San Joaquin Valley Air Basin can be found here: http://valleyair.org/Air_Quality_Plans/Ozone_Plans.htm

Toxic air contaminants: Toxic air contaminants (TACs) also contribute to a community's cumulative exposure burden. Exposure to TACs can increase the risk of acute and chronic health impacts as well as cancer. Diesel particulate matter is a large concern in areas with high exposure to diesel engine emissions, such as the community of Stockton AB 617 Community. Other toxic air contaminants can contribute to localized health risks, including metals; air toxics related to fossil fuel production, such as benzene and toluene; and compounds associated with combustion, including polycyclic aromatic hydrocarbons and dioxins. The California Office of Environmental Health Hazard Assessment (OEHHA) establishes threshold concentrations for toxic air contaminants at which exposure is not expected to trigger non-cancer health effects. For carcinogens, OEHHA guidance states that there are no safe exposure thresholds. Reducing emissions in the community will be based on identifying technologies and practices that offer the maximum level of toxic air contaminant emissions reductions achievable to address both types of health effects

With the support of community members, this CERP will build upon regional efforts to improve air quality throughout the Valley Air Basin. The Stockton AB 617 Community CERP focuses on reducing emissions of and exposure to PM_{2.5} and toxic air contaminants from localized sources that contribute to cumulative exposure burdens within the community. Pollution reduction strategies, targets, goals, and metrics included in this CERP have been developed in accordance with these health-based air quality objectives and are presented in more detail in Section 4 of this document.

2. COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT

Meaningful community engagement, significant outreach and a robust public process have guided the development of this Community Emissions Reduction Plan (CERP). Key features of these efforts undertaken by the Community Steering Committee and the District include:

- Community advocates hosted an in-person tour with community residents for District staff and CARB staff to be introduced to the community (Figure 2-1)
- Due to the COVID-19 pandemic, District staff worked with community residents and organizations to develop an virtual community tour for District, CARB staff, and others to be introduced to the community and the air quality challenges they face (<https://youtu.be/UuQuoSy26x4>)
- District hosted kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee
- Developed a Resident member stipend program and implemented it retroactively to the first official CSC meeting to encourage participation in regular meetings
- Produced and posted on the District's Stockton Community webpage a virtual tour of the community, which highlighted the voices of community residents and CSC members as the discussed the challenges facing community residents
- Surveyed needs and resources of the CSC members and then transitioned to virtual meetings and community engagement due to COVID-19,
- Held monthly facilitated, bilingual (English and American Sign Language) in-person (prior to March 2020) and virtual meetings (due to COVID-19)
- Used a co-host model to set agendas and meeting logistics
- Used interactive online survey tool such as Survey Monkey and Social Pinpoint to encourage active participation and to develop visual aids to share information to the CSC
- Shared presentations by the District, CSC members, CARB staff, Port of Stockton, and the City of Stockton;
- Provided materials via email, mail and a AB 617 community webpage;
- Live-streamed and recorded of all CSC meetings.

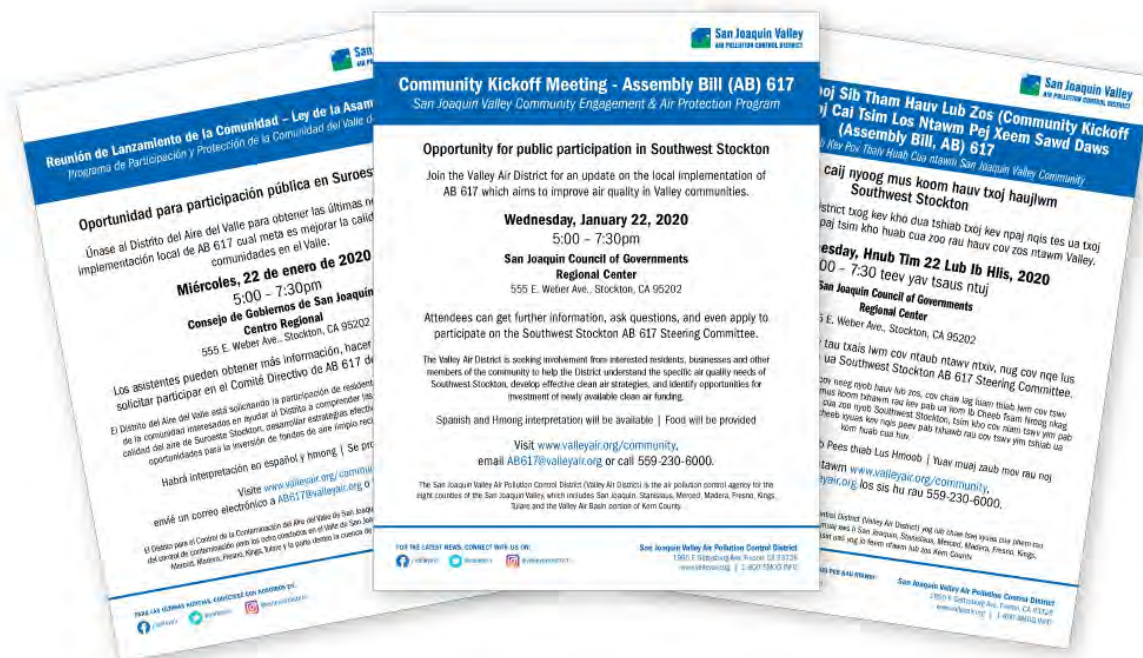
Figure 2-1 Introductory Tour Hosted by Community Advocates and Residents

In addition, numerous interactions between Community Steering Committee members and District staff occurred in one-on-one or small group meetings allowing for in-depth discussions on joint development of the CERP. See the community webpage (<http://community.valleyair.org/selected-communities/stockton/>) for more details.

2.1 COMMUNITY KICK-OFF MEETING

Between October 2019 and January 2020, District staff worked in collaboration with local Environmental Justice organization to conduct multilingual outreach targeted at the Stockton AB 617 Community zip codes to encourage attendance at the official kick-off meeting in January 2020. The District provided \$5,000 for a program to provide mini-grants to local Environmental Justice organizations to support on-the-ground outreach designed to inform the community of AB 617 and encourage residents to apply to be members of the CSC. In addition, the District distributed trilingual flyers (Figure 2-2) to local media, schools, agencies, and non-profit organizations; and invested over \$8,000 in social media and print advertisements targeted at the Stockton AB 617 Community zip codes to encourage kick-off meeting participation.

Figure 2-2 Trilingual Community Flyers Distributed

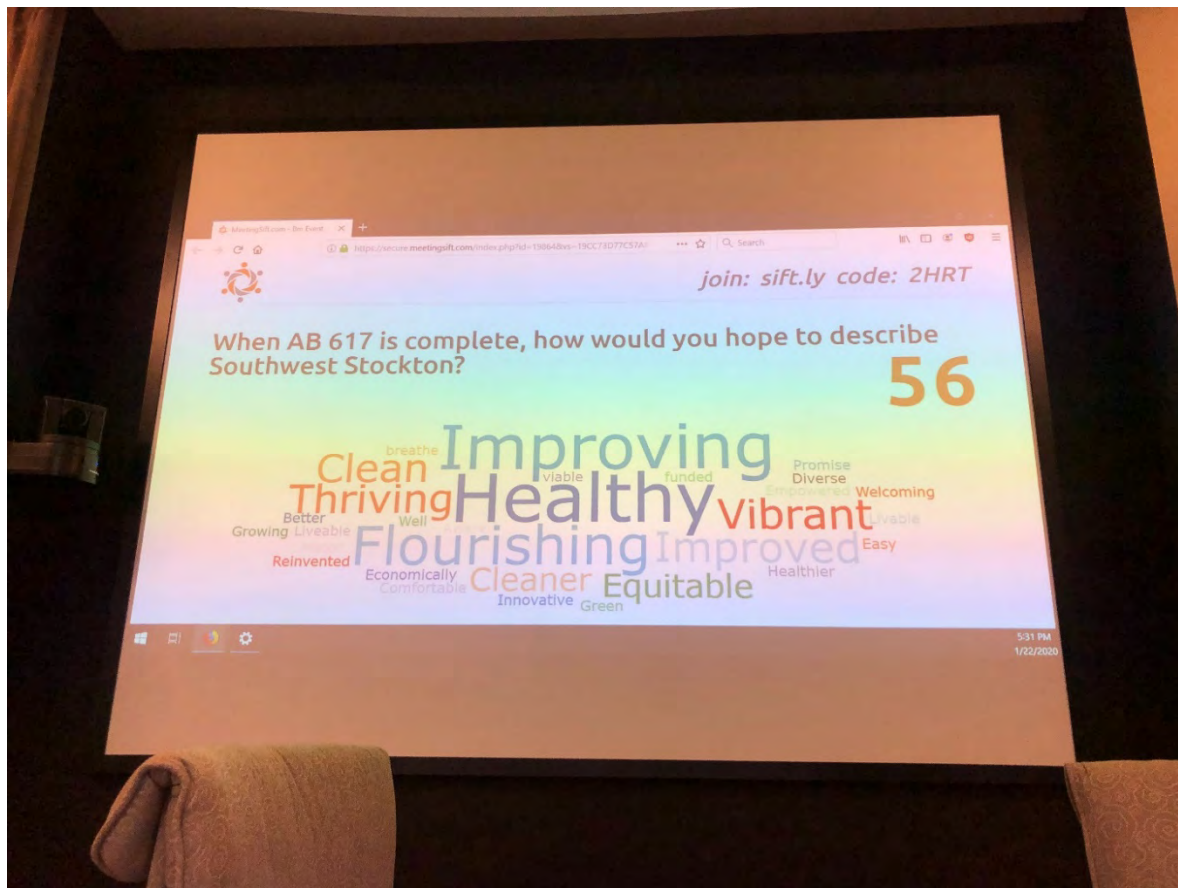


The Community Kick-Off Meeting in the Stockton AB 617 Community was held on Wednesday, January 22, 2020, at the San Joaquin Council of Governments Regional Center (Figure 2-3).

Figure 2-3 Stockton AB 617 Community Kick-off Meeting



Approximately 100 people attended the meeting. In addition to information about AB 617, attendees were invited to participate in an interactive cell-phone based activity to express the community's hopes for the AB 617 program (Figure 2-4).

Figure 2-4 Stockton AB 617 Community Kick-off Meeting Interactive Activity

Attendees were also invited to visit booths, which provided information about monitoring technology, school outreach and District incentive programs. Spanish and Hmong interpretation was provided for the meeting. Community members were encouraged to apply to be on the Stockton AB 617 Community Steering Committee at the Kick-off meeting, and additional time was given for individuals to apply via email or mail.

2.2 COMMUNITY STEERING COMMITTEE

COMMUNITY STEERING COMMITTEE MAKE-UP

Of the 44 individuals who applied to be on the CSC, the final committee consists of 26 community residents; 13 individuals representing environmental justice organizations working in the community, health care organization, educational entity, or a business within the community; and five non-voting government officials. In addition to the regular CSC members, several have alternates should they be unable to attend. A full roster of membership is available in Table 2-1.

Table 2-1 Stockton AB 617 Community Steering Committee Members

Stockton Community Steering Committee (as of Sept. 29, 2020)				
Primary First Name	Last Name	Alternate	Affiliation	Sector
Steering Committee Members				
Gloria E.	Alonso Cruz		Resident	
Kevin	Amen		St. George Parish Church	Faith-based Organization
Irene	Calimlim	<i>Celine M. Pham</i>	Fathers & Families of San Joaquin	EJ Advocate
Silvia	Cantu		Washington Elementary	Works in the Community
Maria	Cardenas		Resident	
Nayeli	Cruz Gomez		Resident	
Robyn	DeGuzman		San Joaquin County Public Health Services- Health Promotion	Government
Dillon	Delvo	<i>Bianette Perez</i>	Little Manila Rising	EJ Advocate
Donald	Donaire		Resident	
Mary	Elizabeth		Resident	
Jennifer	Flores	<i>Pandora Crowder</i>	Resident	
Eugene	Fuss		Resident	
Noehmi	Garcia Jauregui		St. George Parish School	Faith-based Organization
Catherine	Garoupa White	<i>Cynthia Pinto-Cabrera</i>	Central Valley Air Quality Coalition	EJ Advocate
Regina	Griffin		Resident	
Paulette	Gross		Resident	
Nicholas	Hatten		Resident	
Karl E. "Nate"	Knodt		Resident	
Tina	Lau		Lehigh Southwest Cement-Terminal	Business in the Community
Cynthia	Lau	<i>Ellen Powell</i>	Café Coop	EJ Advocate
Ned	Leiba	<i>Michaela Alioto</i>	Resident	
Mariah	Looney	<i>Barbara Barrigan-Parrilla</i>	Restore the Delta	EJ Advocate
Anthony	Macias Jr.		Resident	
Missy Rae	Magdalera		Resident	
Willie	Marquez		Resident	
Maria	Mendez		Stockton Unified School District	School Board
Bianca	Mendoza		Resident	
Victoria	Moreno		Resident	
Vanessa	Palomares		Resident	
Stacey	Panyasee		Resident	
Eric	Parfrey		Resident	
Margo	Praus		Resident	
Deby	Provost		Resident	
Jonathan	Pruitt		Catholic Charities of the Diocese of Stockton	EJ Advocate
Florence	Quilantang		Resident	
Albert	Rivas	<i>Grant Kirkpatrick</i>	City of Stockton	Government
Ann	Rogan	<i>Taylor Williams</i>	City of Stockton, Office of the Mayor	Government
Lenard	Seawood		Resident	
Kenda	Templeton		Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S.)	EJ Advocate
Glenabel	Toreno		Resident	
Esperanza	Vielma	<i>Arlene Galindo</i>	Environmental Justice Coalition for Water (EJCW)	EJ Advocate
Douglas	Vigil		Resident	
Ed	Ward		Valley Pacific Petroleum Services	Business in the Community
Jeff	Wingfield		Port of Stockton	Government
Facilitators				
Kim	Danko		Institute for Local Government	
Erica	Manuel		Institute for Local Government	
Hanna	Stelmakhovych		Institute for Local Government	
Agency Staff				
Heather	Heinks		Valley Air District	
Jaime	Holt		Valley Air District	
Jessica	Olsen*	<i>Jason Lawler</i>	Valley Air District	
Skott	Wall		California Air Resources Board	
Nzong	Xiong		Valley Air District	

Prior to the COVID-19 pandemic, the CSC was able to meet in person once and since transitioning to virtual meetings, the CSC has at least monthly beginning in April 2020. To ensure successful CERP development, residents, businesses, non-profits, organizations, and other stakeholders within the Stockton community have been fully engaged in CSC meetings. To ensure full engagement by all CSC members, the District assessed language translation needs and determined that there was a need to provide American Sign Language translation at each of the meetings. Commitment demonstrated by the District and CSC members to ensure full and active participation in meetings including:

- Monthly agenda-setting meetings with District, community co-hosts, interested CSC members, CARB staff, and third-party facilitators to collectively set expectations and plan for upcoming CSC meetings
- Real-time interpretation services in all necessary languages
- Expert presentations from partner agencies such as CARB, Port of Stockton, City of Stockton, District staff, and CSC members
- Comprehensive and dedicated Stockton community webpage with tools to view community boundary, committee charter, virtual tour, meeting agendas, sources of community concern, emissions inventories, and other resources
- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions
- 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 the comprehensive Stockton community website
- Since April 2020:
 - Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request
 - Continued real-time interpretation services through ASL interpreter at each meeting
 - Meeting materials posted ahead of meeting
 - Extra meetings to discuss topics or concerns Community Steering Committee members have
 - Provided laptops and internet service to resident CSC members without these tools to ensure all CSC members have equal opportunities to fully participate

In addition, the District has taken steps over the past several months to better serve CSC members and encourage their active engagement in the meetings and CERP development process. Ensuring effective steering committees requires substantial investment in the form of committee member time, District staff and other resources to schedule, organize, and facilitate frequent after-hours public meetings.

Figure 2-5 Facilitation at a Stockton AB 617 Community Steering Committee meeting



Visit <http://community.valleyair.org/selected-communities/stockton/steering-committee-meetings/> for full documentation of meeting dates, agendas, materials and summaries.

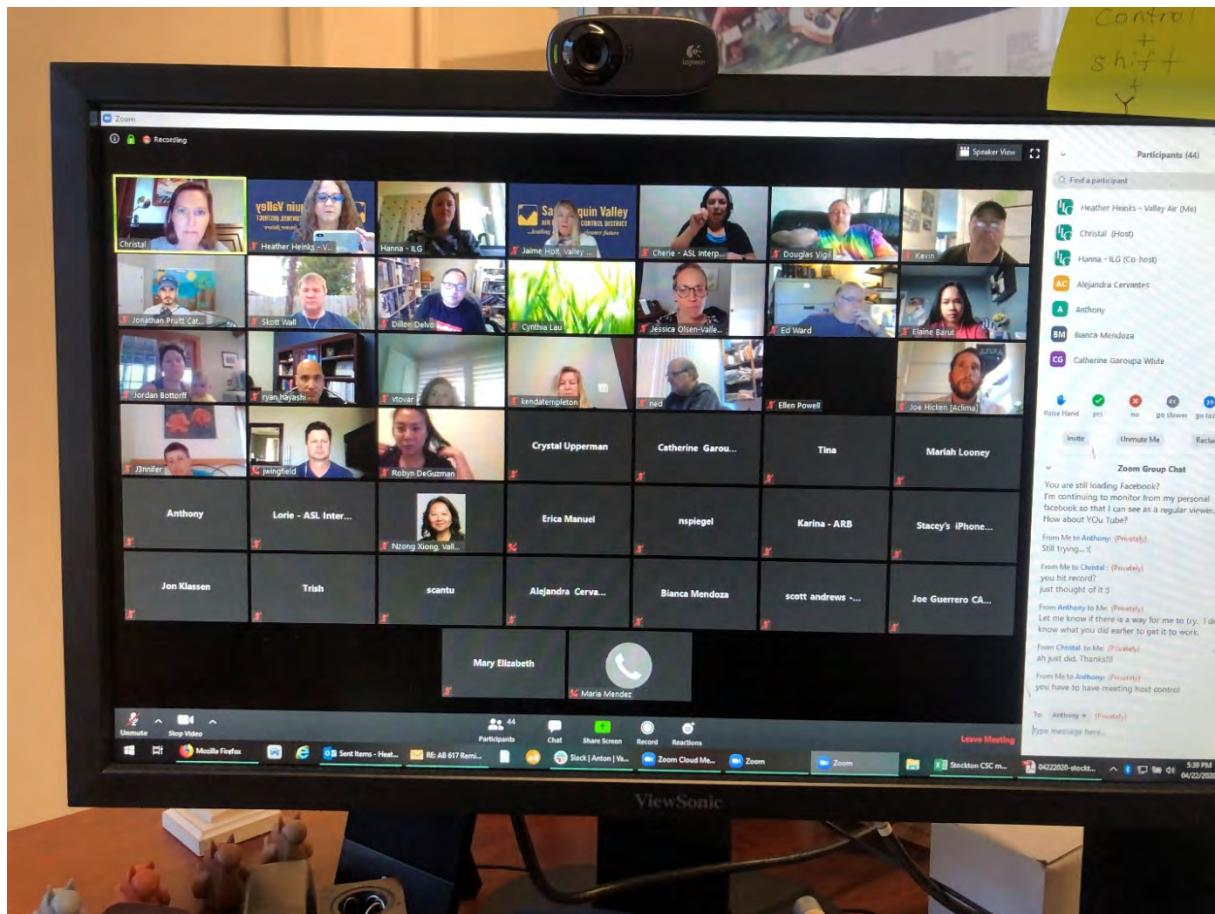
RESPONSE TO COVID-19 STATE OF EMERGENCY

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 the Stockton Community Steering Committee could no longer continue to meet in person.

To address this challenge and to continue moving forward with the important work of developing the Stockton CERP, District staff developed and sent an online survey to all the Stockton Community Steering Committee 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 the Stockton Community Steering Committee member feedback. All the Stockton Community Steering Committee members indicated a strong desire to continue implementing AB 617 and subsequently adopted the use of the online meeting application, Zoom, to meet virtually.

Figure 2-6 Stockton Community Steering Committee Meeting via Zoom



In April 2020, based on these discussions and the results of the surveys, we held a virtual practice meeting via Zoom and via phone with the Stockton the Stockton Community Steering Committee. During the practice call, the District addressed issues such as ASL interpretation needs and explained how the Stockton Community Steering Committee would use the various available features to provide a high level of discussion and engagement. In addition, the District invested in the online mapping tool Social Pinpoint to facilitate community input in a virtual setting.

COMMUNITY PARTICIPATION AND NEW RESIDENT STIPEND PROGRAM

The Stockton Community Steering Committee 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. Toward that end, and in response to several residents and community advocates on the Stockton Community Steering Committee, CARB 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 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 community steering committee 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 Community Steering Committee meeting. Eligible residents may receive a \$75 stipend per Community Steering Committee 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) Community Steering Committee meetings in a calendar year, for a total cost of up to \$1,125 per year. The stipends for resident steering committee members are subject to the availability of state AB 617 funding and approved allocation in the District's Budget on an annual basis.

Figure 2-7 Resident Stipend Enrollment Form

INSTITUTE FOR LOCAL GOVERNMENT™ **San Joaquin Valley AIR POLLUTION CONTROL DISTRICT**

AB 617 Community Air Protection Program Resident Stipend Enrollment Form

Member Info

First and Last Name: _____

Mailing Address: _____ City: _____ State: _____ Zip Code: _____

Please ensure your mailing address is correct for stipend checks to be sent to this address.

E-mail Address: _____ Preferred Phone #: _____ (Is this a cell phone?) Yes No

Preferred Contact Method (check appropriate): Phone Text Email Mail

Note: stipend payment will be via check sent to your mailing address (optional)

Verify

By signing below, I certify that the following information is true, accurate, and complete to the best of my knowledge:

- I am a resident of a AB 617 selected community and serve as a Resident member of the Community Steering Committee.
- I understand that I must be present for 75% of any regularly scheduled Community Steering Committee meeting (equivalent to participating in at least 1 hour and 30 minutes of a scheduled 2 hour meeting).
- I have read and agree with the information contained in the Resident Stipend Policy.
- I am not an employee of the Valley Air District or the Institute for Local Government.
- I give my consent to the Valley Air District to use the information on this Enrollment Form for the purpose of contacting me regarding matters related to the AB 617 Community Steering Committee and determining my stipend eligibility.

Signature: _____ Date: _____

Submit: Submit application to the Institute for Local Government via e-mail at ajg@inlgo.org

See Appendix A for full documentation of meeting dates, agendas, materials, attendance and summaries.

2.3 COMMUNITY STEERING COMMITTEE CHARTER

A Charter was developed in consultation with the Stockton AB 617 Community Steering Committee members and a draft was presented to the members at Meeting #1, in March 2020. The Charter and a potential expansion to the community boundary to include the areas of Stockton identified by community members was discussed and approved at the March meeting. The final Charter can be found in Appendix B, and at http://community.valleyair.org/media/1631/03102020_stockton-charter_final_en.pdf. The final Boundary can be found at http://community.valleyair.org/media/1615/03042020_southwest-stockton-boundary.pdf.

2.4 STOCKTON COMMUNITY WEBPAGE

A community webpage has been created for the Stockton AB 617 Community, and is regularly updated with new information (<http://community.valleyair.org/selected-communities/stockton/>). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, chat transcripts, meeting summaries), interactive maps, CSC roster, committee charter, membership processes, Community Air Monitoring Plan (CAMP), and CERP documents. A screenshot of the community webpage is shown in Figure 2-8.

Figure 2-8 Stockton AB 617 Community Webpage

STAY INFORMED **NEWS** **EVENTS** **FUNDING** **CONTACT**

Stockton

Stockton

Resources

- AB617 COMMUNITY TOUR
- AB617 COMMUNITY TOUR (WITH ASL INTERPRETATION)
- BOUNDARY MAP
- SOURCES OF CONCERN EXERCISE
- SOURCES OF CONCERN EXERCISE NOTES

Emissions Sources

- STOCKTON COMMUNITY EMISSIONS
- STOCKTON FACILITY EMISSIONS

Emissions summaries for District permitted facilities within the Stockton community boundary:

- NOx - ENGLISH
- VOC - ENGLISH
- PM 2.5 - ENGLISH
- Air Toxics - ENGLISH
- Static Community Emissions Maps - ENGLISH

[TRACK STOCKTON PROGRESS](#)

Selected Community Profile

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, Southwest Stockton (Figure 1) 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.

The proposed community of Stockton defined in Figure 1 is approximately 12.2 square miles and has an estimated population of 51,000. The Southwest Stockton community is impacted across a number of health and pollution indicators. Using the State CES tool, all census tracts located within the Southwest Stockton proposed community rank in the top 5% most disadvantaged communities in California, and rank highest in the Valley amongst census tracts not already a part of an AB 617 community. Southwest Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the "Rise Stockton" Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

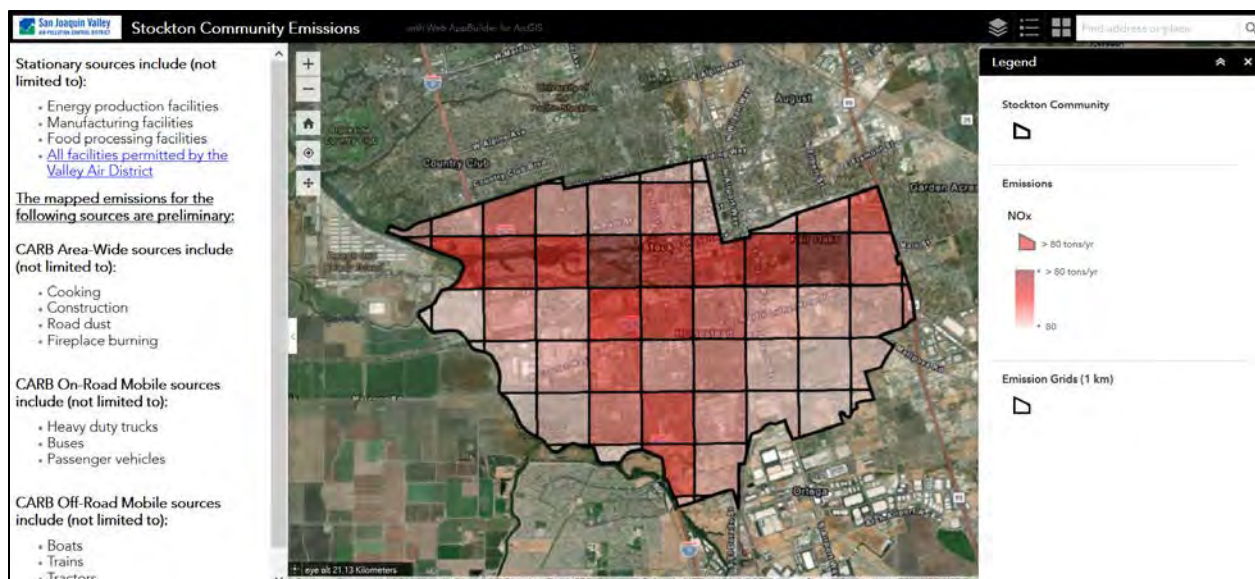
Community Profile

- Steering Committee Meetings
- Other Meetings
- Steering Committee Documents
- Communication With Members
- Docs Submitted by Committee

For assistance or if you have any questions, please contact our central office: [\(559\) 230-6000](tel:5592306000)

In addition to being a portal for access to meeting materials and documents, the webpage also includes interactive maps that present data about the community (<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c>). Figure 2-9 is an example of an interactive map that was created for the Stockton AB 617 Community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Stockton AB 617 Community Steering Committee and members of the public. This information was provided to help inform and to develop air quality priorities for the CERP.

Figure 2-9 Interactive Map Created for Stockton AB 617 Community Steering Committee



2.5 COMMUNITY PARTNERS

After the Stockton AB 617 CSC identified priorities for the community, partner agencies, and organizations were invited to the meetings to provide updates, input, and presentations on current and future efforts to the work goals of AB 617. CARB staff attended meetings regularly and provided information and updates to the committee. The City of Stockton also attended regularly and provided an update on planning efforts in the community and the TCC program. The City of Stockton agreed to coordinate the TCC program efforts and AB 617 program to leverage the goals of each to the best benefit the residents of the Stockton community. Presentations from various CSC members were also an important part of the CERP development process as they provided key insight to the concerns and challenges facing residents of the community. The efforts of the Sierra Club, Little Manila Rising, the Port of Stockton, and others were all presented to the CSC to help provide background information to the participants, highlighting the strengths and challenges of the community.

2.6 ADDITIONAL COMMUNITY ENGAGEMENT

Since late 2020, the CSC and District staff have worked to engage and educate the public with regard to AB 617 and the efforts being made in the Stockton AB 617 Community. Meetings between community members, environmental justice organizations, industry, agency representatives, and other stakeholders have occurred to provide assistance and/or prompt responses to concerns raised regarding the AB 617 process. District staff and CSC members also attended and often made presentations at city and county government meetings, the District's Environmental Justice Advisory Group meetings, the District's Citizens Advisory Committee meetings, the District's Governing Board meetings, environmental justice meetings, and industry professional group meetings to promote participation in the development of the CERP and once completed the implementation of the CERP. In addition, staff often discussed AB 617 at media interviews and during outreach events and health fairs. A full list of outreach efforts is available in Appendix A.

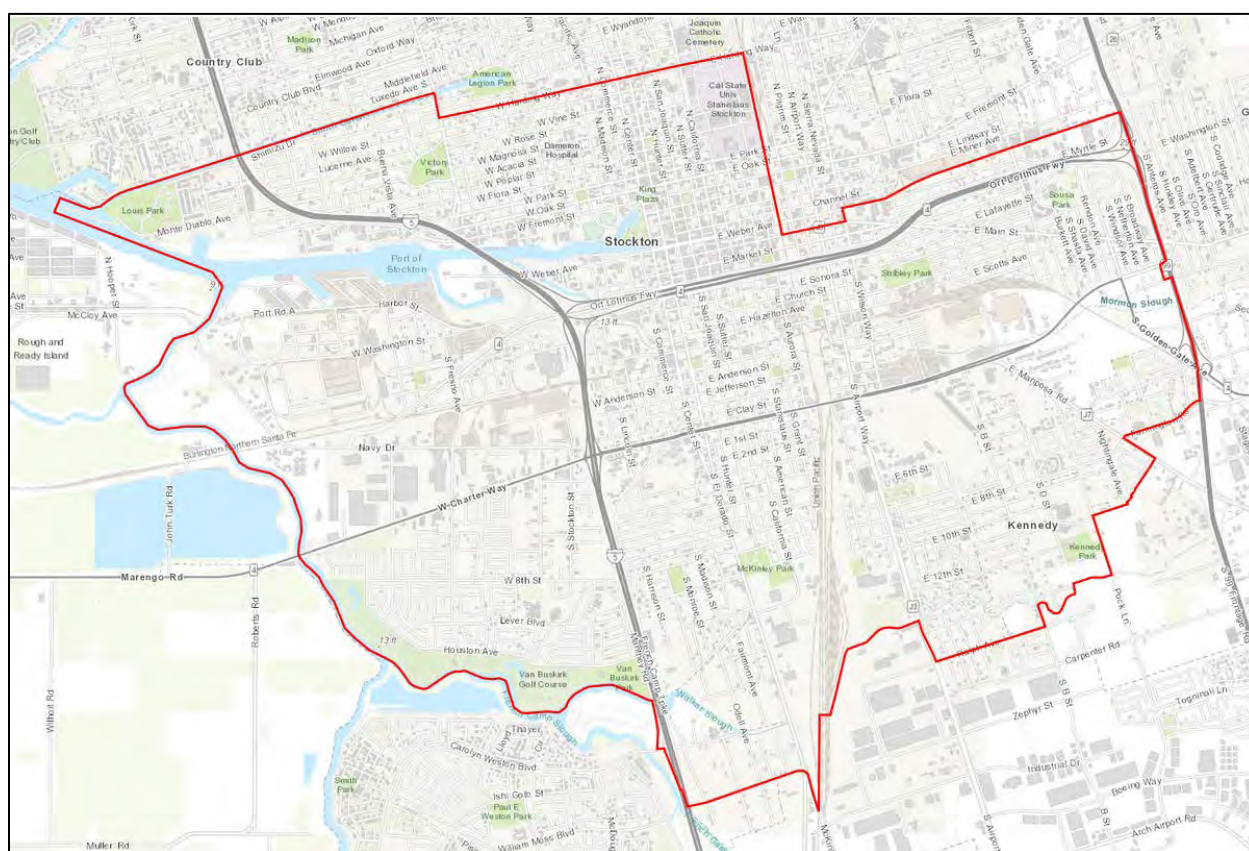
The Stockton AB 617 CSC will continue to work to implement the CERP actions after its adoption by the District Governing Board and the CARB Board, and to provide periodic community updates on implementation progress. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts in the coming months and years.

3. UNDERSTANDING THE COMMUNITY

3.1 COMMUNITY PROFILE

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 PM_{2.5} emissions in the community. Specifically, southwest 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.

Figure 3-1 Stockton AB 617 Community



The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16 square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District's Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, 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 also ranked highest in PM_{2.5} impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM_{2.5} exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the “Rise Stockton” Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

The majority of emissions impacting the Stockton AB 617 Community come from passenger vehicle and heavy-duty truck emissions from major freeways, interchanges, and main regional roads that run through the community.

Figure 3-2 Major Freeways Contribute Significant Mobile Source Emissions in the Community



In addition to the emissions originating from mobile sources in the area, this community also includes industrial development and area-wide sources of pollution such as gas stations, commercial cooking, and consumer products that also contribute significantly to the community's emissions levels.

Figure 3-3 Industrial Emissions Sources near Boggs Tract Community

Based on emissions inventory and current air monitoring data in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), Ozone (O₃) and Volatile Organic Compounds (VOCs). A virtual tour of the Stockton AB 617 community, produced by the Community Steering Committee to highlight some the community's challenges can be viewed here:

<https://www.youtube.com/watch?v=UuQuoSy26x4&feature=youtu.be>.

Based on District air quality analysis modeling, the Stockton AB 617 Community was found to have exceeded the 24-hour average PM_{2.5} concentration prioritization factor levels of 12, 35, 55, and 65 $\mu\text{g}/\text{m}^3$ a total of 120, 18, 4, and 3 days, annually, on average during the 2017-2019 period, respectively. In addition, this community was found to have exceeded the 8-hour average ozone concentration prioritization factor levels of 70, 75, and 84 ppb a total of 15, 7, and 1 days, annually, on average during the 2017-2019 period, respectively. Details about the nature and formation of local air pollution and its adverse health impacts on the community of Stockton AB 617 Community is summarized in Appendix G.

It should be noted that, in addition to selection by CARB for the development of community monitoring and a community emissions reduction program, neighborhoods in the AB 617 selected community were also selected by California's Strategic Growth Council for significant investment. In November 2017, the City of Stockton was awarded a \$170,000 Transformative Climate Communities (TCC) Planning Grant by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. To mobilize this grant Mayor Tubbs' Office, community partners, and

the neighborhood residents created the organization Rise Stockton to carry out this work. The Rise Stockton organization worked for nearly a year to develop a The Sustainable Neighborhood Plan <https://drive.google.com/file/d/1E-HjKq5m9KHurEMch3tamysu2Xcnjt7L/view> to translate community concerns and recommendations into shovel-ready projects.

The policies and projects are centered on twelve Transformative Climate Community Goals, several of which mirror the goals of AB 617 (see Figure 3-4).

Figure 3-4 Stockton's TCC Goals



The community engagement and planning conducted during the TCC Planning Grant eventually led to the award of a \$10.8 million Implementation Grant in June 2020. Leading up to that award, Rise Stockton repositioned itself to broadly coordinate the Environmental Justice and Green Economy work conducted by Stockton community partners.

Due to the factors discussed above, this CERP includes strategies for emission reductions from mobile sources, commercial and industrial sources, and residential sources that contribute to the Stockton AB 617 Community air quality challenges. These strategies focus on measures that will bring additional economic resources to the residents and businesses located in the community, as well as achieving significant local emissions reductions.

3.2 TECHNICAL ASSESSMENT TO UNDERSTAND COMMUNITY POLLUTION IMPACTS

Conducting a technical assessment is a necessary step in community emissions reduction program development. The technical assessment relies on results from a variety of analyses to characterize emissions in the community and inform community emissions reduction program development and implementation. This assessment will provide the baseline from which emissions reductions can be measured.

The source attribution technical approach established by CARB provides a methodology for assessing, identifying, and estimating the relative contribution of sources or categories of sources, including but not limited to mobile, stationary, and area-wide sources, to elevated exposure to air pollution in impacted communities. The District's source attribution analysis is based on the following:

- Assesses the share of mobile, area-wide, and stationary source emissions generated in the community,
- Is based on best available data in order to characterize the contribution of emissions sources in the community,
- Follows one of CARB's recommended source attribution approaches.

Based on the above, the District has implemented CARB's Community Emissions Inventory Approach. The following section discusses the community emissions inventory approach and summarizes emission sources in the community. A detailed community-level inventory and source apportionment are included in Appendix C.

3.2.1 COMMUNITY EMISSIONS INVENTORY APPROACH

A community level emissions inventory estimates air pollutant emissions from mobile sources (e.g., cars, heavy-duty trucks, locomotives), area-wide sources (e.g., fireplaces, outdoor food cooking, fugitive dust), and stationary sources (e.g., gas stations, auto body shops, manufacturing facilities) within the community.

The community level inventory consists of the mobile and area-wide sources spatially allocated in the community and stationary sources. A community emissions inventory is the compilation of criteria pollutant and air toxics emissions data from air pollution sources that are within the community. The community emissions inventory includes emissions of volatile organic compounds / reactive organic gases (VOC/ROG), oxides of nitrogen (NOx), particulate matter of 2.5 microns (PM_{2.5}), and toxic air contaminants (e.g. diesel PM).

3.2.2 COMMUNITY EMISSIONS INVENTORY OVERVIEW

Emissions inventories are estimates of the amount and type of pollutants emitted into the atmosphere by mobile sources, stationary sources, and area-wide sources. Additionally, emission inventories are the foundation for any emission reduction program and provide information on the existing air emissions and related air quality in the community, and support development of emission reduction strategies and future

emission targets to improve air quality in the community.

Existing traditional criteria pollutant and air toxics emission inventories (that provide combined coverage of mobile and stationary sources) are generally regional in geographic scale and may not adequately characterize emission impacts at the community-level. Developing community-scale emission inventories for understanding existing baseline emissions and tracking future emission reductions within communities selected for Community Emission Reduction Programs and community air monitoring plans is an important piece of AB 617.

3.2.3 AGENCY COLLABORATIONS

CARB and District staff worked in parallel to develop a comprehensive set of emissions inventory data for the community. The District worked with stationary source facilities in the community to develop the point source emission estimates. CARB staff developed the community-level emission inventory for mobile and area-wide sources. CARB worked with several State and local agencies such as the Department of Transportation (Caltrans), the Department of Motor Vehicles (DMV), the Port of Stockton, and the California Energy Commission (CEC) to assemble activity information necessary to develop the community-level mobile and area-wide source emission estimates. CARB and District staff conducted a thorough review of the community inventory to ensure that the emission estimates reflect the most recent data for stationary sources, and that estimates for mobile and area-wide sources are based on the most recent models and methodologies.

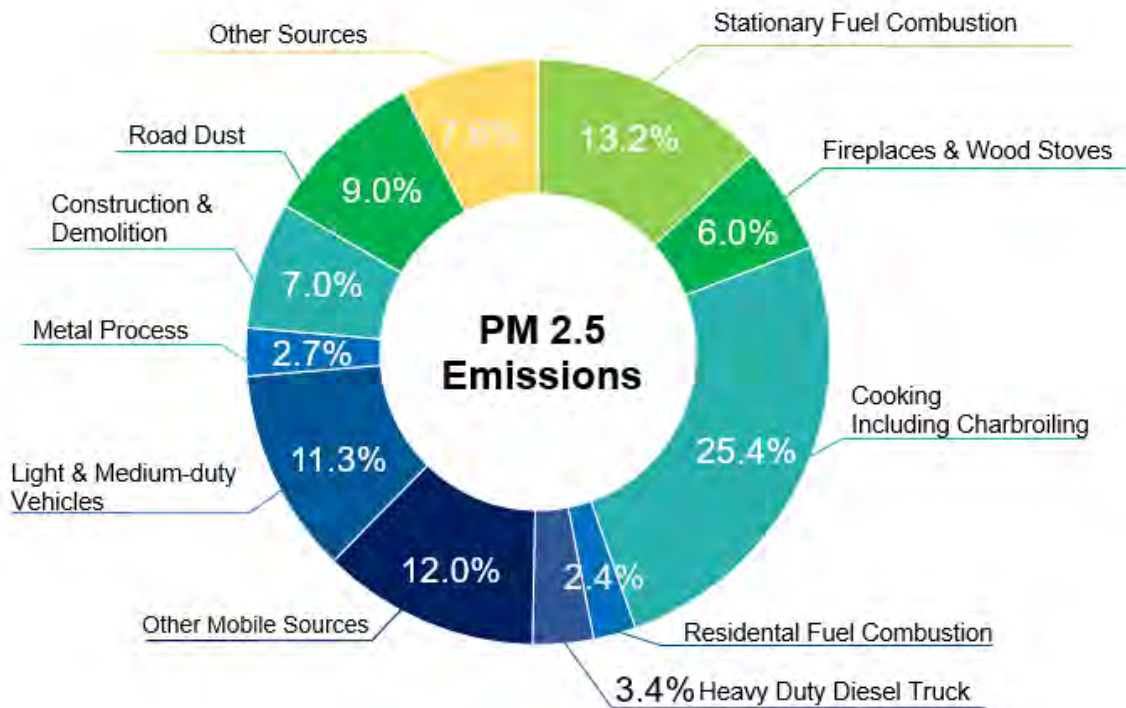
The emissions inventory also includes future forecasted values. The forecasted community-level emissions inventory is based on the growth profiles for stationary sources, mobile, and area-wide source categories provided by CARB. Forecasted emissions include growth and control factors that reflect historical trends, current conditions, and recent economic and demographic forecasts.

3.2.4 COMMUNITY EMISSION INVENTORY SUMMARIES

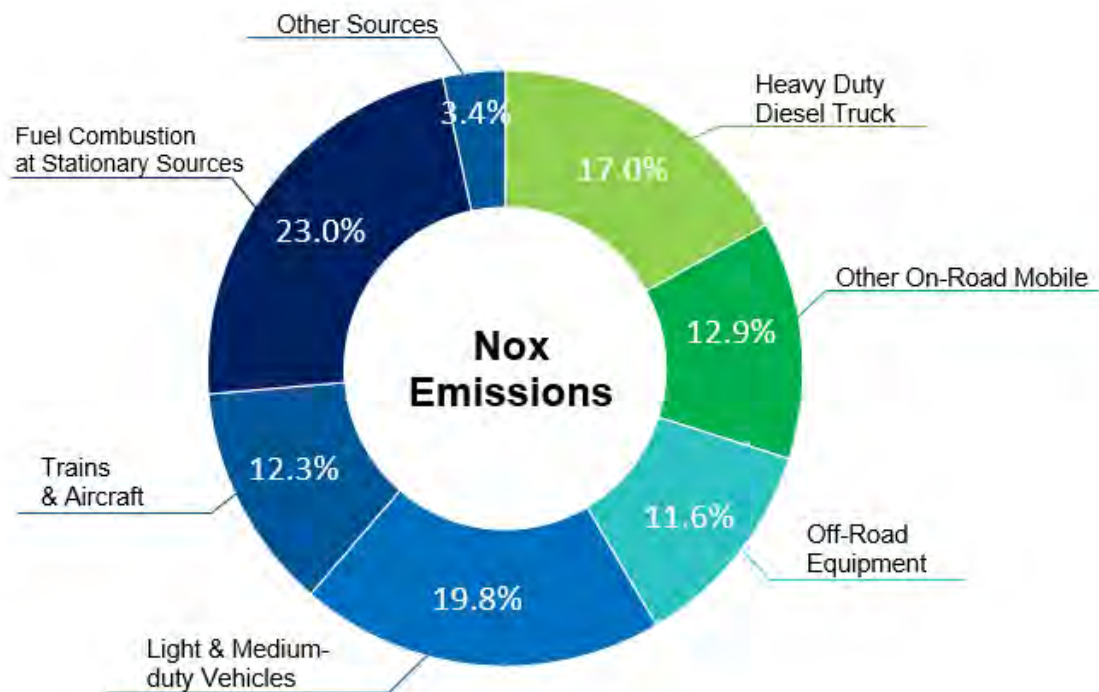
What types of sources contribute to air pollution in Stockton?

The largest sources of emissions in and around the community include heavy duty vehicles, medium duty vehicles, and passenger cars, as well as trains, and commercial equipment. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating; bulk fuel storage and transfer terminals, chemical receiving, fabricated metal products; gasoline dispensing operations, government services, municipal water treatment operations, health centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. Paved road dust, residential fuel combustion, construction emissions, and commercial cooking also contribute significantly to the community's emissions inventory.

Figure 3-5 Sources of PM2.5 Pollution in the Community



The largest sources of PM2.5 emissions in Stockton AB 617 Community are cooking and on-road mobile vehicles (light and medium-duty vehicles and heavy-duty diesel trucks). Road dust, stationary fuel sources, construction & demolition, and residential wood burning are also significant sources of PM2.5 in the community. Other sources includes aircraft, trains, ocean going vessels, commercial harbor craft, recreational boats, off-road recreational equipment, off-road equipment, fuel storage and handling.

Figure 3-6 Sources of NOx Emissions in the Community

Almost three-quarters of NOx emissions in Stockton AB 617 Community are from mobile sources. On road mobile sources account for 49.7% of NOx emissions in Stockton AB 617 Community, including 17% of the NOx inventory from heavy duty diesel trucks and 19.8% from light and medium-duty vehicles. Off road mobile sources, including trains, aircraft, and off-road equipment such as yard trucks, produce 23.9% of the NOx emissions in the community. Fuel combustion at stationary sources is also a significant source of NOx emissions in the community.

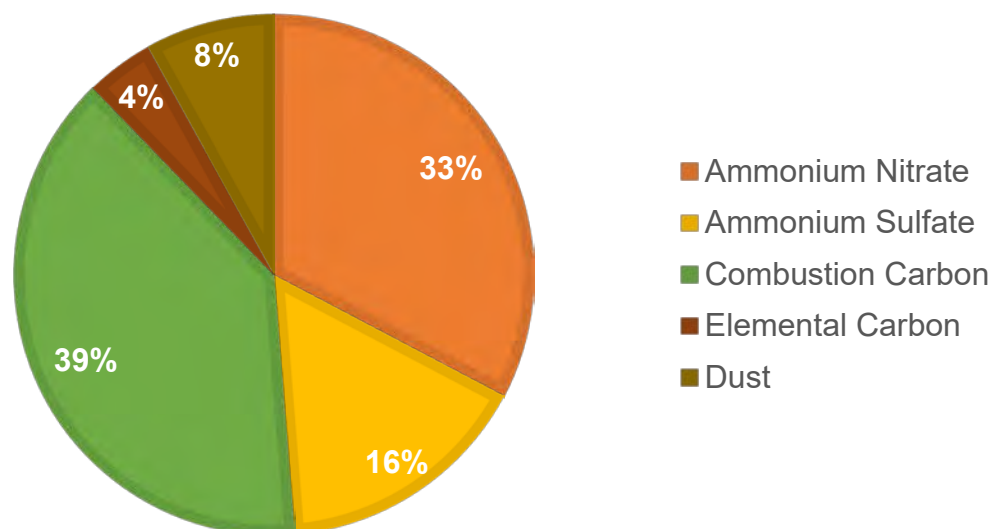
PM2.5 Speciation: What type of PM2.5 is in the ambient air?

PM2.5 in Stockton AB 617 Community is comprised of many species that contribute to the total PM2.5 concentration measured by air monitors, as summarized in Table 3-3 below. This complex mixture is attributable to mobile, stationary, and area-wide sources described above, as well as naturally occurring emissions. Although the list of species contributing to PM2.5 in Stockton AB 617 Community is lengthy, it can be grouped into larger representative categories. The following is a brief description of how each of these larger species categories are formed and emitted into the atmosphere. The following figures show the speciation of PM2.5 in the Stockton Community, based on modeling data.

Table 3-1 Summary of PM2.5 Species

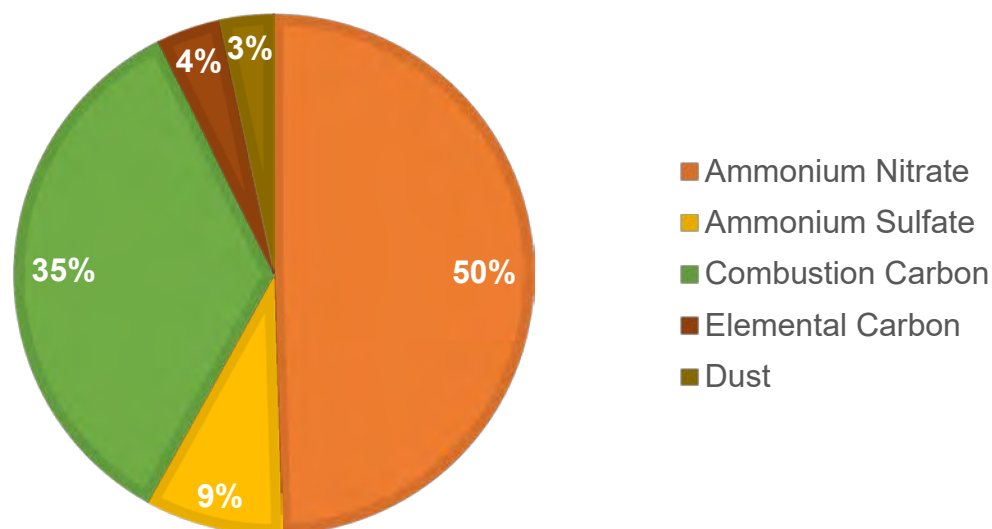
PM2.5 Species	Description
Organic carbon (Combustion Carbon)	Directly emitted, primarily from combustion sources (e.g. residential wood combustion). Also, smaller amounts attached to geologic material and road dusts. May also be emitted directly by natural/biogenic sources.
Elemental carbon	Also called soot or black carbon; formed during incomplete combustion of fuels (e.g. diesel engines).
Geologic material (Dust)	Road dust and soil dust that are entrained in the air from activity, such as soil disturbance or airflow from traffic.
Trace metals	Identified as components from soil emissions or found in other particulates having been emitted in connection with combustion from engine wear, brake wear, and similar processes. Can also be emitted from fireworks.
Secondary organic aerosol	Secondary particulates formed from photochemical reactions of organic carbon.
Ammonium nitrate	Reaction of ammonia and nitric acid, where the nitric acid is formed from nitrogen oxide emissions, creating nitric acid in photochemical processes or nighttime reactions with ozone.
Ammonium sulfate	Reaction of ammonia and sulfuric acid, where the sulfuric acid is formed primarily from sulfur oxide emissions in photochemical processes, with smaller amounts forming from direct emissions of sulfur.
Combined water	A water molecule attached to one of the above molecules. Combined water is not included when measuring mass of PM2.5 for regulatory purposes, and is therefore excluded from the following charts.

Figure 3-7 Species Contribution to Annual Average PM2.5 Concentrations in the Community



Combustion carbon, ammonium nitrate, and ammonium sulfate all are significant species of PM2.5 emissions on an average day in the Stockton AB 617 Community.

Figure 3-8 Species Contribution to Peak Day PM2.5 Concentrations in the Community



As shown in the figure above, peak PM2.5 emission days in the community see a large increase in ammonium nitrate, which is created from the chemical reaction of NOx and ammonia, largely from fuel combustion during multiday stagnation events. However, ammonium nitrate is generally regarded as having relatively low toxicity compared to other PM2.5 species like elemental carbon.

How will the community inventory change in the future?

The tables and graphs below summarize the total Stockton AB 617 Community emissions inventories for years 2018, 2025, and 2030: These graphs show the proportion of PM2.5, NOx, and VOC emissions that originate from stationary, area, and mobile sources of emissions. The projected inventories take into account the projected emissions from regional transportation plan projects and compliance with regulatory deadlines. The following figures show how the Stockton AB 617 Community-level inventory is expected to change into the future in years 2025 and 2030.

Figure 3-9 2018 Stockton AB 617 Community Emissions Inventory

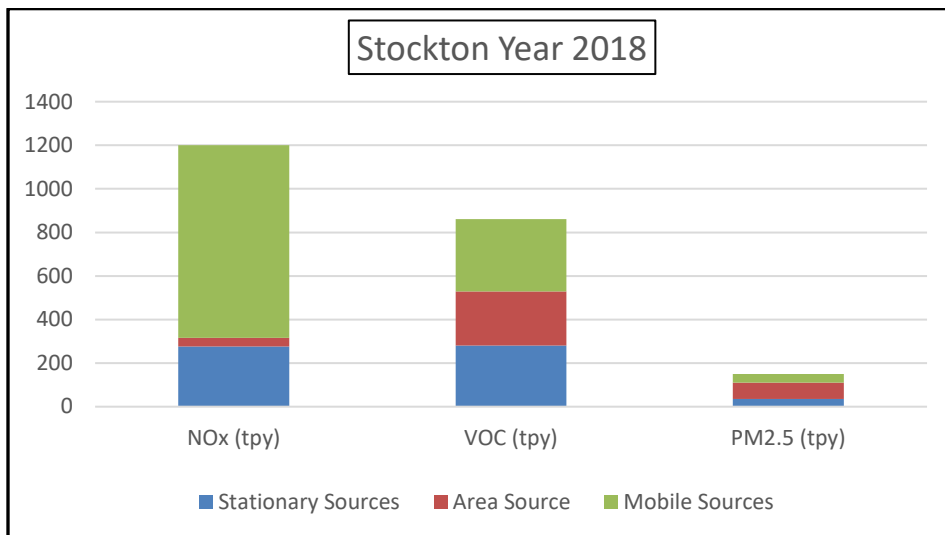


Table 3-2 2018 Stockton AB 617 Community Emissions Inventory

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	276.4	281.1	34.9
Area Source	40.2	247.6	75.1
Mobile Sources	884.1	332.1	40.2

Figure 3-10 2025 Projected Stockton AB 617 Community Emissions Inventory

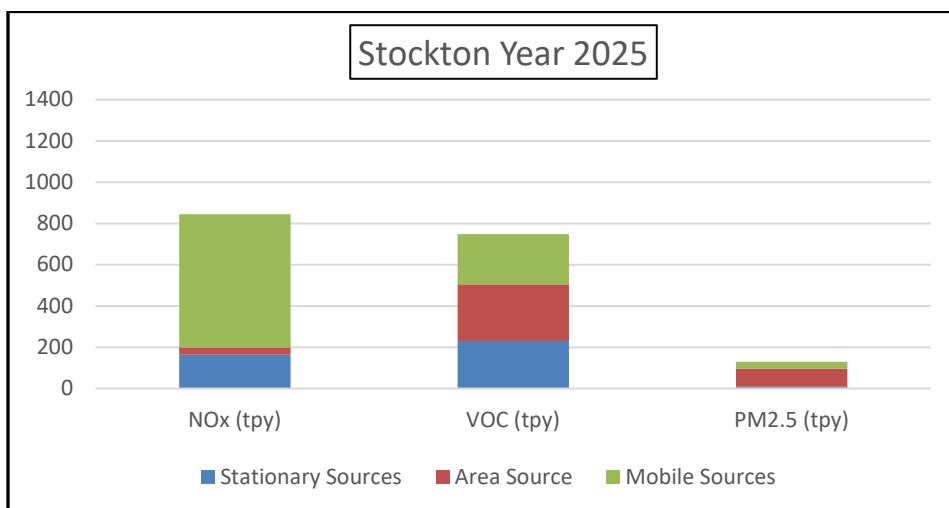


Table 3-3 2025 Projected Stockton AB 617 Community Emissions Inventory

Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	163.4	231.0	8.3
Area Source	36.9	273.7	87.9
Mobile Sources	643.7	244.6	33.3

Figure 3-11 2030 Projected Stockton AB 617 Community Emissions Inventory

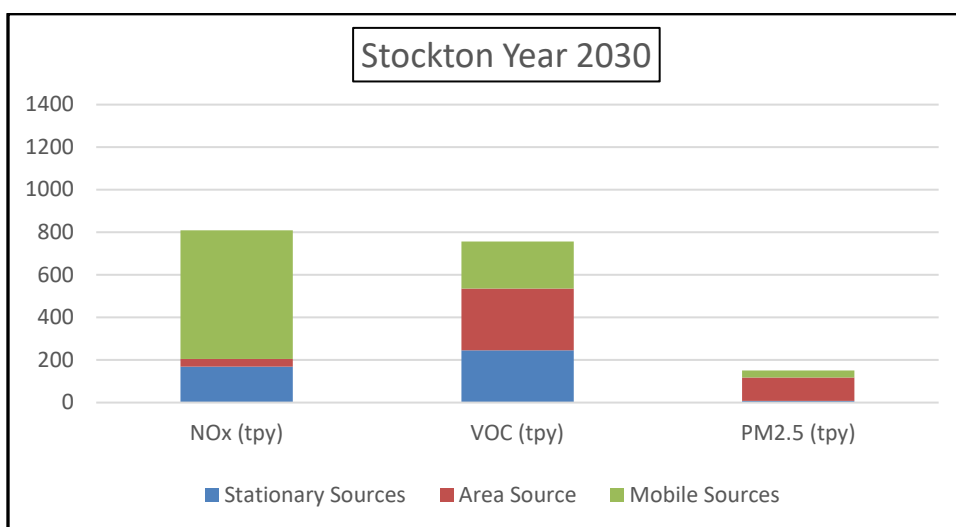


Table 3-4 2030 Projected Stockton AB 617 Community Emissions Inventory

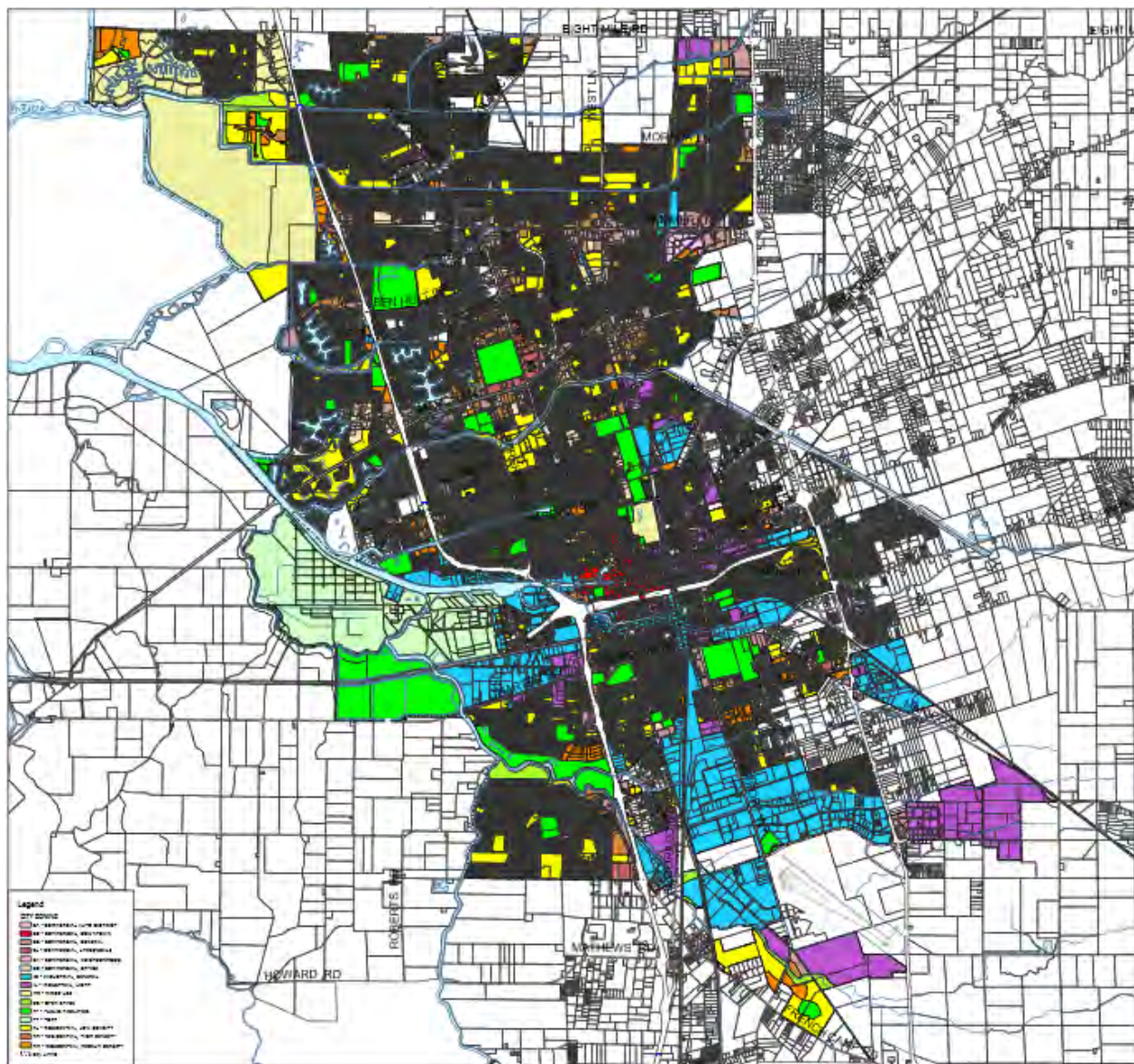
Source Categories	NOx (tpy)	VOC (tpy)	PM2.5 (tpy)
Stationary Sources	169.0	244.9	8.7
Area Source	35.7	290.5	109.1
Mobile Sources	605.4	220.8	33.2

For further information about the emissions inventory for Stockton AB 617 Community, including the stationary source emissions inventory, projected emissions inventory for District permitted facilities, mobile source inventory, and area-wide sources inventory please refer to Appendix C.

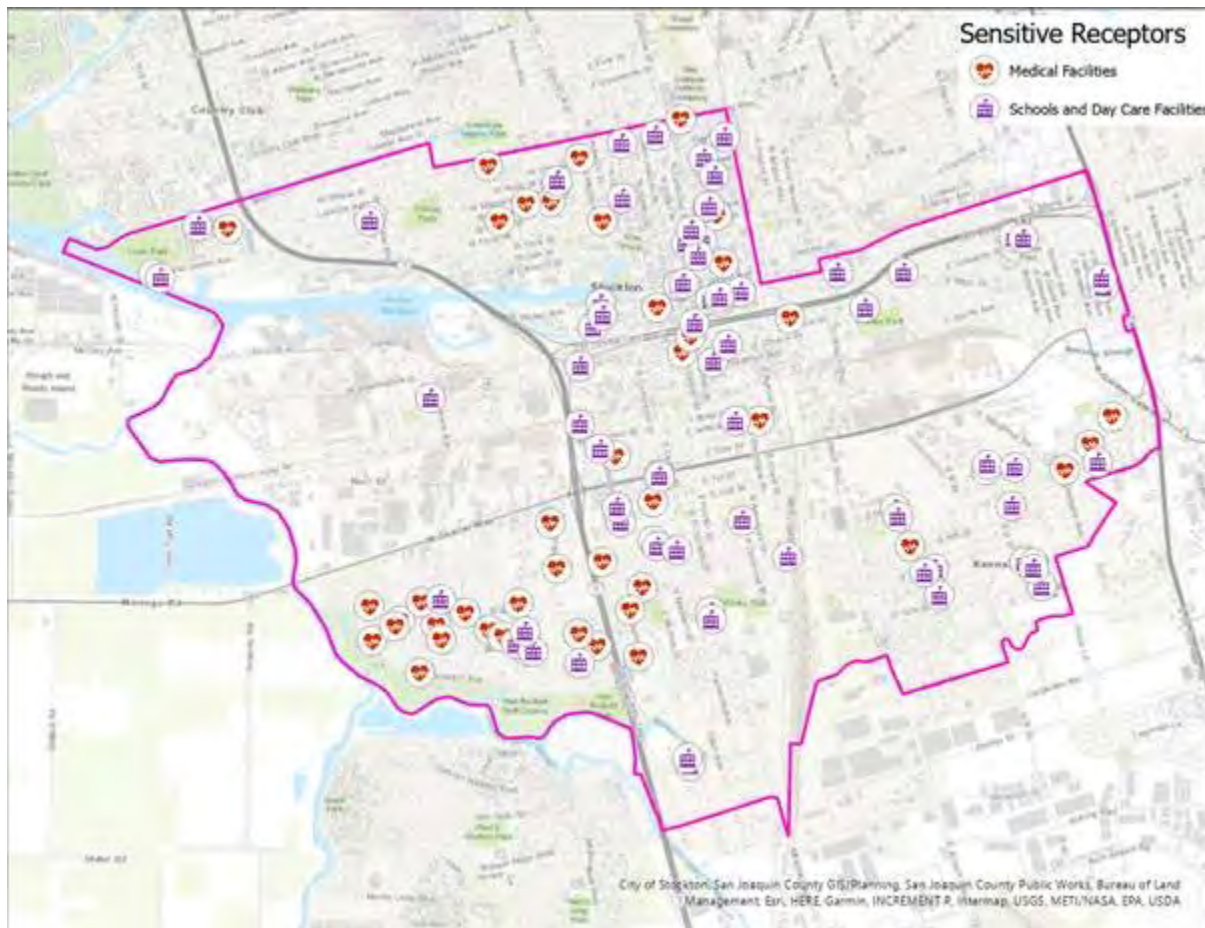
3.2.5 SENSITIVE RECEPTORS AND LAND USE

As illustrated in the City of Stockton General Plan Land Use map, below, the Stockton AB 617 Community contains mixed land uses including light and heavy industrial zoning, commercial areas, residential neighborhoods ranging from low density to urban neighborhoods, and the City's downtown core. Main transportation corridors transect the community, including highways 99, 4, and I5. Areas zoned for heavy industrial use are located in the western and southern portion of the city, with future industrial expansion planned for as detailed in the City's Envision Stockton 2040 General Plan. Further information about the City's General Plan and Specific Plans are available at: <http://www.stockton.gov/government/departments/communityDevelop/cdPlanGenDocs.html>

The below City of Stockton General Plan Land Use map is available with full resolution on the City of Stockton website: <http://www.stockton.gov/files/ZoningDistrictMap.pdf>

Figure 3-12 City of Stockton General Plan Land Use Map

The location of sensitive receptors is important to assess the impacts of emissions on public health. Sensitive Receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling unit(s). The map below shows sensitive receptor locations within the community. The sensitive receptors currently in the community include 35 schools, 50 licensed daycare facilities, and 45 medical care facilities. Sensitive receptors within the community are located in proximity to mobile on-road sources, train routes, manufacturing and industrial sources, off-road mobile equipment, and residential fuel combustion sources.

Figure 3-13 Sensitive Receptor Locations in Stockton

Where can I get more information about air pollution in Stockton AB 617 Community?

To provide detailed community-level data to the Steering Committee and the general public, District staff have created an interactive mapping tool that shows the locations of sensitive receptors, as well as the locations of and emissions inventory for stationary sources, area sources, and both on-road and off-road mobile emissions. Examples of the emissions data available through this mapping tool are shown in the figures below.

Please visit the District website to zoom in and explore the community:

<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c> and

<https://sjvapcd.maps.arcgis.com/apps/View/index.html?appid=26ea6530963f496589be8a4f23f3c8ab>

Figure 3-14 District Mapping Tool Showing Types and Locations of Stationary Source Operations in Community

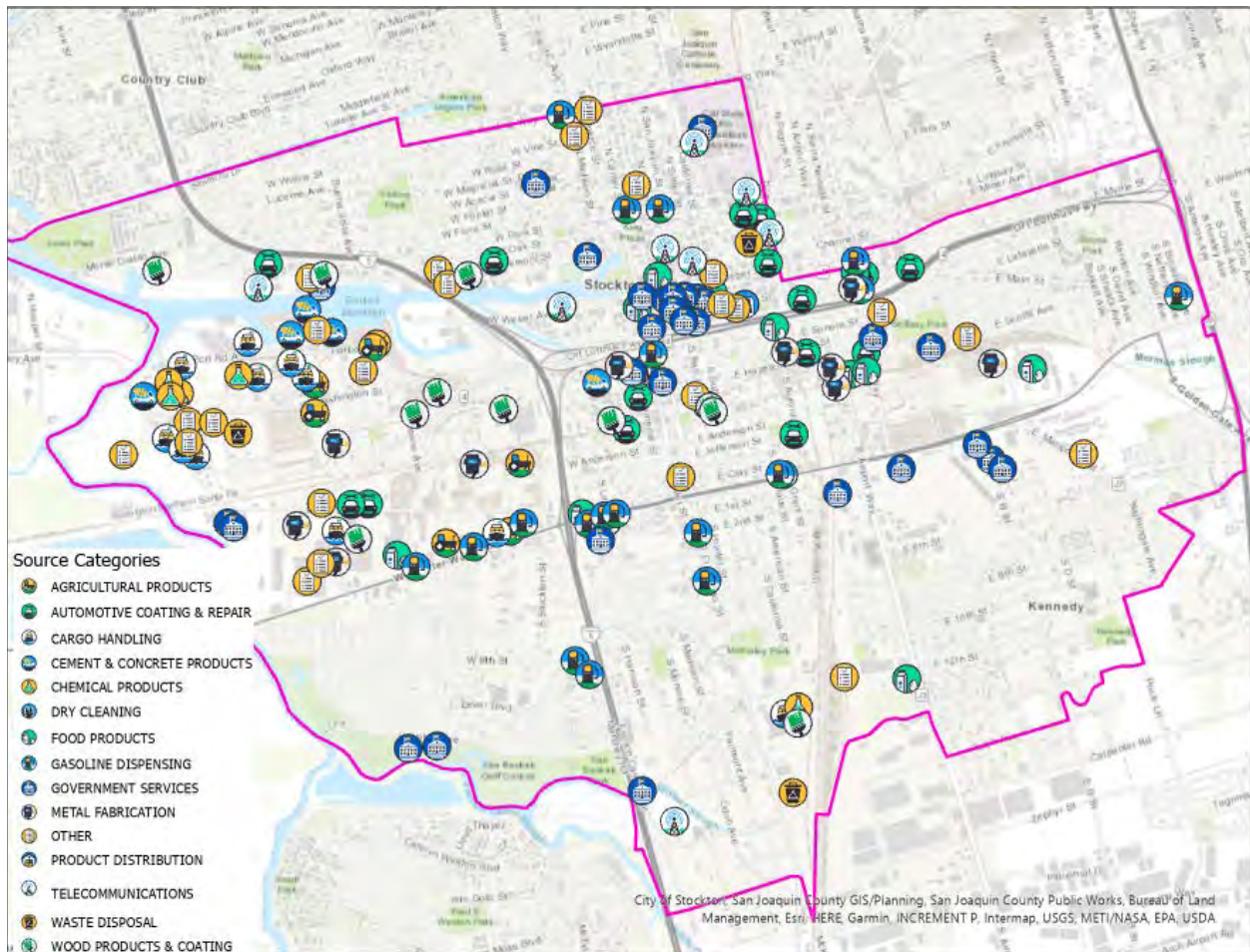
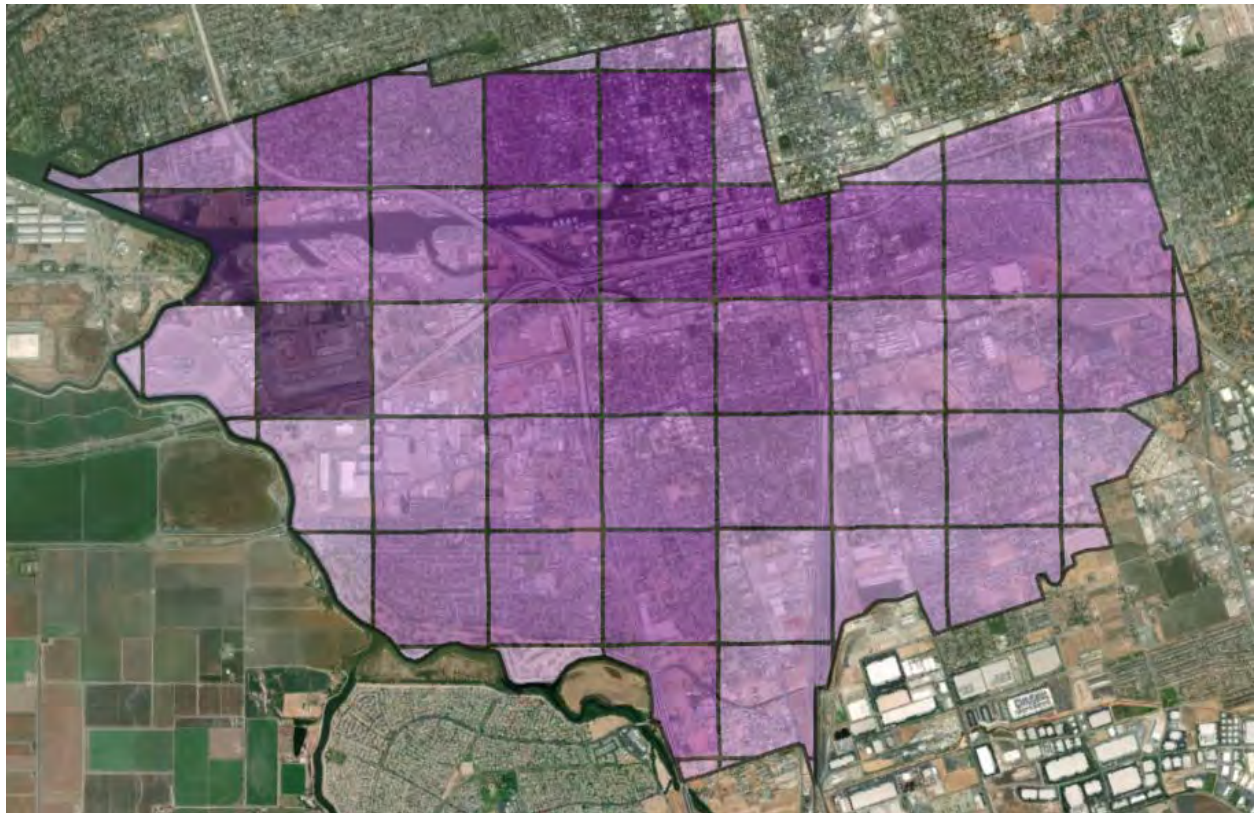


Figure 3-15 District Mapping Tool Showing Concentrations of Area-Wide Emissions within the Community



3.3 EXISTING AIR QUALITY PROGRAMS

District Plans for Attainment of Health-Based Air Quality Standards

For more than two decades, the District has adopted numerous attainment plans to reduce ozone and particulate precursor emissions. The District's multifaceted approach to reducing emissions in the San Joaquin Valley consists of a combination of innovative regulatory and non-regulatory measures. The U.S. Environmental Protection Agency (EPA) periodically reviews and establishes health-based national air quality standards (also referred to as NAAQS) for ozone, particulates, and other criteria air pollutants guided by the Clean Air Act. The District has adopted numerous air quality attainment plans over the years that identify measures needed in the Valley to attain EPA's increasingly stringent health-based NAAQS.

The District's plans include emissions inventories that identify sources of air pollutants, evaluations for feasibility of implementing potential opportunities to reduce emissions, sophisticated computer modeling to estimate future levels of pollution, and a strategy for how air pollution will be further reduced. District plans also include innovative alternative strategies for accelerating attainment through non-regulatory measures such as incentive programs; technology advancement programs; the District's legislative platform; community outreach and education programs; and additional strategies such

as energy efficiency, eco-driving, green purchasing and contracting, supporting urban heat island mitigation efforts, and encouraging cleaner methods of generating electrical energy and mechanical power.

Measures implemented for these Valley-wide strategies also apply to the AB 617 community of Stockton and have resulted in tremendous emissions reductions being achieved, to the benefit of the health of all Valley residents. Most recently, after an extensive 3-year public process, the District, in coordination with CARB and EPA, adopted the *2018 PM2.5 Plan*. This historic plan builds on decades of air quality improvement efforts and establishes a comprehensive strategy for continuing to improve the Valley's air quality and meet the latest federal PM2.5 standards. Further information on the comprehensive rules, regulations, and other programs that have been developed as a part of the District's attainment planning process are detailed in the District's plans for attainment of state and federal air quality standards, with links provided to each attainment plan below:

PM2.5 Plans for Attainment

- [*2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*](#)
The District adopted the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* on November 15, 2018. This plan addresses the EPA federal 1997 annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³; the 2006 24-hour PM2.5 standard of 35 µg/m³; and the 2012 annual PM2.5 standard of 12 µg/m³.
- [*2016 Moderate Area Plan for the 2012 PM2.5 Standard*](#)
The District adopted the *2016 Moderate Area Plan for the 2012 PM2.5 Standard* on September 15, 2016. This plan addresses the EPA federal annual PM2.5 standard of 12 µg/m³, established in 2012. This plan includes an attainment impracticability demonstration and request for reclassification of the Valley from Moderate nonattainment to Serious nonattainment.
- [*2015 Plan for the 1997 PM2.5 Standard*](#)
The District adopted the *2015 Plan for the 1997 PM2.5 Standard* on April 16, 2015. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³ and 24-hour PM2.5 standard of 65 µg/m³, established in 1997.
- [*2012 PM2.5 Plan*](#)
The District adopted the *2012 PM2.5 Plan* in December, 2012. This plan addresses EPA's 24-hour PM2.5 standard of 35 µg/m³, which was established by EPA in 2006.
- [*2008 PM2.5 Plan*](#)
The District adopted the *2008 PM2.5 Plan* in April, 2008. This plan addresses EPA's annual PM2.5 standard of 15 µg/m³, which was established by EPA in 1997.

PM10 Plans for Attainment

- [2007 PM10 Maintenance Plan](#)
The District adopted the *2007 PM10 Maintenance Plan* in September 2007, to assure the San Joaquin Valley's continued attainment of EPA's PM10 standard. EPA designated the Valley as an attainment/maintenance area for PM10.

Ozone Plans for Attainment

- [2022 Plan for the 2015 8-hour Ozone Standard \(Upcoming Ozone Plan\)](#)
The attainment plan for the 2015 federal ozone standard will build upon comprehensive strategies already in place from adopted District plans and CARB's statewide strategies. The NOx reduction commitments from the recent *2018 PM2.5 Plan* and *2016 Ozone Plan*, and other ongoing measures will assist the Valley in meeting the 70 ppb federal ozone standard. Strategies for attainment of the *2015 8-hour ozone standard* will be developed through a public process, building on decades of effective control strategies. District staff will present regular updates regarding the development of the plan at public meetings and workshops, including upcoming meetings of the District Governing Board, Citizens Advisory Committee (CAC), and the Environmental Justice Advisory Group (EJAG).
- [2020 RACT Demonstration](#)
The District adopted the *2020 Reasonably Available Control Technology (RACT) Demonstration for the 2015 8-Hour Ozone Standard* on June 18, 2020.
- [2016 Plan for the 2008 8-Hour Ozone Standard](#)
The District adopted the *2016 Plan for the 2008 8-Hour Ozone Standard* in June 2016. This plan satisfies Clean Air Act requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard.
- [2014 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for the 8-Hour Ozone State Implementation Plan* in June, 2014.
- [2013 Plan for the Revoked 1-Hour Ozone Standard](#)
The District adopted the *2013 Plan for the Revoked 1-Hour Ozone Standard* in September, 2013.
- [2009 RACT SIP](#)
The District adopted the *Reasonably Available Control Technology (RACT) Demonstration for Ozone State Implementation Plans (SIP)* in April, 2009.
- [2007 Ozone Plan](#)
The District adopted the *2007 Ozone Plan* in April 2007. This plan addresses EPA's 8-hour ozone standard of 84 parts per billion (ppb), which was established by EPA in 1997.

As a result of the District's stringent and comprehensive air quality management strategy along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 NAAQS. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%. This success in reducing emissions Valley-wide provides assurance that targeted strategies will provide the desired results in helping to improve the air quality in AB 617 selected communities.

Regulatory Measures

The District has implemented a comprehensive regulatory control strategy for decades. Since 1992, the District has adopted nearly 650 rules and rule amendments to implement aggressive control strategies. Many current rules are fourth or fifth generation, meaning that they have been revised and emissions limits have been lowered numerous times, as new emission control technology has become available and cost effective. Building on decades of developing and implementing effective air pollution control strategies, District rules implement the most stringent measures, including best available control measures for new and modified permitting projects, and best available retrofit control technologies for existing equipment when feasible to require in the San Joaquin Valley. The District's stringent and innovative rules have set benchmarks for other air agencies throughout California and the nation. Regulations implemented by the District have reduced emissions from stationary sources by over 80% to date and will continue to achieve significant emissions reductions in the coming years.

District rules reduce emissions of criteria air pollutants and toxic air contaminants from sources in and around the community. Permitted stationary sources regulated by the District in the Stockton AB 617 Community include agricultural commodities storage and transfer operations, automotive body repair and paint shops, concrete and construction materials manufacturing, electric power generation, motor vehicle coating operations, bulk fuel storage and transfer terminals, chemical receiving and storage, , fabricated metal parts and products, gasoline dispensing operations, government services, municipal water treatment operations, health care centers, metal parts coating operations, skilled nursing care facilities, and telecommunications facilities. District rules that reduce emissions from local sources in the Stockton AB 617 Community are outlined in the following table:

Table 3-5 District Rules Reducing Stockton AB 617 Community Air Pollution

Rule #	Rule Description
4001	New Source Performance Standards
4002	National Emission Standards for Hazardous Air Pollutants
4101	Visible Emissions
4102	Nuisance
4201	Particulate Matter Concentration
4202	Particulate Matter Emission Rate
4301	Fuel Burning Equipment
4305	Boilers, Steam Generators, And Process Heaters - Phase 2
4306	Boilers, Steam Generators, and Process Heaters - Phase 3
4307	Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr TO 5.0 MMBtu/hr
4309	Dryers, Dehydrators, and Ovens
4311	Flares
4320	Advanced Emission Reduction Options For Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr
4352	Solid Fuel Fired Boilers, Steam Generators, and Process Heaters
4455	Components At Petroleum Refineries, Gas Liquids Processing Facilities, And Chemical Plants
4601	Architectural Coatings
4603	Surface Coating Of Metal Parts And Products, Plastic Parts And Products, And Pleasure Crafts
4606	Wood Products And Flat Wood Paneling Products Coating Operations
4607	Graphic Arts And Paper, Film, Foil And Fabric Coatings
4612	Motor Vehicle And Mobile Equipment Coating Operations
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, And Bulk Plants
4622	Gasoline Transfer Into Motor Vehicle Fuel Tanks
4623	Storage Of Organic Liquids
4624	Organic Liquid Loading
4652	Coatings and Ink Manufacturing
4653	Adhesives And Sealants
4661	Organic Solvents
4672	Petroleum Solvent Dry Cleaning Operations
4684	Polyester Resin Operations
4692	Commercial Charbroiling
4693	Bakery Ovens
4701	Internal Combustion Engines - Phase 1
4702	Internal Combustion Engines
4801	Sulfur Compounds
4901	Wood Burning Fireplaces and Wood Burning Heaters
4902	Residential Water Heaters
4905	Natural Gas-Fired, Fan-Type Central Furnaces
8011	General Requirements
8021	Construction, Demolition Excavation, Extraction, and Other Earthmoving Activities
8031	Bulk Materials
8041	Carryout and Trackout
8051	Open Areas
8061	Paved and Unpaved Roads
8071	Unpaved Vehicle/Equipment Traffic Areas
8081	Agricultural Sources
9310	School Bus Fleets

Rule #	Rule Description
9410	Employer Based Trip Reduction
9510	Indirect Source Review

While California and the federal government have direct authority to regulate tailpipe emissions from mobile sources, the District has also adopted innovative regulations such as the Rule 9510 - Indirect Source Review (discussed in more detail later in this section) and Rule 9410 - Employer-based Trip Reduction to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. A complete listing of the District's current rules and regulations is available at the following link: <http://www.valleyair.org/rules/1ruleslist.htm>

For the recently adopted *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* 2018 PM2.5 Plan, the District performed an exhaustive evaluation of all potential additional opportunities for reducing emissions and committed to amend several rules to achieve expeditious attainment of the health-based federal PM2.5 air quality standards (see Section IV). This comprehensive analysis also demonstrated that the District's rules and regulations are at least as stringent, if not more stringent, than all other rules in the nation. Furthermore, in accordance with AB 617 requirements, the District adopted an expedited schedule in December, 2018, for performing further determination of BARCT to ensure that applicable sources are utilizing the cleanest technologies feasible (see Chapter 4).

District New and Modified Stationary Source Review

Beyond District rules that apply to specific categories of stationary sources, District Rule 2201 (New and Modified Stationary Sources Review) applies to all new stationary sources and all modifications to existing stationary sources that are subject to District permit requirements. District Rule 2201, and the associated permitting process, ensure that new or modified stationary sources of air pollution are subject to the most effective emissions controls feasible for implementation; that emissions from the project do not create a public health risk (including a modeled analysis of cancer risks resulting from the project and possible health hazard risks resulting from both acute and chronic exposure to emissions for nearby residences and worksites); and that the project does not increase the potential for a violation of State or National Ambient Air Quality Standards. More information about the District's rigorous permitting process is available at <http://www.valleyair.org/busind/pto/ptoprocess.htm>, and is also summarized below. 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 types of equipment. The District also conducts 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.

As a part of the District's BACT Policy (publicly available at <https://www.valleyair.org/busind/pto/bact/bactidx.htm>), District staff maintain a BACT Clearinghouse, updated and published quarterly, that includes available control technologies and operation methods that meet one of the following conditions:

- A. The control technologies or operation methods have been achieved in practice for an emissions unit and class of source; or
- B. Are contained in any SIP approved by the EPA for an emissions unit category and class of source; or
- C. Are any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found to be technologically feasible for such class or category of sources or for a specific source.

