

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

Annual Report #4

Grantee: Placer County Air Pollution Control District

Report Date: May 17, 2022

Grant #: G20-CAPP-23 [and G19-CAPP-23](#)

This annual report is prepared for funds received by the Placer County Air Pollution Control District (District) to implement the Community Air Protection Program (CAPP) under Assembly Bill 617 (AB 617) between February 27, 2021, and April 22, 2022. It includes 1) a summary of all activities associated with tasks conducted by the District under the CAPP, 2) costs related to specific tasks in this reporting period, and 3) a summary of the CAPP Implementation funds received, expended, and remaining balance.

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

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

Task 1 – Execute the grant agreement. The District’s Board of Directors approved grant agreement G18-CAPP-23 with the California Air Resources Board (CARB) to accept CAPP Implementation Funds on April 11, 2019. In the same approval, the Board of Directors also authorized the Air Pollution Control Officer (APCO) to accept future CARB grant agreements for CAPP implementation. Accordingly, the District executed the grant agreement G19-CAPP-23 to accept the total amount of \$48,590 on April 20, 2020, and the grant agreement G20-CAPP-23 to accept the total amount of \$46,980 on May 13, 2021. The funding supports the District’s activities associated with the continuous implementation of CAPP. The grant agreement specifies the activities eligible for funding which includes selecting communities, developing community air monitoring systems, and deploying fence-line monitoring devices. The funds can also support the development of an expedited schedule for best available control technology (BACT), best available retrofit control technology (BARCT), and the Community Emissions Reduction Programs to reduce emissions within communities.

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

recognized experience in efforts to improve resident health through community consensus building, education, and outreach, especially in low-income neighborhoods.

The contract with HEC incorporates Invest Health Roseville's assistance with establishing and coordinating a community forum to identify the community's concerns, and to publicize workshops, community meetings, public hearings, and other outreach events to enhance public engagement. District staff attend HEC's regular community meetings, and HEC also facilitates the District's participation in local community events. The District, in conjunction with HEC, will present "This is Your Air District" as a theme in a Fun & Wellness Family Festival in Roseville on May 27, 2022. In addition, HEC will join a series of listening sessions led by *Placer People of Faith Together* across the county, including sessions held in AB1550 low-income community areas. The purpose of these listening sessions is to learn about challenges and ongoing needs of Placer residents. These sessions will allow the District to learn of air quality challenges among residents living in AB1550 low-income community areas. The District will continue working with HEC and other local partners to utilize more media outlets, outreach tools, and information dissemination channels. The efforts will enhance and broaden the CAPP to increase awareness and obtain additional input for CAPP implementation in Placer County.

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

The surveillance system was removed by CARB in 2021. Using CAPP funds, the District plans to identify qualified vendors for an advanced surveillance system which will provide real-time video viewing and playback via a secured internet connection. Due to the pandemic, no substantial progress has been made on this task. District staff will continue this effort in the next reporting period.

Task 4 – Engage CARB and UPRR regarding the possibility of updating the Roseville Rail Yard's Health Risk Assessment (HRA). In addition to responding to local community concerns about potential diesel emissions from the Rail Yard, the District continues to discuss with CARB and UPRR the possibility of updating the Rail Yard's 2004 HRA. The District believes the results of the 2004 HRA are still informative, but may no longer be accurate due to HRA modeling changes approved by the Office of Environmental Health Hazard Assessment (OEHHA) and changes in the type of locomotives and associated activities in use at the Rail Yard. Therefore, an updated HRA is needed.

In this reporting period, District staff had limited progress with CARB staff regarding data acquisition and analysis approaches for the HRA update. Before determining the analysis approach, CARB plans to evaluate activity data from UPRR and identify whether the data's quality is suitable for further modeling analysis. The District will continue pursuing the HRA update with CARB and UPRR during the next reporting period. The District believes the updated HRA will better describe the potential health impacts to local communities around the Rail Yard.

Task 5 – Develop a community monitoring plan for the Roseville Rail Yard's surrounding area. In addition to exploring the possibility of an updated HRA, the District is developing a community monitoring plan, wherein air quality data will be collected from neighborhoods near the Rail Yard. In the next reporting period, the District plans to purchase several low-cost PM monitors to install them at locations near the Rail Yard, to collect instant PM concentration measurements from the Rail Yard's activities. The locations for these PM monitors, potentially including nearby school sites, will be decided based on community feedback. In addition, the District may also use the portable-EBAM and cargo trailer at a temporary site to measure local PM2.5 concentrations. The data from these low-cost PM monitors and the EBAM could indicate how locomotive activities affect local PM concentrations. This information will help the District investigate complaints and determine where to place additional robust monitoring instrumentation in the future.

