Opportunity for public participation in Shafter

Join the Valley Air District for an update on the local implementation of AB 617 which aims to improve air quality in Valley communities.

Tuesday, October 30, 2018
6:00 – 8:00pm
Golden Oak Elementary School
190 S Wall St, Shafter, CA 93263

Attendees can get further information, ask questions and even apply to participate on the Shafter 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 Shafter, develop effective clean air strategies, and identify opportunities for investment of newly available clean air funding.

Spanish interpretation will be available.

Visit www.valleyair.org/community, email AB617@valleyair.org or call 559-230-6000.

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.
Reunión de Lanzamiento de la Comunidad – Ley de la Asamblea (AB) 617
Programa de Participación y Protección de la Comunidad del Valle de San Joaquín

Oportunidad para participación pública en Shafter

Únase al Distrito del Aire del Valle para obtener las últimas noticias sobre la implementación local de AB 617 cuya meta es mejorar la calidad del aire en las comunidades en el Valle.

Martes 30 de Octubre de 2018
6:00 – 8:00pm
Golden Oak Elementary School
190 S Wall St, Shafter, CA 93263

Los asistentes pueden obtener más información, hacer preguntas e incluso solicitar participar en el Comité Directivo de AB 617 de Shafter.

El Distrito del Aire del Valle está solicitando 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 de Shafter, desarrollar estrategias efectivas de aire limpio e identificar oportunidades para la inversión de fondos de aire limpio recientemente disponibles.

Habrá interpretación en español.

Visite www.valleyair.org/community, envíe un correo electrónico a AB617@valleyair.org o llame al 559-230-6000.

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:
@valleyair @valleyair赦/nvalleyair

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave, Fresno, CA 93726
www.valleyair.org | 1-800-SMOG INFO
Kickoff Meeting Agenda - Shafter
October 30, 2018
Golden Oak Elementary School
190 S Wall St, Shafter, CA 93263

6:00 PM  **Welcoming Remarks**
Samir Sheikh, Executive Officer/Air Pollution Control Officer

6:15 PM  **AB 617 Background**
Sheraz Gill, Deputy Air Pollution Control Officer
» Existing regional and community level emission reduction efforts
» AB 617 brings new resources for Community-focused efforts

6:30 PM  **AB 617 Implementation**
Dave Warner, Deputy Air Pollution Control Officer
» State Air Resources Board's selection of first-year communities
» Air Quality Monitoring
» Community Emissions Reduction Programs

6:45 PM  **Emission Reduction Incentive Grants**
Brian Dodds, Strategies & Incentives Program Manager
» How incentives clean up the air
» Programs for variety of grant projects
» New resources available

7:00 PM  **Community Steering Committees**
Jaime Holt, Chief Communications Officer
» Role of Steering Committee
» Seeking participation

7:15 PM  **Q&A**

7:30 PM  Visit poster areas for more information
» Community Air Monitoring
» Funding Available
» Steering Committee Applications

www.valleyair.org/community  AB617@valleyair.org  559.230.6000
**AB 617 Mejora e Inversiones de la Calidad del Aire Comunitaria**

**Agenda de la Reunión de Lanzamiento - Shafter**

**30 de octubre de 2018**

Golden Oak Elementary School
190 S Wall St, Shafter, CA 93263

6:00 PM  **Bienvenida**  
Samir Sheikh, Director Ejecutivo/Oficial de Control de Contaminación del Aire

6:15 PM  **Historial de AB 617**  
Sheraz Gill, Director Adjunto de Control de Contaminación del Aire  
- Exteriores existentes de reducción de emisiones a nivel regional y comunitario  
- AB 617 trae nuevos recursos para esfuerzos centrados en la comunidad

6:30 PM  **Implementación de AB 617**  
Dave Warner, Director Adjunto de Control de Contaminación del Aire  
- Selección de comunidades de primer año de la Junta de Recursos del Aire de California  
- Monitoreo de la calidad del aire  
- Programas de reducción de emisiones de la comunidad

6:45 PM  **Subvenciones para la Reducción de Emisiones**  
Brian Dodds, Gerente del Programa de Estrategias e Incentivos  
- Cómo los incentivos limpian el aire  
- Programas para variedad de proyectos de incentivos  
- Nuevos recursos disponibles

7:00 PM  **Comités Directivos Comunitarios**  
Jaime Holt, Director de Comunicaciones  
- Papel del Comité Directivo  
- Buscando la participación

7:15 PM  **Preguntas y Respuestas**

7:30 PM  Visita la área de carteles para más información  
- Monitoreo de la calidad del aire comunitario  
- Fondos disponibles  
- Solicitudes para el Comité Directivo

[www.valleyair.org/community]  [AB617@valleyair.org]  [559.230.6000]
Community Air Quality
Investment and Improvement

AB 617 Community Kick-off Meeting
October 30, 2018
Valley Faces Unique Air Quality Challenges

- Surrounding mountains and meteorology help create and trap air pollution
- High poverty, unemployment, and
- High rate of population growth
- I-5 and Hwy 99 (major transportation arteries) run through Valley
- Summer challenge: Ozone
- Winter challenge: PM2.5
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
• $40 billion spent by businesses on clean air
• Grant programs: $2.1 billion public/private investment in clean air projects
• 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 Pollution

85% Reduction in Stationary Source Emissions

- San Joaquin Valley - Air Pollution Control District
Cancer Risk
95% Reduction

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Population Exposure to High Ozone Days
90% Reduction
Population Exposure to High PM2.5 Days
85% Reduction
AB 617 Brings New Resources to Valley Communities

• AB 617 established to further address community-level air quality issues
  - Provides opportunity for investment in impacted communities to reduce air pollution
  - Valley successful in demonstrating great need and bringing significant new funding to our 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
• New clean air resources for community-focused efforts
  - $80 million in AB 617 funding for emission reductions in first year
  - Total of $350 million available for incentive-based emission reductions in the Valley
Valley Communities Selected in First Year

- CARB selected first-year communities in September 2018
  - 10 communities selected statewide for initial year
- In Valley, South Central Fresno and the City of Shafter selected for action under AB 617
- Additional communities to be considered for action under AB 617 in future years
## ARB Community Selections – 10 Communities

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<tr>
<th>Community</th>
<th>Local Air District</th>
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CARB description of Shafter
CARB description of South Central Fresno
Community Emission Reduction Programs

• Developing an effective community emissions reduction program requires:
  - Identifying and evaluating sources that may impact community (inventory of sources in or near community, air monitoring, etc.)
  - Assessment of available measures for further reducing air pollution from contributing sources

• By October 1, 2019, District must adopt community emissions reduction programs for selected communities
  - Work in consultation with Community Steering Committees
  - Plans to include specific measures for reducing air pollution
  - Plans to include air pollution reduction goals and metrics for tracking progress
Community Air Monitoring

• AB 617 includes requirements for air districts to deploy air monitoring in communities selected by CARB
  - For first-year communities, in place by July 1, 2019
  - Supplements existing monitoring in/near selected community
  - May assist in developing community emission reduction programs
• District currently preparing platforms and equipment for community air monitoring in South Central Fresno and Shafter
• Community access to monitoring information
• Additional local air monitoring networks will be planned and deployed in future years as subsequent communities are selected by CARB for AB 617 implementation
Clean Air Grants Improve Air Quality

- AB 617 places clear focus on making clean air investments in impacted communities
- Incentive grants reduce pollution by providing funding to help replace older, dirtier equipment with newer, cleaner models
- Over $2 billion clean air grant public/private investment by Valley residents, businesses, schools, cities, counties, and others
Available Clean Air Grants

• $350 million 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
  - Electrified Dairy Feed Mixing Program
  - Locomotive Replacement
  - Electric Vehicle Charging 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
  - Alternative fuel infrastructure
  - Transit and School Bus Replacement
  - Alternative Fueled Vehicles
  - Bike Path and Park and Ride Lot Infrastructure
New Clean Air Grants for Valley

• New grant programs coming soon:
  - Ag Truck Replacement
  - Alternative Fuel Infrastructure
  - Emergency Vehicle Replacement
  - Commercial Lawn and Garden Equipment Replacement
  - Alternatives to agricultural burning
  - Low dust nut harvesting equipment
  - Additional clean air investments at existing stationary sources that may currently be infeasible
Steering Committees

- District has announced the establishment of consultative steering committees for each community
  - Majority of steering committee members to be residents of community
- Under AB 617, District must hold first steering committee meetings within 60 days of community identification
- Full engagement of all sectors within each of the two communities is required to effectively implement AB 617
- Based on the District's experience, it is critical to create inclusive community engagement processes
  - Provides diverse and balanced perspectives
  - Helps develop innovative and effective air quality improvement strategies
  - Involvement by all community stakeholders builds trust between residents and businesses through sharing of information and concerns
Community Steering Committee Membership

• The core of the steering committee should directly represent the residents and businesses in the community.
• Majority of Steering Committee members must be community residents.
• Additional committee members may include representatives from local community-based environmental justice organizations, locally-based business associations, city and county planning agencies, transportation agencies, health departments, and schools.
• To further encourage a comprehensive discussion and more thorough understanding of issues impacting the community, and possible solutions, the District will invite additional participants to inform the process as necessary (e.g., academia, health services providers, professional engineering services, etc.).
• All interested stakeholders not appointed to the steering committee will be encouraged to participate at all public meetings.
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, including socioeconomic considerations of actions identified

- Membership is voluntary and will require regular participation in meetings and ongoing commitment to ensure meaningful steering committee process
Community Steering Committee Charter

- In convening and coordinating the community steering committee, the District will work with the steering committee to establish a charter to clearly set out the committee goals, process, and structure. Elements of the charter that should be considered include the following topics:
  - Committee objectives
  - Roles and responsibilities of committee members
  - Meeting procedures
    - Meeting frequency
    - Meeting dates, times, and locations to ensure accessibility
    - Meeting notice requirements
    - Deliberative process that ensures meaningful, diverse, and balanced participation
  - Use of interpretation services
Need more information? Want to apply for a Steering Committee?