AB 617 legislation requires that CARB develop and maintain a state-wide Technology Clearinghouse for BACT and T-BACT. Once available, District staff will review the Technology Clearinghouse as an additional resource when updating the District's BACT Clearinghouse.

Risk Management Reviews: The District conducts Risk Management Reviews 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 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 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 not 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 7,228 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 that pose a significant risk to any Valley resident under the "Hot Spots" program. A detailed discussion of AB 2588 and facility risk reduction audits conducted to date in the community is included in Chapter 4.

Implementation of State Airborne Toxic Control Measures

The District's integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by CARB. State-issued ATCMs are designed to reduce toxic air emissions from various types or categories of equipment by imposing prescribed air pollution control measures. Implementing ATCMs result in reductions of toxics exposure from targeted facility types or categories that could cause significant risks at a regional level. These ATCMs are implemented primarily through the District's permitting process. Examples of emissions sources that have drastically reduced toxic air contaminant emissions in the San Joaquin Valley because of such rules and regulations include dry cleaners, chrome plating operations, gas stations, and diesel internal combustion engines.

Implementation of Federal National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Maximum Achievable Control Technology (MACT) Standards

The District's integrated air toxics program fulfills federal mandates under Title III of the federal Clean Air Act, which requires specific types of sources of air toxic emissions to directly reduce emissions through federal NESHAP and MACT standards. These standards apply to a variety of source categories, ranging from diesel internal combustion engines to chrome platers, and from refineries to power plants.

Implementation of Federal New Source Performance Standards (NSPS)

The District also fulfills federal mandates under Title I of the federal Clean Air Act, which requires specific types of new, modified, and reconstructed facilities subject to NSPS to directly reduce emissions of criteria air pollutants. These standards apply to a variety of source categories, ranging from hot mix asphalt facilities to sewage treatment plants, and from landfills to boilers.

District Indirect Source Requirements

District Rule 9510 is the only rule of its kind in the State of California and throughout the nation which applies to new residential and commercial development projects. The District's rule is recognized as the benchmark, or best available control, for regulating these indirect sources of emissions, such as from construction equipment and mobile sources associated with new developments. This rule requires mitigation of the growth in emissions from mobile and area sources associated with construction and operation of new development projects in the Valley.

District Air Quality Assistance and Guidance to Public Agencies

The District provides assistance and guidance to other public agencies, including cities and counties in the San Joaquin Valley, to help them assess, minimize, and mitigate air quality impacts of projects undergoing their land-use approval processes, over which the District has no statutory authority. For instance, the District provides comments under the California Environmental Quality Act (CEQA) to public agencies on hundreds of proposed projects each year. District provided CEQA comments are designed to minimize project related air quality impacts. In addition, the District maintains and makes available an extensive suite of guidance documents and tools for assessing and mitigating air quality impacts, including criteria and air toxic emissions, from stationary source projects and other development projects.

Mobile Source Regulations

Mobile source emissions make up over 85% of the Valley's NOx emissions, the primary driver in the formation of particulate and ozone pollution, therefore, reductions in mobile source emissions have become an ever-increasingly important part of the Valley's attainment strategy of federal air quality standards. States and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. CARB has adopted toughened regulations for heavy-duty trucks, off-road equipment, and other mobile sources. Additionally, the District has adopted innovative regulations such as the Indirect Source Review and Employer-based Trip Reduction rules to reduce emissions from mobile sources within the District's limited jurisdiction over these sources. Local air districts do not have the authority to implement regulations requiring ultra-low tailpipe emissions standards on mobile sources.

With authority to regulate mobile source emissions, CARB has adopted and amended a number of regulations aimed at reducing exposure to diesel PM and NOx from fuel sources, freight transport sources like heavy-duty diesel trucks, transportation sources like passenger cars and buses, and off-road sources like large construction equipment. Phased implementation of these regulations will produce emission reduction benefits in the coming years as the regulated fleets are retrofitted, and as older and dirtier fleet units are replaced with newer and cleaner models at an accelerated pace. CARB's ongoing comprehensive measures to reduce emissions from mobile sources throughout the state are detailed further in Chapter 4, "Statewide Strategies" section.

District Incentive-Based Emission Reduction Programs

The District has increasingly relied on its advocacy efforts to secure state and federal funding sources, and locally-generated funding to implement incentive programs that have become a vital component of the District's overall strategy for achieving the emissions reductions necessary to bring the Valley into attainment with state and federal air quality standards and to protect public health. These programs provide an effective way to accelerate emissions reductions and encourage technology advancement, particularly from mobile sources, a sector not directly under the District's regulatory jurisdiction. Considering over 85% of the NOx emissions in the Valley come from mobile sources, these successful voluntary incentive grant programs help the Valley achieve highly cost-effective emissions reductions that are surplus of the regulatory emissions reductions.

The District operates one of the largest and most well-respected voluntary incentive programs in California. Since the District's inception in 1992, considerable funding has been invested into thousands of clean-air projects throughout the Valley. The District's incentive programs offer Valley businesses and residents the opportunity to replace their older, higher polluting equipment with newer, cleaner models. These incentive programs include options for replacing older diesel powered trucks, ag engines, tractors, locomotives, and construction equipment as well as options for replacing wood burning devices, lawn equipment and passenger vehicles. These projects have achieved significant emissions reductions with corresponding air quality and health benefits. The incentive programs listed in the table below have been implemented in the community of Stockton AB 617 Community as of October 7, 2020, achieving nearly 3,000 tons of combined PM, NOx, and VOC emissions reductions in the community.

Table 3-6 Grant Funding Invested in Stockton AB 617 Community- Oct 7, 2020

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Bicycle Infrastructure Bike Bath Class I,II,III	2	\$100,000	10.45
Burn Cleaner Wood Stove Change Out New Device	77	\$230,500	18.09
CAP & Trade Demonstration New Electric Vehicle	2	\$2,324,790	0.00
Heavy-Duty Ag-UTV Vehicle Replacement	1	\$13,722	0.31
Heavy-Duty Forklift New Electric Vehicle	1	\$31,780	1.56
Heavy-Duty Locomotive Engine Repower	2	\$3,750,000	177.59
Heavy-Duty Locomotive New Vehicle	2	\$4,825,624	305.04
Heavy-Duty Locomotive Replacement	1	\$1,729,000	97.83
Heavy-Duty Off-Road Ag Vehicle Replacement	1	\$19,000	1.36
Heavy-Duty Off-Road Engine Repower	1	\$279,350	40.36
Heavy-Duty On-Road DERA Vehicle Replacement	7	\$373,728	0.0
Heavy-Duty On-Road Engine Repower	2	\$164,106	45.55
Heavy-Duty On-Road New Vehicle	1	\$28,000	0

Stockton AB 617 Community Grant Funding: Incentive Program	Units	Sum of Grant Amount	Total Tons PM, NOx, VOC Emissions Reduced
Heavy-Duty On-Road Trade Up	3	\$300,00	3.63
Heavy-Duty On-Road Prop 1B Vehicle Replacement	47	\$2,880,000	423.84
Heavy-Duty On-Road Truck Replacement	3	\$195,062	11.16
Heavy-Duty On-Road TVP Engine Retrofit	1	\$20,000	0.04
Heavy-Duty On-Road TVP Vehicle Replacement	21	\$1,336,292	93.01
Heavy-Duty On-Road VIP Vehicle Replacement	6	\$330,000	3.07
Lawn & Garden Residential New Purchase	7	\$533	0.00
Lawn & Garden Residential Replacement	73	\$28,505	0.00
Light-Duty Charge Up EV Charger-Private	1	\$6,000	0.00
Light-Duty Charge Up EV Charger-Public	7	\$312,000	0.00
Light-Duty Drive Clean EV Vehicle Rebate	42	\$246,000	0.79
Light-Duty EFMP Replacement	132	\$1,504,948	1.66
Light-Duty TITU Repairs	670	\$371,326	0.00
Light-Duty Van Pool Voucher	2	\$1,260.00	0.18
Public Benefit Alternative Fuel New Vehicle	53	\$1,015,413	0.00
Remove II Light and Medium Duty EV Purchase	1	\$3,000	0.04
Remove II Pearl Data New Vehicle Purchase	1	\$12,000	0.00
Special Projects Short Sea Shipping	1	\$750,000	0.00
Total	1,171	\$22,881,939	1,235.56

District Technology Advancement Efforts

The District Governing Board approved creation of the Technology Advancement Program in March, 2010, to accelerate development of technologies that can help reduce emissions in the Valley. Meeting EPA's increasingly stringent ozone and PM2.5 air quality standards requires significant advancements in low-emissions technologies from mobile and stationary sources. The Technology Advancement Program provides a strategic and comprehensive means to identify, solicit, and support technology advancement opportunities. Ongoing refinement of the program's technology focus areas targets efforts to achieve the greatest impact on the Valley's attainment and other health-based goals. This program has resulted in the development and deployment of electric feed mixers for dairy operations, clean fuel technologies for trucks, and solar-electric truck refrigeration units. Many of these advanced clean-air technologies are currently operating in the community of Stockton AB 617 Community.

Public Air Quality Education and Outreach

Providing accurate and up to date air quality information to Valley residents is a top priority for the District, especially when circumstances such as wildfires overwhelm all clean air measures and lead to high pollution concentrations. Under these circumstances, the best course of action is to provide notifications to Valley residents so that sensitive individuals, in particular, can take precautions to minimize exposure. The

District has expended significant resources on public notification and risk prevention measures, such as the Real-Time Air Advisory Network (RAAN) and Real-Time Outdoor Activity Risk (ROAR) Guidelines. The following are some additional examples of District outreach programs designed to help Valley residents understand air quality and what they can do to reduce their own impacts:

- Real-Time Air Quality Display (READ)
- Web-based Archived Air Quality System (WAAQS)
- Healthy Air Living
- Healthy Air Living Schools
- Healthy Air Living Partners
- Check Before You Burn
- Air Alerts

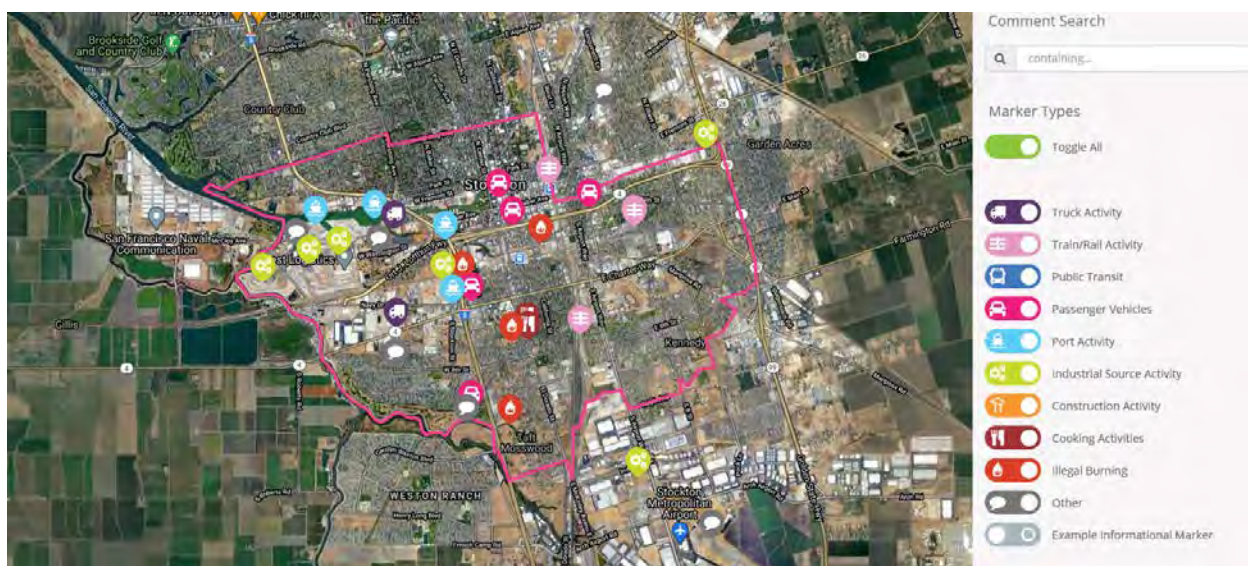
The above programs are available to community members, and have helped residents and school administrators take health protective action during poor air quality episodes.

4. STRATEGIES TO REDUCE THE CUMULATIVE EXPOSURE BURDEN IN STOCKTON

COMMUNITY IDENTIFIED AIR QUALITY PRIORITIES

During the June 3, 2020 Community Steering Committee (CSC) meeting, Stockton committee members and public attendees participated in a District-facilitated exercise to identify and prioritize their air pollution sources of concern. Participants were placed in groups and were asked to share their thoughts regarding air pollution sources which they believed impacted their community the most, or was of most concern to the individual or entity they represented. The results of these group exercises were then placed into an online mapping tool to create a visual representation of the common pollution sources of concern (Figure 4-1). An online version of the exercise was also sent to the committee and posted to the District's community webpage <http://community.valleyair.org> to allow for additional opportunity to participate in identifying source categories of concern.

Figure 4-1 Results of Sources of Concern Exercise



Through these exercises, some top source categories of concern in Stockton include:



Based on emissions inventory, current air monitoring data, and top sources of concern in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO, NO₂, NO_x), Hydrogen Sulfide (H₂S), Carbon Monoxide (CO), Ozone, and Volatile Organic Compounds (VOCs). In addition, a variety of toxic compounds, including toxic organics and particulate matter, were also identified as pollutants of concern.

To provide additional information about existing control programs for community members not familiar with ongoing air pollution control efforts, District staff prepared an informational document titled, "*Public Resource: Existing Control of Air Pollution Sources of Concern*," (included for reference as Appendix D), and gave several presentations about existing District control programs. Additionally, the Community Co-Hosts are provided the opportunity to share their own experiences and areas of concern during CSC meetings and their thoughts on opportunities to improve air quality within the community. The CSC meetings have served to build the knowledge base of the CSC members and to assist in developing a Community Emission Reduction Program (CERP) which includes specific measures to reduce exposure to harmful air pollution within the community.

In partnership with the CSC members, community based organizations, businesses in the community, and state and local agencies, a suite of targeted measures to reduce and mitigate harmful air pollution emissions from community identified sources of concern has been developed. In addition to the emission reductions which will be achieved through expedited implementation of best available retrofit control technology by facilities within the community, the adoption of rule amendments that will further

reduce PM_{2.5} and toxics in the Valley, and enhanced enforcement in the community, these local measures provide accelerated emissions reductions in the community.

AB 617 legislation requires that a CERP identifies cost-effective measures to achieve emission reduction targets in the community. During CSC discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources, while also providing tangible benefits to residents in the community. To that end, in addition to measures that reduce emissions from stationary, area, and mobile sources that are large contributors to the community emissions inventory, many of the measures supported by the Steering Committee and proposed for implementation in the Stockton CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements. The measures described in this chapter encompass a range of strategies to reduce community level exposure burden, including regulatory, enforcement, outreach and education, voluntary incentive-based programs, as well as partnerships with other agencies to address issues outside of the District's direct regulatory authority.

It should be noted that the identified funding amounts for each measure are designed assuming that future-year state budget appropriations and funding allocations are similar to those approved by the legislature and CARB for current use in the AB 617 program, and are available in future District budget appropriations.

Incentive program guidelines also generally contain strict requirements that include specific project types and funding amounts. To maximize emission reductions in the AB 617-selected community of Stockton, the CERP includes measures that also leverage existing District incentive funding allocations, above and beyond funding amounts available through AB 617-related funding allocations.

Some of the incentive measures included in the CERP are proposed to operate under existing authority and approved program guidelines, while other measures will require the development of new program guidelines and associated approval by the District Governing Board and CARB. As the CARB Blueprint states, CARB and the District will continue developing regulatory and incentive actions through separate public processes. Subsequent implementation of proposed CERP measures will be conditional on the successful completion of applicable public processes, necessary financing approvals, technical feasibility analyses, economic competitiveness, safety, and environmental reviews.

The District will continue to work with the CSC to receive community input as program guidelines are developed and projects are implemented within the community. As experience is gained in implementing the measures contained in the CERP, it may become evident that certain measures are more successful than others in reducing emissions and/or exposure, and are more popular with the community. Committee input on these considerations, and discussions about funding availability and cost-

effectiveness of projects, may lead to adjustments to strategy goals and/or funding amounts to achieve overall emission reduction targets of the CERP.

The sections that follow provide detailed information about emission and exposure reduction strategies developed for each source category of concern to the community.

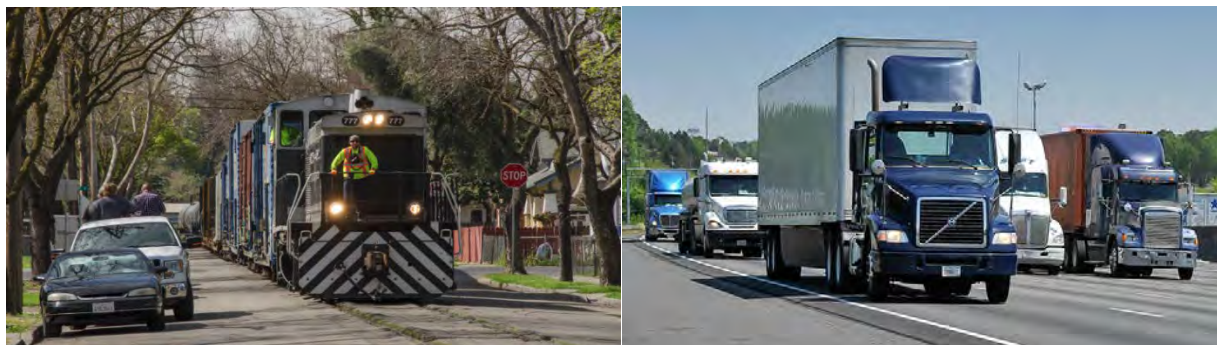
HEAVY DUTY MOBILE SOURCES

HEAVY DUTY MOBILE SOURCES IN STOCKTON

There are a variety of heavy-duty mobile sources operating in and around the City of Stockton. These can range from on-road trucks, school and transit buses, off-road equipment, including agricultural and construction equipment, line-haul, short-haul and switcher locomotives. This equipment is primarily powered by diesel engines and, depending on the specific category, is regulated by one or more statewide regulations.

Emissions from this source category include oxides of nitrogen (NO_x) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NO_x inventory throughout the Valley. In the Stockton community, 328.08 tons per year of NO_x, 26.44 tons per year of VOC and 9.34 tons per year of PM_{2.5} are attributed to on-road heavy-duty equipment. In addition, 133.08 tons per year of NO_x, 20.49 tons per year of VOC and 6.21 tons per year of PM_{2.5} are attributed to off-road heavy-duty equipment referenced in these measures.

Figure 4-2 Examples of Heavy Duty Mobile Sources



COMMUNITY CONCERNS AND COMMENTS

During the committee discussions regarding heavy-duty mobile sources, a majority of the committee ranked this source as a high priority to address. Committee member comments and suggestions included providing incentives to replace older trucks, alternative fueling infrastructure development, clean fleet requirements, and shifting trucking routes away from residents.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, including heavy duty vehicles and equipment, locomotives, school and transit buses. Diesel powered on-road heavy duty vehicles are subject to the statewide CARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time. Off-road heavy-duty equipment is similarly controlled through the CARB Off-Road Regulation, which requires all fleets to be upgraded to newer, cleaner technologies over

time. However, at this time, there are no regulatory requirements in place at the state or federal level controlling emissions from locomotives.

Due to the large amount of pollution that can be attributed to mobile sources, the District has implemented a broad suite of voluntary incentive programs, targeted at reducing emissions from heavy-duty engines operating throughout the Valley.

Heavy Duty Trucks/Buses:

The District currently offers a variety of programs targeted at replacing or upgrading older, high-polluting trucks and buses with cleaner technology.

- The Heavy Duty Truck Replacement Program <http://valleyair.org/grants/truck-replacement.htm>. This program provides incentives for the replacement of existing heavy-duty diesel trucks with new, zero or near-zero-emission technology.
- Program for Heavy-Duty Alternative Fuel Infrastructure which provides local businesses and agencies incentive funding to install alternative fueling infrastructure (electric, natural gas, hydrogen, etc.) to support the increased deployment of heavy-duty advanced clean technology vehicles.
- 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.

Locomotives:

Freight locomotives are regulated by the U.S. EPA. The current regulation requires that all locomotives purchased in or after 2015 be at least a Tier 4 emission level. Older, lower Tier engines, which comprise the majority of Class 1 fleets, are still permitted to run. Additionally, CARB is planning actions to address freight locomotive emissions within the State. More details can be found in the 2019 March CARB Board Meeting Informational Update: <https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf>

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 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that community members placed on reducing emissions from this source category and the large amount of emissions, including PM2.5 and toxic air contaminants (particularly diesel PM) that originate from heavy duty mobile sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

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 Stockton community. This strategy would provide enhanced outreach and access to incentive funding for zero and near-zero emissions, clean truck technologies that are domiciled and operating within the community. District Board-approved methodology and funding levels can be utilized and the District will encourage small business owners to participate in the program while also promoting the selection of all electric, zero emission technology. This measure would replace **XX** older, heavy duty diesel trucks operating in Stockton with zero or near zero emission technology at an expected cost of **\$XX**. 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

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: **\$XX**

Quantifiable emission reductions: Estimated emissions reductions associated with this measure include **XX** total tons of pollutants from diesel trucks.

HD.3 SUPPORT PLANNING AND DEVELOPMENT OF CLEAN FUELING INFRASTRUCTURE

Overview: The goal of this strategy is to provide support for planning and development of fueling infrastructure for heavy-duty zero emission vehicles and transportation refrigeration units to support broader deployment of clean vehicles operating throughout the community and reduce the impact of emissions from the idling of heavy duty diesel trucks at distribution centers, warehouses, or other freight facilities where trucks are being loaded or unloaded. Utilizing Board-approved methodology and funding levels the District will work closely with businesses, public agencies, and fueling providers to support and incentivize the development of clean-vehicle fueling infrastructure in the area of the community. This action will prioritize incentive funding to support the development and construction of new electric infrastructure within the community. This includes increased outreach to businesses and public agencies operating vehicles within the community as well as prioritized funding for projects that serve vehicles operating in the community.

Depending on the size, throughput and configuration of the fueling infrastructure, the proposed funding amount of **\$XX** would incentivize the development of either **two** new electric charging stations at a maximum incentive of up to **\$XX** each and/or the installation of **XX TRU** charging plugs.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: **\$XXXX**

Quantifiable emission reductions: Estimated emissions reductions associated with this measure include **XX** tons of PM2.5, and **XX** tons of NOx

HD.5: TRUCK IDLING PLUG-INS

Overview: The goal of this strategy is to reduce emissions from heavy duty diesel truck idling and reduce the use of diesel-fueled internal combustion auxiliary power systems at truck stops where diesel trucks congregate in the Stockton community. Truck stop electrification allows a vehicle operator to "plug in" their vehicle and draw electricity directly from the power grid to provide cab heating and cab cooling, to power cab appliances, and to charge the vehicle's battery.

This strategy would provide funding to launch a program in the Stockton community. The District would leverage experience from the Proposition 1B Goods Movement Emission Reduction Program in order to design a program that would fund the purchase and installation of electrical infrastructure and/or equipment to enable heating, cooling, and other use of cab power for parked trucks at truck stops in the Stockton area. This measure would provide \$XXXXXX in funding. The emission reductions associated with this measure will be calculated at a later time.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: XXXXXX

HD.6: ENHANCED ENFORCEMENT OF THE STATEWIDE ANTI-IDLING REGULATION

Overview: The goal of this strategy is to limit the potential for localized emissions from heavy duty vehicles for failure to comply with the state's heavy duty anti-idling regulation. Historically, the District has partnered with CARB to conduct anti-idling enforcement throughout valley 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 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 with the anti-idling regulation, especially near schools and residential areas, are important to reduce the potential for localized impacts within the community.

The District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in the Stockton community with established benchmarks. These benchmarks include anti-idling surveillance to occur at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

Implementing Agency: SJVAPCD and CARB

Strategy Type: Enforcement

Emission Outcome: Reduction in PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates with the state regulation

HD.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO OR NEAR ZERO EMISSION SCHOOL BUSES

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

HD.10: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL RAILCAR MOVERS AND SWITCHER LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

HD.11: HEAVY DUTY TRUCK REROUTING

Overview: Community Steering Committee members have suggested that a study should be performed to assess the existing heavy-duty diesel truck routes in and around the Port of Stockton and the nearby neighborhoods, including the Boggs Tract neighborhood. The study will focus on whether there are other routes which will result in reduced exposure to toxic air contaminants by residents in the nearby neighborhoods. The District will work with the City, County, and all other appropriate land-use and transportation agencies regarding this and the desire of the CSC for inclusion in the Stockton CERP. The District will work with the City of Stockton and other appropriate agencies to seek funding to support this study.

Jurisdictional Issues: It should be noted that the District has no authority over how agencies allow land under their jurisdiction to be used. These so-called "land-use" decisions, such as truck rerouting, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see ["Who Has the Authority to Implement Actions?"](#), page 26 of the Blueprint). However, the District is committed to working with the implementing agencies to identify funding sources for the study, developing the scope of work for the

study, and coordinating conversations with the implementing agencies and the CSC as necessary.

Implementing Agency: City, County, San Joaquin COG, Caltrans, Port of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

Budgeted Amount: \$XX

OLDER/HIGH POLLUTING PASSENGER CARS

OLDER/HIGH POLLUTING PASSENGER CARS IN STOCKTON COMMUNITY

Mobile source emissions account for over 85% of the overall NO_x inventory in the San Joaquin Valley. With no regulatory authority over these sources, the District has relied on voluntary incentive programs to transition older, higher emitting vehicles to newer, cleaner and more fuel efficient models. With limited public transportation options available to residents driving is more prevalent in the Valley than in other areas of the state. Vehicles registered in the Valley are typically older and have higher mileage than statewide averages.

Emissions from light duty vehicles in Stockton total 114.08 tons per year (tpy) of NO_x, 138.23 tpy of VOC, and 12.74 tpy PM_{2.5}. These total emissions contribute 10.5% of the NO_x inventory, 17.5% of the VOC inventory, and 10.3% of the PM_{2.5} inventory.

Figure 4-2: The District's Drive Clean in the San Joaquin Repair and Replacement program helps Valley residents purchase new or used clean-air vehicles



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding passenger vehicles included increased outreach and incentives for low income residents, increasing charging infrastructure in the community, and questions about the effectiveness of existing programs for low-income individuals. As detailed below, to address these concerns District staff have developed new programs, specifically for Stockton community members, to provide incentive funding for clean-air vehicles, to bring car share programs to the community, and to incentivize the purchase of electric vehicles by the primary local ride share service.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from mobile sources, however, due to the large amount of pollution that originates from passenger vehicles

the District has implemented a suite of programs to reduce pollution from mobile sources. These programs include the following measures:

- Tune In Tune Up vehicle repair program which provides incentive funds to repair high emitting vehicles.
<http://valleyair.org/drivecleaninthesanjoaquin/repair/>
- Vehicle replacement program which provides funding to replace older, high emitting vehicles with newer, cleaner and more fuel efficient models.
<https://www.valleyair.org/drivecleaninthesanjoaquin/replace/>
- The vehicle rebate program provides rebates for the purchase or lease of a new clean air vehicle including battery electric, fuel cell, plug in hybrid, zero emission motorcycles, and advanced technology natural gas vehicles.
<https://www.valleyair.org/drivecleaninthesanjoaquin/rebate/>
- Incentives are available for publically accessible charging infrastructure through the District's Charge Up! Program <http://valleyair.org/grants/chargeup.htm>
- The District's Healthy Air Living school program promotes no idling while picking up children at school and provides no idling signs to schools to encourage drivers to turn off their engines.
- District Indirect Source Rule (9510) accounts for mobile source emissions from construction and new development projects and ensures that emissions from these activities are mitigated.
- District Employer based Trip Reduction Rule (9410) requires large employers to implement measures to encourage employees to take alternative transportation to work in order to reduce single occupancy vehicle trips.
- CARB mobile source strategy calls for increasing the deployment of plug in hybrid, battery electric, and fuel cell vehicles in order to attain federal ozone standards, reducing greenhouse gas emissions, minimizing health risks, reducing petroleum usage and increasing energy efficiency.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the high priority that community members placed on reducing criteria pollutant and toxic air contaminant emissions that originate from passenger vehicles operating in and around the community, District staff and the Steering Committee have developed targeted strategies for implementation in the Stockton community. As further detailed below, measures developed include additional incentive funding intended to increase the deployment of electric vehicles through the replacement of gas powered vehicles currently in use; launching an electric vehicle car sharing program; providing additional charging infrastructure throughout the community; providing for electric vehicle

maintenance training to increase available repair facilities and job skills; and repairing high polluting passenger vehicles.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:

TP.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENTS 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 by providing funding to implement the District’s “Drive Clean in the San Joaquin” Repair Program within the Stockton community resulting in approximately **XX** vehicle repairs. Under this program, financial incentives up to \$850 will be available for emissions related testing and repairs for eligible high emitting vehicles. Through the program, weekend testing events, if possible, will be held to determine if vehicles are in need of emissions related repairs. Due to the ongoing pandemic, an online and telephone process will be used to provide residents the opportunity to participate until such a time that in-person events can be held safely. 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. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: **\$XX**

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure include **XX** tons of NOx.

TP.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF PASSENGER VEHICLES WITH BATTERY ELECTRIC OR PLUG IN HYBRID VEHICLES

Overview: The goal of this strategy is to reduce emissions associated with passenger vehicles by replacing **XX** vehicles with newer, more fuel efficient models, and providing additional incentives for Level 2 residential chargers in the Stockton community. Emission reductions from passenger vehicles provide benefits to area residents as well as assist in reducing ozone formation in the Valley. Enhanced outreach would be conducted in the Stockton community to ensure that residents are fully aware of

available incentive options and community residents would be provided priority access through the program in order to complete projects as quickly as possible. Through the District's existing Board approved "Drive Clean in the San Joaquin" replacement program, incentives are currently offered for low to moderate income residents of disadvantaged communities to replace their older, high polluting vehicle with a newer, cleaner model. The program currently offers up to \$9,500 towards the purchase on an eligible replacement vehicle, with an additional \$2,000 provided to participating residents who purchase or lease a plug-in hybrid electric or a battery-electric vehicle and want to install a Level 2 charger in their home.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Emission Outcome: Reduction

Budgeted Amount: \$XX

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure include XX tons of PM2.5 and XX tons of NOx.

TP.3: INCENTIVE PROGRAM FOR INSTALLATION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide electric vehicle charging infrastructure necessary to support the deployment of battery electric and plug in hybrid vehicles. The District's Charge Up program currently provides \$5,000 for a Level 2 Single Port, \$6,000 for a Level 2 Dual Port, and \$25,000 for a Level 3/DC Fast Charger with a cap of \$50,000 per applicant and/or site. Having the appropriate charging infrastructure available for Stockton residents will encourage the growth of zero emission passenger vehicles in the community.

This strategy would provide incentive funding for publically accessible charging infrastructure to private and public entities in the Stockton community. This strategy would utilize the existing Charge Up program guidelines and funding amounts. The goal of this measure is to install up to XX electric vehicle chargers, including Level 2 and Level 3 chargers, in Stockton at an expected cost of up to \$XX. This measure is an important part of a long term solution. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$XX

TP.4: INCENTIVE PROGRAM FOR EDUCATIONAL TRAINING FOR ELECTRIC VEHICLE MECHANICS

Overview: The goal of this strategy is to provide opportunities to develop and advance the education of personnel on the mechanics, safe operation, and maintenance of alternative fuel vehicles and infrastructure. To support and to encourage ongoing deployment of electric vehicles in the Stockton community it will be necessary to have qualified, trained personnel available to provide service as needed to these vehicles.

This strategy will provide up to \$XX for at least X alternative fuel mechanic training courses provided by an appropriate entity. While there are no direct emission reductions associated with this measure, this measure supports the emission reductions associated with additional electric vehicle deployment.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Indirect Reduction

Budgeted Amount: \$XX

TP. 5: INCENTIVE PROGRAM FOR THE LAUNCH OF A CAR SHARING PROGRAM IN THE STOCKTON COMMUNITY

Overview: The goal of this strategy is to reduce emissions from passenger vehicles by launching an electric car sharing program in the Stockton community. These types of programs offer access to electric vehicles for a defined period of time at a minimal cost to the user. In addition these programs may allow for a resident to eliminate the use of a gas powered vehicle providing a benefit to community residents by reducing NOx and VOC emissions that would otherwise occur.

This strategy provides funding for a partnering car share provider to launch a program in the Stockton community. The District would leverage experience with existing ride share programs operating in the Valley in order to expand to the Stockton area. This measure would provide \$XX in funding. Projects will include electric vehicles, related infrastructure and subsidies to help minimize the initial cost to the end user. The emission reductions associated with this measure would be calculated at a later time.

Implementing Agency: SJVAPCD, Housing Authority of San Joaquin, others

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$XX

RESIDENTIAL BURNING

BACKGROUND

The wood burning fireplaces and wood burning heaters source category includes emissions from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This source category contributes 5.4 tons per year of PM2.5 towards area sources of emissions in the community of Stockton, representing 4.3% of the total PM2.5 inventory. During winter, residential wood burning, including illegal open burning, is one of the largest sources of particulate pollution. Given the significant localized health impacts associated with residential wood smoke, reducing emissions from residential wood burning is a high priority for Stockton. Many scientific studies have found that prolonged inhalation of wood smoke contributes to adverse impacts on human health, especially among children, elderly, and people with certain medical conditions, and individuals who are sensitive to the impacts of air pollution. A number of environmental justice communities experience a disproportionately high level of directly emitted PM2.5 emissions from residential wood burning.

COMMUNITY CONCERNS AND COMMENTS

The community of Stockton raised concerns with residential wood smoke, both from the use of wood burning fireplaces and wood burning heaters and illegal open outdoor burning. The CSC provided recommendations to implement the enhanced financial incentives for residents to replace existing wood burning devices and pellet stoves with natural gas or electric technologies which will reduce the smoke impacts associated with residential wood burning for downwind communities. The Stockton community made recommendations to ensure significant efforts are made to conduct outreach and education in support of this measure and to increase compliance rates with District Rules 4901 – *Wood Burning Fireplaces and Wood Burning Heaters* and Rule 4103 – *Open Burning*.

CURRENT CONTROL PROGRAMS

The District's comprehensive strategy to reduce emissions from residential wood burning includes implementation of stringent wood burning curtailment requirements through Rule 4901, strong outreach and education to establish the necessary public support, and deployment of financial incentives to transition away from wood burning to cleaner alternatives. This approach that combines regulatory and incentive based strategies is designed to improve the public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February). The District has continually enhanced the strategy since adopting the first regulation in 1993. Today, the District has the toughest and most effective residential wood burning strategy in the nation as it reduces emissions when and where most needed, such as during multi-day periods of stagnation, in the evening hours, and in neighborhoods where residents live and play. Additionally, the District enforces the requirements of Rule 4103 which prohibits the use of open outdoor fires for the purpose of disposing of waste materials.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee and members of the public placed on reducing PM2.5 and toxic air contaminant emissions that originate from residential burning in and around the community, targeted measures have been developed to reduce emissions from this source category. Building upon the effective implementation of the District's wood burning emission reduction strategy, the District commits to providing enhanced incentives to replace existing wood burning devices and increased outreach efforts to educate the public about harmful impacts of wood smoke and specific actions they can take to reduce pollution and comply with District requirements.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

RB.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF EXISTING WOOD BURNING DEVICES AND PELLET STOVES WITH NATURAL GAS OR ELECTRIC TECHNOLOGIES

Overview: The goal of this strategy is to reduce the impact of PM2.5 pollution associated with residential wood burning by replacing approximately XX wood burning devices in Stockton with new natural gas devices or electric heat pumps. During the winter months, one of the largest sources of particulate pollution comes from residential wood burning. Emissions are the result of incomplete combustion and are emitted into Valley neighborhoods where residents live and play. Multiple scientific studies show that prolonged inhalation of wood smoke has adverse impacts on human health. Inhalation of wood smoke contributes to lung disease, and pulmonary arterial hypertension, which can eventually lead to heart failure. Through the District's existing Board approved Burn Cleaner program, incentives are currently offered to replace existing wood or pellet burning inserts or free-standing stoves with new natural gas devices or electric heat pumps. The proposed program under this strategy would offer up to \$3,000 to replace an existing wood burning device with a natural gas device and up to \$4,000 for an eligible electric heating source, such as an electric heat pump.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$XX

Quantifiable Emission Reductions: Estimated emission reductions associated with this measure include XX tons of PM2.5.

RB.2: EDUCATE PUBLIC REGARDING HARMFUL EFFECTS OF RESIDENTIAL WOOD BURNING FIREPLACE AND WOOD BURNING HEATER SMOKE

Overview: The goal of this strategy is to conduct outreach in the community to educate residents regarding the harmful health effects of residential fireplace wood burning and wood burning heater smoke and the importance of reducing it. Residential wood burning education is important because airborne particles produced by wood smoke (such as PM 2.5) negatively impact human health, especially sensitive populations such as children and seniors who may live in areas where residents 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 winter no wood-burning season and District Rule 4901.

This strategy would create a series of four (4) public workshops to educate Stockton 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. Depending on circumstances, workshops could also be held in a virtual environment such as Zoom. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout the Stockton community 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. The District will look to coordinate and work with the CSC, community based organizations, and Stockton residents to develop the materials and to provide outreach for the events.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

RB.3: ENHANCED ENFORCEMENT OF DISTRICT RULE 4901 (WOOD BURNING FIREPLACES AND WOOD BURNING HEATERS)

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

RB.4: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste, such as trash, through outreach and education while focusing on areas of concern identified

by the CSC, including residential areas and homeless encampments. It is important to continue to educate residents of the localized, harmful emissions created through the burning of residential garbage and how it negatively effects health. Smoke from burning trash and yard waste contain toxic pollutants which are harmful to human health.

This strategy would include working with the City of Stockton and the fire agencies to better understand the illegal open burning issues within the AB 617 community, establish a series of public workshops to educate Stockton residents about illegal open burning, the health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting either in person or in an online platform such as Zoom. In person workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers when possible. Videos will be used as an outreach tool and be available in languages such as Spanish, Tagalong and others.

Implementing Agency: SJVAPCD, City of Stockton, and local fire agencies

Strategy Type: Outreach

Emissions Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

RB.5: ENHANCED ENFORCEMENT TO REDUCE ILLEGAL BURNING OF RESIDENTIAL WASTE

Overview: The goal of this strategy is to limit the localized air quality impacts associated with the illegal open burning of residential material, yard waste, and garbage.

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 also focuses on education and information materials by providing brochures in both English and Spanish.

Building on the District's existing surveillance and complaint response efforts, the District will conduct additional efforts in the Stockton community at least once per quarter for the next five (5) years to identify and work to reduce illegal burning occurring within the community. The District will work with the Community Steering Committee and local fire agencies to focus efforts in areas where illegal residential open burning has historically occurred.

Implementing Agency: SJVAPCD and local fire agencies

Strategy Type: Enforcement

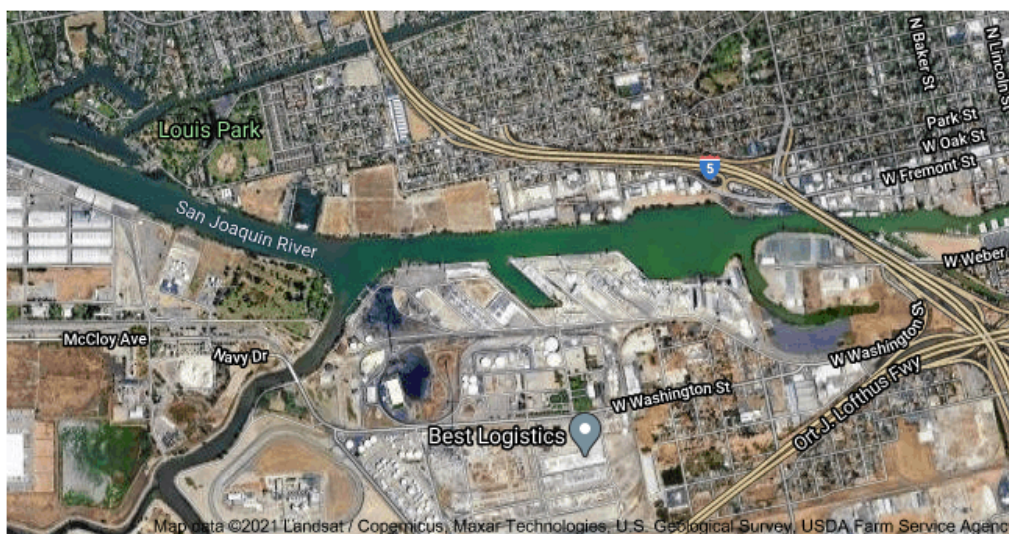
Emission Outcome: Reduction in localized PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

PORT OF STOCKTON

The Port of Stockton (Port) is a deep-water river port located on the Stockton Ship Channel of the Pacific Ocean and is an inland port located approximately 70 nautical miles from the ocean. The Port is a hybrid public/private entity and is governed by a commission appointed by the City of Stockton and San Joaquin County. The Port serves as lead agency under the California Environmental Quality Act (CEQA) for projects within its jurisdiction. Cargo is delivered to and from the Port by ships, trucks, and trains. With four major freeways, two transcontinental railroads, an international waterway, and a regional airport, the Port handles liquid and dry bulk, break bulk, and agricultural commodities¹.

In 2017, nearly 4.7 million tons of cargo moved through the Port of Stockton, and that number is expected to continue to grow. The Port is the fourth busiest in the state and as a result, it has an important role in the local and regional economy, including directly and indirectly supporting thousands of jobs². The Port works with upwards of fifty-five different countries, with goods flowing in both directions.

Figure 4-3 Port of Stockton



COMMUNITY CONCERNS AND COMMENTS

The Stockton community identified the activities associated with the Port as an air quality concern. Sources of air pollution include heavy-duty vehicle traffic, ocean-going vessels, commercial harbor craft, cargo handling equipment (such as yard trucks, forklifts, reach stackers, and other equipment) and stationary sources located at there. The Community Steering Committee (CSC) have recommended placing air monitors to

¹ Port of Stockton, *About Navigating Success*. Retrieved 1/25/2021 from <https://www.portofstockton.com/about/>

² Port of Stockton, *Port Facts & Figures: By the Numbers*. Retrieved 1/25/2021 from <https://www.portofstockton.com/port-facts-figures/>

identify major emission contributors, a comprehensive plan to reduce exposures and emissions, and continued residential involvement on the Port's emission reduction planning efforts.

CURRENT CONTROL PROGRAMS

The District does not have regulatory authority of emissions from the following Port of Stockton sources which are subject to statewide CARB regulations. Ongoing efforts to reduce emissions from the Port of Stockton, include the following CARB regulations. For more information, refer to *Statewide Strategies Overview of California Air Resources Board's Statewide Actions*.

- **Ocean Going Vessel Fuel Regulations**

Adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

<https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessel-fuel-regulation>

- **Commercial Harbor Craft Regulation**

CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit:

<https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

- **Mobile Cargo Handling Equipment**

Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

- **Drayage Truck Regulation**

This regulation reduces air toxics and criteria pollutant emissions from drayage trucks. A drayage truck is any in-use on-road vehicle with a gross vehicle weight rating of greater than 26,000 pounds used for transporting cargo to and from ports and intermodal railyards. The regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer. Drayage trucks must also meet the requirements of the CARB Truck and Bus Regulation, which

requires that all drayage trucks must have 2010 model year or newer engines by January 1, 2023.

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

- **Transport Refrigeration Units Regulations**

Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

- **Enforcement of Heavy-Duty Vehicles Inspection Programs**

When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Port section that span from advocating issues, air monitoring placement, collaborating with the City, County, and Port of Stockton, to providing input through resident involvement in a sustainable planning process. Collaborative Port strategies developed to reduce emissions are further detailed below.

The following are proposed measures that are not within the Air District's statutory jurisdiction to implement:

P.1: COLLABORATING TO FACILITATE ENHANCED PLATFORMS FOR DISCUSSION AND INFORMATION SHARING BETWEEN THE COMMUNITY AND THE PORT OF STOCKTON AS PORT-RELATED PROGRAMS AND PROJECTS ARE DEVELOPED

Overview: The purpose of this strategy is to provide a platform for discussion between Port of Stockton, CSC members, residents, community-based organizations, and other stakeholders to ensure air quality impacts associated with future development projects

related to the Port of Stockton are taken into consideration.

The South Stockton CSC has prioritized the need for better facilitation of local involvement, and community notification regarding Port of Stockton development projects. In keeping with that priority, the Port has committed to adopting a Strategic Plan geared toward improving their relationship with the community by implementing new engagement platforms.

This measure would include the following commitments by the Port:

1. Establishing a recurring Community Group, in 2021, to build collaboration and improve dialogue between concerned citizens in the community and environmental justice organizations to allow them a forum to raise awareness of health-related concerns regarding emissions from existing and future operations at the Port of Stockton.
2. Utilizing the Port of Stockton's website to broadcast outward-facing communications through quarterly updates, and to add website functionality for submitting comments, questions, and complaints.
3. Providing routine updates to the CSC regarding ongoing projects happening at the Port of Stockton.

Implementing Agency: Port of Stockton

Strategy Type: Partnership

PO.2: INCENTIVE PROGRAM FOR THE DEPLOYMENT OF CLEAN HEAVY-DUTY MOBILE EQUIPMENT OPERATING AT PORTS, INTERMODAL RAILYARDS AND DISTRIBUTION CENTERS

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

P.3: TUG BOAT REPLACEMENT/REPOWER

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

P.4: MARINE EXHAUST INTAKE BONNET EMISSIONS CONTROL

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

P.5: UNDERSTANDING AND MITIGATING THE IMPACT OF ALGAL BLOOMS ON AIR QUALITY

Overview: Algal blooms can produce airborne nitrogen compounds like nitrogen oxides that contribute to the formation of other air pollutants such as ground-level ozone, a component of smog which can restrict visibility. Wind and weather can carry ozone many miles from urban to rural areas.³ The goal of this strategy is to better understand, and where feasible, mitigate the impact of algae blooms on air quality. While the District, the City of Stockton and the Central Valley Regional Water Quality Control Board (CVWB) have committed to extensive interagency cooperation and action in this Stockton Community Emission Reduction Program (CERP), additional opportunities may present themselves in future discussions involving the CSC, the public, the City, and the District, especially as implementation of the CERP progresses.

This measure is the District's commitment to continue to work with local, water-focused organizations, CVWB, the Port, the City, and academic institutions to facilitate discussions between the community and the involved agencies to better understand, and where feasible mitigate, the impact of algae blooms on air quality. Currently, CVWB has developed a workgroup called the California Cyanobacteria and Harmful Algal Bloom (CCHAB) Network. The CCHAB Network includes federal, state, and local agencies, tribes, academia, and non-governmental organizations working to develop a comprehensive coordinated program to address the causes and impacts of harmful algal blooms (HABs) in the state.⁴ As part of the coordinated program, the State Water Resources Control Board's Surface Water Ambient Monitoring Program (SWAMP) developed the Freshwater HAB Program.⁵ The Central Valley Water Board participates in the statewide Freshwater HAB effort by:

- Collecting information on blooms
- Sampling and analyzing HABs
- Providing information on blooms to local waterbody managers and health officers
- Conducting outreach and education to the general public

³ EPA. *Nutrient Pollution. The Effects: Environment*. Retrieved 11/9/2020

<https://www.epa.gov/nutrientpollution/effects-environment>

⁴ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020

https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

⁵ Central Valley Regional Water Quality Control Board. *Nonpoint Source Program Cyanobacteria and Harmful Algal Blooms (HABs) in the Central Valley*. Retrieved 11/9/2020

https://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/1807_clnut/2018_0718_clnut_mtg_cy_ano_hab_trifold.pdf

- Collaborating with academia and interested stakeholders to better understand the causes of HABs

Implementing Agency: SJVAPCD, Central Valley Regional Water Quality Control Board, Port of Stockton, and City of Stockton

Strategy Type: Partnership

Emission Outcome: Mitigation

STATIONARY SOURCES

STATIONARY SOURCES IN STOCKTON

There are a variety of industrial sources located in and around the Stockton Community. These sources range from smaller operations like gasoline dispensing facilities (GDFs), commercial cooking operations, and auto body coating operations to medium sized operations like wood products and agricultural products processing operations, to larger operations like the biomass power facility, bulk gasoline storage, and cement and concrete products facilities; which include equipment like ovens, internal combustion (IC) engines, boilers/steam generators, and many others.

Criteria pollutant emissions from this source category include NO_x, SO_x, PM₁₀/PM_{2.5}, CO, and VOC, and toxic air contaminants (TACs) like benzene, toluene, xylene, arsenic, and dioxins. Within the Stockton community, 161.57 tons per year of NO_x, 210.08 tons per year of VOC and 7.93 tons per year of PM_{2.5} are attributed to stationary sources.

COMMUNITY CONCERNS AND COMMENTS

During committee discussions regarding industrial sources, committee members identified commercial cooking operations, a wood products manufacturing facility, a biomass facility, a cement products processing facility, and visible dust emissions and odors from operations in and around the port as sources of concern, with suggestions ranging from providing “incentives” to replace older, higher polluting equipment and the evaluation of existing state and District regulatory measures.

CURRENT CONTROL PROGRAMS

For more than 25 years, the District has implemented several generations of emissions control regulations for stationary and area sources under its regulatory jurisdiction. These control measures represent the nation’s toughest air pollution regulations and have greatly contributed to reducing ozone and particulate matter concentrations in the Valley. Stringent and innovative rules, such as those for indirect source review, residential wood burning, glass manufacturing, and agricultural burning, have set benchmarks for California and the nation. While there has been significant progress in reducing air pollution with these regulations, which have been greatly aided by the pollution reduction efforts and financial investments of valley businesses and residents, the District continues to adopt and modify rules to achieve ongoing emissions reductions and advance our progress toward clean air.

Gasoline Dispensing Facilities (GDFs):

Gasoline dispensing facilities in the San Joaquin Valley are subject to District Rule 4621 – *Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plants* and Rule 4622 – *Gasoline Transfer Into Motor Vehicle Fuel Tanks*.

The purpose of Rule 4621 is to limit VOC emissions from stationary storage containers, delivery vessels, and bulk plants. This rule applies to gasoline storage containers with capacities greater than 250 gallons and has requirements to install CARB certified

vapor control systems. The purpose of Rule 4622 is to limit emissions of gasoline vapors from the transfer of gasoline into motor vehicle fuel tanks. This rule applies to any gasoline storage and dispensing operation or mobile fueler from which gasoline is transferred into motor vehicle fuel tanks. This rule also requires the installation of CARB certified vapor control systems. GDFs are subject to stringent enforcement provisions, including ongoing monitoring of equipment and annual inspections.

Commercial Cooking Operations:

Commercial cooking operations are subject to Rule 4692 – *Commercial Charbroiling* and District Rule 4693 – *Bakery Ovens*. The purpose of Rule 4692 is to limit VOC and PM10 emissions from charbroiling cooking operations. The purpose of Rule 4693 is to limit VOC emissions from the baking of yeast-leavened food products. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Commercial cooking operations are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Auto Body Coating Operations:

Auto body coating operations in the San Joaquin Valley are subject to District Rule 4612 – *Motor Vehicle and Mobile Equipment Coating Operations* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4612 is to limit VOC emissions from the coating of motor vehicles, mobile equipment, associated parts and components, and associated organic solvent cleaning, storage, and disposal. This rule applies to any person who supplies, sells, offers for sale, manufacturers, 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. The rule requires the sale and use of low VOC coatings and solvents, in addition to stringent requirements for the application of these coatings. Auto body coating operations are subject to stringent enforcement provisions, including ongoing recordkeeping of coatings/solvents used and regular inspections. They also must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Wood Products Processing Operations:

Wood products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*, and District Rule 4702 – *Internal Combustion Engines*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and industrial processes. The purpose of Rules 4306, 4320, and 4702 is to limit emissions of NO_x, CO, VOC, SO_x, and PM10 from fossil fuel combustion in boilers, steam generators, process heaters, and stationary internal combustion engines commonly used in these types of facilities. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Wood products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and regular inspections.

Agricultural Products Processing Operations:

Agricultural products processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, Rule 4202 – *Particulate Matter – Emission Rate*, and Rule 4306/4320 – *Boilers, Steam Generators, and Process Heaters*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter emissions from exhaust stacks and both indoor and outdoor industrial processes. The purpose of Rules 4306 and 4320 is to limit emissions of NO_x, CO, SO_x, and PM₁₀ from natural gas combustion in boilers, steam generators, and process heaters. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Agricultural products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Cement and Concrete Products Operations:

Cement and concrete processing operations are subject to Rule 4101 – *Visible Emissions*, Rule 4201 – *Particulate Matter Concentration*, and Rule 4202 – *Particulate Matter – Emission Rate*. The purpose of Rules 4101, 4201, and 4202 is to limit particulate matter and visible emissions from exhaust stacks, process equipment, and conveying equipment. These rules have very stringent emission limits, periodic monitoring, and source testing requirements.

Cement and concrete products processing facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials processed and annual inspections.

Biomass Power Facilities:

Biomass power facilities in the San Joaquin Valley are subject to District Rule 4352 – *Solid Fuel Fired Boilers, Steam Generators, and Process Heaters* and Rule 4101 – *Visible Emissions*.

The purpose of Rule 4352 is to limit emissions of NO_x and CO from solid fuel fired boilers, steam generators and process heaters. This rule applies to any boiler, steam generator or process heater fired on solid fuels, such as biomass. This rule has very stringent emission limits, periodic monitoring, and source testing requirements.

Biomass power facilities are subject to stringent enforcement provisions, including ongoing recordkeeping of materials burned and annual inspections. These facilities must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Organic Liquid (Gasoline) Terminal Facilities:

Bulk gasoline terminal facilities in the San Joaquin Valley are subject to 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Due to the priority that community members placed on reducing PM_{2.5} and toxic air contaminant emissions that originate from industrial sources in and around the community, the following strategies have been developed for implementation in the Stockton community.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

SS.4: ENHANCED STATIONARY SOURCE INSPECTION FREQUENCY

Overview: The goal of this strategy is to limit the potential for localized air quality impacts at permitted facilities that have had emissions violations in the last three years.

The District conducts inspections and investigations of permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations that target both criteria and toxic pollutants. The District closely monitors these sources and strictly enforces applicable requirements. Compliance inspections are unannounced whenever possible and involve both a physical inspection of the facility and a review of their records. When a violation of a District permit, rule, or regulation is identified, the District takes an appropriate level of enforcement action.

The District reviewed the enforcement history over a three year period (2017-2020) for the permitted facilities in the Stockton community, and determined that 51 enforcement actions were issued to facilities (not including gas stations) for violations resulting in excess emissions. These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions at 14 gas stations in the Stockton community for violations resulting in excess emissions. The District believes that more frequent inspections for these 27 facilities would help to limit the potential for air quality impacts associated with emissions violations.

The District will increase the frequency of inspection at each facility within the Stockton community that has had an emission-based 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 four (4) consecutive inspections without an emissions violation, whichever occurs first.

Implementing Agency: SJVAPCD

Strategy Type: Enforcement

Emission Outcome: Reduction in excess PM2.5, PM10, NOx, VOC, and CO emissions through higher compliance rates

SS.5: TRAINING PROGRAM FOR CONDUCTING SELF-INSPECTIONS AT GAS STATIONS

Overview: This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

SS.8: REGULATORY ACTIONS: EVALUATION OF RULES TO DETERMINE WHETHER ADDITIONAL REDUCTIONS ARE POSSIBLE FOR SOURCES OF NOx AND PM2.5

Overview: In addition to the Best Available Retrofit Control Technology (BARCT) implementation schedule above, the District will be analyzing District Rule 4352 - *Solid Fuel-Fired Boilers, Steam Generators and Process Heaters* to pursue additional emission reduction opportunities beyond BARCT.. This rule amendment will be reviewed on the schedule included in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan.

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. Community Steering Committee 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.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

SS.9: REGULATORY ACTIONS: EXPEDITED FACILITY RISK ASSESSMENT AND RISK REDUCTION UNDER DISTRICT IMPLEMENTATION OF THE AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT (AB 2588)

Overview: This strategy will expedite the review of stationary sources of pollution in the community that are currently being reassessed under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588).

Under AB 2588, all facilities located within the boundaries of the District are required to report toxic substances released into the air by their operation to the District. The District's responsibilities under the state's Air Toxics "Hot Spots" program are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day to day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
- Identify facilities causing localized health impacts on nearby residents,
- Determine facility-wide health risks resulting from the emission of toxic air contaminants,
- Notify nearby residents and businesses of significant risk facilities in their vicinity, and
- Require that significant risk facilities reduce their risks to a level that no longer constitutes a significant risk to nearby residences and businesses.

The District's implementation of AB 2588, California's Air Toxics "Hot Spots" Information and Assessment Act, has resulted in major 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 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.

This measure will result in the expedited AB 2588 reviews for facilities located within the Stockton AB 617 Community. More information about this effort can be found later in the section, "Additional Regulatory Measures to Reduce Emissions in the Community" found later in this chapter. Please refer to Appendix E for additional details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

Implementing Agency: SJVAPCD

Strategy Type: Regulatory

Emission Outcome: Reduction

EMISSIONS EXPOSURE AND LAND USE

LAND USE IN THE COMMUNITY

Land use is the characterization of land based on what can be built on it and what the land can be used for. It is important to note that local air districts do not have authority over land use. Land use decisions are directly under the authority of Land use Agencies (e.g. City and County government agencies and Port of Stockton). Land use agencies have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. The design of development projects in a community significantly influences how people travel, and land use agencies typically have principal responsibility for approving development projects within their jurisdictions for a variety of land use types such as residential (single or multi-family, etc.), commercial (fast food, shopping center, retail, etc.), and industrial (warehouse distribution centers, port operations, etc.). Through the land use approval process, these agencies are responsible for implementing land use strategies that promote increased walkability, commute alternatives and cleaner transit fleets resulting in air quality benefits within a community.

Land use strategies may result in the reduction of vehicle trips by designing development to be more suitable for walking, bicycling, and transit. These land use strategies are typically outlined as measures and goals within a City or County general plan, which is the primary “long range” planning document used to locate future development and provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment are made. For information about the City of Stockton General Plan, please refer to Chapter 3, Understanding the Community. Land use agencies’ decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles travelled by increasing community walkability, implementing commute alternatives, and supporting infrastructure for cleaner transit fleets.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members during meeting discussions was that heavy duty truck exhaust, specifically attributable to truck traffic and idling at the Port of Stockton and from highways and freeways, result in increased exposure to emissions for residents that live near these heavy duty trucking corridors and major thoroughfares in the community. To address community member concerns, measures included in this section will focus both on strategies to reduce conflicting land uses in the community, as well as transportation strategies that reduce exposure to mobile source emissions resulting from land use decisions.

For example, suggestions from community steering committee members included the installation of vegetative barriers to inhibit emission transport from thoroughfares into neighboring communities, increasing opportunities for bicycle path infrastructure projects, support for car sharing programs, supporting the replacement of older truck

fleets with cleaner technologies and strategizing land use planning to minimize or reduce vehicle miles traveled.

As the majority of these suggestions relate to land use issues for which the District does not have authority, the District's approach is to provide support to develop fueling infrastructure for zero and near-zero-emission vehicles, provide incentives for alternative modes of transportation, and to support the land use planning process through the California Environmental Quality Act (CEQA). The District is supportive of measures and policies the land use agency can implement toward making the communities more transit-, bicycle-, and pedestrian-friendly, avoid land use conflicts that lead to toxics and nuisance problems, and minimizing the need to and/or mitigate air quality impacts of individual development proposals.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY

Several strategies have been identified under this Land Use and Transportation section that span from advocating issues, providing incentives, collaborating with the local land use agency (i.e. City, County, and Port of Stockton), to providing input through the land use process. Land use and transportation strategies developed to reduce emissions due to conflicting land uses are further detailed below.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LU.1: SUPPORT PROJECTS THAT REDUCE VEHICLE MILES TRAVELED

Overview: The purpose of this measure is to facilitate inter-agency collaboration between the City of Stockton, San Joaquin County, and San Joaquin Council of Governments to promote environmentally mindful alternative commute options through early discussion of related land use planning initiatives.

Mobile source emissions represent the vast majority of NOx emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulate matter which adversely impacts human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by increasing community walkability. Examples of such strategies are listed below:

- Bicycle infrastructure
- Infrastructure to support alternative modes of transportation (electrical vehicles, near-zero emissions vehicles)

- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Agency: SJVAPCD, City of Stockton, San Joaquin County, San Joaquin Council of Governments

Strategy Type: Land Use

Emission Outcome: Mitigation

LU.2: BIKE PATH INFRASTRUCTURE FUNDING

Overview: Assess current bike path infrastructure and seek out additional funding opportunities to make the community more bike and walk friendly.

Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including bicycling, is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. This strategy would provide incentive funding for the development and construction of Class 1, Class 2, and Class 3 bicycle paths, lane striping, and routes. The proposed funding level of this measure would be consistent with established District guidelines from the District's REMOVE and Public Benefit Grants Programs. Additionally, the District will work with transportation agencies in the Stockton area, and seek to assist these agencies to help identify and leverage existing funds, in addition to AB 617 funding.

Implementing Agencies: SJVAPCD, City of Stockton, San Joaquin County, and San Joaquin Council of Governments

Strategy Type: Incentives

Emission Outcome: Reduction

Budgeted Amount: \$XX

LU.4: COLLABORATE WITH THE CITY OF STOCKTON, SAN JOAQUIN COUNTY, AND SAN JOAQUIN COUNCIL OF GOVERNMENTS TO IMPLEMENT INTEGRATED TRANSPORTATION DEVELOPMENT PLANNING TO IMPROVE HEALTH AND QUALITY OF LIFE THROUGH A VARIETY OF STRATEGIES SUCH AS SMART LONG-TERM PLANNING AND BUFFER ZONES AROUND SENSITIVE SITES

Overview: The goal of this strategy is to enhance inter-agency and community collaboration to reduce the impact of pollution from motor vehicles by prioritizing pedestrian-friendly land-use design elements around downtown Stockton.

Mobile source emissions represent the vast majority of NOx emissions within the Stockton Community. Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including pedestrian-friendly accommodations, directly contributes to decreasing public exposure to vehicle emissions, such as diesel particulates which negatively impact human health.

Land use decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles traveled by removing barriers to pedestrian transportation. Examples of such strategies include:

- Bicycle infrastructure
- Dedicated pedestrian crossings
- Satellite offices/telecommuting centers to reduce or eliminate employee commutes

Implementing Entities: SJVAPCD, City and County, SJCOG

Strategy Type: Land Use

Emission Outcome: Reduction

DUST IN THE COMMUNITY

BACKGROUND

In the Stockton community sources of dust emissions include from construction, open areas, and other earthmoving activities. Construction, demolition and other earthmoving activities emit 10.57 tons per year of PM_{2.5} in the community. Unpaved road dust and dust from open areas also have minor PM_{2.5} emissions in the area.

COMMUNITY CONCERNS AND COMMENTS

The Community Steering Committee expressed an interest in evaluating air quality impacts and felt it important to look to reduce dust from construction projects and other sources of dust in the community.

CURRENT CONTROL PROGRAMS

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 including:

- Specified outdoor fugitive dust sources.
- 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.
- Outside storage and handling of any unpackaged material, which emits or has the potential to emit dust when stored or handled.
- Prevention and cleanup of mud and dirt whenever it is deposited (carryout and trackout) onto public paved roads
- Open areas 0.5 acres or more within urban areas, or 3.0 acres or more within rural areas that contain at least 1,000 square feet of disturbed surface area.
- Any paved, unpaved, or modified public or private road, street highway, freeway, alley way, access drive, access easement, or driveway.
- Unpaved vehicle/equipment areas, including parking, fueling, service, shipping, receiving, and transfer areas.
- "Off-field" agricultural sources including, but not limited to, unpaved roads, unpaved vehicle/equipment traffic areas, and bulk materials.

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

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the priority that the Steering Committee placed on reducing dust in the community, specific a specific strategy has been developed to target emission reductions from fugitive dust sources. The District is proposing increased enforcement of Regulation VIII rules to reduce fugitive dust from construction and earthmoving activities within the community.

The following proposed strategy is within the Air District's statutory jurisdiction to implement:

FD.1: ENHANCED ENFORCEMENT OF DISTRICT REGULATION VIII FUGITIVE DUST REQUIREMENTS

Overview: The goal of this strategy is 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.

District rules limit fugitive dust emissions from construction, demolition, and earthmoving; bulk material storage; open areas; and unpaved roads and vehicle/equipment traffic areas. Furthermore, District rules restrict carryout and trackout of dirt and dust onto paved public roadways. Regulation VIII does not limit emissions from vehicles used in these projects.

Regulation VIII requires, a Construction Notification or Dust Control Plan for all construction activities in the District involving one or more acre of disturbed surface area. District staff reviews each Construction Notification and Dust Control Plan prior to the start of construction, to ensure that operators have planned to utilize required work practices to reduce fugitive dust emissions to within rule limitations. Additionally, District staff surveys and inspects such sites, responds to complaints regarding fugitive dust, and provides training classes for those required to submit Dust Control Plans.

In reviewing the compliance history for the Stockton community, it was determined that the District had received 26 complaints regarding fugitive dust related issues over the last 3 years, with the majority pertaining to construction/earthmoving activities and open areas. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton community during both the 2nd and 3rd quarters for the next five (5) years.

This fugitive dust reduction enforcement strategy is being included in the CERP in response concerns raised by CSC members regarding fugitive dust emissions in the community and the complaint history analysis performed by the District.

Implementing Agency: SJVAPCD

Type of Action: Enforcement

LAWN AND GARDEN EQUIPMENT

LAWN AND GARDEN EQUIPMENT IN STOCKTON

Small off-road engines (SORE) which are typically utilized in gas powered lawn and garden equipment emit oil-based particulates, PM_{2.5}, NO_x, and a mixture of hydrocarbons, which combine with other gases to form ozone, carbon monoxide and other toxic air contaminants. This equipment can also cause a significant amount of fugitive dust and can increase fugitive emissions including PM, toxic air contaminants, and ultrafine particles resulting in negative health impacts for the user.

According to a 2003 study by the California Air Resources Board, there are over 11.4 million pieces of residential lawn and garden equipment operating throughout the state. In the Stockton community the emissions from this sector total 6.4 tons per year (TPY) of NO_x, 37.3 TPY of VOC and 0.80 TPY of PM_{2.5}. These total emissions contribute 0.6 % of the NO_x inventory, 3.4 % of the VOC inventory, and 0.1% of the PM_{2.5} inventory.

Figure 4-4 Electric Yard Equipment Reduces Emissions near Homes and Places of Business



COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding Lawn and Garden equipment included better outreach to inform community members of available incentives and increased incentives for the equipment as well as providing opportunities for residents to receive free electric lawn mowers. In addition, Community Steering Committee comments suggested prioritizing residential equipment replacements and ensuring that commercial equipment operated primarily within the boundaries of the AB617 community.

CURRENT CONTROL PROGRAMS

CARB has a SORE program, which includes lawn and garden equipment. CARB is continuing to consider new standards for small engines to help California meet its goal of reducing smog-forming pollutant emissions from mobile sources by 80 percent by 2031.

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

In addition, the District offers incentives to help reduce emissions from gas-powered lawn and garden equipment. The Clean Green Yard Machines (CGYM) program provides funding for the following options:

- The 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. To date, this program has replaced over 7,400 lawn mowers with over \$1.5 million in funding. <http://www.valleyair.org/grants/cgym.htm>
- The 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>

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

In order to achieve additional emission reductions from the Lawn and Garden category the District will provide enhanced outreach and access to Stockton residents or businesses who would like to participate in our available incentive programs. For the residential program, the District proposes to cover the full cost of an electric lawn mower purchase when replacing an existing gas powered mower.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LG.1: INCENTIVE PROGRAM FOR THE REPLACEMENT OF RESIDENTIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from residential lawn and garden equipment by replacing existing gas powered units with battery powered zero emission models. The District's existing Residential Clean Green Yard Machines program focuses on this goal by offering incentive funding ranging from \$100-250 for the replacement of existing gas powered units with battery powered zero emission models. Additionally, the District offers up to \$50 for the purchase of a new eligible electric lawn care equipment without requiring an old piece of equipment to be turned in. Using existing District Board-approved criteria, this strategy will provide enhanced outreach and education as well as higher incentive funds to local Stockton residents to encourage participation and maximize local emission reductions within the community. This strategy will increase outreach and access to incentive funding while providing rebates up to 100% of the equipment cost of a new electric lawn mower when replacing an existing gas powered model. The goal is to replace **XX** gas powered units at an expected cost of **\$XX**.

Implementing Agency: SJVAPCD

Strategy Type: Incentives and Outreach

Budgeted Amount: XX

Emission Outcome: Reduction

Quantifiable Emission Reductions: Estimated emissions reductions associated with this measure include 0.XX tons of PM2.5 and 0.XX tons of NOx.

LG.2: INCENTIVE PROGRAM FOR THE REPLACEMENT OF COMMERCIAL LAWN AND GARDEN EQUIPMENT

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from commercial landscaping operations, in the Stockton AB 617 community (Stockton community), by replacing existing gas powered equipment with battery powered zero emission models. Emissions from commercial lawn care equipment directly impact equipment operators and community residents. The District currently offers a commercial lawn and garden equipment replacement program which offers incentive funding ranging from \$200-\$15,000 for the replacement of gas powered lawn equipment with battery operated zero emission technology. In addition, the program provides incentive funds for up to two batteries and one charger to ensure that the equipment is capable of operating for a full day of work. Additionally, the District will focus on increased participation from small, locally owned businesses and schools in the Stockton community to generate immediate emission reductions which directly impact local residents on a frequent basis. This strategy will provide enhanced outreach and access to available incentive funds offered by the District, utilizing Board-approved criteria. The goal of this measure is to replace XX pieces of commercial grade gas powered lawn and garden equipment at an expected cost of \$XX. Emission reductions associated with this measure will be calculated at a later time.

Implementing Agency: SJVAPCD

Strategy Type: Incentive and Outreach

Emission Outcome: Reduction

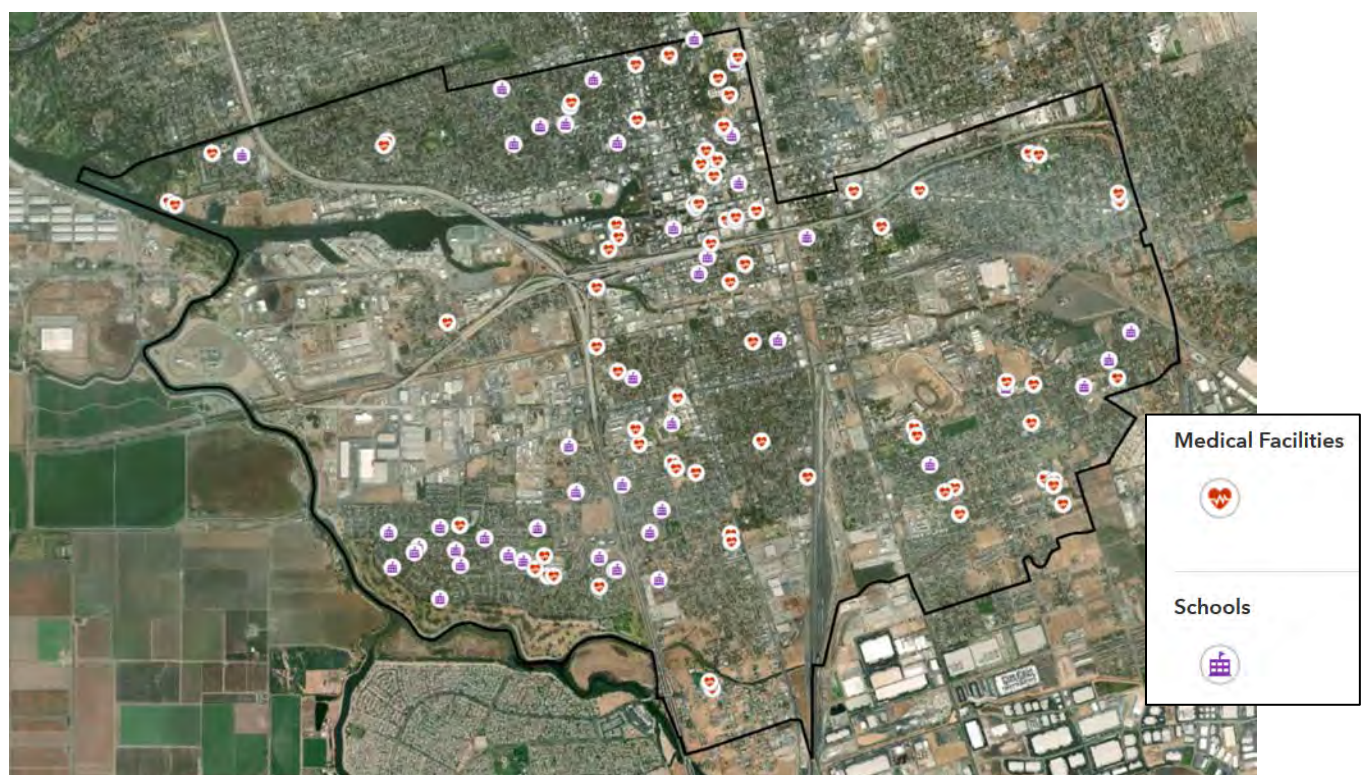
Budgeted Amount: \$XX

Quantifiable Emissions Reductions: Estimated emissions reductions associated with this measure include 0.XX tons of PM2.5 and 0.XX tons of NOx.

EXPOSURE REDUCTION STRATEGIES FOR SENSITIVE RECEPTORS

Proximity to emission sources can pose health risks for community members, particularly for sensitive groups such as children, the elderly, and those with cardiovascular diseases. Sensitive receptors located in Stockton include schools, daycare facilities, and medical facilities, as shown in the map below. The CARB Blueprint contains several suggested measures that can be implemented to reduce exposure to emissions in areas where these sensitive receptors may be particularly vulnerable to exposure, which are referred to as proximity-based goals.

Figure 4-5 Sensitive Receptors in the Community



In discussions about possible exposure reduction measures to implement in the AB 617-selected community, the Stockton Steering Committee placed a high priority on measures that would protect the health of children, including installing advanced filtration systems at schools and providing indoor air filtration devices to community residents near sources of concern. Other measures prioritized by the Steering Committee included reducing idling near sensitive receptors, and increasing community member knowledge about actions individuals can take to protect their health.

The Steering Committee also suggested additional urban greening, installing vegetative barriers next to industrial sites and along major roadways, and rerouting of heavy-duty trucks corridors near these sensitive receptors. The District has engaged with local

government agencies, CARB, and appropriate state agencies that have the authority to implement these strategies.

Reducing exposure for sensitive receptors will be accomplished through the implementation of the following measures related to school air filtration, home indoor air quality filtration, urban greening, and vegetative barriers.

EXPOSURE REDUCTION STRATEGIES FOR SCHOOLS

SCHOOLS IN THE STOCKTON COMMUNITY

The Stockton Unified School District is the primary district serving the Stockton AB 617 community. In addition to the 32 schools within the Stockton Unified School District, three private schools also operate within the boundaries. Enlisting the participation and support of these schools in the effort to reduce children's exposure is key to ensuring that benefits are as widespread as possible. Targeting schools like Washington Elementary School protects the most vulnerable populations. All children, but especially young children, are considered sensitive receptors with respect to air pollution and it is vital that their protection from unhealthy air during their developing years is made a priority.

COMMUNITY CONCERNS AND COMMENTS

A primary concern expressed by Steering Committee members is to ensure cleaner air both indoors and outdoors for children at school while fully engaging local school districts and parents in clean-air efforts. Committee members expressed a desire to prioritize schools in neighborhoods with the highest risk of exposure to pollutants, such as those near the Stockton Port and near existing truck routes, and to enlist the cooperation and support of Stockton Unified School District as programs are further developed during the implementation phase of the CERP. The Steering Committee also requested incorporating an "Emissions Free Zone" model into the outreach strategies developed.

CURRENT CONTROL PROGRAMS

The District's Healthy Air Living (HAL) Schools program empowers participating schools to make informed decisions about outdoor activities based on real-time air quality conditions. School staff sign up for automated notifications when air quality becomes harmful using the Real-time Air Advisory Network (RAAN) tool, and receive health-protective recommendations for the modification or cancellation of outdoor activities accordingly through the Real-time Outdoor Activity Risk (ROAR) guidelines. The program includes access to resources like anti-idling signs, air quality widgets for school websites, bilingual informational materials, and bilingual educational speakers for students, parents, and staff. This program will be expanded to include an "Emissions Free Zone" model into the coordination with schools.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Strategies developed to reduce the exposure of children within the community require a twofold approach: increasing enrollment of schools in the HAL School program protects children from exposure to unhealthy outdoor air through the widespread adoption of RAAN and ROAR; further, establishing a program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air quality.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

SC.1 INCENTIVE PROGRAM TO INSTALL ADVANCED AIR FILTRATION SYSTEMS IN COMMUNITY SCHOOLS

Overview: The goal of this strategy is to reduce the impact of air pollution on children at schools. Air filtration reduces the concentration of particulate contaminants from indoor air and is an important component of a school's Heating Ventilation and Air Conditioning (HVAC) system. Reducing airborne particles is important due to the negative impacts to human health, especially that of sensitive populations such as children and the elderly.

This strategy would provide up to \$2,640,000 in incentive funding for schools within the Stockton boundary to install advanced air filtration systems, utilizing existing Community Air Protection Program guidelines. Proposed funding amounts would provide local schools with funding to install HVAC filters with a minimum efficiency reporting value (MERV) rating of 14 or greater or the highest MERV filter the current HVAC system can handle and/or standalone air filtration units as determined through an assessment performed by the trained school district staff or third party vendor. The MERV rating reflects the filter's ability to capture particles in the air, the higher the MERV rating, the better the filter is at trapping particles.

Implementing Agency: SJVAPCD

Strategy Type: Incentives

SC.2: REDUCE CHILDREN'S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM AND THE ESTABLISHMENT OF EMISSION FREE ZONES

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 to decrease vehicle idling, limit children's outdoor activity during episodes of poor air quality, and educate student about protecting our air. Additionally, the strategy is to work with school staff and students to educate the public, educators and parents regarding having an "Emission Free Zone" around schools, thereby reducing negative health impacts on student's health caused by emissions generated from vehicle idling. To help in this effort, "No Idling" signage in English and Spanish will be distributed to schools within the boundary. Additionally, informational videos will be used as an outreach tool and will be made available in languages such as Spanish, Tagalong, and others on an as needed basis.

Implementing Agency: SJVAPCD

Strategy Type: Outreach

Emission Outcome: Reduction

INDOOR AIR QUALITY

Indoor Air Quality refers to the air quality within buildings and structures, especially as it relates to the health of building occupants. Some health effects may show up shortly after a single exposure or repeated exposures to a pollutant. These include irritation of the eyes, nose, and throat, headaches, dizziness, and fatigue. Such immediate effects are usually short-term and treatable. Sometimes the treatment is simply eliminating the person's exposure to the source of the pollution, if it can be identified. Soon after exposure to some indoor air pollutants, symptoms of some diseases such as asthma may show up, be aggravated, or worsened.

Outdoor air enters and leaves a building by: infiltration, natural ventilation, and mechanical ventilation. In a process known as infiltration, outdoor air flows into buildings through openings, joints, and cracks in walls, floors, and ceilings, and around windows and doors. In natural ventilation, air moves through opened windows and doors. Mechanical ventilation is the use of ducts and fans to circulate air.

Americans spend over 90 per cent of their time indoors, and poor indoor air quality is considered a top environmental health risk. Mitigation programs should focus on achieving measurable improvements in reducing risks from indoor pollutants.

Weatherization measures, such as installing weather-stripping and caulking around windows and doors, can reduce the amount of outdoor air infiltrating into a home and decrease energy costs associated with heating and cooling. In addition, using a portable air cleaner and/or upgrading the air filter in your furnace or central heating, ventilation, and air-conditioning (HVAC) system can help to improve indoor air quality. Portable air cleaners, also known as air purifiers or air sanitizers, are designed to filter the air in a single room or area. Central furnace or HVAC filters are designed to filter air throughout a home. Portable air cleaners and HVAC filters can reduce indoor air pollution; however, they cannot remove all pollutants from the air.

COMMUNITY CONCERNS AND COMMENTS

Community commenters have noted that providing community residents with information about existing weatherization programs, should be augmented with incentives to assist residents in improving indoor air quality through a residential air filtration program.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on interest from the community and a growing understanding at the state level of the need to improve indoor air quality the following strategy has been developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

IAQ.1: INCENTIVE PROGRAM FOR RESIDENTIAL AIR FILTRATION AND WEATHERIZATION

Overview: The goal of this strategy is to reduce the impact of and exposure to air pollution on community residents near sources of pollution within their homes. Indoor air filtration devices can be of assistance in improving indoor air quality in homes. While air cleaning devices alone cannot adequately remove all indoor pollutants from homes, they can be very helpful when large amount of pollution enter a home during unusual events, such as during a wildfire. Weatherization of a home (improving seals around doors and windows, increasing the amount of home insulation, and improving home HVAC systems) can reduce outside pollutants moving into the home and decrease the overall energy demand for residents.

Due to the ability for some residential air filtrations systems, such as electrostatic precipitator and ionizers, to generate ozone as a byproduct, which is a criteria air pollutant and causes lung irritation¹. In some cases, the use of these types of air filters can increase indoor ozone concentrations beyond public health standards. For this reason, this strategy will focus on the use of mechanical air filtration that relies on using filter media to remove indoor air pollution.

This strategy would establish an incentive program for residential air filtration for community residents near sources of air pollution, and increase outreach and access to programs available for low-income residents in Stockton to receive weatherization services.

Implementing Agency: SJVAPCD, partner agencies such as San Joaquin County Human Services Agency: Home Energy Assistance Program (HEAP)

Strategy Type: Incentive

Budgeted Amount: \$XX

Emission Outcome: Reduction

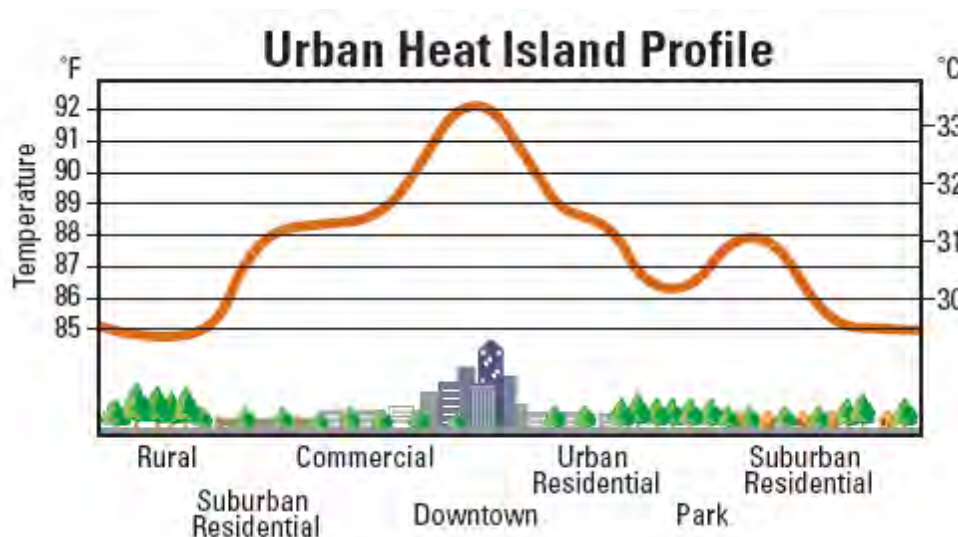
¹Residential Air Cleaners – A Technical Summary – US EPA
([https://www.epa.gov/sites/production/files/2018-07/documents/residential air cleaners - a technical summary 3rd edition.pdf](https://www.epa.gov/sites/production/files/2018-07/documents/residential_air_cleaners_-_a_technical_summary_3rd_edition.pdf))

URBAN GREENING

URBAN GREENING SOURCES IN STOCKTON

Urban greening is one way to help improve air quality and public health in addition to enhancing the overall beautification of the community with drought resistant low maintenance greenery. Trees and vegetation help reduce the impacts of heat islands by increasing the amount of shade and cooling the air by evapotranspiration.⁶ Careful placement and choice of vegetation will maximize its cooling benefits. Shade provided by trees and other vegetation prevents sunlight from reaching heat-absorbing surfaces such as sidewalks and parking lots, cooling the area by 2 to 9 degrees Fahrenheit. Air quality also benefits from a decrease in energy usage. The less energy used, the fewer power plants running and emitting ozone precursors.⁷ The total net savings when considering energy, ozone, and PM reduced from vegetation were valued at \$210/tree.

Figure 4-6 Urban Heat Island Effect Illustrated (Source: EPA, 1992)



COMMUNITY CONCERNS AND COMMENTS

The steering committees expressed an interest in opportunities for increased urban greening and forestry in the community of Stockton specifically at Charter Way, Boggs Tract, and El Dorado as a strategy to reduce exposure from emissions that occur along local transportation corridors while keeping in mind water and maintenance issues.

⁶ EPA (1994) *Using Trees and Vegetation to Reduce Heat Islands*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/using-trees-and-vegetation-reduce-heat-islands>

⁷ EPA (2008) *Heat Island Compendium*. Retrieved 1/21/21 from <https://www.epa.gov/heatislands/heat-island-compendium>

CURRENT PROGRAMS

The District Fast Track Action Plan identified Heat Island Mitigation as a measure to be implemented with the goal to increase urban forest canopy shading and increase the albedo of structures and pavement. This guidance includes a model resolution and policy statement for use by businesses, government, and organizations who desire to commit to heat island mitigation strategies.