Task 6 – Implement mandatory emission reporting regulation under AB 617 requirements. AB 617 requires that CARB establish a uniform statewide system for annual reporting of criteria pollutant and toxic air contaminants for stationary sources. On December 14, 2018, the Criteria Air Pollutants and Toxic Air Contaminants Reporting Regulation (or CTR Regulation) was adopted by the CARB Board, and it became effective January 1, 2020.

During this reporting period, the District worked with Placer's permitted facilities subject to CTR Regulation reporting requirements, to identify required information and assist them in submitting their emission reports to CARB in November 2021. The District is now assisting the facilities with collecting data to meet the 2022 reporting deadline. Also, the District continues working on upgrading the permitting database to satisfy the CTR Regulation's requirements. The upgrade will provide on-line functions to allow facility operators to report all required data directly into the District's permitting database. Some permit holders will report their throughput data via an online reporting portal, and their related emissions will be calculated based on built-in emission factors and equations. This upgrade will streamline the emission data reporting process, avoid mistakes during data transfer, and produce accurate facility emission reports meeting the CTR Regulation requirements.

The District continues to participate in the CAPCOA working group to collaborate with CARB staff on the CTR Regulation amendment, which will identify further applicability requirements,

covering more types of facilities. The amendment will ensure accurate and comprehensive inventories, which will support CAPP implementation and improve data transparency and public data access.

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

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

2. Summary of expenditures associated with each specific task

For the fourth annual reporting period, the District’s expenditures included staff hours spent on task development and implementation. The following table summarizes the staff hours spent on each task and the associated costs, from February 27, 2021, to April 22, 2022.

Specific Task	Staff Hours	Costs
#1 Grant Agreement Approval	17	\$1,768
#2 Public Meetings and Outreach	35	\$3,878
#3 Surveillance Camera System at Railyard	13	\$1,417
#4 Railyard HRA Update	13	\$1,447
#5 Railyard Monitoring Plan	15	\$1,546
#6 BARCT Review and Emission Reporting Regulation	31	\$3,509
#7 Working Groups Participation	9	\$1,049
#8 Program Administration	30	\$3,099
Total	162.0	\$17,714

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

The District’s funding to date to implement the CAPP-23 program, including interest earned, is \$278,420. As of April 22, 2022, associated program implementation expenditures were \$242,205 in total. Accordingly, the \$97,092 grant award received in FY 18-19 (G17-CAPP-23), the \$82,138 grant award received in FY 19-20 (G18-CAPP-23), and the \$48,590 grant award received in FY 19-20 (G19-CAPP-23) have been fully expended. The current remaining balance of the grant over the four years is \$36,215. The following table summarizes the funds received, spent, and the remaining balance of April 22, 2022.

CAPP-23 Grant Funding Tracking (All-Time)	
G17-CAPP-23 (Year 1) grant request (5/1/2018)	\$62,092
G17-CAPP-23 (Year 1) grant request (2/19/2019)	\$35,000
G18-CAPP-23 (Year 2) grant request (9/27/2019)	\$82,138
G19-CAPP-23 (Year 3) grant request (12/14/2020)	\$48,590
G20-CAPP-23 (Year 4) grant request (12/2/2021)	\$46,980
Interest Earned (FY 18-19)	\$1,256
Interest Earned (FY 19-20)	\$1,518
Interest Earned (FY 20-21)	\$570
Interest Earned (FY 21-22)	\$277
Program expenditure (4/27/2018~3/1/2019)	-\$46,975
Program expenditure (3/2/2019~2/28/2020)	-\$79,210
Program expenditure (2/29/2020~2/26/2021)	-\$31,160
Program expenditure (2/27/2021~4/22/2022)	-\$17,714
EBAM Purchase (May 2019)	-\$12,983
Monitoring Trailer (May 2019)	-\$4,164
Health Education Council (January 2020)	-\$15,000
Health Education Council (February 2021)	-\$10,000
Health Education Council (April 2022)	-\$25,000
Remaining balance	\$36,215

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