Steering Committee Applications Due November 9th

Contact the Valley Air District at:
AB617@valleyair.org
Fresno office (559) 230-6000
Modesto office (209) 557-6400
Bakersfield office (661) 392-5500
For information visit:
www.valleyair.org/community
www.valleyair.org

Follow us on social media

Use the Valley Air App for the latest air quality info.
Mejora e Inversiones de la Calidad del Aire Comunitaria

AB 617 Reunión de Lanzamiento
30 de octubre de 2018
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 pobreza, desempleo
- Alta tasa de crecimiento poblacional
- I-5 y Hwy 99 (carreteras de transporte principales) pasan por el Valle
- Desafío de verano: Ozono
- Desafío de invierno: PM2.5
Esfuerzos de Aire Limpio en el Valle de San Joaquín

- Las regulaciones de aire más estrictas para los negocios, automóviles y camiones, productos de consumo y residentes del Valle
- Reducción del riesgo de salud de los negocios nuevos y existentes a través de los programas de permisos y zonas conflictivas de tóxicos en el aire del Distrito
- $40 mil millones usados por negocios para aire limpio
- Programas de Incentivos: $2.1 mil millones de inversión pública/privada en proyectos para aire limpio
- El nuevo plan de aire limpio del Valle establecerá una serie de nuevas medidas para reducir aún más la contaminación del aire de los negocios, fuentes móviles y los residentes
Grandes Reducciones en la Contaminación del Aire

85% Reduction in Stationary Source Emissions

NOx Emissions - Tons Per Day

1980 2015

On-Road Mobile
Other Mobile
Area-wide Sources
Stationary Sources
Exposición de la Población a Altos Días de Ozono
Reducción del 90%
Exposición de la Población a Altos Días de PM2.5
Reducción del 85%
AB 617 Trae Nuevos Recursos a las Comunidades del Valle

- Se estableció AB 617 para abordar los problemas de calidad del aire a nivel comunitario
  - Brinda oportunidad para invertir en comunidades afectadas para reducir la contaminación del aire
  - El Valle logró demostrar una gran necesidad y obtener fondos nuevos y significativos a nuestras comunidades
- El Estado (CARB) es cargado con la selección de comunidades para la acción cada año
- Tras la selección de las comunidades de CARB, los distritos de aire deben desarrollar e implementar cualquier monitoreo de calidad del aire y Programas de Reducción de Emisiones de la Comunidad (CERPs) necesarios para cada comunidad
- Nuevos recursos de aire limpio para esfuerzos centrados en la comunidad
  - $80 millones en fondos de AB 617 para la reducción de emisiones en el primer año
  - Total de $350 millones disponibles para reducciones de emisiones basadas en incentivos en el Valle
Comunidades del Valle Seleccionadas el Primer Año

• CARB seleccionó comunidades de primer año en septiembre de 2018
  – 10 comunidades seleccionadas en todo el estado para el año inicial
• En el Valle, Centro-Sur Fresno y la Ciudad de Shafter fueron seleccionadas para acción bajo AB 617
• Comunidades adicionales serán consideradas para acción bajo AB 617 en años futuros
### Selecciones de Comunidades de ARB - 10 Comunidades

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Descripción de CARB de Shafter
Descripción de CARB de Centro-Sur Fresno
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 (inventario de fuentes en o cerca de la comunidad, monitoreo del aire, etc.)
  - Evaluación de las medidas disponibles para reducir aún más la contaminación del aire de fuentes contribuyentes

- Para el 1 de octubre de 2019, el Distrito debe adoptar programas comunitarios de reducción de emisiones para comunidades seleccionadas
  - Trabajar en consulta con los Comités Directivos Comunitarios
  - Planes que incluyen medidas específicas para reducir la contaminación del aire
  - Planes que incluyen objetivos y métricas de reducción de contaminación del aire para el seguimiento del progreso
Monitoreo de Aire Comunitario

- AB 617 incluye los requisitos para que los distritos de aire implementen monitoreo de aire en las comunidades seleccionadas
  - Para las comunidades del primer año, establecer antes del 1 de julio de 2019
  - Suplementa el monitoreo existente en/cerca de la comunidad seleccionada
  - Puede ayudar en el desarrollo de programas comunitarios de reducción de emisiones

- El Distrito actualmente prepara plataformas y equipos para monitoreo de aire comunitario en Centro-Sur Fresno y Shafter

- Acceso comunitario a la información de monitoreo

- Se planearán y desplegarán redes locales adicionales de monitoreo de aire en los próximos años a medida que CARB seleccione las comunidades siguientes para implementación de AB 617
Las Subvenciones de Aire Limpio Mejoran la Calidad del Aire

- AB 617 claramente pone enfoque en hacer inversiones de aire limpio en la comunidades afectadas
- Las subvenciones de incentivos reducen la contaminación al proporcionar fondos para ayudar a reemplazar equipos antiguos y contaminantes con modelos más nuevos y menos contaminantes
- Más de $2 billones otorgan inversión pública/privada por parte de los residentes, negocios, escuelas, ciudades, y condados del Valle y otros
Incentivos de Aire Limpio Disponibles

- $350 millones actualmente disponibles para una variedad de programas de subvenciones para negocios, residentes y agencias públicas del Valle
- Oportunidades de incentivos para negocios:
  - Reemplazo de Camiones Pesados
  - Reemplazo de Equipos Agrícolas
  - Reemplazo de Equipos Todoterreno
  - Equipo de Manejo de Carga
  - Programa de Mezcla de Alimentos Lácteos Electrificada
  - Reemplazo de Locomotora
  - Infraestructura de Recarga de Vehículos Eléctricos
Incentivos de Aire Limpio Disponibles

• Programas de Incentivos para residentes del Valle:
  - Reparación de Vehículos
  - Reemplazo de Vehículo
  - Reemplazo de Estufa de Leña/Chimenea
  - Reemplazo de Cortacéspedes Eléctricos
  - Vales de Vanpool

• Programas de Incentivos para Agencias Públicas:
  - Infraestructura de Recarga de Vehículos Eléctricos
  - Infraestructura de Combustible Alternativo
  - Reemplazo de Autobuses de Tránsito y Escolares
  - Vehículos de Combustible Alternativo
  - Carriles de Bicicletas y Infraestructura de Estacionamientos “Park & Ride”
Subvenciones Nuevas de Aire Limpio para el Valle

- Programas de Incentivos Próximamente:
  - Reemplazo de Camiones Agrícolas
  - Infraestructura de Combustible Alternativo
  - Reemplazo de Vehículos de Emergencia
  - Reemplazo de Equipos de Jardinería Comerciales
  - Alternativas a la Quema Agrícola
  - Equipos de Cosecha de Nueces de Poco Polvo
  - Inversiones adicionales de aire limpio en fuentes estacionarias existentes que actualmente pueden ser inviables
Comités Directivos

• El Distrito ha anunciado el establecimiento de Comités Directivos consultativos para cada comunidad
  - La mayoría de los miembros del Comité Directivo serán residentes de la comunidad
• Bajo AB 617, el Distrito debe hacer las primeras reuniones del Comité Directivo dentro de los 60 días de la identificación de la comunidad
• Se requiere la participación total de todos los sectores dentro de cada una de las dos comunidades para implementar AB 617 de manera efectiva
• Basado en la experiencia del Distrito, es fundamental crear procesos de participación comunitario inclusivos
  - Proporciona perspectivas diversas y equilibradas
  - Ayuda a desarrollar estrategias innovadoras y efectivas para la mejora de la calidad del aire
  - La participación de todas las partes interesadas de la comunidad genera confianza entre los residentes y los negocios mediante el intercambio de información y preocupaciones
Membresía de Comité Directivo de la Comunidad

- El núcleo del Comité Directivo debe representar directamente a los residentes y negocios en la comunidad.
- La mayoría de los miembros del Comité Directivo deben ser residentes de la comunidad.
- Los miembros adicionales del comité pueden incluir representantes de organizaciones comunitarias locales de justicia ambiental, asociaciones empresarias locales, agencias de planificación de la ciudad y el condado, agencias de transporte, departamentos de salud y escuelas.
- Para fomentar aún más una discusión exhaustiva y una comprensión más completa de los problemas que afectan a la comunidad y las posibles soluciones, el Distrito invitará a participantes adicionales a informar el proceso según sea necesario (por ejemplo, academia, proveedores de servicios de salud, servicios de ingeniería profesional, etc.).
- Se alentará a todas las partes interesadas que no hayan sido designadas para el comité directivo a participar en todas las reuniones públicas.
El Papel del Comité Directivo

- El papel consultivo del Comité Directivo puede tomar muchas formas, incluyendo las siguientes:
  - Ayudar al Distrito a comprender las preocupaciones de la comunidad, incluyendo las cargas socioeconómicas, la ubicación de receptores sensibles, etc.
  - Identificación de fuentes móviles y estacionarias locales
  - Ayudar en el desarrollo cualquier plan de monitoreo comunitario necesario para determinar si las fuentes locales están impactando 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, incluidas las consideraciones socioeconómicas de las acciones identificadas

- La membresía es voluntaria y requerirá la participación regular en las reuniones y el compromiso continuo para garantizar un proceso de comité directivo significativo
Carta Estatutaria del Comité Directivo Comunitario

• Al convocar y coordinar el comité directivo de la comunidad, el Distrito trabajará con el comité directivo para establecer un carta estatutaria que establezca claramente los objetivos, el proceso y la estructura del comité. Los elementos de la carta que deben considerarse incluyen los siguientes temas:
  - Objetivos del comité
  - Papel y responsabilidades de los miembros del comité
  - Procedimientos de reuniones
    • Frecuencia de reuniones
    • Fechas, horarios y lugares de las reuniones para garantizar la accesibilidad
    • Requisitos de aviso de reunión
    • Proceso deliberativo que asegura una participación significativa, diversa y equilibrada
  - Uso de los servicios de interpretación
¿Necesita más información?
¿Quiere ser miembro del Comité Directivo?