Due to the benefits of urban greening, there are several programs available to support urban greening in communities. Below are the ongoing efforts to promote Urban Greening by other agencies, as well as programs committed to be implemented in future State and/or Valley-wide programs.

- **Transformative Climate Communities (TCC) Program:** The (TCC) Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs
- **Fathers & Families of San Joaquin:** Fathers & Families of San Joaquin's Health Justice Tree Planting/ReLeaf program plants trees in disadvantaged communities, trading gray concrete spaces into vibrant green spaces to promote a canopy of healthy environments and reduce greenhouse gases.
- **PUENTES:** PUENTES empowers at risk urban families by providing opportunities to enhance their environment with trees and stewardship for natural resources, foster local food chain viability, employment and entrepreneurship, and reinforce the sense of community involvement and physical wellbeing through volunteer participation in farming and forestry.
- **California ReLeaf Grants:** California ReLeaf seeks and provides pass-through grants to ReLeaf Network Members and other community groups interested in planting and caring for trees in California and offers grant programs through the Social Equity Grant Program and California Arbor Week Grant.
- **California Natural Resources Agency Urban Greening Grant Program:** Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases. This program includes urban heat island mitigation projects and energy conservation efforts related to shade tree projects.
- **Cal Fire:** Through the California Climate Investments (CCI) Urban & Community Forestry Grant Program, CALFIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects as specified in the California Urban Forestry Act of 1978.
- **Active Transportation Program (ATP): California Department of Transportation (CALTRANS):** Urban forestry, such as trees and other vegetation, are significant components of several eligible projects under the ATP, including parks, trails, and safe-routes-to-schools.

- **California Urban Forests Council (CAUFC):** As a coalition, CAUFC is dedicated to the expansion and perpetuation of sustainable urban and community forests to enhance the quality of life for all Californians.

Non-profit organizations such as One Tree Planted, River Partners, the San Joaquin River Conservancy, and others provide the public the ability to donate to support tree planting and also advocate for the allocation of state and federal funding towards tree planting or replanting in forest, river, and/or urban areas in California.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Due to the community's interest in increased urban greening, the District will be working with other agency partners to bring increased funding for urban greening to the AB 617 selected communities, as further described in the following measure.

The following is a suggested measure not within the Air District's jurisdiction to directly implement:

UG.1 URBAN GREENING AND FORESTRY

Overview: The purpose of this strategy is to identify and support efforts to increase urban greening/forestry to improve air quality for residents in the Stockton community. The focus areas will include, Charter Way, Boggs Tract, and El Dorado. This measure is supported by scientific studies that have shown urban trees and forestry can help with the removal of air pollutants and reduced emissions of volatile organic compounds (VOC's). The effects of urban trees on fine particulate matter (PM2.5) was modeled for ten U.S. cities, with total annual PM2.5 removal varying from 5.2 tons in Syracuse to 71.1 tons in Atlanta. Overall air quality improvements attributed to urban trees ranged between 0.05% in San Francisco to 0.24% in Atlanta (Nowak, Hirabayashi, Bodine, Hoehn, 2013). Based on a study to assess the effects of urban trees on air quality have found that urban vegetation can attribute to temperature reduction, removal of air pollutants, reduced emission of VOCs, and building energy conservation (United States Department of Agriculture Forest Service, 2002). The measure would also include an on-going maintenance program with the city.

The District has long been supportive of the public benefits provided from planting of trees and vegetation. The District's Fast Track Action Plan, adopted by the Governing Board to reduce ozone pollution in the Valley, identified strategic use of tree and vegetation planting as a potential measure to reduce ozone. There has also been significant efforts at the federal, state, and local levels to promote and increase urban greening and forestry through funding opportunities, programs, and projects.

It should be noted that, while the District has no direct authority over how agencies allow land, under their jurisdiction, to be used. These land-use decisions on whether to allow or require urban greening in specific locations, are the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for

transportation corridors, state and federal parks, and other properties. While AB 617 does not provide the District with new land-use regulatory authority, so land-use authority continues to remain with cities, counties, and state and federal land-use agencies, as discussed in CARB's Blueprint (see "Who Has the Authority to Implement Actions?", page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program

VEGETATIVE BARRIERS

BACKGROUND

Vegetative barriers, also known as windbreaks, are composed of one or more rows of trees or shrubs that may be planted in specific areas of concern in order to improve air quality in the immediate area by intercepting airborne particles, dust, chemicals, and odors. Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. In addition, stationary sources such as industrial facilities, factories, and other industrial processes can also contribute air pollutants to their surrounding areas. While various emission control techniques and programs exist to reduce these pollutants from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In addition to air quality benefits, vegetative barriers can improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution.⁸

Characteristics of a vegetative barrier that should be considered include the porosity/density of the vegetative barrier, the characteristics of the vegetation during different seasons, leaf surface characteristics, vegetation air emissions (e.g. biogenic VOCs), and the resistance of the vegetative barrier to air pollution. Other considerations include: soil characteristics, availability of water, control of water runoff, maintenance of the vegetative barrier, use of native and non-invasive species, and roadway safety. Vegetative barriers may also be used with solid barriers to increase mitigation. Research is ongoing as to the effectiveness of vegetative barriers in reducing exposure to pollutants, but a recent study has found that vegetative barrier installations may reduce downwind exposure to carbon monoxide and fine particulate matter by at least 23%.⁹

The US EPA has produced a fact sheet with further information on vegetative barriers, available here: https://19january2017snapshot.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf

⁸ Baldauf, R. (2016). Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. *National Risk Management Laboratory Office of Research and Development, Air Pollution Prevention and Control Division: Washington, DC, USA.*

⁹ Lin, M. Y., Hagler, G., Baldauf, R., Isakov, V., Lin, H. Y., & Khlystov, A. (2016). The effects of vegetation barriers on near-road ultrafine particle number and carbon monoxide concentrations. *Science of the Total Environment*, 553, 372-379.

Figure 4-7 Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA

Latest Google Map Information

Figure 4-8 Vegetative Barrier around Foster Farms, Fresno, CA

Latest Google Map Information

COMMUNITY CONCERNS AND COMMENTS

The Stockton Steering Committee has identified Vegetative Barriers as a priority for air pollutant mitigation. The committee has expressed the need for the installation of vegetative barriers (and sound walls) around and near sources of concern such as schools, along truck routes, near the Port of Stockton, Charter Way, Boggs Tract and El Dorado with an additional priority along Interstate 5. The committee has expressed the need to enforce existing mitigation plans associated with specific industries.

CURRENT PROGRAMS

The Valley Air District, the City of Stockton, the California Department of Transportation (Caltrans), and other local partners have promoted the use of vegetative barriers for reducing exposure to air pollutants, mitigating the urban heat island effect, and improving aesthetics. The District's Fast Track Action Plan includes the strategic use of tree and vegetation planting as a potential measure to improve air quality.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

Based on community interest in vegetative barriers, the following measure was developed for implementation as a part of the Stockton CERP.

The following is a suggested measure not within the Air District’s jurisdiction to directly implement:

VB.1: INCENTIVE PROGRAM FOR THE INSTALLATION OF VEGETATIVE BARRIERS AROUND/NEAR SOURCES OF CONCERN

Overview: The purpose of this strategy is to provide incentives for the installation and maintenance of vegetative barriers around sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will also look to partner with other agencies to identify additional grant funding to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors.

It should be noted that the SJVAPCD has no authority over how agencies allow land under their jurisdiction to be used. These land-use decisions, such as whether to allow or require vegetative barriers in specific locations, are historically the responsibility, under state law, of cities and counties, or, in some cases, state and federal agencies responsible for transportation corridors, state and federal parks, and other properties. AB 617 does not provide the District with new land-use regulatory authority, so land-use authority remains with cities, counties, and state and federal land-use agencies, as discussed in CARB’s Blueprint (see “Who Has the Authority to Implement Actions?”, page 26 of the Blueprint), the District is committed to working with these agencies and the CSC to see this measure implemented this measure.

Implementing Agency: SJVAPCD, CDOT, City, County, Port of Stockton, other local partners

Type of Action: Partnership, Incentives

Implementation: 2021-2025

Quantifiable emission reduction: CARB has an established methodology through the Urban & Community Forestry Program

COMMUNITY OUTREACH STRATEGIES

CURRENT OUTREACH PROGRAMS

The District's Outreach and Communications team conducts air quality outreach throughout all eight counties of the San Joaquin Valley. The District coordinates events, delivers presentations, responds to the media 24/7, manages social networks, pilots outreach campaigns like the Healthy Air Living (HAL) Schools and the winter residential "No Burn" programs, and connects with the public in multiple languages across any medium. In addition to offering media interviews, answering questions posed by the public, partnering with local institutions, and accepting speaking engagements, the District also conducts paid advertising and informational campaigns regularly to spread air quality awareness across social media, digital networks, television, radio, billboards, and other venues. Through the development of innovative tools like RAAN and the Valley Air App, over 10,000 registered users receive automated notifications when the air quality at any location they choose to follow becomes unhealthy, allowing them to make informed decisions about their outdoor activities to limit their own exposure.

COMMUNITY CONCERNS AND COMMENTS

The Committee recommended that the District engage in a wide variety of multi-lingual outreach efforts via both traditional and social media to allow community members to see and learn about air quality issues, take advantage of grant programs, and provide real-time access to information from air monitoring equipment deployed as part of the AB 617 process. Members of the Steering Committee acknowledged the District's ongoing air quality outreach and education efforts, but expressed concern about effectiveness given perceived public indifference. Effectiveness could be improved by increasing the volume and types of outreach, focusing it to a truly localized level, and using partnerships with key local organizations to better understand how to deliver needed information to the Stockton community residents.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY

The Community Air Quality Outreach Strategies go beyond current outreach efforts to provide community-specific information about local conditions and measures the public can take to protect themselves during episodes of poor air quality through new media campaigns, workshops hosted in partnership with local civic and community organizations, and other outreach methods as identified by the community and the District.

O.1: MULTILINGUAL OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY

Overview: The goal of this strategy is to increase community awareness of available tools to keep informed of real-time changes in air quality, clean air efforts and how communities can get involved through multi-lingual educational campaigns, videos and partner workshops. The strategy looks to focus outreach on areas of Stockton CSC and resident concerns, including fireworks, illegal burning, trash burning, educating trucking operations about impacts of idling, promotion of biking (including bike paths and trails),

public transportation (including, bus, rail, ferry, and others) and other topics of concern/interest. An understanding of what conditions constitute poor air quality, the relative seriousness of a poor air quality episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure.

This strategy would aim to increase Valley Air App downloads and social media followers among members of the community. 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 website, 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 website registrations, Valley Air App downloads, and social media followers among members of the community. In addition, this strategy would increase awareness of air quality issues with workshops hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers and on Zoom or other online platforms.

Annual goals for these actions include:

- Attend/host 4 community meetings, in-person or online, to share information
- 1 community targeted social media campaign

Implementing Agency: SJVAPCD

Strategy Type: Outreach

ADDITIONAL INFORMATION ABOUT REGULATORY MEASURES TO REDUCE EMISSIONS IN THE COMMUNITY

Due to the nonattainment status of the Valley Air Basin for the criteria pollutants of fine particulate matter and ozone, the District requires that permitted facilities implement the most stringent control measures feasible for implementation to control criteria pollutants and associated precursor emissions. Beyond the regulations and stringent permitting requirements that are already implemented Valley-wide, the following sections detail enhanced regulatory strategies that will be implemented in the AB 617-selected community.

BARCT EXPEDITED SCHEDULE

In addition to community monitoring and emission reduction program requirements, AB 617 requires that air districts located in non-attainment areas perform a Best Available Retrofit Control Technology (BARCT) analysis for all categories of units at facilities subject to the state Cap-and-Trade program. In accordance with AB 617 requirements, the District adopted an expedited schedule for performing further determination of BARCT requirements in December, 2018.

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. While District rules are expected to meet BARCT due to the District's ongoing extensive regulatory evaluations, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for District rules as required under AB 617. The proposed schedule was prepared through a public process, which included two public workshops. In addition to the BARCT implementation schedule, the District will be proceeding with amending a number of District rules included as commitments in the District's *2018 PM_{2.5} Plan*, as discussed earlier in the CERP, that are also subject to the AB 617 BARCT implementation requirement.

In conjunction with District rules applicable to stationary source equipment, under the District's New Source Review permitting regulation, new facilities or facilities modifying equipment that emit air pollutants greater than 2 pounds per day (lb/day), are subject to stringent emissions control requirements. For each piece of equipment that has the potential to emit over the 2 lb/day threshold, the District requires the use of the best available air pollution control technology (BACT) used to control emissions from similar types of equipment. As part of this BACT analysis, the District determines if cleaner technologies that are not generally used for the equipment being analyzed 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 the least amount of air pollution possible.

In addition to these stringent requirements on new sources of air pollution, rules adopted in the San Joaquin Valley are regularly analyzed for compliance with the state's BARCT requirements.

Best Available Retrofit Control Technology (BARCT)

Existing stationary sources in non-attainment areas such as the San Joaquin Valley have been subject to BARCT requirements since the 1980s, as opposed to some nonattainment areas in California relying on market-based criteria pollutant emission reduction programs and where facilities were not required to comply with BARCT. Although AB 617 does not specifically define BARCT, California Health and Safety Code (CH&SC) Section 40406 defines BARCT as follows:

Best Available Retrofit Control Technology (BARCT) is an air emission limit that applies to existing sources and is the maximum degree of reduction achievable, taking into account environmental, energy and economic impacts by each class or category of source.

Unlike other regions in the state, the District has not relied on market-based systems such as South Coast AQMD's RECLAIM program to achieve regional emissions reductions needed for attainment. Such market-based systems allow sources of pollution to avoid installing BARCT-level controls if regional emissions are reduced at an established rate. This potential path to avoiding installing the best air pollution controls in other air districts was a significant portion of the genesis of this BARCT requirement of AB 617.

In contrast, businesses in the San Joaquin Valley have always had to comply with BARCT in accordance to the implementation schedules established in District rules. When developing attainment plans or amending prohibitory rules, the District evaluates all applicable sources of emissions for potential strategies to reduce emissions. These evaluations include an exhaustive search of air quality regulations throughout the nation, review of existing emission control technologies, and analysis of advanced emission control technologies that may soon be available, to identify potential technologically and economically feasible emission reduction measures. The District's attainment planning efforts rely on these processes to demonstrate on an ongoing basis that District rules meet state and federal emission control requirements, including BARCT and Most Stringent Measures, which exceeds BARCT requirements. Therefore, given the District's ongoing and extensive work to identify and apply most stringent measures necessary to attain the ever-tightening federal health-based standards under the Clean Air Act, it is anticipated that most if not all District rules satisfy BARCT requirements.

The District recognizes that emission control technologies are continually evolving, and therefore, robust and ongoing analysis is necessary to demonstrate that the District's rules continue to meet BARCT and other requirements on an ongoing basis. Furthermore, in the context of the 2016 Ozone attainment plan, the recently adopted PM2.5 attainment plan, and upcoming plans, future rule development actions will be required and, in this process, rules that have recently been determined to meet BARCT during this AB 617 analysis may be subject to further analysis to ensure they continue to meet BARCT requirements. Additionally, in those instances where the District is

made aware of new technology, further case specific and rule specific BARCT determinations may be conducted.

Affected Rules Included in the District's Expedited BARCT Implementation Schedule

As captured in Section 40920.6 of the Health and Safety Code, AB 617 identifies specific requirements for the District to meet when establishing the expedited BARCT implementation schedule. AB 617 requires the schedule to apply to each industrial source that, as of January 1, 2017, was subject to a specified market-based compliance mechanism and give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time.

Based on information provided by CARB, as of January 1, 2017, 109 facilities within the District were identified as being subject to the state Cap-and-Trade program for greenhouse gas emissions, a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562, and therefore AB 617 BARCT requirements. Evaluating the 109 affected facilities, the District identified that approximately 4,500 active permit units are 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 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
- 19 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 13 rules likely already meet BARCT due to the District's ongoing and extensive regulatory evaluations and enhancements, the proposed BARCT implementation schedule includes commitments to establish updated BARCT determinations for these rules, which will occur in the 2020-2022 timeframe.

Prioritization Criteria for Expedited BARCT Analysis Schedule

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.

Public Process

As a part of the public process associated with establishing this 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 by the end of 2018.

The District held a public workshop on November 1, 2018, to solicit input from the stakeholders regarding the District's proposed expedited BARCT Rule implementation schedule. No comments were received from stakeholders after this workshop.

In addition, the District held a public workshop on July 30, 2020, to provide an update on the Best Available Control Technology (BARCT) analysis of District rules as required under AB 617 and the District's Expedited BARCT Implementation Schedule.

Expedited BARCT Implementation Schedule

Through this public process and in accordance with AB 617 requirements, the District has adopted the following expedited BARCT implementation schedule:

Table 4-1 Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	BARCT Rulemaking Schedule (if necessary)
4454	Refinery Process Unit Turnaround	Rule determined to meet BARCT	2019	---
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Rule determined to meet BARCT	2019	---
4104	Reduction of Animal Matter	Rule determined to meet BARCT	2019	---
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	BARCT evaluation completed, rule development process necessary	2019	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	BARCT evaluation completed, rule development process necessary	2019	
4702	Internal Combustion Engines (VOC only)	Scheduled (in conjunction with PM2.5 Plan commitment)	2020	Rule amendment scheduled for early 2021
4623	Storage of Organic Liquids	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.

4694	Wine Fermentation and Storage Tanks	Rule determined to meet BARCT	2020	-----
4624	Transfer of Organic Liquid	BARCT evaluation completed, rule development process necessary	2020	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Rule determined to meet BARCT	2020	-----
4601	Architectural Coatings	Rule determined to meet BARCT	2020	-----
4401	Steam-Enhanced Crude Oil Production Wells	BARCT evaluation completed, rule development process necessary	2021	Public scoping meeting held in Dec 2020, Rule development process to be completed in 2021.
4566	Organic Material Composting Operations	Scheduled	2021	-----
4625	Wastewater Separators	Scheduled	2021	-----
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Scheduled	2021	-----
4402	Crude Oil Production Sumps	Scheduled	2021	-----
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 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	Rule determined to meet BARCT	---	---

	Process Heaters Greater Than 5.0 MMBtu/hr			
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 two District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the District's *2018 PM2.5 Plan* adopted by CARB into the State Implementation Plan:

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. Community Steering Committee 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.

Table 4-2 Scheduled District Rule Amendments to Reduce PM2.5

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. Rule amended in June, 2019.	2019 (Completed)
4311	Flares	Rule meets or exceeds BARCT	2020 (Completed)

Rule	Title	BARCT Status	PM2.5 Plan Rulemaking Schedule
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 (Completed)
4692	Commercial Charbroiling	No units subject to AB 617 BARCT analysis	2020 (Completed)
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2021
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

Further information on the District's expedited BARCT schedule and rule analyses can be found in the staff report presented to the District Governing Board in December, 2018:

http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf

PERMITTING: BACT AND T-BACT DETERMINATIONS

The California Air Resources Board (CARB) is developing a Technology Clearinghouse of best available control technology (BACT) and best available control technology for toxic air contaminants (T-BACT) determinations for air districts throughout California. The District will use this Technology Clearinghouse as an additional resource for BACT determinations, and will reference this information when developing BACT and T-BACT technology determinations for any new or modified source permitting processes, including those in the Stockton community. More information about the District's stringent new and modified source review process is available in Chapter 3.

FACILITY RISK REDUCTION AUDITS UNDER AB 2588 (AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT)

Background

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in September 1987. Under this act, stationary sources are required to report the types and quantities of certain toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to:

- Identify Valley facilities that release toxic air contaminants as a result of their day-

- to-day operations,
- Collect and quantify emission data from equipment located at permitted facilities,
 - Identify facilities causing localized health impacts on nearby residents,
 - Determine facility-wide health risks resulting from the emission of toxic air contaminants,
 - Notify nearby residents and businesses of significant risk facilities in their vicinity, and
 - Require significant risk facilities to reduce their risks below the level of significance in accordance with the provisions of the “Emissions Inventory Criteria and Guidelines Report” adopted by the Air Resources Board.

District’s Implementation of AB 2588

The District’s implementation of AB 2588, California’s *Air Toxics “Hot Spots” Information and Assessment Act*, has resulted in major 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 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 this effort, and the resulting emissions reductions, no Valley facility currently poses a significant risk under this program.

The District’s integrated air toxics program fulfills the state AB 2588 Hot Spots mandates, aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. In addition, the District’s integrated air toxics program incorporates Airborne Toxic Control Measure (ATCM) regulations promulgated by the Air Resources Board, requiring prescribed control measures for various source categories that cause significant risks at a regional level. Furthermore, the District’s integrated program fulfills federal mandates under Title III of the federal Clean Air Act, requiring Maximum Available Control Technology (MACT) for sources of air toxics.

In addition to the state and federal mandates, the District’s integrated air toxics program also implements the more stringent local permitting and California Environmental Quality Act (CEQA) requirements, specifically to ensure installation of Best Available Control Technology (BACT) for air toxics and that new permits or modifications to existing facilities will not result in a significant increase in health risk to the public.

The District has spent the last two decades implementing a wide variety of methods to reduce toxic air contaminant emissions in the San Joaquin Valley. Based on the latest California Toxics Inventory, 52% of toxic air contaminants come from mobile sources such as cars and trucks, 34% are emitted from area-wide sources like road dust, paints, solvents, and other consumer products, and 14% of all air toxics in the San Joaquin Valley are emitted from stationary sources of pollution under the direct control and regulation of the District. Mobile and area-wide sources of emissions are generally under the regulatory authority of the State of California and the federal government.

The District's integrated approach to addressing and reducing risks from toxic air contaminants has taken three main paths:

- Reducing air toxic emissions from existing stationary sources of emissions,
- Preventing the creation of new or modified stationary sources of significant risk, and
- Finding creative and cooperative methods of reducing risk from emissions sources that the District does not typically regulate.

In 2015, the District began implementing the state Office of Environmental Health Hazard Assessment's (OEHHA's) revised Guidance on Preparation of Health Risk Assessments that was adopted by OEHHA in early March 2015. Following OEHHA revised guidelines, the District began a health risk reassessment of all facilities located in the San Joaquin Valley. The health risk reassessment follows the phased processing schedule outlined in AB 2588, which was originally implemented in the late 80's and early 90's. AB 2588 subjected three major categories (or phases) of facilities to the regulation based upon their level of annual emissions.

Reassessment of facilities subject to the AB2588 Hot Spots regulation is a multi-year process that started in 2016, following the phases identified below:

- Phase I Facilities (≥ 25 tons emissions per year)
- Phase II Facilities ($10 \leq$ tons emissions per year < 25)
- Phase III Facilities (< 10 tons emissions per year)
- Phase IV Facilities (Industry-wide and agricultural facilities)

Prioritizing Facility Health Risks

Based on the emissions inventory, the District is prioritizing each facility's health risk based on established statewide guidelines using a computerized modeling program. A "prioritization" is a conservative health risk assessment screening analysis, resulting in a facility prioritization score used to determine if a more refined health risk assessment is necessary based on the results of the modeling program. As part of this process, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case health risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Facilities ranked as high priority are required to perform health risk assessments. The District prioritizes and ranks the health risk posed by a facility as "low", "intermediate", or "high" priority, based on the following:

- Low Priority: Prioritization Score ≤ 1
Facility Exempt from further AB 2588 requirements
- Intermediate Priority: 1 < Prioritization Score ≤ 10
Facility required to provide updated summary every four years

- High Priority: Prioritization Score > 10
Facility required to perform a refined Health Risk Assessment

Health Risk Assessment Process

When a facility's prioritization score exceeds 10, the facility is classified as "High Priority" and a Health Risk Assessment (HRA) is required for the facility, and such facility is required to submit an HRA for District approval. The District and State Office of Environmental Health Hazard Assessment (OEHHA) are required by the Air Toxics "Hot Spots" Act to review each HRA. Understanding that risk calculations involves a level of uncertainty due to limited data in many areas requiring the use of assumptions. With a focus on health protection, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case risk to possible receptors. The purpose of these safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women, and people with weakened immune systems) are protected. Therefore, while the actual risk may be much less than the calculated risk, it is very unlikely to be higher than calculated.

Upon approval of facility HRA, the District determines the facility's health risk status, which is classified as a low risk, intermediate risk, high risk, or risk reduction required, based on the following HRA scores:

- Low Risk: HRA cancer risk ≤ 1 in a million, and
HRA total hazard index of < 0.1
(Facility Exempt from further AB 2588 requirements)
- Intermediate Risk: $1 \leq$ HRA cancer risk < 10 in a million, or
 $0.1 \leq$ HRA total hazard index ≤ 1.0
(Facility required to provide update summary on a quadrennial basis)
- High Risk: HRA cancer risk ≥ 10 in a million, or
HRA total hazard index of > 1.0
(Public Notice)
- Risk Reduction Required: HRA cancer risk ≥ 100 in a million cancer, or
HRA total hazard index of > 5.0
(Public Notice and Risk Reduction Audit Plan)

Facilities that pose health risks above District action levels are required to submit plans to reduce their risk. The Risk Reduction Audit Plan (RRAP) trigger level for cancer risk is 100 cases per million exposed persons, based on the maximum exposure beyond facility boundaries at a residence or business. The action level (Risk Reduction Audit Plan) for non-cancer risk is a hazard index of 5 at any point beyond the facility boundary where a person could reasonably experience exposure to such a risk.

The District's review of completeness of the facility's RRAP includes a substantive analysis of the emission reduction measures included in the plan, and the ability of those measures to achieve emission reduction goals as quickly as feasible. If the District determines that the RRAP does not meet those requirements, the District shall remand the audit and plan to the facility and specify the deficiencies. A facility operator shall submit a RRAP addressing the deficiencies identified by the District within 90 days of receipt of a deficiency notice. An updated prioritization and/or health risk assessment shall be determined based on the approved RRAP.

Risk Reduction Audit and Plan Facilities within the District

Based on facility information, as of October 1, 2020, no District permitted facilities in the Stockton AB 617 community present a significant risk for toxic air pollutants and are not required to perform a Risk Reduction Audit and Plan.

AB 617 Community Facility Lists with Associated AB 2588 Designations

Assembly Bill 617 requires the CARB and air districts to develop and implement emissions reporting for disadvantaged communities. With the establishment of the selected community boundaries, the District has put into effect a plan to expedite and streamline the AB 2588 reassessments for facilities located within the selected community of Stockton.

Community-Based AB 2588 Reassessments

Based on previous AB 2588 analyses and on the on-going District's integrated air toxics program, no Valley facilities have been determined to pose significant risk. Therefore, no existing facility(s) have or have been required to prepare a Risk Reduction Audit Plan. However, as mentioned above, the District is currently in the process of reassessing Valley facilities under AB 2588, which includes those located in the selected community of Stockton.

Please refer to Appendix E for further details about the District's Health Risk Assessment Process, and a table identifying the AB 2588 reassessment status of each facility within the community as of December 21, 2020.

STATEWIDE INCENTIVE AND REGULATORY STRATEGIES

This section provided by the California Air Resources Board

Overview of California Air Resources Board's Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level to deliver new emissions reductions directly within these communities.

The California Air Resources Board (CARB) has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the State Strategy for the State Implementation Plan,¹⁰ the California Sustainable Freight Action Plan,¹¹ California's 2017 Climate Change Scoping Plan,¹² and the Short-Lived Climate Pollutants Reduction Strategy,¹³ along with a suite of incentive programs. The Community Air Protection Blueprint¹⁴ further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State. Together, these plans provide a foundation for the new actions identified as part of this community emissions reduction program.

This section illustrates CARB's statewide role in the community emissions reduction program, by broadly describing the regulatory and incentive-based foundational actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the Stockton community. CARB's potential enforcement strategies are described in Chapter 5 of this CERP.

INCENTIVE PROGRAMS

CARB operates incentive programs that reduce the costs of developing, purchasing, and operating cleaner technologies. The programs help ensure cleaner cars, trucks,

¹⁰ California Air Resources Board, *Revised Proposed 2016 State Strategy for the State Implementation Plan*, March 7, 2017, available at: <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

¹¹ California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: <https://dot.ca.gov/programs/transportation-planning/freight-planning/california-sustainable-freight-action-plan>.

¹² California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

¹³ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final>.

¹⁴ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

equipment, and facilities are operating in our neighborhoods. Specifically, these program accelerate the introduction of advanced technology vehicles and equipment, accelerate the turnover of older and higher emitting vehicles and equipment, and increase access to clean vehicles and transportation in disadvantaged communities and lower-income households.

Examples of CARB incentive programs include the Carl Moyer Memorial Air Quality Standards Attainment Program¹⁵ and the Community Air Protection Incentives,¹⁶ Proposition 1B: Goods Movement Emission Reduction Program,¹⁷ Funding Agricultural Replacement Measures for Emission Reductions Program,¹⁸ and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).¹⁹ While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

Community Air Protection Incentives

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California communities that are most heavily impacted by disproportionate levels of air pollution.

The Legislature designated the initial appropriation of \$250 million in 2017 for immediate benefits in heavily impacted communities while the other aspects of AB 617 were created and implemented. In order to ensure swift action, the Legislature directed that air districts must spend funds according to two existing mobile source incentive programs: the Carl Moyer Memorial Air Quality Standards Attainment Program, and the Proposition 1B Goods Movement Emission Reduction Program. Air districts have been using the resulting Community Air Protection Funds Supplement to the Carl Moyer Program 2017 Guidelines since it was approved by the Board on April 27, 2018.

The Legislature appropriated an additional \$245 million in 2018 and provided additional direction for new opportunities for stationary source incentives as well as Community-Identified Projects consistent with Community Emissions Reduction Programs. The approved 2019 California State Budget contains another appropriation of \$209 million

¹⁵ For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

¹⁶ For more information on the Community Air Protection Incentives, visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>

¹⁷ For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

¹⁸ For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: <https://ww2.arb.ca.gov/our-work/programs/farmer-program>.

¹⁹ For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program>.

for continued incentives to support the Community Air Protection Program, with Legislative direction matching the previous year's appropriation.

Subsequently, staff developed the Community Air Protection (CAP) Incentives 2019 Guidelines²⁰ to provide eligibility and funding criteria for two new project categories, this represents CARB's first steps in providing incentives to clean up stationary sources of air pollution. The new project categories aim to reduce hexavalent chromium emissions from chrome plating activities, as well as include a suite of project types to reduce exposure at public schools. These guidelines will continue to be expanded with new categories of projects, to be responsive to the needs of the most heavily impacted communities across the State.

At the May 2019 Board hearing, CARB staff was directed to provide more flexibility within the Community Air Protection Incentives Guidelines to allow communities and air districts the ability to develop specific Project Plans to quickly address unique local air quality concerns.

Unlike traditional Moyer projects, Stationary and Community-Identified projects do not lend themselves to the same type of cost effectiveness evaluation. Therefore, the proposed criteria for stationary and Community-Identified projects will focus on community involvement, transparency, and consistency. Air Districts will work with communities to identify project categories needed to address community problems and general concepts. Air districts will then develop Project Plans that:

- Document community support – Community members will evaluate whether there has been sufficient community involvement
- Detail the project selection process
- Set participant requirements
- Establish funding amounts and project costs
- Quantify expected emissions/exposure reductions

To ensure reporting requirements are met CARB will be responsible for:

- Assisting districts with development of technical details
- Helping districts be consistent in quantifying benefits
- Confirming that project plans are consistent with statutory requirements
- Ensuring transparency for communities regarding projects funded, dollars spent, and benefits expected

For more information on air pollution incentives, grants, and credit programs, visit: <https://ww2.arb.ca.gov/our-work/topics/incentives>.

²⁰ For more information on the Community Air Protection (CAP) Incentives 2019 Guidelines, visit: <https://ww2.arb.ca.gov/resources/documents/community-air-protection-incentives-guidelines>

REGULATORY PROGRAMS

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants.

At the State level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources (with the exception of consumer products in most cases) through rules and permitting programs within their regions.

CARB regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and their deployment into the fleet, for cleaner fuels, and to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One important and relevant regulatory authority of CARB's is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne Toxic Control Measures (ATCM).²¹ These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, the Statewide Air Toxics "Hot Spots" Program²² addresses the health risk from toxic air contaminants at individual facilities across the State. The Air Toxics "Hot Spots" Program includes several components to collect emissions data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

²¹ California Health and Safety Code § 39650 et seq.

²² Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connolly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

Under the Air Toxics “Hot Spots” Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses conducting health risk assessments and developing emissions reduction plans.

Additionally, in some instances CARB has pursued enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB’s agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

CARB ACTIONS RELATED TO THE STOCKTON COMMUNITY

This section highlights CARB actions that specifically relate to the Stockton community. This list should not be interpreted as comprehensive or exhaustive, but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local level strategies identified in this community emissions reduction program. Additional CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.²³

Recently Adopted CARB Regulations

CARB adopted the **Advanced Clean Trucks Rule**²⁴ in June 2020 requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales will need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.

In August 2020 CARB adopted the **Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments**²⁵ which require manufacturers to comply

²³ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

²⁴ For more information on the Advanced Clean Trucks Rule, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

²⁵ For more information on the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NO_x (oxides of nitrogen, a key component of smog) are reduced to help California meet federal air quality standards and critical public health goals. The regulation is expected to have a significant impact on communities adjacent to railyards, ports and warehouses that typically experience heavy truck traffic. These trucks often idle, move slowly and make frequent stops – all actions that increase NO_x emissions. Today's heavy-duty trucks do not control NO_x effectively during such “low load” conditions. The new standards will reduce NO_x emissions by 90 percent or more when trucks are operating under these low load real-world operations. All components of the new rule will be phased-in, allowing engine manufacturers time to prepare for compliance. The NO_x standards that engines must meet will be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027.

The **Control Measure for Ocean-Going Vessels At Berth**²⁶ was also adopted in August 2020 and is an updated version of the CARB's At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emissions reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

Upcoming CARB Regulations

Commercial Harbor Craft Regulation Amendments – CARB's existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.

Heavy-Duty Vehicle Inspection and Maintenance – When emissions control systems are not operating correctly, in-use emissions can increase. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more appropriate for today's modern engine technology. CARB is now exploring the

²⁶ For more information on the Control Measure for Ocean-Going Vessels At Berth, see: <https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation>, and the At Berth Factsheet: https://ww2.arb.ca.gov/sites/default/files/2020-08/External%20At-Berth%20Fact%20Sheet%20August%202020%20ADA_0.pdf

development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>. For more information on the development of a comprehensive heavy-duty inspection and maintenance program, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

Cargo Handling Equipment Regulation Amendments – Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.

Advanced Clean Fleet Rules – CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. For more information, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.

Transport Refrigeration Unit Regulations – Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

Small Off-Road Engines – In 2020, CARB will 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. For more information on the strategy, visit: <https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

Advanced Clean Cars II – CARB staff is developing the Advanced Clean Cars II regulations, which will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles for sale. For more information on these new regulations, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>.

Commercial Cooking Suggested Control Measure – This strategy consists of a two-phase process to evaluate California’s current emission reduction requirements for commercial cooking operations that prepare food for human consumption, and if necessary, make improvements to achieve additional reductions in particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5) and volatile organic compound emissions that contribute to ozone formation. For more information on the strategy, visit: [Blueprint Appendix F](#) – pages F-8 & F-9.

ESTIMATED EMISSIONS REDUCTIONS FROM CARB MEASURES

CARB has estimated the emissions reduction benefits for some of the proposed statewide measures as shown in Table 4-3 for the 2025 and 2030 milestone years for the Stockton Community. Note the emissions reductions from the recently adopted Ocean-Going Vessels At Berth Amendment and Low NOx Omnibus Regulation are not reflected in the emissions inventory presented in Chapter 3 or Appendix C.

Table 4-3 Estimated Emissions Reductions from CARB Measures in the Stockton Community

Proposed Statewide Measures	Emissions Reduction (tons per year)							
	PM2.5		DPM		NOx		VOC	
	2025	2030	2025	2030	2025	2030	2025	2030
Ocean-Going Vessels At Berth Amendment	0.00	0.18	0.00	0.20	0.00	11.45	0.00	0.56
Advanced Clean Car 2		0.02		0.00		1.00		0.38
Heavy-Duty Inspection and Maintenance	0.34	0.38	0.35	0.40	23.25	27.7		
Low NOx Engine Standard					1.88	14.17		
Small Off-Road Engine Amendment	0.15	0.92	0.12	0.28	17.03	27.09	8.28	28.31

5. ENFORCEMENT PLAN

5.1 INTRODUCTION

Enforcement of air quality rules and regulations by the San Joaquin Valley Air Pollution Control District (District) and the California Air Resources Board (CARB) is critical to continuing air quality progress and achieving the air quality goals contained in the Valley's State Implementation Plans. Compliance with federal, state, and local air quality rules and regulations is ensured by operating robust inspection programs along with a full range of educational and compliance assistance programs.

This Enforcement Plan describes the stationary and mobile source enforcement history for the Stockton AB 617 Community. In addition, the plan describes the overall enforcement programs operated by the District and CARB. Based on the analysis of the enforcement history and input from the Community Steering Committee, the Community Emissions Reduction Plan (CERP) includes focused enforcement measures to enhance enforcement and compliance assistance activities within the community in support of the emission reduction commitments in the CERP.

5.2 OVERVIEW OF SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT PROGRAM

The District's mission is to improve the health and quality of life for all Valley residents through efficient, effective, and entrepreneurial air quality management strategies. The District's Enforcement Department seeks to aid in achieving this mission through fair, consistent, and comprehensive enforcement utilizing 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 Enforcement 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 and responds to approximately 3,000 public complaints, and verifies emissions reductions at thousands of locations where emission reduction incentive projects have been implemented.

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

Inspections of Stationary Sources

The District performs thousands of comprehensive on-site inspections each year to ensure compliance with federal, state, and District requirements. These compliance evaluations are unannounced whenever possible and play a key part to meeting clean air requirements. The frequency of regular inspections depends on the type of facility. When considering limited resources, priority is given to federal Title V (Major) sources, facilities that emit non-attainment criteria or toxic pollutants, facilities with equipment that is more susceptible to upsets, compliance history of operation, etc. Under this scenario, a chrome plating facility will be inspected more frequently than a back-up, emergency generator which only operates a few hours per year.

Compliance inspections are conducted by well-trained District air quality inspectors. Inspections include a physical inspection of the facility and equipment, a review of operating and monitoring records, and the use of advanced detection equipment, where appropriate, to determine compliance with permitted emission limits. During the inspection, District staff ensures that the equipment is permitted appropriately, and that the facility is operating in compliance with all permit requirements and applicable local, state, and federal regulations. If the facility is determined to be in non-compliance, the inspector issues the facility an enforcement action that requires prompt correction of the issue and generally results in the imposition of a civil penalty to dissuade from any non-compliance in the future.

Complaint Investigations

The District receives thousands of complaints each year for which timely responses and investigations of alleged sources of non-compliance are top priorities. Inspectors are on-call 24 hours per day, seven days a week and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate non-compliance with District rules, including potential public nuisances. Along these same lines, the District added the ability to easily submit complaints, including video and photographs, online and through mobile smartphone applications. District staff are required to keep the reporting party apprised of the investigation findings until it has been completed. The District provides a bilingual (Spanish-English) telephone complaint line and also has the capability to utilize multilingual translation services, in the field or over the telephone, to ensure that all communities and groups within the Valley are properly served.

Emissions Testing

District inspectors oversee hundreds of third-party emissions tests conducted at stationary sources each year for the purpose of measuring air pollutants and ensuring compliance with established standards from stationary sources of air pollution. District staff have three main tasks when overseeing source tests at stationary source sites. First they review the source test protocol, submitted by the third party source testing contractor, which outlines the testing methods that testing period. District staff reviews the protocol to ensure the proper testing methods will be used and that the source test contractor has the proper equipment and certifications to conduct the test. The second task is to witness the test to ensure the source test contractor follows the correct testing procedures. Lastly, District staff reviews the source test results to ensure the data is properly reported and to act promptly on any compliance issues related to the testing.

In addition, the District utilizes its monitoring van and portable exhaust gas analyzers to assess the emissions from internal combustion engines, boilers, and other combustion devices to ensure they are operating according to specifications and complying with all permitted and/or rule emission limits.

Gasoline Station Permitting, Inspecting and Testing Program

Gasoline stations, in aggregate, are one of the largest potential sources of volatile organic compounds in the Valley. A comprehensive and effective permitting, inspection

and testing program is important to ensure the vapor recovery systems operate as designed and the Valley realizes the emission reductions anticipated in Rule 4621 (Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels and Bulk Plants) and Rule 4622 (Gasoline Transfer into Motor Vehicle Fuel Tanks).

District staff continues to inspect gasoline station vapor recovery systems on a routine basis looking for torn hoses, damaged nozzles, and missing parts. However, during recent years there have been many changes in vapor recovery technology and state laws such that the simple visual inspections are no longer sufficient. More emphasis is now being placed on performance tests that evaluate gasoline station equipment effectiveness. As a result, the District implemented a gasoline dispensing tester certification and training program to ensure qualified third party contractors are available for operators of this equipment.

Wood Burning Heaters and Fireplaces

Further reducing residential wood smoke emissions is a high priority under the District's 2018 PM2.5 Plan given the significant localized health impacts associated with residential wood smoke. Scientific studies show that prolonged inhalation of wood smoke contributes to lung disease, pulmonary arterial hypertension, and pulmonary heart disease, which can eventually lead to heart failure. District Rule 4901 is designed to improve public health by reducing toxic wood smoke emissions in Valley neighborhoods during the peak PM2.5 winter season (November through February).

Since 2004, the District has had a robust enforcement program for designated wood burning curtailment days to ensure the District is achieving the expected emission reductions as a result of the requirements of the rule. This includes having a significant portion of field staff mandatorily assigned to conduct proactive surveillance in counties with declared wood burning curtailments. The District also conducts surveillance in counties with curtailments on days that District offices are closed and performs periodic night-time surveillance throughout the Check Before You Burn season.

In the District's ongoing efforts to utilize the latest forms of technology to improve efficiency and effectiveness, the District tested several technologies for nighttime fireplace and wood burning heater enforcement. The District purchased ultra-low light cameras, which have the greatest capacity to capture non-compliance through photographic and video evidence. The use of the cameras are able to clearly document smoke coming from chimneys in extremely low-light conditions in a way that previous technologies used and tested were unable to match.

Compliance Assistance

The District believes in working closely with businesses and residents to assist in achieving compliance with air pollution rules and regulations. The Compliance Assistance program has emphasized an educational approach to help Valley residents and businesses comply with a variety of air pollution regulations. Businesses and individuals throughout the Valley are provided with:

- **Individualized Assistance:** Personal, one-on-one help is provided to thousands of businesses and residents to ensure they understand the federal, state, and District's requirements.
- **Compliance Assistance Bulletins:** Actively evaluate upcoming rule compliance dates and develop educational materials that are sent to affected groups including, but not limited to, residents, realtors, building departments, contractors, and industrial and commercial facilities.
- **Compliance Schools:** The District provides training classes regarding information on the topics of open burning, gasoline vapor recovery, and wood burning fireplaces and wood burning heaters to individuals who have received a Notice of Violation from the District. In addition to discussing the aforementioned specific topics, the courses also provide general air pollution training, discuss the air quality challenges of the San Joaquin Valley, and opportunities for them to contribute to improving air quality in the Valley.
- **Gasoline Station Tester Training:** Ongoing training for contractors is provided for those wishing to perform vapor recovery tests within the District. District rules require testers be certified to ensure there are a qualified pool of contractors from which businesses can choose to perform their equipment's testing.
- **Asbestos Training:** Comprehensive assistance on asbestos regulations is provided to the public, building industry, building departments, fire departments, and realtors. Staff continues to spend considerable time providing one-on-one assistance, in addition to group trainings, to the regulated community. The District has also developed online tools and resources to educate the public on asbestos notification requirements in the Valley.
- **Residential Wood Burning Heater Professional Training:** Training requirements for qualified individuals (those people having either a certification from the Fireplace Investigation Research and Education, Chimney Safety Institute of America, or the National Fireplace Institute or has documentation demonstrating they are qualified to perform inspections, maintenance and cleaning activities on wood burning heaters) who may be hired to perform inspections of wood burning heaters and pellet stoves to ensure they can be operated in a compliant manner prior for individuals who voluntarily request to register their wood burning heaters and pellet stoves.
- **Fugitive Dust Education:** Staff organizes and conducts classroom training for all groups required to submit dust control plans for construction activities and provides ongoing training and outreach as needed and as requested to businesses and entities that may be subject to the requirements.
- **Prescribed Burning Outreach:** The District meets periodically with the land managers of the USDA Forest Service, National Park Service, US Fish and Wildlife

Service, Bureau of Land Management, California Department of Forestry and Fire Protection, and Southern California Edison Company in order to minimize impacts of smoke from prescribed burns and wildfires. Compliance staff participate on the daily calls during fire season to keep abreast of wildfire and prescribed burn activities throughout the area.

- **Access to District Policies:** District policies are available on the internet for stakeholders to review, comment on, and use to assist them with complying with District requirements. The internet is updated regularly with new or modified policies to ensure availability of current information.

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-contract and post-contract performance of grant recipients. Thousands of field inspections are conducted to verify that equipment is appropriately replaced or controlled, adequately maintained, and also verifies that older equipment has been properly disposed of.

Incentive projects requiring compliance inspections include the replacement of older trucks with new less polluting ones, school bus replacements, agricultural pump engine replacements, emissions controls on trucks, and other related control strategies. Each funded project requires a minimum of two initial inspections and several types of projects require ongoing inspections and recordkeeping requirements to assure emission reductions are realized for the life of the project.

5.3 SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT ENFORCEMENT HISTORY IN STOCKTON AB 617 COMMUNITY

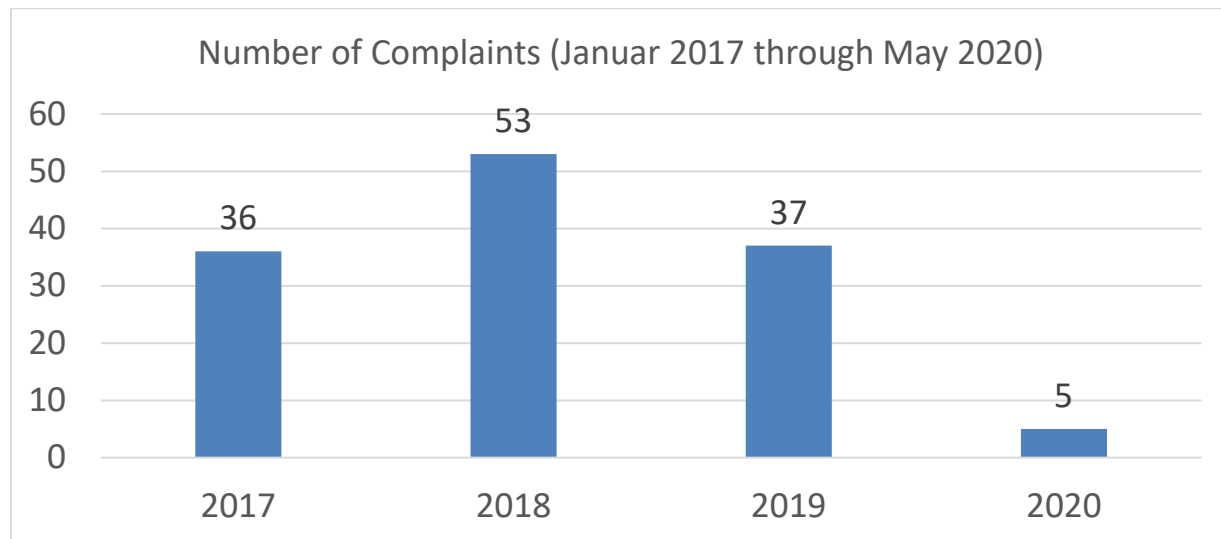
The District's enforcement presence within the Stockton AB 617 Community is comprised of many different facets including, but not limited to, performing facility inspections, investigating complaints from the public, investigating breakdowns, and overseeing third-party emissions testing at facilities. Since 2017, the District has conducted inspections of 2,409 equipment units during 1,121 inspections at permitted facilities within the Stockton AB 617 Community, has received and responded to 131 air quality complaints from the public, and has issued 212 enforcement actions associated with violations of air pollution rules and regulations. A listing of the facilities, inspections, complaints, and enforcement actions can be found in Appendix F.

5.3.1 RESPONSE TO PUBLIC AIR POLLUTION COMPLAINTS

The public plays an important role in protecting public health by reporting local air quality issues that they observe in their communities. Often these complaints serve as the first warning of an air pollution compliance issue that needs to be addressed. The District places the highest priority of responding to complaints from the public and responds to each and every complaint received. In addition, the District operates an "on-call" program to ensure that complaints received outside of normal business hours can be appropriately addressed since air pollution related issues are not bound by

normal business hours. The process of responding to a complaint can be unique for each complaint received depending on factors such as whether the issue is currently in progress, whether the issue is a recurring/ongoing issue, the type of source, the time of day, and the number of complaints received about the issue. Figure 5-1 shows the number of complaints received by the District each year since 2017

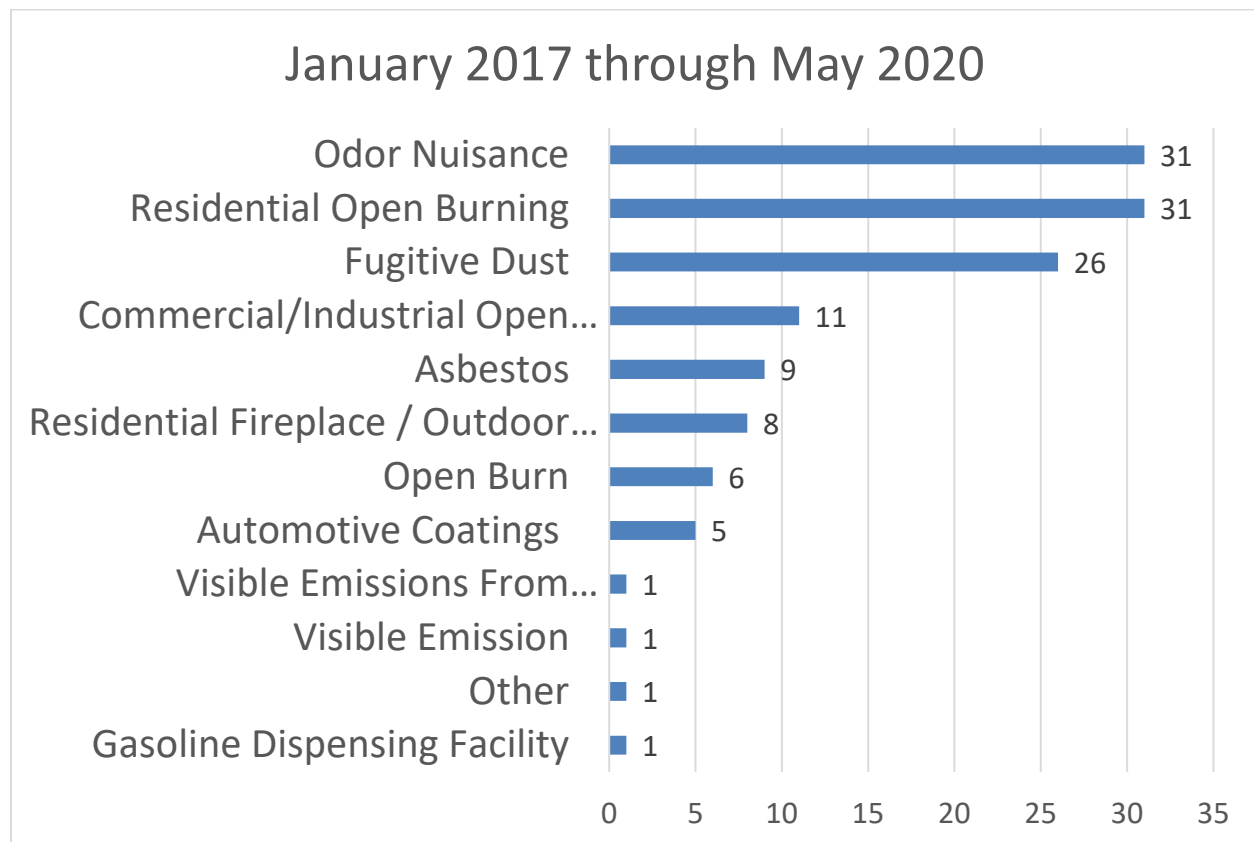
Figure 5-1 Number of Complaints by Year from 2017-2020



Based on the resulting complaint investigations, the District confirmed a violation of District rules or regulations and took enforcement action in 18 of the complaints, determined that the issue did not constitute a violation of any federal, state, or local air quality rule in 29 of the complaints, referred 2 complaints to the proper agency with jurisdiction over the issue, and was unable to confirm whether or not a violation occurred in the 82 remaining complaints (at times, the issues associated with public complaints can be transient in nature and the information provided by the reporting party may lack sufficient information to track down and confirm the issue). Of the 18 enforcement actions taken as the result of public complaints, 7 were for illegal residential open burning of waste, 2 were for illegal use of a residential fireplace or outdoor wood burning device, 2 were for fugitive dust related issues, 3 were for permitting/registration related issues, 1 were for agricultural open burns, and 3 was for work practices issues at an automobile coating operation

Figure 5-2 below details the complaints received by type since 2017. Complaints concerning odor nuisance and residential open burning each made up 23% of the total complaints received in the community. Complaints regarding fugitive dust made up approximately 20% of the complaints received in the community. In total, these three categories made up over 66% of the complaints received.

Figure 5-2 Number of Complaints by Type from 2017-2020



The District received and responded to 39 complaints regarding residential open burning and residential fireplace/outdoor wood burning devices during this period. The District confirmed illegal open burning and took enforcement action in 8 of these cases, determined that 3 were not a violation (permissible fireplace burn day or outdoor cooking fire), and was unable to confirm 28 of the complaints. In addition to the complaints received in these categories, members of the Community Steering Committee have suggested increased outreach/education and enforcement in these categories. The District has included specific enhanced enforcement and outreach/education measures as part of the CERP to reduce the potential for localized air quality impacts associated with failure to comply with District rules pertaining to residential open burning and residential fireplace/outdoor wood burning devices.

The District received 31 odor complaints during this period and determined that none of the complaints resulted in a violation failing under the District’s jurisdiction. Under state law, odors are regulated under public nuisance requirements. To become a violation, an odor must cause “injury, detriment, nuisance, or annoyance” to a considerable number of people or the public. Each of the odor complaints were separate instances from a single party; and therefore, did not rise to the level of a public nuisance under state law. Three of the complaints fell outside of the District’s jurisdiction and were referred to the appropriate agency.

Of the 26 fugitive dust complaints received, the District issued an enforcement action in 2 of the cases. In 2 of the instances, the District determined that the operation was complying with the District's Regulation VIII fugitive dust rules and public nuisance rules. In 22 of the instances, the District was unable to confirm the complaint. The complaints that did not result in enforcement actions or were unable to be confirmed were primarily associated with construction/ earthmoving activities track out or open areas. The District has included specific enhanced enforcement measures as part of the CERP to reduce the potential for localized air quality impacts associated with fugitive dust from construction/earthmoving activities and open areas subject to District Regulation VIII. Since the majority of the complaints have been received between April and September, these enhanced enforcement efforts will be conducted during the 2nd and 3rd calendar quarters.

The District received 11 complaints associated with commercial/industrial open burning. The District found that 9 were cooking fires which are exempt from open burning rules, 1 was a spontaneous combustion fire, and in the 1 remaining the District was either unable to locate the burn or the responsible party for the burn. The enhanced enforcement and outreach/education CERP measures for residential open burning will aid in compliance with the rules pertaining to illegal open outdoor burning.

The District received 9 complaints regarding federal asbestos requirements associated with regulated demolitions and renovations. The District issued enforcement actions in 3 of these instances, the District was unable to confirm 3 complaints in this category. The District took no enforcement action in 3 cases as the projects were either complying with federal asbestos requirements or were exempt under federal law.

The District received 2 complaints regarding visible emissions from equipment at facilities within the community. The District was unable to confirm whether or not a violation occurred in the 2 complaints in this category. As discussed below under the District Enforcement Action section, the District has included specific enhanced enforcement measures as part of the CERP to address failure to comply with emission standards at permitted facilities.

5.3.2 DISTRICT ENFORCEMENT ACTIONS

Federal and state law, along with local rules, require the enforcement of air quality rules and regulations. The District takes formal enforcement action for all violations of applicable federal, state, and local rules and regulations within its jurisdiction. In addition, the District enforces conditional permit requirements, Hearing Board orders, and at times seeks delegation to enforce statewide mobile source and greenhouse gas measures. Generally a Notice of Violation (NOV), which normally results in a civil penalty, is issued to document a violation. Under the limited circumstances specified in District Rule 1180, a Notice to Comply (NTC) may be issued for first-time, minor violations. An NTC does not carry a monetary penalty but does require quick resolution of the minor violation. Should a party not correct the violation within the timeframe established by the NTC, an NOV will be issued.

Over the past 3 years, the District has issued 175 NOVs and 37 NTCs in the Stockton AB 617 Community. Figure 5-3 shows the annual breakdown of NOVs and NTCs since 2017.

Figure 5-3 Number of Enforcement Actions Issued by Year (2017-2020)

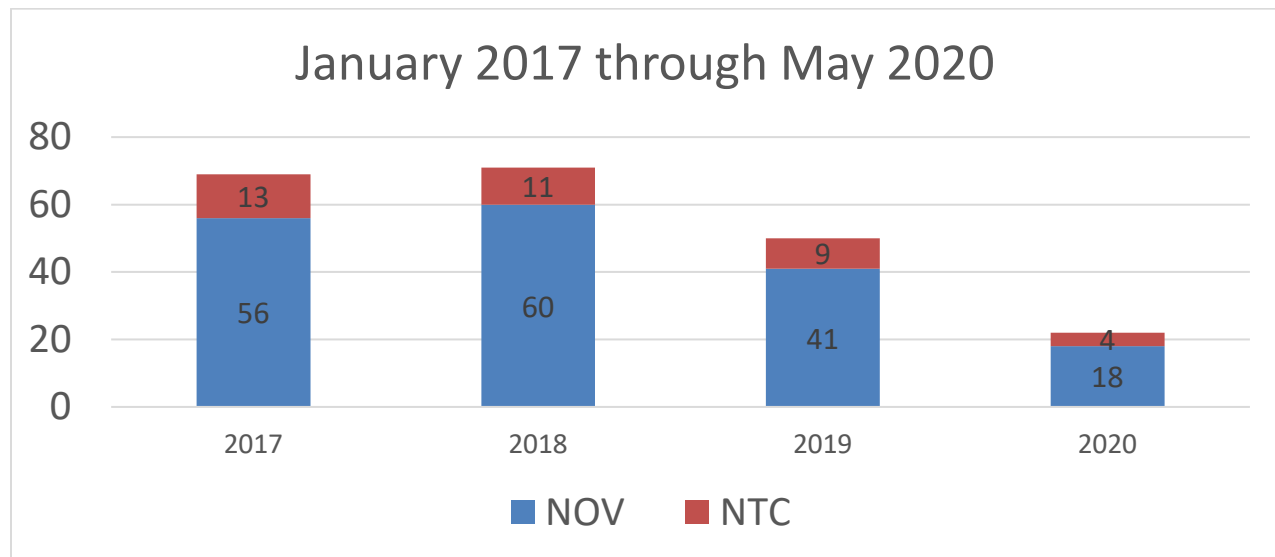
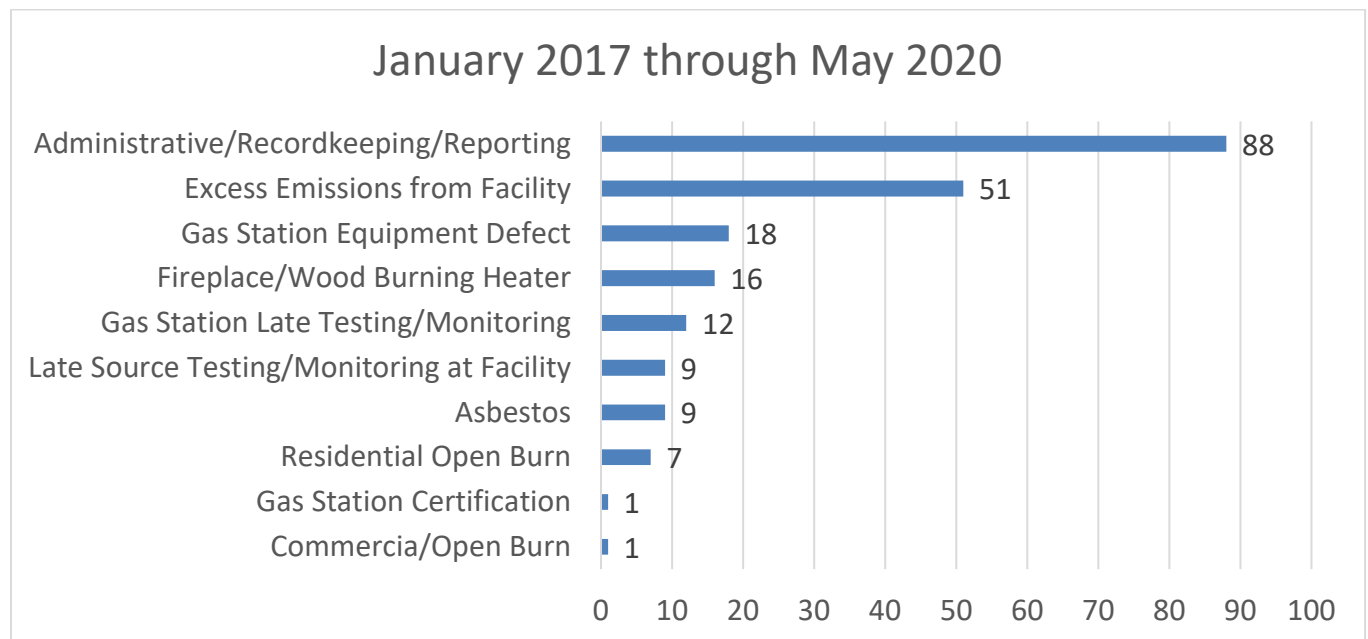


Figure 5-4 shows the enforcement actions categorized by type. Since 2017, 88 of the 212 enforcement actions resulted from violations of administrative requirements such as recordkeeping, late report submittal, operating with a suspended permit, or operating without a permit. The District issued 51 enforcement actions for violations resulting in excess emissions from facilities (not including gas stations). These violations occurred at 13 permitted facilities in the area and 1 ocean-going vessel. The District also issued 18 enforcement actions to gas stations for violations resulting in excess emissions and 1 gas station certification enforcement action. These violations occurred at 14 gas stations in the area. The District believes that more frequent inspections for these 27 facilities would be prudent to limit the potential for air quality impacts associated with failure to comply with emission standards established by District permit, rule, or regulation. The District has included a specific enhanced enforcement measures as part of the CERP to increase the frequency of inspection to at least twice per calendar year for the next five years or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first.

In addition, the District believes a new pilot training program for conducting self-inspections of equipment at gas stations may help to limit the potential for air quality impacts associated with vapor recovery defects at gasoline dispensing operations. Accordingly, the District has included a compliance assistance CERP measure to develop a new training program to instruct gas station operators on conducting thorough self-inspections to aid in the identifications and timely repair of system defects. The District will provide the hands on training to each gas station operator in the community.

Figure 5-4 Enforcement Actions by Type from 2017-2020

A review of the data also shows that the District has issued 7 violations for residential open burning, and 16 enforcement actions for fireplace/outdoor wood burning heater violations. This further demonstrates the need to include the aforementioned enhanced enforcement and outreach/education CERP measures.

5.4 CALIFORNIA AIR RESOURCES BOARD PROGRAM OVERVIEW AND ENFORCEMENT HISTORY IN STOCKTON

Section 5.4 Provided by the California Air Resources Board

The California Air Resources Board (CARB) enforcement programs cover the vehicles we drive, the diesel engines that power our economy, consumer products that we purchase and greenhouse gas (GHG) emissions from our industries and activities. The goal of Stockton's enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. Through enforcement, CARB works to bring responsible parties into compliance, and in doing so, achieves a level playing field across industry so that no company can benefit from non-compliance at the expense of another. CARB also works to deter industries from future violations and takes compliance seriously, because the success of our programs and the protection of public health depend on it.

CARB applies enforcement programs professionally in accordance with our enforcement policy,²⁷ which was updated in 2017. CARB uses program data, complaints and inspections to identify potential non-compliance, and then investigates each case. Once a violation is identified, CARB notifies the responsible party and evaluates what happened. CARB works with the party to achieve compliance and measure the relevant facts and circumstances of each case, relative to the eight statutory factors as described in our enforcement policy, to determine an appropriate penalty. The case is settled when the responsible party has achieved compliance and both parties have agreed upon an appropriate penalty. If a mutual settlement cannot be reached, CARB refers the case to California's Attorney General for civil litigation.

Field inspectors are a critical component of CARB's Heavy-Duty Diesel Enforcement Program. The inspectors work across the state to inspect trucks and other equipment for compliance with CARB's diesel regulations, such as the Heavy-Duty Diesel Vehicle Inspection Program (HDVIP), Drayage Truck, Truck and Bus Regulation, SmartWay and Transport Refrigeration Unit (TRU) Air Toxic Control Measure. Field inspectors also conduct inspections for compliance with In-Use Off-Road and School Bus Idling regulations. CARB inspectors examine heavy-duty vehicles and equipment at numerous locations throughout California, such as at California Highway Patrol (CHP) scale facilities, warehouses, fleet yards, construction sites, random roadside locations, truck stops, rest areas, ports and rail yards.

CARB'S THREE YEAR ENFORCEMENT HISTORY IN STOCKTON

The following section provides an overview of CARB enforcement actions across several enforcement programs within the Stockton Assembly Bill 617 (AB 617) community boundary for years 2017 through 2019.

Under the heavy-duty vehicles and marine enforcement program sub-sections, CARB staff provide overviews of enforcement activities along with maps to display the approximate locations of program inspections, which may help to determine gaps in CARB enforcement activity as well as locations where enhanced enforcement is necessary to deter potential violators within the community. Additional sub-sections include overviews of CARB's fuel enforcement activities, statewide consumer product enforcement activities, case settlements, Supplemental Environmental Projects, and more.

CARB will work closely with the Community Steering Committee (CSC) to determine areas of non-compliance within the Stockton AB 617 area that needs an enforcement presence. CARB acknowledges enforcement presence can be increased in this area and will work with CSC and the San Joaquin Valley Air Pollution Control District (SJVAPCD) to identify opportunities for enhanced enforcement.

²⁷ <https://ww2.arb.ca.gov/resources/documents/enforcement-policy>

Heavy-Duty Vehicles Programs

Over the last three years, CARB has conducted 244 inspections on Heavy-Duty Diesel Vehicles (HDDV) within the selected Stockton AB 617 Community. These inspections occurred across 7 of 12 CARB HDDV enforcement programs, as described in Appendix 4.1.

Table 5-1 below summarizes HDDV enforcement actions in Stockton from 2017 to 2019. Of the five citations issued to HDDVs within the community boundary, four were for emissions violations and one was for a non-emissions violation. Emissions violations further contribute to air pollution while non-emissions violations do not (e.g., a truck not meeting labeling or reporting requirements). CARB is working to compile information on the resolution of violations issued in Stockton and will provide this data to CSC as it becomes available.

Table 5-1 HDDV Enforcement in Stockton: 2017-2019

Program	Inspections	Violations	
		Emissions	Non-Emissions
Drayage	25	0	1
Heavy-Duty Vehicle Inspection Program (HDVIP)	134	0	0
Idling	31	0	0
Off-Road	3	0	0
Smart Way	33	0	0
Transportation Refrigeration Unit (TRU)	2	2	0
Truck and Bus	16	3	0
Total	244	5	1

Figure 5-5 below provides a year-to-year comparison of HDDV enforcement actions and overall compliance rates from 2017 to 2019. Although overall compliance remains high (at and above 96 percent) over the three-year period, the low number of total inspections under the Drayage, Off-Road, TRU and Truck and Bus programs, demonstrate the need for more targeted inspections in the Stockton community. CARB will work closely with CSC to determine methods to identify areas of non-compliance by evaluating emissions inventory, air monitoring data, CARB's three-year history and community groundtruthing information within the Stockton AB 617 boundary.

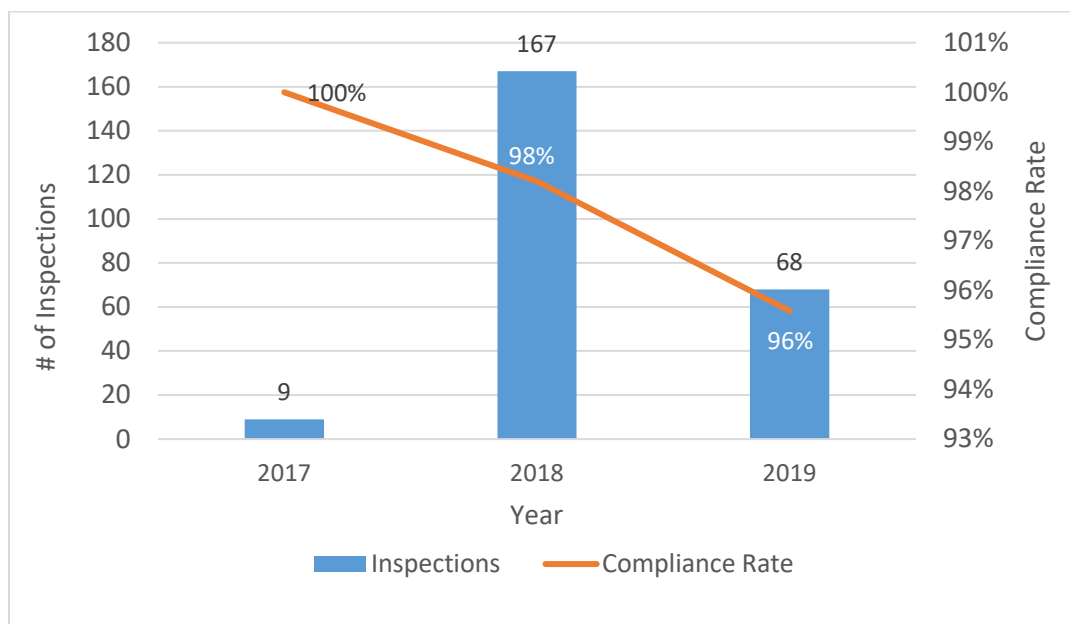
Figure 5-5 Year-to-Year Comparison of HDDV Enforcement in Stockton

Figure 5-6 below shows the approximate locations (indicated by the truck icons) of the above-mentioned HDDV program inspections in the Stockton community boundary. Visualizing inspection locations helps CARB staff to determine any locations where enhanced enforcement is needed within the community. In the past, CARB staff would target areas with large concentrations of HDDVs such as truck stops and distribution centers. It is important to note that each location represents multiple inspections across the various HDDV programs. In addition, implementing random roadside inspections can be difficult because field staff, in coordination with the California Highway Patrol, must have enough space to perform inspections safely on the side of the road.

Figure 5-6 Map of Heavy-Duty Diesel Vehicle Inspections in Stockton: 2017-2019

In April 2017, the Governor signed into law Senate Bill 1 (SB 1),²⁸ a legislative package meant to generate significant funding for transportation projects (e.g., to repair local streets, bridges, and roadways) across California. SB 1 includes a provision that aims to bring old, polluting buses and trucks into compliance with applicable emission standards as outlined in the Statewide Truck and Bus Regulation, and authorizes DMV to deny registration to non-compliant heavy-duty vehicles²⁹ starting January 1, 2020, through December 31, 2023. By the end of 2023, 100 percent of trucks and buses registered in California, which are subject to the rule, will comply with this regulation.

In response to the legislation, CARB began a streamlined enforcement process to increase outreach to owners of heavy-duty diesel trucks and buses and provide an opportunity for vehicle owners to demonstrate compliance. Those with older vehicle models that could potentially be out of compliance were sent Notices of Non-Compliance (NC) and Notices of Violation (NOV)³⁰ from 2018 through 2019. In the last quarter of 2019, CARB sent warning letters to fleet owners who appeared to have vehicles that could potentially be out of compliance beginning January 1, 2020. HDDV owners are now required to show proof of compliance to Department of Motor Vehicles (DMV) with their vehicle registrations.

²⁸ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

²⁹ The regulation applies to nearly all diesel-fueled trucks, buses, and school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.

³⁰ A Notice of Non-Compliance letter is sent to request proof of compliance. If compliance cannot be verified, a Notice of Violation is sent.

Table 5-2 Summary of letters sent under SB 1 in Stockton: 2018-2019

Type of Letter	Number of Letters Sent
Warning letters	189
NC and NOV letters	157
Total	346

In Stockton, CARB identified 1,512 HDDVs within the Stockton community. As shown in Table 5-2 above, CARB issued 189 warning letters and 157 NCs and NOVs to owners of vehicles within the area in 2019. Of the 157 vehicle owners sent NCs or NOVs, 29 demonstrated compliance, whereas 118 vehicles were found to be non-compliant and were issued registration holds by DMV and were removed from the road. In total, CARB issued warning letters or took enforcement action against 346 vehicle owners. No enforcement action was taken on 10 other vehicles that were found not to be subject to the Truck and Bus Regulation.

Marine Programs

From 2017 to 2019, CARB staff performed 171 inspections for marine regulation enforcement at the Port of Stockton. Descriptions of the related marine enforcement programs are provided in Appendix 4.4.

Table 5-3 Marine Enforcement in Stockton: 2017-2019

Program	Total Inspections	Violations
CHE	121	23
CHC	21	0
OGV	29	1
Total	171	24

As shown in

Table 5-3 above, marine enforcement focused mainly on the Cargo Handling Equipment (CHE) Regulation. During this period, 24 NOVs were issued for violations of CHE and Ocean Going Vessels (OGV) programs. CARB staff did not find any violations of the Commercial Harbor Craft (CHC) Regulation.

Figure 5-7 below provides a year-to-year comparison of marine enforcement activities and overall compliance rates from 2017 through 2019.

Figure 5-7 Year-to-Year Comparison of Marine Enforcement in Stockton

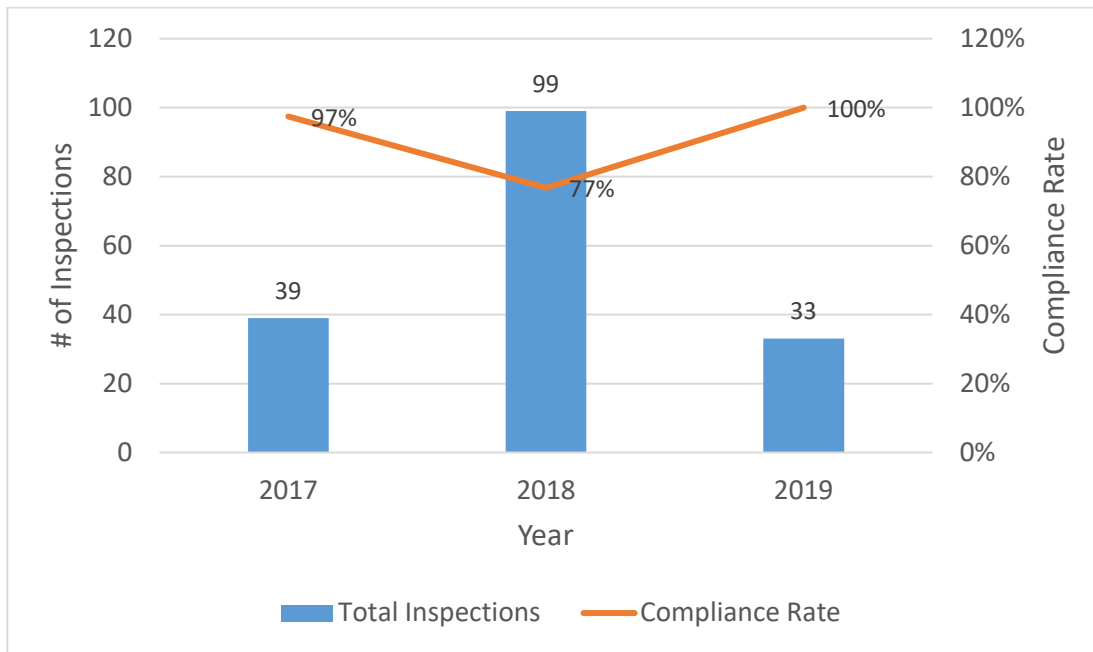


Figure 5-8 below indicates the approximate locations of the above-mentioned marine program areas at the Port of Stockton. This map may assist the community in identifying locations that CARB is not aware of or locations where additional inspections can occur.

Figure 5-8 Marine Enforcement Activity at the Port of Stockton: 2017-2019



Consumer Products

Consumer products are chemically formulated products used by household and institutional consumers and can be sources of toxic air contaminants and volatile organic compounds that community members unknowingly bring into their homes.

Examples include:

- Detergents and cleaning compounds
- Polishes and floor finishes
- Cosmetics and personal care products
- Home, lawn and garden products
- Disinfectants and sanitizers
- Aerosol paints and automotive specialty products
- Composite wood products

Consumer product inspections are an important regulatory tool to improve public health in the community. CARB investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect

products for compliance with registration and dating requirements and send selected products to the laboratory for testing.

From 2017 through 2019, CARB conducted 1,883 consumer product inspections statewide. Consumer products are reported statewide because it is assumed these products are sold and delivered throughout the state. Table 5-4 below represents a breakdown of enforcement action in the state.

Table 5-4 Consumer Product Inspections Statewide: 2017-2019

Program	Total Inspections	Violation	Under Investigation
Aerosol Coatings	118	24	72
Antiperspirant/Deodorants	35	4	16
Composite Wood	120	11	50
Other Consumer Products	1,610	73	618
Total	1,883	112	756

Vehicles and Engines

CARB is responsible for evaluating the emission control systems of new vehicles and engines, and evaporative emission control systems of engine-equipped devices. When CARB finds that the vehicle/engine/evaporative emission control system complies with all of California's emission standards and emissions-related requirements, the vehicle/engine/evaporative emission control system may operate in California.

CARB conducted six Vehicles and Engines inspections in the Stockton AB 617 Community during the 2017-2019 period. CARB staff found zero violations across the three programs listed in Table 5-5 below.

Table 5-5 Vehicles & Engines Program Inspections in Stockton: 2017-2019

Program	Inspections	Violations
49 State	1	0
Recreational Marine Engines	1	0
R134A	4	0
Total	6	0

Fuels Enforcement Program

CARB staff are responsible for setting standards and adopting regulations to achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources. Motor vehicle emissions are responsible for approximately 55 percent of air pollution emissions statewide.

As seen in Table 5-6, from 2017 through 2019, CARB staff conducted 112 fuel inspections in the Stockton community. There were no violations issued for these inspections within the community.

Table 5-6 Fuels Program Inspections in Stockton: 2017-2019

Fuel Type	Inspections	Violations
Gas	75	0
Diesel	28	0
Ethanol	8	0
Bio	1	0
Total	112	0

Case Settlements

This section presents an overview of settlement agreements reached between CARB and companies in violation of CARB regulations in the Stockton community. In 2017, a company that failed to comply with requirements of the CHE Regulation signed a settlement agreement with a penalty of \$170,625.00 that was paid to the California Air Pollution Control Fund. In August 2019, CARB settled a case with the Port of Stockton in the amount of \$8,625.00 for violating the CHE Regulation. For further details on these cases, please visit <https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-case-settlements>.

Complaints Summary and Resolution

CARB's previous complaint management system relating to HDDVs lacked the ability to track complaints by specific location. However, CARB staff have begun to work on and track all complaints through the California Environmental Protection Agency (CalEPA) Complaint Reporting System.³¹ This will allow CARB staff to better track complaints by community and to see the resolution of the complaint. Furthermore, this process will enhance CARB's complaint response by encouraging better complaint referrals (e.g. referring complaints to the proper agency and/or identifying complaints that may require

³¹ <https://calepacomplaints.secure.force.com/complaints/Complaint>

multiple agencies to be involved in their resolution). To increase the effectiveness of the complaint program, CARB Enforcement developed a training to help communities identify possible violations and report an enforceable complaint.

Complaints are a vital part of CARB's enforcement program and we encourage the community to report possible violations regularly. In 2019, CARB received eight diesel complaints through CARB's complaint reporting system for the Truck and Bus Regulation and four complaints through CalEPA's reporting system within the Stockton AB 617 Community. CARB referred the complaints received to the appropriate section in a timely manner.

Supplemental Environmental Projects

CARB has a Supplemental Environmental Project (SEP) Policy that allows community-based projects to be funded from a portion, up to 50 percent, of the penalties received during settlement of enforcement actions. Every year CARB initiates cases that result in settlements with monetary penalties. The goal of the SEP program is to improve public health, reduce pollution, increase environmental compliance and raise public awareness in neighborhoods most burdened by environmental harm. In Stockton, there is one school air filtration SEP that is currently pending approval for funding. In addition, there are three SEPs funded in the San Joaquin Valley Air District.

Area	AB617 Community	SEPs	Amount Funded	Funding Status
San Joaquin Valley	South Central Fresno	Healthy Air Neighborhoods-Fresno	\$ 35,000.00	Fully funded
San Joaquin Valley	Southwest Stockton	Installation of Air Filtration Systems in Stockton-Washington Elementary School	\$ 80,000.00	Fully funded
San Joaquin Valley	Shafter	Asthma Impact Model Kern	\$ 113,480.00	Fully funded

CARB's SEP policy can be accessed at <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

Outreach Materials

In an effort to provide communities with more knowledge, tools, and resources for enhanced enforcement, CARB Enforcement has developed the following outreach materials to further inform community members:

- **CARB's Enforcement Visualization Tool**

This web-based tool allows community members to see a map that details statewide field inspections and case settlements across California. This tool allows you to look up inspections by program, type, zip code, and date. A user guide has been developed to go along with the tool. This is a one-pager on how to use the Visualization Tool in your community. The Visualization Tool is available at <https://webmaps.arb.ca.gov/edvs/>.

- **Complaint Reporting**

- CARB has developed a community-focused training to provide communities with the information necessary to report a complaint. The trainings are tailored to each region within the AB 617 Program. For instance, the training provided in the San Joaquin Valley may differ from training given in West Oakland, based on the types of emission sources within the region, as well as contact information for other regulatory parties.
- As shown in Figure 5-9, CARB has also developed reporting cards (available in both English and Spanish) that include information on where to report complaints and what information to provide when reporting complaints. If the community is interested in receiving CARB's complaint reporting training or obtaining the Complaint Reporting business cards through the CSC or another outlet, please contact COES@arb.ca.gov, or speak to your local CARB Enforcement liaison.

Figure 5-9 CARB Complaint Reporting Business Cards

- **Supplemental Environmental Project Brochures**

The SEP brochure outlines the SEP program and how to apply. It is available in both English and Spanish. To learn more about the SEP program, visit <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>.

- **Informational Outreach Materials.** CARB staff are currently working on community outreach materials, including a multi-regulation booklet and a community idling factsheet. The booklet, geared towards community members, aims to provide information on the requirements for trucks and buses operating in their communities. For more information on any of the above outreach and training activities, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov.

CALEPA EJ INITIATIVE

In 2018 and 2019, CARB staff participated in a multi-agency initiative lead by CalEPA that focused on Stockton. As part of the initiative, CARB provided the City of Stockton with No-Idling signs. As of December 2019, seven signs were posted at various locations identified by the community as having high rates of idling trucks. Of the seven signs posted, three were on South Fresno Avenue, three were on Lincoln Street, near the DMV, and one was on Weber Avenue.

In addition, CARB developed a monitoring plan to help quantify the air pollution burden in the Boggs Tract community with a specific focus on George Washington Elementary School. CARB staff installed two Aeroqual sensors at the George Washington Elementary School and data was collected from July 30, 2019 to August 28, 2019. These sensors measured PM_{2.5}, ozone and NO₂ concentrations in the community.

CARB also conducted mobile monitoring to characterize the air quality and its spatial pattern around the school and to identify possible sources of pollution. CARB staff collected monitoring data using a Mobile Sampling Platform. In total, CARB conducted 7 days of sampling from August 15, 2019 to August 30, 2019, making 19 rounds of the community and surrounding area. CARB concluded that areas in the vicinity of the school and near the port showed higher levels of PM₁₀ (and other coarser PM), which was observed to be consistent with road dust from unpaved roads. Initial analysis of the combined monitoring efforts appeared to show that the highest concentrations of measured pollutants were lower than both the Federal and State air quality standards.

The results of CalEPAs environmental justice initiative are located at the following link: <https://calrecycle.maps.arcgis.com/apps/Cascade/index.html?appid=99f5790b860844668bdef48f45dcfa00>

CARB ENFORCEMENT STRATEGIES

The goal of our enforcement programs is to achieve comprehensive compliance in every regulation CARB adopts. CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be to achieve the same or higher compliance rates as observed in CARB inspections throughout the AB 617 Community. In addition, CARB's goal is to work closely with CSC, SJVACPD, local organizations and other agencies within Stockton (e.g. City government) to address gaps in the enforcement of mobile sources. In the past, CARB focused mobile enforcement on high traffic areas, truck stops, distribution centers and areas where complaints were reported. To achieve these goals, CARB is committed to enhancing enforcement activities within Stockton by utilizing the following tools:

- An assessment of the enforcement history data
- Emissions inventory
- Air monitoring data
- Groundtruthing observations to assist in targeting areas that may require additional enforcement with guidance from CSC

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton community. Listed below are CARB's enforcement strategies to help improve air quality in the Stockton community:

1. Increase the frequency of compliance inspections with guidance from CSC

CARB will collaborate with the Stockton CSC and the District to actively enhance enforcement activities throughout the community boundary. This will be done through a combination of improved complaint reporting, identifying multiple locations for focused inspections, inventory analysis, and community input. CARB will schedule report-back meetings to update CSC on both the status of inspections and to obtain additional areas of mobile source concerns. CARB will work with CSC to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles, TRUs, and off-road equipment are present. CARB will report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and NOVs issued. As of September 2020, through CSC monthly meetings, the committee and citizens have heard there is a need to focus enforcement efforts in the following areas:

- a. Knife River area
- b. Charter Way and Fresno Avenue
- c. South El Dorado
- d. Boggs Tract
- e. Idling HDDVs near schools and residential areas

The fact that there were only two inspections of TRUs from 2017 to 2019, and both were determined to be non-compliant, warrants an increase of TRU inspections in Stockton. In 2021, with the help of CSC and SJVAPCD, CARB will increase TRU enforcement.

If members of CSC have additional guidance on where CARB staff can enhance enforcement efforts, please reach out to the Community Outreach and Enforcement Section at COES@arb.ca.gov.

2. Provide in-person community specific training

CARB will develop and offer training opportunities to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or SJVAPCD enforcement processes. In light of social distance mandates due to COVID-19, CARB may develop online trainings.

3. Achieve compliance with the Truck and Bus Regulation via SB 1

As mentioned earlier, SB 1 includes a provision that, beginning in 2020, a vehicle must demonstrate compliance with the Truck and Bus Regulation before it can be registered with the DMV. Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDDVs based on the model year of the vehicle. Under this legislation, compliance with the Truck and Bus Regulation will be fully implemented by 2023.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton such as the City of Stockton, school districts and other CalEPA agencies. For example, CARB staff may work with the City of Stockton to provide truck *No Idling* signage in areas where community members observe trucks idling. In addition, CARB may provide assistance in other areas such as land-use and urban planning, if needed.

5. Enhance CARB's data management practices

CARB is committed to enhancing the quality of enforcement data for the Stockton community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide CSC with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. This tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide annual report of enforcement activities

CARB's Enforcement Division will provide an annual report to CSC to summarize CARB's enforcement activities within the community and update strategies as require

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the CSC, if said strategies fall within CARB's jurisdiction and if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles). As CARB adopts new regulations, CARB will enforce these measures and integrate associated activities and data into the Stockton enforcement measures.

APPENDIX

ENFORCEMENT PROGRAMS DESCRIPTION

Heavy-Duty Vehicle Inspection Program (HDVIP). The HDVIP requires inspection of heavy-duty trucks and buses for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested. CARB inspection teams perform tests at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation and up to \$1,000 a day.

Off-Road Construction Equipment (Off-road Regulation). Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders and backhoes. The Off-Road Regulation requires off-road fleets to meet fleet average emission standards and be equipped with best available control technology.

The Tractor-Trailer GHG Regulation (Smart Way). This regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that the U.S. EPA Smart Way program has verified or designated to meet their efficiency standards and reduce fuel consumption.

Solid Waste Collection Vehicles (SWCVs). The SWCV Regulation required vehicle owners to upgrade SWCVs by December 31, 2010. On January 24, 2019, the Board approved amendments that now require reporting for SWCVs with 2006 model year and older engines to avoid unnecessary registration delays at the California DMV starting in 2020 due to SB 1 requirements. The approved amendments also added heavy diesel-fueled on-road single engine cranes to the regulation and became effective on July 1, 2019. These specialized cranes are required to phase-in 2010 or newer model year engines from 2019 to 2027.

Transport Refrigeration Unit (TRU). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Because diesel particulate matter (diesel PM) is an identified toxic air contaminant, CARB adopted an airborne toxic control measure (ATCM) for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU Regulation.

Drayage. The Drayage Truck Regulation is part of CARB's ongoing efforts to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with goods movement. Heavy-duty vehicles that carry goods to or from a port or intermodal facility are required to be equipped with a 2007 or newer model year engine. This requirement becomes stricter in 2023, when drayage trucks are required to be equipped with a 2010 or newer model year engine, because drayage trucks will be required to meet the standards of the Statewide Truck and Bus Regulation.

Statewide Truck and Bus (STB). The STB Regulation requires diesel trucks with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters, or replace older engines with cleaner engine technology, on a schedule based on the model year of the engine and GVWR. The following timeline outlines the engine requirements HDDV must meet to be in compliance with the regulation.

Idling. Idling and opacity inspections are performed to ensure an HDDV is compliant with emission standards and is not violating CARB's Idling Regulation. Idling for more than five minutes is prohibited unless the HDDV is certified clean idle and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at \$300 per violation and up to \$1000 per day.

FUELS INSPECTIONS

California's reformulated gasoline requirements are designed to reduce emissions from evaporation and the burning of gasoline, and Low Carbon Fuel Standard requirements are designed to reduce GHG emissions by reducing the carbon content of fossil fuels. To enforce these programs, CARB staff conduct inspections and review reporting information. When CARB identifies a violation, staff pursue compliance through corrective action and through the issuance and settlement of NOVs.

VEHICLES AND ENGINES

The New Vehicle/Engine Programs evaluate the emission control systems of new vehicles, engines, and evaporative emission control systems produced for California. When all emissions related requirements are met, CARB issues an Executive Order certifying the vehicle/engine/evaporative emission control system

as compliant with California's emissions requirements. Vehicles and engines are not legal for sale in California until certified.

MARINE ENFORCEMENT PROGRAMS DESCRIPTION

Ocean Going Vessel (OGV) Fuels Regulation. The OGV Regulation is intended to reduce PM, diesel PM, NOx, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.

Cargo Handling Equipment (CHE). The Mobile CHE Regulation was adopted in 2005 to reduce toxic and criteria emissions such as diesel PM and NOx to protect public health. As part of CARB's continuing efforts to reduce emissions of air pollution in California, CARB staff conduct compliance inspections of CHE used at ports and intermodal rail yards. CHE transfers goods, performs maintenance and repair activities, and includes equipment such as yard trucks, rubber-tired gantry cranes, top handlers, side handlers, forklifts, and loaders. CARB staff also conduct smoke audits on CHE at regulated facilities to insure equipment is maintained to manufacturer specifications.

Commercial Harbor Craft (CHC). There are several types of harbor craft in California, including crew and supply boats, fishing vessels, ferries, excursion vessels, tug boats, barges, dredges, and other vessel types. The CHC Regulation was adopted in 2007 to reduce emissions of diesel PM, NOx, and Reactive Organic Gases from diesel engines used on CHC operated in Regulated California Waters (within 24 nautical miles of the California coast).

CONSUMER PRODUCTS PROGRAMS DESCRIPTION

Composite Wood Products. CARB's ATCM to control formaldehyde emissions from composite wood specifically focuses on three products: hardwood plywood, particleboard, and medium density fiberboard. Investigators in the Composite Wood Products program purchase samples of regulated products from outlets all over California. They inspect products and packaging for compliance with labeling requirements and send selected products to the laboratory for testing.

Consumer Products. Consumer products are chemically formulated products used by household and institutional consumers. Some examples are detergents and cleaning compounds; polishes and floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; and aerosol paints and automotive specialty products. Consumer products do not include other paint products, furniture coatings, or architectural coatings. Investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect product containers for compliance with registration and dating requirements and send selected products to the laboratory for testing.

MARINE INSPECTIONS IN STOCKTON

Year	Date	Program	Street	City	Compliant (Yes/No)
2018	4/5/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	No
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste J	Stockton	Yes
2018	4/4/2018	Cargo Handling Equipment	2201 West Washington Street	Stockton	Yes
2018	2/1/2018	Cargo Handling Equipment	2321 W. Washington St. Ste H	Stockton	Yes
2018	1/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/23/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	2/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/1/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2018	3/26/2018	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	6/13/2019	Cargo Handling Equipment	205 Port Rd 1	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	7/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/8/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes

Year	Date	Program	Street	City	Compliant (Yes/No)
2019	10/24/2019	Ocean Going Vessel	n/a	Stockton	Yes
2019	12/11/2019	Ocean Going Vessel	n/a	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	No
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	1/9/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/6/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/7/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	3/13/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2017	6/20/2017	Ocean Going Vessel	2201 West Washington Street	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/23/2019	Commercial Harbor Craft	Port of Stockton	Stockton	Yes
2019	1/11/2019	Commercial Harbor Craft	Port of Stockton West Complex	Stockton	Yes

COMPLAINTS IN STOCKTON

Complaint ID	Company City	Date Submitted	Complaint type
2619	Stockton	3/21/2019 8:11	Smoking Vehicle - Periodic Smoke Inspection

2869	Stockton	6/6/2019 9:08	Smoking Vehicle - Periodic Smoke Inspection
2870	Stockton	6/6/2019 9:27	Smoking Vehicle - Periodic Smoke Inspection
2984	Stockton	7/15/2019 14:18	Truck & Bus
3040	Stockton	8/2/2019 10:14	Smoking Vehicle - Periodic Smoke Inspection
3257	Stockton	10/8/2019 9:16	Truck & Bus
3259	Stockton	10/8/2019 9:50	Truck & Bus
3316	Stockton	12/5/2019 12:20	Tampering
COMP-45923	Stockton	9/5/2019 15:51	Excessive dust from construction site
COMP-41415	Stockton	1/14/2019 9:27	Indoor air quality concern
COMP-46297	Stockton	10/23/2019 11:01	unpermitted automotive painting business/illegal hazardous waste dumping
COMP-11902	Stockton	1/19/2017 19:37	Air pollution caused by Duraflame facility

HDDV CITATIONS IN STOCKTON

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Idling	Commercial	N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2017	10/2/2017	Off-Road		N	817 NAVY DR.
2018	2/12/2018	Drayage		Y	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	Drayage		N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Drayage		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Drayage		N	PORT RD 13 @ PORT RD G
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	ECL	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Tampering	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	2/12/2018	HDVIP	Quick Snap	N	BNSF RAIL YARD, ARCH RD.@AUSTIN RD.
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	ECL	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	DEF	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	4/16/2018	HDVIP	Quick Snap	N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	HDVIP	Tampering	N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	ECL	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Quick Snap	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	DEF	N	PORT RD 13 @ PORT RD G
2018	11/8/2018	HDVIP	Tampering	N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Smart Way		N	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	11/8/2018	Smart Way		N	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		Y	PORT RD. 13 @ PORT RD. G
2018	11/8/2018	Truck & Bus		Y	PORT RD 13 @ PORT RD G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2018	4/16/2018	Truck & Bus		N	PORT RD. 13 @ PORT RD. G
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Quick Snap	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	DEF	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	ECL	N	FRESNO @ SONORA
2019	2/20/2019	HDVIP	Tampering	N	FRESNO @ SONORA
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	1/30/2019	Idling	Commercial	N	SONORA AND FRESNO STREET
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/12/2019	Idling	Commercial	N	225 Fresno st
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	12/16/2019	Idling	Commercial	N	55 S Lincoln St
2019	2/20/2019	Idling	Commercial	N	FRESNO @ SONORA
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	405 SOUTH FRESNO ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/4/2019	Idling	Commercial	N	55 SOUTH LINCOLN ST
2019	3/7/2019	Idling	Commercial	N	233 SOUTH FRESNO AVE
2019	6/3/2019	Idling	Commercial	N	205 SOUTH FRESNO ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	6/3/2019	Idling	Commercial	N	55 SOUTH LINCON ST
2019	2/20/2019	Off-Road		N	FRESNO @ SONORA
2019	12/12/2019	Smart Way		N	225 Fresno st
2019	12/12/2019	Smart Way		N	225 Fresno st
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	2/20/2019	Smart Way		N	FRESNO @ SONORA
2019	3/4/2019	Smart Way		N	55 SOUTH LINCOLN ST
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	2/20/2019	TRU		Y	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		Y	205 SOUTH FRESNO ST
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	1/30/2019	Truck & Bus		N	SONORA AND FRESNO STREET
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	2/20/2019	Truck & Bus		N	FRESNO @ SONORA
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

Year	Insp Date	Program	Inspection	Citation (Y/N)	Street
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST
2019	6/3/2019	Truck & Bus		N	55 SOUTH LINCON ST

5.5 LEVERAGING COMMUNITY INVOLVEMENT IN ENFORCING RULES TO REDUCE AIR POLLUTION

Members of the community play an important role in protecting public health by reporting air quality issues that they observe to both the District and CARB. The District and CARB value input from the public who reside and work in the community. The complaint process aids both agencies in identifying issues within the communities and ensuring timely resolution. Filing a complaint is easy. The following is the contact information for the District and CARB.

San Joaquin Valley Air Pollution Control District
Stationary Sources - Smoke, Dust, Odors or Other Contaminants
Phone: 1-800-870-1037
Valley Air Smart Phone App
Online: <https://www.valleyair.org/busind/comply/onlinecomplaint.htm>

California Air Resources Board
Automobiles, Trucks, Off-road Equipment, or Other Vehicles
Phone: 1-800-END-SMOG
Online: <https://calepa.ca.gov/enforcement/complaints/>

An effective complaint should contain as much information and as many details as possible as this helps the inspector in responding to the issue and conducting the investigation. The following information is helpful when filing a complaint:

- Time, date, and location of possible violation; including name of facility if known.
- Type of air quality concern. Describe what you see, smell, and feel.
 - See: smoke, fire, dust falling ash, etc.
 - Smell: rotten eggs, gasoline, oil, sweet, sour, smoke, etc.
 - Feel: burning eyes, throat/nose irritation, breathing problem, headache, etc.
- Is the issue still occurring? If not, when did it occur? Is it recurring? If so when?

- Time of day
- Day of week
- Your name and contact information – anonymous complaints can be filed but contact information often helpful in fine tuning the investigation.

To better leverage community involvement, the District and CARB will also assign a dedicated team to work with the Community Steering Committee to follow-up on community concerns, and to conduct community-level compliance assistance, outreach, and education related to compliance and enforcement of local and state rules and regulations. As part of this partnership, the District and CARB will track and report back to the Community Steering Committee on the ongoing enforcement activities within the community to monitor progress in meeting community enforcement measures and to look for innovative strategies to enforcement practices with the goal of increased compliance with air pollution rules and regulations within the community.

5.5 ENFORCEMENT STRATEGIES

5.6.1 DISTRICT ENFORCEMENT STRATEGIES

The District has used the assessment of the three (3) year compliance history in the Stockton AB 617 Community and comments shared by the Community Steering Committee to develop the list of enforcement strategies below which aim to reduce the potential for localized air quality impacts within the Stockton AB 617 Community. During implementation, District staff will provide regular updates on enforcement measures and will solicit guidance and feedback to continue to look for opportunities to evaluate and improve enforcement activities.

1. **Enhanced enforcement of District Rule 4901 (*Wood Burning Fireplace and Wood Burning Heaters*) mandatory wood burning curtailments:**

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

2. **Enhanced enforcement of District Rule 4103 (*Open Burning*) to reduce the illegal open burning of residential waste:**

To limit the potential for localized PM_{2.5} and toxic impacts associated with the illegal open burning of residential waste, District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District will work with the Community Steering Committee to focus surveillance efforts in areas where illegal residential open burning has historically occurred.

3. **Enhanced inspection frequency of permitted sources:**

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 will increase 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.

4. Enhanced enforcement of fugitive dust requirements

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, the District will conduct targeted surveillance efforts within the Stockton AB 617 Community. Building on the District's existing surveillance and complaint response efforts, the District will conduct at least one targeted enforcement effort within the Stockton AB 617 Community during both the 2nd and 3rd quarter for the next five (5) years.

5. Pilot training program for conducting self-inspections at gas stations:

This measure is still being considered by the Stockton Steering Committee and may be included in a later draft.

6. Enhanced enforcement of the state's heavy-duty vehicle anti-idling regulation:

To limit the potential for localized PM_{2.5} and toxic air quality impacts associated with failure to comply with the state's heavy-duty vehicle anti-idling regulation, the District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Stockton AB 617 Community at least once per quarter for the next 5 years. The District and CARB will work with the Community Steering Committee to identify heavy-duty vehicle idling "hot spots," especially those near schools, to aid in focusing the enforcement efforts.

7. Report back to the Community Steering Committee on Enforcement Activities:

The District will track and provide an annual report to the Community Steering Committee to summarize the District enforcement efforts within the community and to monitor progress in implementing community enforcement measures and meeting enforcement goals.

8. Coordinate with other agencies

The District will seek opportunities to coordinate with other agencies within the Stockton AB 617 Community to address multimedia compliance issues as they arise.

9. Update enforcement strategies as appropriate

The District committed to evaluating the results of ongoing compliance activities within the Stockton AB 617 Community and moving forward will work with the Community Steering Committee to update measures as appropriate.

5.6.2 CARB ENFORCEMENT STRATEGIES

CARB acknowledges that the high compliance rates identified in the enforcement history may not necessarily reflect compliance across the community. In cases where enhanced enforcement activities uncover non-compliance issues, CARB's goal will be

to achieve the same or higher compliance rates as observed in the three-year history. CARB staff will also work closely with the community steering committee, the Air District, and other agencies to address gaps in the enforcement of mobile sources and seek opportunities to close these gaps.

To support achieving these goals, CARB is committed to enhancing enforcement activities within Stockton AB 617 Community by utilizing the following tools:

- An assessment of the enforcement history data
- Targeting areas that may require additional enforcement with guidance from the community steering committee

CARB will utilize current regulations and enforcement programs across all sources CARB regulates to target areas of non-compliance within the Stockton AB 617 Community.

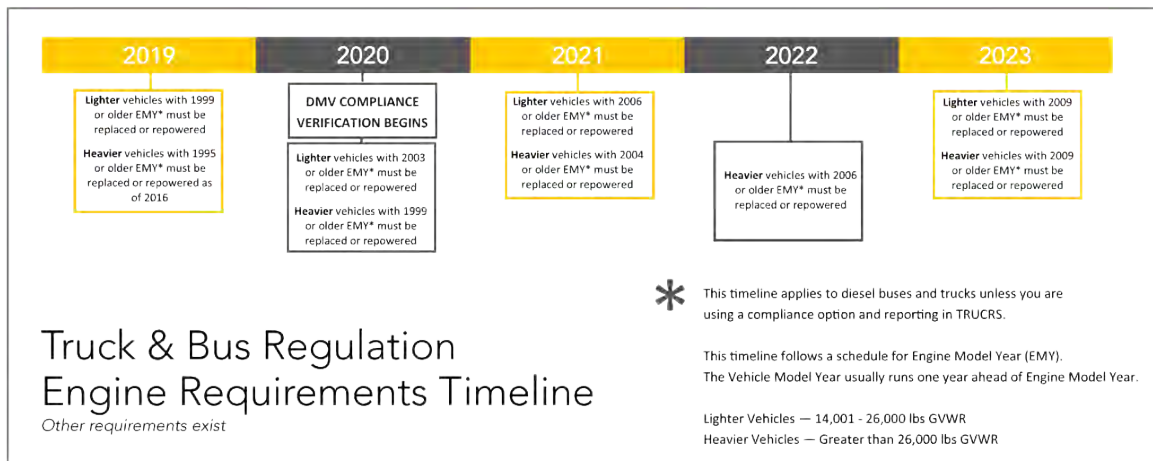
Listed below are CARB's enforcement strategies to help improve air quality in the Stockton AB 617 Community:

1. Increase the frequency of compliance inspections with guidance from the community steering committee:

CARB will collaborate with the Stockton AB 617 Community steering committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community steering committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the steering committee to meet annually in order to prioritize enforcement strategies and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.

2. Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1:

In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant HDVs based on the model year of the HDV.

Figure 5-10 Truck and Bus Regulation Engine Requirements Timeline**3. Provide Annual Report of Enforcement Activities**

CARB's enforcement division will provide an annual report to the CSC to update and summarize CARB's enforcement activities within the community.

4. Coordinate with other agencies

CARB will seek opportunities to coordinate with other agencies with enforcement authority in Stockton AB 617 Community.

5. Enhance CARB's Data Management Practices

CARB is committed to enhancing the quality of enforcement data for the Stockton AB 617 Community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the community steering committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <https://webmaps.arb.ca.gov/edvs/>.

6. Provide in-person community specific training

CARB will develop and implement a new program that will be offered to the Stockton AB 617 Community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.

7. Update enforcement strategies as applicable

CARB staff are committed to updating enforcement strategies as requested by the community steering committee, if said strategies are enforceable by CARB

staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles).

6. METRICS TO TRACK PROGRESS

1.1 6.1 METRICS FOR FIVE-YEAR MILESTONE EVALUATION

Strategies implemented as a part of this CERP are designed to improve air quality in the community of Stockton. The five-year milestone evaluation is intended, per CARB guidance, to illustrate community scale emissions reductions and air quality trends that may not be evident on an annual reporting basis. To this end, the five year milestone report submitted to CARB for Stockton will include a comprehensive report of air quality monitoring data obtained in the community throughout the term of the CERP, as well as a complete accounting of all projects, emissions reductions, and associated co-benefits implemented as a result of AB 617 program implementation in the community of Stockton.

Table 6-1 Metrics for Tracking Progress

Community Suggested Measures	Unit Type	Total Number	2021	2022	2023	2024	2025
Heavy Duty Mobile Sources							
Zero & Near-Zero Emission Heavy Duty Trucks	Trucks						
Enhanced Enforcement of Statewide Anti-Idling Regulation	Surveillance						
Incentives for Railcar Movers/Switchers	Switchers/Railcars						
Large Clean Fueling Infrastructure	Fueling Stations						
Truck Idling Plug Ins	Plug Stations						
Enforcement of Heavy Duty Vehicle Inspection Programs	Repairs						
Older Vehicles							
Host Tune-In Tune-Up Events within Community	Repairs						

Community Suggested Measures	Unit Type	Total Number	2021	2022	2023	2024	2025
Car Share Program	Cars						
Residential Wood Burning							
Incentives to Replace Wood Burning Devices	Devices						
Outreach to Reduce Illegal Burning Activity	Outreach Activities						
Enhanced Enforcement to Reduce Illegal Burning of Residential Waste	Surveillance						
Enhanced Enforcement of District's Residential Wood Burning Regulation	Surveillance						
Land Use							
Land Use/Sustainable Development	Meetings						
Integration of Local and Regional Planning Efforts	Meetings						
Work with Local Water-Focused Organizations	Meetings						
Bike Paths and Infrastructure	Bike Paths						
Truck Routes	Truck Routes						
Parklets, Pocket Parks	Parks						
Addressing Algal Blooms	Meetings						
Stationary Sources							
Evaluation of BARCT Requirements for Rules that Apply to Cap and Trade Facilities	BARCT Evaluations						

Community Suggested Measures	Unit Type	Total Number	2021	2022	2023	2024	2025
Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Rule Evaluations						
Expedited Facility Risk Assessment And Risk Reduction	Risk Reduction Audits						
Inspection frequency for permitted stationary sources	Surveillance						
Port							
Enforcement of Cargo Handling Equipment Regulation	CARB Surveillance						
Enforcement of Commercial Harbor Craft Regulation	CARB Surveillance						
Enforcement of Ocean Going Vessel Regulation	CARB Surveillance/ Enforcement						
Enforcement of Transportation Refrigeration Units Regulation	CARB Surveillance/ Enforcement						
Enforcement of Heavy Duty Truck Idling Regulation	CARB Surveillance/ Enforcement						
Enforcement Truck and Bus Regulation	CARB Surveillance/ Enforcement						

Community Suggested Measures	Unit Type	Total Number	2021	2022	2023	2024	2025
Enforcement Off-Road Diesel Regulation	CARB Surveillance/ Enforcement						
Zero and Near-Zero Emission Technology at Port	Vehicles						
Community							
Consumer Products Regulatory Program Enforcement	CARB Surveillance/ Enforcement						
Vegetative Barriers	Projects						
Trees and Urban Greening	Projects						
Healthy Air Living Schools: Increase Participation	Schools						
Air Filtration in Schools	Schools						
Reduce Children’s Exposure near Schools	Outreach Materials/ Events						
Air Filtration in Homes	Filters						
Residential Lawn and Garden Equipment	Equipment						
Commercial Lawn and Garden Equipment	Equipment						
Indoor Air Filtration and Home weatherization	Meetings						
Multilingual Outreach	Outreach Materials/ Events						

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PROJECT REVIEW

According to Section 15061 (b)(3) of the California Environmental Quality Act (CEQA) Guidelines, a project is exempt from CEQA if, “the activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Since the Project will result in an air quality benefit to the community, the Project is not expected to result in a significant impact under CEQA. As such, the common sense exemption applies.

In addition, this Project is an action taken by a regulatory agency, the San Joaquin Valley Air District, as authorized by state law for the protection and betterment of air quality in the San Joaquin Valley. CEQA Guidelines §15308 provides a categorical exemption for “actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.” No construction activities or relaxation of standards are included in this project. As such, for this additional reason, the District finds that the Project is exempt from CEQA.

Pursuant to Section 15062 of the CEQA Guidelines, the District will file a Notice of Exemption upon Governing Board approval of the Project.

Welcome to the Stockton Community Steering Committee Meeting #14

Thursday, January 19, 2021

Before we get started, please **mute yourself** and make sure your full name and organization are showing as your screen name

- To **rename**, click on the top right side of your picture/video.
- Use this naming convention, **Affiliation - First Last (e.g. CSC - Jane Doe)**
 - **CSC** – for Committee members
 - **CARB** – for California Air Resources Board Staff
 - **AD** – for Air District staff
- **Need help?** The ILG team can manually rename you – JUST ASK!

Zoom Controls

- Please **raise your blue Zoom hand** to ask a question during a presentation Q&A (use ***9** if participating by **phone**);
- Please **stay on mute** unless you are speaking or planning to speak (use ***6** if participating by **phone**);
- Please **use the chat box** to communicate questions / comments / requests that you'd like captured but that are not specific to the discussion items tonight.
- Please **link your two accounts** by using your participant number. Just press **#** and your **Participant ID** to connect your audio and your video.

Agenda

- 5:00 p.m.** Welcome, Introductions
- 5:10 p.m.** Community Emission Reduction Program (CERP) Strategies
- 6:50 p.m.** Wrap Up & Next Steps
- 6:55 p.m.** Public Comment

CERP Refresher

- **CERP stands for “Community Emissions Reductions Program”**
- The CERP is a high-level planning document that outlines **basic concepts** and **community priorities**
- We are currently in the CERP **development** phase
- The CERP **implementation** phase is when the CSC will outline specifics and details; that phase is 5 years

The CERP is a **dynamic** and **flexible** document; it is a framework for the work we’re going to do

Even after CERP consensus is achieved, the document can be modified during implementation

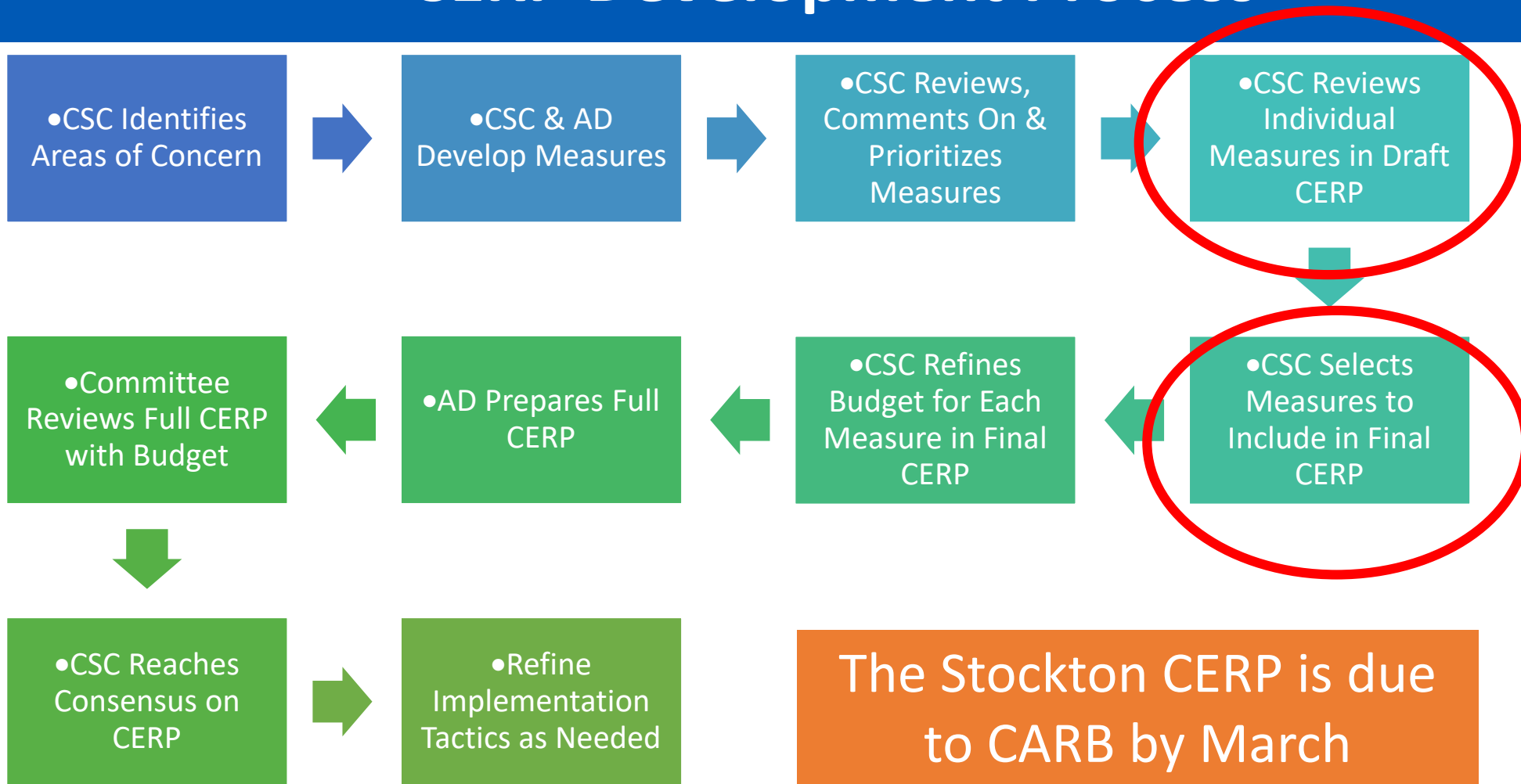
The CERP includes **emission reduction, exposure reduction** and **coordination** measures

The task of the CSC is to create a CERP document that will achieve emissions reductions through programs and activities that reflect community priorities

The new deadline for the CSC to achieve consensus on the CERP is **March**

The CERP that goes to the Air District Board in March **will not** be all inclusive (and it can be changed after “board approval”) but it should reflect the major priorities that need to be addressed during implementation

CERP Development Process



Future Meeting Schedule

CSC Selects and Discusses Measures for Inclusion in CERP

- December 2, 2020 (standing meeting)
- January 14, 2021 (standing meeting)
- **January 19, 2021 (special meeting)**

CSC Discusses Additional Measures for Inclusion in CERP AD Provides Draft CERP to CSC

- ### CSC Reviews & Discusses Draft CERP (without budget)
- February 3, 2021 (standing meeting)

CSC Reviews & Discusses Draft CERP (with budget)

- February 16, 2021 (special meeting)

CSC Finalizes and Votes on Draft CERP

- March 3, 2021 (standing meeting)

Final CERP Presented to AD Board

- March 18, 2021 (AD Governing Board meeting)

CERP Meeting Workplan

January 14	January 19 (today)	February 3	February 16
<p>Reviewed & Sorted</p> <p>5 out of 10</p> <p>Yellow & Red Incentive Measures</p>	<p>Review & Sort</p> <p>±24</p> <p>Green, Yellow & Red Non-Incentive Measures</p>	<p>Review & Sort</p> <p>Remaining</p> <p>Yellow & Red Incentive Measures</p> <p>CONSENSUS/VOTING on final sorting assignments</p> <p>Discuss 1st draft of CERP WITHOUT budget</p> <p><i>(CSC must review document prior to meeting. Will be emailed to CSC by 1/28.)</i></p>	<p>Discuss 2nd draft of CERP WITH budget</p> <p><i>(CSC should prepare for a possible budget prioritization exercise using a technology solution)</i></p> <p>Prepare for VOTE on final CERP in March</p>

Step Up, Step Back



If you notice that you are speaking up more than your fellow CSC members, take a **step back** to allow others' opinions to be represented.

If you notice that you are offering fewer points in the discussion, **step up and speak up** – your opinions are valued, too.

CERP Strategies



Incentive Strategies

(discussed during the past 4 meetings)



Non-Incentive Strategies

(to discuss today -- enforcement; regulatory; outreach; collaboration with other agencies)

Sorting Process

We don't have time to discuss all 50+ measures so we need to sort them.

Green

- Most of the CSC agrees we want this measure in the draft CERP
- AD can start refining the current language based on feedback received

Yellow

- There is some CSC agreement but more discussion is needed about HOW to accomplish the goal before it moves to green

Red

- Lots of confusion and little agreement about the approach and benefits; much more discussion needed; may be removed from the final CERP

- **Based on comments received so far, we made the preliminary assignments.**
- **The CSC can change color coding during this meeting and any time during this sorting process.**
- **The budget for each measure will be decided in a separate meeting AFTER the sorting is complete.**

All Non-Incentive Strategies in Order

1. Permitted Stationary Sources (Enf)
2. Truck Idling (Enf)
3. Facility Risk Assessment (Reg)
4. Heavy-Duty Vehicle Inspection Programs (CARB; Enf)
5. Multilingual Outreach – Air Quality Info and Program (Outreach)
6. Ocean Going Vessel Fuel Regulation (CARB; Enf)
7. Reduce Children’s Exposure to Poor Air Quality at Schools (Outreach)
8. Port of Stockton (Coord)
9. Mobile Cargo Handling Equipment Regulation (CARB; Enf)
10. Fugitive Dust (Enf)
11. Truck and Bus Regulation (CARB; Enf)
12. Transport Refrigeration Units Regulation (CARB; Enf)
13. Evaluation of District Rules (Reg)
14. In-Use Off-Road Diesel-Fueled Fleets (CARB; Enf)
15. Consumer Products Regulatory Program (CARB; Enf)
16. Illegal Burning (Enf)
17. Commercial Harbor Craft Regulation (CARB; Enf)
18. Residential Wood Burning Rule (Enf)
19. Illegal Residential Open Burning (Outreach)
20. Vehicle Miles Traveled Reduction (Coord)
21. Outdoor Commercial Cooking Emissions (Coord)
22. (Gas Station) Self-Inspections Training Program (Enf)
23. Transportation Planning (Coord)
24. Algal Bloom (Coord)

Enf. = Enforcement; Coord. = Coordination; Reg. = Regulatory

All Non-Incentive Strategies by Color (*proposed*)

Green

1. Permitted Stationary Sources (Measure #1)
2. Truck Idling (Measure #2)
3. Facility Risk Assessment (Measure #3)
4. Enforcement of Heavy-Duty Vehicle Inspection Programs (Measure #4)
5. Multilingual Outreach – Air Quality Info and Program (Measure #5)
6. Reduce Children’s Exposure to Poor Air Quality at Schools (Measure #7)
7. Port of Stockton (Measure #8)
8. Fugitive Dust (Measure #10)
9. Evaluation of District Rules (Measure #13)
10. Illegal Burning (Measure #16)
11. Illegal Residential Open Burning (Measure #19)
12. Transportation Planning (Measure #23)
13. Algal Bloom (Measure #24)

Yellow

1. Ocean Going Vessel Fuel Regulation (Measure #6)
2. Mobile Cargo Handling Equipment Regulation (Measure #9)
3. Transport Refrigeration Units Regulation (Measure #12)
4. Consumer Products Regulatory Program (Measure #15)
5. Commercial Harbor Craft Regulation (Measure #17)
6. In-Use Off-Road Diesel-Fueled Fleets (Measure #14)
7. Truck and Bus Regulation (Measure #11)
8. Enforcement of Residential Wood Burning Rule (Measure #18)
9. Vehicle Miles Traveled Reduction (Measure #20)

Red

1. Outdoor Commercial Cooking Emissions (Measure #21)
2. (Gas Station) Self-Inspections Training Program (Measure #22)

Non-Incentive Strategies To Discuss/Achieve Today

Move to Green

Yellow

Red

(anything in red stays OUT of the CERP)

1. Ocean Going Vessel Fuel Regulation (Measure #6)
2. Mobile Cargo Handling Equipment Regulation (Measure #9)
3. Transport Refrigeration Units Regulation (Measure #12)
4. Truck and Bus Regulation (Measure #11)
5. In-Use Off-Road Diesel-Fueled Fleets (Measure #14)
6. Consumer Products Regulatory Program (Measure #15)
7. Commercial Harbor Craft Regulation (Measure #17)
8. Residential Wood Burning Rule (Measure #18)
9. Vehicle Miles Traveled Reduction (Measure #20)

1. Outdoor Commercial Cooking Emissions (Measure #21)
2. (Gas Station) Self-Inspections Training Program (Measure #22)

Non-Incentive Strategies Achieved Today

Move to Green

Yellow

Red

(anything in red stays OUT of the CERP)

1. Ocean Going Vessel Fuel Regulation (Measure #6)
2. Mobile Cargo Handling Equipment Regulation (Measure #9)
3. Transport Refrigeration Units Regulation (Measure #12)
4. Truck and Bus Regulation (Measure #11)
5. In-Use Off-Road Diesel-Fueled Fleets (Measure #14)
6. Consumer Products Regulatory Program (Measure #15)
7. Commercial Harbor Craft Regulation (Measure #17)
8. Residential Wood Burning Rule (Measure #18)
9. Vehicle Miles Traveled Reduction (Measure #20)

1. Outdoor Commercial Cooking Emissions (Measure #21)
2. (Gas Station) Self-Inspections Training Program (Measure #22)

PUBLIC COMMENT

Please share your comments

- via Facebook www.facebook.com/valleyair
- by emailing ab617@valleyair.org

Visit Stockton community page to see materials and track committee progress at

<http://community.valleyair.org/selected-communities/stockton/>

NEXT MEETING

February 3, 5:00 pm

via Zoom for CSC and Facebook Live for public



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Achieving Consensus

Consensus occurs when a group of people agrees on something, and there are more people that agree on that something than disagree.

From the CSC Charter:

- 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.

Welcome to the Stockton Community Steering Committee Meeting #13.a

Thursday, January 14, 2021

Before we get started, please **mute yourself** and make sure your full name and organization are showing as your screen name

- To **rename**, click on the top right side of your picture/video.
- Use this naming convention, **Affiliation - First Last (e.g. CSC - Jane Doe)**
 - **CSC** – for Committee members
 - **CARB** – for California Air Resources Board Staff
 - **AD** – for Air District staff
- **Need help?** The ILG team can manually rename you – JUST ASK!

Zoom Controls

- Please **raise your blue Zoom hand** to ask a question during a presentation Q&A (use ***9** if participating by **phone**);
- Please **stay on mute** unless you are speaking or planning to speak (use ***6** if participating by **phone**);
- Please **use the chat box** to communicate questions / comments / requests that you'd like captured but that are not specific to the discussion items tonight.
- Please **link your two accounts** by using your participant number. Just press **#** and your **Participant ID** to connect your audio and your video.

Agenda

- 5:00 p.m.** Welcome, Introductions
- 5:10 p.m.** Icebreaker Poll
- 5:15 p.m.** Community Co-Host Presentation
- 5:35 p.m.** Community Emission Reduction Program (CERP) Strategies
- 6:40 p.m.** CAMP Subcommittee
- 6:50 p.m.** Wrap Up & Next Steps
- 6:55 p.m.** Public Comment

CERP Refresher

- **CERP stands for “Community Emissions Reductions Program”**
- The CERP is a high-level planning document that outlines **basic concepts** and **community priorities**
- We are currently in the CERP **development** phase
- The CERP **implementation** phase is when the CSC will outline specifics and details; that phase is 5 years

The CERP is a **dynamic** and **flexible** document; it is a framework for the work we’re going to do

Even after CERP consensus is achieved, the document can be modified during implementation

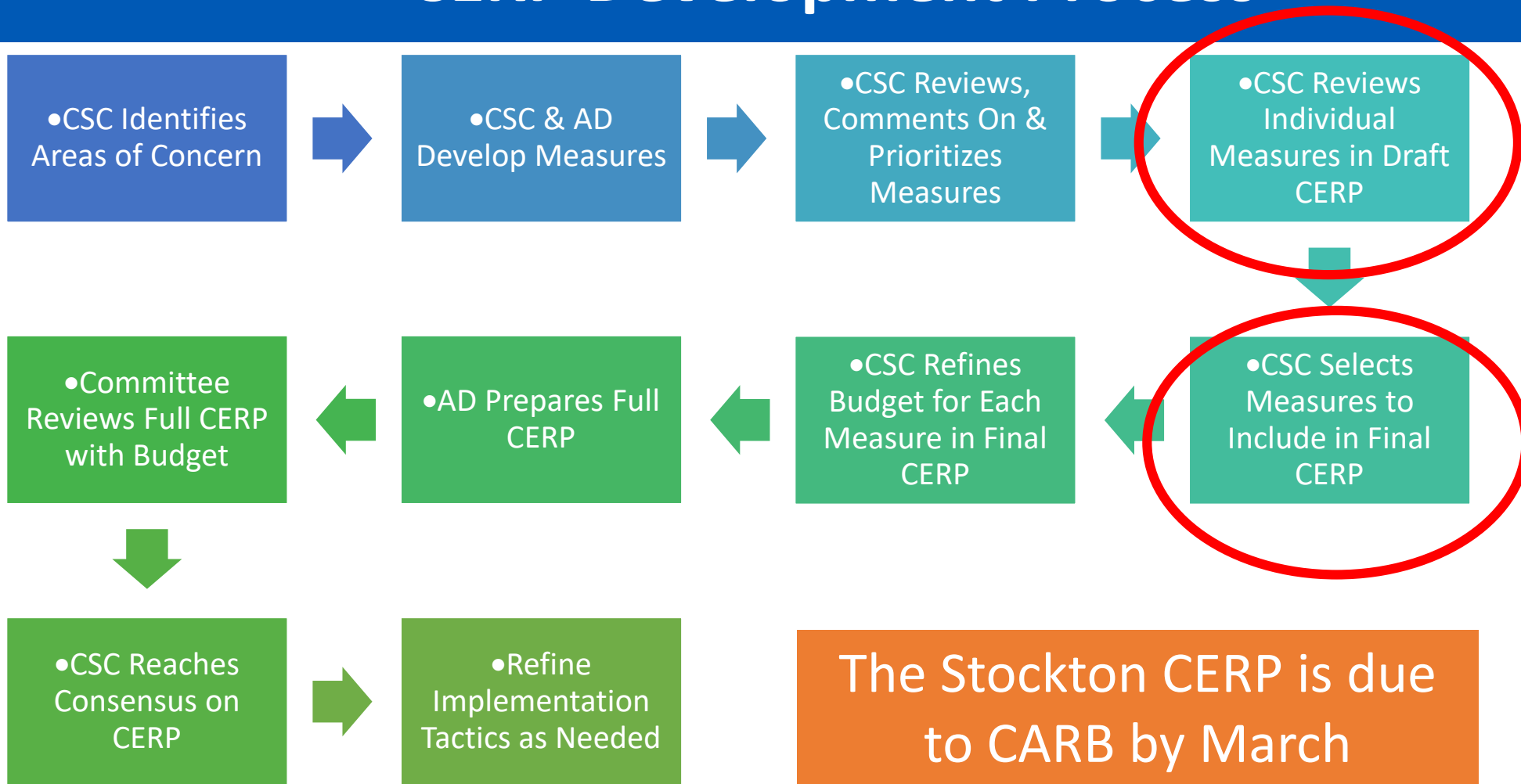
The CERP includes **emission reduction, exposure reduction** and **coordination** measures

The task of the CSC is to create a CERP document that will achieve emissions reductions through programs and activities that reflect community priorities

The new deadline for the CSC to achieve consensus on the CERP is **March**

The CERP that goes to the Air District Board in March **will not** be all inclusive (and it can be changed after “board approval”) but it should reflect the major priorities that need to be addressed during implementation

CERP Development Process



Future Meeting Schedule

CSC Selects and Discusses Measures for Inclusion in CERP

- December 2, 2020 (standing meeting)

- **January 14, 2021** (standing meeting)

- January 19, 2021 (special meeting)

AD Provides Draft CERP to CSC

CSC Reviews & Discusses Draft CERP (without budget)

- February 3, 2021 (standing meeting)

CSC Reviews & Discusses Draft CERP (with budget)

- February 16, 2021 (proposed, if needed)

CSC Finalizes and Votes on Draft CERP

- March 3, 2021 (standing meeting)

Final CERP Presented to AD Board

- March 18, 2021 (AD Governing Board meeting)

CERP Meeting Workplan

January 14 (Today)	January 19	February 3	February 16
<p>Review & Sort</p> <p>10</p> <p>Yellow & Red Incentive Measures</p>	<p>Review & Sort</p> <p>±24</p> <p>Green, Yellow & Red Coordination Measures</p> <p>CONSENSUS on final sorting assignments</p>	<p>Discuss 1st draft of CERP WITHOUT budget</p> <p><i>(CSC must review document prior to meeting. Will be emailed to CSC by 1/28.)</i></p>	<p>Discuss 2nd draft of CERP WITH budget</p> <p><i>(CSC should prepare for a possible budget prioritization exercise using a technology solution)</i></p> <p>Prepare for VOTE on final CERP in March</p>

Sorting Process

We don't have time to discuss all 50+ measures so we need to sort them.

Green

- Most of the CSC agrees we want this measure in the draft CERP
- AD can start refining the current language based on feedback received

Yellow

- There is some CSC agreement but more discussion is needed about HOW to accomplish the goal before it moves to green

Red

- Lots of confusion and little agreement about the approach and benefits; much more discussion needed; may be removed from the final CERP

- **Based on comments received so far, we made the preliminary assignments.**
- **The CSC can change color coding during this meeting and any time during this sorting process.**
- **The budget for each measure will be decided in a separate meeting AFTER the sorting is complete.**

All Incentive Strategies in Order

1. Vegetative Barriers
2. Trees and Urban Greening
3. Truck Routes
4. Air Filtration in Schools
5. Bike Paths and Infrastructure
6. Trucks
7. Charging Stations for Electric Vehicles
8. Training for Electric Vehicle Mechanics
9. School Buses
10. Large Clean Fuel Infrastructure
11. New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents
12. Trains and Other Rail Equipment Operating in the Community
13. Trucks and Other Heavy Duty Equipment Operating at the Port
14. Repair Cars to Pass Smog Check
15. Car Share Program
16. Tug Boats
17. Replace Wood Burning Fireplace, Stoves and Inserts
18. Electric Bike Share Program
19. Replace Commercial Lawn Care Equipment
20. Replace Home Lawn Care Equipment
21. Marine Exhaust
22. Air Filtration in Homes
23. Home Weatherization and Electrification
- New. Truck Idling Plug Ins
- New. Parklets, Pocket Parks, Traffic Calming Measures

All Incentive Strategies by Color

Green (in progress)

1. Vegetative Barriers (Measure #1)
2. Trees and Urban Greening (Measure # 2)
3. Air Filtration in Schools (Measure #4)
4. Bike Paths and Infrastructure (Measure #5)
5. Trucks (Measure #6)
6. Charging Stations for Electric Vehicles (Measure #7)
7. Training for Electric Vehicle Mechanics (Measure #8)
8. New Electric Vehicles, Plug-in EVs, and Home Chargers for Residents (Measure #11)
9. Repair Cars to Pass Smog Check (Measure #14)
10. Air Filtration in Homes (Measure #22)
11. Home Weatherization, Solar and Electrification (Measure #23)
12. Truck Routes (Measure #3)
13. Replace Commercial Lawn Care Equipment (Measure #19)
14. Replace Home Lawn Care Equipment (Measure #20)
15. Parklets, Pocket Parks, Traffic Calming Measures (Measure #25)

Yellow

1. Large Clean Fuel Infrastructure (Measure #10)
2. Trucks and Other Heavy Duty Equipment Operating at the Port (Measure #13)
3. Car Share Program (Measure #15)
4. Replace Wood Burning Fireplace, Stoves and Inserts (Measure #17)
5. Electric Bike Share Program (Measure #18)
6. Truck Idling Plug Ins (new - (Measure #26)

Red

1. School Buses (Measure #9)
2. Trains and Other Rail Equipment Operating in the Community (Measure #12)
3. Tug Boats (Measure #16)
4. Marine Exhaust (Measure #21)

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Step Up, Step Back



If you notice that you are speaking up more than your fellow CSC members, take a **step back** to allow others' opinions to be represented.

If you notice that you are offering fewer points in the discussion, **step up and speak up** – your opinions are valued, too.

Incentive Strategies To Discuss/Achieve Today

Move to Green

Yellow

Red

(anything in red stays OUT of the CERP)

1. Large Clean Fuel Infrastructure (Measure #10)
2. Trucks and Other Heavy Duty Equipment Operating at the Port (Measure #13)
3. Car Share Program (Measure #15)
4. Replace Wood Burning Fireplace, Stoves and Inserts (Measure #17)
5. Electric Bike Share Program (Measure #18)
6. Truck Idling Plug Ins (new - (Measure #26)

1. School Buses (Measure #9)
2. Trains and Other Rail Equipment Operating in the Community (Measure #12)
3. Tug Boats (Measure #16)
4. Marine Exhaust (Measure #21)

Achieved Today

Move to Green

1. Car Share Program (Measure #15)
2. Large Clean Fuel Infrastructure (Measure #10)
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NEXT MEETING

January 19, 5:00 pm

via Zoom for CSC and Facebook Live for public



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

January 8, 2021

Mr. Ryan Hayashi
Deputy Air Pollution Control Officer
San Joaquin Valley Air Pollution Control District
1990 East Gettysburg
Fresno, California 93726
Sent via email: ryan.hayashi@valleyair.org

Dear Mr. Hayashi:

Thank you for your December 7, 2020 letter requesting California Air Resources Board (CARB) to consider an extension of time until March 31, 2021 to develop a community emissions reduction program for the Stockton community. CARB understands that this year's circumstances have significantly affected the way communities, air districts, CARB, and other stakeholders must work together to implement Assembly Bill (AB) 617 (C. Garcia, 2017).

While AB 617 does not give CARB the authority to adjust the statutory twelve-month deadline for community emissions reductions programs, we believe the progress made to date and the path forward outlined in your request meet AB 617's intent for fast action to clean up communities. CARB staff will coordinate with you and the community steering committee (CSC) on when CARB will hold a formal hearing to consider approval of the complete community emissions reduction program once received.

CARB commends the approach that the Stockton CSC and air district have taken to continue their work developing a community emissions reduction program and community air monitoring plan. Thank you for the continued dedication the CSC and air district have shown for improving air quality for the Stockton community.

Sincerely,



Richard W. Corey
Executive Officer

cc: Vernon Hughes
Acting Director
Office of Community Air Protection

December 7, 2020

California Air Resources Board
Attn: Richard Corey
1001 I St. #2828
Sacramento, CA 95814

Dear Mr. Corey,

Since 2018, CARB has selected thirteen (13) communities for AB 617 implementation, including the San Joaquin Valley communities of South Central Fresno and Shafter in Year One. More recently, CARB approved Stockton as a Year Two community for both community air monitoring and emissions reduction programs. The District has been working closely with community residents, community-based organizations, and other community stakeholders to develop a Community Air Monitoring Plan (CAMP) and Community Emissions Reduction Program (CERP) for the selected Stockton community. Under AB 617, the CAMP is required to be initiated, and the CERP is required to be prepared, by January 1, 2021.

While the District was the first in the state to transition to virtual meetings in response to the Governor's COVID-19 shelter-in-place order in March 2020, at least 2 months of progress was delayed while this transition took place. To the credit of the CSC members, once meetings began taking place in a virtual environment, the meetings have been well-attended and have included a wide-range of agenda topics necessary for advancing towards development of a completed CERP. While the CSC has shared an appreciation for virtual meetings because of the ability to continue to move the process forward, CSC members have also shared challenges and limitations of holding meetings in a virtual environment. These two factors have had a significant impact on the District and CSC's ability to complete the development of CERP to date.

Despite COVID-19 challenges, the District anticipates initiating community monitoring under the CAMP by the required January 1, 2021 timeframe. However, while significant progress has been made on development of the CERP, during the Stockton CSC meeting on December 2nd, 2020, the CSC reached consensus on the need for a brief extension to finalize the CERP. District staff concurs that additional time is needed, and in accordance with CARB guidance and support, the District hereby requests an extension through March 30, 2021. Below are the responses to CARB's guidance:

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

1. All elements of a CERP that have already been adopted by the air district board, if any;

The District and Community Steering Committee (CSC) worked closely on developing a suite of air pollution and emission exposure reduction measures for possible inclusion in the CERP and are currently in the process of finalizing the list.

2. The anticipated date that the local Board will consider approval of a complete CERP;

District's Governing Board Public Hearing scheduled on March 18, 2021.

3. A summary of decisions the steering committee and district staff have made to date and topics the steering committee has discussed;

To date, the Community Steering Committee has held 13 meetings, covering a wide range of topics, as summarized below:

- January/February: Kick-off meetings, solicited steering committee members
- March: Adopted charter, including expanded boundary with the inclusion Conway Homes and Sierra Vista communities
- April: Transitioned to virtual meetings and provided training to CSC members on the new platform used for the meetings. Continued community air quality discussions.
- May: Introduced concepts of community air monitoring and discussed community sources of concern using online tools to receive community feedback
- June: Discussed CARB and District-developed community emissions inventory and reviewed feedback received on sources of concern to assist in community air monitoring and emission reduction program development
- July: Community air monitoring discussion and identifying potential air monitoring locations and proposed types of air monitoring equipment to be used based on CSC feedback on sources of concern
- August: Presented draft Community Air Monitoring Plan (CAMP) proposal and took CSC feedback advised CSC of need to move forward with the purchase of air monitoring equipment due to the need to start deploying equipment and begin community air monitoring by January
- August: Discussed development process for CERP measures, surveyed CSC members regarding CERP measure identification and prioritization
- September: Discussed results from CSC member CERP measure prioritization online surveys and worksheets

- October: Continued CERP discussion, discussed Transformative Climate Communities (TCC) and how the CSC might leverage those funds
 - October: Continued CERP measure discussion, learned more about Port of Stockton
 - November: Continued CERP measure discussion
 - November: Discuss CAMP proposal and approved the CAMP monitoring map
 - December: Ongoing discussions of individual incentive CERP measures
4. A listing of emissions reduction actions the steering committee and district staff have agreed on and a listing of the actions still under discussion, including, to the extent available, emissions reduction targets, implementation schedule, and enforcement plan:

See attached list of proposed CSC prioritized incentive and implementation measures.

5. Initial community air monitoring priorities and any air monitoring that has been deployed (if applicable):

Through a consensus-building exercise, the District worked with the community to develop a community air monitoring plan that is scalable, portable, and provides real-time data to ensure that the District can constantly adapt to community concerns, capture sources that may be impacting the community within the geographic boundary, and rapidly react to unanticipated pollution impacts. The fully implemented community air monitoring network will provide an understanding of the potential impacts of various community identified pollution sources of concern on Stockton's local air quality, including heavy duty trucks, passenger vehicles, idling vehicles, industrial processes, trains/railroads, and illegal trash burning .

While the District is continuing to work with the CSC on finalizing the community air monitoring plan, the CSC approved a map of general locations to install air monitoring equipment. The District is working with the CSC to finalize specific locations. The District anticipates initiating community monitoring under the CAMP by the required January 1, 2021 timeframe, including performing early community air monitoring, as feasible, in CSC-identified priority areas using the mobile air monitoring van.

6. An overview of ongoing and planned community engagement efforts; and

The District and committee will continue meeting 1 to 2 times per month to finalize the CERP. These meetings will continue to be supported by professional facilitation, translation, interpretation, and District staff, along with support from CARB staff and other community partners. Community engagement efforts will be focused on soliciting the final input needed from community residents and other stakeholders to develop a proposed CERP for District Governing Board consideration by March 2021.

7. A summary of next steps including, key, measurable interim milestones to track progress and a clear schedule for finalizing the emissions reduction program and/or community air monitoring plan.

The District and CSC will meet on a frequent basis as necessary to develop a draft CERP for District and CARB Board consideration. The following summarizes anticipated upcoming meetings in support of this effort:

- January 6, 2021 (standing meeting): Selection of measures for inclusion in CERP January 20, 2021 (*proposed if needed, date subject to change*): Selection of measures for inclusion in CERP
- February 3, 2021 (standing meeting): Provide a draft CERP to CSC
- February 17, 2021 (*proposed if needed, date subject to change*): Review draft CERP
- March 3, 2021 (standing meeting): Final review of draft CERP
- March 18, 2021 (District Governing Board meeting): CERP presented to District Board

Sincerely,



Ryan Hayashi
Deputy Air Pollution Control Officer

Attachment:

Proposed Community Steering Committee Prioritized Incentives and Implementation Measures (4 pages)

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Voting Protocol

- Government representatives (ex officio CSC participants) are not eligible to vote
- Alternates are eligible to vote ONLY if their primary member is *not* present.
- If you are an eligible voter, you will see additional letters **V** or **Vp** added to your name.
- According to the charter, **“in the absence of consensus, we will seek a majority vote (50%+1) of all eligible voting CSC members present.”**

Voting Protocol: Roll Call (Yes/No)

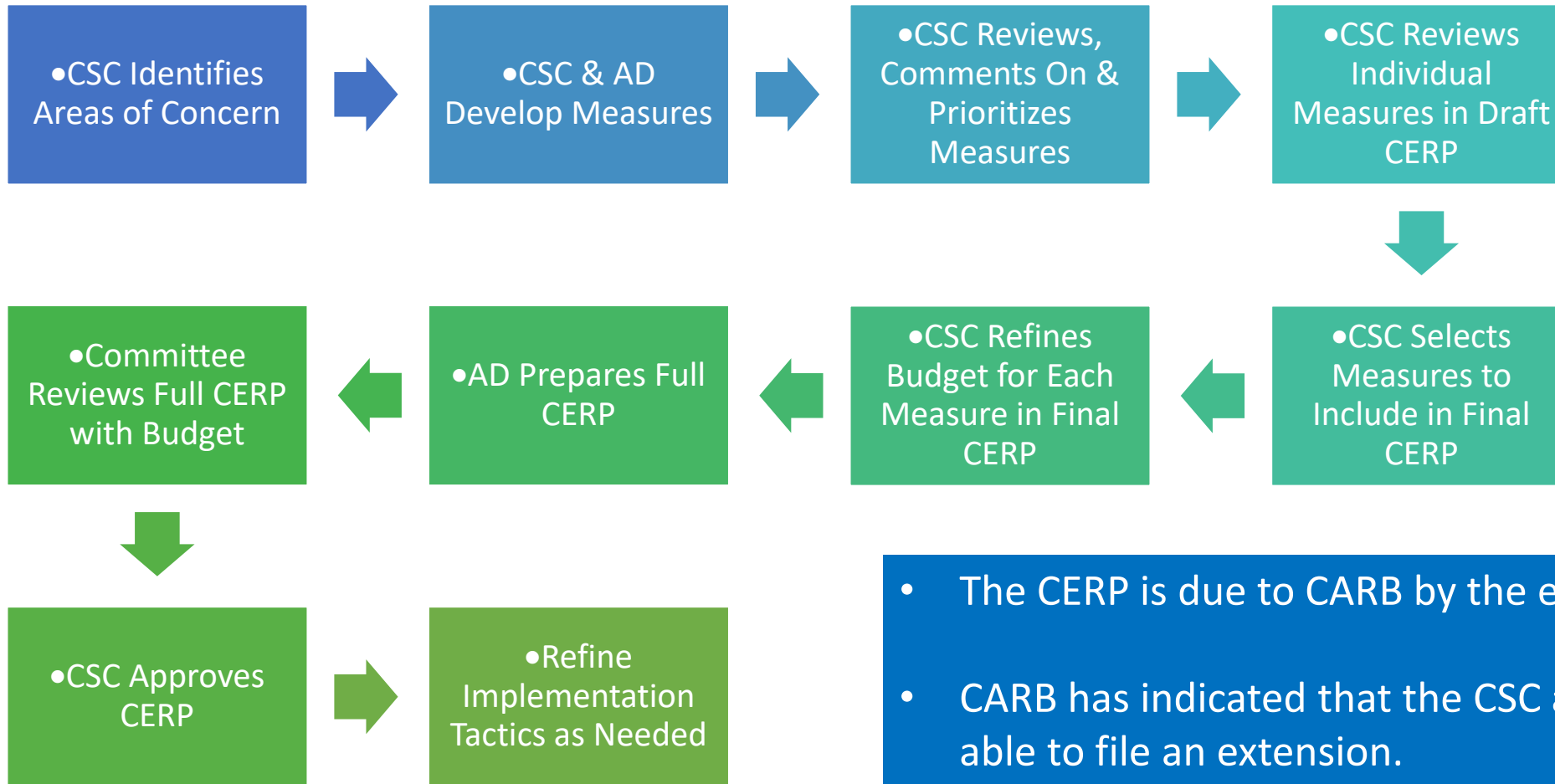
CSC decides on a topic to vote on; facilitator frames the topic as a motion to consider

Facilitator calls the name of each eligible CSC voting member; once you hear your name, unmute yourself

Cast Yes/No vote

ILG or AD staff will record your vote and do the final count

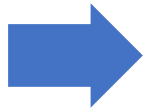
CERP Development Process



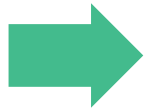
- The CERP is due to CARB by the end of the year.
- CARB has indicated that the CSC and AD may be able to file an extension.

Stockton CERP Measure Review Process

• Explain the process



• Spend as much time as you want on each measure



• Spend **only** as much time as we need to



• Start sorting the measures – **not voting**

Explain

Discuss

Focus

Sort

Rank	Potential Strategy	Committee Comments v.1	Committee Comments v.2
4	SS.4 Increasing inspection frequency to twice per year for any permitted stationary source that has had an emissions violation in the last three years	R>Important A>Enhance inspection frequencies in the community for the next 5 years by (1) inspecting all the permitted facilities and sources within a 2-year period, (2) inspecting any unpermitted facilities and sources identified by the Steering Committee, and (3) Annually tracking and documenting the number of inspections conducted, date and location R>Factual education and air quality alerts always good. R>Yes, consider training community members to look for violations B>depends upon the amount of fugitive emissions result from failure R> Good idea R> Very High R> Inspection frequencies for the next 5 years by (1) inspecting all the permitted facilities and sources within a 2-year period, (2) inspecting any unpermitted facilities and sources identified by the Steering Committee, and (3) Keep a record to see if there are improvements. R> Very high priority. Enhance inspection frequencies in the community for the next 5 years by (1) inspecting all the permitted facilities and sources within a 2-year period, (2) inspecting any unpermitted facilities and sources identified by the Steering Committee, and (3) Annually tracking and documenting the number of inspections conducted, date and location A> enhance inspection frequencies in the community for the next 5 years by (1) inspecting all the permitted facilities and sources within a 2-year period, (2) inspecting any unpermitted facilities and sources identified by the Steering Committee, and (3) Annually tracking and documenting the number of inspections conducted, date and location R> Add language similar to other cities and enhance inspection frequencies in the community for the next 5 years by (1) inspecting all the permitted facilities and sources within a 2-year period, (2) inspecting any unpermitted facilities and sources identified by the Steering Committee, and (3) Annually tracking and documenting the number of inspections conducted, date and location	R > Resident A > Community or EJ Advocate B > Business G > Government C > Church
5	HD.3 Reduce exposure to diesel particulate matter (DPM) from truck idling and/or trucks traveling on secondary and residential streets through increased enforcement of CARB's idling regulation and city policy and increased education regarding truck idling and truck routing. Specifically target CSD's areas of concern including bus idling near schools, truck idling in or around distribution centers or warehouses, and traffic congestion that can contribute to increased burden at sensitive receptors.	R>More regulation/legislation to eliminate idling would be very important. Perhaps incentive for portable AC or heat to run on whole battery A>Yes, please prioritize around port as a priority area of concern and magnet sources like distribution centers. Need more details on frequency and duration of visits now (quantify and identify benchmarks). Education is an important component, and identifying truck parking, establishing areas for trucks to plug in rather than idle. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations R>Normal SJVAPCD policies should be OK - need to know data on current emissions, toxic components, estimated exposure, health risks and costs, and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) R>Yes, please consider putting a number down for this enforcement say 10 locations 4 times a year or MORE. R>Support R>Good idea but challenge to do R> Very High R> We should be prioritizing the port it is an area of concern that has to be fixed. Hope to know more about the details on how everything surrounding the port works such as trucks, areas of construction, should be visited more and kept recorded often. Regulations to clean up the area should be enforced. R> Very high priority. Please prioritize around port as a priority area of concern and magnet sources like distribution centers. Need more details on frequency and duration of visits now (quantify and identify benchmarks). Education is an important component, and identifying truck parking, establishing areas for trucks to plug in rather than idle. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) A> Yes, please prioritize around port as a priority area of concern and magnet sources like distribution centers. Need more details on frequency and duration of visits now (quantify and identify benchmarks). Education is an important component, and identifying truck parking, establishing areas for trucks to plug in rather than idle. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) R> Yes, please prioritize around port as a priority area of concern and magnet sources like distribution centers. Need more details on frequency and duration of visits now (quantify and identify benchmarks). Education is an important component, and identifying truck parking, establishing areas for trucks to plug in rather than idle. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.)	
6	SS.3 Conduct expedited facility risk assessment and risk reduction for facilities located within the ABST7 community under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588)	R>Important A>DTE Stockton biomass facility needs to be addressed (largest source of GHGs also**). Does it fall in this category? If not, it needs at least 2 dedicated measure. Facility risk assessment needed for Shell Oil, Kinder Morgan Petroleum, DTE Stockton, Schuff Steel and Pacific Ethanol. What does "expedited" mean here? R>Yes, consider training community members about how the district does these facility assessments. R>Yes, a scientific study would be not, so we can get data on current emissions, toxic components, estimated exposure, health risks and costs. B>OK as long as the assessment is consistent R> High R> Address the biomass facility R>Very high priority. Please explain the expedited process. We need to really look into DTE Stockton biomass facility (largest source of GHGs also**). Does it fall in this category? If not, it needs at least 2 dedicated measure. Facility risk assessment needed for Shell Oil, Kinder Morgan Petroleum, DTE Stockton, Schuff Steel and Pacific Ethanol. R> DTE Stockton biomass facility needs to be addressed (largest source of GHGs also**). Does it fall in this category? If not, it needs at least 2 dedicated measure. Facility risk assessment needed for Shell Oil, Kinder Morgan Petroleum, DTE Stockton, Schuff Steel and Pacific Ethanol. What does "expedited" mean here? R> DTE Stockton biomass facility needs to be addressed (largest source of GHGs also**). Does it fall in this category? If not, it needs at least 2 dedicated measure. Facility risk assessment needed for Shell Oil, Kinder Morgan Petroleum, DTE Stockton, Schuff Steel and Pacific Ethanol. What does "expedited" mean here?	
7	CARB.1 Continued enforcement and where feasible enhance enforcement of CARB's Heavy-Duty Vehicle Inspection Program (HDVP) and the Periodic Smoke Inspection Program (PSIP). These are CARB's heavy-duty vehicle inspection programs for private trucks and buses. HDVP consists of roadside testing for smoke, tampering, and Emission Control Label compliance, whereas the PSIP requires annual opacity retesting for California fleets with two or more heavy duty vehicles.	R>Inspections should occur within boundary A>Would be good to know issues that exist on vehicles going through our city A>Need more details on frequency and duration of visits now (quantify and identify benchmarks). CARB and Caltrans: Please prioritize for as a site for the PEAK system. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) R>Normal SJVAPCD CARB policies should be OK. R>Yes, please consider putting a number down for this enforcement say 10 locations 4 times a year or MORE. B> This can be difficult in that much of what they trucking is connected to harvesting R> Emphasis on cleaner vehicles will be more effective R> High R>We need more enforcement and regulations. Need more on frequency and duration visits/ R> Need more details on frequency and duration of visits now (quantify and identify benchmarks). CARB and Caltrans: Please prioritize for as a site for the PEAK system. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) A> Need more details on frequency and duration of visits now (quantify and identify benchmarks). CARB and Caltrans: Please prioritize for as a site for the PEAK system. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) R> Need more details on frequency and duration of visits now (quantify and identify benchmarks). CARB and Caltrans: Please prioritize for as a site for the PEAK system. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.)	
9	O.1 Multilingual effort: 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. Will explore text messaging, billboards, other unique outreach mechanisms as suggested by the committee. Would aim to focus outreach on Stockton CSD concerns, including fireworks, illegal burning, trash burning, idling and other concerns as identified by the committee. Include videos as a good tool and ensure outreach occurs additional languages such as Spanish, Tagalog and others.	R>Important A>Should focus existing resources R>Factual education and air quality alerts always good. R>Ag burning waivers must include a climate change benefit to composting - sequestration of carbon. Also, I did not notice meat trucks. B>Very important to provide training for the community R>Good idea, emphasize reduction in personal car and truck idling R> Very High R> High Priority	
10	O.2 Multilingual effort: Outreach to create clean air efforts and new communities can get involved. This strategy would increase awareness of programs by establishing a series of outreach events within community. Some ideas include educating truckers about idling, using direct mail and social media to inform public about grant program, and encouraging positive messaging. Include videos as a good tool and ensure outreach occurs additional languages such as Spanish, Tagalog and others. Include promotion of biking (including bike paths and trails) and public transportation (including, bus, rail, ferry and others).	R>Important A>If integrated with anti-idling and direct enforcement A>Factual information especially about grant programs OK R>Hmong B>Very important to provide training for the community R>Bilingual Education and outreach is very high priority R> Very High R> High Priority	
12	PO.6 Continued enforcement of CARB's Ocean Going Vessel (OGV) Fuel Regulation. This regulation is intended to reduce particulate matter, diesel particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.	R>I appreciate these regulations and that they are continuing to be examined and improved upon. A>This is automatically going to happen, isn't it? Not clear on what the difference here is. R>Strong opposition expressed by some CAC members. Wait. R>YES! What does it say to bring in renewable diesel from Asia using dirty marine vessels? B>Important immediate reduction R> OK but community strategies better R> High R> Low Priority R> This should be designed as an ongoing effort, it shouldn't exist for a few years and then disappear. A>Should focus existing resources R>Yes, but need a scientific study as part of this strategy. R>Yes, every school should have a purple air monitor! B> OK R> And high temperatures, High temperature accelerates the chemical reactions that form pollutants R> Very important! Keep young lungs clean R> Very High R> High Priority	
13	SC.2 Reduce children's exposure through increased enrollment in the Healthy Air Living (HAL) Schools Program to reduce idling, limit outdoor activity during episodes of poor air quality, and educate student about protecting our air.	R>What is the plan? Might they look at hydrogen powered vehicles and machinery? The infrastructure there would work well. A>Place air monitors to identify major contributors. Why not shore power? R>Yes, cooperate with the Port of Stockton R>What does this mean and how is the public going to be involved. B>Important immediate reduction R> Good R> Very High R> Place air monitors to identify major contributors. Why not shore power? R> Place air monitors to identify major contributors. Why not shore power? R> Very High R> Place air monitors to identify major contributors. Why not shore power? R> Place air monitors to identify major contributors. Why not shore power?	
14	PO.7 Strategies to be identified and developed in coordination with the Port of Stockton idling truck management plan at the Port.	A> Place air monitors to identify major contributors. Why not shore power? R> Place air monitors to identify major contributors. Why not shore power?	

15	<p>PO.4 Continue to enforce and where feasible increase inspection frequency of the Mobile Cargo Handling Equipment (CHE) Regulation. This regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017.</p>	<p>R > Sounds like this should be fully implemented. Knowing where this stands would be very helpful A > Yes, more rapid adoption and implementation of rules to reduce pollution. R > Don't spend AB 617 funds on this. B > OK as long as there is support for electrical infrastructure R > Very Good R > High R > High Priority</p>
16	<p>SS.5 Enhanced enforcement of District's fugitive dust requirements at active construction projects and other sources of fugitive dust within the community to reduce dust pollution.</p>	<p>R > Important A > What does this mean (need to know what Regulation VIII is)? Add this reference: https://valleyair.org/rules/ruleslist.htm What are the existing methods for reducing dust, how is this different? What about regulating the construction equipment, their engines, etc? Need interagency collaboration on enforcement of these rules; Valley Air District enforcement of CARB rules governing construction equipment as one example. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) Existing policies OK unless significant local health risks discovered. B > Important for dust control R > Existing policies OK unless significant local health risks discovered. R > Yes, also around rail road tracks R > Very High R > What does this mean (need to know what Regulation VIII is)? What are the existing methods for reducing dust, how is this different? What about regulating the construction equipment, their engines, etc? Need interagency collaboration on enforcement of these rules; Valley Air District enforcement of CARB rules governing construction equipment as one example. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.) R > What does this mean (need to know what Regulation VIII is)? Add this reference: https://valleyair.org/rules/ruleslist.htm What are the existing methods for reducing dust, how is this different? What about regulating the construction equipment, their engines, etc? Need interagency collaboration on enforcement of these rules; Valley Air District enforcement of CARB rules governing construction equipment as one example. CARB, local police, and Air District enter into MOU that gives the agencies power to enforce mobile source regulations and other regulations relating to mobile sources (such as truck routes, construction fleets, construction dust, idling, etc.)</p>
17	<p>CARB.2 Continued enforcement of and where feasible enhance enforcement of the Truck and Bus regulation which affects individuals, private companies, and Federal agencies that own diesel vehicles with a GVWR greater than 14,000 lbs. that operate in California. https://wv3.arb.ca.gov/inspog/ord/diesel/docs/mentalfwgsum.pdf</p>	<p>R > Important A > Yes, do more quickly in SJV R > No, leave this to CARB and others. R > YES B > Why is this on the list? It is done and should be happening statewide R > Phase out heavy duty pollution exemptions R > Very High R > Low Priority</p>
20	<p>CARB.3 Enhanced enforcement of the Transport Refrigeration Units (TRU) regulation. TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.</p>	<p>R > Important to know the status of and to be sure nearby residents are aware. A > Not clear on what feedback to provide on rules that are being adopted. Are we asking for enforcement, going faster? R > No, very controversial, wait. R > Yes B > spoor project at this time with a insufficient electrical infrastructure. Has potential when all states adopt. R > Very High Priority R > Very High R > High Priority</p>
22	<p>SS.2 Evaluate District regulations to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend applicable District rules to pursue additional reduction opportunities beyond Best Available Retrofit Control Technology (BART).</p>	<p>R > Important A > Yes, need review of Facility risk assessment needed for Shell Oil, Kinder Morgan Petroleum, DTE Stockton, Schuff Steel and Pacific Ethanol. Does the port have a plan in case of emergency, like the recent explosion in Lebanon? R > Focus AB 617 on other strategies. R > We need more regulatory reductions and tightening of permitting masses. I was shocked when I saw how much lehigh is permitted for vs what they actual transport. There are parts of the Port that are not viable for any resident to monitor. B > Bio Mass fuels provide immediate reductions and should be part of the CERP R > Very High R > High Priority</p>
23	<p>CARB.4 Continue enforcement and where feasible enhance enforcement of the CARB In Use Off-Road Diesel-Fueled Fleets to reduce diesel particulate matter and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. These vehicles are used in construction, mining, industrial operations and other industries.</p>	<p>R > Important A > Yes, do more quickly in the SJV R > Focus AB 617 on other strategies B > These industries have lots of fugitive dust that could be more enforced. B > Bio Mass fuels provide immediate reductions and should be part of the CERP R > Good R > Low High</p>
24	<p>CARB.5 Continued statewide enforcement of the Consumer Products Regulatory Program. This program is an important part of the overall effort to reduce the amount of volatile organic compounds, toxic air contaminants, and greenhouse gases that are emitted from using chemically formulated consumer products.</p>	<p>R > Important to know the status of and to be sure nearby residents are aware. R > Focus AB 617 on other strategies R > Clean products including anti-waxing B > Not supportive R > Very High Priority R > Very High R > Low Priority</p>
26	<p>RB.3 Enhanced enforcement to reduce illegal burning of residential waste (such as burning trash and cooking fires) while targeting CSC areas of concern</p>	<p>R > Important A > Low Priority R > I suspect very small effect. Focus AB 617 on other strategies R > I don't know what enforcement means to the homeless. It is unbelievable the brazen actions that don't regard common health and safety practices. B > Important immediate reduction R > low priority R > Low Priority R > Low Priority R > Low Priority</p>
30	<p>PO.3 Continued enforcement and where feasible enhance enforcement of the Commercial Harbor Craft (CHC) Regulation. The CHC regulation was adopted in 2007 to reduce toxic and criteria emissions to protect public health. It was then amended in 2010 and will be fully implemented by the end of 2022. CARB is currently developing additional amendments to the CHC regulation. There are several types of harbor craft in California, including fishing vessels, ferries, excursion vessels, tug boats, low boats, crew and supply boats, barges, dredges, and other vessel types.</p>	<p>R > Sounds like it is being implemented A > Yes R > Focus AB 617 on other strategies B > Important and Impacted by Omnibus R > Continue Implementation R > Very High</p>
34	<p>RB.4 Enhanced enforcement of residential wood burning fireplace and outdoor wood burning heater curtailments under Rule 4001</p>	<p>R > Important A > Would rather focus on change out for low income residents within the AB 617 boundary, lower priority. R > No, small effect. Focus AB 617 on other strategies R > No there a lot of non-compliance. I think this area has improved although if folks have electric and gas shutoffs due to non-payment as we continue with covid time this may revert. B > Provide support for families that need winter heat R > Good R > Neutral R > Focus on the low income residents within the AB 617 boundary and then expand. R > Very Low Priority. Would rather focus on change out for low income residents with the AB 617 boundary. A > Would rather focus on change out for low income residents within the AB 617 boundary. R > Would rather focus on change out for low income residents within the AB 617 boundary.</p>
35	<p>RB.2 Reduce illegal burning (such as burning trash and cooking fires) through residential open burning education while targeting CSC areas of concern (including homeless encampments). Include videos as a good tool and ensure outreach occurs in additional languages such as Spanish, Tagalog and others.</p>	<p>R > Important to have solutions for the homelessless. A > Please don't target homeless people and low income residents for enforcement. Focus should be education. R > In concert with the City, of course, the problem of "homeless camp" burning should be addressed but not really AB 617 issue. B > Important immediate reduction R > Neutral R > High Priority</p>
37	<p>LU.1 Provide District support for planning and transportation projects that reduce vehicles miles traveled (VMT), including advocacy for competitive project proposals and potential match funding support to eligible projects, as appropriate, through existing District programs.</p>	<p>R > Not sure what kinds of projects this would include. A > Yes, this goes with the elements of integrated and forward thinking planning I have mentioned elsewhere R > Not a good use of AB 617 efforts R > YES - this is key for a healthy lifestyle and better air quality. B > Not supportive of required reductions R > Promote and educate use of public transit R > Neutral R > Low Priority</p>

40	<p>C.1 Work with City of Stockton and other community partners to develop strategies for addressing community concerns about impacts of outdoor commercial cooking emissions, including siting considerations near sensitive receptors and areas of concern; focus on El Dorado as a CSC area of concern.</p>	<p>R > Knowing the locations would be important. A > Please don't target small local businesses and low income residents for enforcement. Focus should be education. R > Not a good use of AB 617 efforts R > Okay here is the cooking. Also have carb work with the City to completed VMT analysis with public input. B > Not supportive some community events need to be able to cook R > Neutral R > Low Priority</p>	
41	<p>SS.6 New pilot training program for conducting self-inspections at gas stations.</p>	<p>R > I don't know what this entails. A > What is the benefit of this? R > Not a good use of AB 617 efforts R > What kind of training does Environmental Health do because they too regulate gas stations B > Would help, but will add most stations already do many inspections. Recommend specific site training with the challenge of several types of systems R > Good R > Neutral R > Low Priority</p>	
New	<p>LU.2 Collaborate with the city, county and SUCOG to better understand and implement integrated development and transportation planning processes that improve health and quality of life through a variety of strategies such as smart long-term planning and buffer areas around sensitive sites. R > Very High</p>	<p>A > VERY HIGH PRIORITY: Is this an incentive? I think it's more a local policy or ordinance. R > I think these are dedicated walking areas (downtown core) B > For Future Planning R > High R > High R > Very High R > Neutral R > Low Priority</p>	
New	<p>LU.3 Work with local water-focused organizations, Central Valley Regional Water Quality Control Board, port, city and academic institutions to better understand, and where feasible mitigate, the impact of algal blooms on air quality.</p>	<p>R > yes - several studies already conducted elsewhere Florida. Great lakes need to elevate at the state level. B > Provide money for additional aeration R > Neutral. I agree connected to air quality R > Very High R > High R > High Priority R > High</p>	
New	<p>O.3 Work with Stockton Unified School District to implement and educate the public on "Emission Free Zone" around schools.</p>	<p>R > Yes R > Very High Priority R > Very High R > Neutral R > High R > Neutral</p>	

Rank	Potential Strategy	Proposed Total Budgeted Amount v.2	Committee Comments v.1	Committee Comments v.2
1	TR.2 Incentive program for the installation of vegetative barriers (and sound walls) around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way, Boggs Tract and El Dorado). Leverage with city, county, state funds given significant scale and infrastructure costs.	\$1,000,000	A > High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5. R > For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes. B > Vegetative barriers should also include walls at the Highway R > Trees and plants are much needed R > This is an area of high priority for the community for the long term benefits. Interstate 5 is where I would recommend. R > Very high priority in combination with physical barriers as most effective, wherever possible, especially along Interstate 5. A > High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5 and crosstown freeway. (where residential homes are less than 1000 ft. away.) R > All potential strategies acceptable as ranked. R > High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5. Need clarity on where this would be on Charter Way since most of Charter Way is occupied by business fronts.	
2	TR.1 Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community while keeping in mind water and maintenance issues. Focus areas include Charter Way, Boggs Tract and El Dorado. Leverage with city, county, state funds given significant scale and infrastructure costs.	\$600,000	R > For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes. Include Hazellon Ave B > Potential long term reductions and development of a more pleasing environment R > cost can be reduced by growing trees instead of buying trees example: from seeds like avocados and from trimmings. Pine cones are everywhere R > Urban greenery - much needed R > Very High Priority	
3	HD.7 Work with City and County to assess current truck routes (potential impact of speed bumps). CSC suggested Boggs Tract as an area of concern.	\$1,000,000	R > This is the Port of Stockton's response to an inquiry that the Commissioners deemed worthy of a response. When will the Port conduct a traffic study to help with idling trucks and traffic in the residential neighborhoods related to Port operations or the operations of their leaseholders? The Port has completed several Port-wide traffic improvement projects to reduce congestion both in the Port and in adjacent areas. Over the past few years, the Port has pursued a program of improvements to facilitate a more direct connection to the West Complex from the new Crosstown Freeway ramps. The Port has recently replaced the Navy Drive Bridge and completed widening of Navy Drive to improve traffic flow, avoid neighborhood impacts, decrease idle times, and improve safety between the SR-4 Crosstown Freeway extension and the Port's West Complex. Construction of a grade separation and signalized intersection to improve traffic flow onto the West Complex is also planned. The Port has also undertaken other traffic improvements on West Washington Street to improve traffic flow, and installed signage throughout its property to instruct trucks on which routes to travel and to convey requirements for minimizing idling. In addition, traffic studies have been undertaken for specific Port-led CEQA documents on both the East and West Complexes when required per City of Stockton traffic impact assessment guidelines. The Port will continue to comply with City and San Joaquin Council of Governments requirements related to traffic, management and vehicle miles traveled assessments in its role as CEQA lead agency. Recent CEQA documents prepared by the Port have included requirements for minimizing idling of trucks on terminal and use of clean trucks. These types of requirements encourage the development of truck management systems to reduce truck queuing at the gates, which has the potential for spilling over to area neighborhoods. And an FYI there is a major transportant project up for a categorical exemption - Monday 10.20.2020 B > Very Important R > Very High R > It is an area of concern. No question about it. R > High Priority	
4	SC.1 Incentive program to install advanced air filtration systems in 33 community schools.	\$2,640,000	R > This should be done with health studies to determine actual health benefits R > I think there should be some monitoring data to show that 33 schools are in need. What are these schools? B > For schools near transportation corridors R > Very High R > High Priority	
8	LU.2 Work with City, County, and San Joaquin Council of Governments to assess current bike path infrastructure (including bike racks) and look for matching funding to make community more bike and walk friendly.	\$500,000	R > Please do not let this money get sucked up with planning. You have no idea how many plans have yielded zero fruit because it is not a priority. B > OK R > Have you considered Van Buskirk Golf Course. Plenty of room, needs tree, plants, etc. R > If this is done which is great, it should be promoted often to encourage the community to ride a bike. Also this is south side so then it'd be something else, but we have to ensure the community's safety. R > Low Priority R > I am not in favor of electric bikes - conflicts with pedestrians and interferes with traffic flow having seen some used by Stockton residents.	
18	HD.1 Incentive program for heavy duty truck replacement with zero and to a lesser extent near zero emission technology.	\$10,000,000	A > Use existing funds. These trucks will likely travel well outside the boundary. R > Make a fixed proportional commitment say 60% zero and 40% near zero. Any money can be spent on zero infrastructure. B > Electric grid not supportive yet for all electric. We have some vehicles but poor charging options R > Very High R > High Priority	
19	TP.4 Incentive program for the installation of charging stations for electric vehicles in public spaces and investigate expanding the program to incentives for residents.	\$375,000	A > Especially for electric upgrade for residents if necessary R > More money B > Important part of long term solutions R > High R > High Priority	
21	TP.5 Incentive program for educational training for electric vehicle mechanics.	\$150,000	R > This type of job training should be emphasized and encouraged and implemented soon. A > 2 Mechanics training is not enough to keep up with growth in Evs, it seems cost efficient to invest more here and bring green jobs to the AB 617 community R > Triple at least B > Connect with Delta College vocational training R > Very High R > High Priority A > This should be increased.	
25	HD.4 Incentive program for replacing older diesel school buses with zero or to a lesser extent near zero emission buses.	\$2,800,000	A > How much are school buses still used? R > Less money only 7 and commitment that these 7 will be dedicated to AB617 area only B > School dists. Need emergency charging opportunities > High R > Low Priority A > This could be cut in half to provide more funding for combo physical and vegetative barriers along I-5 and crosstown freeway (where residential homes are less than 1000 ft. away.) A > What is "clean fuel" here? Need to clearly define.	
27	HD.2 Incentives for planning and implementation of clean fuel infrastructure such as large scale electric, hydrogen and other clean fuels.	\$1,000,000	R > Not quite sure again don't spend it all on planning pick a smaller footprint to plan in. Recall the goals of the TCC are not the same as the City of Stockton - I heard with my own ears. B > this should be blended into HD.1 R > High R > Need More Information	