Las solicitudes del Comité Directivo se vencen el 9 de noviembre

Póngase en contacto con el Valley Air District en:

AB617@valleyair.org
Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500

Para más información visite:

www.valleyair.org/community
www.valleyair.org

Síganos en las redes sociales

Use la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire.
Agenda for AB 617 Community Steering Committee Meeting
December 17, 2018 - Shafter Veterans Hall

1. Doors Open/Meet and Greet/Refreshments 5:30 p.m.

2. Welcome 6:00 p.m.
   Samir Sheikh, Executive Director/Air Pollution Control Officer

3. Steering Committee Facilitator and Member Introductions 6:05 p.m.
   Dave Warner, Deputy Air Pollution Control Officer
   Jimmy Yee, Facilitator

4. What can AB 617 do for your Community? 6:15 p.m.
   a. AB 617 Goals
      Sheraz Gill, Deputy Air Pollution Control Officer
   b. Community Incentive Efforts and Opportunities
      Todd DeYoung, Strategies and Incentives Program Manager

Steering Committee Air Quality Interests and Concerns 6:30 p.m.
   a. Start Living List on Easel
      Jimmy Yee, Facilitator

Steering Committee Charter 7:00 p.m.
   Dave Warner, Deputy Air Pollution Control Officer
   Jimmy Yee, Facilitator

5. Topics for Next Meeting 7:20 p.m.
   Jimmy Yee, Facilitator

6. Public Comment 7:30 p.m.
Agenda para la Reunión del Comité Directivo Comunitario AB 617
17 de diciembre de 2018 - Shafter Sala de Veteranos

1. Puertas Abren/Dar la Bienvenida/Refrescos 5:30 p.m.

2. Bienvenidos
   Samir Sheikh, Director Ejecutivo/Oficial de Control de Contaminación del Aire
   6:00 p.m.

   Presentación de Miembros y Facilitador del Comité Directivo
   Dave Warner, Oficial Adjunto de Control de Contaminación del Aire
   Jimmy Yee, Facilitador
   6:05 p.m.

3. ¿Qué puede hacer AB 617 para su Comunidad?
   a. Metas de AB 617
      Sheraz Gill, Oficial Adjunto de Control de Contaminación del Aire
      6:15 p.m.
   b. Esfuerzos y oportunidades de incentivos para la comunidad
      Todd DeYoung, Gerente del Programa de Estrategias e Incentivos
      6:25 p.m.

   Intereses y Preocupaciones de la Calidad del Aire del Comité Directivo
   a. Comenzar la Lista en el caballete
      Jimmy Yee, Facilitador
      6:30 p.m.

   Carta Estatutaria del Comité
   Dave Warner, Oficial Adjunto de Control de Contaminación del Aire
   Jimmy Yee, Facilitador
   7:00 p.m.

4. Temas para la Próxima Reunión
   Jimmy Yee, Facilitador
   7:20 p.m.

5. Comentario Público
   7:30 p.m.
### 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 617\(^1\).

   Committee objectives include identifying areas of concern for air pollution sources 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 implemented by the San Joaquin Valley Air District before July 2019 and the CERP to be adopted by the Air District Governing Board before 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.

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\(^1\) 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.

**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. **Code of Conduct? Participation Agreement?** (see Attachment B)

5. **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.

6. **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
Potential 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: ___________________________
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 617. Los objetivos del comité incluyen la identificación de áreas de preocupación por las fuentes de contaminación del aire 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 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.

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;

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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.

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. ¿Código de conducta? ¿Acuerdo de Participación? (vea Anexo B)

5. 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.

6. 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 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 mis organizaciones o las 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

Nombre en letra de molde: ___________________________ Fecha: ___________________________

Firma: __________________________________________
Valley Faces Unique Air Quality Challenges

- Surrounding mountains and meteorology help create and trap air pollution, regionally
- 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
Regional 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
• $40 billion spent by businesses on clean air
• Grant programs: $2.1 billion public/private investment in clean air projects
• Air quality throughout the Valley has improved significantly
• Clean air efforts must continue - Valley’s recently adopted new clean air plan will establish a range of new measures to further reduce air pollution from businesses, mobile sources, & residents
AB 617 Brings New Resources 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
  – Valley successful in demonstrating great need and bringing significant new funding

• In selecting Shafter, ARB highlighted the following
  – Approximately 15 square miles with about 18,000 residents
  – Oil and gas production in the area and primarily surrounded by farmlands
  – Major roadways include Highway 43 and Lerdo Highway with rail line running parallel to 43
  – Sensitive receptors in the community include many schools and daycare facilities
  – Community has high rates of poverty, unemployment and linguistic isolation

• District has long history of monitoring and controlling emissions in the community with 8 air monitoring sites within and around the community

• Steering committee to assist District in developing and implementing air quality monitoring plan and Community Emissions Reduction Program (CERP)
CARB description of Shafter
Community Air Monitoring in Shafter

- AB 617 includes requirements for the air district to deploy air monitoring in Shafter
  - Steering Committee to act in an advisory role to guide these efforts
  - Monitoring to be in place by July 1, 2019
  - Supplements existing monitoring in/near selected community
  - May assist in developing community emission reduction programs

- District acquiring and developing various air monitoring platforms and equipment for community air monitoring

- Community access to real-time air monitoring information
  - District will display air monitoring data on new webpage
  - CARB will provide statewide data portal for all selected communities
Community Emission Reduction Programs

• Developing an effective community emissions reduction program requires:
  - Identifying and evaluating sources that may impact community
    (inventory of sources in or near community, air monitoring, etc.)
  - Assessment of available resources for further reducing air pollution
    from contributing sources

• By October 1, 2019, District must adopt community emissions reduction program for Shafter
  - Work in consultation with Community Steering Committee
  - Plan to include specific measures for reducing air pollution
  - Plan to include air pollution reduction goals and metrics for tracking progress
Valley Air District Incentive Programs

• Valley Air District operates successful incentive grant programs that help fund voluntary clean-air projects throughout the San Joaquin Valley
  – Over $2.1 billion invested in clean air projects through incentive grant programs
  – Over 144,700 tons of emissions reduced, regionally
  – State audits commend District as an example of effectiveness and efficiency
  – High demand across a variety of incentive programs due to reputation and established relationships with local agencies, businesses, and other stakeholders

• 2018-19 Incentive Spending Plan includes $350 million in local, state and federal funding for clean-air projects in a variety of categories
• Includes $80 million in AB 617 “Early Action” Incentive Funding
  – Majority must provide direct benefit to low income and disadvantaged communities
  – Funding for replacing older, higher-polluting equipment or vehicles with new, low-emission equipment
  – Projects must achieve emission reductions beyond what is otherwise required
Eligible Project Types

Fireplace Replacements, Vehicle Repairs, Clean Vehicle projects, Zero-emission lawn mowers
Eligible Project Types

Light, Medium, Heavy-duty Trucks
Eligible Project Types

Off-road Equipment
Eligible Project Types

Transit and School Buses
Eligible Project Types

Freight and Passenger Locomotives
Public Engagement Critical for Success

• Steering Committee recommendations to identify specific projects or areas to focus additional funding
• Second year funding allocation anticipated to be similar to first year
  - Provides expanded funding opportunities
  - Will include funding to reduce emissions from industrial sources
• Steering committee and public to provide feedback to District staff in developing new or enhanced programs
Components of a Steering Committee Charter

- Committee objectives
- Roles and responsibilities
- Standard Committee Meeting Procedures
  - Deliberation and Consensus
  - 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

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Community Steering Committee Objectives
Key Considerations

• Identify areas of concern for air pollution sources and sensitive receptor sites
• Review existing available information on air quality
• Disseminate and solicit information to and from community stakeholders that each committee member represents
• Through the Committee’s consultative role, assist with development of:
  – Air monitoring plan to be implemented by July 2019
  – Community Emission Reduction Program to be adopted by District Governing Board before October 2019
Committee Roles and Responsibilities

Key Considerations

• To inform your role of advising the District in its development of the Community Emission Reduction Program (CERP), the Committee members will discuss 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
Committee Roles and Responsibilities
Key Considerations (con’t)