R = Resident
A = Community or EJ
Advocate
B = Business
G = Government
C = Chat

		\$0	<p>R->Logistically can these be designated for use in our area? A->Really expensive, travels long distances. Better to invest in switchers that stay within the area. R->If there is enough public pressure when that diamond project should include some more quantification of the air quality impacts related to growth induction. R->Very High R->Expensive invest in switchers to stay in the area. R->Low priority, very expensive. Switches would be better and stays local. A->Really expensive, travels long distances. Better to invest in switchers that stay within the area. R->Really expensive, travels long distances. Better to invest in switchers that stay within the area.</p>	
28	HD.5 Incentive program for replacing older diesel locomotives with new clean engine technology.			
29	TP.3 Incentive program for the replacement of passenger vehicles with battery electric or plug-in electric hybrid vehicle with an additional rebate option for those residents installing a Level 2 charger in their home.	\$800,000	<p>A->And include assistance to facilitate homeowners in finding the rebates and being able to utilize. B->very important in the initial growth of electrical R > High R > Low Priority A > This should be increased</p>	
28	HD.5 Incentive program for replacing older diesel railcar movers, switcher locomotives and diesel locomotives primarily operating in the community with new clean engine technology.	\$8,000,000	<p>R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells B > opportunity to reduce rail emissions immediately R > High R > Low Priority</p>	
32	PO.1 Incentive program for heavy duty vehicle with zero and near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. with a focus on equipment in Port.	\$2,000,000	<p>A->Only zero emission, not "near zero" Only if limited to equipment primarily used within Stockton. R >too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells B->good opportunity R > High R > Low Priority</p>	
33	TP.2 Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars through providing an incentive for individuals to get their cars repaired to pass smog check.	\$120,000	<p>C->Would like to see these events allow for the replacement of vehicles newer than 1999. R >Would like to see these events hosting in smaller communities such as Boggs tract or Conway Homes A->Use existing funds R->More money R->i received \$500 for repairs so my car can pass smog repair cost was higher did not help, limited to certain mechanics also not good B->needed support for the community R->Isn't existing program adequate? R > High R > Low Priority</p>	
36	TP.6 Incentive program to bring a partner to launch a car share program to help residents share clean electric cars in community.	\$1,000,000	<p>C->Housing Authority of San Joaquin is currently applying for EV car share through Clean Mobility Option grant. A->What does this cost cover? Wouldn't the company want to come in to get more customers? R->i think this a really good idea but probably transit could be harmed. B->OK R > High R > Low Priority R > Include the ability to rent a 4wd to go to winter sports opportunities</p>	
38	PO.2 Incentive program for tug boat replacement/repower.	\$1,000,000	<p>R->i think the PORT should let us know what their options are--perhaps other grants or opportunities. A->Port and operators should pay these costs. R->too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide cells B->Lets see how Omnibus changes emissions R > High R > Very Low Priority</p>	
39	RB.1 Incentive program for the replacement of existing residential wood burning devices (fireplaces, stoves and inserts) and pellet stoves with natural gas or electric technologies.	\$300,000	<p>A->Use existing funds. B->OK R > Very High R > Low Priority</p>	
42	TP.1 Incentive program to bring a partner to launch an electric bike share program to help residents share clean bike in community.	\$50,000	<p>C->SICOG is looking into Electric bike sharing and has applied for a grant, we should know by November. A->Maybe, after the buffers and necessary protections are in to make biking safe. B->Could be valuable R > Very High R > Low Priority</p>	
43	LG.2 Incentive program for the replacement of commercial lawn and garden equipment.	\$100,000	<p>R->How do we determine if to be used widely within the boundaries. A->Use existing funds. No guarantee these stay within the boundary. B->OK R > High R > Very Low Priority</p>	
44	LG.1 Incentive program for the replacement of residential lawn and garden equipment.	\$12,500	<p>R->Would like to see this widely introduced. A->Only for people who live in the boundary. Not a high priority. R > High B->OK R->replacement to electric? residents already have high electric bills R > Low Priority</p>	
New	PO. 7 Marine Exhaust Intake Bonnet Emission Control	\$1,000,000		
New	AF. 1 Air Filtration for Homes	\$1,000,000	<p>A->Please ADD based on estimates of houses in the highest polluting zones. A->Need funding that immediately protects residents in the danger zones closest to major polluting sources. R > Very High</p>	
New	Home weatherization and electrification	\$1,000,000	<p>A > Highest Priority: Add several million dollars for homes in danger zone</p>	
		\$35,447,500		

Rank	Potential Strategy	Strategy Type	Emission Goal	Estimated Emission Reduction (TBD)	Committee Comments
5	SS.4 Increasing inspection frequency to twice per year for any permitted stationary source that has had an emissions violation in the last three years	Implementation	Enforcement	Dependent on Non-Compliance Rate	
6	HD.3 Reduce exposure to diesel particulate matter (DPM) from vehicle idling through increased enforcement of CARB idling regulation and increased education regarding idlines. Specifically target CSC's areas of concern including bus idling near schools, truck idling in or around distribution centers or warehouses, and traffic congestion that can contribute to increased burden at sensitive receptors.	Implementation	Enforcement & Outreach	Dependent on Non-Compliance Rate	
7	SS.3 Conduct expedited facility risk assessment and risk reduction for facilities located within the AB617 community under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588).	Implementation	Regulatory	To be assessed during individual facility assessments	
9	CARB.1 Increase frequency on CARB's Heavy-Duty Vehicle Inspection Program (HDVIP) and the Periodic Smoke Inspection Program (PSIP). These are CARB's heavy-duty vehicle inspection programs for in-use trucks and buses. HDVIP consists of roadside testing by CARB enforcement personnel for excessive smoke, tampering, and Emission Control Label compliance, whereas the PSIP requires annual opacity self-testing for California fleets with two or more heavy duty vehicles.	Implementation	Enforcement	Dependent on Non-Compliance Rate	
10	O.1 Multilingual effort: 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. Will explore text messaging, billboards, other unique outreach mechanisms as suggested by the committee. Would aim to focus outreach on Stockton CSC concerns, including fireworks, illegal burning, trash burning, idling and other concerns as identified by the committee. Include videos as a good tools and ensure outreach occurs additional languages such as Spanish, Tagalong and others.	Implementation	Outreach	No Quantifiable Emission Reductions	
11	O.2 Multilingual effort: Outreach to share clean air efforts and how communities can get involved. This strategy would increase awareness of programs by establishing a series of outreach events within community. Some ideas include educating truckers about idling, using direct mail and social media to inform public about grant program, and encouraging positive messaging. Include videos as a good tools and ensure outreach occurs additional languages such as Spanish, Tagalong and others. Include promotion of biking (including bike paths and trails) and public transportation (including, bus, rail, ferry and others).	Implementation	Outreach	No Quantifiable Emission Reductions	
12	PO.6 Fully implement CARB's Ocean Going Vessel (OGV) Fuels Regulation. This regulation is intended to reduce particulate matter, diesel particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.	Implementation	Regulatory	Dependent on regulation affect on community	
13	SC.2 Reduce children's exposure through increased enrollment in the Healthy Air Living (HAL) Schools Program to reduce idling, limit outdoor activity during episodes of poor air quality, and educate student about protecting our air.	Implementation	Outreach	No Quantifiable Emission Reductions	
14	PO.7 Strategies to be identified and developed in coordination with the Port of Stockton.	Implementation	Reduction	Emission Reductions Dependent on Coordination with Port	
15	PO.4 Fully investigate and where available develop regulation to transition mobile cargo handling equipment to zero-emission technology. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017.	Implementation	Reduction	Dependent on regulation affect on community	
16	SS.5 Enhanced enforcement of District's Regulation VIII requirements at active construction projects and other sources of fugitive dust within the community to reduce dust pollution.	Implementation	Enforcement	Dependent on Non-Compliance Rate	
17	CARB.2 Continue to implement and strengthen the state Truck and Bus regulation which affects individuals, private companies, and Federal agencies that own diesel vehicles with a GVWR greater than 14,000 lbs. that operate in California. The regulation also applies to publicly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are exempt from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023. https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf	Implementation	Regulatory	Dependent on regulation affect on community	
20	CARB.3 Continue to implement and strengthen transport Refrigeration Units (TRUs). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.	Implementation	Regulatory	Dependent on regulation affect on community	
22	SS.2 Evaluate District regulations to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend applicable District rules to pursue additional reduction opportunities beyond Best Available Retrofit Control Technology (BARCT).	Implementation	Regulatory	Dependent on regulation affect on community	
23	CARB.4 Continue to implement and strengthen the CARB adopted regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Diesel Regulation) to reduce diesel particulate matter and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. These vehicles are used in construction, mining, industrial operations and other industries.	Implementation	Regulatory	Dependent on regulation affect on community	

Rank	Potential Strategy	Strategy Type	Emission Goal	Estimated Incentive Cost Per Unit/Project/School/Event	Cost Effectiveness Range (Incentive Funding per Tons of Emisions Reduced) \$/ton ... Lower number is better	Proposed Number of Units/Projects (TBD)	Proposed Total Budgeted Amount (TBD)	Committee Comments
1	TR.2 Incentive program for the installation of vegetative barriers around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way, Boggs Tract and El Dorado).	Incentive	Mitigation	\$500,000	No Quantifiable Cost Effectiveness Range	1	\$500,000	
2	TR.1 Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community while keeping in mind water and maintenance issues. Focus areas include Charter Way, Boggs Tract and El Dorado.	Incentive	Mitigation	\$500,000	No Quantifiable Cost Effectiveness Range	1	\$500,000	
3	HD.7 Work with City and County to assess current truck routes (potential impact of speed bumps). CSC suggested Boggs Tract as an area of concern.	Incentive	Mitigation	\$500,000	Emission Reductions Dependent on Study	1	\$500,000	
4	SC.1 Incentive program to install advanced air filtration systems in 33 community schools.	Incentive	Mitigation	\$80,000	No Quantifiable Cost Effectiveness	33	\$2,640,000	
8	LU.2 Work with City, County, and San Joaquin Council of Governments to assess current bike path infrastructure (including bike racks) and look for matching funding to make community more bike and walk friendly.	Incentive	Reduction	\$100,000	\$40,000	5	\$500,000	
18	HD.1 Incentive program for heavy duty truck replacement with zero and and to a lesser extent near zero emission technology.	Incentive	Reduction	\$100,000 Near Zero Class 7-8 \$200,000 Zero Emission Class 7-8	\$16,000 avg for New Purchase \$44,000 avg for Replacement	50	\$10,000,000	
19	TP.4 Incentive program for the installation of charging stations for electric vehicles in public spaces and investigate expanding the program to incentives for residents.	Incentive	Reduction	\$5,000 to \$25,000	No Quantifiable Cost Effectiveness Range	10	\$250,000	
21	TP.5 Incentive program for educational training for electric vehicle mechanics.	Incentive	Mitigation	\$15,000	No Quantifiable Cost Effectiveness	2	\$30,000	
25	HD.4 Incentive program for replacing older diesel school buses with zero or to a lesser extent near zero emission buses.	Incentive	Reduction	\$400,000	\$250,000-\$300,000	14	\$5,600,000	
27	HD.2 Incentives for planning and implementation of clean fuel infrastructure.	Incentive	Reduction	\$1,000,000	No Quantifiable Cost Effectiveness	1	\$1,000,000	
28	HD.5 Incentive program for replacing older diesel locomotives with new clean engine technology.	Incentive	Reduction	\$2,600,000	\$10,000 to \$30,000	3	\$7,800,000	
29	TP.3 Incentive program for the replacement of passenger vehicles with battery electric or plug-in electric hybrid vehicles.	Incentive	Reduction	\$8,000	\$150,000 to 850,000	100	\$800,000	
31	HD.6 Incentive program for replacing older diesel railcar movers and switcher locomotives with new clean-engine technology.	Incentive	Reduction	\$1,000,000	\$10,000 to \$30,000	3	\$3,000,000	
32	PO.1 Incentive program for heavy duty vehicle with zero and near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. with a focus on equipment in Port.	Incentive	Reduction	\$75,000 to \$200,000+	\$25,000 to \$50,000+	10	\$2,000,000	
33	TP.2 Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars through providing an incentive for individuals to get their cars repaired to pass smog check.	Incentive	Reduction	\$60,000	\$40,000 to \$60,000	2	\$120,000	
36	TP.6 Incentive program to bring a partner (like Mio Car) to launch a car share program to help residents share clean electric cars in community.	Incentive	Reduction	\$1,000,000	No Quantifiable Cost Effectiveness Range	1	\$1,000,000	
38	PO.2 Incentive program for tug boat replacement/repower.	Incentive	Reduction	Needs additional research	Needs additional research	?	\$1,000,000	
39	RB.1 Incentive program for the replacement of existing residential wood burning devices (fireplaces, stoves and inserts) and pellet stoves with natural gas or electric technologies.	Incentive	Reduction	\$3,000	\$8,000 to \$25,000	100	\$300,000	
42	TP.1 Incentive program to bring a partner to launch an electric bike share program to help residents share clean cars in community.	Incentive	Reduction	Needs additional research	Needs additional research	?	\$50,000	
43	LG.2 Incentive program for the replacement of commercial lawn and garden equipment.	Incentive	Reduction	\$20,000	\$80,000	10	\$200,000	
44	LG.1 Incentive program for the replacement of residential lawn and garden equipment.	Incentive	Reduction	\$50 to \$250	\$210,000	100	\$25,000	
TOTAL							\$37,815,000	

ADDITIONAL STRATEGY SUGGESTIONS				Response	Committee Comments
Added	Would like to have a focus on the port of Stockton and crosstown freeway as well as vegetative barriers to improve the air quality over time.	Incentive	Reduction	Incorporated into PO strategies (Port strategies) and TR.2	
Added	Combination of sound walls and vegetative barriers along freeways. Update truck management plan for Port of Stockton and City of Stockton. Fund data collection to better understand pollution and health outcomes.	Incentive	Mitigation	Incorporated into PO strategies (Port strategies), HD.7 and TR.2	
Added	Bike Parking where folks can lock their bikes securely NOT LOCKERS in Stockton. I did not see scoring for SS1.2.3. Thank you for your efforts to improve Stockton's air quality.	Incentive	Reduction	Incorporated into LU.2	
Added	On our preliminary tour, residents and workers suggested speed bumps in the Boggs tract and maybe Conway Homes area. I think this is an important issue to work with where trucks are in wide use.	Incentive	Mitigation	Incorporated into HD.7	
Added	Add new green space	Incentive	Reduction	Incorporated into TR.1	
Added	I recently learned that the City of Stockton can adopt or may already have adopted anti-idling regulations which would allow code enforcement to issue fines which should be pursued due to the location of AD regulatory staff and response time to investigate. Further I have been trying to get a picture of the sticker that some trucks evidently have that allows them to idle indefinitely.	Incentive	Enforcement	Incorporated into HD.3	
Added	Prioritize programs that plant trees and such for our future air. Consider California fires destruction	Incentive	Reduction	Incorporated into TR.1 and TR.2	
Need to Rank	Emission Free Zones	Incentive	Reduction	Needs additional research	Type in Priotiy Level Very High, High, Neutral, Low, Very Low
Need to Rank	Address Algae Blooms Air Quality Impacts	Incentive	Reduction	Needs additional research	Type in Priotiy Level Very High, High, Neutral, Low, Very Low
Need to Rank	Health and safety buffers	Incentive	Reduction	Needs additional research	Type in Priotiy Level Very High, High, Neutral, Low, Very Low
Need to Rank	Marine Exhaust Intake Bonnet Emission Control	Incentive	Reduction	Needs additional research	Type in Priotiy Level Very High, High, Neutral, Low, Very Low

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Enter your first and last name

Answered 30

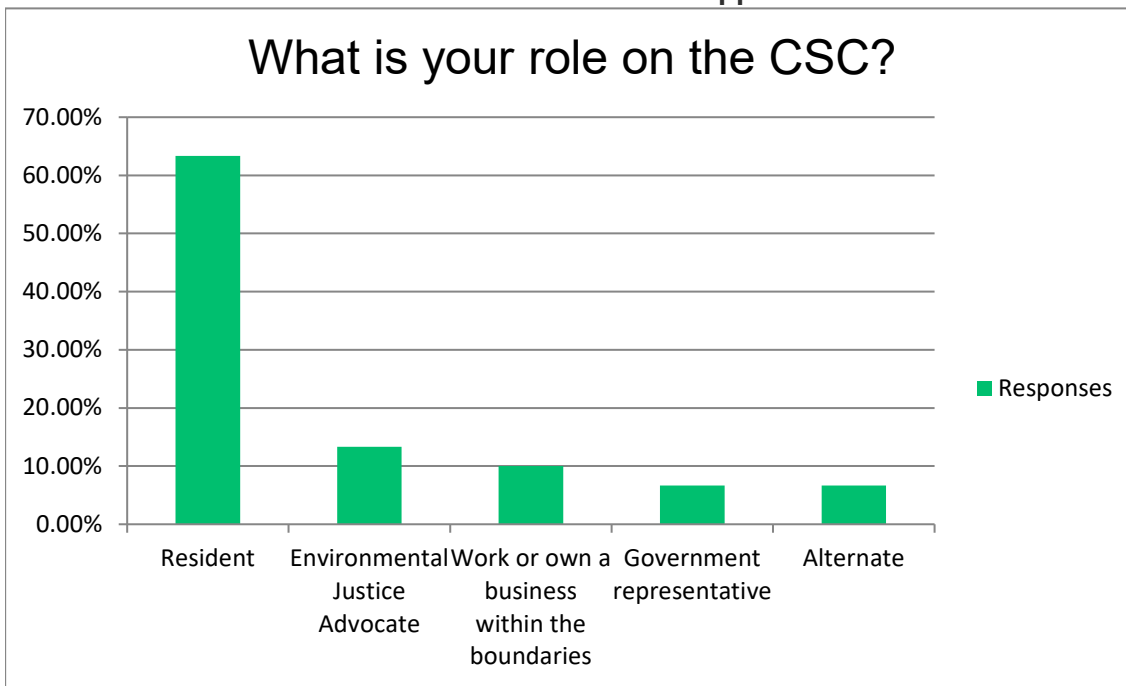
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Respondents	Response Date	Responses	Tags
1	Oct 01 2020 01:12 PM	Bianca Mendoza	Resident
2	Sep 30 2020 09:05 PM	Gloria E. Alonso Cruz	Resident
3	Sep 30 2020 05:09 PM	Gene Fuss	Resident
4	Sep 30 2020 11:00 AM	Ned Leiba	Resident
5	Sep 29 2020 04:04 PM	Ed Ward	All Other
6	Sep 29 2020 08:37 AM	Noehmi Jauregui	All Other
7	Sep 28 2020 04:32 PM	Barbara Barrigan-Parrilla	Alternate
8	Sep 25 2020 08:22 PM	Florence Quilantang	Resident
9	Sep 22 2020 02:02 PM	Maria Cardenas	Resident
10	Sep 22 2020 09:11 AM	Albert Rivas	Government
11	Sep 21 2020 11:49 PM	Vanessa Palomares	Resident
12	Sep 21 2020 05:39 PM	Paulette Amous, Gross	Resident
13	Sep 21 2020 04:02 PM	Nicholas Hatten	Resident
14	Sep 21 2020 12:09 PM	Cynthia Pinto-Cabrera	Alternate
15	Sep 20 2020 07:09 PM	Catherine Garoupa White	EJ Adocate
16	Sep 20 2020 04:06 PM	Regina Griffin	Resident
17	Sep 20 2020 10:13 AM	Deby	Resident
18	Sep 19 2020 12:05 AM	Ann Rogan	Government
19	Sep 18 2020 04:22 PM	Dillon Delvo	EJ Adocate
20	Sep 18 2020 10:47 AM	Nate Knodt	Resident
21	Sep 18 2020 10:20 AM	LENARD SEAWOOD	Resident
22	Sep 17 2020 11:56 AM	Pandora crowder	Alternate
23	Sep 16 2020 10:03 PM	Mary Elizabeth	Resident
24	Sep 15 2020 01:52 PM	Margo Praus	Resident
25	Sep 14 2020 02:58 PM	Tina Lau	All Other
26	Sep 14 2020 10:31 AM	Jonathan Pruitt	EJ Adocate
27	Sep 12 2020 01:34 AM	Irene Calimlim	All Other
28	Sep 11 2020 03:34 PM	Stacey Panyasee	Resident
29	Sep 09 2020 06:39 AM	VM	Resident
30	Sep 04 2020 03:35 PM	Douglas Vigil	Resident

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What is your role on the CSC?

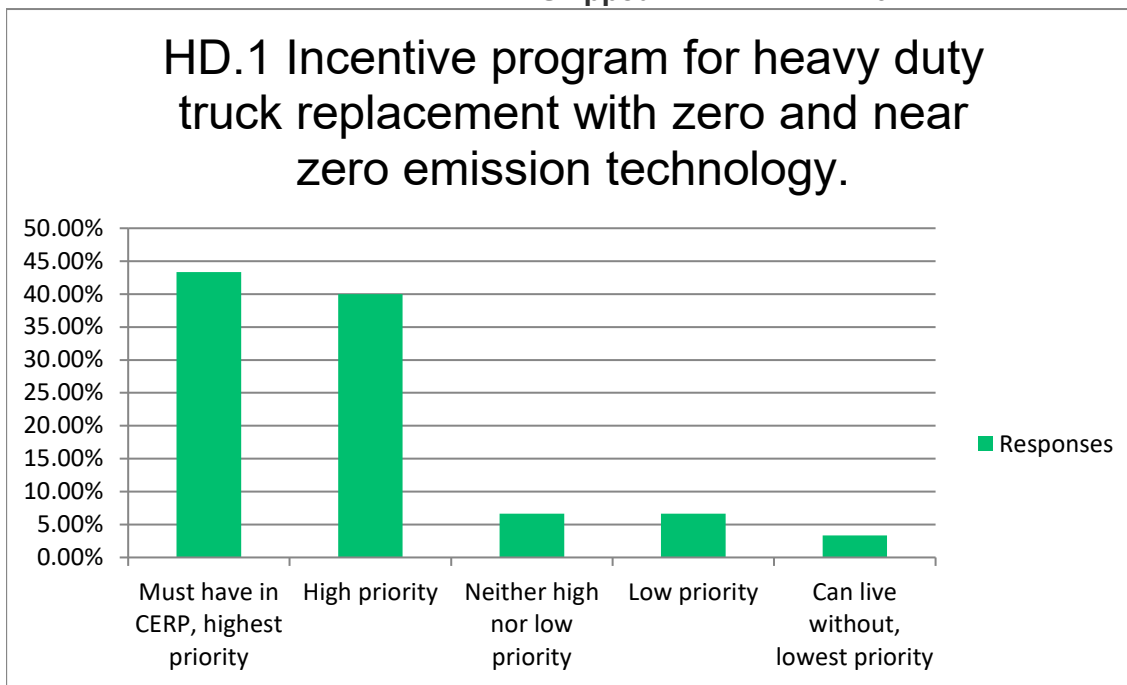
Answer Choices	Responses	
Resident	63.33%	19
Environmental Justice Advocate	13.33%	4
Work or own a business within the boundaries	10.00%	3
Government representative	6.67%	2
Alternate	6.67%	2
	Answered	30
	Skipped	0



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HD.1 Incentive program for heavy duty truck replacement with zero and near zero emission technology.

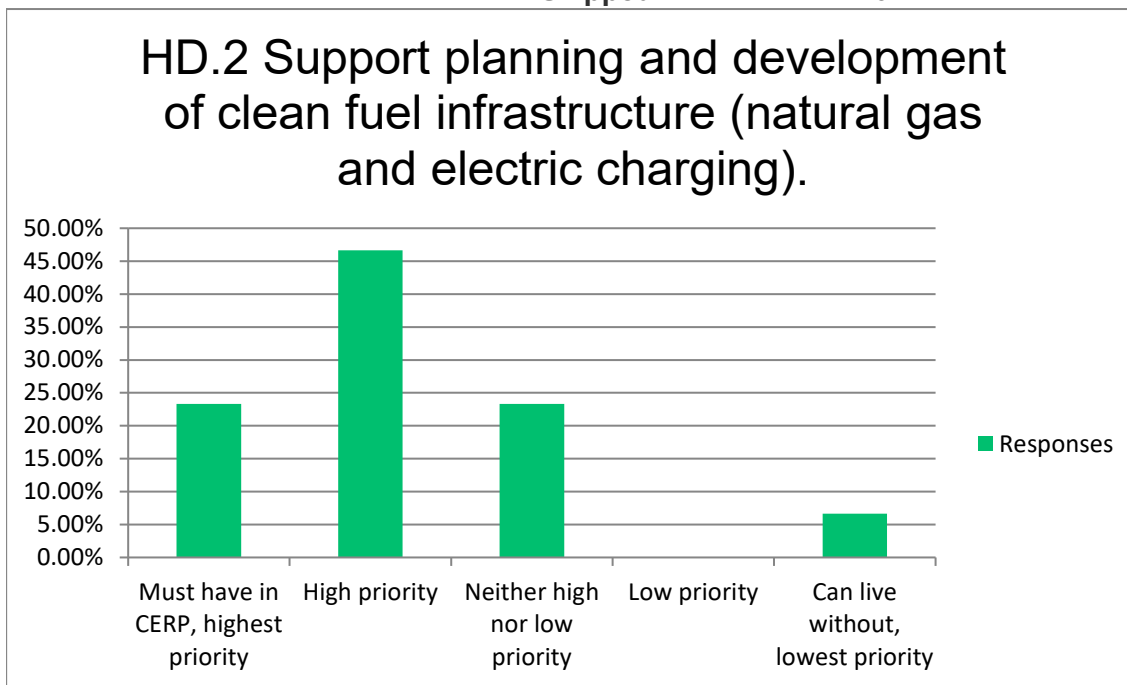
Answer Choices	Responses	
Must have in CERP, highest priority	43.33%	13
High priority	40.00%	12
Neither high nor low priority	6.67%	2
Low priority	6.67%	2
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0



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HD.2 Support planning and development of clean fuel infrastructure (natural gas and electric charging).

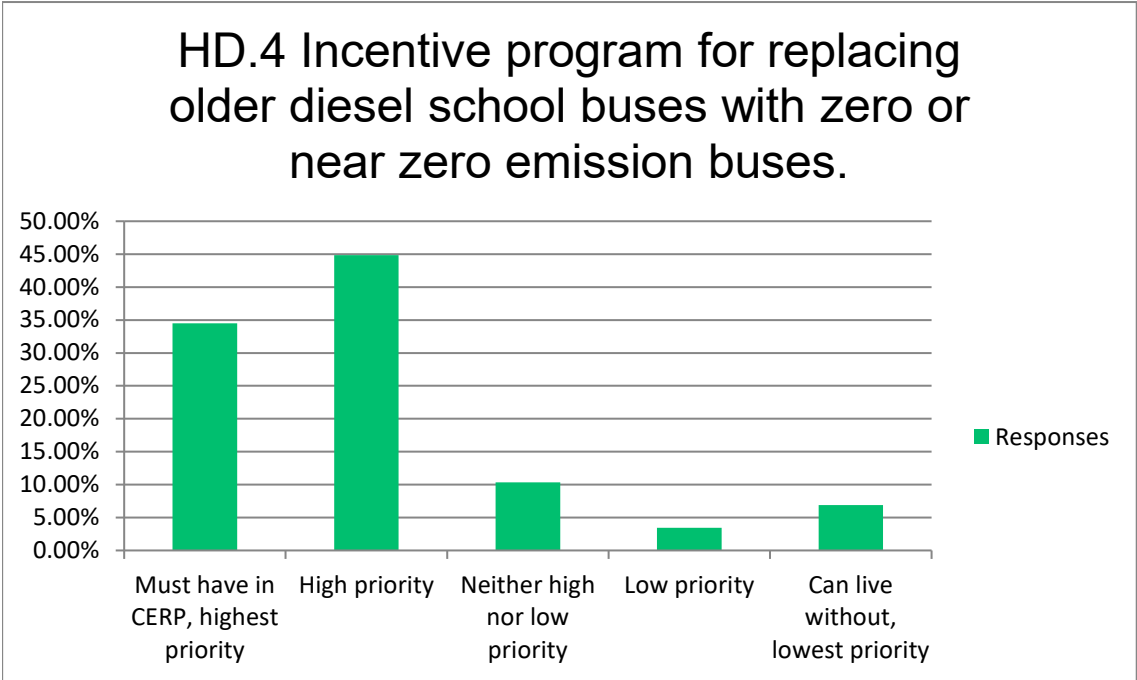
Answer Choices	Responses	
Must have in CERP, highest priority	23.33%	7
High priority	46.67%	14
Neither high nor low priority	23.33%	7
Low priority	0.00%	0
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0



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HD.4 Incentive program for replacing older diesel school buses with zero or near zero emission buses.

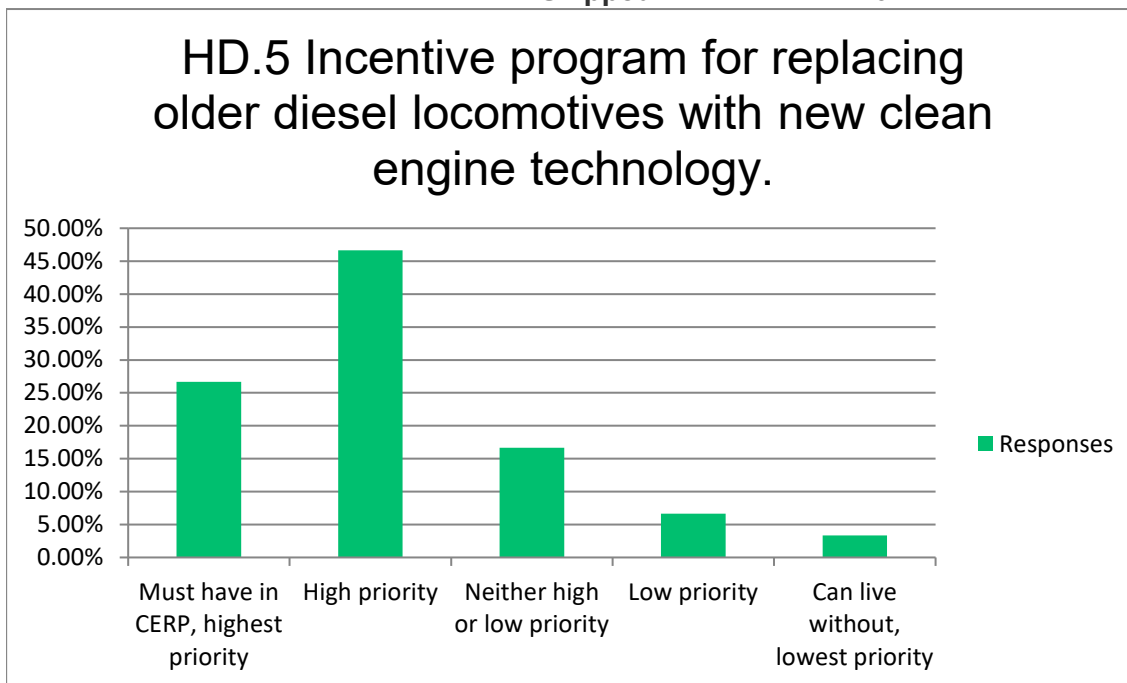
Answer Choices	Responses	
Must have in CERP, highest priority	34.48%	10
High priority	44.83%	13
Neither high nor low priority	10.34%	3
Low priority	3.45%	1
Can live without, lowest priority	6.90%	2
	Answered	29
	Skipped	1



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HD.5 Incentive program for replacing older diesel locomotives with new clean engine technology.

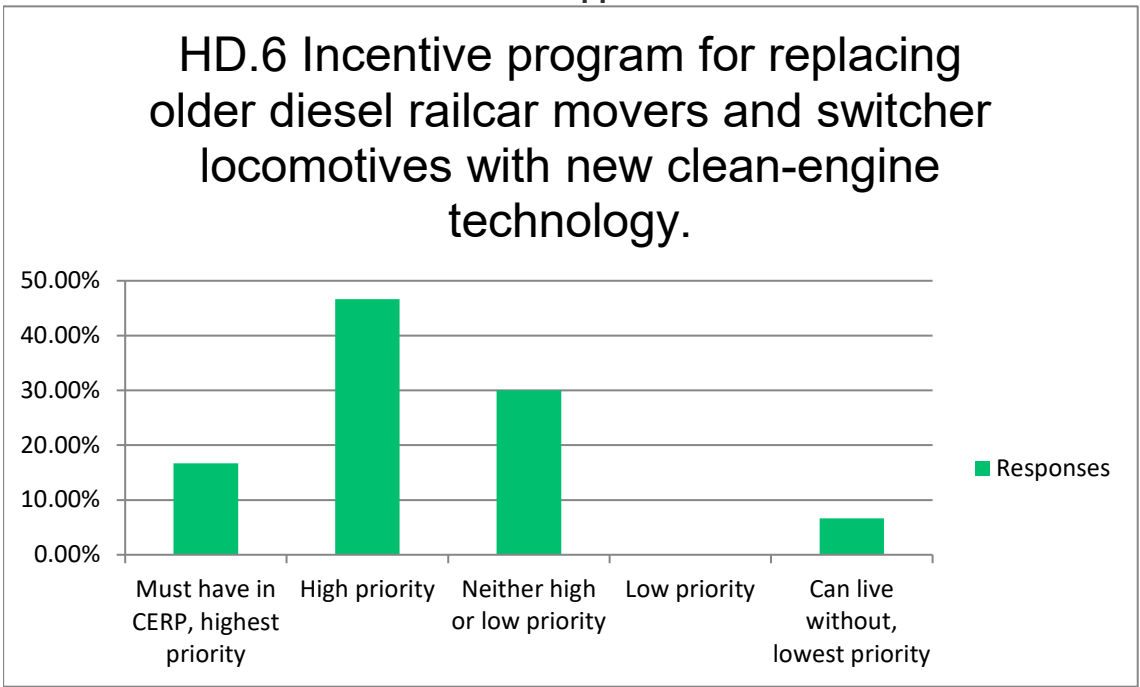
Answer Choices	Responses	
Must have in CERP, highest priority	26.67%	8
High priority	46.67%	14
Neither high or low priority	16.67%	5
Low priority	6.67%	2
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0



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HD.6 Incentive program for replacing older diesel railcar movers and switcher locomotives with new clean-engine technology.

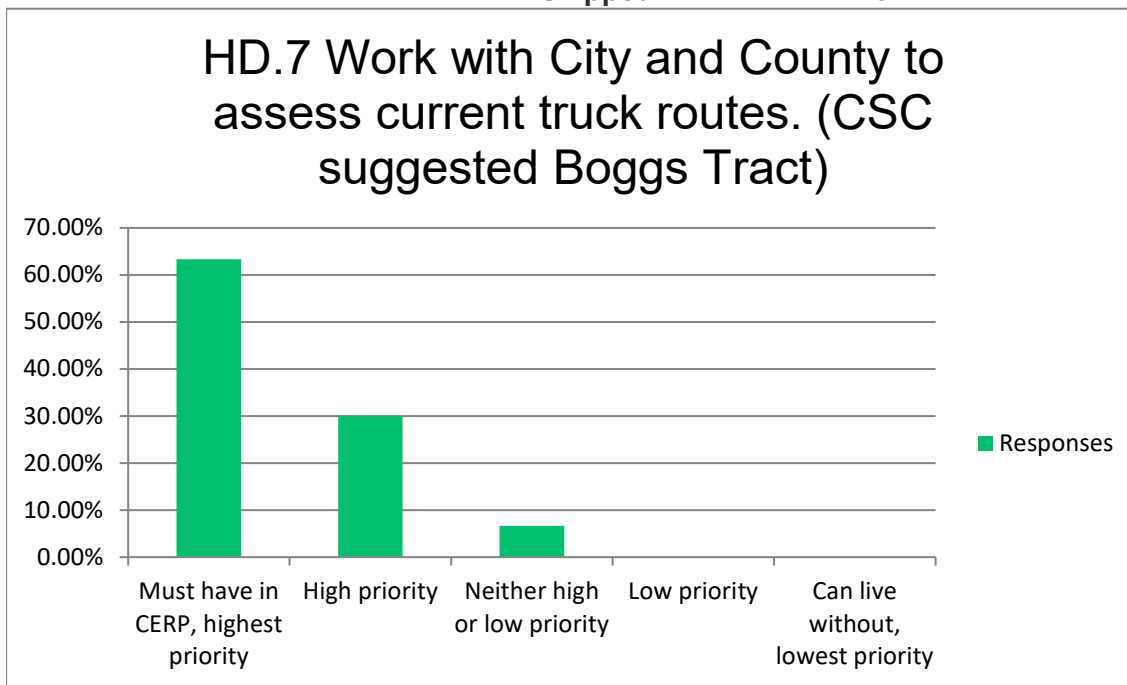
Answer Choices	Responses	
Must have in CERP, highest priority	16.67%	5
High priority	46.67%	14
Neither high or low priority	30.00%	9
Low priority	0.00%	0
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0



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HD.7 Work with City and County to assess current truck routes. (CSC suggested Boggs Tract)

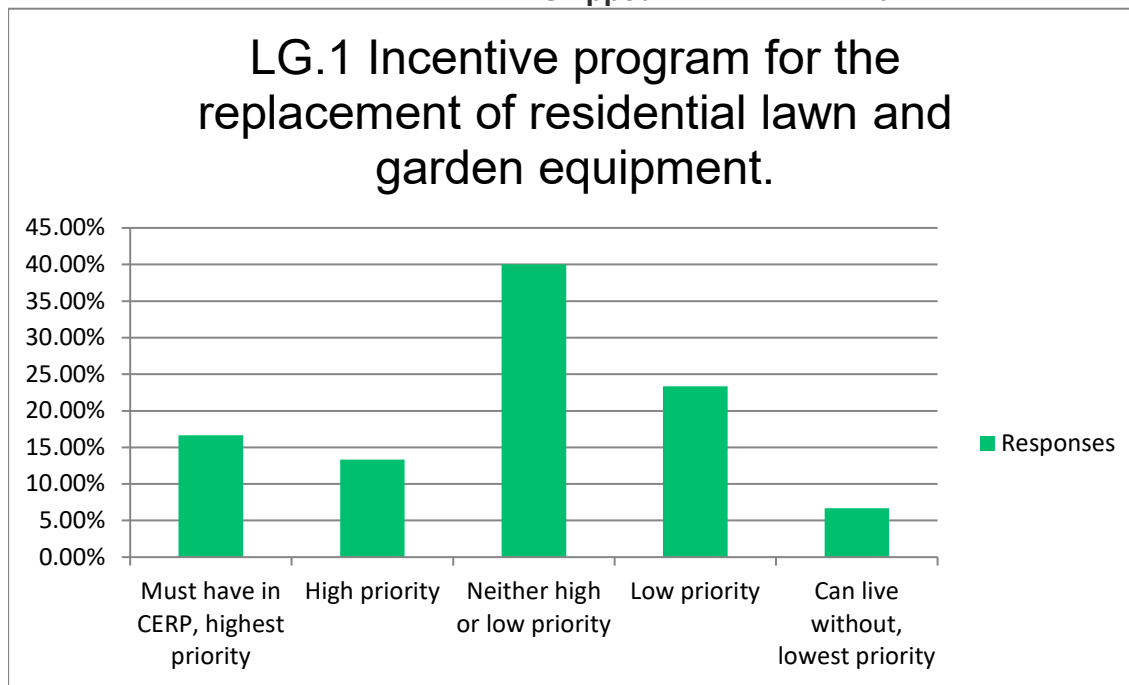
Answer Choices	Responses	
Must have in CERP, highest priority	63.33%	19
High priority	30.00%	9
Neither high or low priority	6.67%	2
Low priority	0.00%	0
Can live without, lowest priority	0.00%	0
Answered		30
Skipped		0



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LG.1 Incentive program for the replacement of residential lawn and garden equipment.

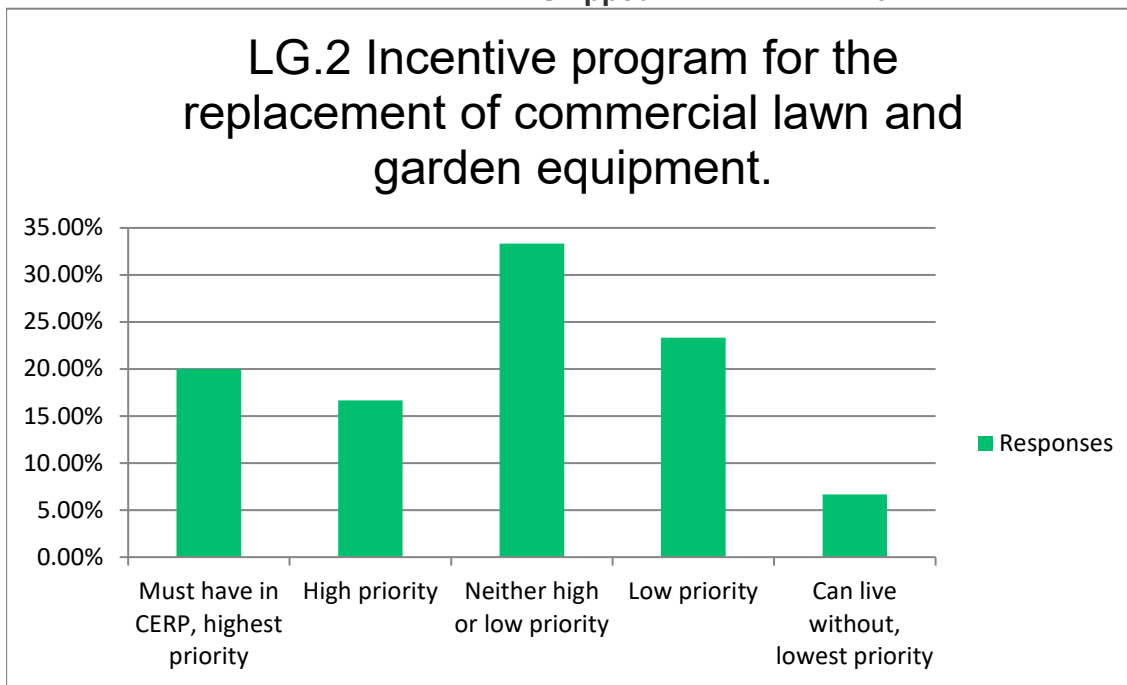
Answer Choices	Responses	
Must have in CERP, highest priority	16.67%	5
High priority	13.33%	4
Neither high or low priority	40.00%	12
Low priority	23.33%	7
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0



Stockton AB 617 CSC: Draft CERP Strategies

LG.2 Incentive program for the replacement of commercial lawn and garden equipment.

Answer Choices	Responses	
Must have in CERP, highest priority	20.00%	6
High priority	16.67%	5
Neither high or low priority	33.33%	10
Low priority	23.33%	7
Can live without, lowest priority	6.67%	2
Answered		30
Skipped		0

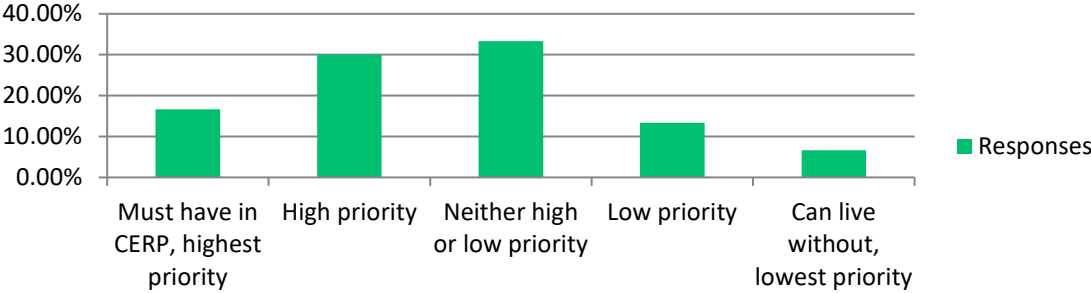


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LU.1 Provide District support for projects that reduce vehicles miles traveled (VMT), including advocacy for competitive project proposals and potential match funding support to eligible projects, as appropriate, through existing District programs.

Answer Choices	Responses	
Must have in CERP, highest priority	16.67%	5
High priority	30.00%	9
Neither high or low priority	33.33%	10
Low priority	13.33%	4
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0

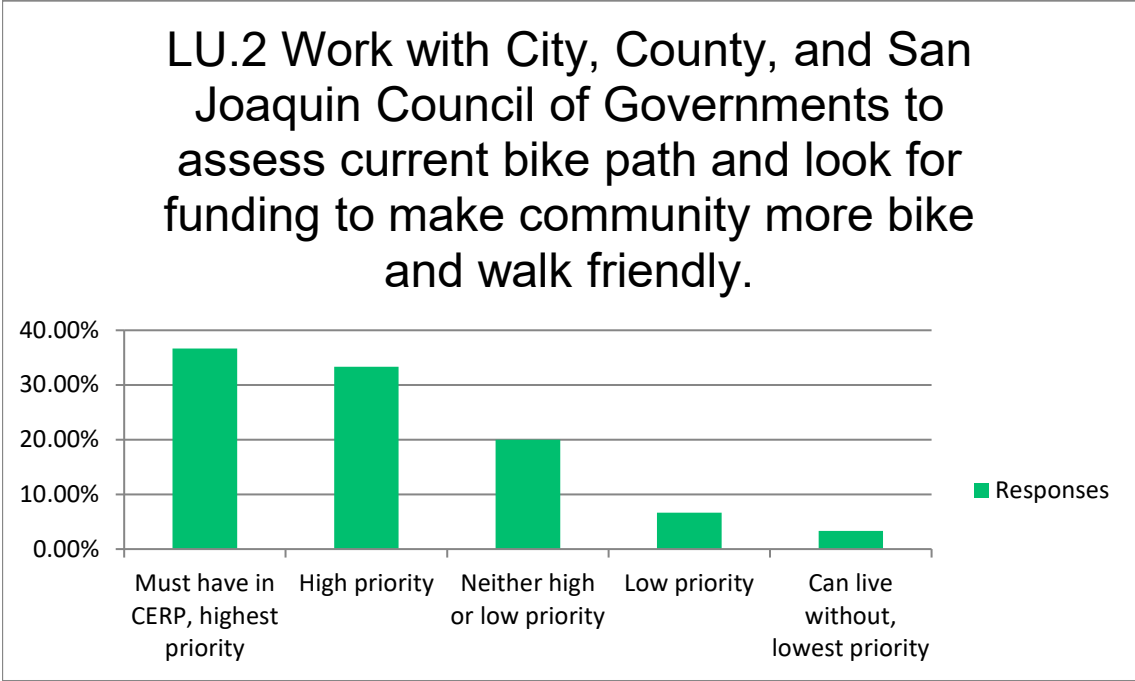
LU.1 Provide District support for projects that reduce vehicles miles traveled (VMT), including advocacy for competitive project proposals and potential match funding support to eligible projects, as appropriate, through existing District...



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LU.2 Work with City, County, and San Joaquin Council of Governments to assess current bike path and look for funding to make community more bike and walk friendly.

Answer Choices	Responses	
Must have in CERP, highest priority	36.67%	11
High priority	33.33%	10
Neither high or low priority	20.00%	6
Low priority	6.67%	2
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0

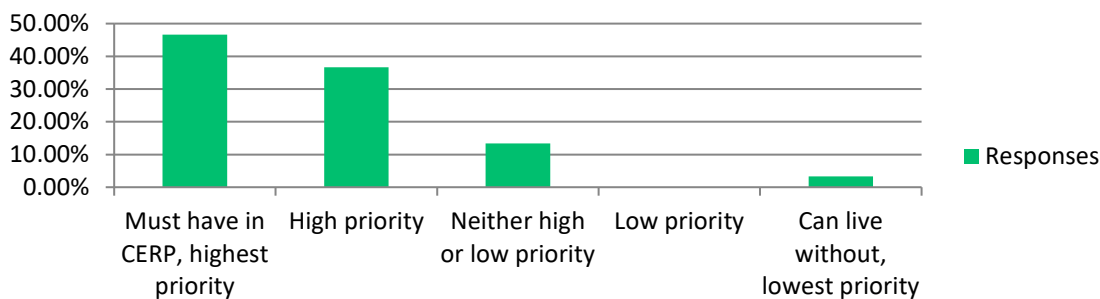


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O.1 Multilingual effort: Increase community awareness of available tools to keep informed of real-time changes in air quality through social media campaigns and a series of partner workshops. Will explore text messaging, billboards, NextDoor, other unique outreach mechanisms as suggested by the committee. Would aim to focus outreach on Stockton CSC concerns, including fireworks, illegal burning, idling.

Answer Choices	Responses	
Must have in CERP, highest priority	46.67%	14
High priority	36.67%	11
Neither high or low priority	13.33%	4
Low priority	0.00%	0
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0

O.1 Multilingual effort: 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. Will explore text...



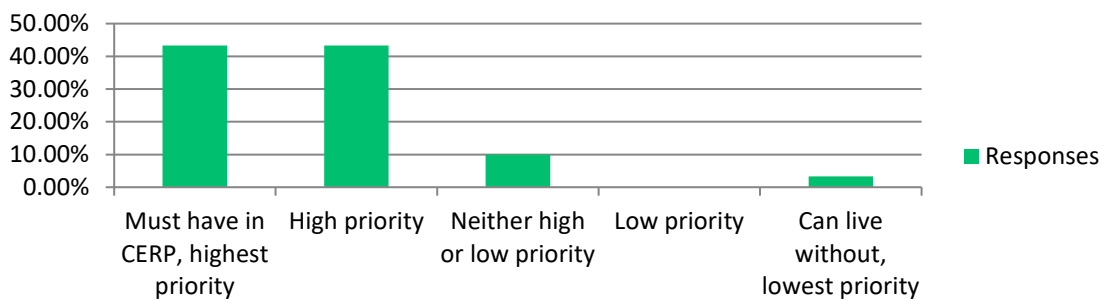
Stockton AB 617 CSC: Draft CERP Strategies

O.2 Multilingual effort: Outreach to share clean air efforts and how communities can get involved. This strategy would increase awareness of programs by establishing a series of outreach events within community.

Some ideas include educating truckers about idling, using direct mail where possible, and encouraging positive messaging.

Answer Choices	Responses	
Must have in CERP, highest priority	43.33%	13
High priority	43.33%	13
Neither high or low priority	10.00%	3
Low priority	0.00%	0
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0

O.2 Multilingual effort: Outreach to share clean air efforts and how communities can get involved. This strategy would increase awareness of programs by establishing a series of outreach events within community. Some ideas include...

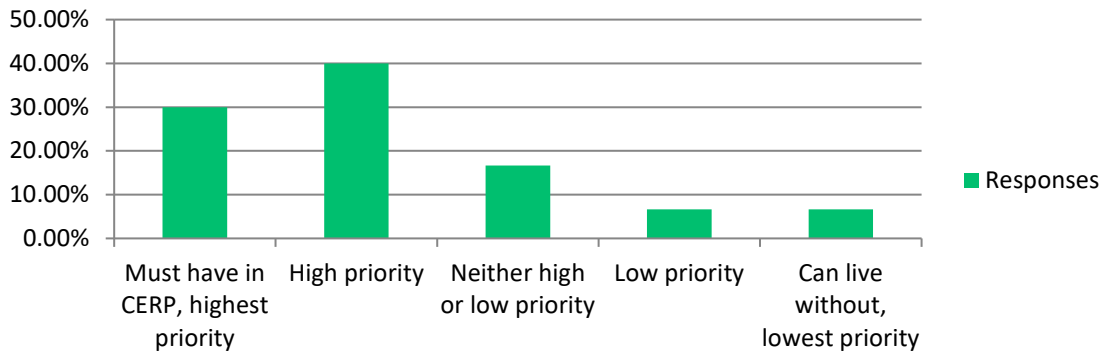


Stockton AB 617 CSC: Draft CERP Strategies

PO.1 Incentive program for heavy duty vehicle with zero and near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. Focus on equipment in Port.

Answer Choices	Responses	
Must have in CERP, highest priority	30.00%	9
High priority	40.00%	12
Neither high or low priority	16.67%	5
Low priority	6.67%	2
Can live without, lowest priority	6.67%	2
Answered		30
Skipped		0

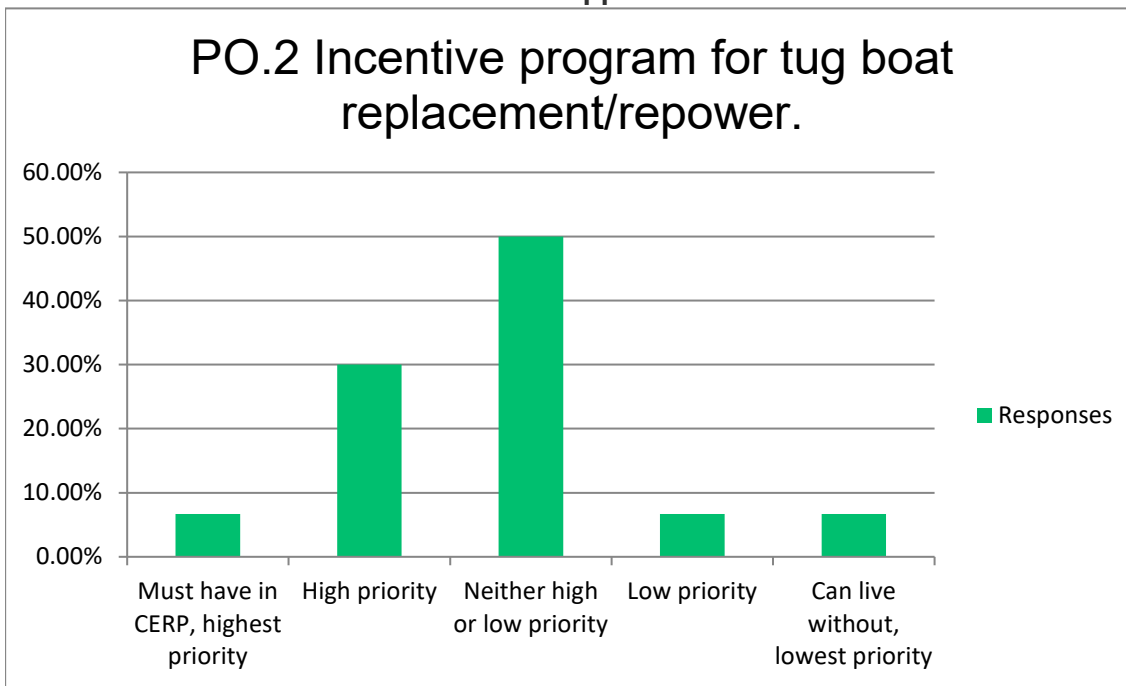
PO.1 Incentive program for heavy duty vehicle with zero and near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. Focus on equipment in Port.



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PO.2 Incentive program for tug boat replacement/repower.

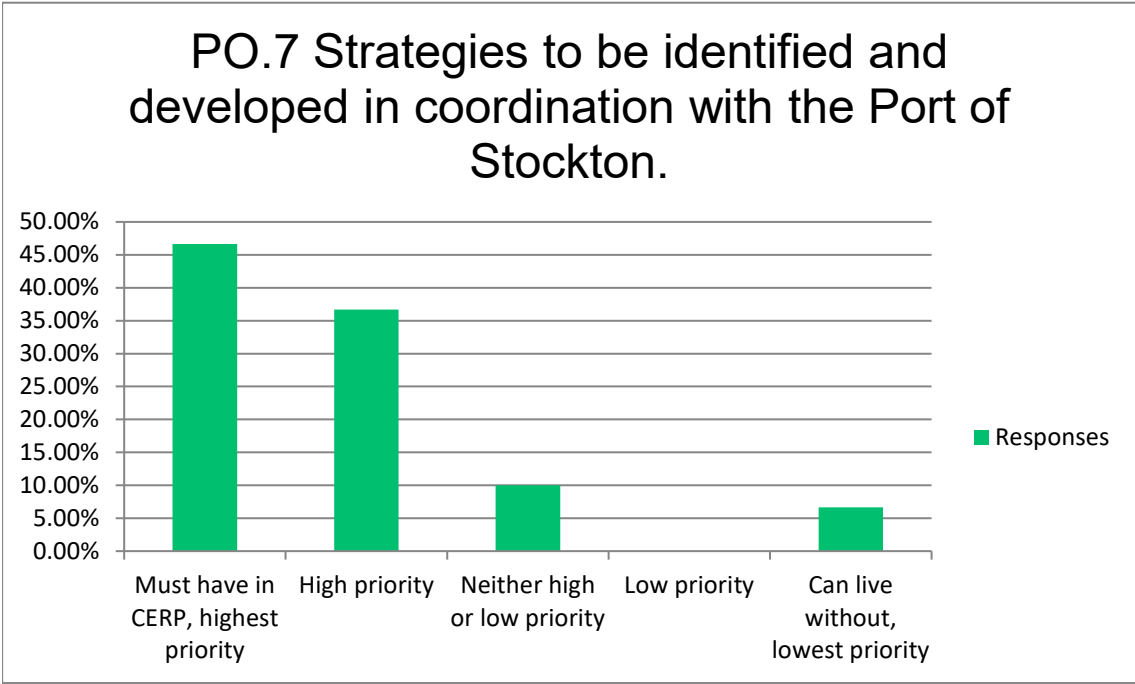
Answer Choices	Responses	
Must have in CERP, highest priority	6.67%	2
High priority	30.00%	9
Neither high or low priority	50.00%	15
Low priority	6.67%	2
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0



Stockton AB 617 CSC: Draft CERP Strategies

PO.7 Strategies to be identified and developed in coordination with the Port of Stockton.

Answer Choices	Responses	
Must have in CERP, highest priority	46.67%	14
High priority	36.67%	11
Neither high or low priority	10.00%	3
Low priority	0.00%	0
Can live without, lowest priority	6.67%	2
Answered		30
Skipped		0

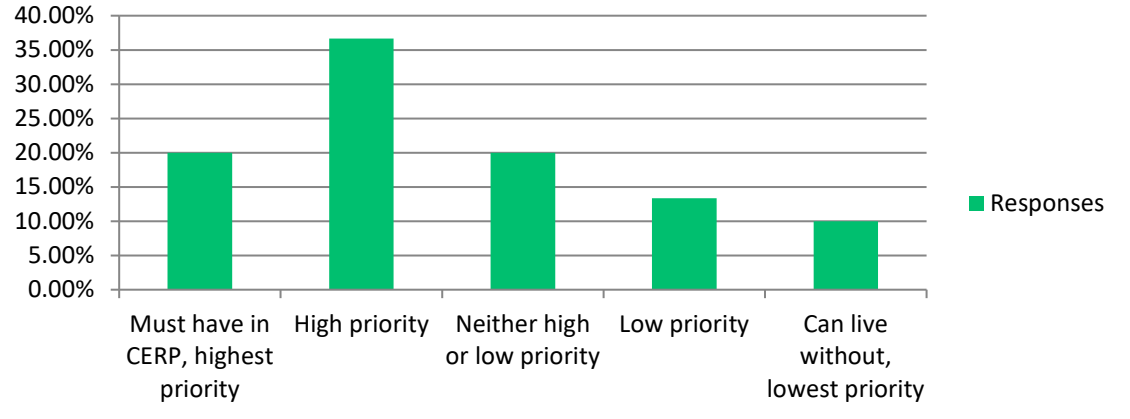


Stockton AB 617 CSC: Draft CERP Strategies

RB.1 Incentive program for the replacement of existing wood burning devices and pellet stoves with natural gas or electric technologies.

Answer Choices	Responses	
Must have in CERP, highest priority	20.00%	6
High priority	36.67%	11
Neither high or low priority	20.00%	6
Low priority	13.33%	4
Can live without, lowest priority	10.00%	3
	Answered	30
	Skipped	0

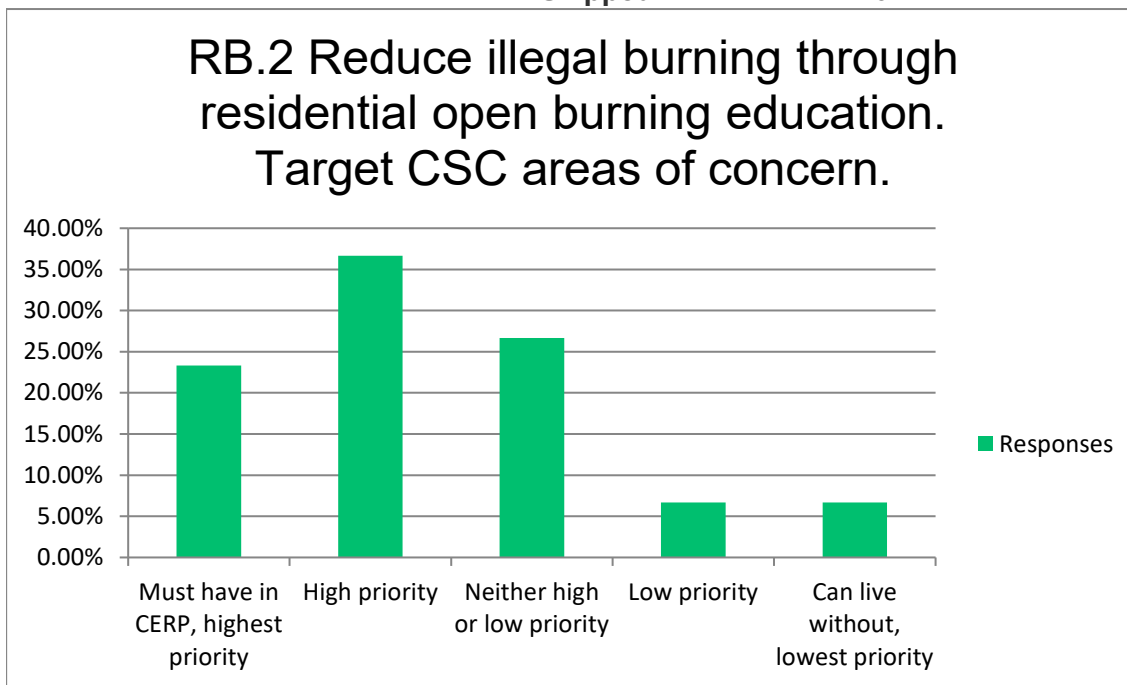
RB.1 Incentive program for the replacement of existing wood burning devices and pellet stoves with natural gas or electric technologies.



Stockton AB 617 CSC: Draft CERP Strategies

RB.2 Reduce illegal burning through residential open burning education. Target CSC areas of concern.

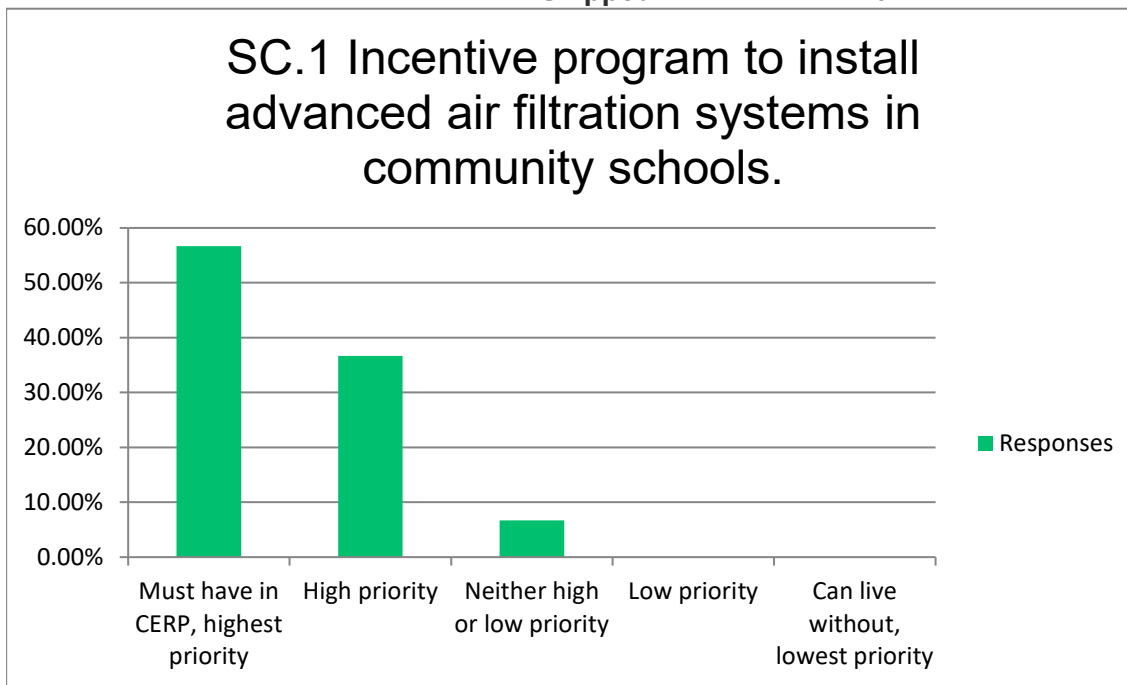
Answer Choices	Responses	
Must have in CERP, highest priority	23.33%	7
High priority	36.67%	11
Neither high or low priority	26.67%	8
Low priority	6.67%	2
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0



Stockton AB 617 CSC: Draft CERP Strategies

SC.1 Incentive program to install advanced air filtration systems in community schools.

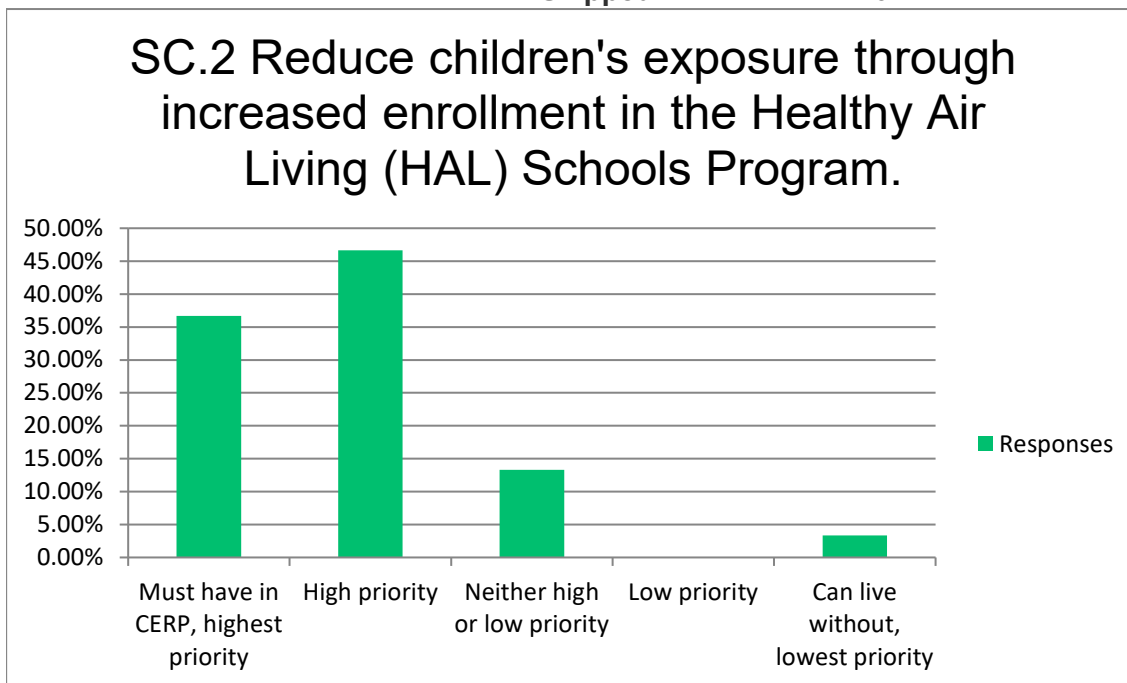
Answer Choices	Responses	
Must have in CERP, highest priority	56.67%	17
High priority	36.67%	11
Neither high or low priority	6.67%	2
Low priority	0.00%	0
Can live without, lowest priority	0.00%	0
	Answered	30
	Skipped	0



Stockton AB 617 CSC: Draft CERP Strategies

SC.2 Reduce children's exposure through increased enrollment in the Healthy Air Living (HAL) Schools Program.

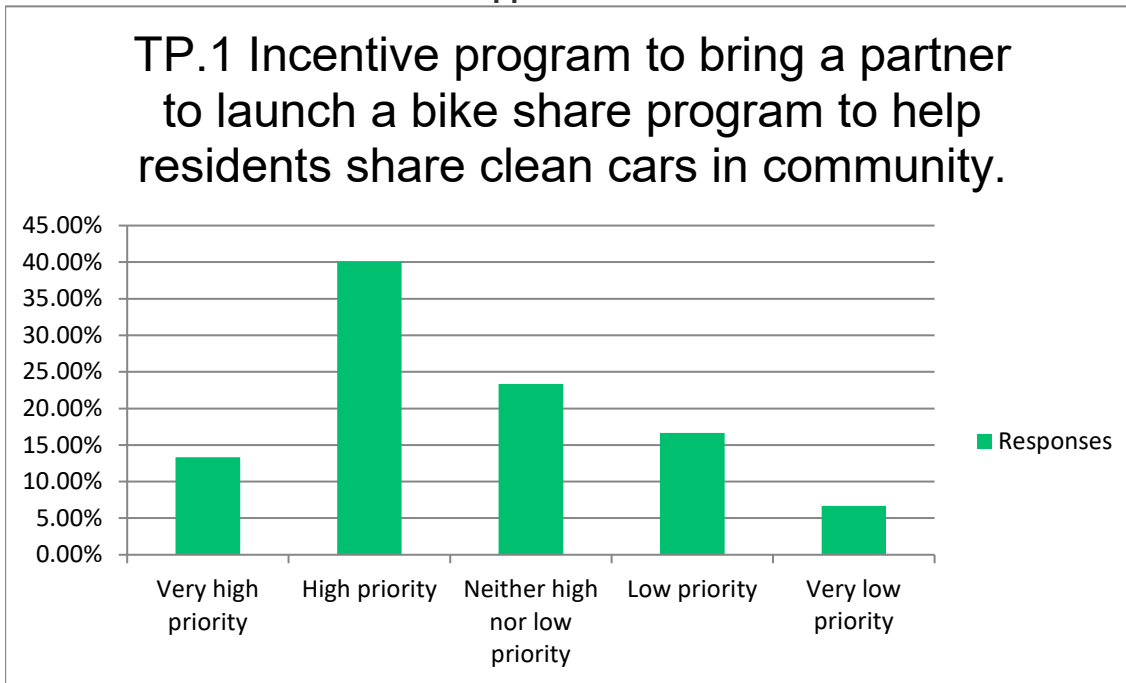
Answer Choices	Responses	
Must have in CERP, highest priority	36.67%	11
High priority	46.67%	14
Neither high or low priority	13.33%	4
Low priority	0.00%	0
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0



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TP.1 Incentive program to bring a partner to launch a bike share program to help residents share clean cars in community.

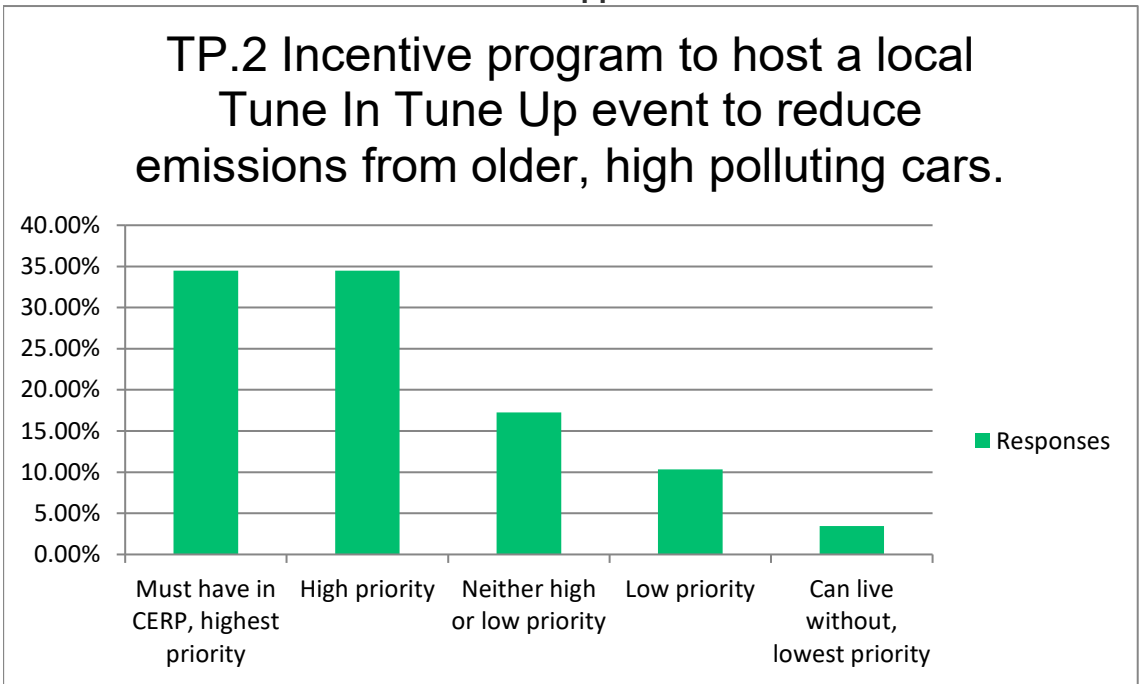
Answer Choices	Responses	
Very high priority	13.33%	4
High priority	40.00%	12
Neither high nor low priority	23.33%	7
Low priority	16.67%	5
Very low priority	6.67%	2
	Answered	30
	Skipped	0



Stockton AB 617 CSC: Draft CERP Strategies

TP.2 Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars.

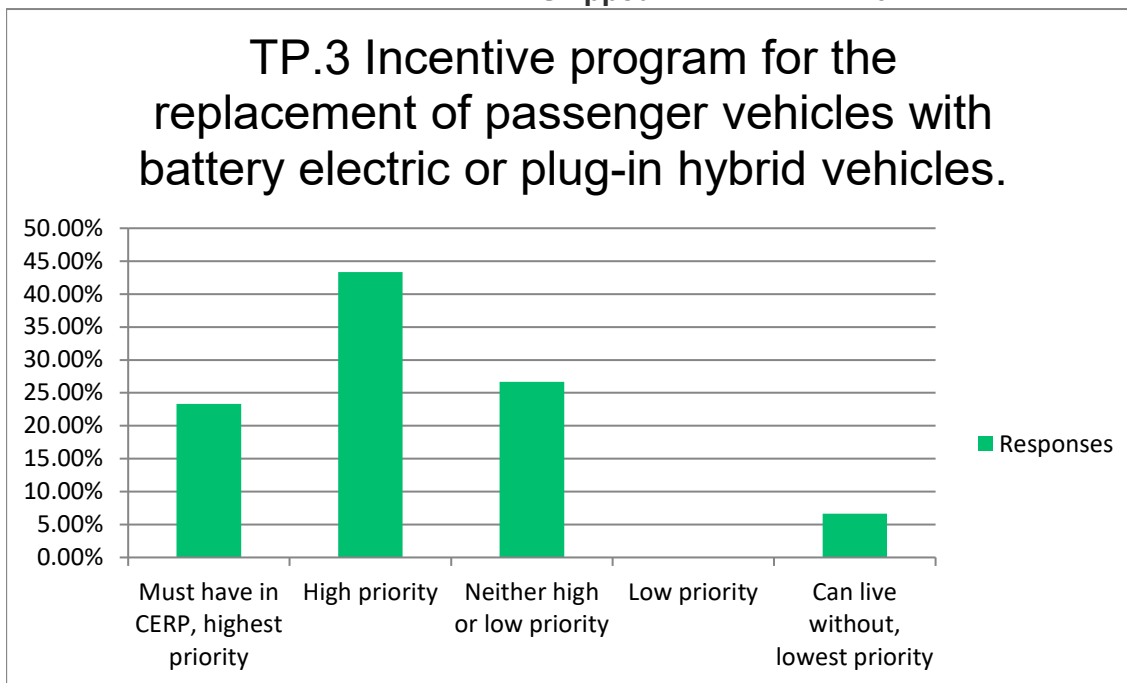
Answer Choices	Responses	
Must have in CERP, highest priority	34.48%	10
High priority	34.48%	10
Neither high or low priority	17.24%	5
Low priority	10.34%	3
Can live without, lowest priority	3.45%	1
	Answered	29
	Skipped	1



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TP.3 Incentive program for the replacement of passenger vehicles with battery electric or plug-in hybrid vehicles.

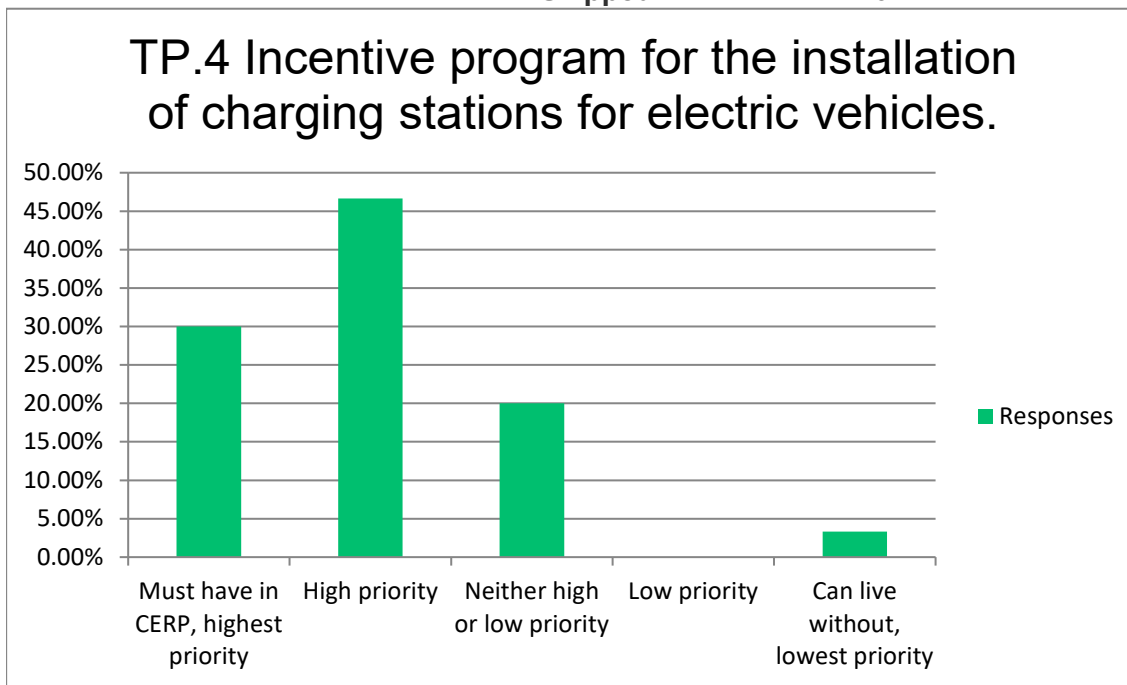
Answer Choices	Responses	
Must have in CERP, highest priority	23.33%	7
High priority	43.33%	13
Neither high or low priority	26.67%	8
Low priority	0.00%	0
Can live without, lowest priority	6.67%	2
	Answered	30
	Skipped	0



Stockton AB 617 CSC: Draft CERP Strategies

TP.4 Incentive program for the installation of charging stations for electric vehicles.

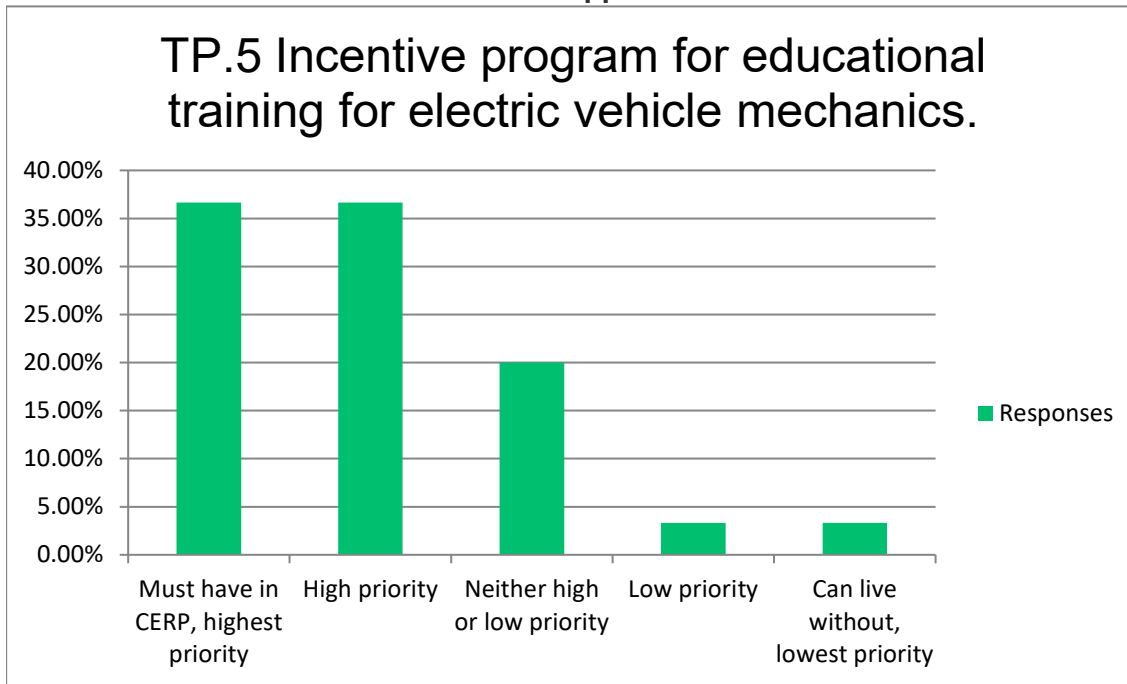
Answer Choices	Responses	
Must have in CERP, highest priority	30.00%	9
High priority	46.67%	14
Neither high or low priority	20.00%	6
Low priority	0.00%	0
Can live without, lowest priority	3.33%	1
Answered		30
Skipped		0



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TP.5 Incentive program for educational training for electric vehicle mechanics.

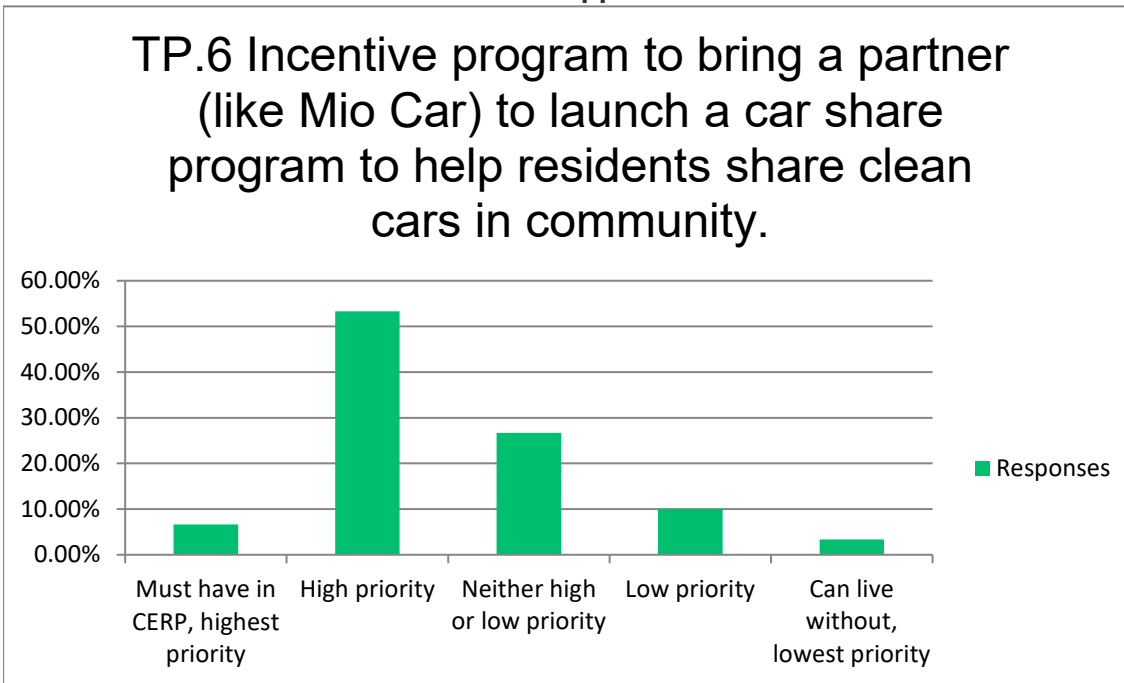
Answer Choices	Responses	
Must have in CERP, highest priority	36.67%	11
High priority	36.67%	11
Neither high or low priority	20.00%	6
Low priority	3.33%	1
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0



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TP.6 Incentive program to bring a partner (like Mio Car) to launch a car share program to help residents share clean cars in community.

Answer Choices	Responses	
Must have in CERP, highest priority	6.67%	2
High priority	53.33%	16
Neither high or low priority	26.67%	8
Low priority	10.00%	3
Can live without, lowest priority	3.33%	1
	Answered	30
	Skipped	0



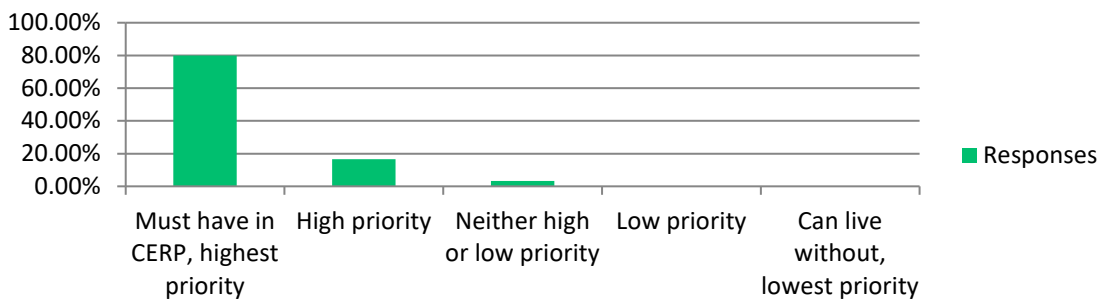
Stockton AB 617 CSC: Draft CERP Strategies

TR.1 Increased urban greening and forestry to improve air quality.

The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community. Keep in mind water issues.

Answer Choices	Responses	
Must have in CERP, highest priority	80.00%	24
High priority	16.67%	5
Neither high or low priority	3.33%	1
Low priority	0.00%	0
Can live without, lowest priority	0.00%	0
	Answered	30
	Skipped	0

TR.1 Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community. Keep in...

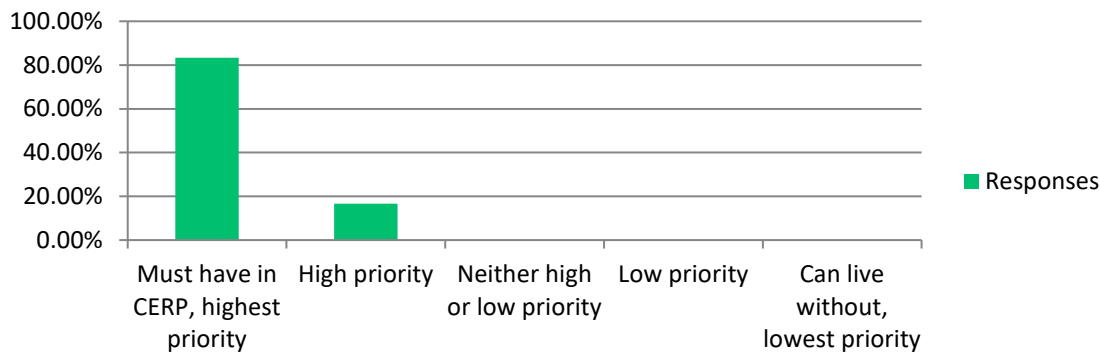


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TR.2 Incentive program for the installation of vegetative barriers around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way and El Dorado).

Answer Choices	Responses	
Must have in CERP, highest priority	83.33%	25
High priority	16.67%	5
Neither high or low priority	0.00%	0
Low priority	0.00%	0
Can live without, lowest priority	0.00%	0
	Answered	30
	Skipped	0

TR.2 Incentive program for the installation of vegetative barriers around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way and El Dorado).



Stockton AB 617 CSC: Draft CERP Strategies

Any additional strategies and/or comments you would like to suggest?

Answered 17

Skipped 13

Respondents	Response Date	Responses
1	Sep 30 2020 11:00 AM	Research cause of childhood asthma around Boggs Tract
2	Sep 29 2020 04:04 PM	Encourage the sale and use of Bio Mass fuels that have lower NOx and PM2.5 than Fossil Fuels
3	Sep 29 2020 08:37 AM	It would be nice to have pre-recorded videos teaching families about air quality. My community needs English, Spanish, and Tagalog. When it is in video form, it is very easy to tag onto Social Media, post on websites, and use as an instructional tool in the classroom.
4	Sep 21 2020 11:49 PM	Would like to have a focus on the port of Stockton and crosstown freeway as well as vegetative barriers to improve the air quality over time.
5	Sep 21 2020 04:02 PM	n/a
6	Sep 21 2020 12:09 PM	We do not support natural gas alternatives. We would also like to see strategies that include obtaining Port inventory and improving enforcement as well as a strategy for conducting public health impact assessment to establish baselines for public health improvements, such as decreases in asthma and cancer rates.
7	Sep 20 2020 07:09 PM	No funding should be used for natural gas (like the infrastructure and transportation questions). No funding for incentive programs that already exist and have money from other sources (like trucks and ports, HAL and Tune in Tune Up). No incentives for the port-Sources make enough profits to pay to clean up their pollution.

8	Sep 20 2020 10:13 AM	I haven't had the time to review other local/CA CERP's to see if we have missed something important that we overlooked. Therefore, I would like to submit my comments/strategies/commitments at a later date, preferably prior to the next CERP meeting. Thank You!
9	Sep 19 2020 12:05 AM	I don't see any regulation strategies referenced here that were surfaced in many of the CSC meetings
10	Sep 18 2020 04:22 PM	Combination of sound walls and vegetative barriers along freeways. Update truck management plan for Port of Stockton and City of Stockton. Fund data collection to better understand pollution and health outcomes.
11	Sep 18 2020 10:47 AM	Multi-lingual education programs to teach students (and parents) about the services and benefits of using public ground transportation. Both local and intercity (bus, rail, and ferry).
12	Sep 16 2020 10:03 PM	Bike Parking where folks can lock their bikes securely NOT LOCKERS in Stockton. I did not see scoring for SS1.2.3. Thank you for your efforts to improve Stockton's air quality.
13	Sep 15 2020 01:52 PM	On our preliminary tour, residents and workers suggested speed bumps in the Boggs tract and maybe Conway Homes area. I think this is an important issue to work with where trucks are in wide use.
14	Sep 12 2020 01:34 AM	Everything is centered around incentives but it is missing options of penalties and regulations on high polluters and creation of mitigation fund.
15	Sep 11 2020 03:34 PM	Enhanced enforcement on toxic emissions at the Port
16	Sep 09 2020 06:39 AM	None
17	Sep 04 2020 03:35 PM	add new green space

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Enter your first and last name.

Answered 23

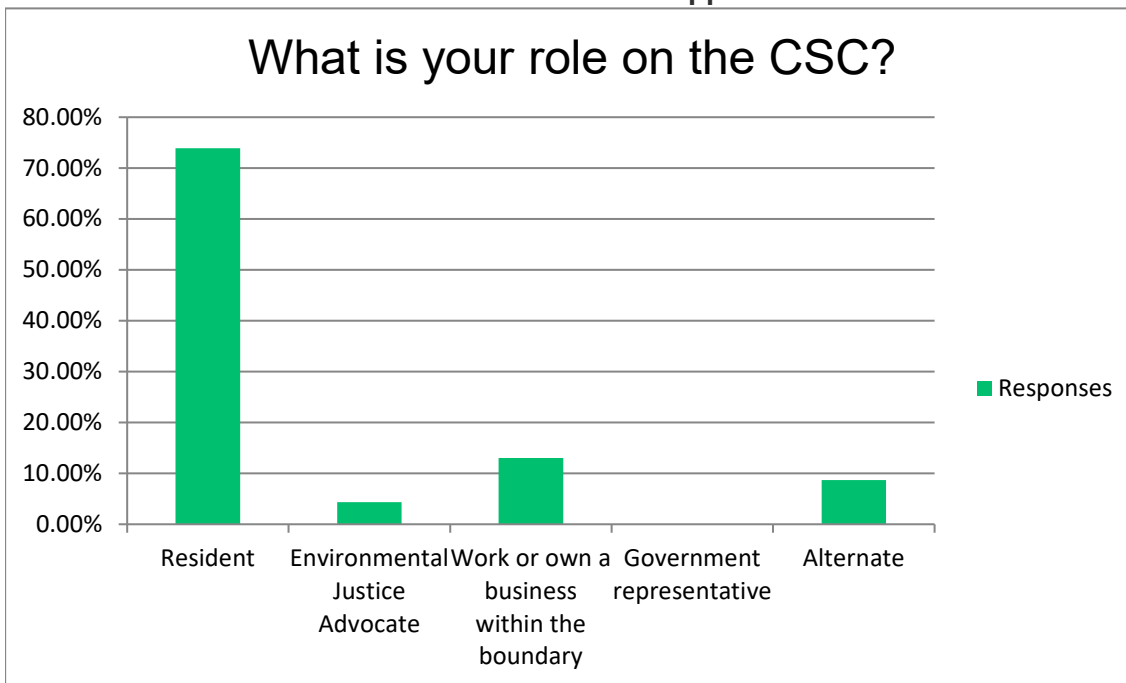
Skipped 0

Respondents	Response Date	Responses	Tags
1	Oct 01 2020 01:17 PM	Bianca Mendoza	Resident
2	Oct 01 2020 06:21 AM	Nate Knodt	Resident
3	Sep 30 2020 09:52 PM	Gloria E. Alonso Cruz	Resident
4	Sep 30 2020 05:13 PM	Gene Fuss	Resident
5	Sep 30 2020 03:09 PM	Catherine Garoupa White	EJ Advocate
6	Sep 30 2020 02:54 PM	Deby Provost	Resident
7	Sep 30 2020 02:39 PM	Cynthia Pinto-Cabrera	Alternate
8	Sep 30 2020 11:40 AM	Lenard Seawood	Resident
9	Sep 30 2020 11:37 AM	Paulette Amous	Resident
10	Sep 30 2020 11:03 AM	Ned Leiba	Resident
11	Sep 30 2020 06:03 AM	Mary Elizabeth	Resident
12	Sep 29 2020 06:59 PM	Douglas Vigil	Resident
13	Sep 29 2020 03:55 PM	Margo Prauw	Resident
14	Sep 29 2020 01:53 PM	Ed Ward	All Other
15	Sep 29 2020 10:35 AM	Barbara Barrigan-Parrilla	Alternate
16	Sep 29 2020 09:30 AM	Victoria Moreno	Resident
17	Sep 28 2020 08:11 PM	Stacey Panyasee	Resident
18	Sep 28 2020 02:01 PM	Tina Lau	All Other
19	Sep 25 2020 08:36 PM	Florence Quilantang	Resident
20	Sep 24 2020 09:16 PM	Regina Griffin	Resident
21	Sep 24 2020 02:34 PM	Jennifer Flores	Resident
22	Sep 24 2020 10:44 AM	Maria Cardenas	Resident
23	Sep 23 2020 12:30 PM	Noehmi Jauregui	All Other

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What is your role on the CSC?

Answer Choices	Responses	
Resident	73.91%	17
Environmental Justice Advocate	4.35%	1
Work or own a business within the boundary	13.04%	3
Government representative	0.00%	0
Alternate	8.70%	2
	Answered	23
	Skipped	0

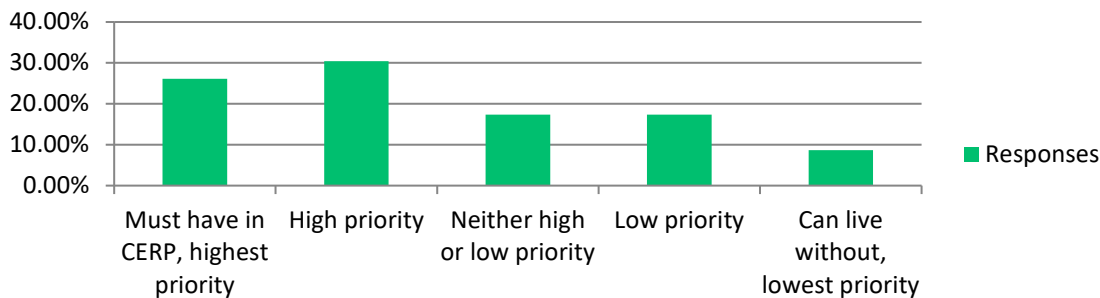


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C.1 Work with City of Stockton and other community partners to develop strategies for addressing community concerns about impacts of outdoor commercial cooking emisisions, including siting considerations near sensitive receptors and areas of concern (e.g. El Dorado)

Answer Choices	Responses	
Must have in CERP, highest priority	26.09%	6
High priority	30.43%	7
Neither high or low priority	17.39%	4
Low priority	17.39%	4
Can live without, lowest priority	8.70%	2
	Answered	23
	Skipped	0

C.1 Work with City of Stockton and other community partners to develop strategies for addressing community concerns about impacts of outdoor commercial cooking emisisions, including siting considerations near sensitive receptors and areas of...

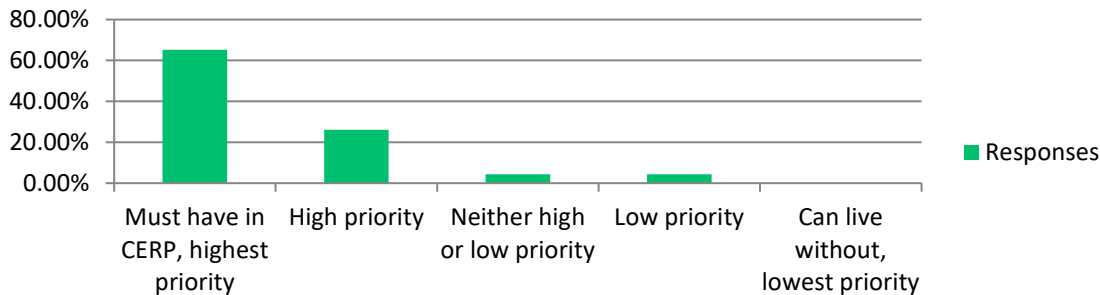


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HD.3 The issue of exposure to diesel particulate matter (DPM) from vehicle idling has been raised frequently in communities. Concerns include bus idling near schools, truck idling in or around distribution centers or warehouses, and traffic congestion that can contribute to increased PM burden at sensitive receptors.

Answer Choices	Responses	
Must have in CERP, highest priority	65.22%	15
High priority	26.09%	6
Neither high or low priority	4.35%	1
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

HD.3 The issue of exposure to diesel particulate matter (DPM) from vehicle idling has been raised frequently in communities. Concerns include bus idling near schools, truck idling in or around distribution centers or warehouses, and...

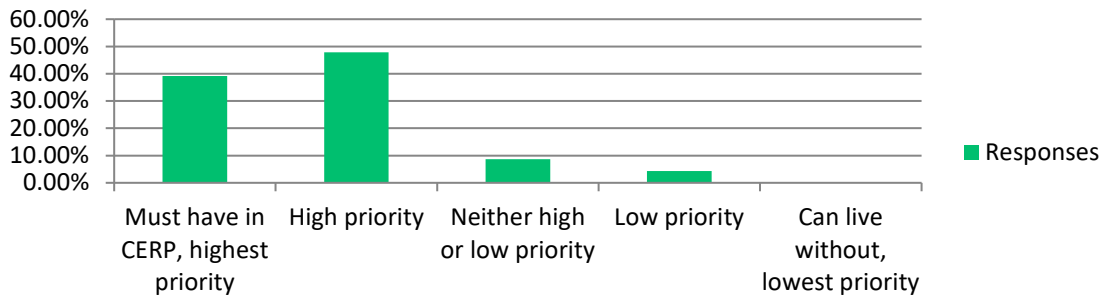


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PO.2 Ocean Going Vessel (OGV) Fuels Regulation. This regulation is intended to reduce particulate matter, diesel particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.

Answer Choices	Responses	
Must have in CERP, highest priority	39.13%	9
High priority	47.83%	11
Neither high or low priority	8.70%	2
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

PO.2 Ocean Going Vessel (OGV) Fuels Regulation. This regulation is intended to reduce particulate matter, diesel particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to...

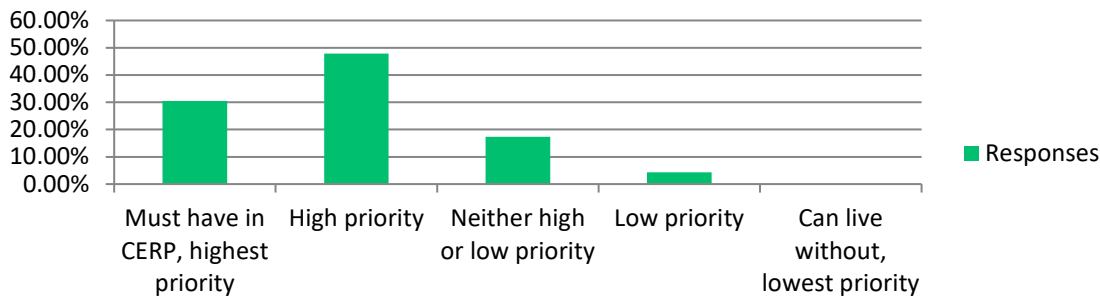


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PO.4 Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California’s ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions.

Answer Choices	Responses	
Must have in CERP, highest priority	30.43%	7
High priority	47.83%	11
Neither high or low priority	17.39%	4
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

PO.4 Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California’s ports and intermodal rail yards. The type of equipment includes yard trucks...

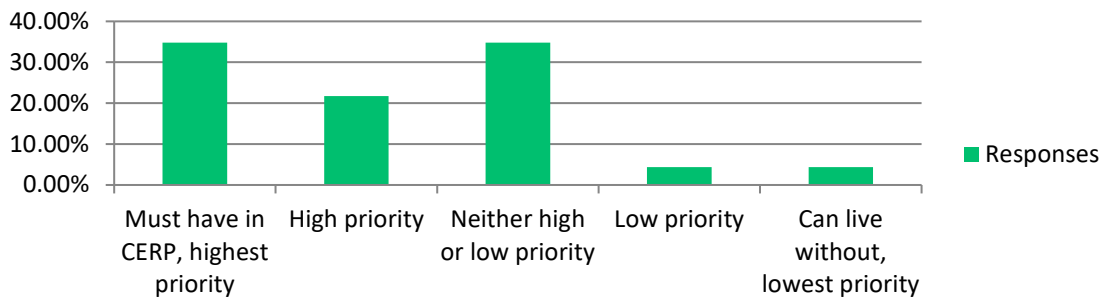


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PO.5 There are several types of harbor craft in California, including fishing vessels, ferries, excursion vessels, tug boats, tow boats, crew and supply boats, barges, dredges, and other vessel types. The Commercial Harbor Craft (CHC) Regulation was adopted in 2007 to reduce toxic and criteria emissions to protect public health. It was then amended in 2010 and will be fully implemented by the end of 2022. CARB is currently developing additional amendments to the CHC regulation. <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>

Answer Choices	Responses	
Must have in CERP, highest priority	34.78%	8
High priority	21.74%	5
Neither high or low priority	34.78%	8
Low priority	4.35%	1
Can live without, lowest priority	4.35%	1
	Answered	23
	Skipped	0

PO.5 There are several types of harbor craft in California, including fishing vessels, ferries, excursion vessels, tug boats, tow boats, crew and supply boats, barges, dredges, and other vessel types. The Commercial Harbor Craft (CHC)...

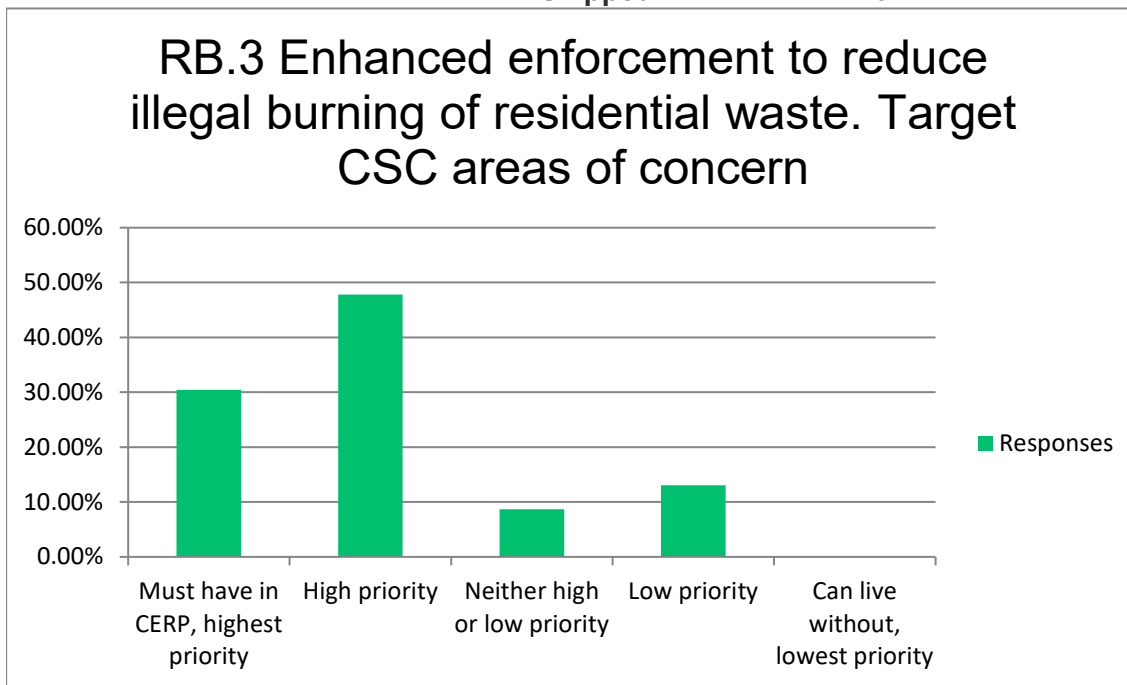


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RB.3 Enhanced enforcement to reduce illegal burning of residential waste.

Target CSC areas of concern

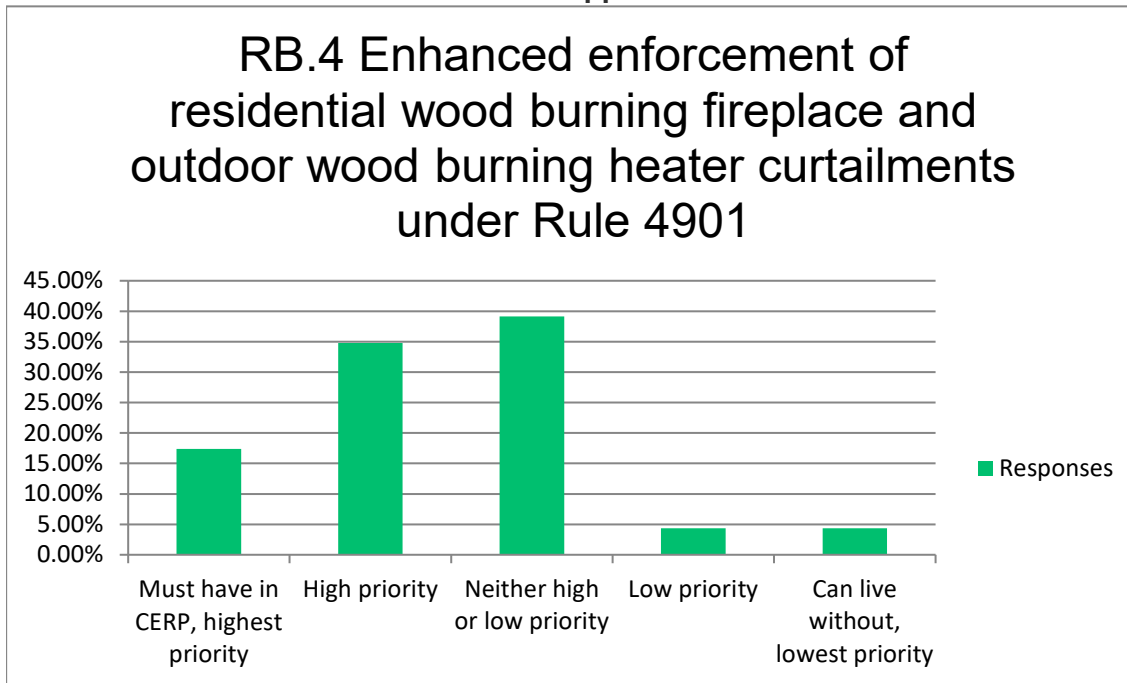
Answer Choices	Responses	
Must have in CERP, highest priority	30.43%	7
High priority	47.83%	11
Neither high or low priority	8.70%	2
Low priority	13.04%	3
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0



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RB.4 Enhanced enforcement of residential wood burning fireplace and outdoor wood burning heater curtailments under Rule 4901

Answer Choices	Responses	
Must have in CERP, highest priority	17.39%	4
High priority	34.78%	8
Neither high or low priority	39.13%	9
Low priority	4.35%	1
Can live without, lowest priority	4.35%	1
	Answered	23
	Skipped	0

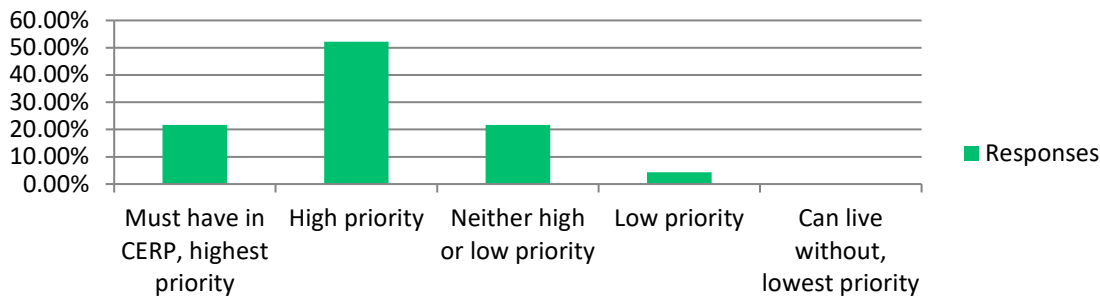


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SS.2 Regulatory actions: evaluation of rules to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend eight District rules to pursue additional reduction opportunities beyond BARCT.

Answer Choices	Responses	
Must have in CERP, highest priority	21.74%	5
High priority	52.17%	12
Neither high or low priority	21.74%	5
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
Answered		23
Skipped		0

SS.2 Regulatory actions: evaluation of rules to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend eight District rules to pursue additional reduction opportunities...

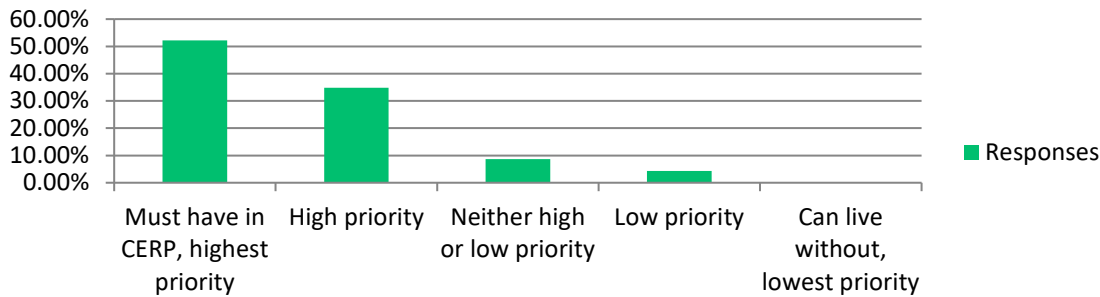


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SS.3 Regulatory actions: expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The District has put into effect a plan to expedite the AB 2588 reassessments for facilities located within the AB617 community

Answer Choices	Responses	
Must have in CERP, highest priority	52.17%	12
High priority	34.78%	8
Neither high or low priority	8.70%	2
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

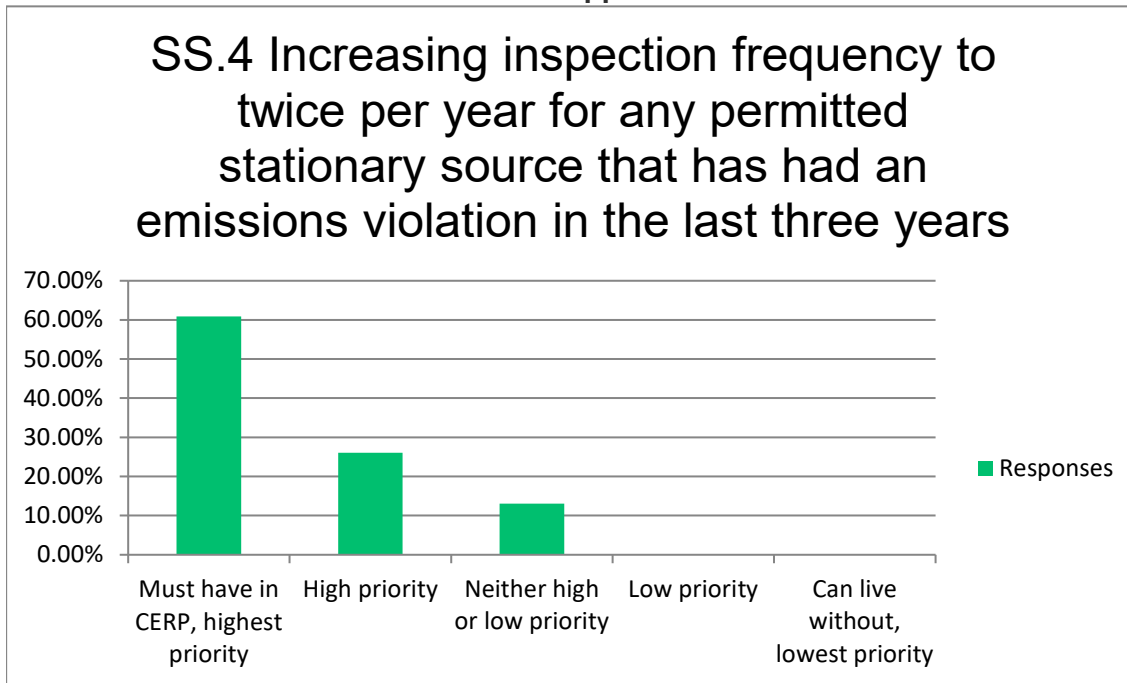
SS.3 Regulatory actions: expedited facility risk assessment and risk reduction under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The District has put into effect a plan to expedite...



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SS.4 Increasing inspection frequency to twice per year for any permitted stationary source that has had an emissions violation in the last three years

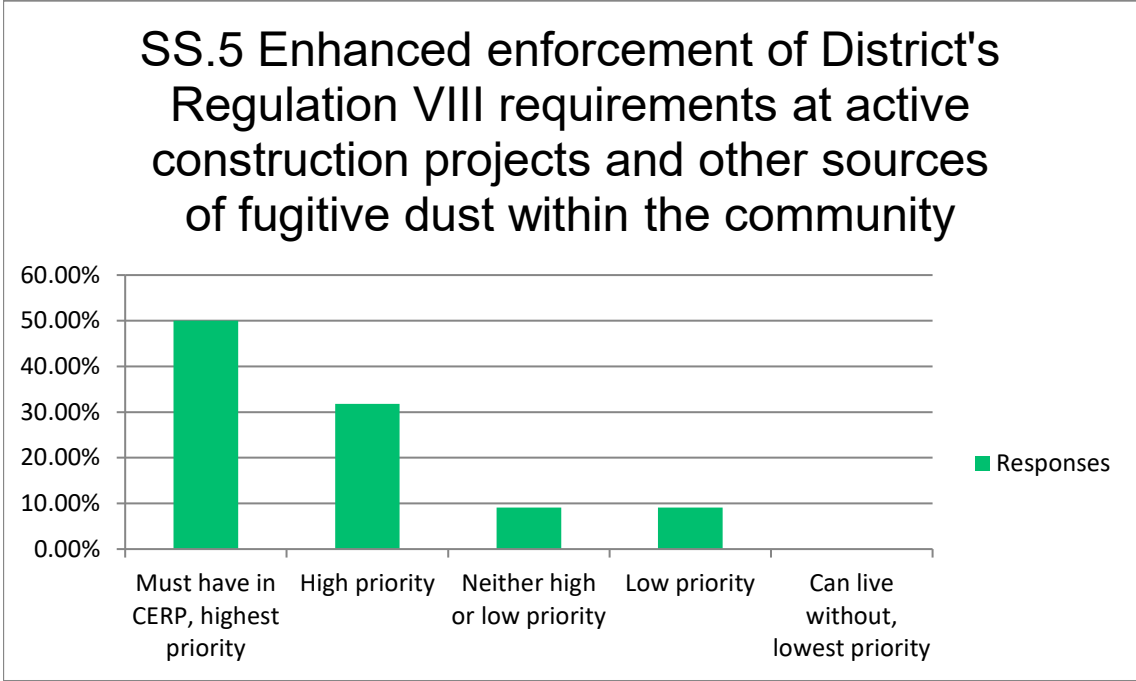
Answer Choices	Responses	
Must have in CERP, highest priority	60.87%	14
High priority	26.09%	6
Neither high or low priority	13.04%	3
Low priority	0.00%	0
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0



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SS.5 Enhanced enforcement of District's Regulation VIII requirements at active construction projects and other sources of fugitive dust within the community

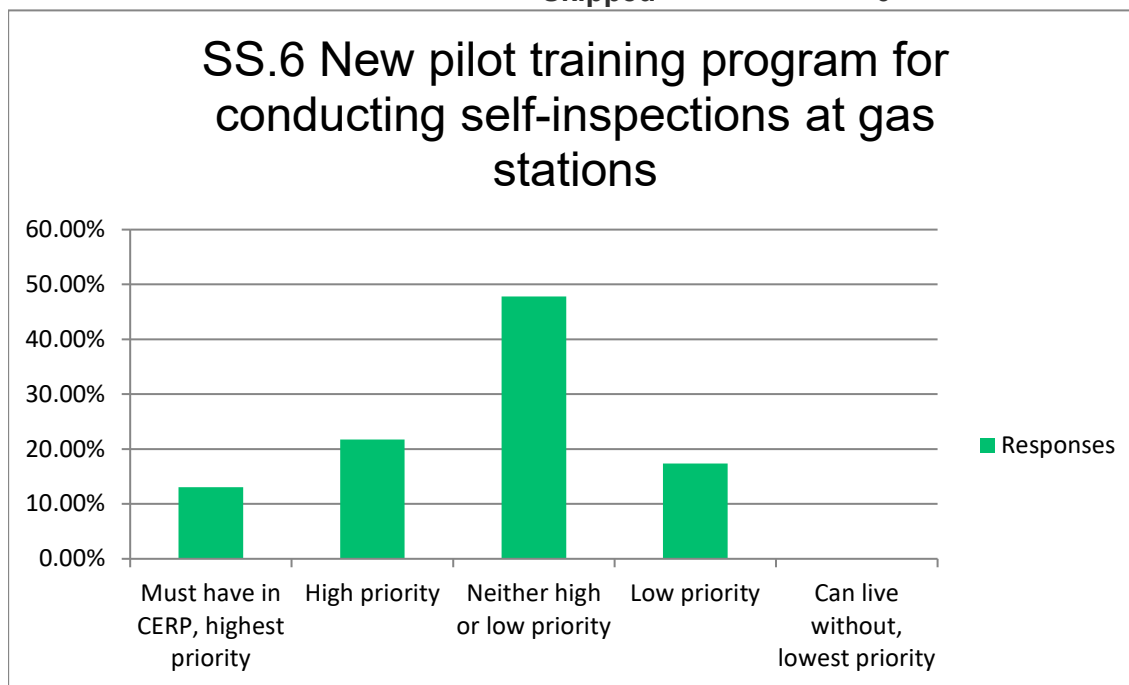
Answer Choices	Responses	
Must have in CERP, highest priority	50.00%	11
High priority	31.82%	7
Neither high or low priority	9.09%	2
Low priority	9.09%	2
Can live without, lowest priority	0.00%	0
	Answered	22
	Skipped	1



Stockton AB 617: Draft CERP Strategies Survey #2

SS.6 New pilot training program for conducting self-inspections at gas stations

Answer Choices	Responses	
Must have in CERP, highest priority	13.04%	3
High priority	21.74%	5
Neither high or low priority	47.83%	11
Low priority	17.39%	4
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

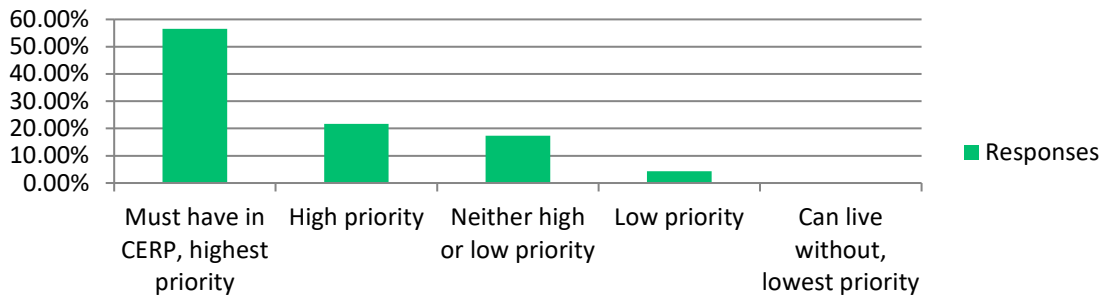


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CARB.1 The Heavy-Duty Vehicle Inspection Program (HDVIP) and the Periodic Smoke Inspection Program (PSIP) are CARB's heavy-duty vehicle inspection programs for in-use trucks and buses. HDVIP consists of roadside testing by CARB enforcement personnel for excessive smoke, tampering, and Emission Control Label compliance, whereas the PSIP requires annual opacity self-testing for California fleets with two or more heavy duty vehicles. <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>

Answer Choices	Responses	
Must have in CERP, highest priority	56.52%	13
High priority	21.74%	5
Neither high or low priority	17.39%	4
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

CARB.1 The Heavy-Duty Vehicle Inspection Program (HDVIP) and the Periodic Smoke Inspection Program (PSIP) are CARB's heavy-duty vehicle inspection programs for in-use trucks and buses. HDVIP consists of roadside...



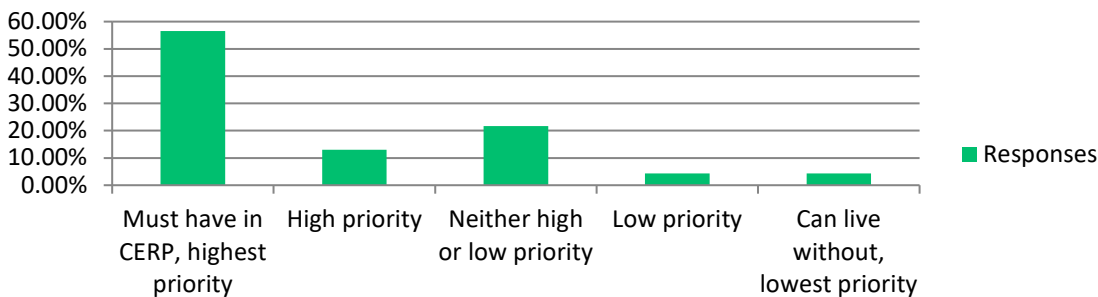
Stockton AB 617: Draft CERP Strategies Survey #2

CARB.2 The Truck and Bus regulation affects individuals, private companies, and Federal agencies that own diesel vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. that operate in California. The regulation also applies to publicly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are exempt from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023.

<https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf>

Answer Choices	Responses	
Must have in CERP, highest priority	56.52%	13
High priority	13.04%	3
Neither high or low priority	21.74%	5
Low priority	4.35%	1
Can live without, lowest priority	4.35%	1
	Answered	23
	Skipped	0

CARB.2 The Truck and Bus regulation affects individuals, private companies, and Federal agencies that own diesel vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. that operate in California. The...



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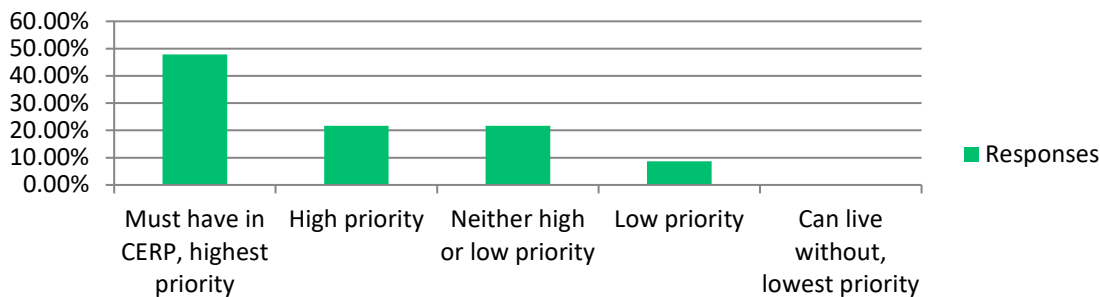
CARB.3 Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars.

Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.

<https://ww3.arb.ca.gov/msprog/truckstop/trus/trus.htm>

Answer Choices	Responses	
Must have in CERP, highest priority	47.83%	11
High priority	21.74%	5
Neither high or low priority	21.74%	5
Low priority	8.70%	2
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

CARB.3 Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-...



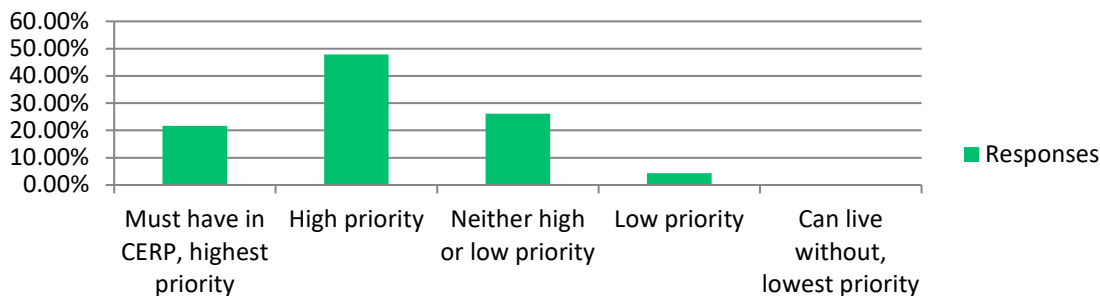
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CARB.4 The California Air Resources Board (CARB) adopted the Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Diesel Regulation) to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. These vehicles are used in construction, mining, industrial operations and other industries.

<https://ww3.arb.ca.gov/msprog/offroadzone/offroadzone.htm>

Answer Choices	Responses	
Must have in CERP, highest priority	21.74%	5
High priority	47.83%	11
Neither high or low priority	26.09%	6
Low priority	4.35%	1
Can live without, lowest priority	0.00%	0
	Answered	23
	Skipped	0

CARB.4 The California Air Resources Board (CARB) adopted the Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Diesel Regulation) to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-...



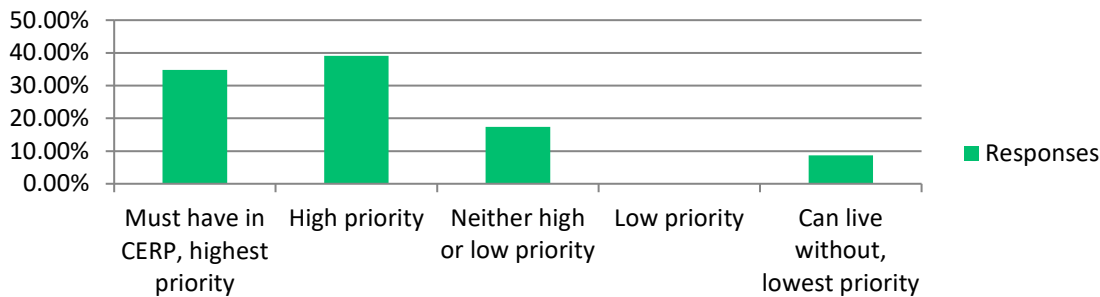
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CARB.5 The Consumer Products Regulatory Program is an important part of the overall effort to reduce the amount of volatile organic compounds (VOCs), toxic air contaminants (TACs), and greenhouse gases (GHGs) that are emitted from using chemically formulated consumer products.

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

Answer Choices	Responses	
Must have in CERP, highest priority	34.78%	8
High priority	39.13%	9
Neither high or low priority	17.39%	4
Low priority	0.00%	0
Can live without, lowest priority	8.70%	2
	Answered	23
	Skipped	0

CARB.5 The Consumer Products Regulatory Program is an important part of the overall effort to reduce the amount of volatile organic compounds (VOCs), toxic air contaminants (TACs), and greenhouse gases (GHGs) that are...



Stockton AB 617: Draft CERP Strategies Survey #2

Any additional strategies and/or comments you would like to suggest?

Answered 10

Skipped 13

Respondents	Response Date	Responses
1	Oct 01 2020 06:21 AM	Promotion and education efforts to reduce single occupancy auto trips by encouraging ridership of public transit and using bicycle lanes.
2	Sep 30 2020 03:09 PM	4 re: truck emissions did not lay out a clear strategy--just the problems: So what goes in the CERP? 15 similarly talks about HDVIP but I'm not clear what the proposed solution is...so I ended up prioritizing by issue/need rather than clearly delineated CERP measures. Moving forward, can we get clearer information about what the specific strategies are paired up with the issues? And what does voting for a rule that CARB or the Air District are already adopting mean--that we agree it should be done? Or that somehow it will be done differently in the AB 617 community? Not clear.
3	Sep 30 2020 02:54 PM	I'd like to reserve this for the meeting or earlier.
4	Sep 30 2020 11:40 AM	None at this time
5	Sep 30 2020 11:03 AM	As with survey one, tree and vegetation, greening options very important and health studies of childhood asthma and possible link to specific air pollutants around Boggs Tract. Thanks.
6	Sep 30 2020 06:03 AM	I recently learned that the City of Stockton can adopt or may already have adopted anti-idling regulations which would allow code enforcement to issue fines which should be pursued due to the location of AD regulatory staff and response time to investigate. Further I have been trying to get a picture of the sticker that some trucks evidently have that allows them to idle indefinitely.
7	Sep 29 2020 01:53 PM	Use of Bio Mass fuel to immediately reduce NOx and PM2.5

8	Sep 29 2020 10:35 AM	Tackle industry issues first; use carrots with low income households when possible and make new regulations for households phased in to give time for economic adjustment.
9	Sep 28 2020 02:01 PM	If there are existing regulations or rules governing something, I would rank that in lower priority than measures that aren't currently looked at.
10	Sep 24 2020 02:34 PM	prioritize programs that plant trees and such for our future air. Consider California fires destruction

AB 617 Community Participants Needed in Stockton

The California Air Resources Board (CARB) recently announced the selection of Stockton as the next Valley AB 617 community. Through implementation of the AB 617 Community Air Protection Program, new resources have been committed to the Valley to reduce air pollution, improve quality of life, and help the Valley meet its clean air goals.

The Valley Air District is now establishing a steering committee for this community and is seeking involvement from interested residents, businesses and other members of the community to help the District understand the specific community needs and develop effective clean air strategies.

The basic role of the Community Steering Committee will be to assist the District in:

- *Establishing final community boundary*
- *Establishing a Community Steering Committee Charter*
- *Understanding community concerns, including socioeconomic burdens, location of sensitive receptors, etc.*
- *Identifying local sources of emissions, including mobile and stationary sources*
- *Developing a community monitoring plan necessary to determine whether local emission sources are impacting community air quality*
- *Identifying and evaluating emission reduction opportunities, including socioeconomic considerations of actions identified*
- *Engaging the public with the process*

Membership

- *The core of the community steering committee should directly represent the residents and businesses in the community, with the majority of members consisting of residents of the community.*
- *Additional committee members may include representatives from city and county planning agencies, transportation agencies, health departments, faith-based groups, and schools.*
- *All interested stakeholders not appointed to the community steering committee will be encouraged to participate at all public meetings.*
- *To ensure that the community steering committee focuses on the needs of the residents, a majority of the members must be community residents.*

If you are interested in becoming a member of the Community Steering Committee for Stockton, please complete and return the application below as soon as possible. You will then be contacted about upcoming meetings and the Community Steering Committee membership selection process.

If you have questions about the process, please email AB617@valleyair.org or call 559-230-6000.



AB 617 Stockton Community Steering Committee Membership

Applicant Info

First and Last Name

Mailing Address

City

State

Zip Code

E-mail Address

Primary Phone

Community Involvement

Community Involvement (check all that apply) **Home Address within Boundary**

Resident of community

Own, manage, or directly represent business in community

Please Provide Name of Business AND Corresponding Address within Boundary

Name

Address

Locally-based business association
(Association's address must be within boundary)

Name

Address

Work at business in community
(Representing self, not business)

Name

Address

Please provide name of Entity/Agency

Local Government

Name

Health Care, School Association or Faith-based

Name

Local Community-based Environmental Justice Organization

Name

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. These statements may be posted on the AB 617 website as part of the community steering committee member page.

Verify

Being a member of this Steering Committee will require commitment, participation and attendance at regular meetings. If selected for the community steering committee, limited personal information (excluding contact details) may be shared with the public and posted on the AB 617 website.

By signing this application, I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature

Date

Submit

Submit application to: AB617@valleyair.org
(Digital or wet signatures are accepted)

Or by mail to: San Joaquin Valley Air Pollution Control District
Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244

Se Necesitan Participantes de la Comunidad AB 617 en Stockton

La Junta de Recursos del Aire de California (CARB, por sus siglas en inglés) anunció recientemente la selección de Stockton como la próxima comunidad de AB 617 del Valle. Mediante la implementación del Programa de Protección del Aire de la Comunidad de AB 617, se han comprometido nuevos recursos para el Valle para reducir la contaminación del aire, mejorar la calidad de vida y ayudar al Valle a cumplir sus objetivos de aire limpio.

El Distrito del Aire del Valle ahora está estableciendo un comité directivo para esta comunidad y está buscando la participación de los residentes, las empresas y otros miembros de la comunidad interesados en ayudar al Distrito a comprender las necesidades específicas de la comunidad y desarrollar estrategias efectivas de aire limpio.

El papel básico del Comité Directivo de la Comunidad será ayudar al Distrito en:

- Establecer el límite de la comunidad final*
- Establecer una Carta Estatutaria del Comité Directivo de la Comunidad*
- Comprender las preocupaciones de la comunidad, incluyendo las cargas socioeconómicas, la ubicación de los receptores sensibles, etc.*
- Identificar las fuentes locales de emisiones, incluyendo las fuentes móviles y estacionarias*
- Desarrollar un plan de monitoreo comunitario necesario para determinar si las fuentes de emisión locales están impactando la calidad del aire de la comunidad*
- Identificar y evaluar las oportunidades de reducción de emisiones, incluyendo las consideraciones socioeconómicas de las acciones identificadas*
- Involucrar al público con el proceso*

Membresía

- El núcleo del comité directivo de la comunidad debe representar directamente a los residentes y las empresas de la comunidad, y la mayoría de los miembros deben ser residentes de la comunidad.*
- Los miembros adicionales del comité pueden incluir representantes de agencias de planificación de la ciudad y el condado, agencias de transporte, departamentos de salud, grupos religiosos y escuelas.*
- Se alentará a todas las partes interesadas que no sean designadas al comité directivo de la comunidad a participar en todas las reuniones públicas.*
- Para garantizar que el comité directivo de la comunidad se centre en las necesidades de los residentes, la mayoría de los miembros deben ser residentes de la comunidad.*

Si está interesado en convertirse en miembro del Comité Directivo de la Comunidad para Stockton, complete y envíe la solicitud a continuación lo antes posible. Luego lo contactaremos sobre las próximas reuniones y el proceso de selección de miembros del Comité Directivo de la Comunidad.

Si tiene preguntas sobre el proceso, envíe un correo electrónico a AB617@valleyair.org o llame al 559-230-6000.



Membresía del Comité Directivo de la Comunidad AB 617 de Stockton

Información del Solicitante

Nombre y Apellido

Dirección de Envío

Ciudad

Estado

Código Postal

Correo Electrónico

Teléfono Principal

Participación en la Comunidad

Participación en la Comunidad

(marque todo lo que corresponda)

Residente de comunidad

Poseer, administrar o representar directamente negocio en la comunidad

Asociación empresarial local
(La dirección de la asociación debe estar dentro del límite)

Trabajar en negocio en la comunidad
(En representación de uno mismo, no de negocios)

Gobierno local

Atención médica, asociación escolar o basada en la fe

Organización local de justicia ambiental basada en la comunidad

Domicilio dentro del límite

Proporcione el nombre del negocio Y la dirección dentro del límite

Nombre

Dirección

Nombre

Dirección

Nombre

Dirección

Proporcione el nombre de la entidad/agencia

Nombre

Nombre

Nombre

Explique brevemente su participación con la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.

Ser miembro de este Comité Directivo requerirá compromiso, participación y asistencia a las reuniones regulares. Si es seleccionado para el comité directivo de la comunidad, la información personal limitada (excluyendo los detalles de contacto) puede compartirse con el público y publicarse en el sitio web de AB 617.

Al firmar esta solicitud, certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Verificar

Firma

Fecha

Enviar

Enviar solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o a mano)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



AB 617 Community Steering Committee Application for Alternates

Applicant Info

Applying to be an ALTERNATE for: _____

For the community of (select one): Shafter South Central Fresno Stockton Arvin/Lamont

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

E-mail Address _____ Primary Phone _____

Community Involvement

Community Involvement (check all that apply) Home Address within Boundary

Resident of community _____

Please Provide Name of Business AND Corresponding Address within Boundary

Own, manage, or directly represent business in community
Name _____
Address _____

Locally-based business association
(Association's address must be within boundary)
Name _____
Address _____

Work at business in community
(Representing self, not business)
Name _____
Address _____

Please provide name of Entity/Agency

Local Government Name _____

Health Care, School Association or Faith-based Name _____

Local Community-based Environmental Justice Organization Name _____

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. *These statements may be posted on the AB 617 website as part of the community steering committee member page.*

Verify

As an alternate member of this Steering Committee I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature of Alternate Member _____ **Date** _____

As the primary member, I hereby certify and agree to have the above named individual serve as my alternate for this Community Steering Committee.

Signature of Primary Member _____ **Date** _____

Submit

Submit application to: AB617@valleyair.org **Or by mail to:** San Joaquin Valley Air Pollution Control District
(Digital or wet signatures are accepted) Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



Solicitud para Suplentes del Comité Directivo Comunitario de AB 617

Información del Solicitante

Solicitando ser SUPLENTE para: _____

Para la comunidad de (seleccione uno): Shafter Centro-Sur Fresno Stockton Arvin/Lamont

Primer Nombre y Apellido _____

Dirección Postal _____ Ciudad _____ Estado _____ Código Postal _____

Correo Electrónico _____ Teléfono Primario _____

Participación en la Comunidad

Participación en la comunidad (marque todo lo que corresponda)

Residente de la comunidad

Dueño, Administrador o Representante Directamente Negocios en la Comunidad

Asociación Empresarial Local
(La dirección de la asociación debe estar dentro de los límites)

Trabajo en un Negocio en la Comunidad
(En representación de uno mismo, no un negocio)

Gobierno Local

Cuidado de la Salud, Asociación Escolar o Basado en la Fe

Organización Local de Justicia Ambiental Basada en la Comunidad

Dirección Dentro de Límites

Nombre del Negocio Y la Dirección Correspondiente Dentro de los Límites

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre de la Entidad/Agencia

Nombre _____

Nombre _____

Nombre _____

Explique brevemente su participación en la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. *Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.*

Verify

Como miembro suplente de este Comité Directivo certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Como miembro principal, certifico y acepto que la persona mencionada anteriormente sirva como mi suplente para este Comité Directivo de la Comunidad.

Firma de la Miembro Suplente

Fecha

Firma de la Miembro Principal

Fecha

Someter

Someter solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o con pluma)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: Solicitud del Comité Directivo AB617
1990 East Gettysburg Ave., Fresno, CA 93726-0244

FREQUENTLY USED ACRONYMS

APCD - Air Pollution Control District

AQI - Air Quality Index

CAC - Citizens Advisory Committee

CARB - California Air Resources Board

CCAA - California Clean Air Act

CEQA - California Environmental Quality Act

EPA - United States Environmental Protection Agency

ICE - Internal Combustion Engine

NAAQS - National Ambient Air Quality Standards

NO_x - Oxides of Nitrogen

NOV - Notice of Violation

O₃ - Ozone

PM - Particulate Matter

SIP - State Implementation Plan

tpd - Tons per Day

tpy - Tons per Year

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compound

GLOSSARY OF FREQUENTLY USED TERMS

carbon monoxide - a colorless, odorless gas emitted from combustion processes like mobile sources.

carpool - an arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others.

dry-seasoned wood - wood that has been dried to reduce the moisture content before its use.

emissions - substances, and especially pollutants, discharged into the air.

EPA - Environmental Protection Agency, federal agency in charge of creating and enforcing regulations to protect human health and the environment.

EPA certified device - wood heaters certified by the US EPA as meeting their emission standards.

exhaust - waste gases or air expelled from an engine, turbine, or other machine in the course of its operation.

idling - keep the engine of a vehicle running while parked.

inversion layer - a layer of the atmosphere in which there is a temperature inversion, with the layer tending to prevent the air below it from rising, thus trapping any pollutants that are present.

lead - it is a soft, malleable metal and is a chemical element in the carbon group.

manufactured wood logs - engineered wood made from the same hardwoods and softwood used to manufacture lumber.

nitrogen dioxide (NO₂) - it is one of a group of highly reactive gases known as “oxides of nitrogen” or “nitrogen oxides (NO_x).” NO₂ forms quickly from mobile and industrial sources and it contributes to the formation of ground-level ozone, and fine particle pollution.

nitrogen oxides (NO_x) - or “oxides of nitrogen” is a group of gases that are composed of nitrogen and oxygen. Two of the most common nitrogen oxides are nitric oxide (NO) and nitrogen dioxide (NO₂).

ozone (O₃) - ground level or “bad” ozone which is not emitted directly into the air, it is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

particulate matter - also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles.

PM_{2.5} - is fine particulate matter 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires and wood-burning devices.

smog - fog or haze combined with smoke and other atmospheric pollutants.

sulfur dioxide - is a toxic gas with a strong, irritating smell. It is one of a group of highly reactive gases known as “oxides of sulfur.”

Volatile Organic Compounds (VOCs) - are a large group of carbon-based chemicals that easily become vapors or gases. They include both human-made and naturally occurring chemical compounds.

wood pellet - a small capsule compacted with sawdust and other lumber waste. Burned to create a source of heat for residential homes.

SIGLAS DE USO FRECUENTE (por sus siglas en inglés)

APCD - Distrito del Control de la Contaminación del Aire

AQI - Índice de Calidad del Aire

CAC - Comité Asesor de Ciudadanos

CARB - Junta de Recursos del Aire de California

CCAA - Ley de Aire Limpio de California

CEQA - Ley de Calidad Ambiental de California

EPA - Agencia de Protección Ambiental de los Estados Unidos

ICE - Motor de Combustión Interna

NAAQS - Estándares Nacionales de la Calidad del Aire Ambiental

GLOSARIO DE TÉRMINOS DE USO FRECUENTE

monóxido de carbono - un gas incoloro e inodoro emitido por los procesos de combustión, como las fuentes móviles.

compartir el viaje - un acuerdo entre varias personas para hacer un viaje regular en un solo vehículo, generalmente cada persona toma turnos para conducir a los otros.

leña seca - leña que se ha secado para reducir el contenido de humedad antes de su uso.

emisiones - materia, especialmente los contaminantes descargados en el aire.

EPA - La Agencia de Protección Ambiental, es una agencia federal a cargo de crear y ejecutar regulaciones para proteger la salud humana y el medio ambiente.

aparato certificado por la EPA - aparatos de leña certificados por la EPA de los Estados Unidos cumpliendo con los estándares de emisiones.

escape - gases residuales o aire expulsado de un motor, turbina u otra máquina en el curso de su funcionamiento.

ralentí - mantener el motor encendido mientras el vehículo está estacionado.

inversión térmica - una capa en la atmósfera en donde hay una inversión térmica, con la capa impidiendo que el aire por debajo se eleve, atrapando contaminantes que estén presente.

plomo - es un metal suave, maleable y es un elemento químico en el grupo de carbono.

leños prefabricados - leña fabricada con madera dura y madera blanda.

dióxido de nitrógeno (NO₂) - es uno del grupo de gases altamente reactivos conocidos como "óxidos de nitrógeno (NOx)". NO₂ se forma rápidamente de fuentes móviles e industriales y contribuye a la formación del ozono al nivel del suelo, y contaminación de partículas finas.

NOx - Óxidos de Nitrógeno

NOV - Aviso de Violación

O₃ - Ozono

PM - Materia Particulada (Partículas)

SIP - Plan de Implementación del Estado

tpd - Toneladas por Día

tpy - Toneladas por Año

VMT - Millas Recorridas por Vehículos

VOC - Compuesto orgánico volátil

óxidos de nitrógeno (NOx) - es un grupo de gases compuestos de nitrógeno y oxígeno. Dos de los óxidos de nitrógeno más comunes son el óxido nítrico (NO) y el dióxido de nitrógeno (NO₂).

ozono (O₃) - el ozono al nivel del suelo u ozono "malo" que no se emite directamente al aire, se crea por reacciones químicas entre los óxidos de nitrógeno (NOx) y los compuestos orgánicos volátiles (VOC) en presencia de la luz solar.

partículas - también conocidas como contaminación de partículas (PM), es una mezcla compleja de partículas extremadamente pequeñas y gotas de líquido. La contaminación de partículas está formada por varios componentes, incluyendo los ácidos (como nitratos y sulfatos), químicos orgánicos, metales y polvo.

PM2.5 - son partículas finas de 2.5 micrómetros de diámetro y más pequeñas. Estas partículas pueden ser emitidas directamente de fuentes tales como incendios forestales y la quema de leña.

smog - neblina o calina combinada con humo y otros contaminantes atmosféricos.

dióxido de azufre - es un gas tóxico con un olor fuerte e irritante. Es uno del grupo de gases altamente reactivos conocidos como "óxidos de azufre".

Compuestos orgánicos volátiles (VOCs) - son un grupo grande de químicos basados en carbono que fácilmente se convierten en vapores o gases. Incluyen compuestos químicos artificiales y naturales.

combustible granulado - cápsulas pequeñas compactadas con serrín y otros desechos de madera. Estas capsulas son quemadas en estufas de leña para calentar el hogar.

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: _____

Stockton Community Steering Committee (as of May 5, 2021)

Primary First Name	Last Name	Alternate	Affiliation	Sector	Email
Steering Committee Members					
Gloria E.	Alonso Cruz		Resident		gloriaecrz@gmail.com
Kevin	Amen		St. George Parish Church	Faith-based Organization	kevinamen@aol.com
Irene	Calimlim	<i>Paige Tengeluk</i>	Fathers & Families of San Joaquin	EJ Advocate	icalimlim@ffsj.org ptengeluk@ffsj.org
Silvia	Cantu		Washington Elementary	Works in the Community	silvia9578@att.net
Maria	Cardenas		Resident		
Nayeli	Cruz Gomez		Resident		nayelic808@gmail.com
Robyn	DeGuzman	<i>Brianna Rubio</i>	San Joaquin County Public Health Services- Health Promotion	Government	rdeguzman@sicphs.org
Mary	Elizabeth		Resident		melizabeth.sierra@gmail.com
Jennifer	Flores	<i>Pandora Crowder</i>	Resident		picrowder75@gmail.com
Eugene	Fuss		Resident		
Noehmi	Garcia Jauregui		St. George Parish School	Faith-based Organization	
Catherine	Garoupa White	<i>Cynthia Pinto-Cabrera</i>	Central Valley Air Quality Coalition	EJ Advocate	catherine@calcleanair.org cynthia@calcleanair.org
Regina	Griffin		Resident		R_Griffin2020@yahoo.com
Paulette	Gross	<i>Alfred Gross</i>	Resident		paulettamous@yahoo.com
Nicholas	Hatten		Resident		nicholasmhatten@gmail.com
Matt	Holmes	<i>Dillon Delvo</i>	Little Manila Rising	EJ Advocate	matt@littlemanila.org dillon@littlemanila.org
Karl E. "Nate"	Knodt		Resident		knodtnate@gmail.com
Tina	Lau		Lehigh Southwest Cement-Terminal	Business in the Community	Tina.Lau@lehighhanson.com
Arlene	Galindo	<i>Brent Maland</i>	Environmental Justice Coalition for Water (EJCW)	EJ Advocate	cynthia@ejc4w.org arlene@ejc4w.org
Ned	Leiba	<i>Michaela Alioto</i>	Resident		ned@leibacpa.com aliotovi@yahoo.com
Mariah	Looney	<i>Barbara Barrigan-Parrilla</i>	Restore the Delta	EJ Advocate	mariah@restorethedelta.org barbara@restorethedelta.org
Anthony	Macias Jr.		Resident		a.m.maciasjr@gmail.com
Maria	Mendez		Stockton Unified School District	School Board	mendez4susd2014@gmail.com
Bianca	Mendoza		Resident		biancamichele15@gmail.com
Victoria	Moreno		Resident		victoria.moreno@mail.com vanessa.palomares@sjsu.edu rivalvaldez2049@gmail.com
Vanessa	Palomares	<i>Rita Valdez</i>	Resident		
Stacey	Panyasee		Resident		
Margo	Praus		Resident		margopraus@msn.com
Deby	Provost		Resident		iriedeby@comcast.net
Jonathan	Pruitt		Catholic Charities of the Diocese of Stockton	EJ Advocate	jpruitt@ccstockton.org
Florence	Quilantang		Resident		
Albert	Rivas	<i>Grant Kirkpatrick</i>	City of Stockton	Government	albert.rivas@stocktonca.gov Grant.Kirkpatrick@stocktonca.gov
Lenard	Seawood		Resident		lenandlue@outlook.com
Kenda	Templeton		Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S)	EJ Advocate	ktempleton@puentesca.org
Glenabel	Toreno		Resident		
Esperanza	Vielma	<i>Cynthia Lau</i>	Café Coop	EJ Advocate	espe@ejc4w.org
Douglas	Vigil		Resident		douqV209@gmail.com
Ed	Ward		Valley Pacific Petroleum Services	Business in the Community	ed.ward@vpps.net
Taylor	Williams		Resident		tsjwilliams15@gmail.com
Jeff	Wingfield		Port of Stockton	Government	jwingfield@stocktonport.com
Facilitators					
Kim	Danko		Institute for Local Government		kdanko@ca-ilg.org
Erica	Manuel		Institute for Local Government		emanuel@ca-ilg.org
Hanna	Stelmakhovych		Institute for Local Government		hstelmakhovych@ca-ilg.org
Agency Staff					
Heather	Heinks		Valley Air District		Heather.Heinks@valleyair.org
Jaime	Holt		Valley Air District		Jaime.Holt@valleyair.org
Jessica	Olsen	<i>Jason Lawler</i>	Valley Air District		Jason.Lawler@valleyair.org Jessica.Olsen@valleyair.org
Skott	Wall		California Air Resources Board		Skott.Wall@arb.ca.gov
Nzong	Xiong		Valley Air District		nzong.xiong@valleyair.org

Stockton AB 617 Steering Committee Applicants (1-2020)

First Name	Last Name	Agency Representing (or self)
Ed	Ward	Valley Pacific Petroleum Services
Mary	Elizabeth	Delta Sierra Group of Sierra Club
Margo	Praus	Self
Catherine	Garoupa White	Central Valley Air Quality Coalition
Robyn	DeGuzman	San Joaquin County Public Health Services- Health Promotion
Jeff	Wingfield	Port of Stockton
James David	Williamson	Community Fuels
Diamond	Dixon	Self
Bianca	Mendoza	Self
Deby	Provost	Self
Regina	Griffin	Self
Gloria E.	Alonso Cruz	Self
Jasiri	Adhoruba	Self
Silvia	Cantu	Self
Jordan	Bottorff	Pacific Ethanol Stockton
Willie	Marquez	Self
Lenard	Seawood	Self
Florence	Quilantang	Self
Ned	Leiba	Self
Vanessa	Palomares	Self
Tina	Lau	Lehigh Southwest Cement-Terminal
Maria	Mendez	Stockton Unified School District
Eugene	Fuss	Self
Jaelyn	Sanidad	Self
Stacey	Panyasee	Self
Glenabel	Toreno	Self
Mariah	Looney	Restore the Delta
Elaine	Barut	Little Manila Rising
Barbara	Barrigan-Parrilla	Restore the Delta
Dillon	Delvo	Little Manila Rising
Missy Rae	Magdalera	Self
Noehmi	Garcia Jauregui	St. George Parish School
Kevin	Amen	St. George Parish Church
Nayeli	Cruz Gomez	Self
Alyssa	Alcantara	St. George Youth Group
Donald	Donaire	Self
Anthony	Macias Jr.	Self
Douglas	Vigil	Self
Christina	Fugazi	Self
Jonathan	Pruitt	Catholic Charities of the Diocese of Stockton
Gwendolyn	Dailey	Dome of Hope Organization, Inc.
Kathleen	Gapusan	Self

Albert	Rivas	City of Stockton
Alfred	Gross	Self
Jennifer	Flores	Self
Nicholas	Hatten	Self
Ellen	Powell	Environmental Justice Coalition for Water
Yolanda	Park	Environmental Justice 58 of Café Coop
Veronica	Tovar	Catholic Charities of the Diocese of Stockton, Environmental Justice
Ann	Rogan	City of Stockton, Office of the Mayor
Kenda	Templeton	Promotores Unidas para la Educacion Nacional de Tecnologias Sostenibles (P.U.E.N.T.E.S)
Esperanza	Vielma	Café Coop
Cynthia	Lau	Café Coop
Cynthia	Pinto-Cabrera	CVAQ
Michaela	Alioto	Self
Irene	Calimlim	Fathers & Families of San Joaquin

**Community Air Protection Program
Annual Report San Joaquin Valley Air Pollution Control District
Grant # G18-CAPP-26
Grant #G19-CAPP-26
Report #3**

Appendix D

**Arvin/Lamont Community Steering Committee
Agendas and Support Materials from AB 617 Steering Committee Meetings**



Agenda for Arvin/Lamont Area Community Steering Committee Meeting #1

April 28, 2021 – 5:00 – 7:00 pm via Zoom

Zoom Meeting: <https://zoom.us/j/96110770256?pwd=WEhpNGFSRCtBWW1acGVjMktTjIwdz09>

Meeting ID: 961 1077 0256

Passcode: 617

Teleconference Dial In: **888 788 0099 US** (Toll-free)

- 5:00 p.m. Welcome**
Julia Salinas, Facilitator, Institute for Local Government
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
Gustavo Aguirre, AB 617 Consultation Working Group and Kern County Director, Central California Environmental Justice
- 5:20 p.m. Community Introduction Icebreaker**
Julia Salinas, Facilitator, Institute for Local Government
- 5:35 p.m. Community Air Protection Program (AB 617)**
Valley Air District (District) discussion of agency roles
Jessica Olsen, Program Manager, Valley Air District
- California Air Resources Board (CARB) presentation on Community Air Protection Program Blueprint 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
Michelle Byers, Community Liaison, California Air Resources Board (CARB)
- 6:00 p.m. Community Boundary and Membership**
Discuss the AB 617 Arvin/Lamont community boundary, and discuss Community Steering Committee (CSC) membership applications
Jessica Olsen, Program Manager, Valley Air District
- 6:25 p.m. Community Steering Committee Roles**
Introduction of Community Steering Committee (CSC) roles, resident CSC member stipends, and expected commitments
Julia Salinas, Facilitator
- 6:40 p.m. Wrap Up/Next Steps**
Roadmap for 2021 and Beyond
Schedule for Ongoing Meetings
Community Virtual Tour Scheduling
Julia Salinas, Facilitator
- 6:55 p.m. Public Comment**

Learn more: community.valleyair.org



Agenda para el Comité Directivo Comunitario del Área de Arvin/Lamont Reunión #1

28 de abril de 2021 – 5:00 a 7:00 pm a través de Zoom

Reunión por Zoom: <https://zoom.us/j/96110770256?pwd=WEhpNGFSRCtBWW1acGVjMktTjlwdz09>

ID de la Reunión: 961 1077 0256

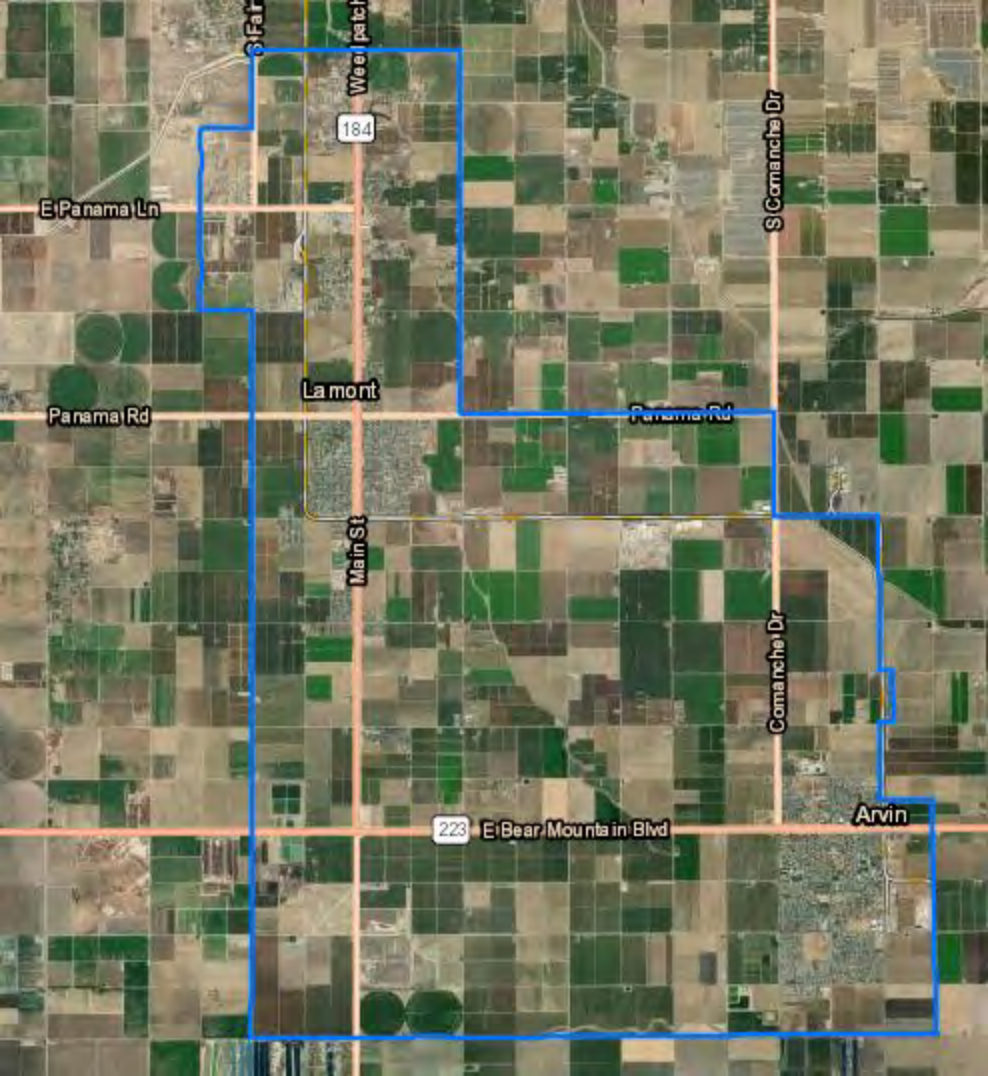
Código de Acceso: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-431-3632 – Código de acceso: 2897739#

- 5:00 p.m. Bienvenida**
Julia Salinas, Facilitadora, Institute for Local Government
Ryan Hayashi, Director Adjunto, Distrito del Aire del Valle
Gustavo Aguirre, Grupo de Consulta del AB 617 y Director del Condado de Kern, Justicia Ambiental de California Central
- 5:20 p.m. Introducción de la Comunidad**
Julia Salinas, Facilitadora, Institute for Local Government
- 5:35 p.m. Programa Comunitario de Protección del Aire (AB 617)**
Discusión del Distrito del Aire del Valle (Distrito) a cerca de los roles de las agencias
Jessica Olsen, Gerente de Programa, Distrito del Aire del Valle
- Presentación de la Junta de Recursos del Aire de California (CARB) sobre el Plan Marco del Programa de Protección del Aire de la Comunidad y discusión sobre lo que se espera del Distrito y el Comité durante todo el año, y cómo funcionan dentro del programa de AB 617
Michelle Byers, Enlace Comunitario, CARB
- 6:00 p.m. Límites de la Comunidad y Membresía**
Discutir el límite de la comunidad AB 617 de Arvin/Lamont y discutir las solicitudes de membresía del Comité Directivo Comunitario
Jessica Olsen, Gerente de Programa, Distrito del Aire del Valle
- 6:25 p.m. Roles del Comité Directivo Comunitario**
Introducción de roles del Comité Directivo Comunitario, estipendios para miembros residentes del Comité Directivo, y compromisos esperados
Julia Salinas, Facilitadora
- 6:40ho p.m. Concluir/Próximos Pasos**
Hoja de Ruta para 2021 y Más Allá
Programación de Reuniones Regularmente
Programación de un Recorrido Virtual de la Comunidad
Julia Salinas, Facilitadora
- 6:55 p.m. Comentario Público**

Aprende más: community.valleyair.org



St Fair

Weir patch

184

E Panama Ln

S Comanche Dr

La mont

Panama Rd

Panama Rd

Main St

Comanche Dr

223

E Bear Mountain Blvd

Arvin

Welcome to the Arvin/Lamont AB 617 Community Kickoff Meeting

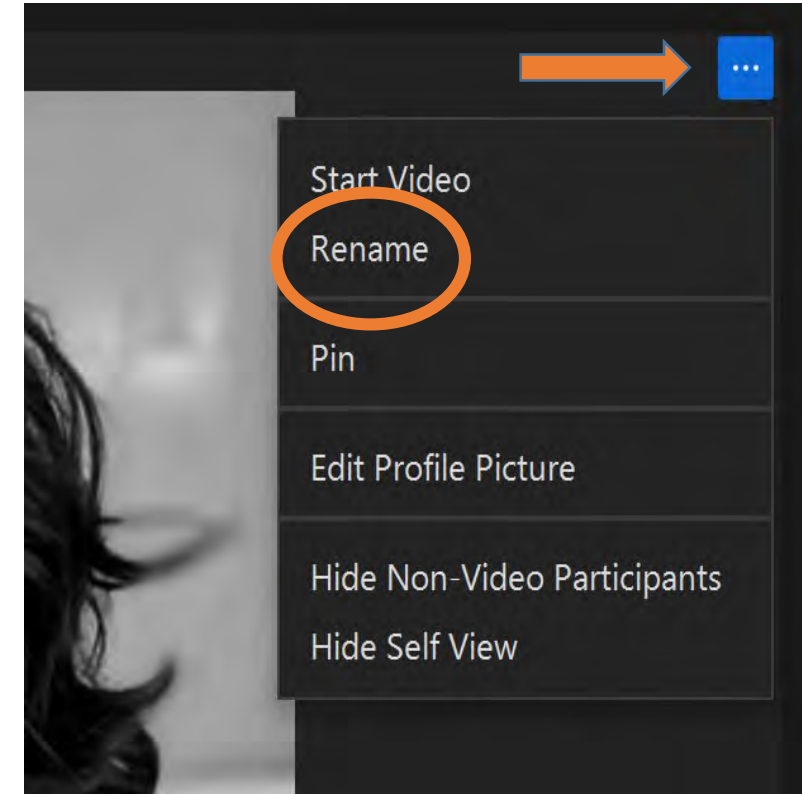
Wednesday, April 28, 2021

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- All other orgs or business - write **your Org** name
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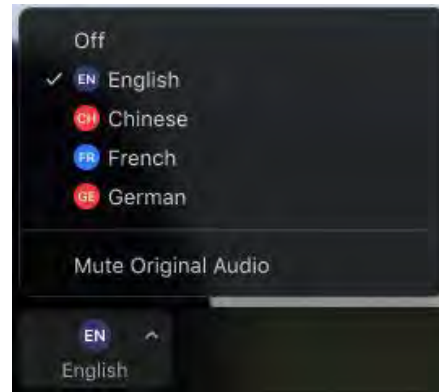
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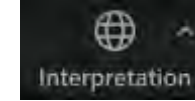
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(Mute Original Audio)



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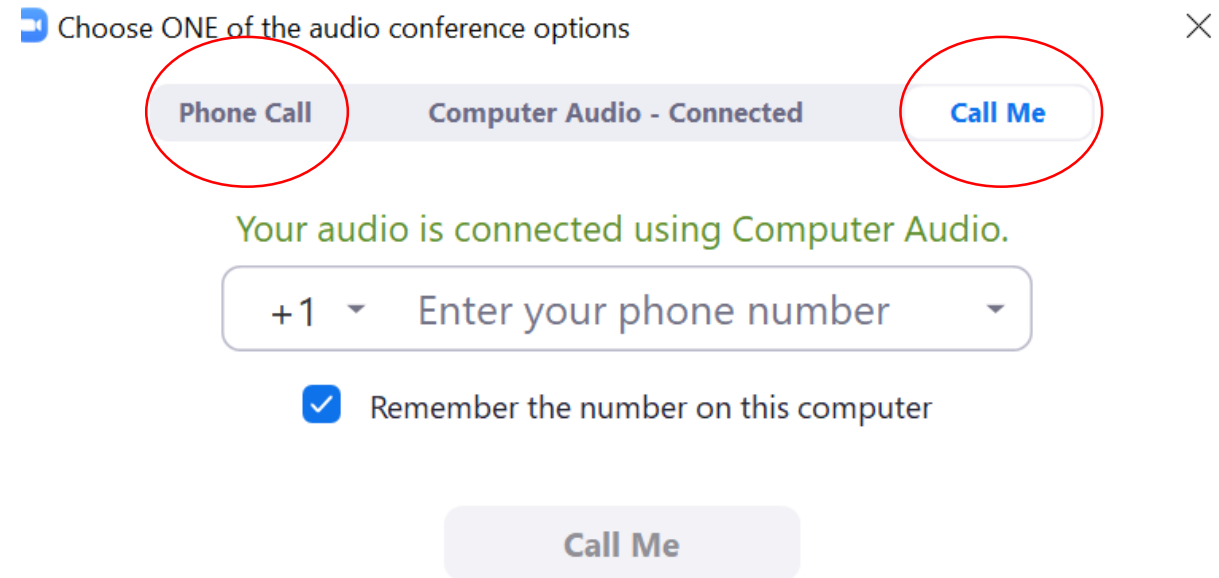
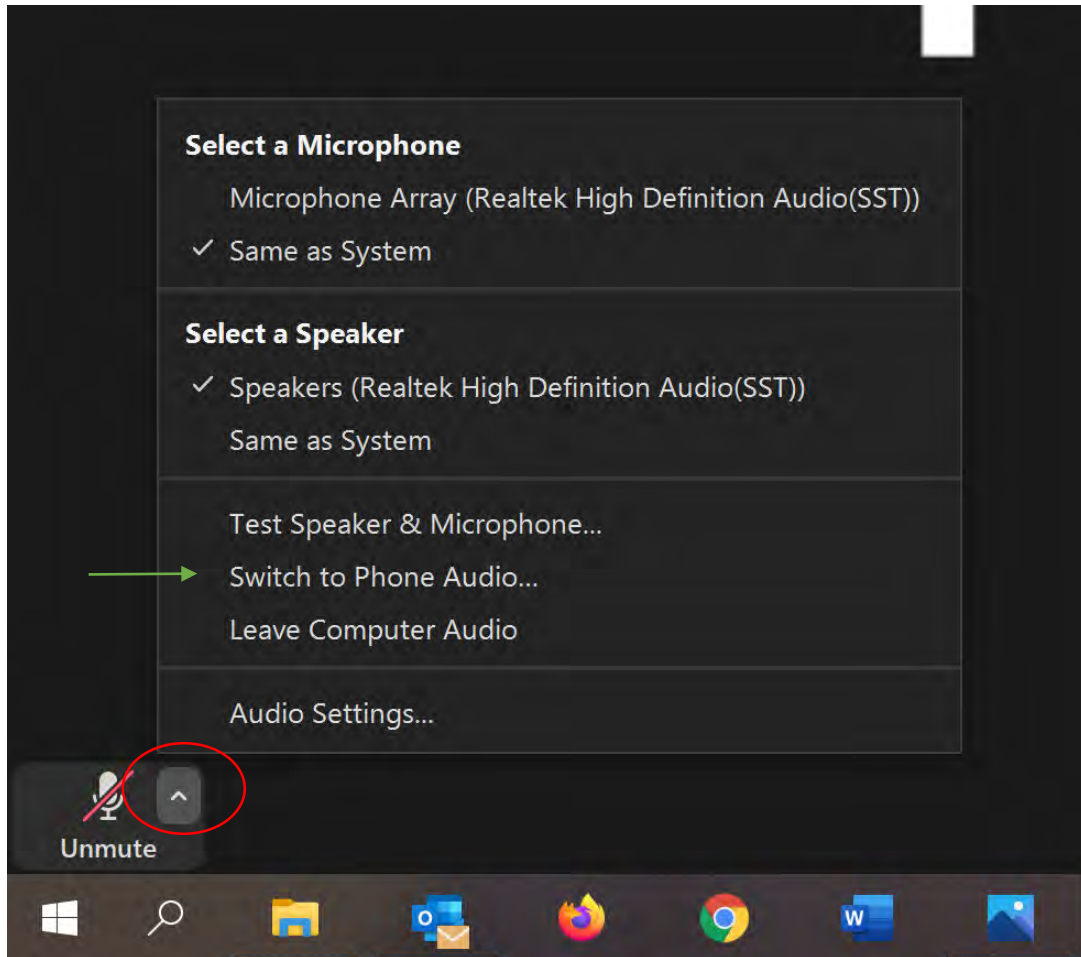
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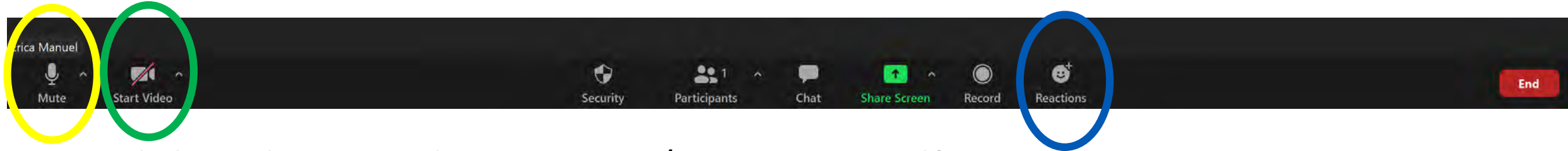
Linking Phone Audio to Video



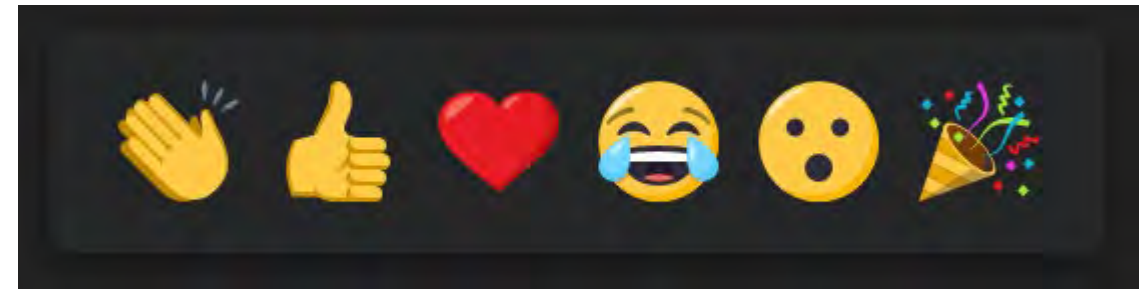
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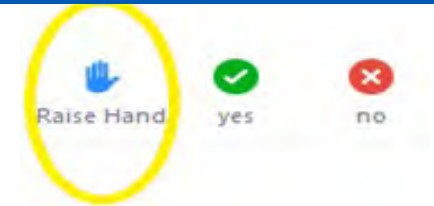


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- Click on the **reactions** icon to share how you feel!