• The committee will discuss the major elements of the Community Emission Reduction Program as they are developed including:
  - community engagement;
  - the community profile and technical assessment;
  - targets and strategies; the enforcement plan; and metrics to track progress
Committee Roles and Responsibilities

Key Considerations (con't)

• Committee Member Participation:
  - Members (or designated alternates) are expected to attend all committee meetings, in their entirety, throughout the course of the year prior to the Community Emissions Reduction Program adoption
  - If primary member is unable to attend, 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
Standard Committee Meeting Procedures

Key Considerations

• Deliberation and Consensus
  - Professional and impartial facilitators 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 Community Emission Reduction Program.
Standard Committee Meeting Procedures
Key Considerations (con't)

• 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
Other Charter Considerations

• Specify “Code of Conduct” in Charter?
• Participation Agreement? See Attachment B for sample
  - Participants would be required to sign
  - Could include good conduct requirements
  - See draft of potential participation agreement
• 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
Next Steps to Finalize Charter

- Facilitator to lead Discussion/Comments
  - Other key considerations?
  - Member participation requirements?
  - Code of Conduct vs. Participation Agreement?
- District will incorporate comments, send revised Charter to Committee
Mejora e Inversiones de la Calidad del Aire Comunitaria

Shafter
Comité Directivo Comunitario AB 617
17 de diciembre de 2018
El Valle Enfrenta Desafíos Únicos de Calidad del Aire

- Las montañas alrededor y la meteorología ayudan a crear y atrapar la contaminación del aire, regionalmente
- Alta pobreza, desempleo
- Alta tasa de crecimiento poblacional
- I-5 y Hwy 99 (carreteras de transporte principales) pasan por el Valle
- Desafío de verano: Ozono
- Desafío de invierno: Partículas Pequeñas
Esfuerzos regionales para Aire Limpio en el Valle de San Joaquín

- Las regulaciones de aire más estrictas para los negocios, automóviles y camiones, productos de consumo y residentes del Valle
- Reducción del riesgo de salud de los negocios nuevos y existentes a través de los programas de permisos y zonas conflictivas de tóxicos en el aire del Distrito
- $40 mil millones gastados por negocios para aire limpio
- Programas de Incentivos: $2.1 mil millones de inversión pública/privada en proyectos para aire limpio
- La calidad del aire ha mejorado significativamente a través del Valle
- Esfuerzos para aire limpio deben continuar – el nuevo plan de aire limpio para el Valle establecerá una serie de nuevas medidas para reducir aún más la contaminación del aire de los negocios, las fuentes móviles, y los residentes
AB 617 Trae Nuevos Recursos a las Comunidades del Valle

• Se estableció AB 617 para abordar los problemas de calidad del aire a nivel comunitario más allá de los esfuerzos regionales de aire limpio
  - Brinda oportunidad para invertir en comunidades afectadas para reducir la contaminación del aire
  - El Valle logró demostrar una gran necesidad y obtener fondos nuevos y significativos
• Al seleccionar Shafter, ARB (por sus siglas en inglés) resaltó lo siguiente
  - Aproximadamente 15 millas cuadradas con aproximadamente 18,000 residentes
  - Producción de petróleo y gas en el área y principalmente rodeado de tierras de cultivo
  - Las carreteras principales incluyen la Autopista 43 y la Autopista Lerdo con una línea de ferrocarril paralela al 43
  - Los receptores sensibles en la comunidad incluyen muchas escuelas y guarderías
  - La comunidad tiene altos índices de pobreza, desempleo y aislamiento lingüístico
• El Distrito tiene una larga historia de monitoreo y control de emisiones en la comunidad con 8 sitios de monitoreo de aire dentro y alrededor de la comunidad
• El Comité Directivo ayudará al Distrito a desarrollar e implementar el plan de monitoreo de la calidad del aire y el Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés)
Descripción de CARB de Shafter
Monitoreo de Aire Comunitario en Shafter

• AB 617 incluye requisitos para que el distrito del aire implemente monitoreo de aire en Shafter
  - El Comité Directivo actuará como asesor para guiar estos esfuerzos
  - Monitoreo estará en lugar antes del 1° de julio de 2019
  - Suplementar el monitoreo existente en/cerca de la comunidad seleccionada
  - Puede ayudar en el desarrollo de programas comunitarios de reducción de emisiones
• El Distrito esta adquiriendo y desarrollando varias plataformas y equipos para el monitoreo de aire comunitario
• Acceso comunitario a la información actual de monitoreo
  - Distrito mostrará datos de monitoreo de aire en nueva página web
  - CARB proporcionará un portal de datos a nivel estatal para todas las comunidades seleccionadas
Programas de Reducción de Emisiones de la Comunidad

- El desarrollo de un programa comunitario eficaz de reducción de emisiones requiere:
  - Identificar y evaluar las fuentes que pueden afectar a la comunidad (inventario de fuentes en o cerca de la comunidad, monitoreo del aire, etc.)
  - Evaluación de los recursos disponibles para reducir aún más la contaminación del aire de fuentes contribuyentes

- Para el 1º de octubre de 2019, el Distrito debe adoptar un programa comunitario de reducción de emisiones para Shafter
  - Trabajar en consulta con el Comité Directivo Comunitario
  - El plan incluirá medidas específicas para reducir la contaminación del aire
  - El plan incluirá metas para la reducción de la contaminación del aire y métricas para monitorear el progreso
Programas de Subvenciones del Distrito del Aire del Valle

- El Distrito del Aire del Valle opera exitosos programas de subvenciones que ayudan a financiar proyectos voluntarios de aire limpio en todo el Valle de San Joaquín
  - Más de $2.1 mil millones invertidos en proyectos de aire limpio a través de programas de incentivos
  - Más de 144,700 toneladas de emisiones reducidas, regionalmente
  - Las auditorías estatales elogian al Distrito como un ejemplo de efectividad y eficiencia
  - Alta demanda en una variedad de programas de incentivos debido a la reputación y las relaciones establecidas con agencias locales, empresas y otras partes interesadas

- El Plan de Gastos de Incentivo 2018-19 incluye $350 millones en fondos locales, estatales y federales para proyectos de aire limpio en una variedad de categorías

- Incluye $80 millones en fondos de incentivos de “Acción Temprana” AB 617
  - La mayoría debe proporcionar beneficios directos a las comunidades de bajos ingresos y desfavorecidas
  - Financiamiento para reemplazar equipos o vehículos más antiguos y de mayor contaminación con equipos nuevos de bajas emisiones
  - Los proyectos deben lograr reducciones de emisiones más allá de lo que se requiere de otra manera
Tipos de Proyectos Elegibles

Reemplazo de Chimeneas, Reparaciones de Vehículos, proyectos de Vehículos Limpios, Cortacéspedes de cero emisiones
Tipos de Proyectos Elegibles

Camiones de Servicio Livianos,
Medianos y Pesados
Tipos de Proyectos Elegibles

Equipo Todo Terreno
Tipos de Proyectos Elegibles

Autobuses Escolares y de Tránsito
Tipos de Proyectos Elegibles

Locomotoras de Pasajeros y de Carga
Involucramiento del Público es Crítico para el Éxito

- Recomendaciones del Comité Directivo identificarán proyectos específicos o áreas para enfocar fondos adicionales
- Se anticipa que la asignación de fondos para el segundo año será similar al primer año
  - Proporciona oportunidades ampliadas de financiamiento
  - Incluirá financiamiento para reducir emisiones de fuentes industriales
- Comité Directivo y el público proporcionarán comentarios al personal del Distrito en el desarrollo de programas nuevos o mejorados
Componentes de una Carta Estatutaria de un Comité Directivo

- Objetivos del Comité
- Funciones y responsabilidades
- Procedimiento de Reuniones Comunes del Comité
  - Deliberación y consenso
  - Frecuencia de reuniones
  - Fechas, horario y ubicaciones de reuniones para asegurar accesibilidad
  - Uso de servicios de facilitadores
  - Uso de servicios de interpretación en reuniones de los comités directivos y otros eventos de alcancé
Consideraciones de Objetivos Claves del Comité Directivo Comunitario

- Identificar áreas de preocupación de fuentes de contaminación del aire y los sitios de receptores sensibles
- Repasar información de la calidad del aire disponible actualmente
- Difundir y solicitar información de y a las partes interesadas de la comunidad en que cada miembro representa
- A través de la función consultivo del comité, asistir con el desarrollo de:
  - El plan de monitoreo del aire cual se implementará antes de julio de 2019.
  - El programa de reducción de emisiones comunitarias (CERP, por sus siglas en inglés) será adoptado por la Mesa Directiva del Distrito antes de octubre de 2019
Consideraciones Clave de las Funciones y Responsabilidades del Comité

• Para informar su función de asesorar al Distrito en el desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés), los miembros del Comité discutirán una variedad de temas que incluyen:
  
  – Problemas de la comunidad y fuentes contribuyentes para desarrollar un entendimiento compartido del desafío de la contaminación del aire de la comunidad;
  – Quien 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 la divulgación comunitaria adicional;
  – Otros temas de interés para el comité.
Consideraciones Clave de las Funciones y Responsabilidades del Comité (con’t)

• El comité discutirá los elementos principales del Programa de Reducción de Emisiones de la Comunidad a medida que se desarrollen, incluyendo:
  – participación de la comunidad;
  – el perfil de la comunidad y la evaluación técnica;
  – objetivos y estrategias; el plan de ejecución y métricas para seguir el progreso.
Consideraciones Clave de las Funciones y Responsabilidades del Comité (con’t)

- Participación de los miembros del comité:
  - Se espera que los miembros (o los suplentes designados) asistan a todas las reuniones del comité, en su totalidad, durante todo el año antes de la adopción del Programa de Reducción de Emisiones de la Comunidad.
  - 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.
Consideraciones Clave de Procedimientos de Reuniones Comunes

• Deliberación y consenso
  - Se emplearán facilitadores profesionales e imparciales para apoyar al comité directivo en la organización general, el orden y el enfoque de la reunión, resolver conflictos y ayudar a alcanzar un consenso para asegurar que se cumplan las metas y los objetivos de esta carta.
  - 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, incluido el programa final de Reducción de Emisiones de la Comunidad.
Consideraciones Clave de Procedimientos de Reuniones Comunes (con’t)

- Calendario de reuniones y agendas
  - Tras el consenso del comité, los horarios de las reuniones pueden ser ajustadas con la debida antelación
  - 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 tratarán
Otras Consideraciones de la Carta Estatutaria

• ¿Especifique el "Código de conducta" en la Carta Estatutaria?
• ¿Acuerdo de participación? Ver Anexo B para muestra
  – Los participantes tendrán que firmar
  – Podría incluir requisitos de buena conducta
  – Ver borrador de posible acuerdo de participación

• Accesibilidad/Acomodación
  – Las reuniones del comité directivo y otros eventos asociados con el comité deben realizarse en instalaciones que puedan acomodar a los miembros cubiertos por la Ley de Estadounidenses con Discapacidades
  – Los servicios de interpretación de idiomas 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
Próximos Pasos para Finalizar la Carta Estatutaria

• Facilitador dirigirá la discusión/comentarios
  - ¿Otras consideraciones claves?
  - ¿Requisitos de participación de los miembros?
  - ¿Código de conducta vs. acuerdo de participación?
• El Distrito incorporará comentarios, enviará la Carta Estatutaria revisada al Comité
1. **Doors Open/Meet and Greet/Refreshments**

2. **Welcome** – *Samir Sheikh, Executive Director/Air Pollution Control Officer*

   Samir Sheikh provided a welcome to the audience and outlined his goals for the District’s AB 617 implementation.

3. **Steering Committee Facilitator and Member Introductions**
   *Dave Warner, Deputy Air Pollution Control Officer*

   Dave Warner introduced facilitator Jimmy Yee and then went around the room allowing all committee members to introduce themselves.

4. **What can AB 617 do for your Community?**
   a. **AB 617 Goals**
      *Sheraz Gill, Deputy Air Pollution Control Officer*

      Sheraz Gill outlined the District’s regional clean air efforts and emphasized that despite significant progress, much more needs to be done. He explained that the AB 617 effort was established to address community-level air quality issues. He provided an overview of the District’s current air monitoring efforts and described the process the committee would go through in advising the district on the creation of a Community Emission Reduction Program (CERP) for Shafter.

   b. **Community Incentive Efforts and Opportunities**
      *Todd DeYoung, Strategies and Incentives Program Manager*

      Todd described the District’s successful grants program and highlighted the 2.1 billion dollars of successful clean-air projects that have been implemented and the noted 144,000 tons of emissions that have been reduced. He described the high demand for funding and the need AB 617 will serve to provide incentive funding for low income and disadvantaged communities.

5. **Steering Committee Air Quality Interests and Concerns**
   a. **Start Living List on Easel** – *Jimmy Yee, Facilitator*

   The steering committee was divided into working groups to discuss air quality issues, and report back to the entire group.

   As a result of the break-out, the following list was created and members then individually placed sticky notes next to the topics that most concerned them. Each sticky note is captured below with an asterisk (*).
Following the group presentations, the floor was opened to public comment.

PUBLIC COMMENTS

- Should monitor for a year, not just short term.
- Industry that receives incentives (like to buy new tractor) should have to commit to creating buffer zones near schools or reduce pesticide use in order to get the tractor.
- Interested in hearing about potential new regulations that might apply to businesses in Shafter that might come out of AB 617 process.
- Wants to better understand how committee process will work without voting, or will there be voting?
- Everything the Committee does should benefit the residents of Shafter, make Shafter a better place to live.
- Committee should consider disclosing affiliations in order to give appropriate weight to the various opinions presented.
- Will the committee be taking on new members?
6. **Steering Committee Charter**  
*Dave Warner, Deputy Air Pollution Control Officer*

Presentation and discussion was tabled to next meeting.

7. **Topics for Next Meeting**  
The committee identified the following topics:

- Community boundaries
- Baseline air quality into and sources of pollution
- Finalize charter

8. **Public Comment**

Following public comment, Jimmy adjourned the meeting.

*Refer to meeting audio and video to review the full details and comments from the meeting.*
Agenda for AB 617 Community Steering Committee - Meeting Number 2
January 14, 2019 - Shafter Veterans Hall

Please be ready to participate in meeting at 6 p.m. sharp!

1. Doors Open/Meet and Greet/Refreshments 5:30 p.m.
2. Welcome 6 p.m.
   Dave Warner, Deputy Air Pollution Control Officer
   Jimmy Yee, Facilitator
3. Community Boundary Discussion 6:10 p.m.
   Dave Warner, Deputy Air Pollution Control Officer
4. Steering Committee Charter 6:30 p.m.
   Dave Warner, Deputy Air Pollution Control Officer
5. Community Emission Sources 7 p.m.
   Brian Clements, Manager of Technical Services, Air District
   a. Overview
   b. Stationary Sources (regulated by District)
   c. Mobile Sources (regulated by state and federal governments)
   d. Area Sources (limited/shared regulatory responsibility)
6. Topics for Next Meeting 7:40 p.m.
   Jimmy Yee, Facilitator
7. Public Comment 7:45 p.m.
   Jimmy Yee, Facilitator
Agenda para la Reunión del Comité Directivo Comunitario AB 617 - Reunión Número 2
14 de enero de 2019 – Sala de Veteranos de Shafter
Por favor, esté listo para participar en la reunión ¡a las 6 p.m. en punto!

1. Puertas Abren/ Dar la Bienvenida/ Refrescos 5:30 p.m.
2. Bienvenida
   Dave Warner, Oficial Adjunto de Control de Contaminación del Aire
   Jimmy Yee, Facilitador 6 p.m.
3. Discusión sobre los Límites de la Comunidad
   Dave Warner, Oficial Adjunto de Control de Contaminación del Aire 6:10 p.m.
4. Carta Estatutaria del Comité Directivo
   Dave Warner, Oficial Adjunto de Control de Contaminación del Aire 6:30 p.m.
5. Fuentes de Emisiones de la Comunidad
   Brian Clements, Gerente de Servicios Técnicos, Distrito del Aire 7 p.m.
   a. Visión general
   b. Fuentes Estacionarias (reguladas por el Distrito)
   c. Fuentes Móviles (reguladas por gobiernos estatales y federales)
   d. Fuentes de Área (responsabilidad regulatoria limitada/compartida)
6. Temas para la Próxima Reunión
   Jimmy Yee, Facilitador 7:40 p.m.
7. Comentario Público
   Jimmy Yee, Facilitador 7:45 p.m.
Components of the Steering Committee Charter

- Committee objectives
- Roles and responsibilities
- Standard Committee Meeting Procedures
  - Deliberation and Consensus
  - 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
Community Steering Committee Objectives

• Identify areas of concern for air pollution sources (within and outside of Community) and sensitive receptor sites
• Review existing available information on air quality
• Disseminate and solicit information to and from community stakeholders that each committee member represents
• Through the Committee’s advisory role, assist the District with development of:
  – Air monitoring plan to be implemented by July 2019
  – Community Emission Reduction Program to be adopted by District Governing Board before October 2019
Committee Roles and Responsibilities

- To inform your role of advising the District in its development of the Community Emission Reduction Program (CERP), the Committee members will discuss 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
Committee Roles and Responsibilities (con’t)

• The committee will discuss the major elements of the Community Emission Reduction Program 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
Committee Roles and Responsibilities (con't)

- Committee Member Participation:
  - Members (or designated alternates) are expected to attend all committee meetings, in their entirety, throughout the course of the year prior to the Community Emissions Reduction Program adoption.
  - If primary member is unable to attend, 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.
Standard Committee Meeting Procedures

Key Considerations

• Deliberation and Consensus
  - Professional and impartial facilitators 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 Community Emission Reduction Program.
Standard Committee Meeting Procedures
Key Considerations (con't)

• 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

• 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
Comments Received and Addressed

- The Charter should state clearly that sources of emissions that exist outside the Community’s boundary, but that may impact the Community, can be treated as if they were within the Community Boundaries.
  - Done (already allowed by state’s “Blueprint”)
- The advisory role of Committee members who are representatives of government agencies should be moved from Attachment A, “AB 617 Community Steering Committee Selection Criteria,” to the Charter itself.
  - Done (nothing new, already part of membership selection criteria)
No comments received

- No comments received on one question: whether a "Code of Conduct" or a "Participation Agreement" was necessary or desired
  - Because it had already been prepared for the Draft Charter, a Participation Agreement is included as Attachment B