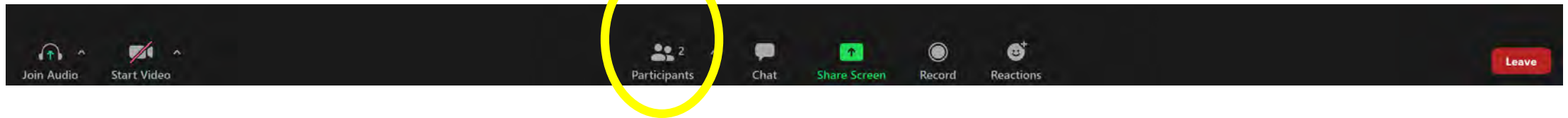


How to Raise Your Hand on Zoom

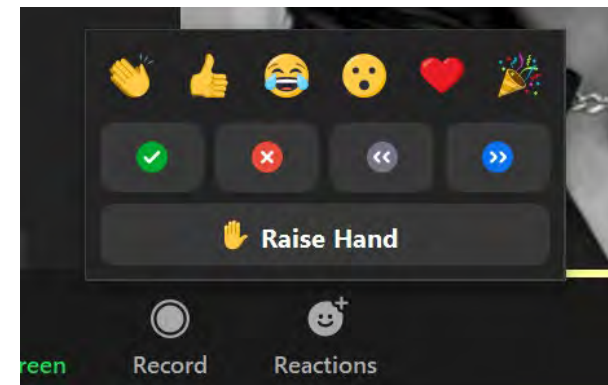
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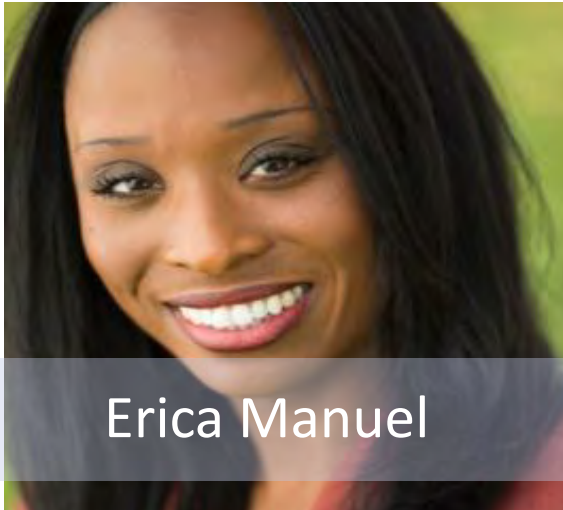
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Welcome! / ¡Bienvenidos!

YOUR facilitation team!



Welcome to the Arvin/Lamont AB 617 Community Kickoff Meeting

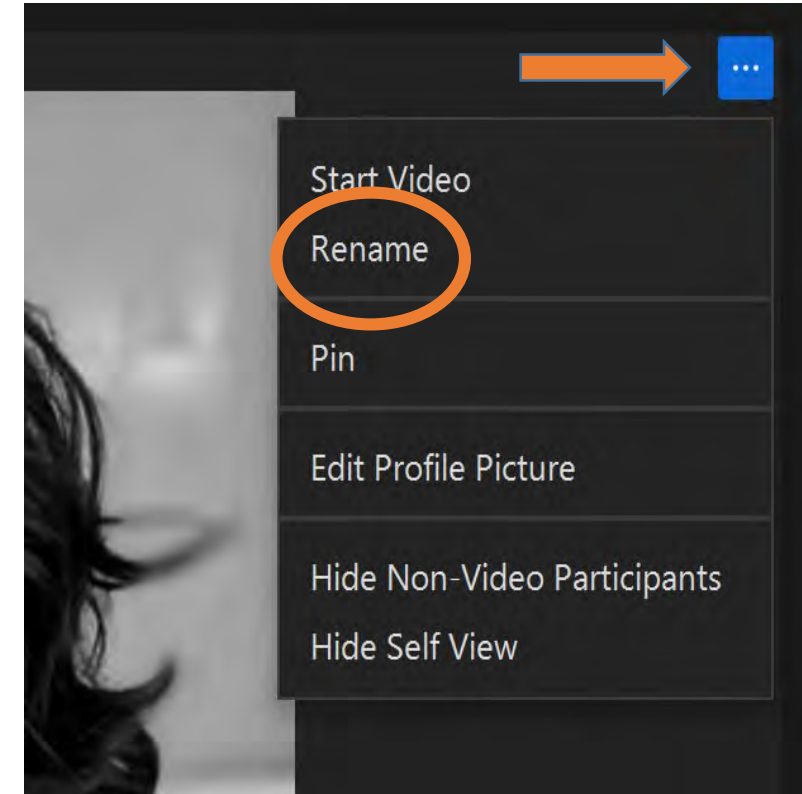
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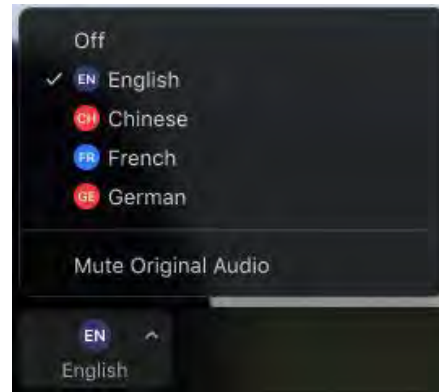
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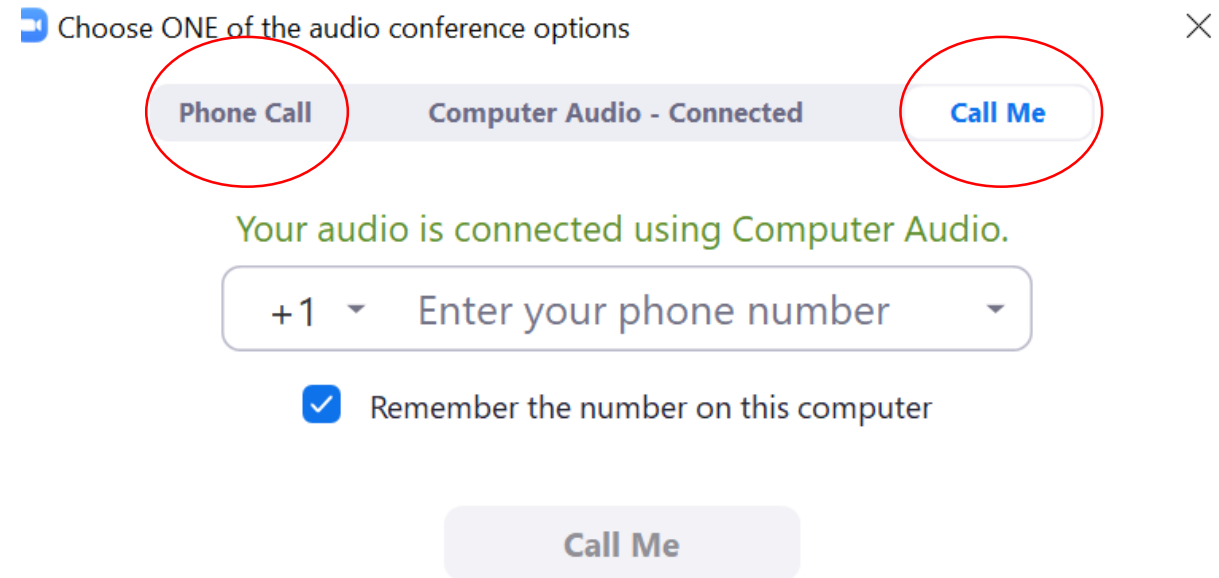
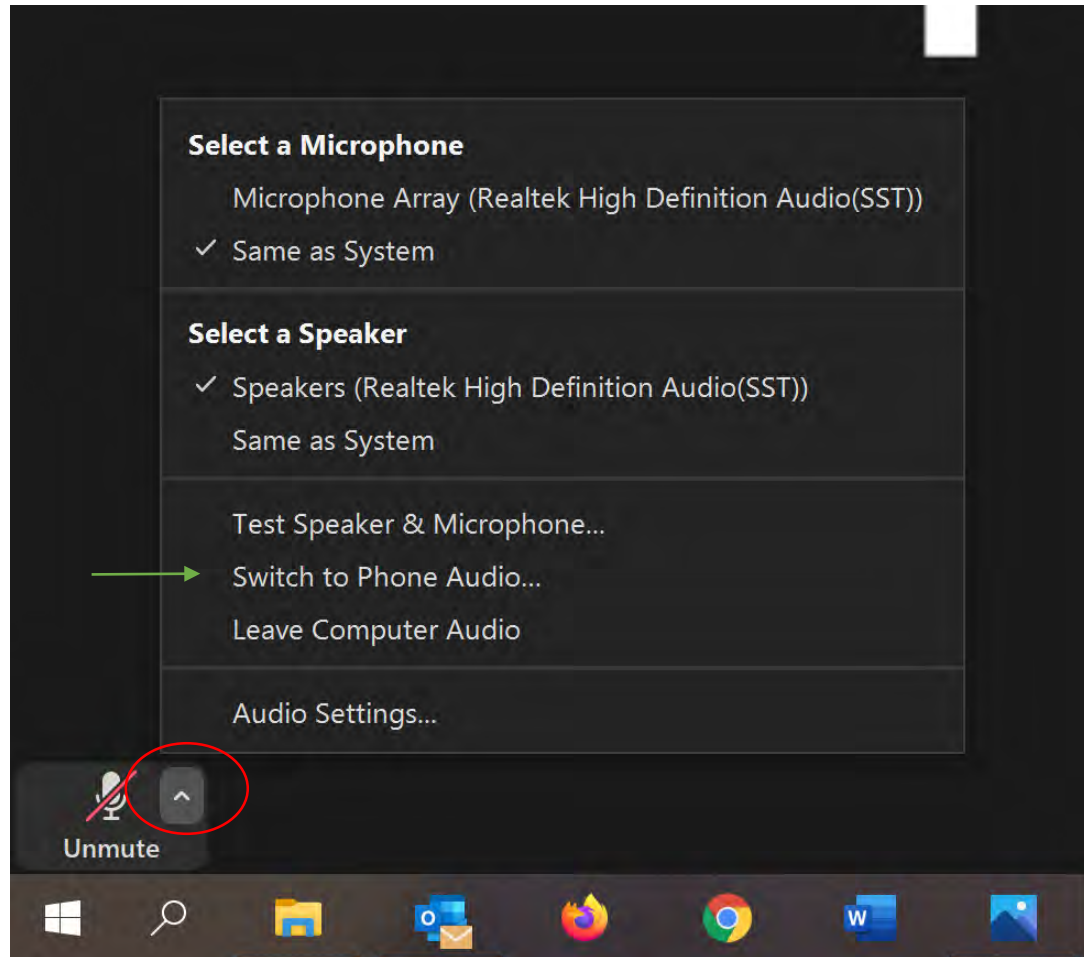
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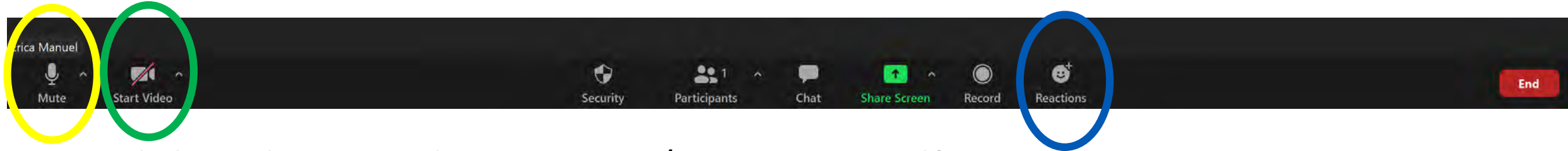
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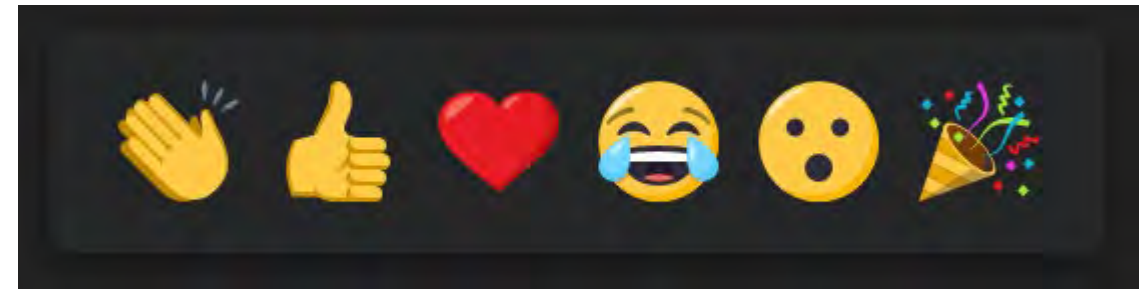
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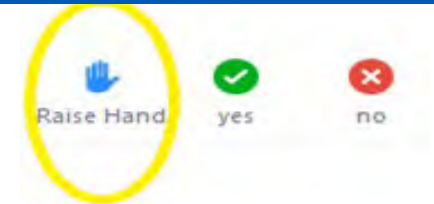


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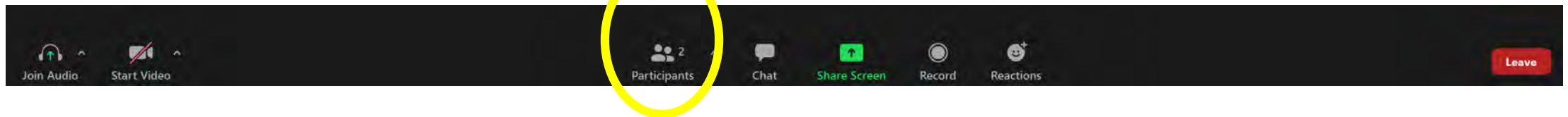


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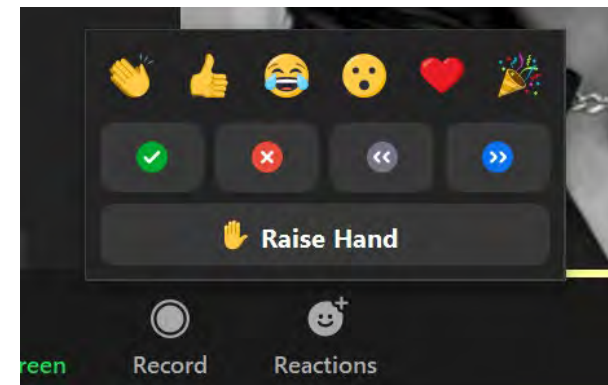
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Virtual Meeting Etiquette

- Please **stay on mute** unless you are speaking or planning to speak (use *6 if participating by phone);
- Please **raise your Zoom hand** to ask a question during the Q&A (use *9 if participating by phone);
- Please keep **camera on** if possible when participating.

Tips for Sharing this Virtual Space

Focused Chat
Dialogue

Participation is a
Learning, Growing
& Sharing
Opportunity

Keep Cameras On, If
Possible

Step Up, Step Back

Dialogo Enfocado

La participacion es
una oportunidad de
aprender, crecer, y
compartir

Mantengan sus
camaras activas si
es posible

Participe y deje
participar



Agenda

- 5:00 p.m. Welcome / ***Bienvenidos***
- 5:20 p.m. Community Introduction Icebreaker / ***Rompehielos, Introducción a la Comunidad***
- 5:35 p.m. Community Air Protection Program (AB 617) / ***Programa Comunitario de Protección del Aire***
- 6:00 p.m. Community Boundary and Membership / ***Límite de la Comunidad y Membresía***
- 6:25 p.m. Community Steering Committee Roles / ***Papel del Comité Directivo de la Comunidad***
- 6:40 p.m. Wrap Up and Next Steps / ***Concluir y Próximos Pasos***
- 6:55 p.m. Public Comment / ***Comentario Público***

Group Introductions/Introducciones del Grupo

Zoom polling/*Encuesta por Zoom*



Arvin/Lamont Community Boundary

Límite de la Comunidad de Arvin/Lamont

Original boundary only Arvin & Lamont

Proposed boundary for consideration includes Arvin, Lamont, Fuller Acres, Hilltop, Weedpatch, and areas between

- Several community members advocated for boundary changes at District and CARB meetings
- Boundary proposed by community members and submitted to District

Límite original solamente de Arvin y Lamont

El límite propuesto para consideración incluye Arvin, Lamont, Fuller Acres, Hilltop, Weedpatch y áreas entremedio

- *Varios miembros de la comunidad abogaron por cambios de límites en las reuniones del Distrito y CARB*
- *Límite propuesto por miembros de la comunidad y presentado al Distrito*

Arvin/Lamont Community Boundary

Límite de la Comunidad de Arvin/Lamont

If no objections, looking to use new boundary moving forward, open applications for **new area only** until May 5

Si no hay objeciones, se usará este nuevo límite de hoy en adelante, y se aceptará solicitudes solo para la nueva área hasta el 5 de mayo

Community Steering Committee Role

Papel del Comité Directivo de la Comunidad

AB 617 requires District to develop CERPs, “...in consultation with the state board, individuals, community-based organizations, affected sources, and local governmental bodies in the affected community”

AB 617 requiere que el Distrito desarrolle un CERP, "... en consulta con la junta estatal, individuos, organizaciones comunitarias, fuentes afectadas y organismos gubernamentales locales en la comunidad afectada”



Community Steering Committee Role

Papel del Comité Directivo de la Comunidad

District utilizing CARB Blueprint and Board-adopted criteria for establishing Community Steering Committees

El Distrito utiliza las Pautas de CARB y los criterios adoptados por la Mesda Directiva para establecer Comités Directivos de la Comunidad

CSC helps air district understand community concerns, develop community air monitoring plans, and emissions reduction programs

El Comite Directivo ayuda al Distrito del Aire a comprender las preocupaciones de la comunidad, desarrollar planes comunitarios de monitoreo del aire y programas de reducción de emisiones

Community Steering Committee Role (cont.)

Papel del Comité Directivo de la Comunidad

Majority of community steering committees must be residents

La mayoría de los comités directivos comunitarios deben ser residentes

Success requires strong community participation

El éxito requiere una fuerte participación de la comunidad

Community Steering Committee Role (cont.)

Papel del Comité Directivo de la Comunidad

Other core members include:

- businesses in community
- community advocates
- locally-based business associations
- school representatives
- health care representatives
- representatives from city, county, and other local public agencies

Otros miembros principales incluyen:

- *negocios en la comunidad*
- *defensores de la comunidad*
- *asociaciones comerciales locales*
- *representantes escolares*
- *representantes de atención médica*
- *representantes de la ciudad, el condado y otras agencias públicas locales*

Community Steering Committee

Comité Directivo de la Comunidad

Resident Member of Steering Committee Stipends

- Resident of a AB 617 selected community and serve as a Resident member of the Community Steering Committee

Estipendios para Miembros Residentes del Comité Directivo

- *Residente de una comunidad seleccionada AB 617 y sirva como miembro residente del Comité Directivo de la Comunidad*

Community Steering Committee

Comité Directivo de la Comunidad

Resident Member of Steering Committee Stipends

- Must be present for 75% of any regularly scheduled Community Steering Committee meeting (equivalent to participating in at least 1 hour and 30 minutes of a scheduled 2 hour meeting)

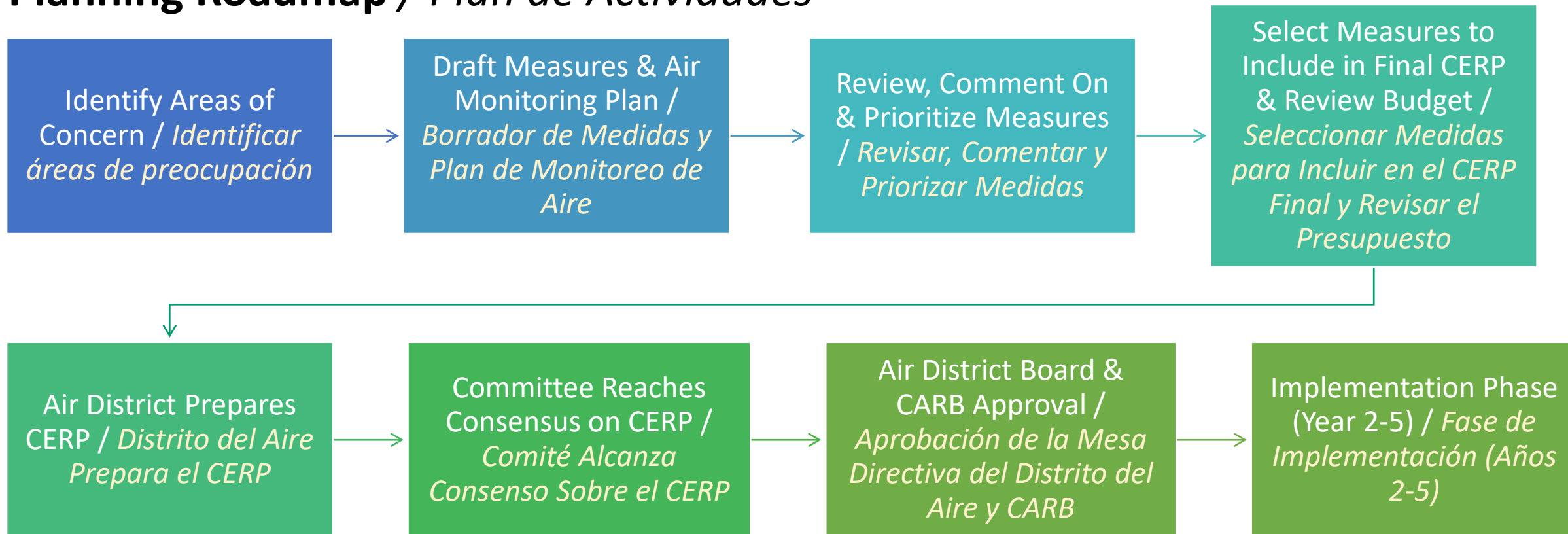
Estipendios para Miembros Residentes del Comité Directivo

- *Debe estar presente durante el 75% de cualquier reunión del Comité Directivo de la Comunidad programada regularmente (equivalente a participar en al menos 1 hora y 30 minutos de una reunión programada de 2 horas)*

Community Emission Reduction Program (CERP)

Programa Comunitario de Reducción de Emisiones

Planning Roadmap / Plan de Actividades



A Collaborative Approach to Planning

Formas de Colaboracion para Planificar

Building Relationships &
Trust / Construyendo
confianza en las relaciones
interpersonales

Building Consensus/
Construyendo
consenso

Centering Community Priorities/
Centrandose en las Prioridades
de la comunidad

Elevating Community Voices/
Atendiendo a las voces de la
comunidad

Achieving Shared Goals/
Logrando metas comunes



Next Steps/*Próximos Pasos*

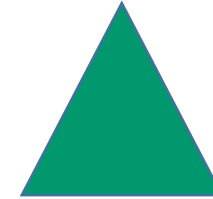
Proposed Schedule of Meetings / *Calendario de Reuniones Propuesto*

- CSC: Monthly 4th Wednesday of each month at 5:00-7:00pm
- Agenda setting meetings: 1st week of each month (day TBD)
- Additional meetings as needed
- *Comité Directivo: El cuarto miércoles de cada mes a las 5:00 pm*
- *Reuniones para Planificación la Agenda: primera semana de cada mes (días por ser determinado)*
- *Reuniones adicionales según sea necesario*

Community Virtual Tour/*Visita Virtual de la Comunidad*

- Scheduling/Programación

Meeting Evaluation/*Evaluación de la Reunión*



What went well?

¿Qué salió bien?

What could be done differently?

¿Qué se podría hacer de otra manera?

NEXT CSC MEETING
PRÓXIMA REUNIÓN DEL COMITÉ DIRECTIVO

May/Mayo 26, 5:00-7:00 pm

*via Zoom for CSC and YouTube Live a través de Zoom para el Comité Directivo
y YouTube Live*

PUBLIC COMMENT/COMENTARIO PÚBLICO

Please share your comments/*Por favor comparta sus comentarios*

- YouTube: <https://www.youtube.com/healthyairliving>
- Facebook: @valleyair
- Zoom: By raising your hand or typing in the chat box
levantando la mano o escribiendo en el chat

Visit the Arvin/Lamont community page to see materials and track committee progress
Visite la página de la comunidad de Arvin/Lamont para ver los materiales y ver del progreso del comité

- <http://community.valleyair.org/selected-communities/arvin-lamont/>

(or Google Arvin/Lamont AB 617 Community)



Community Air Protection Program (AB 617) Overview of the Blueprint - Program Criteria

April 28, 2021

Arvin/Lamont Steering Committee Meeting



Presentation overview

- Agencies involved in Air Quality and Cumulative exposure that has led to AB 617
- Community Air Protection Program Team for Arvin/Lamont
 - Responsibilities
- Blueprint contents
 - Community Air Monitoring Plans (CAMPs)
 - Community Emissions Reductions Programs (CERPs)
- Resources
 - Technical and Programmatic
 - Online training about the Blueprint and other program elements

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 (CARB)

Regulates mobile sources of air pollution, greenhouse gases, and consumer products



Cars



Trucks



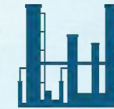
Buses

Local



Local Air District (SJV – Valley Air)

Regulate stationary and local sources of air pollution



Refineries



Residential
woodstoves

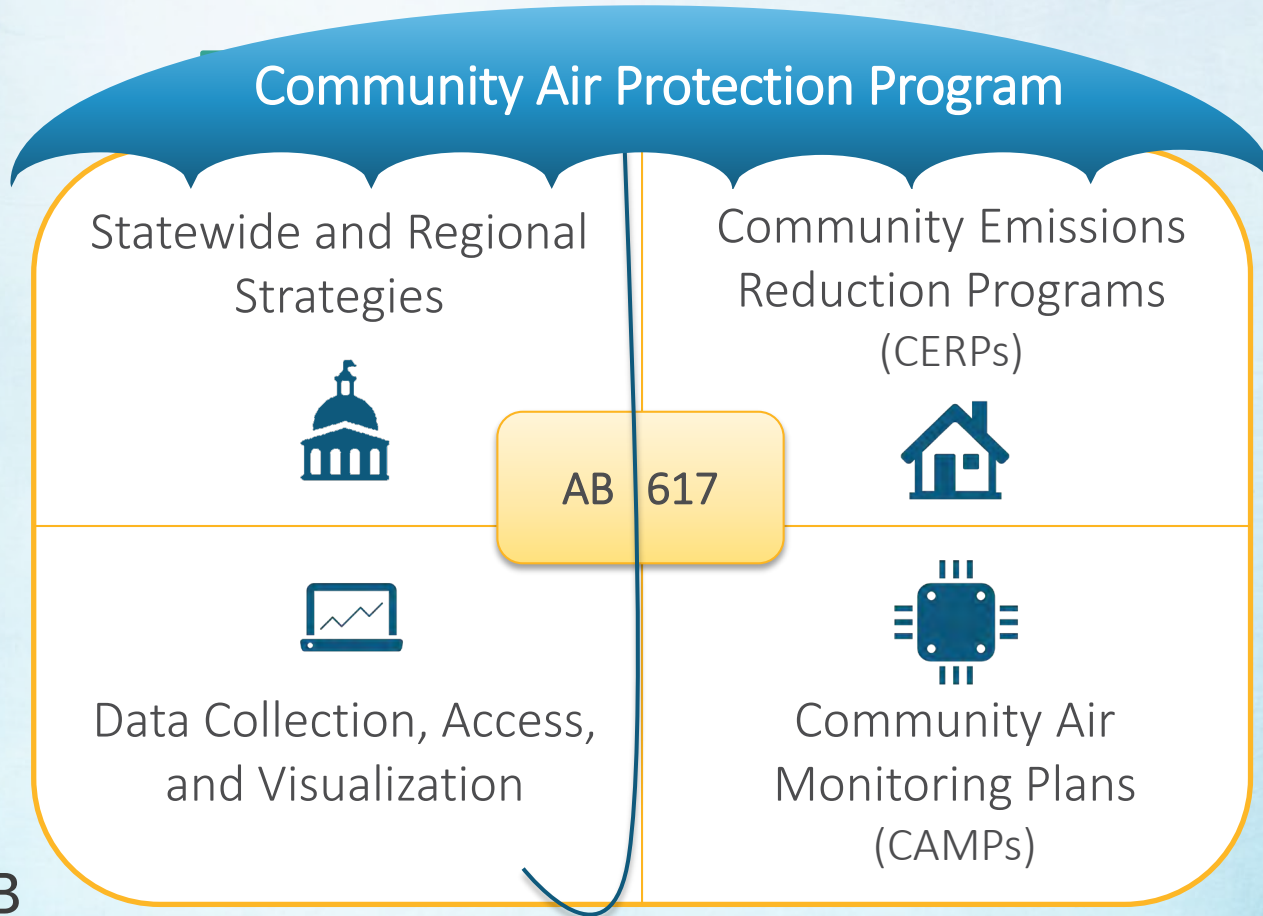


Dust

Cumulative Exposure to Air Pollution



How is CARB addressing cumulative exposure?



Reducing Community Exposure: Responsibilities

Local – Arvin/Lamont Steering Committee

- Prioritize community air quality concerns
- Provides direction on committee structure, objectives, and identifies strategies
- Partner in monitoring & achieving emissions reductions



State – CARB

- Launched AB 617 –Community Air Protection Program
- Develop statewide strategies
- Administer community air grants



Region – SJV Air District

- Partner with communities on air monitoring & emission reductions
- Administer incentive funding
- Write and enforce rules requiring controls on industrial sources

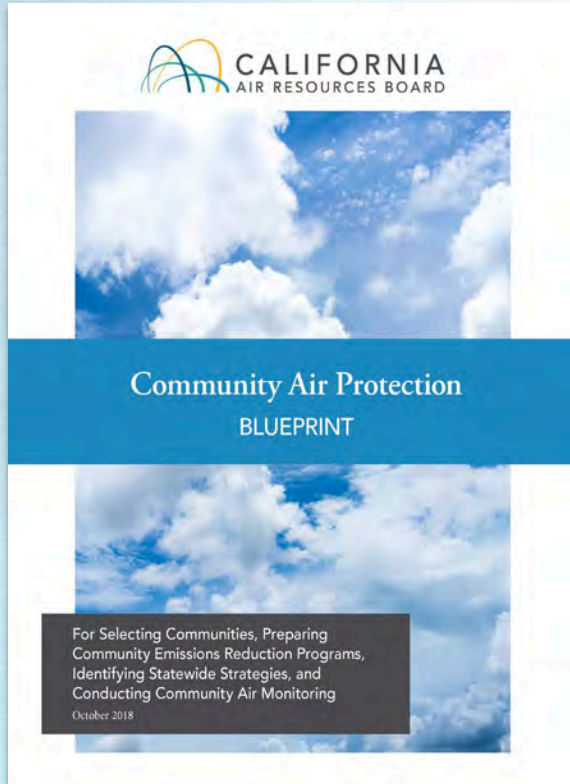


Arvin/Lamont Steering Committee (CSC)

- Uses a community-driven process to develop your Community Air Monitoring Plan (CAMP) & your Community Emissions Reduction Program (CERP)
 - Decide final boundaries
 - Establish Charter to structure the committee
- In collaboration with the Air District, identify and monitor air pollution burdens and develop emissions reduction strategies appropriate to local conditions



Community Air Protection Blueprint



- Provides a starting point for:
 - Community Selection
 - Statewide Strategies
- Establishes Criteria for:
 - CAMPs – Community Air Monitoring Plans
 - CERPs – Community Emissions Reduction Programs

Blueprint criteria designed to...



Community Air Monitoring Plan (CAMP)

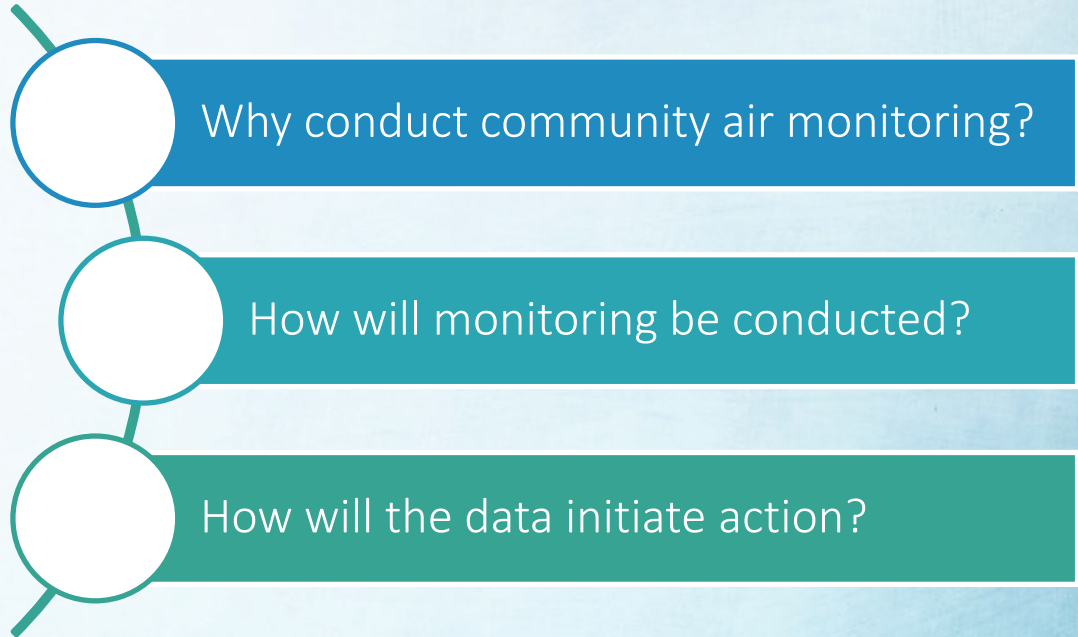
Purpose: Measure Air Quality to Support Action

APPENDIX E.
STATEWIDE AIR MONITORING PLAN

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I.	INTRODUCTION.....	E-3
II.	COMMUNITY AIR MONITORING PLAN ELEMENTS AND REQUIRED CRITERIA.....	E-6
	What is the Reason for Conducting Community Air Monitoring?.....	E-8
	Form Community Partnerships.....	E-9
	State the Community-Specific Purpose for Air Monitoring.....	E-9
	Identify Scope of Actions.....	E-10
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COMMUNITY AIR PROTECTION PROGRAM E-1



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 Emissions Reduction Program (CERP)

Purpose: Improve Air Quality in Your Community

**APPENDIX C.
CRITERIA FOR COMMUNITY EMISSIONS
REDUCTION PROGRAMS**

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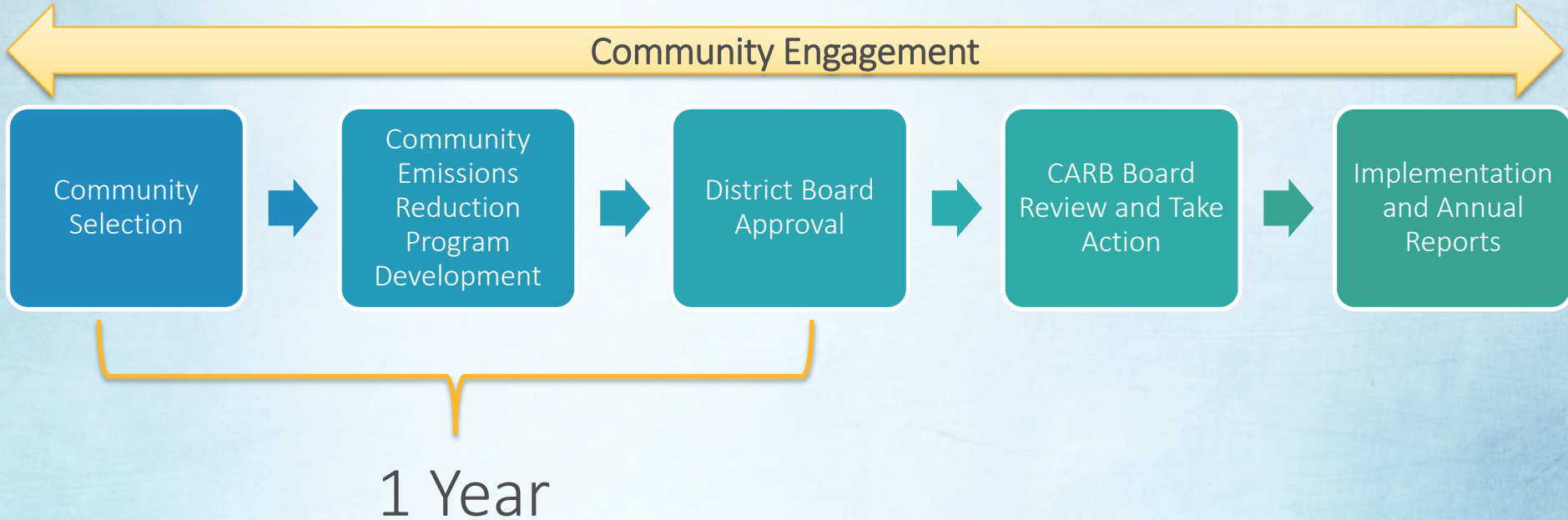
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COMMUNITY AIR PROTECTION PROGRAM C-1



Community Emissions Reduction Program (CERP) Process Overview



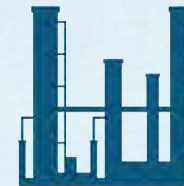
Strategy Types



Rules



Facility-Specific Risk
Reduction



Air Quality
Permitting



Incentives



Enforcement



Land Use, Transportation, &
Mitigation

Criteria Checklist for Evaluation of Community Emissions Reduction Program (CERP)

APPENDIX C – CRITERIA FOR COMMUNITY EMISSIONS REDUCTION PROGRAMS

VI. CHECKLIST FOR COMMUNITY EMISSIONS REDUCTION PROGRAM EVALUATION

CARB has developed a checklist to use in evaluating community emissions reduction programs (Table C-1). This checklist includes a high-level summary of the community emissions reduction program elements and is designed to both guide the air districts in developing the community emissions reduction programs and promote transparency in CARB's consideration and staff recommendations to the CARB Governing Board for action on submitted community emissions reduction programs.

Table C-1 Checklist for Community Emissions Reduction Program Evaluation

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: HEALTH-BASED AIR QUALITY OBJECTIVES
CRITERIA <input checked="" type="checkbox"/>
TOPIC: HEALTH-BASED AIR QUALITY OBJECTIVES
Provide a description of the health based objectives, including:
<ul style="list-style-type: none">• Maximizing progress on reducing exposure to toxic air contaminants that contribute to the cumulative exposure burden.• Reducing exposure caused by local sources to achieve healthful levels of PM_{2.5} within the community.
<input type="checkbox"/>

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT
CRITERIA <input checked="" type="checkbox"/>
TOPIC: COMMUNITY STEERING COMMITTEE
Provide documentation on the community steering committee:
<ul style="list-style-type: none">• Date, materials, and attendance for a public meeting that discussed the convening process for the steering committee.• Membership, including core community representation.• Charter that covers the following topics:<ul style="list-style-type: none">○ Committee objectives.○ Roles and responsibilities.○ Meeting frequency.○ Meeting dates, times, and locations to ensure accessibility.○ Use of facilitation services.○ Use of interpretation services at steering committee meetings and other outreach events.
<input type="checkbox"/>

COMMUNITY AIR PROTECTION PROGRAM

C-41

Health-based air quality objectives

Community partnerships and public engagement

Understanding your community

Develop targets and strategies

Enforcement plan

Metrics to track progress

Online Resource Center:

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Division Office of Community Air Protection

Welcome to the Community Air Protection Program Online Resource Center, a one-stop shop to obtain data, guidance, and tools to support improving air quality at the community scale. The Resource Center serves as a centralized repository of information and resources for use by community members, air districts, and the public. It will be continuously updated as new documents, materials, and data become available, and is expected to become more robust as the Community Air Protection Program is implemented over the coming years and we identify best practices and lessons learned.

[MORE ABOUT THIS PROGRAM >](#)

Introduction to Community Air Quality

Basics of community-scale air quality, covering health effects, community engagement, and enforcement.

Strategy Development

Resources to support emissions and exposure reduction strategy development, including CARB and air district strategies, incentive funding, transportation, land use, and mitigation information.

Technical Assistance

Tools and data sources, including the Technology Clearinghouse and the Community Air Monitoring Toolbox, to support community identification, community air monitoring, strategy development, and other air quality analysis.

AB 617 Implementation

Updates highlighting specific elements of AB 617 implementation, including expedited BARCT implementation schedules, emissions reporting, and Community Air Grants information.

Online Training and Help!

Learn more about the Community Air Protection Program (AB 617):

<https://ww2.arb.ca.gov/capp-training>

Short videos:

- Air Quality
- Community Steering Committees
- Emissions Reduction Programs
- Tracking Progress



Questions?

communityair@arb.ca.gov

(916) 322-7049

Resource Center

https://ww2.arb.ca.gov/ocap_resource_center

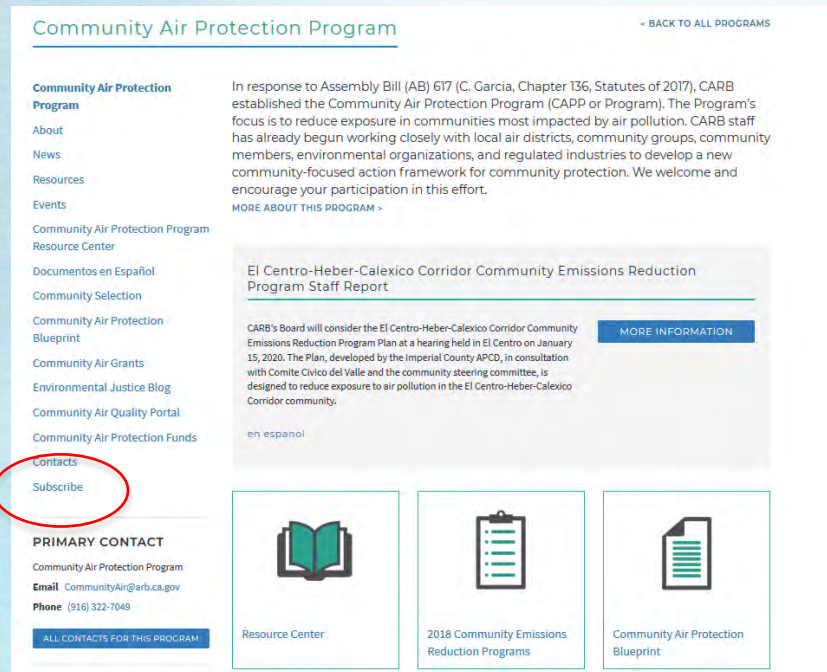
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El Centro-Heber-Calexico Corridor Community Emissions Reduction Program Staff Report

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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 Comité Cívico del Valle and the community steering committee, is designed to reduce exposure to air pollution in the El Centro-Heber-Calexico Corridor community.

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2018 Community Emissions Reduction Programs
Community Air Protection Blueprint



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Contact Information

CARB Community Liaison

Michelle Byars (916) 327-1505

Michelle.Byars@arb.ca.gov

(Unfortunately, I don't speak Spanish, but I'm happy to get another staff member to translate.)

Community Air Protection Program

CommunityAir@arb.ca.gov (o) AireComunitario@arb.ca.gov



Programa de Protección del Aire en la Comunidad (AB 617) Descripción General sobre el Plan Marco – Criterios del Programa

Abril 28, 2021

Arvin/Lamont Reunión del Comité Directivo



Descripción General de la Presentación

- Agencias involucradas en la calidad del aire y la exposición acumulada que ha llevado a AB 617
- Equipo del Programa de Protección del Aire en la Comunidad para Arvin / Lamont
 - Responsabilidades
- Contenido del Plan Marco
 - Planes de Monitoreo del Aire en la Comunidad (CAMPs)
 - Programas de Reducción de Emisiones en la Comunidad (CERPs)
- Recursos
 - Técnico y Programático
 - Entrenamientos en línea sobre el Plan Marco y otros elementos 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

Estatal



El Consejo de Recursos del Aire de California (CARB)

Regula las fuentes móviles de contaminación del aire, los gases de efecto invernadero y productos de consumo.



Autos



Camiones



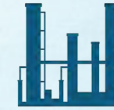
Autobuses

Local



Los Distritos de Aire Locales (SJV – Valley Air)

Regulan las fuentes estacionarias y locales de contaminación del aire.



Refinerías



Estufas de Leña Residenciales

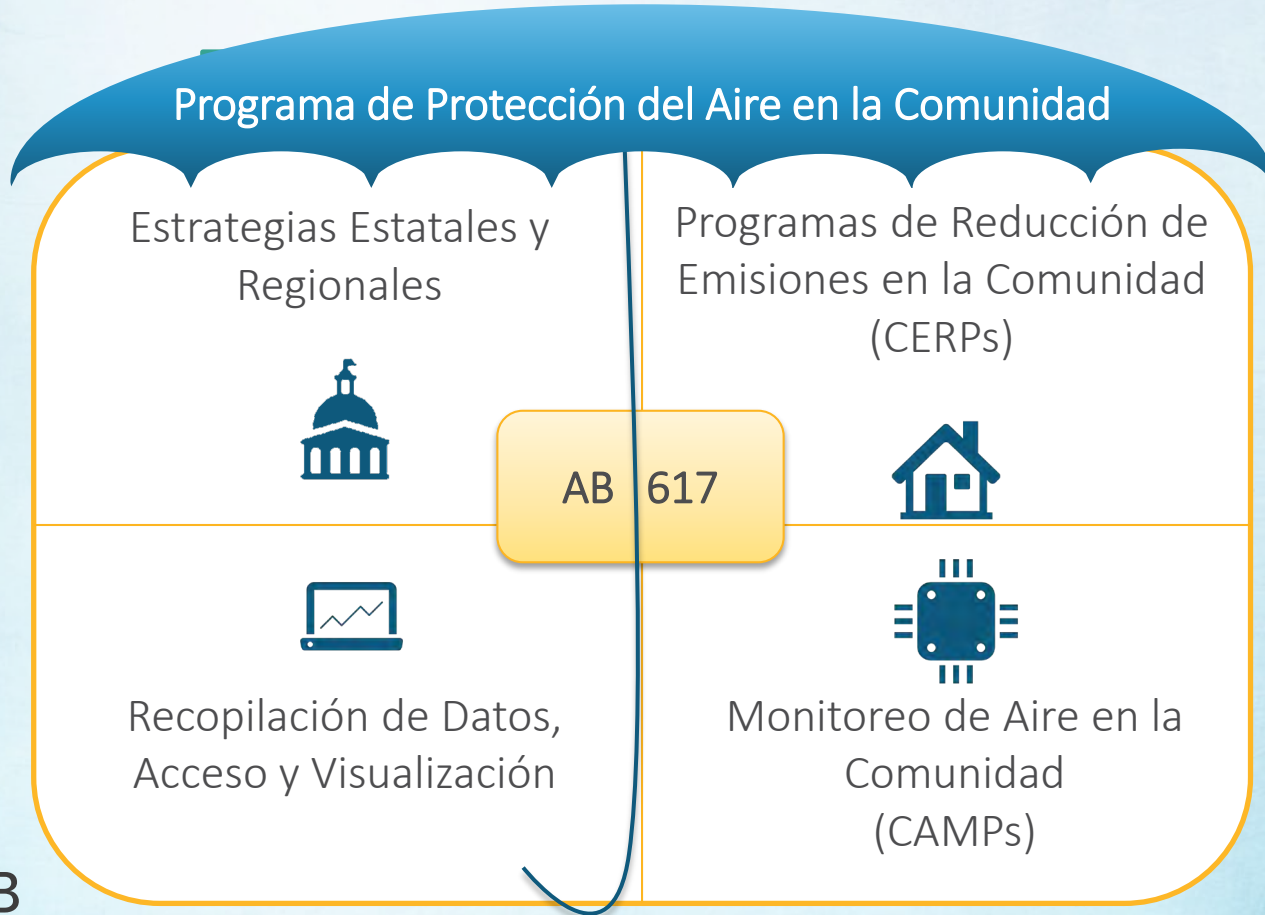


Polvo

Exposición Acumulada a la Contaminación del Aire



¿Cómo aborda CARB la exposición acumulativa?



Reducir la Exposición de la Comunidad: Responsabilidades

Local - Comité Directivo de Arvin / Lamont

- Priorizar las preocupaciones sobre la calidad del aire de la comunidad
- Proporcionar dirección sobre la estructura del comité, los objetivos, e identifica las estrategias
- Socio en el seguimiento y la consecución de reducciones de emisiones



Estatal – CARB

- Se lanzó AB 617 - Programa de Protección del aire en la Comunidad
- Desarrollar estrategias a nivel estatal
- Administrar subvenciones para el aire de la comunidad



Región – SJV Air District

- Asóciase con las comunidades en el monitoreo del aire y la reducción de emisiones
- Administrar la financiación de incentivos
- Redactar y hacer cumplir reglas que requieran controles sobre fuentes industriales.

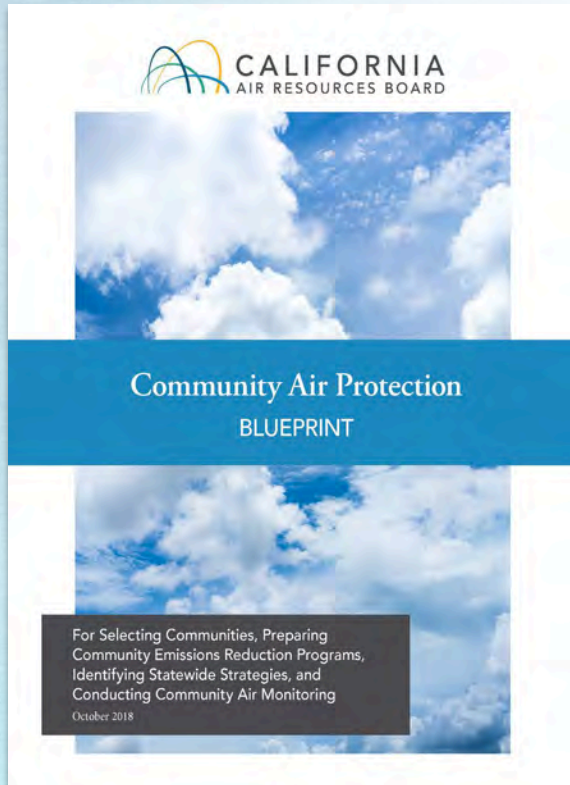


Arvin/Lamont Comité Directivo de la Comunidad (CSC)

- Utiliza un proceso impulsado por la comunidad para desarrollar su Plan de Monitoreo del Aire en la Comunidad (CAMP) & su Programa de Reducción de Emisiones en la Comunidad (CERP)
 - Decidir los límites finales del área
 - Establecer la Carta para estructurar el comité
- En colaboración con el Distrito del Aire, identificar y monitorear las cargas de contaminación del aire y desarrollar estrategias de reducción de emisiones apropiadas para las condiciones locales.

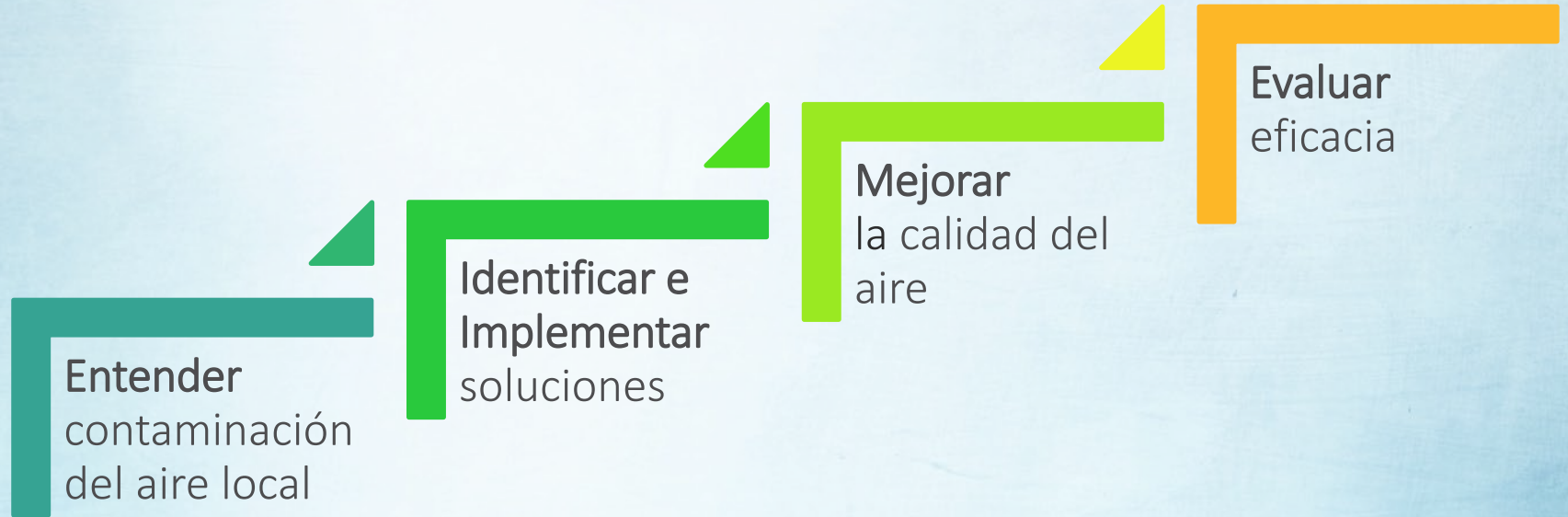


Community Air Protection Blueprint



- Proporciona un punto de partida para:
 - Selección de la Comunidad
 - Estrategias Estatales
- Establece criterios para:
 - CAMPs – Planes de Monitoreo del Aire de la Comunidad
 - CERPs – Programa de Reducción de Emisiones en la Comunidad

Blueprint criteria designed to...



Monitoreo de Aire en la Comunidad (CAMP)

Propósito: Medir los Desafíos de la Calidad de Aire para Apoyar Acciones

APÉNDICE E. PLAN DE MONITOREO DEL AIRE ESTATAL

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	Determinar las Áreas de Monitoreo	E-15
	Desarrollar Procedimientos de Control de Calidad	E-15
	Describir la Gestión de Datos	E-16
	Proporcionar un Plan de Trabajo para Realizar las Mediciones en el Campo	E-17
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PROGRAMA DE PROTECCIÓN DEL AIRE EN LA COMUNIDAD

E-1

¿Por qué realizar un monitoreo del aire en la comunidad?

¿Cómo se realizara el monitoreo?

¿Cómo iniciarán la acción los datos?

Datos de Monitoreo de Aire Accionables



Informar las opciones 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

Criterios para Programas de Reducción de Emisiones en la Comunidad (CERP)

Propósito: Mejore la Calidad del Aire en Su Comunidad

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

Colaboraciones comunitarias y participación pública

¿Cuales son los desafíos de la contaminación del aire que enfrenta la comunidad?

¿Cuáles son las soluciones?

¿Cómo evaluamos el progreso a lo largo de tiempo?

Programa de Reducción de Emisiones en la Comunidad (CERP) Descripción General del Proceso



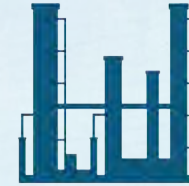
Estrategias



Reglas



Reducción de Riesgo
Específicos a
Instalaciones



Permisos de
Calidad del Aire



Incentivos



Ejecución



Uso de Terrenos,
Transporte y Mitigación

Lista de Verificación de Criterios para la Evaluación del Programa de Reducción de Emisiones en la Comunidad (CERP)

APÉNDICE C – CRITERIOS PARA PROGRAMAS DE REDUCCIÓN DE EMISIONES EN LA COMUNIDAD

Tabla C-1 Lista de Verificación para Evaluación del Programa de Reducción de Emisiones en la Comunidad

ELEMENTO DEL PROGRAMA DE REDUCCIÓN DE EMISIONES EN LA COMUNIDAD: OBJETIVOS DE CALIDAD DEL AIRE BASADOS EN LA SALUD	<input checked="" type="checkbox"/>
CRITERIOS	<input checked="" type="checkbox"/>
TEMA: OBJETIVOS DE CALIDAD DEL AIRE BASADOS EN LA SALUD	
Proporcione una descripción de los objetivos basados en la salud, que incluyen:	
• Maximizar el progreso en la reducción de la exposición a contaminantes tóxicos del aire que contribuyen a la carga de exposición acumulada.	<input type="checkbox"/>
• Reducir la exposición causada por fuentes locales para alcanzar niveles saludables de PM _{2.5} dentro de la comunidad.	<input type="checkbox"/>
ELEMENTO DEL PROGRAMA DE REDUCCIÓN DE EMISIONES EN LA COMUNIDAD: PROGRAMAS DE COLABORACIÓN COMUNITARIA Y PARTICIPACIÓN PÚBLICA	<input checked="" type="checkbox"/>
CRITERIOS	<input checked="" type="checkbox"/>
TEMA: COMITÉ DIRECTIVO EN LA COMUNIDAD	
Proporcionar documentación sobre el comité directivo en la comunidad:	
• Fecha, materiales y asistencia para una reunión pública que discutió el proceso de convocar para el comité directivo.	
• Membresía, incluida la representación de la comunidad central.	
• Estatuto que cubre los siguientes temas:	<input type="checkbox"/>
○ Objetivos del comité.	
○ Funciones y responsabilidades.	
○ Frecuencia de las reuniones.	
○ Fechas, horarios y lugares de las reuniones, para asegurar la accesibilidad.	
○ Uso de servicios de mediación.	
○ El uso de servicios de interpretación en reuniones del comité directivo y otros eventos de extensión.	

PROGRAMA DE PROTECCIÓN DEL AIRE EN LA COMUNIDAD **C-19**

Objetivos de calidad del aire basados en la salud

Asociaciones comunitarias y participación pública

Entendiendo su comunidad

Desarrollar objetivos y estrategias

Plan de ejecución

Métricas para seguir el progreso

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Technical Assistance

Tools and data sources, including the Technology Clearinghouse and the Community Air Monitoring Toolbox, to support community identification, community air monitoring, strategy development, and other air quality analysis.

AB 617 Implementation

Updates highlighting specific elements of AB 617 implementation, including expedited BARCT implementation schedules, emissions reporting, and Community Air Grants information.

¡Entrenamiento y Ayuda en Línea!

Obtenga más información sobre el Programa Comunitario de Protección del Aire (AB 617):

<https://ww2.arb.ca.gov/capp-training> (o)
<https://ww2.arb.ca.gov/es/our-work/programs/resource-center/ab-617-implementation/community-air-protection-program-training>

Videos cortos:

- Calidad del aire
- Comités Directivos de las Comunidades
- Programas de Reducción de Emisiones
- Seguimiento del progreso

¿Preguntas?

airecomunitario@arb.ca.gov

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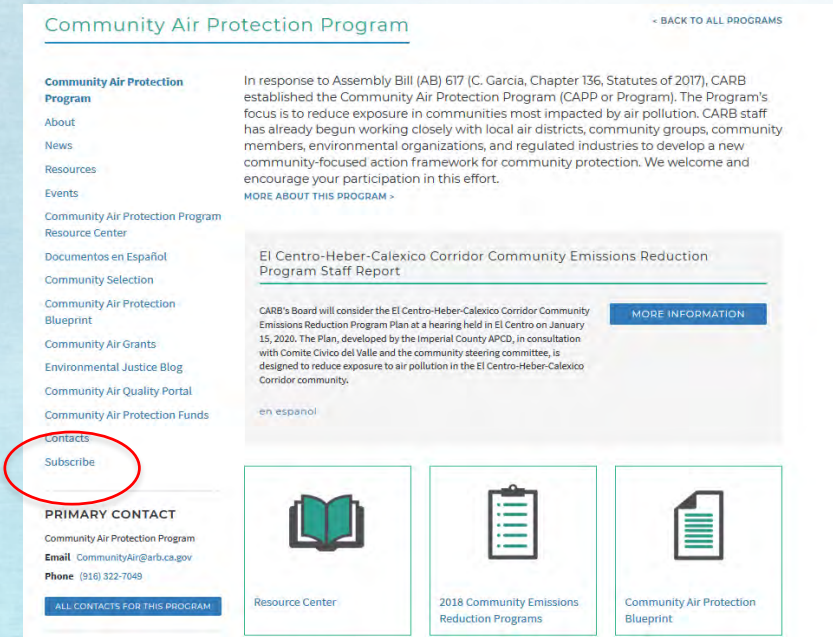
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Suscríbese a Nuestra Lista de Servicios de la Comunidad (list-serve)

Visite el sitio web del Programa de Protección del Aire en la Comunidad:

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Michelle Byars (916) 327-1505

Michelle.Byars@arb.ca.gov

(Lamentablemente, no hablo español, pero me alegra tener un traductor.)

Programa de Protección del Aire en la Comunidad

CommunityAir@arb.ca.gov (o) AireComunitario@arb.ca.gov



Kickoff Meeting Agenda – Arvin/Lamont AB 617 Community March 24, 2021

5:30 pm – 7:30 pm Virtual Meeting via Zoom:

<https://zoom.us/j/92788977028?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

Meeting ID: 927 8897 7028

Passcode: 617

Teleconference Dial In: **888 788 0099** (Toll-free)

- 5:30 p.m. Welcome**
Erica Manuel, Facilitator, Institute for Local Government
Julia Salinas, Facilitator, Institute for Local Government
- 5:45 p.m. Opening Remarks**
Craig Murphy, Kern County
Christine Viterelli, City of Arvin
- 5:55 p.m. Community Ice-breaker**
Julia Salinas, Facilitator, Institute for Local Government
- 6:15 p.m. Welcome from Valley Air District and California Air Resources Board**
- 6:25 p.m. What is the “Community Engagement and Air Protection Program” under AB 617?**
Ryan Hayashi, Deputy Air Pollution Control Officer, Valley Air District
» How AB 617 came to be and what it is
» Existing regional and community level emission reduction efforts
» AB 617 brings new resources for community-focused efforts
- 6:40 p.m. How does the “Community Engagement and Air Protection Program” Work?**
Jessica Olsen, Program Manager, Valley Air District
» State Air Resources Board’s selection of Year 3 communities
» Community boundary
» Community Air Monitoring Plan
» Community Emissions Reduction Program
- 6:55 p.m. Community Steering Committees**
Julia Salinas, Facilitator, Institute for Local Government
» Role of the Steering Committee
» Seeking participation and commitment
- 7:15 p.m. Q&A**

Learn more: community.valleyair.org



Agenda de la Reunión Inaugural – Comunidad AB 617 de Arvin/Lamont 24 de marzo de 2021

5:30 pm – 7:30 pm Reunión Virtual a través de Zoom

<https://zoom.us/j/92788977028?pwd=SVhCTmRRRjRBbkNZOTIRaWc4Y296QT09>

ID de la Reunión: 927 8897 7028

Código de Acceso: 617

Para participar **solamente por teléfono** en Español:

Llamada gratuita: 888-240-3210

Código de Acceso: 9631574#

- 5:30 p.m. Bienvenida**
Erica Manuel, Facilitadora, Institute for Local Government
Julia Salinas, Facilitadora, Institute for Local Government
- 5:45 p.m. Palabras de Apertura**
Craig Murphy, Condado de Kern
Christine Viterelli, Ciudad de Arvin
- 5:55 p.m. Actividad Rompehielos**
Julia Salinas, Facilitadora, Institute for Local Government
- 6:15 p.m. Bienvenida del Distrito del Aire del Valle y la Junta de Recursos del Aire**
- 6:25 p.m. ¿Qué es el “Programa de Participación Comunitaria y Protección del Aire” bajo AB 617?**
Ryan Hayashi, Director de Cumplimiento, Distrito del Aire del Valle
» Cómo surgió AB 617 y qué es
» Esfuerzos existentes de reducción de emisiones a nivel regional y comunitario
» AB 617 trae nuevos recursos para esfuerzos centrados en la comunidad
- 6:40 p.m. ¿Cómo funciona el “Programa de Participación Comunitaria y Protección del Aire”?**
Jessica Olsen, Gerente de Programa, Distrito del Aire del Valle
» Selección de comunidades de Año 3 de la Junta de Recursos del Aire Estatal
» Límites de la Comunidad
» Plan de Monitoreo del Aire Comunitario
» Programa de Reducción de Emisiones Comunitarias
- 6:55 p.m. Comités Directivos de la Comunidad**
Julia Salina, Facilitadora, Institute for Local Government
» Papel del Comité Directivo
» Buscando participación y compromiso
- 7:15 p.m. Preguntas y Respuestas**

Aprende más: community.valleyair.org

What is the “Community Engagement and Air Protection Program” under AB 617?

Arvin/Lamont

AB 617 Community Kick-off Meeting

March 24, 2021

Valley Faces Unique Air Quality Challenges

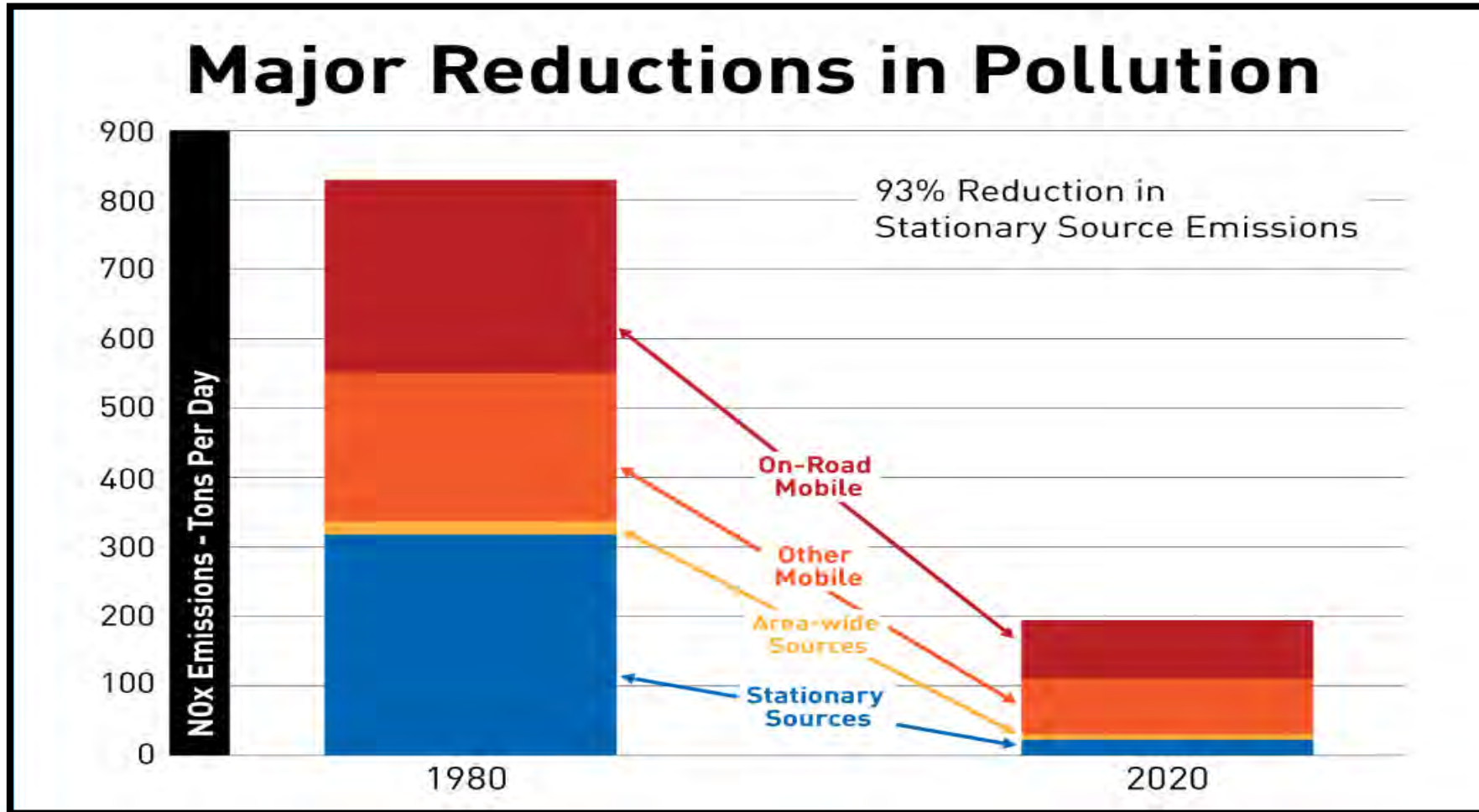
- Surrounding mountains and meteorology help create and trap air pollution
- High poverty, unemployment
- High rate of population growth
- I-5 and Hwy 99 (major transportation arteries) run through Valley
- Summer challenge: Ozone
- Winter challenge: Fine Particulates



Clean Air Efforts in the San Joaquin Valley

- Toughest air regulations on businesses, cars and trucks, consumer products, and Valley residents
- Reduction of health risk from existing and new businesses through District's permitting and air toxics hot spots programs
- Over \$40 billion spent by businesses on clean air investments
- Grant programs: \$2.6 billion public/private investment in clean air projects
- Air quality throughout the Valley has improved significantly
- Clean air efforts must continue - Valley's new clean air plan will establish a range of new measures to further reduce air pollution from businesses, mobile sources, and residents

Major Reductions in Valley NOx Emissions



Assembly Bill 617 Overview

- AB 617 passed by state legislature in 2017 to address potentially high burdens from air toxics and criteria pollutants in identified impacted communities
- Through robust public engagement process, CARB and air districts must develop and implement community specific:
 - Community air monitoring networks
 - Community emission reduction plans

AB 617 Brings New Resources and Attention to Valley Communities

- AB 617 established to further address community-level air quality issues beyond regional clean air efforts
 - Provides opportunity for investment in impacted communities to reduce air pollution and improve quality of life
 - Valley successful in bringing significant new funding to all Valley communities
- State (CARB) tasked with selecting communities for action every year
- Upon CARB's selection of communities, air districts must develop and implement any necessary air quality monitoring and Community Emissions Reduction Programs (CERPs) for each community
- Only successful through strong partnerships with local and state agencies, and community stakeholders (residents, businesses, community organizations, and others)

Clean Air Grants to Improve Air Quality

- Incentive grants reduce pollution by providing funding to help replace older, dirtier equipment with newer, cleaner models
- Over \$2.8 billion clean air grant public/private investment to date by Valley residents, businesses, schools, cities, counties, and others
- AB 617 creates new opportunities for making clean air investments in impacted communities



Available Clean Air Grants

- Funding currently available for a variety of grant programs for Valley businesses, residents, and public agencies
- Grant opportunities for businesses:
 - Heavy Duty Truck Replacement
 - Agricultural Equipment Replacement
 - Off-Road Equipment Replacement
 - Cargo Handling Equipment
 - Locomotive Replacement
 - Electric Vehicle Charging Infrastructure
 - Alternatives to agricultural burning
 - Low dust nut harvesting equipment
 - Commercial Lawn and Garden Equipment Replacement
 - Ag Truck Replacement
 - Alternative Fuel Infrastructure

Available Clean Air Grants (cont'd)

- Grant programs for Valley Residents:

- Passenger vehicle repair
- Passenger vehicle replacement
- Woodstove/fireplace replacement
- Electric lawn mowers
- Vanpool Vouchers

- Grant programs for Public Agencies:

- Electric vehicle charging infrastructure
- Emergency Vehicle Replacement
- Alternative fuel infrastructure
- Transit and School Bus Replacement
- Alternative Fuel Vehicles
- Bike Path and Park and Ride Lot Infrastructure

**Need more information?
Want to serve on the Steering Committee?
Steering Committee Applications Due April 7th**

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AB617@valleyair.org

(559) 230-6170

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Valley Air District Website: www.valleyair.org

Follow us on
social media



Use the Valley Air
App for the latest
air quality info.



¿Qué es el “Programa de Participación y Protección del Aire Comunitario” bajo AB 617?

Arvin/Lamont

Reunión Inaugural de la Comunidad AB 617

24 de marzo de 2021

El Valle Enfrenta Desafíos Únicos de Calidad del Aire

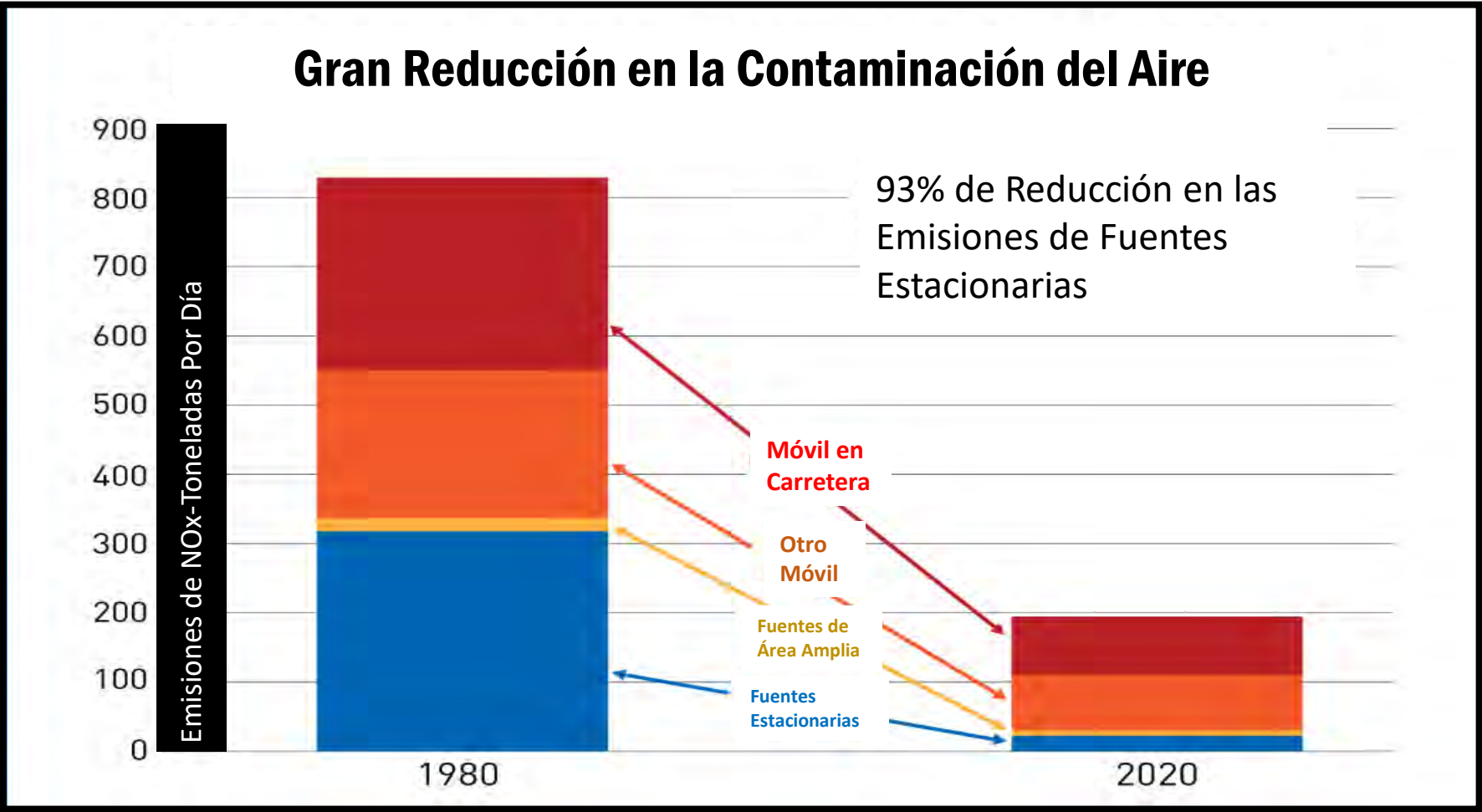
- Las montañas alrededor y la meteorología ayudan a crear y atrapar la contaminación del aire
- Alta tasa de pobreza y desempleo
- Alta tasa de crecimiento de población
- I-5 y Hwy 99 (carreteras de transporte principales) pasan por el Valle
- Desafío de verano: Ozono
- Desafío de invierno: Partículas Finas



Esfuerzos para Aire Limpio en el Valle de San Joaquín

- Las regulaciones del aire más estrictas para empresas, automóviles y camiones, productos de consumo y residentes del Valle
- Reducción del riesgo para la salud de negocios nuevos y existentes a través de los programas de permisos y las zonas conflictivas de tóxicos del aire del Distrito
- Más de \$40 mil millones gastados por empresas en inversiones en aire limpio
- Programas de incentivos: inversión pública/privada de \$2.6 mil millones en proyectos de aire limpio
- La calidad del aire en todo el Valle ha mejorado significativamente
- Los esfuerzos de aire limpio deben continuar – el nuevo plan de aire limpio del Valle establecerá un rango de nuevas medidas para reducir aún más la contaminación del aire de las empresas, las fuentes móviles y los residentes

Gran Reducción en Emisiones de NOx en el Valle



Resumen de la Ley de la Asamblea 617

- AB 617 fúe aprobada por la legislatura estatal en 2017 para abordar las cargas de exposición acumulativa potencialmente altas de los tóxicos del aire y los contaminantes de criterio en las comunidades afectadas identificadas
- A través de un proceso robusto de participación pública, CARB y los distritos del aire deben desarrollar e implementar comunidades específicas:
 - Redes comunitarias de monitoreo del aire
 - Planes comunitarios de reducción de emisiones

AB 617 Trae Nuevos Recursos Y Atención a las Comunidades del Valle

- AB 617 establecido para abordar aún más los problemas de calidad del aire a nivel comunitario más allá de los esfuerzos regionales de aire limpio
 - Brinda la oportunidad de invertir en las comunidades afectadas para reducir la contaminación del aire y mejorar la calidad de vida
 - El Valle logró traer nuevos fondos significativos a todas las comunidades del Valle
- Estado (CARB) encargado de seleccionar comunidades para la acción cada año
- Tras la selección de comunidades por parte de CARB, los distritos de aire deben desarrollar e implementar cualquier monitoreo de calidad del aire y Programas de Reducción de Emisiones Comunitarias (CERP) necesarios para cada comunidad
- Solo tiene éxito a través de asociaciones con agencias locales y estatales y partes interesadas de la comunidad (residentes, empresas, organizaciones comunitarias y otros)

Subvenciones de Aire Limpio para Mejorar la Calidad del Aire

- Las subvenciones de incentivos reducen la contaminación al proporcionar fondos para ayudar a reemplazar equipos más viejos y contaminantes por modelos más nuevos y menos contaminantes
- Más de \$2.8 mil millones para la inversión pública/privada otorgada por el aire limpio hasta la fecha por parte de los residentes, negocios, escuelas, ciudades, condados y otros del Valle
- AB 617 crea nuevas oportunidades para realizar inversiones en aire limpio en las comunidades afectadas



Subvenciones de Aire Limpio Disponibles

- Financiamiento actualmente disponible para una variedad de programas de subvenciones para negocios, residentes y agencias públicas del Valle
- Oportunidades de subvenciones para negocios:
 - Reemplazo de Camiones de Servicio Pesado
 - Reemplazo de Equipo Agrícola
 - Reemplazo de Equipo Todoterreno
 - Equipo de Manejo de Carga
 - Reemplazo de Locomotora
 - Infraestructura de Carga de Vehículos Eléctricos
 - Alternativas a la quema agrícola
 - Equipo de recolección de nueces con bajo polvo
 - Reemplazo de Equipo Comerciales de Césped y Jardín
 - Reemplazo de Camiones Agrícolas
 - Infraestructura de Combustibles Alternativos

Subvenciones de Aire Limpio Disponibles (cont.)

- Programas de subvenciones para Residentes del Valle:
 - Reparación de vehículos de pasajeros
 - Reemplazo de vehículos de pasajeros
 - Reemplazo de estufa de leña/chimenea
 - Cortacéspedes eléctricos
 - Vales de Vanpool
- Programas de subvenciones para Agencias Publicas:
 - Infraestructura de carga de vehículos eléctricos
 - Reemplazo de vehículos de emergencia
 - Infraestructura de combustibles alternativos
 - Reemplazo de autobuses escolares y de tránsito
 - Vehículos de combustible alternativo
 - Infraestructura de carril para bicicletas y estacionamientos de *Park and Ride*

¿Necesita más información? ¿Gustaría ser miembro del Comité Directivo?

**Por favor de someter la Solicitud del Comité Directivo
antes del 7 de abril de 2021**

Póngase en contacto con el Distrito del Aire del Valle al:

AB617@valleyair.org

(559) 230-6170

Para más información o recibir actualizaciones visite:

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Sitio de Internet del Distrito del Aire del Valle: www.valleyair.org

Síguenos en las
redes sociales



Use la aplicación Valley Air para
obtener la información mas
reciente sobre la calidad del aire.



How does the “Community Engagement and Air Protection Program” Work?