**Key question** – Does the Committee:
- want the Participation Agreement, or
- approve Charter without Participation Agreement?
Sources of Emissions within Shafter Community

January 14, 2019

Brian Clements
Technical Services Program Manager
San Joaquin Valley Air Pollution Control District
Criteria Pollutant Emissions

- TOG: Total Organic Gases
- ROG: Reactive Organic Gases (used by ARB)
- VOC: Volatile Organic Compounds (used by EPA and SJV)
- CO: Carbon Monoxide
- NOx: Oxides of Nitrogen
- SOx: Oxides of Sulfur
- PM: Particulate Matter
- PM10: Particulate Matter < 10 Microns in diameter
- PM2.5: Particulate Matter < 2.5 Microns in diameter
- NH3: Ammonia
Air Toxic Emissions

- Hazardous Air Pollutants (HAPs) – EPA
  - 190 compounds listed
- Toxic Air Contaminants (TACs) – CARB
  - 797 Compounds listed
- Examples of air toxics
  - Particulate matter from diesel engine trucks and generators exhaust
  - Benzene and formaldehyde and from cars and trucks using gasoline
  - Benzene, ethylbenzene, naphthalene in vapors from painting
  - Benzene, toluene, ethylbenzene, and xylene (BTEX) from oilfield and gas station activities
  - Lead, chrome, nickel and other metals from field and road dust
Sources of Emissions in Shafter

- Various source types contribute to emissions within community
- Stationary Sources (Regulated by the District)
  - Gas stations, auto body shops, backup diesel generators, oil industry activities
  - 31 permitted facilities
- Mobile On-Road Sources (State and Federal Jurisdiction)
  - Cars and trucks
  - Main roadways (Hwy 43, Lerdo Hwy, Shafter Ave)
- Mobile Off-Road Sources (State and Federal Jurisdiction)
  - Ag Tractors, balers, harvesters, forklifts, construction equipment
- Areawide Sources (Regulated by Various Agencies)
  - Residential fuel combustion, consumer products, pesticides and fertilizers, farming, cooking, windblown dust, road dust
Work by District to Quantify Emissions

• Actual emissions reported annually to District by permitted facilities
• The emissions are quantified using:
  – Annual process, fuel, or usage rate
  – Emission factor
    • Monitoring data
    • Source test
    • EPA or CARB data
    • Permit limit
    • Other data
## Shafter Emissions Summary

<table>
<thead>
<tr>
<th>Source Category</th>
<th>Emissions (tons/year)</th>
<th>Emissions (% of total by pollutant)</th>
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<tbody>
<tr>
<td></td>
<td>NOx</td>
<td>PM2.5</td>
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<tr>
<td>Stationary Source</td>
<td>3.2</td>
<td>5.7</td>
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<tr>
<td>Mobile - On Road</td>
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<tr>
<td>Total</td>
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<td>29.1</td>
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- District stationary source air toxics emissions are 0.62 tons/year
# Stationary Source Emissions in Shafter

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<thead>
<tr>
<th>Facility Name</th>
<th>NOx (tpy)</th>
<th>Facility Name</th>
<th>PM2.5 (tpy)</th>
<th>Facility Name</th>
<th>VOC (tpy)</th>
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<tbody>
<tr>
<td>CA Resources Production</td>
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<td>Global Fabricators</td>
<td>2.86</td>
<td>CA Resources Production</td>
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<tr>
<td>Con-Fab CA</td>
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<td>Shar Craft</td>
<td>1.17</td>
<td>Global Fabricators</td>
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<td>CA Resources Production</td>
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<td>Fox Petroleum</td>
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<td>Shafter-Wasco Ginning</td>
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<td>Jaco Hill</td>
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<td>Omni Family Health</td>
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<td>Con-Fab CA</td>
<td>0.30</td>
<td>Shar Craft</td>
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<th>Facility Name</th>
<th>Toxic Name</th>
<th>Air Toxics (tpy)</th>
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<tr>
<td>Fox Petroleum</td>
<td>Toluene</td>
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</tr>
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<td>Jaco Hill</td>
<td>Toluene</td>
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<td>Shafter-Wasco Ginning</td>
<td>Aluminum</td>
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<td>Greg's Petroleum</td>
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<td>Fox Petroleum</td>
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District Permitted Facilities in Shafter
# Areawide Emissions in Shafter

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<th>Categories (Top 5 Contributors)</th>
<th>NOx (tpy)</th>
<th>Categories (Top 5 Contributors)</th>
<th>VOC (tpy)</th>
<th>Categories (Top 5 Contributors)</th>
<th>PM2.5 (tpy)</th>
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<tbody>
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<td>Residential Fuel Combustion</td>
<td>9.1</td>
<td>Consumer Products</td>
<td>30.6</td>
<td>Farming</td>
<td>9.9</td>
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<td>Food and Ag Processing</td>
<td>3.4</td>
<td>Architectural Coatings and Solvents</td>
<td>13.1</td>
<td>Cooking</td>
<td>6.9</td>
</tr>
<tr>
<td>Service and Commercial</td>
<td>2.0</td>
<td>Pesticides / Fertilizer</td>
<td>11.2</td>
<td>Windblown Dust</td>
<td>1.8</td>
</tr>
<tr>
<td>Manufacturing and Industrial</td>
<td>0.6</td>
<td>Printing</td>
<td>6.8</td>
<td>Residential Fuel Combustion</td>
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<tr>
<td>Other Fuel Combustion</td>
<td>0.2</td>
<td>Petroleum Marketing</td>
<td>6.1</td>
<td>Unpaved Road Dust</td>
<td>0.6</td>
</tr>
</tbody>
</table>
Mobile Source Emissions in Shafter

Emissions Relative Distribution

Low
0.00003

High
0.035

LDV

HDV
# Mobile Source Emissions in Shafter

<table>
<thead>
<tr>
<th>Mobile Sources</th>
<th>Emissions (tons/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NOx</td>
</tr>
<tr>
<td>On-Road Heavy Duty Vehicles</td>
<td>73.0</td>
</tr>
<tr>
<td>On-Road Light Duty Vehicles</td>
<td>21.9</td>
</tr>
<tr>
<td>Off-Road Vehicles</td>
<td>24.0</td>
</tr>
<tr>
<td>Total</td>
<td>118.9</td>
</tr>
</tbody>
</table>
Componentes de la Carta Estatutaria del Comité Directivo

- Objetivos del comité
- Funciones y responsabilidades
- Procedimiento de Reuniones Comunes del Comité
  - Deliberación y Consenso
  - Frecuencia de reuniones
  - Fechas, horarios y lugares de reuniones para garantizar la accesibilidad
  - Uso de servicios de facilitación
  - Uso de los servicios de interpretación en las reuniones del comité directivo y otros eventos de alcance
Objetivos del Comité Directivo Comunitario

• Identificar las áreas de preocupación por la fuentes de contaminación del aire (dentro y fuera de la Comunidad) y los sitios de receptores sensibles
• Revisar la información disponible existente sobre la calidad del aire
• Diseminar y solicitar información a las partes interesadas de la comunidad que cada miembro del comité representa
• A través de la función de asesoría del Comité, asistir al Distrito con el desarrollo de:
  – El plan de monitoreo del aire será implementado por julio de 2019
  – El Programa de Reducción de Emisiones Comunitarias será adoptado por la Mesa Directiva del Distrito antes de octubre de 2019
Funciones y responsabilidades del Comité

• Para informar su papel de asesorar al Distrito en su desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés), los miembros del Comité discutirán una variedad de temas que incluyen:
  - Problemas de la comunidad y fuentes contribuyentes para desarrollar un entendimiento compartido del desafío de la contaminación del aire de la comunidad;
  - Quién tiene la responsabilidad y la autoridad para abordar estas cuestiones;
  - Estrategias propuestas para los programas comunitarios de reducción de emisiones;
  - Mecanismos para colaborar con otras agencias;
  - Enfoques para la divulgación comunitaria adicional;
  - Otros temas de interés para el comité
Funciones y responsabilidades del comité (cont.)

- El comité discutirá los elementos principales del Programa de Reducción de Emisiones de la Comunidad a medida que se desarrollen, incluyendo:
  - Participación del la comunidad;
  - El perfil de la comunidad y la evaluación técnica;
  - Objetivos y estrategias; el plan de ejecución y métricas para seguir el progreso
  - Los miembros oficiales de gobierno del comité actúan 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
Funciones y responsabilidades del comité (cont.)

- Participación de los miembros del comité:
  - Se espera que los miembros (o los suplentes designados) asistan a todas las reuniones del comité, en su totalidad, durante todo el año antes a la adopción del Programa de Reducción de Emisiones de la Comunidad
  - 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 los procesos 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
Consideraciones Claves del Procedimiento de Reuniones Comunes del Comité

• Deliberación y Consenso
  – Se emplearán facilitadores profesionales e imparciales para respaldar al comité directivo en la organización general, el orden y el enfoque de la reunión, resolver conflictos y ayudar a alcanzar un 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 Programa de Reducción de Emisiones de la Comunidad final.
Consideraciones Claves del Procedimiento de Reuniones Comunes del Comité (cont.)

• 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

• 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 Acta de Americanos 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.
Comentarios Recibidos y Abordados

• La Carta Estatutaria debe indicar claramente que las fuentes de emisiones que existen fuera del límite de la Comunidad, pero que pueden afectar a la Comunidad, pueden tratarse como si estuvieran dentro de los límites de la Comunidad.
  - Hecho (ya permitido por el “Plan de Acción” del estado)

• La función de asesoría de los miembros del Comité que son representantes de agencias gubernamentales debe trasladarse del Anexo A, “Criterios de selección del Comité Directivo de la Comunidad AB 617”, a la propia Carta Estatutaria
  - Hecho (nada nuevo, ya es parte de los criterios de selección de membresía)
No se han recibido comentarios

• No se recibieron comentarios sobre una pregunta: si un “Código de Conducta” o un “Acuerdo de Participación” era necesario o deseable
  – Debido a que ya se había preparado para el Borrador de la Carta Estatutaria, se incluye un Acuerdo de Participación como Anexo B

**Pregunta Clave**– ¿El Comité:
  – Quiere el Acuerdo de Participación, o
  – Aprobar la Carta Estatutaria sin Acuerdo de Participación?
Fuentes de Emisiones dentro de la Comunidad de Shafter

14 de enero de 2019

Brian Clements
Gerente de Servicios Técnicos
Distrito del Aire del Valle de San Joaquín
Criterio de Emisiones Contaminantes

- TOG: Gases Orgánicos Totales
- ROG: Gases Orgánicos Reactivos (utilizados por ARB)
- VOC: Compuestos Orgánicos Volátiles (utilizados por EPA y SJV)
- CO: Monóxido de Carbono
- NOx: Óxidos de Nitrógeno
- SOx: Óxidos de Azufre
- PM: Materia Particulada (Partículas)
- PM10: Materia Particulada < 10 Micrones in diámetro
- PM2.5: Materia Particulada < 2.5 Micrones in diámetro
- NH3: Amoniaco
Emisiones Tóxicas del Aire

- Contaminantes Peligrosos del Aire (HAPs) – EPA
  - 190 compuestos enumerados
- Contaminantes Tóxicos del Aire (TACs) – CARB
  - 797 compuestos enumerados
- Ejemplos de tóxicos del aire
  - Partículas del motor diésel de camiones y generadores de escape
  - Benceno y formaldehído y de automóviles y camiones usando gasolina
  - Benceno, etilbenceno, naftaleno en vapores de pintura
  - Benceno, tolueno, etilbenceno y xileno (BTEX) de campos de petróleo y actividades de gasolineras
  - Plomo, cromo, níquel y otros metales del polvo de campo y carreteras
**Fuentes de Emisiones en Shafter**

- Varios tipos de fuentes contribuyen a las emisiones dentro de la comunidad
- **Fuentes Estacionarias (Reguladas por el Distrito)**
  - Gasolineras, talleres de carrocería, generadores diésel de respaldo, actividades de la industria petrolera
  - 31 instalaciones permitidas
- **Fuentes Móviles en la Carretera (Jurisdicción Estatal y Federal)**
  - Vehículos y camiones
  - Carreteras principales (Hwy 43, Lerdo Hwy, Shafter Ave)
- **Fuentes Móviles Fuera de la Carretera (Jurisdicción Estatal y Federal)**
  - Tractores Ag, empacadoras, cosechadoras, montacargas, equipos de construcción
- **Fuentes en Toda el Área (Reguladas por Varias Agencias)**
  - Combustión de combustible residencial, productos de consumo, pesticidas y fertilizantes, agricultura, cocinar, polvo arrastrado por el viento, polvo de carreteras
Trabajo por el Distrito para Cuantificar las Emisiones

• Emisiones actuales reportadas anualmente al Distrito por las instalaciones permitidas

• Las emisiones se cuantifican utilizando:
  - Proceso anual, combustible o tasa de uso
  - Factor de emisiones
    • Datos de monitoreo
    • Prueba de fuente
    • Datos de EPA o CARB
    • Límite de Permiso
    • Otros datos
Resumen de Emisiones de Shafter

<table>
<thead>
<tr>
<th>Categoría de Fuente</th>
<th>Emisiones (toneladas/año)</th>
<th>Emisiones (% del total por contaminante)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NOx</td>
<td>PM2.5</td>
</tr>
<tr>
<td>Fuente Estacionaria</td>
<td>3.2</td>
<td>5.7</td>
</tr>
<tr>
<td>Móvil - En Carretera</td>
<td>94.9</td>
<td>1.7</td>
</tr>
<tr>
<td>Móvil - Fuera de Carretera</td>
<td>24.1</td>
<td>1.1</td>
</tr>
<tr>
<td>Toda el Área</td>
<td>15.4</td>
<td>20.6</td>
</tr>
<tr>
<td>Total</td>
<td>137.6</td>
<td>29.1</td>
</tr>
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</table>

- Las emisiones tóxicas del aire de las fuentes estacionarias del Distrito son 0.62 toneladas/año
### Emisiones de Fuentes Estacionarias en Shafter

<table>
<thead>
<tr>
<th>Nombre de Instalación</th>
<th>NOx (tpa)</th>
<th>Nombre de Instalación</th>
<th>PM2.5 (tpa)</th>
<th>Nombre de Instalación</th>
<th>VOC (tpa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA Resources Production</td>
<td>2.99</td>
<td>Global Fabricators</td>
<td>2.86</td>
<td>CA Resources Production</td>
<td>4.21</td>
</tr>
<tr>
<td>Con-Fab CA</td>
<td>0.03</td>
<td>Shar Craft</td>
<td>1.17</td>
<td>Global Fabricators</td>
<td>2.10</td>
</tr>
<tr>
<td>City of Shafter-Cen Valley Hwy</td>
<td>0.03</td>
<td>CA Resources Production</td>
<td>0.81</td>
<td>Fox Petroleum</td>
<td>1.72</td>
</tr>
<tr>
<td>City of Shafter-Shafter Ave</td>
<td>0.03</td>
<td>Shafter-Wasco Ginning</td>
<td>0.51</td>
<td>Jaco Hill</td>
<td>1.31</td>
</tr>
<tr>
<td>Omni Family Health</td>
<td>0.02</td>
<td>Con-Fab CA</td>
<td>0.30</td>
<td>Shar Craft</td>
<td>0.71</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nombre de Instalación</th>
<th>Nombre del Tóxico</th>
<th>Tóxicos del Aire (tpa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fox Petroleum</td>
<td>Toluene</td>
<td>0.14</td>
</tr>
<tr>
<td>Jaco Hill</td>
<td>Toluene</td>
<td>0.11</td>
</tr>
<tr>
<td>Shafter-Wasco Ginning</td>
<td>Aluminum</td>
<td>0.08</td>
</tr>
<tr>
<td>Greg's Petroleum</td>
<td>Toluene</td>
<td>0.05</td>
</tr>
<tr>
<td>Fox Petroleum</td>
<td>Xylenes</td>
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</table>

*San Joaquin Valley Air Pollution Control District*
Instalaciones Permitidas del Distrito en Shafter
## Emisiones de Área en Shafter

<table>
<thead>
<tr>
<th>Categorías (5 Contribuyentes Mayores)</th>
<th>NOx (tpa)</th>
<th>Categorías (5 Contribuyentes Mayores)</th>
<th>VOC (tpa)</th>
<th>Categorías (5 Contribuyentes Mayores)</th>
<th>PM2.5 (tpa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combustión de Combustible Residencial</td>
<td>9.1</td>
<td>Productos de Consumo</td>
<td>30.6</td>
<td>Agricultura</td>
<td>9.9</td>
</tr>
<tr>
<td>Procesamiento de Alimentos y Ag</td>
<td>3.4</td>
<td>Revestimientos y Solventes Arquitectónicos</td>
<td>13.1</td>
<td>Cocinar</td>
<td>6.9</td>
</tr>
<tr>
<td>Servicio y Comercial</td>
<td>2.0</td>
<td>Pesticidas / Fertilizantes</td>
<td>11.2</td>
<td>Polvo Arrastrado por el Viento</td>
<td>1.8</td>
</tr>
<tr>
<td>Manufacturas e Industriales</td>
<td>0.6</td>
<td>Impresión</td>
<td>6.8</td>
<td>Combustión de Combustible Residencial</td>
<td>0.8</td>
</tr>
<tr>
<td>Otro Combustible de Combustión</td>
<td>0.2</td>
<td>Comercialización del Petróleo</td>
<td>6.1</td>
<td>Polvo de Carretera sin Pavimentar</td>
<td>0.6</td>
</tr>
</tbody>
</table>

**San Joaquin Valley AIR POLLUTION CONTROL DISTRICT**
Emisiones de Fuentes Móviles en Shafter
Emisiones de Fuentes Móviles en Shafter

<table>
<thead>
<tr>
<th>Fuentes Móviles</th>
<th>Emisiones (toneladas/año)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NOx</td>
</tr>
<tr>
<td>Vehículos Pesados en Carretera</td>
<td>73.0</td>
</tr>
<tr>
<td>Vehículos Ligeros en Carretera</td>
<td>21.9</td>
</tr>
<tr>
<td>Vehículos todo Terreno</td>
<td>24.0</td>
</tr>
<tr>
<td>Total</td>
<td>118.9</td>
</tr>
</tbody>
</table>
1. **Doors Open/Meet and Greet/Refreshments**

2. **Welcome**

   Jimmy Yee provided a welcome to the steering committee and members of the public before introducing the San Joaquin Valley Air Pollution Control District’s Deputy Air Pollution Control Officer, Dave Warner.