Arvin/Lamont

AB 617 Community Kick-off Meeting

March 24, 2021

AB 617 Community Selection Process

Through an extensive public outreach process, the District has now undergone three rounds of AB 617 community identification and nomination for CARB consideration

**District Nominated South Central Fresno,
Shafter, and North Bakersfield**
CARB selected **10** communities statewide

Year 1 Valley Communities:
South Central Fresno & Shafter

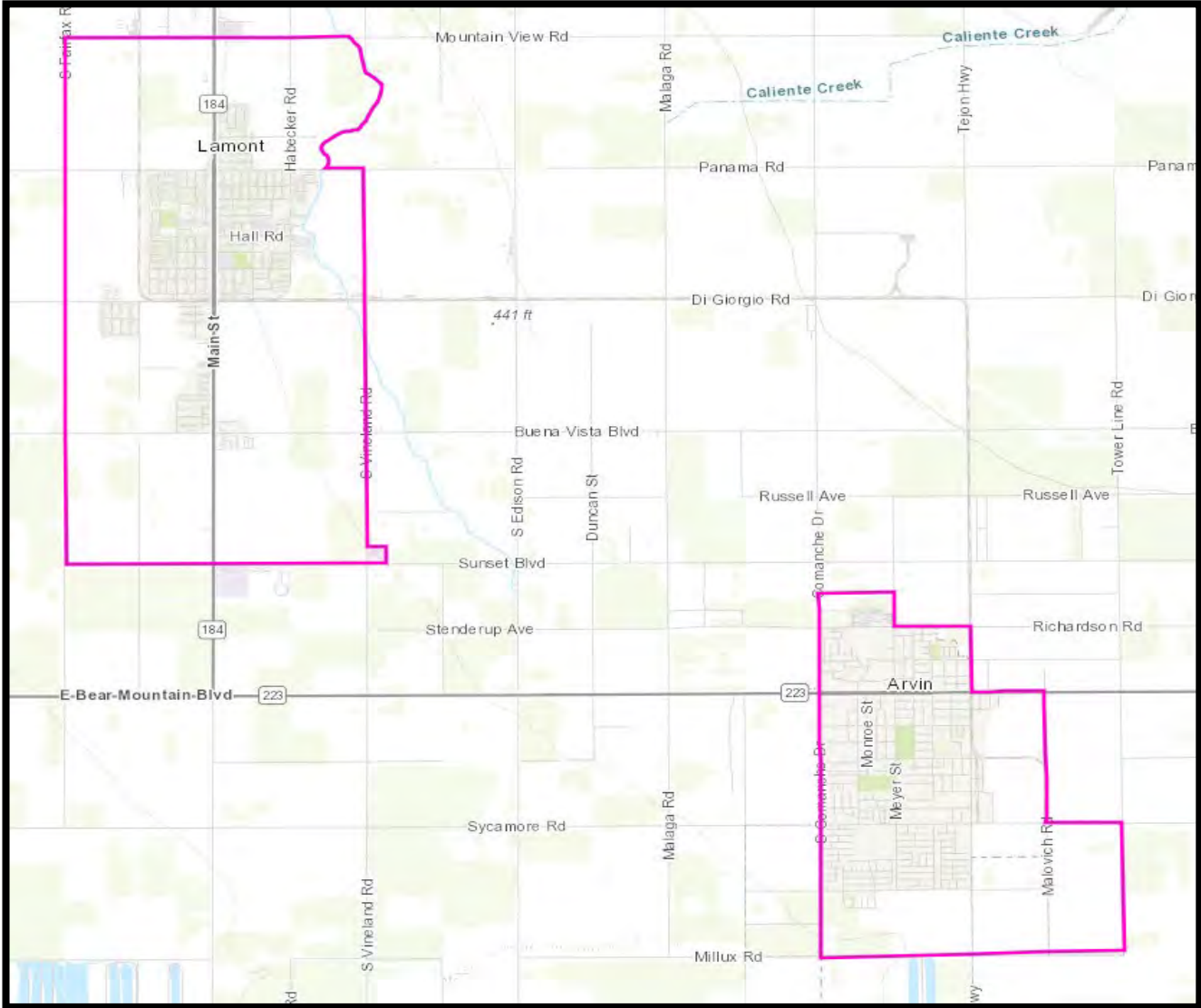
District Nominated Stockton and Arvin/Lamont
CARB selected **3** communities statewide

Year 2 Valley Community:
Stockton

District Nominated Arvin/Lamont and La Vina
CARB selected **2** communities statewide

Year 3 Valley Community:
Arvin/Lamont

CARB-Selected Arvin/Lamont Community



Arvin/Lamont Community Characteristics

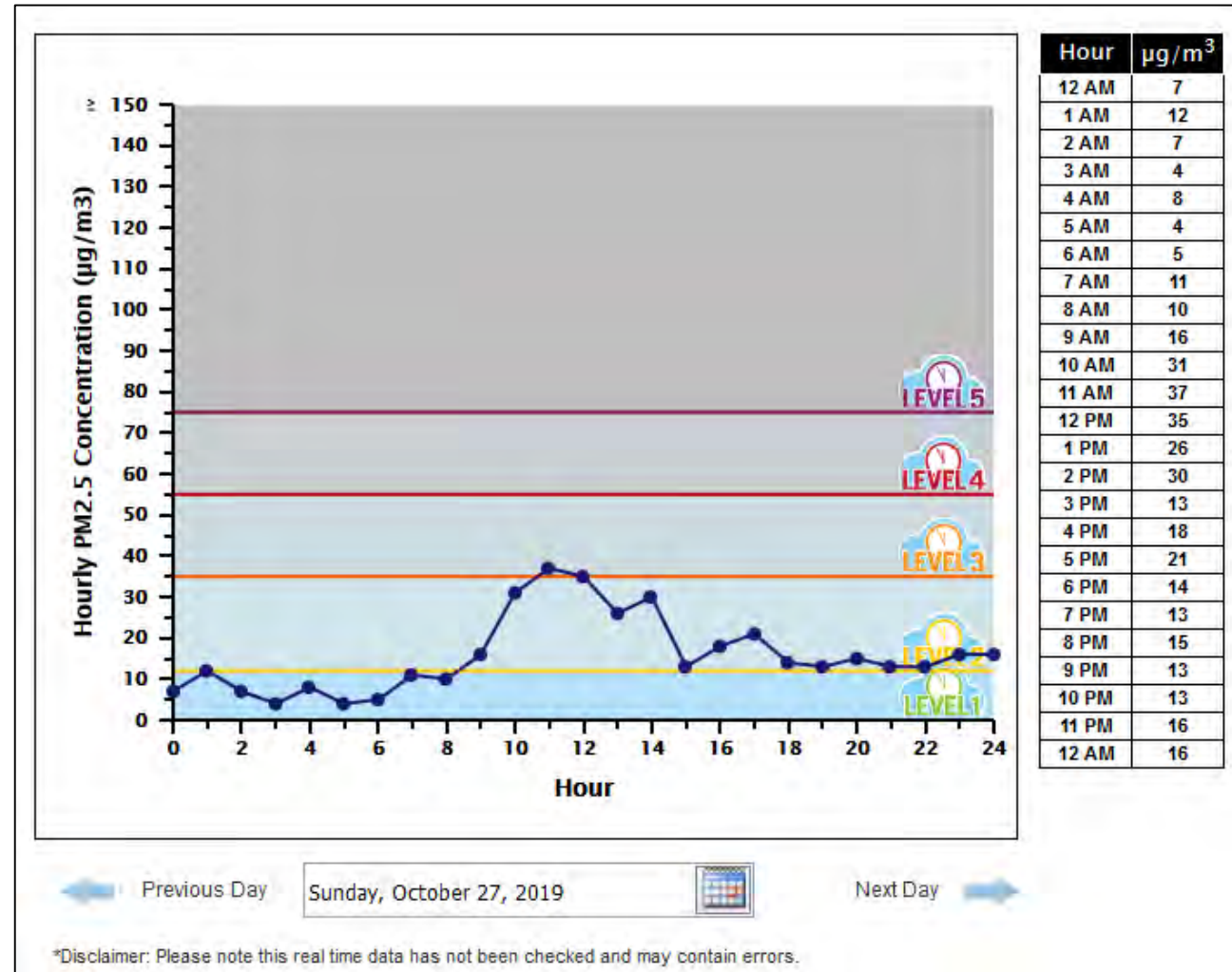
- City of Arvin and nearby Lamont are part of a small, rural community in Southeast Kern County
 - Long recognized as one of the most air quality impacted areas of Valley
- Rural community impacted by highways, agricultural operations, industrial sources, and emissions from upwind Bakersfield
 - 17 square miles
 - Estimated population of 37,000
- Top 15% most disadvantaged communities in state (CES 3.0)
- Selected for Institute for Local Government's Boost Program in collaboration with Strategic Growth Council, which has afforded this community technical assistance with capacity building for air quality improvement and energy reduction

Various Source Types Contribute to Emissions

- Mobile On-Road Sources (State and Federal Jurisdiction)
 - Heavy duty truck traffic, main roadways (Highways: 184 and 223)
- Mobile Off-Road Sources (State and Federal Jurisdiction)
 - Agricultural equipment
- Stationary Sources (Regulated by the District)
 - Gas stations, auto body shops, backup diesel generators, industrial sources
- Areawide Sources (Regulated by Various Agencies)
 - Residential fuel combustion, fugitive dust, cooking, consumer products, architectural coating
- Pesticides (Regulated by California Department of Pesticides)

Community Air Monitoring Plan

- AB 617 includes requirements for air districts to deploy air monitoring in communities selected by CARB
 - Plan in place by 2022
 - Supplements existing monitoring in/near selected community
- Community access to monitoring information



MOBILE VAN



FULLY-LOADED TRAILER



COMPACT MULTI-POLLUTANT SYSTEM



STAND-ALONE PM2.5



Community Emission Reduction Programs

- Developing an effective community emissions reduction program (CERP) requires:
 - Identifying and evaluating sources that may impact community
 - Assessment of measures further reducing air pollution
- By March 1, 2022, District must adopt community emissions reduction program for Arvin/Lamont
 - Work with the Community Steering Committee to develop:
 - Measures for reducing air pollution
 - Air pollution reduction goals
 - Metrics for tracking progress

Visit community.valleyair.org

- AB 617 Home
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- 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

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.



Arvin/Lamont selected as next Valley AB 617 community

[APPLY TO JOIN THE ARVIN/LAMONT STEERING COMMITTEE](#)

Get email updates about our AB 617 implementation in Arvin/Lamont

Selected Communities



South Central Fresno and the City of Shafter Resources Board (CARB) for investment of a communities to the AB 617 program, including

Learn more about AB 617 implementation by

Arvin/Lamont Community

Learn more about this year-three AB 617 community

[COMMUNITY PAGE](#)

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](#)

Arvin / Lamont

Arvin / Lamont

Arvin/Lamont Area AB 617 Community Kickoff Meeting

Wednesday, March 24, 2021

5:30pm via Zoom

Meeting ID: 927 8897 7028 | Passcode: 617
To participate by phone: (888) 788-0099



[JOIN ZOOM MEETING](#)

Arvin/Lamont Steering Committee meetings and information

[SIGN UP TO GET EMAIL NOTIFICATIONS](#)

Steering Committee Application

[ENGLISH](#)

[ESPAÑOL](#)

Press Release

[ARVIN/LAMONT SELECTED AS NEXT VALLEY AB 617 COMMUNITY](#)

Community Profile

[Steering Committee Meetings](#)

[Steering Committee Documents](#)

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¿Cómo funciona el “Programa de Participación y Protección del Aire Comunitario”?

Arvin/Lamont

Reunión Inaugural de la Comunidad AB 617

24 de marzo de 2021

Proceso de Selección de Comunidad bajo AB 617

A través de un extenso proceso de alcance público, el Distrito ahora se ha sometido a tres rondas de identificación comunitaria de AB 617 y nominación para consideración de CARB

Distrito Nominó Centro-Sur Fresno, Shafter y Bakersfield Norte

CARB seleccionó **10** comunidades en todo el estado

Año 1 Comunidades del Valle:
Centro-Sur Fresno y Shafter

Distrito Nominó Stockton y Arvin/Lamont

CARB seleccionó **3** comunidades en todo el estado

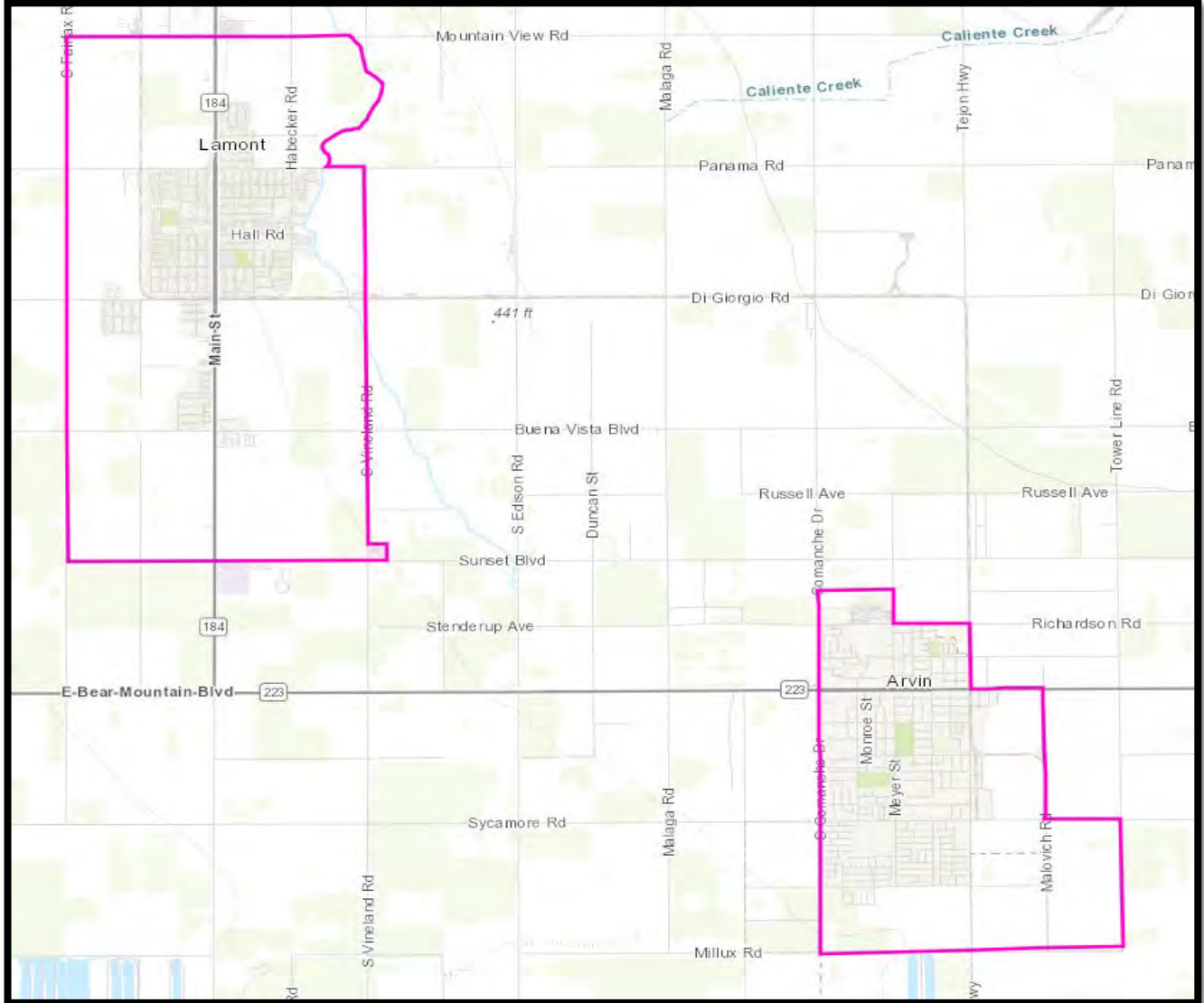
Año 2 Comunidad del Valle:
Stockton

Distrito Nominó Arvin/Lamont y La Vina

CARB seleccionó **2** comunidades en todo el estado

Año 3 Comunidad del Valle:
Arvin/Lamont

Comunidad Seleccionada por CARB de Arvin/Lamont



Características de la Comunidad de Arvin/Lamont

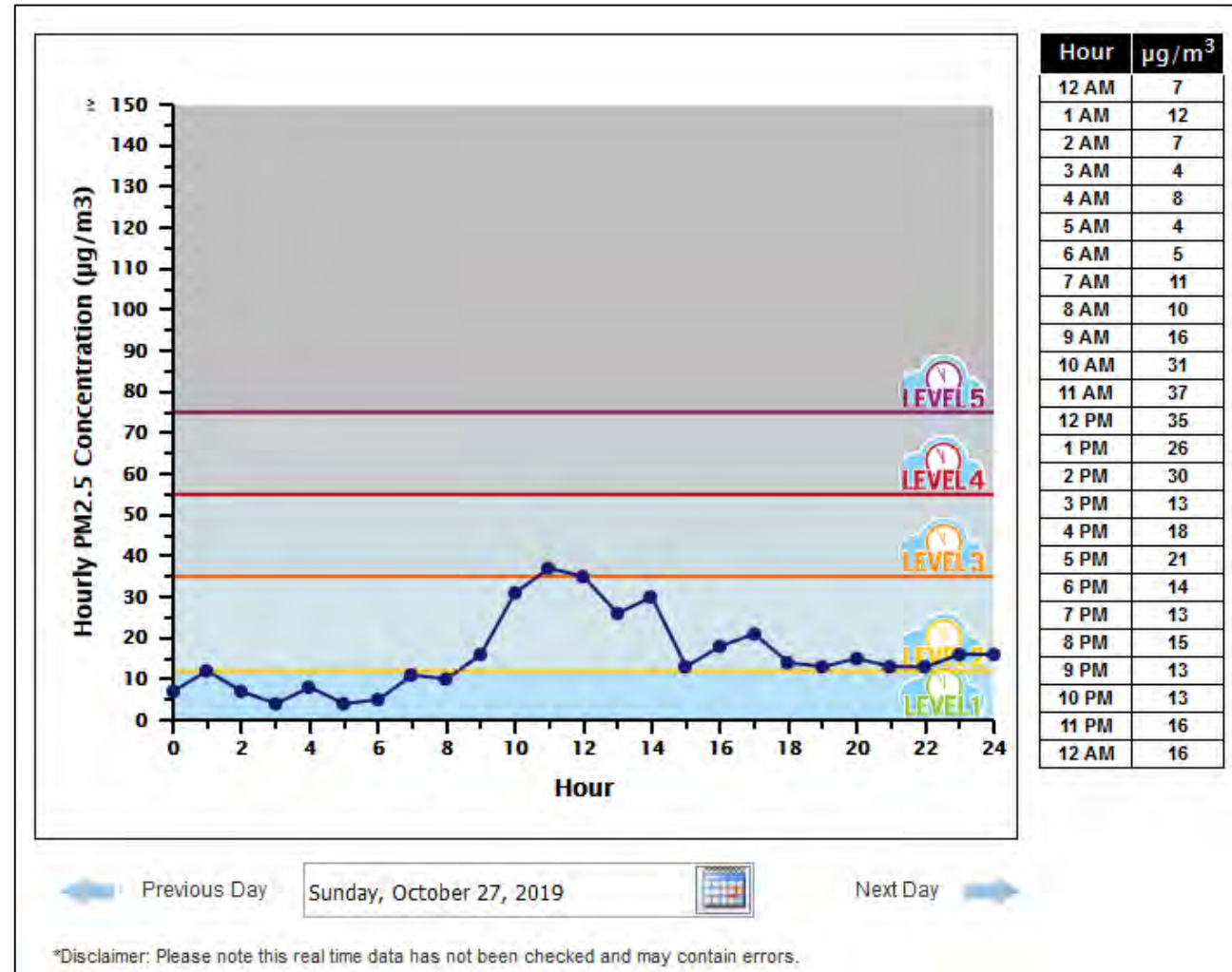
- La Ciudad de Arvin y la cercana comunidad de Lamont son parte de una pequeña comunidad rural en el Sureste del Condado de Kern
 - Reconocida durante mucho tiempo como una de las áreas del Valle con mayor impacto en la calidad del aire
- Comunidad rural afectada por carreteras, operaciones agrícolas, fuentes industriales y emisiones de Bakersfield
 - 17 millas cuadradas
 - Población estimada de 37,000
- 15% de las comunidades mas desfavorecidas del estado (CES 3.0)
- Seleccionado para el Programa de Impulso del Institute for Local Government en colaboración con el Consejo de Crecimiento Estratégico, que ha brindado a esta comunidad asistencia técnica con el desarrollo de capacidades para la mejora de la calidad del aire y la reducción de energía

Varios Tipos de Fuentes Contribuyen a las Emisiones

- Fuentes Móviles en Carretera (Jurisdicción Estatal y Federal)
 - Tráfico de camiones de servicio pesado, carreteras principales (Carreteras: 184 y 223)
- Fuentes Móviles Todoterreno (Jurisdicción Estatal y Federal)
 - Equipo Agrícola
- Fuentes Estacionarias (Reguladas por el Distrito)
 - Gasolineras, talleres de carrocería, generadores diésel de respaldo, fuentes industriales
- Fuentes de Área (Reguladas por Varias Agencias)
 - Uso de combustible en el hogar, polvo fugitivo, cocinar, productos del consumidor, revestimiento arquitectónico
- Pesticidas (Regulados por el Departamento de Pesticidas de California)

Plan de Monitoreo del Aire en la Comunidad

- AB 617 incluye los requisitos para que los distritos de aire implementen monitoreo de aire en las comunidades seleccionadas por CARB
 - Plan en marcha para 2022
 - Suplementa el monitoreo existente en/cerca de la comunidad seleccionada
- Acceso comunitario a la información de monitoreo



CAMIONETA MÓVIL



REMOLQUE TOTALMENTE EQUIPADO



SISTEMA COMPACTO MULTI- CONTAMINANTE



ambilabs
Valley Air District
airpointer

PM2.5 INDEPENDIENTE



Programas de Reducción de Emisiones de la Comunidad

- El desarrollo de un programa comunitario eficiente de reducción de emisiones requiere:
 - Identificar y evaluar las fuentes que pueden afectar a la comunidad
 - Evaluación de medidas para reducir aún más la contaminación del aire
- Para el 1 de marzo de 2020, el Distrito debe adoptar programas comunitarios de reducción de emisiones para Arvin/Lamont
 - Trabajar en consulta con el Comité Directivo de la Comunidad a desarrollar:
 - Medidas para reducir la contaminación del aire
 - Objetivos para reducir la contaminación del aire
 - Métricas para el seguimiento del progreso

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Arvin / Lamont

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[JOIN ZOOM MEETING](#)

Área de Arvin/Lamont Reunión Inaugural de la Comunidad AB 617

Miércoles, 24 de marzo de 2021
5:30pm a través de Zoom

ID de Reunión: 927 8897 7028 | Contraseña: 617
Para participar solamente por teléfono:
(888) 240-3210 | Código de Acceso: 9631574#



[JOIN ZOOM MEETING](#)

Community Profile

[Steering Committee Meetings](#)

[Steering Committee Documents](#)

Arvin/Lamont Community

Learn more about this year-three
AB 617 community

[COMMUNITY PAGE](#)

Stockton Community

Learn more about this year-two
AB 617 community

[COMMUNITY PAGE](#)

¿Necesita más información? ¿Gustaría ser miembro del Comité Directivo?

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antes del 7 de abril de 2021**

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(559) 230-6170

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Use la aplicación Valley Air para
obtener la información mas
reciente sobre la calidad del aire.



Community Steering Committee

- In next few weeks, District to establish Community Steering Committee
 - All interested stakeholders not appointed to the steering committee will be encouraged to participate at all public meetings
- Majority of steering committee members to be residents of community
- Other core members to include businesses in community, community advocates, locally-based business associations, school representatives, health care representatives, and other community-based stakeholders
- Committee will also include representatives from city, county, and other local public agencies
- Success requires strong community participation
- 1st Steering Committee meeting in April, with frequent meetings thereafter
- Steering Committee applications requested by April 7th, 2021

Community Steering Committee Role

- The steering committee's consultative role can take many forms, including the following:
 - Help the District understand community concerns, including socioeconomic burdens, location of sensitive receptors, etc.
 - Identification of local mobile and stationary sources
 - Assist in developing any community monitoring plans necessary to determine whether local sources are impacting community air quality
 - Assist in developing the community-specific webpage
 - Assist with the public engagement process
 - Assist in identifying and evaluating emission reduction opportunities
- Membership will require regular participation in meetings and ongoing commitment to ensure meaningful steering committee process
 - Resident members of the steering committee will be eligible to receive a stipend based on attendance at regular steering committee meetings

Comité Directivo Comunitario

- En las próximas semanas, el Distrito establecerá un Comité Directivo Comunitario
 - Se alentará a todas las partes interesadas no designadas al comité directivo a participar en todas las reuniones públicas
- La mayoría de los miembros del comité directivo serán residentes de la comunidad
- Otros miembros principales incluirán empresas en la comunidad, defensores comunitarios, asociaciones comerciales locales, representantes escolares, representantes del cuidado de la salud y otras partes interesadas de la comunidad
- El comité también incluirá representantes de la ciudad, el condado y otras agencias públicas locales
- El éxito requiere una fuerte participación de la comunidad
- Primera reunión del Comité Directivo será en abril, con reuniones frecuentes a partir de entonces
- Solicitudes del Comité Directivo deben ser sometidas antes del **7 de abril de 2021**

Papel del Comité Directivo Comunitario

- La función consultiva del comité directivo puede adoptar muchas formas, incluyendo las siguientes:
 - Ayude al Distrito a comprender las preocupaciones de la comunidad, incluyendo las cargas socioeconómicas, la ubicación de receptores sensibles, etc.
 - Identificación de fuentes locales móviles y estacionarias
 - Ayudar a desarrollar cualquier plan de monitoreo comunitario necesario para determinar si las fuentes locales están afectando la calidad del aire de la comunidad
 - Ayudar en el desarrollo de la página web específica de la comunidad
 - Ayudar con el proceso de participación pública
 - Ayudar a identificar y evaluar oportunidades de reducción de emisiones
- La membresía es voluntaria y requerirá la participación regular en reuniones y un compromiso continuo para garantizar un proceso significativo del comité directivo
 - Los miembros residentes del comité directivo serán elegibles para recibir un estipendio basado en la asistencia a las reuniones regulares del comité directivo

Community Kickoff Meeting

Assembly Bill (AB) 617

Opportunity for public participation in the Arvin/Lamont Area

Join the Valley Air District for an update on the local implementation of AB 617 which aims to improve air quality in Valley communities.

Wednesday, March 24, 2021

5:30pm via [Zoom](#)

Meeting ID: 927 8897 7028

Passcode: 617

To participate by phone:

(888) 788-0099

Attendees can get further information, ask questions, and learn how to apply for the Arvin/Lamont AB 617 Steering Committee.

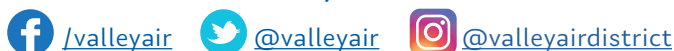
The Valley Air District is seeking involvement from interested residents, businesses and other members of the community to help the District understand the specific air quality needs of the Arvin/Lamont Area, develop effective clean air strategies, and identify opportunities for investment of newly available clean air funding.

Spanish interpreting services will be available

Questions: AB617@valleyair.org | 559-230-6000
community.valleyair.org/selected-communities/arvin-lamont

The San Joaquin Valley Air Pollution Control District (Valley Air District) is the air pollution control agency for the eight counties of the San Joaquin Valley, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the Valley Air Basin portion of Kern County.

FOR THE LATEST NEWS, CONNECT WITH US ON:



San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave, Fresno, CA 93726
www.valleyair.org | 1-800-SMOG INFO

Reunión de Lanzamiento de la Comunidad Ley de la Asamblea (AB) 617

Oportunidad para participación pública en el Área de Arvin/Lamont

Únase con el Distrito del Aire del Valle para informarse sobre la implementación local de AB 617, cuyo objetivo es mejorar la calidad del aire en las comunidades del Valle.

Miércoles, 24 de Marzo, 2021

5:30pm a través de [Zoom](#)

ID de Reunión: 927 8897 7028

Contraseña: 617

Para participar solamente por teléfono:
(888) 240-3210 | Código de Acceso: 9631574#

Los asistentes pueden obtener más información, hacer preguntas y aprender cómo aplicar para el Comité Directivo AB617 de Arvin/Lamont.

El Distrito del Aire del Valle está buscando la participación de residentes, negocios y otros miembros de la comunidad interesados en ayudar al Distrito a comprender las necesidades específicas de calidad del aire del área de Arvin/Lamont, desarrollar estrategias efectivas de aire limpio e identificar oportunidades para la inversión de fondos de aire limpio disponibles.

Habrán servicios de interpretación en español disponibles.

Preguntas: AB617@valleyair.org | 559-230-6000
bit.ly/arvinlamont

El Distrito del Control de Contaminación del Aire del Valle de San Joaquín (Distrito del Aire del Valle) es la agencia del control de contaminación para los ocho condados en el Valle de San Joaquín, cual incluye San Joaquín, Stanislaus, Merced, Madera, Fresno, Kings, Tulare y la parte dentro la cuenca de aire del Valle del condado de Kern.

PARA LAS ÚLTIMAS NOTICIAS, CONÉCTESE CON NOSOTROS EN:



San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave, Fresno, CA 93726
www.valleyair.org | 1-800-SMOG INFO



AB 617 Community Steering Committee Application for Alternates

Applicant Info

Applying to be an ALTERNATE for: _____

For the community of (select one): Shafter South Central Fresno Stockton Arvin/Lamont

First and Last Name _____

Mailing Address _____ City _____ State _____ Zip Code _____

E-mail Address _____ Primary Phone _____

Community Involvement

Community Involvement (check all that apply) **Home Address within Boundary**

Resident of community _____

Please Provide Name of Business AND Corresponding Address within Boundary

Own, manage, or directly represent business in community
Name _____
Address _____

Locally-based business association
(Association's address must be within boundary)
Name _____
Address _____

Work at business in community
(Representing self, not business)
Name _____
Address _____

Please provide name of Entity/Agency

Local Government Name _____

Health Care, School Association or Faith-based Name _____

Local Community-based Environmental Justice Organization Name _____

Briefly explain your involvement with the community and knowledge, experience, or perspective you can bring to the Community Steering Committee. *These statements may be posted on the AB 617 website as part of the community steering committee member page.*

Verify

As an alternate member of this Steering Committee I hereby certify that all the information provided is true and correct to the best of my knowledge.

Signature of Alternate Member _____ **Date** _____

As the primary member, I hereby certify and agree to have the above named individual serve as my alternate for this Community Steering Committee.

Signature of Primary Member _____ **Date** _____

Submit

Submit application to: AB617@valleyair.org **Or by mail to:** San Joaquin Valley Air Pollution Control District
(Digital or wet signatures are accepted) Attention: AB617 Steering Committee Application
1990 East Gettysburg Ave., Fresno, CA 93726-0244



Solicitud para Suplentes del Comité Directivo Comunitario de AB 617

Información del Solicitante

Solicitando ser SUPLENTE para: _____

Para la comunidad de (seleccione uno): Shafter Centro-Sur Fresno Stockton Arvin/Lamont

Primer Nombre y Apellido _____

Dirección Postal _____ Ciudad _____ Estado _____ Código Postal _____

Correo Electrónico _____ Teléfono Primario _____

Participación en la Comunidad

Participación en la comunidad (marque todo lo que corresponda)

Residente de la comunidad

Dueño, Administrador o Representante Directamente Negocios en la Comunidad

Asociación Empresarial Local
(La dirección de la asociación debe estar dentro de los límites)

Trabajo en un Negocio en la Comunidad
(En representación de uno mismo, no un negocio)

Gobierno Local

Cuidado de la Salud, Asociación Escolar o Basado en la Fe

Organización Local de Justicia Ambiental Basada en la Comunidad

Dirección Dentro de Límites

Nombre del Negocio Y la Dirección Correspondiente Dentro de los Límites

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre _____

Dirección _____

Nombre de la Entidad/Agencia

Nombre _____

Nombre _____

Nombre _____

Explique brevemente su participación en la comunidad y el conocimiento, experiencia o perspectiva que puede aportar al Comité Directivo de la Comunidad. *Estas declaraciones pueden publicarse en el sitio web AB 617 como parte de la página de miembros del comité directivo de la comunidad.*

Verify

Como miembro suplente de este Comité Directivo certifico que toda la información proporcionada es verdadera y correcta a lo mejor de mi conocimiento.

Como miembro principal, certifico y acepto que la persona mencionada anteriormente sirva como mi suplente para este Comité Directivo de la Comunidad.

Firma de la Miembro Suplente

Fecha

Firma de la Miembro Principal

Fecha

Someter

Someter solicitud a: AB617@valleyair.org
(Se aceptan firmas digitales o con pluma)

O por correo a: San Joaquin Valley Air Pollution Control District
Atención: Solicitud del Comité Directivo AB617
1990 East Gettysburg Ave., Fresno, CA 93726-0244

**Community Air Protection Program
Annual Report
San Joaquin Valley Air Pollution Control District
Grant # G18-CAPP-26
Grant # G19-CAPP-26
Report # 3**

Appendix E

Examples of AB 617 Webpages

Landing Page

San Joaquin Valley
AN REGIONAL DISTRICT

Home Page

Valley Air AB 617

- AB 617 Home
- Grants & Incentives
- Community Identification
- Selected Communities
- Community Air Monitoring
- Community Emission Reduction Programs
- Emission Inventory & Reporting
- Best Available Retrofit Control Technology (BART)
- General News and Information
- Air Quality Services

home

STAY INFORMED NEWS EVENTS FUNDING CONTACT

Language

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.



Arvin/Lamont selected as next Valley AB 617 community

Get email updates about our AB 617 implementation in Arvin/Lamont.

Sign up

Selected Communities

In 2018, South Central Fresno and the City of Shafter were the first Valley communities selected by CARB for investment of additional resources under AB 617. Each year since, CARB has added one additional Valley community. In 2019 Stockton was selected and most recently in February of 2021, Arvin/Lamont was selected. Learn more about our AB 617 implementation in these communities by visiting one of the links below!

Arvin/Lamont Community

Learn more about this year-three AB 617 community

COMMUNITY PAGE

COMMUNITY AIR MONITORING

Stockton Community

Learn more about this year-two AB 617 community

COMMUNITY PAGE

COMMUNITY AIR MONITORING

Shafter Community

Learn more about this year-one AB 617 community

COMMUNITY PAGE

COMMUNITY AIR MONITORING

South Central Fresno Community

Learn more about this year-one AB 617 community

COMMUNITY PAGE

COMMUNITY AIR MONITORING

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

CalEnviroScreen 3.0 Overall Results and Individual Indi

from OEHHA

Pollution Burden, Population Characteristics, Overall Results

Pollution Burden: Ozone, PM 2.5, Diesel PM, Drinking Water, Pesticides, Toxic Releases, Traffic

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

LEGEND: Pollution Burden Percentile

- > 90 To 100
- 80 To 90
- 70 To 80
- 60 To 70
- 50 To 60
- 40 To 50
- 30 To 40
- 20 To 30
- 10 To 20
- 0 To 10

San, MFL, Garmen, OGD, WCA, EPA, USDA, NPS

esri

OPEN IN NEW WINDOW

For assistance or if you have any questions, please contact our central office: (559) 230-8000

Developed and maintained by
San Joaquin Valley
AN REGIONAL DISTRICT

Follow us on: [Social Media Icons]

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

© 2004-2021 Valley Air District

Navigation Categories

The screenshot shows the website's navigation menu with 'STAY INFORMED' selected. The main content area features a 'Stay informed' section with a sign-up button, and five steering committee meeting listings, each with its own sign-up button. The left sidebar contains a list of navigation links under 'Valley Air' and 'AB 617'.

The screenshot shows the website's navigation menu with 'EVENTS' selected. The main content area features an 'Events' section with a descriptive paragraph and a 'See all AB 617 Related Events' button. It also lists 'Upcoming Events' and 'Regular District Meetings' with bullet points. The left sidebar remains the same as in the previous screenshot.

The screenshot shows the website's navigation menu with 'CONTACT' selected. The main content area features a 'Contact' section with a paragraph and a phone number. It also includes a '559-230-6000' number, a list of names to ask for, an email address, and a prominent 'AB 617 Management Contacts' button. The left sidebar remains the same as in the previous screenshots.

Events

The screenshot shows the website for the San Joaquin Valley Air Pollution Control District. The header includes the agency name and logo, a search bar, and a language selector. A navigation menu contains links for Home Page, STAY INFORMED, NEWS, EVENTS, FUNDING, and CONTACT. A left sidebar lists various AB 617-related topics. The main content area features a dark banner with the word 'Events' and a paragraph explaining the district's public engagement plans. Below this are two columns: 'Upcoming Events' and 'Past Events'. Each event card displays the agency name, details, date, time, and a link to join via YouTube Live, along with a 'MEETING DOCUMENTS' button.

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

home » events

Language

Home Page

STAY INFORMED NEWS EVENTS FUNDING CONTACT

Valley Air **AB 617**

- AB 617 Home
- Grants & Incentives
- 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

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

Agency: Valley Air District

Details: **Arvin/Lamont Community Steering Committee Meeting #1**

- Wednesday, April 28, 2021
- 5pm
- Public Participation: Join via YouTube Live - youtube.com/healthyairliving

MEETING DOCUMENTS

Agency: Valley Air District

Details: **Friday Night Live**

Join the Valley Air District during this online town hall event to learn more about money available to Valley businesses and residents.

Past Events

Agency: Valley Air District

Details: **South Central Fresno Community Steering Committee Meeting #32**

- Wednesday, April 14, 2021
- 5:30pm
- Public Participation: Join via YouTube Live - youtube.com/healthyairliving

MEETING DOCUMENTS

Agency: Valley Air District

Details: **Shafter Community Steering Committee Meeting #30**

- Monday, April 12, 2021

Selected Communities

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

home • selected communities


STAY INFORMED NEWS EVENTS FUNDING CONTACT

Valley Air AB 617

- AB 617 Home
- Grants & Incentives
- 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

Selected Communities

Arvin/Lamont:




The City of Arvin and nearby Lamont are part of a small, rural community in Southeast Kern County, and have long been recognized as one of the most air quality impacted areas of the Valley. A number of heavily trafficked highways pass nearby, including Hwy 184 and Hwy 223, contributing to overall emissions in the community. The community is also surrounded by agricultural operations, industrial sources, and emissions traveling downwind from the City of Bakersfield to the northwest.

[COMMUNITY PROFILE](#)

[open map](#)

Stockton:

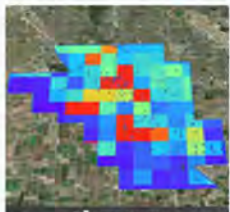


Stockton is the largest metropolitan area in the Northern Region of the District, with a current estimated population over 310,000. A number of heavily trafficked freeways pass through the City of Stockton, including interstate 5 and highways 99 and 4, contributing a significant amount of PM2.5 emissions in the community. Specifically, Southwest 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.

[COMMUNITY PROFILE](#) [STEERING COMMITTEE MEETINGS](#)

[open map](#)

South Central Fresno:

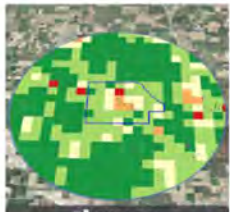


The community of Fresno is the largest metropolitan area in the San Joaquin Valley, the fifth largest city in California, and is the largest inland city in California. The current estimated population for Fresno is over 530,000. A number of heavily trafficked freeways transverse through the City of Fresno, 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 of 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.

[COMMUNITY PROFILE](#) [STEERING COMMITTEE MEETINGS](#)

[open map](#)

Shafter:



As a rural area, Shafter will complement the urban area selection of Fresno to form a more balanced initial year of AB 617 implementation. The rural community of Shafter in Kern County has a current estimated population of over 19,000, and is influenced by rural sources of emissions, including the agricultural and oil and gas production industries. In addition, major roadways in the community include Highway 43 and the Lerdo Highway, both crossing directly through Shafter and contributing to mobile source emissions in the area. Locomotive emissions also influence the community as railroad tracks run parallel to Highway 43. Local area-wide sources such as gas stations, commercial cooking, and consumer products also contribute to the community's emissions levels. Due to this, the community emissions reduction plans that will be developed for all of the recommended selected areas in the Valley will include strategies that address both urban sources of emissions as well as rural sources that contribute to Shafter's air quality challenges.

[open map](#)

Selected Communities: Arvin/Lamont

The screenshot shows the website for the San Joaquin Valley Air Pollution Control District, specifically the page for the Arvin/Lamont community. The page features a navigation menu at the top with links for Home Page, Stay Informed, News, Events, Funding, and Contact. A search bar and language selection option are also present. The main content area is titled "Arvin / Lamont" and includes a "Community Profile" section with links to Steering Committee Meetings and Steering Committee Documents. There are also sections for "Resources" (with a link to a Preliminary Boundary Map) and "Selected community profile" (with a detailed text description of the community's location, population, and environmental context).

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Home Page | STAY INFORMED | NEWS | EVENTS | FUNDING | CONTACT

Valley Air AB 617

- AB 617 Home
- Grants & Incentives
- 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

Arvin / Lamont

Applications are no longer being accepted due to tremendous interest.

Arvin/Lamont Steering Committee meetings and information

SIGN UP TO GET EMAIL NOTIFICATIONS

Press Release

ARVIN/LAMONT SELECTED AS NEXT VALLEY AB 617 COMMUNITY

Community Profile

- Steering Committee Meetings
- Steering Committee Documents

Resources

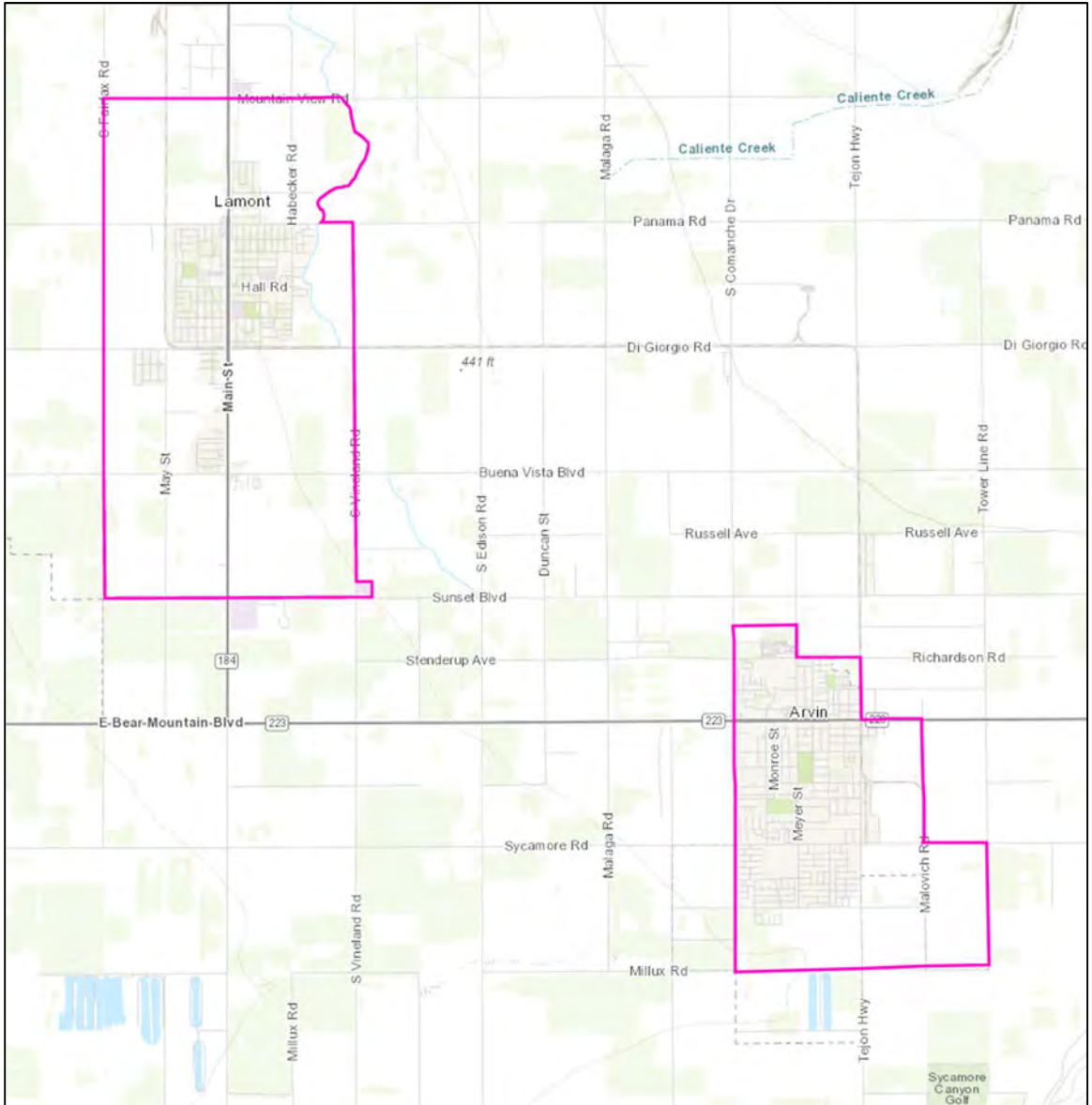
PRELIMINARY BOUNDARY MAP

Selected community profile

The City of Arvin and nearby Lamont are part of a small, rural community in Southeast Kern County, and have long been recognized as one of the most air quality impacted areas of the Valley. A number of heavily trafficked highways pass nearby, including Hwy 184 and Hwy 223, contributing to overall emissions in the community. The community is also surrounded by agricultural operations, industrial sources, and emissions traveling downwind from the City of Bakersfield to the northwest.

The community of Arvin/Lamont is approximately 17 square miles and has an estimated population of 37,000. The Arvin/Lamont community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen tool, the census tracts located within the proposed community rank in the top 15% statewide for overall CalEnviroScreen score, weighted for PM_{2.5} and ozone impacts, 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). Additionally, the Arvin/Lamont community was selected for the Institute for Local Government's Boost Program in collaboration with the Strategic Growth Council, which has afforded them technical assistance with capacity building for air quality improvement and energy reduction. These efforts in the community allow the District and community to leverage resources to maximize benefits under AB 617.

Selected Communities: Arvin/Lamont Maps



Selected Communities: Stockton Meetings

San Joaquin Valley
Air Pollution Control District

home • selected communities • stockton • steering committee meetings

STAY INFORMED NEWS EVENTS FUNDING CONTACT

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General News and Information
Air Quality Sessions

Steering Committee Meetings

2021

Date	Summary	Items	Media
5/5/2021	Steering Committee Meeting #20	AGENDA	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT
4/7/2021	Steering Committee Meeting #19	AGENDA PREVIOUSLY PROPOSED PORT MEASURES	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT
3/9/2021	Steering Committee Meeting #18	AGENDA	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT

Community Profile
Steering Committee Meetings
Other Meetings
Steering Committee Documents
Community Air Monitoring
Communication With Members
Docs Submitted by Committee

Selected Communities: Stockton Other Meetings

San Joaquin Valley
Air Pollution Control District

home • selected communities • stockton • other meetings

STAY INFORMED NEWS EVENTS FUNDING CONTACT

Valley Air AB 617

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Emission Inventory & Reporting
Best Available Retrofit Control Technology (BARCT)
General News and Information
Air Quality Sessions

Other Meetings

Date	Title	Items	Media
3/22/2021	Stockton CAMP Subcommittee Meeting	AGENDA POTENTIAL SCHOOL SITES MAP MEETING NOTES	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT
2/11/2021	Stockton CAMP Subcommittee Meeting	AGENDA	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT
2/1/2021	This Community Meeting was hosted by CARB to discuss and answer questions from the Stockton CSC.	AGENDA STOCKTON COMMUNITY MEETING PRESENTATION HANDOUT INCENTIVE LINKS AND SUMMARY DESCRIPTIONS	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT
12/14/2020	This meeting was an opportunity to learn more about Hyphae Design Laboratory in Oakland and what it's doing around vegetative barriers and air quality.		Video: WATCH VIDEO RECORDING
9/9/2020	This webinar will be an educational opportunity for Stockton CSC members to learn more about District and CARB enforcement and regulatory operations, and how they might be incorporated into the CERP development process.	CARB ENFORCEMENT PRESENTATION CARB REGULATIONS PRESENTATION DISTRICT ENFORCEMENT PRESENTATION DISTRICT REGULATIONS PRESENTATION	Video: WATCH VIDEO RECORDING Chat: VIEW TRANSCRIPT

Community Profile
Steering Committee Meetings
Other Meetings
Steering Committee Documents
Community Air Monitoring
Communication With Members
Docs Submitted by Committee

Selected Communities: Stockton Communication with Members

San Joaquin Valley AIR POLLUTION CONTROL DISTRICT

home • selected communities • stockton • communication with members

STAY INFORMED NEWS EVENTS FUNDING CONTACT

Valley Air AB 617

AB 617 Home
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Emission Inventory & Reporting
Best Available Retrofit Control Technology (BARCT)
General News and Information
Air Quality Sessions

Stockton

Communication With Members

Monday, April 12, 2021
AB 617 Update: Agenda-Setting Meeting (Stockton)
Hello Stockton CSC, Thank you for the responses to our agenda-setting Doodle poll! The optional agenda-setting planning meeting will be tomorrow, Tuesday, April 13, at 4 p.m. to prepare for the regular May CSC meeting. A calendar appoint...

Thursday, April 8, 2021
Stockton CSC: Request to share an invitation to a virtual community event to the Stockton CSC members
Hi Stockton CSC, Sharing some info from CSC member organizations.
Registration Link: <https://www.eventbrite.com/e/fighting-for-clean-air-tickets-149359647727?aff=ebdssbcitybrowse> Good...

Thursday, April 8, 2021
Stockton AB 617 Agenda Prep for May 2021 Meeting
Hi Stockton CSC, We know it's quick, but we would like to schedule an agenda prep meeting for next week to prepare for our May CSC meeting. This is an optional meeting. Please let us know your availability by completing the Doodle poll b...

Wednesday, March 31, 2021
Update: Stockton AB 617 CSC: April meeting next week
Hello Stockton CSC, The next Stockton CSC meeting will be 5-7 p.m. next Wednesday, April 7, 2021. • Here's the agenda. • Port measures for consideration (also attached) • CAMP Meeting Notes (also attached) If you have any questl...

Community Profile
Steering Committee Meetings
Other Meetings
Steering Committee Documents
Community Air Monitoring
Communication With Members
Docs Submitted by Committee

San Joaquin Valley AIR POLLUTION CONTROL DISTRICT

home • selected communities • stockton • communication with members • update: stockton ab 617 csc: april meeting next week

STAY INFORMED NEWS EVENTS FUNDING CONTACT

Valley Air AB 617

AB 617 Home
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Emission Inventory & Reporting
Best Available Retrofit Control Technology (BARCT)
General News and Information
Air Quality Sessions

[← GO BACK](#)

Update: Stockton AB 617 CSC: April meeting next week

Wednesday, March 31, 2021 Nzong Xiong

Hello Stockton CSC,
The next Stockton CSC meeting will be 5-7 p.m. next Wednesday, April 7, 2021.

- Here's the [agenda](#).
- [Port measures](#) for consideration (also attached)
- [CAMP Meeting Notes](#) (also attached)

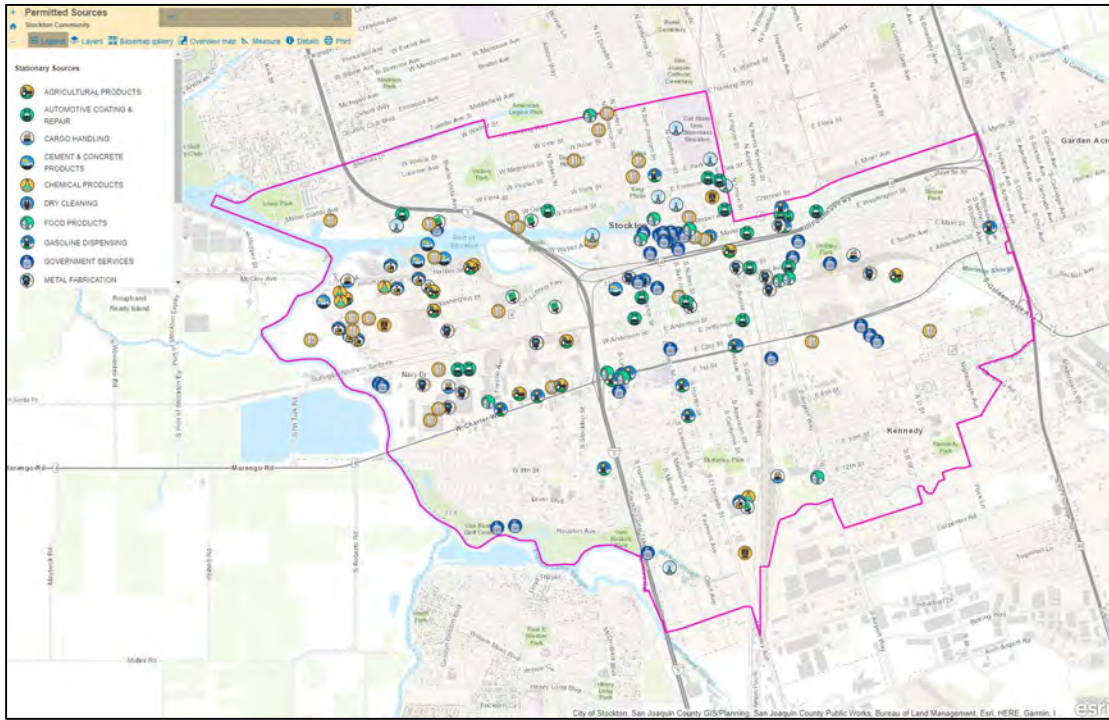
If you have any questions, comments or suggestions, please reach out to the District at AB617@valleyair.org or call 559-230-6000 and ask to speak to someone with the AB 617 program.

Attachments

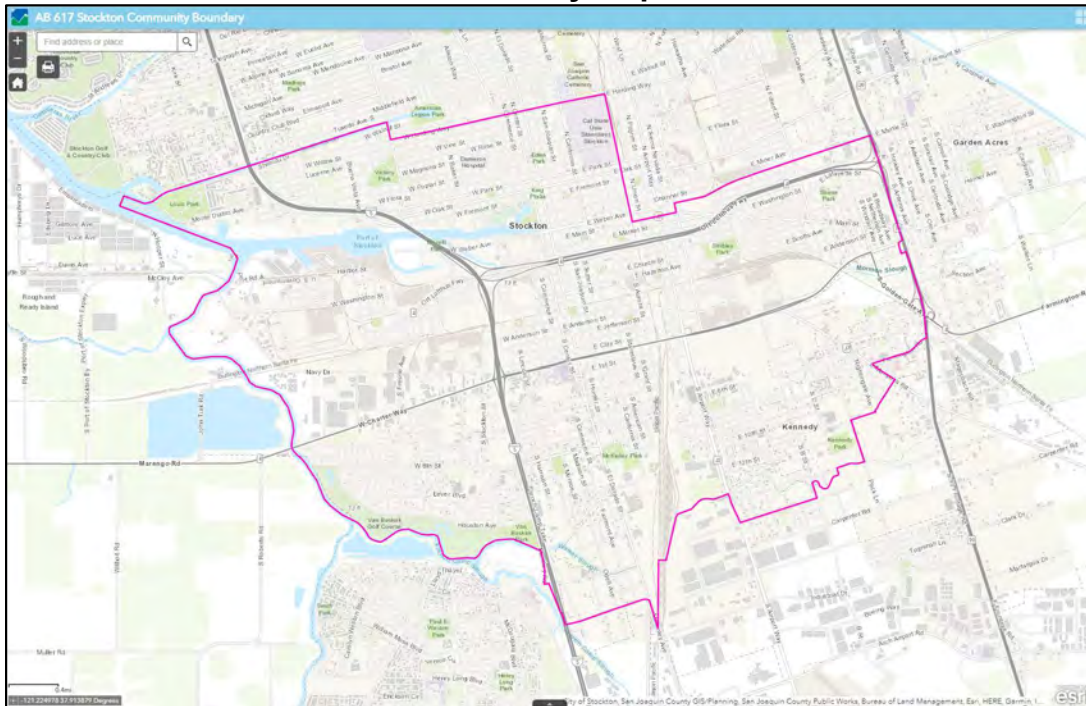
- [Previously Proposed Port Measures](#)
- [CAMP Meeting Notes \(3/22/2021\)](#)

Selected Communities: Stockton Maps

Facility Emissions



Boundary Map



Selected Communities: Stockton Sources of Concern Exercise

San Joaquin Valley
Air Pollution Control District

Home | Mission Statement | Community & Project Updates | Contact Us



Stockton AB 617 Community

Budget

✓ **RECEIVED** 2 **ALLOTTED** 0

• **Final**
• **Reserve**

Apply to [Stockton AB 617 Community](#) **Submit**

Mobile Source description **Permit**



✓ New



✓ New



✓ New

Air Station for schools

Stockton AB 617 Community Steering Committee and Resident Engagement

This tool allows community members to track and report air quality concerns in the Stockton AB 617 Community. It is a tool for community members to report air quality concerns in the Stockton AB 617 Community. It is a tool for community members to report air quality concerns in the Stockton AB 617 Community.



Stockton AB 617 Community Air Quality Concerns

View the details of all air quality concerns in the Stockton AB 617 Community.

View All Air Quality Concerns

Project Phases

1. **Finalize Community Steering Committee Charter**

2. **Identify Sources of Air Quality Concerns in Community**

3. **Develop Community Air Monitoring Plan**

Selected Communities: South Central Fresno

San Joaquin Valley AIR POLLUTION CONTROL DISTRICT

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South Central Fresno

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GET TO KNOW THE FRESNO STEERING COMMITTEE

Track South Central Fresno Progress:
ENGLISH ESPAÑOL


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 2596: FACILITY ASSESSMENT STATUS
- APPENDIX F: ENFORCEMENT PLAN ATTACHMENTS
- APPENDIX G: HEALTH IMPACTS OF AIR POLLUTION
- APPENDIX H: COMMENT LETTERS
- APPENDIX I: COMMENTS AND RESPONSES

Emissions Sources



South Central Fresno



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 530,000. 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 of 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, Roeding 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.

Community Profile

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Selected Communities: Shafter

San Joaquin Valley
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Shafter

District Board Approved CERP

CERP: [ENGLISH](#) [ESPAÑOL](#)

CERP Documents:

- APPENDIX A: COMMUNITY OUTREACH MATERIALS
- APPENDIX B: STEERING COMMITTEE CHARTER
- APPENDIX C: SOURCE APPORTIONMENT 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 2518- FACILITY REASSESSMENT STATUS
- APPENDIX F: ENFORCEMENT PLAN ATTACHMENTS
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Track Shafter Progress: [ENGLISH](#) [ESPAÑOL](#)


Selected community profile

As a rural area, Shafter will complement the urban area selection of Fresno to form a more balanced initial year of AB 617 implementation. The rural community of Shafter in Kern County has a current estimated population of over 19,000, and is influenced by rural sources of emissions, including the agricultural and oil and gas production industries. In addition, major roadways in the community include Highway 43 and the Lerdo Highway, both crossing directly through Shafter and contributing to mobile source emissions in the area. Locomotive emissions also influence the community as railroad tracks run parallel to Highway 43. Local area-wide sources such as gas stations, commercial cooking, and consumer products also contribute to the community's emissions levels. Due to this, the community emissions reduction plans that will be developed for all of the recommended selected areas in the Valley will include strategies that address both urban sources of emissions as well as rural sources that contribute to Shafter's air quality challenges.

Geographically this community is bounded by Merced Avenue to the north, the Calloway canal and Cherry Ave, to the east, Orange Street to the south, and Scaroni Avenue to the west. This area does not encompass the entire boundaries of the City of Shafter but the core, along with the small community of Smith Corner to the south, as well as the nearby rural areas surrounding the area. The City of Shafter includes businesses, schools, and residential areas.

The Shafter community is impacted across a number of health indicators, as summarized in the CalEnviroScreen tool. The Shafter community includes high average percentiles among its census tracts within many indicators, with many averages exceeding the 70th percentile for the state. Specifically, the average Overall CES Score for this community exceeds the 60th percentile for the state, while the average Cardiovascular Disease score exceeds the 85th percentile for the state. The Shafter community also includes census tracts that rank very high among all tracts across the state, specifically some that rank above the 90th percentile. Notably, this community includes tracts that rank above the 90th percentile for Poverty and Unemployment, with Unemployment ranking above the 98th percentile. This community includes census tracts with health indicators that exceed the 80th percentile in a number of the listed categories, indicating that this community includes areas impacted by environmental challenges.


Emissions Sources



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Selected Communities: Shafter Steering Committee Meetings



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Shafter

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Steering Committee Meetings

2021

Date	Summary	Items	Media
5/10/2021	Steering Committee Meeting #31	<ul style="list-style-type: none"> Agenda: <ul style="list-style-type: none"> ENGLISH ESPAÑOL 	
4/12/2021	Steering Committee Meeting #30	<ul style="list-style-type: none"> Agenda: <ul style="list-style-type: none"> ENGLISH ESPAÑOL District Presentation: <ul style="list-style-type: none"> ENGLISH ESPAÑOL Co-host Presentation: <ul style="list-style-type: none"> ENGLISH ESPAÑOL 	<ul style="list-style-type: none"> Video: <ul style="list-style-type: none"> WATCH VIDEO RECORDING Chat: <ul style="list-style-type: none"> VIEW TRANSCRIPT
3/8/2021	Steering Committee Meeting #29	<ul style="list-style-type: none"> Agenda: <ul style="list-style-type: none"> ENGLISH ESPAÑOL 	<ul style="list-style-type: none"> Video: <ul style="list-style-type: none"> WATCH VIDEO RECORDING Chat: <ul style="list-style-type: none"> VIEW TRANSCRIPT
2/8/2021	Steering Committee Meeting #28	<ul style="list-style-type: none"> Agenda: <ul style="list-style-type: none"> ENGLISH ESPAÑOL 	<ul style="list-style-type: none"> Video: <ul style="list-style-type: none"> WATCH VIDEO RECORDING Chat: <ul style="list-style-type: none"> VIEW TRANSCRIPT

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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. These efforts include the use of high-precision regulatory-grade equipment on a variety of platforms, including trailers, vans, portable units, and fixed stations. The goal of these efforts is to enhance the understanding of localized air quality issues through using an air monitoring approach that is tailored to the specific needs of the community.




Community Air Monitoring Program

Watch later Share



Stockton Community
Learn more about monitoring in this AB 617



Shafter Community
Learn more about monitoring in this AB 617

Community Air Monitoring: South Central Fresno

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South Central Fresno

Community Air Monitoring

PM 2.5

- Roosevelt High School
- Heaton Elementary School
- Yosemite Middle School
- Bitwise Foundry
- Madison Elementary School

OZONE

- Drummond

PM 2.5 & OZONE

- Malaga
- West Fresno Middle School

The historical air quality data from these monitors are available at: <https://aqview.arb.ca.gov/data.html>

[2019 Air Monitoring Data](#)

[2020 Air Monitoring Data](#)

[2021 Air Monitoring Data](#)

Mobile Air Monitoring Van Data: [PDF](#)

BTEX Monitoring at Malaga Elementary School (6/18/20--12/9/20): [EXCEL](#) [PDF](#)

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- Bitwise
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- Foundry
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Weekly Air Monitoring Updates

04/25/2021 - 05/01/2021

04/18/2021 - 04/24/2021

▼

ENGLISH

ESPAÑOL

ENGLISH

ESPAÑOL

VIEW ARCHIVE

Community Air Monitoring Plan

Revised July 2019

ENGLISH

ESPAÑOL

Community Air Monitoring Report

July 2020 - Sept. 2020

ENGLISH

ESPAÑOL

April 2020 - June 2020

ENGLISH

ESPAÑOL

Air Monitoring Steering Committee Updates

CAMP Update - 05/13/2020

ENGLISH

ESPAÑOL

CAMP Update - 01/08/2020

ENGLISH

ESPAÑOL

Weekly Air Monitoring Updates: South Central Fresno

The screenshot displays the website for the San Joaquin Valley Air Pollution Control District. The header includes the district's logo and navigation links for Home Page, STAY INFORMED, NEWS, EVENTS, FUNDING, and CONTACT. A search bar and a language selector are also present. The main content area features a banner for "South Central Fresno" with a photograph of an industrial facility. Below the banner is the "Weekly Air Monitoring Updates Archive" section, which lists various time periods with buttons for "ENGLISH" and "ESPAÑOL". A right-hand sidebar contains a "Community Profile" section with a list of schools and other locations.

San Joaquin Valley Air Pollution Control District
Home • selected communities • south central fresno • community air monitoring • weekly air monitoring updates archive

Home Page | STAY INFORMED | NEWS | EVENTS | FUNDING | CONTACT | Language

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Weekly Air Monitoring Updates Archive

April 25, 2021 - May 1, 2021	ENGLISH	ESPAÑOL
April 18, 2021 - April 24, 2021	ENGLISH	ESPAÑOL
April 11, 2021 - April 17, 2021	ENGLISH	ESPAÑOL
April 4, 2021 - April 10, 2021	ENGLISH	ESPAÑOL
March 28, 2021 - April 3, 2021	ENGLISH	ESPAÑOL
March 21, 2021 - March 27, 2021	ENGLISH	ESPAÑOL
March 14, 2021 - March 20, 2021	ENGLISH	ESPAÑOL
March 7, 2021 - March 13, 2021	ENGLISH	ESPAÑOL
February 28, 2021 - March 6, 2021	ENGLISH	ESPAÑOL
February 21, 2021 - February 27, 2021	ENGLISH	ESPAÑOL

Community Profile

Grants Available Now!

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- Roosevelt High School
- Heaton Elementary School
- Yosemite Middle School
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- Foundry

Community Air Monitoring: Shafter

The screenshot shows the website for the San Joaquin Valley Air Pollution Control District, specifically the Shafter community air monitoring page. The page is organized into several sections:

- Header:** Includes the San Joaquin Valley Air Pollution Control District logo, navigation links (Home Page, STAY INFORMED, NEWS, EVENTS, FUNDING, CONTACT), a search bar, and a language selector.
- Left Sidebar:** A navigation menu for Valley Air AD 617, listing various programs and services such as Grants & Incentives, Community Identification, and Air Quality Sessions.
- Main Content Area:**
 - Community Air Monitoring:** A central section with two columns of monitoring locations. The left column lists PM 2.5 monitors at DMV, Grimmway Academy, and Golden Oak Elementary School. The right column lists PM 2.5 & OZONE monitors at Farm Labor Center and Sequoia Elementary School. Below these are links for historical air quality data (2019, 2020, 2021) and a mobile air monitoring van data PDF.
 - Weekly Air Monitoring Updates:** A section with date ranges (04/25/2021 - 05/01/2021 and 04/18/2021 - 04/24/2021) and language options (ENGLISH, ESPAÑOL) for viewing the archive.
 - Community Air Monitoring Plan:** A section with links for the plan, revised July 2017, in English and Spanish.
 - Community Air Monitoring Report:** A section with links for reports from July 2020 - Sept. 2020, April 2020 - June 2020, and February 2019 - March 2020, each available in English and Spanish.
 - Air Monitoring Steering Committee Updates:** A section with links for updates from 06/01/2020, 01/13/2020, and a presentation from 10/22/2019, each available in English and Spanish.
- Right Sidebar:** A vertical menu containing links to Community Profile, Grants Available Now!, Steering Committee Meetings, Other Meetings, Steering Committee Materials, Air Monitoring (with a dropdown menu for Weekly Air Monitoring Updates Archive, DMV, Grimmway Academy, Farm Labor Center, Golden Oak Elementary School, and Sequoia Elementary School), Docs submitted by Committee, Public Docket, and Reports.
- Pesticide Air Monitoring:** A section at the bottom with three columns: Air Monitoring Network (information about the network and a 2019 report), Air Monitoring Results (results for Shafter), and Air Monitoring Reports (final results for Spring 2018 and 2017 seasonal ambient air monitoring).

Funding for Disadvantaged Communities

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Home - grants and incentives

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Grants & Incentives

The District administers a comprehensive incentive-based [grant program](#) to reduce emissions throughout the San Joaquin Valley.


CARB APPROVED INCENTIVE PROJECT PLANS STATEWIDE

AB 617 is bringing significant additional funds to the Valley to help reduce emissions and improve public health in disadvantaged communities. Through the AB 617 process, Community Steering Committees have identified strategies in their Community Emission Reduction Programs which will use these funds, known as Community Air Protection (CAP) Program funding, in the identified Valley AB 617 communities. Pursuant to the most recent draft of Chapter 6 of the 2019 CAP Guidelines, please find below the CERP Program Plans for the following CERP measures:

Title	Program Plan	Notice of Approval
Truck Rerouting Study	ENGLISH ESPAÑOL	ENGLISH
Residential Lawn and Garden Program	ENGLISH ESPAÑOL	ENGLISH
Commercial Lawn and Garden Program	ENGLISH ESPAÑOL	ENGLISH
Low Dust Nut Harvester Program	ENGLISH ESPAÑOL	ENGLISH
Alternatives to Ag Burning Program	ENGLISH ESPAÑOL	ENGLISH
Charge up Electric Vehicle Charger Incentive Program	ENGLISH ESPAÑOL	Under Review
Increased Educational Training for EV Mechanics Plan	ENGLISH ESPAÑOL	Under Review
Heavy-Duty Truck Replacement Emission Reduction Program	ENGLISH ESPAÑOL	Under Review
Zero Emission Yard Truck Replacement Program	ENGLISH ESPAÑOL	Under Review
Vegetative Barriers and urban Greening Program	ENGLISH ESPAÑOL	Under Review
Residential Wood Burning Emission Reduction	ENGLISH ESPAÑOL	Under Review

\$80 million to Achieve Early Reductions from Qualifying Projects Under Moyer and Proposition 1B

Funding for Disadvantaged Communities: South Central Fresno



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT


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South Central Fresno

Grants and Incentives

CHECK TO SEE IF YOU ARE LOCATED WITHIN AB 617 COMMUNITY BOUNDARY

Title	Guidelines	Application	Program Plan	Notice of Approval
Truck Rerouting Study			ENGLISH ESPAÑOL	ENGLISH
Residential Lawn and Garden Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
Commercial Lawn and Garden Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
Alternatives to Ag Burning Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
School Air Filtration	GUIDELINES	APPLY		
Electric School Bus Incentive Program	GUIDELINES			

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Funding for Disadvantaged Communities: Shafter

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

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Shafter

Grants and Incentives

CHECK TO SEE IF YOU ARE LOCATED WITHIN AB 617 COMMUNITY BOUNDARY

Title	Guidelines	Application	Program Plan	Notice of Approval
Residential Lawn and Garden Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
Commercial Lawn and Garden Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
Low Dust Nut Harvester Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
Alternatives to Ag Burning Program	GUIDELINES	APPLY	ENGLISH ESPAÑOL	ENGLISH
School Air Filtration	GUIDELINES	APPLY		
Tractor Replacement Program	GUIDELINES	APPLY		
Electric School Bus Incentive Program	GUIDELINES			

Community Profile

Grants Available Now!

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Air Monitoring +

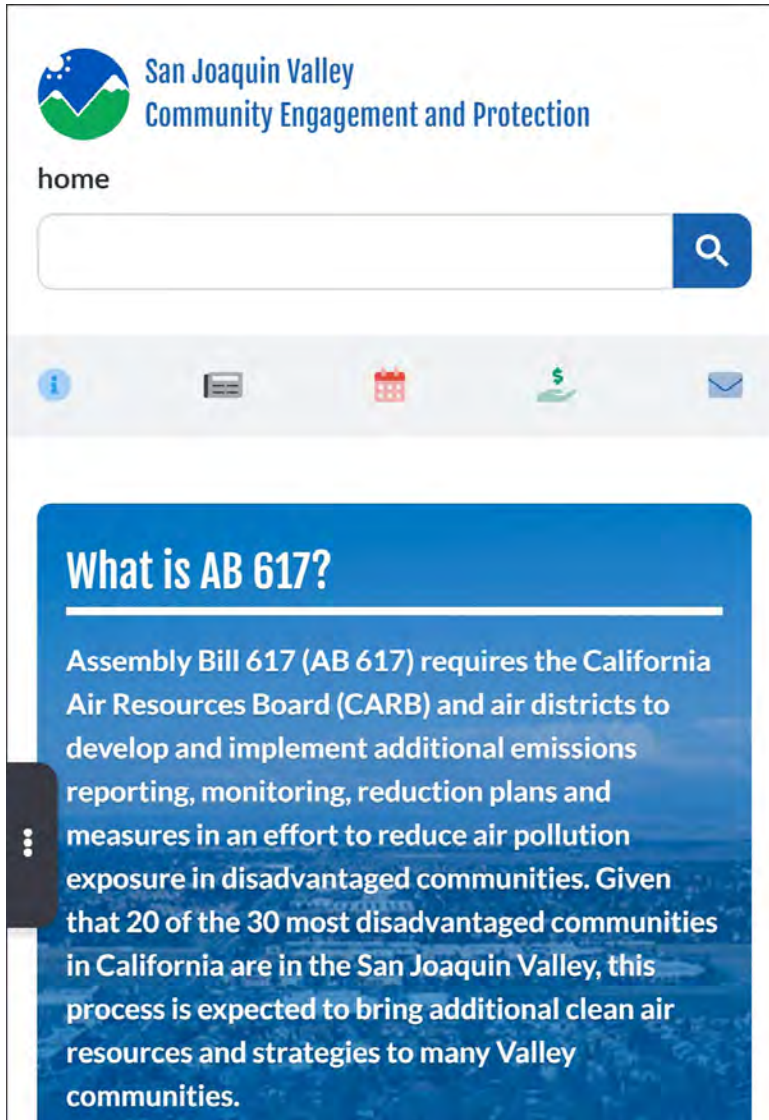
Docs submitted by Committee

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Examples of Website on Mobile Devices

Landing Page



Side Navigation Open



Examples of Website on Mobile Devices

Steering Committee Meetings

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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 # G18-CAPP-26
Grant # G19-CAPP-26
Report # 3**

Appendix F

AB 617 Community Outreach and Public Education Events

Public Transparency and Outreach Events (outreach)						
Date	Event	City	Attendees	of Attende	Remote Viewing	Notes
04/22/20	Stockton CSC Mtg #2	Stockton	NGOs, District staff & CARB staff & public	60		Practice run with CSC members to become familiar with the Zoom platform
04/29/20	Fresno CSC Mtg. #20	Fresno	NGOs, District staff & CARB staff & public			
05/05/20	CAC Meeting	Fresno	Public	20	VTC to the regions	AB 617 Implementation Updates
05/06/20	Stockton CSC Mtg #3	Stockton	NGOs, District staff & CARB staff & public	100		First official meeting post COVID
05/13/20	Kiwanis Meeting	Shafter	Public	25	Zoom	Discussed grants info
05/13/20	Fresno CSC Mtg. #21	Fresno	Public, Staff, City Officials, CARB	70	Zoom/Facebook Live	
05/18/20	Shafter CSC Mtg.	Shafter	Public, Staff, City Officials, CARB	45	Zoom/Facebook Live	
06/01/20	Shafter CSC Mtg.	Shafter	Public, Staff, City Officials, CARB	45	Zoom/Facebook Live	
06/02/20	CAC Meeting	Fresno	Public	20	VTC to the regions	AB 617 Implementation Updates
06/03/20	Stockton CSC Mtg #4	Stockton	NGOs, District staff & CARB staff & public	98		Sources of concern discussion/breakout rooms
06/08/20	Fresno CSC Mtg #22	Fresno	Public, Staff, City Officials, CARB	70	Zoom/Facebook Live	
06/17/20	Stanislaus Sustainable Communities Coalition	Stanislaus County	Stockton Env. Justice Project and other groups	9	online meeting	Update on AB 617 focusing on Stockton
07/01/20	Stockton CSC Mtg #5	Stockton	NGOs, District & CARB staff & public	84		community air monitoring exercise
07/05/20	School Bus Air Filtration Subcommittee Meeting	Fresno/Shafter	Public, Staff, CARB	30	Zoom	Mtg to discuss school bus and air filtration funding and plans for AB 617
07/06/20	Truck Rerouting Subcommittee Meeting	Fresno	Public, Staff, CARB	20	Zoom	Mtg to discuss Truck rerouting plans for AB 617
07/08/20	Fresno CSC Mtg. #23	Fresno	Public, Staff, City Officials, CARB	70	Zoom/Facebook Live	
07/08/20	Green Team San Joaquin	San Joaquin County	Public Agencies, Community Groups, and Local Businesses	40	Zoom	Provided information on District grants and incentives
07/13/20	Shafter CSC Mtg.	Shafter	Public, Staff, City Officials, CARB	45	Zoom/Facebook Live	
07/15/20	Green Team San Joaquin	San Joaquin County	businesses and public agencies SJ County	25	online meeting	Update on AB 617 focusing on Stockton
08/04/20	CAC Meeting	Fresno	Public	20	VTC to the regions	AB 617 Implementation Updates
08/04/20	Final Stakeholder Meeting for the Greater Downtown Active Transportation Plan	Stockton	city officials & stakeholders	14		review and discuss the draft active transportation plan
08/05/20	Stockton CSC Mtg #6	Stockton	NGOs, District & CARB staff & public	81		Intro to CERP exercise, community air monitoring proposal
08/10/20	Shafter CSC Mtg.	Shafter	Public, Staff, City Officials, CARB	45	Zoom/Facebook Live	
08/12/20	Green Team San Joaquin	San Joaquin County	Public Agencies, Community Groups, and Local Businesses	40	Zoom	Provided information on District grants for EV's
08/12/20	Fresno CSC Mtg #24	Fresno	Public, Staff, City Officials, CARB	70	Zoom/Facebook Live	
08/25/20	School Bus Air Filtration Subcommittee Meeting	Fresno	Public, Staff, CARB	20	Zoom	Mtg to discuss school bus and air filtration funding and plans for AB 617
09/01-10/30	Ag Source Magazine Advertisement	San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern	Public	30,000 copies printed & Read Online		Information of Ag Equipment Funding that is available and distributed to over 1,400 Ag Stores throughout the Valley
09/01/20	Thomas Downey High School Presentation	Modesto	High School Students	50	Zoom	General Air Quality Presentation and Grants Info
09/01/20	CAC Meeting	Fresno	Public	20	VTC to the regions	AB 617 Implementation Updates
09/02/20	Stockton CSC Mtg. #7	Stockton	NGOs, District & CARB staff & public	80		Draft CERP strategies discussion
09/08/20	Department of Pesticides (DPR) Update	Shafter	Public, Staff, CARB, & Public Agencies	20	Zoom	Discussion on what sites are being monitored within AB 617 boundaries
09/09/20	Green Team San Joaquin	San Joaquin County	Public Agencies, Community Groups, and Local Businesses	40	Zoom	Presentation on how to navigate our website and access our Grants
09/09/20	Air District & CARB Enforcement Meeting	Stockton	Public, Staff, City Officials, CARB	55	Zoom	Educational opportunity for Stockton CSC to learn about enforcement and regulatory operations and how they might be incorporated into the CERP development process

09/14/20	Shafter CSC Mtg.	Shafter	Public, Staff, City Officials, CARB	45	Zoom/Facebook Live	
09/16/20	Fresno CSC Mtg. #25	Fresno	Public, Staff, City Officials, CARB	70	Zoom/Facebook Live	
09/22/20	Air Monitoring Subcommittee Meeting	Shafter	Public, Staff, CARB	20	Zoom	Discussion on which sites are being monitored and updates on data
10/06/20	CAC Meeting	Fresno	Public	20	VTC to the regions	AB 617 Implementation Updates
10/07/20	Stockton CSC Mtg. #8	Stockton	NGOs, District & CARB staff & public	61		TCC Presentation & Draft CERP strategies discussion
10/12/20	Shafter CSC Mtg.	Shafter	Public, Staff, City Officials, CARB	45	Zoom/Facebook Live	
10/14/20	Fresno CSC Mtg. #26	Fresno	Public, Staff, City Officials, CARB	70	Zoom/Facebook Live	
10/20/20	Stockton CSC Mtg. #9	Stockton	NGOs, District & CARB staff & public	65		Presentations from Delta-Sierra Group and Port of Stockton, continue draft CERP discussion
10/26/20	Schools Subcommittee Meeting with Trustees	Fresno	Public, Staff, School Officials, and CARB	25	Zoom	Discussed funding and implementation plans for AB 617 schools and CERP measures impacting schools (air filtration, Electric school buses)
10/28/20	Truck Rerouting Subcommittee Meeting	Fresno	Public, Staff, CARB	15	Zoom	Mtg to discuss Truck rerouting plans for AB 617
11/03/20	Depiarta Valle Central	Fresno	Public		TV	Discussed grants info
11/04/20	Stockton CSC Mtg. #10	Stockton	NGOs, District & CARB staff & public	75		CAMP discussion, & CERP strategies discussions
11/06/20	Univision Radio/Programa Comunitario	Fresno	Public		Radio/TV	Discussed AB 617 grants info
11/09/20	Shafter CSC Mtg.	Shafter	NGOs, District & CARB staff & public	45	Zoom/Facebook Live	
11/10/20	Fresno CSC Mtg. #27	Fresno	NGOs, District & CARB staff & public	60	Zoom/Facebook Live	
11/18/20	Stockton CSC Mtg. #11	Stockton	NGOs, District & CARB staff & public	73		CAMP discussion & vote, & CERP strategies discussions
11/19/20	District Governing Board Meeting	Fresno/Shafter	Public, Staff, City Officials, CARB		Zoom/VTC	Comprehensive public update via Shafter/Fresno annual reports
12/01/20	Residential Wood Burning Social Media Ads	Fresno/Shafter	Facebook - general public			Zip code targeted advertising to alert AB 617 communities about health impacts of wood burning, opportunity to "burn cleaner" and basic program info
12/01/20	CAC Meeting	Fresno	Public	20	VTC to the regions	AB 617 Implementation Updates
12/02/20	Stockton CSC Mtg. #12	Stockton	NGOs, District & CARB staff & public	78		CERP measure sorting exercise and extension letter review
12/09/20	Fresno CSC Mtg. #28	Fresno	NGOs, District & CARB staff & public	40	Zoom/Facebook Live	
12/14/20	Shafter CSC Mtg. #26	Shafter	NGOs, District & CARB staff & public	55	Zoom/Facebook Live	
12/18/20	Solar Postcard re: low income programs	Shafter	Residential mailer city-wide	5,500		CERP Measure calls for widespread outreach regarding solar opportunities; designed and mailed to Shafter residents encouraging application to program
12/31/20	Lawn & Garden Social Media Ads	Fresno/Shafter	Facebook - general public	TBD		Zip code targeted advertising to alert AB 617 communities of CGYM opportunity
07/01/20	Bilingual "Don't Burn Trash" Billboards	Fresno/Shafter	Geo-targeted to AB 617 communities			Thousands of impressions in specifically impacted community
09/01-10/30 2020	Ag Source Magazine Advertisement	San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern	Public	30,000 copies printed & Read Online		Information of Ag Equipment Funding that is available and distributed to over 1,400 Ag Stores throughout the Valley
01/01/21	Clean Green Yard Machines Social Media Ads	Fresno/Shafter	Facebook - general public			Zip code targeted advertising to alert AB 617 communities about opportunity to get funding for emission reduction through electric lawn equipment
01/04/21	Depiarta Valle Central	Fresno	Public		TV	discussed grants info
01/06/21	Steering Committee Meeting	Stockton	Public, Staff, City Officials, CARB		Zoom/Facebook Live	
01/11/21	Shafter CSC Mtg. #27	Shafter	NGOs, District & CARB staff & public		Zoom/Facebook Live	
01/13/21	Fresno CSC Mtg. #29	Fresno	NGOs, District & CARB staff & public		Zoom/Facebook Live	

01/14/21	Green Team San Joaquin meeting	Stockton	chamber members/businesses/pub. Agencies	25	Zoom	Presentation on grants and AB 617 progress
01/21/21	Stanislaus Green Team	Modesto	chamber members/businesses/pub. Agencies	7	Zoom	Presentation on grants and AB 617 progress
02/03/21	Stockton CSC Mtg. #15	Stockton	NGOs, District & CARB staff & public		Zoom/Facebook Live	
02/08/21	Shafter CSC Mtg. #28	Shafter	NGOs, District & CARB staff & public		Zoom/Facebook Live	
02/10/21	Fresno CSC Mtg. #30	Fresno	NGOs, District & CARB staff & public		Zoom/Facebook Live	
02/16/21	Stockton CSC Mtg. #16	Stockton	NGOs District & CARB staff & public		Zoom/Facebook Live	
02/17/21	Shafter Kiwanis Club Meeting	Shafter	Kiwanis Club members	6	Zoom	Presentation on grants and AB 617 progress
03/03/21	Stockton CSC Mtg. #17	Stockton	NGOs District & CARB staff & public		Zoom/Facebook Live	
03/08/21	Shafter CSC Mtg. #29	Shafter	NGOs District & CARB staff & public		Zoom/Facebook Live	
03/09/21	Stockton CSC Mtg. #18	Stockton	NGOs District & CARB staff & public		Zoom/Facebook Live	
03/10/21	Fresno CSC Mtg. #31	Fresno	NGOs District & CARB staff & public		Zoom/Facebook Live	
03/24/21	Arvin/Lamont Kickoff Meeting	Arvin/Lamont	NGOs District & CARB staff & public		Zoom/Facebook Live	
03/25/21	EJAG meeting	Valley-wide	District Staff, board members and public		Zoom	Item #8 AB 617 Update
04/07/21	Stockton CSC Mtg. #19	Stockton	NGOs District & CARB staff & public		Zoom/YouTube Live	
04/08/21	Guarantee Realtors meeting	Zoom	Realtors	20	Zoom	Presentation on grants and AB 617 progress
04/06/21	CAC meeting	Valley-wide	CAC, District Staff & public		Zoom/webcast	AB 617 Implementation Update
04/12/21	Shafter CSC Mtg. #30	Shafter	NGOs District & CARB staff & public		Zoom/YouTube Live	
04/14/21	Fresno CSC Mtg. #32	Fresno	NGOs District & CARB staff & public		Zoom/YouTube Live	
04/22/21	Fresno Virtual Earth Day event	Fresno	public		Zoom	video about District and incentives
04/22/21	Stockton Virtual Earth Day event	Stockton	public		Zoom	video about District and incentives
04/22/21	EJAG meeting	Fresno	District Staff, board members and public		Zoom	AB 617 Update
04/27/21	Stanislaus County Asthma Coalition Meeting	Stanislaus County	Asthma Coalition members	10	Zoom	Presentation on Air Quality/AB 617 & mention of Friday Night Life
04/30/21	Friday Night Life Virtual Town Hall Meeting	Valley-wide	NGOs District & public		Zoom/YouTube Live	Presentation on District Incentives and AB 617
05/04/21	CAC meeting	Valley-wide	District Staff, board members and public		Zoom/webcast	AB 617 Implementation Update
05/05/21	Stockton CSC Mtg. #20	Stockton	NGOs District & CARB staff & public		Zoom/YouTube Live	
04/28/21	Arvin/Lamong CSC Mtg. #1	Arvin/Lamont	NGOs District & CARB staff & public		Zoom/YouTube Live	
05/06/21	Sunrise Rotary Presentation	Fresno	Rotary members	15	Zoom	Presentation on Air Quality, District Incentives and AB 617

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Appendix G

Air Monitoring Equipment/Assets Purchased for Selected Communities

Grant # G18-CAPP-26
Grant # G19-CAPP-26
Report #3
Community Air Monitoring

Total = \$ 1,078,890.92

LAB Analysis

Lab Analysis	PM Lab Analysis	\$	73,742.95
Lab Analysis	VOC Lab Analysis	\$	30,951.00

Additional Equipment, Consumables and Supplies for AB 617

Gas Bottles	Certified Gas Cylinders	\$	6,351.59
Miscellaneous	Tools and Supplies	\$	3,899.92
Maintenance	Parts and Consumables	\$	28,541.95
Security	Surveillance Cameras	\$	39,195.94
Analyzers	Personal Gas Monitors	\$	24,056.10

Vans, Trailers, and Air Pointers

Analyzers	Air Pointers (including Instrumentation)	\$	273,821.30
Analyzers	Trailer (including Instrumentation)	\$	345,707.26
Analyzers	PM Analyzer	\$	172,434.76
Analyzers	VOC Sampler	\$	32,113.83
License	DMV Registration	\$	424.29
Service Agreement	Ambilabs Support for Vans, Trailers, and Air Pointers	\$	28,682.00

Installation Expenses

Installation	Fence	\$	2,739.20
Installation	Electrical	\$	16,228.83

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Appendix H

Expedited BARCT Implementation Schedule

Rule	Title	BARCT Determination Status	BARCT Determination Schedule	Anticipated District Rule Adoption Date (if necessary)
4454	Refinery Process Unit Turnaround	Removed from Schedule - Rule Meets BARCT	2019	N/A
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Removed from Schedule - Rule Meets BARCT	2019	N/A
4104	Reduction of Animal Matter	Removed from Schedule - Rule Meets BARCT	2019	N/A
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	Rule Development in Progress	2019	2021
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	Rule Development in Progress	2019	2021
4702	Internal Combustion Engines (VOC only)	Rule Development in Progress	2020	2021
4623	Storage of Organic Liquids	Rule Development in Progress	2020	2021
4694	Wine Fermentation and Storage Tanks	Removed from Schedule - Emission Units Exempt from Schedule under CH&SC § 40920.6(c)(3)	2020	N/A
4624	Transfer of Organic Liquid	Rule Development in Progress	2020	2021
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Removed from Schedule - Rule Meets BARCT	2020	N/A
4601	Architectural Coatings	Completed – BARCT Rule Adopted	2020	2021

4401	Steam-Enhanced Crude Oil Production Wells	Rule Development in Progress	2021	2021
4566	Organic Material Composting Operations	Removed from Schedule - Emission Units Exempt from Schedule under CH&SC § 40920.6(c)(3)	2021	N/A
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	---	---

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	Rule Adopted 12/17/20

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	Rules Adopted 12/17/20
4702	Internal Combustion Engines	Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination scheduled for VOCs	2021
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