3. **Community Boundary Discussion**

   **Dave Warner, Deputy Air Pollution Control Officer**

   Dave Warner provided an overview of AB 617 and the ways it is changing how air districts and the San Joaquin Valley as a whole look at emissions. He mentioned that Shafter is one of the first two communities in the Valley to be going through this steering committee process. He then provided a brief overview of the night’s agenda.

   Warner then spoke about boundaries and mentioned that steering committees could expand the boundaries. Warner proposed sticking with the census tract boundary that had already been established and he indicated that two members of the committee represented the nearby unincorporated community of Mexican Colony, which provided representation outside Shafter city limits.

   **Summary of Committee Discussion:**

   Potential expansion of the boundaries to include Mexican Colony, Cherokee Strip and other unincorporated communities that are adjacent Shafter’s city limits. Residents of these unincorporated communities consider themselves to be a part of the community of Shafter and should be included in the boundaries.

   A committee member suggested expanding the boundaries to a seven mile radius from the City of Shafter with the understanding that no additional members would be added to the committee as a result of that change.

   Warner clarified that the Charter already includes language that the committee is to look outside the boundaries to find sources of pollution that impact the community, so the purpose of expanding the boundaries would be to include additional members onto the committee.

   Clarified that air quality monitoring locations do not need to within the community boundary if it is important to locate them outside the boundary to determine where emissions are coming from.
Warner went on to reiterate his preference for using the census block, with the understanding that the steering committee is able to evaluate local emissions sources that impact the community wherever those sources may be, including outside of the community boundary. He then asked if the steering committee was aware of any additional individuals who should be or had expressed interest in the committee besides those already serving on it. No names were suggested.

He then mentioned that the charter could be amended to include looking at emissions sources outside the boundary, within a seven-mile radius of the center of Shafter, for sources that impact the City of Shafter.

Further discussion clarified that the committee also wanted to examine impacts of such sources on people that live near them, even if those people are outside the boundary. The committee expressed no objections to Dave’s suggestion that this also be added to the charter.

Public Comment:
A member of the public asked if the committee will just be looking at just the City of Shafter for emissions reductions or if it will be the jurisdiction of the whole seven-mile radius just discussed, and how will it know if it has achieved its goals? Warner said that emissions reductions can be sought everywhere, and indicated it is too early in the process to know what metrics will be used for measuring success in achieving emissions reductions.

4. Steering Committee Charter
Dave Warner, Deputy Air Pollution Control Officer

Warner provided a presentation (in English/en Español) on the charter, including CARB’s guidance to air districts on AB 617 implementation. Included in the meeting materials for committee members and for the general public’s review was a draft charter as a starting point for discussion, which was handed out at the December meeting for review and feedback. Two comments were received on the charter between the December and January meetings, as indicated below:

- The Charter should state clearly that sources of emissions that exist outside the community’s boundary, but may impact the community, will be examined for potential emissions reductions, just as if they were within the community boundaries. (It is noted in Warner’s presentation that this is done, as it is allowed per CARB’s Blueprint for air districts).

- The advisory role of committee members who are representatives of government agencies should be moved from Attachment A, “AB 617 Community Steering Committee Selection Criteria” to the Charter itself. (Warner notes in the presentation that this is done).

Warner provided an overview of the community steering committee’s objectives, including its role in assisting the air district with developing an air monitoring plan and a Community Emission Reduction Program to be adopted by the District Governing Board. He then provided an overview of the committee roles and responsibilities and standard committee meeting procedures. This included approaches to additional community outreach, who has the regulatory authority to address challenges, how emissions reduction targets will be measured,
meeting procedures, and whether the steering committee should vote or strive to achieve consensus.

Discussion occurred among the committee members about whether government officials should be able to participate in the committee. Warner mentioned that it is critical that they take part in the committee, but that any government employee in a position of power will not be taking part in final decision making.

There may be other committee members who do work as government employees, but who applied to serve on the committee as residents of the City of Shafter and not in a formal capacity representing their employer, the City of Shafter.

After discussion, the charter was accepted by consensus, as modified per the boundary discussion.

5. Community Emission Sources

*Brian Clements, Manager of Technical Services, Air District*

Clements provided an overview of community emissions sources for the community boundary section only. This included stationary sources of emissions, which are regulated by the district; mobile sources, which are regulated by the state and federal governments; and area sources, which have a limited/shared regulatory responsibility. Among these, residential fuel combustion, food/ag processing, service and commercial, manufacturing/industrial and other fuel combustion were among the top sources near Shafter. The question was asked whether residential fuel combustion included ag burning, and Clements indicated it did not.

Clements went on to state that farming was the top contributor of Particulate Matter 2.5 (PM 2.5), with commercial charbroiling being the second. He then provided an overview of mobile source emissions in Shafter, with on-road heavy duty vehicles being the largest source of emissions for the local area. Discussion occurred about air monitoring and what the air district hopes to achieve with the air monitoring plan.

Committee then identified local pollution sources of concern in a mapping exercise:

Pollution sources that were suggested multiple times are indicated by *.

- Dairy emissions (west and southwest)
- Water treatment plant (west)
- Landfill emissions, recycling (west)
- Expand the southern boundaries to include Mexican Colony
- GAF Roofing plant on highway 99
- JP Oil Co. natural gas plant, Plains LPG (south)
- Pesticide application/crop dusting
- High-speed rail construction
• Highway 99
• Feed lot on E. Lerdo Hwy
• Oil production***
• Fertilizer plant off 43 towards 58**
• Amtrak train, Santa Fe line, on 43 and Lerdo
• Garlic factory
• Tractor machinery shop (east)
• Industry near airport
• Dust from harvesting**
• Exhaust from machinery
• Burning by farmers, residents
• Plant pollution behind the Colony
• BBQ place on Lerdo
• BBQ chicken stands, La Hacienda and La Fiesta

6. Topics for Next Meeting
Jimmy Yee, Facilitator

Jimmy provided an overview of potential agenda items for upcoming steering committee meetings, which included the following:

• AB 617 calendaring and deadlines
• Air monitoring plan requirements
• Air monitoring needs

Yee asked if there are other items committee members wanted to add to the list of agenda items for upcoming meeting. Before opening it up to the committee, Warner provided the clarification that the AB 617 calendaring agenda item is a calendar of what the air district hopes to cover agenda items over the series of meetings to receive committee feedback on upcoming agendas.

A committee member asked for clarification on air monitoring, and Dave provided additional information about what that agenda item would cover. A steering committee member mentioned the seasonality of emissions sources and expressed specific concerns about season-specific air quality issues in areas like Mexican Colony and Cherokee Strip. Warner reiterated that this is a multi-year commitment. Another committee member asked why dairies were not included in this discussion. Warner mentioned that Brian Clements' presentation included sources within the community boundaries only, so dairies were not included because there aren't any within the boundaries.

As the committee looks at sources outside the boundaries, dairies will come up. A committee member asked why the air district did not start monitoring PM 2.5 in November 2018, and Dave Warner indicated he would follow up internally to see what could be done to commence monitoring in the area.
There was an inquiry about pesticide use near schools and sensitive receptor sites, particularly pesticides that are known to be neurotoxins. Warner mentioned that the air district, which has reached out to the Department of Pesticide Regulation (DPR) in the past, does not have jurisdiction over pesticide regulation, although they are able to monitor some pesticides as a stationary emissions source. DPR has been invited to speak to the committee at a future date. Someone asked if it has come up between CARB and DPR in the past that the air district should regulate pesticides, or if there is the opportunity for the committee to recommend monitoring for pesticides in locations. Warner replied that is a possibility.

Someone asked whether the Ag Commissioner would come out and do tests to find out who is responsible for emissions. Warner mentioned that is the purpose of the committee is to identify sources of pollution and identify emissions reduction strategies. He went on to say that, in the case of an emergency, it would likely be emergency responders identifying the source of emissions and communicating with the public and not the committee. Where it is not an emergency situation, it would be within the purview of the committee.

A member of the public asked what would happen if the emissions monitoring that comes from AB 617 reveals large amounts of pesticides, which are outside the regulatory jurisdiction of the air district. Warner responded that, although the air district is not able to regulate high levels of pesticides, they could talk to DPR and share the data point with the state to let them know about the situation as part of this process to work with them.

A member of the public asked if it has come up between the air district and DPR during AB 617 discussions that the air district should regulate pesticides, or if there is the opportunity for the committee to recommend monitoring for pesticides in locations in and around Shafter. Warner replied that conversations between the air district and DPR occurred during the early nineties.

Someone asked if pesticides could be monitored in sensitive areas as part of this committee even though regulatory jurisdiction is outside of the air district’s authority. Warner verified that is a possibility.

Yee asked if there were any further comments and concluded the meeting at 8:00 p.m.

Refer to meeting audio and video to review the full details and comments from the meeting.
Agenda for Community Steering Committee - Meeting #3
February 11, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Please be ready to participate in meeting at 6 p.m. sharp!

1. Doors Open/Meet and Greet/Refreshments 5:30 p.m.

2. Welcome
   Jimmy Yee, Facilitator
   6 p.m.

3. AB 617 Committee Deadlines/Calendar Review
   Jimmy Yee, Facilitator
   6:10 p.m.

4. Development of Shafter Air Quality Monitoring Plan
   Jon Klassen, Director of Strategies and Incentives
   6:30 p.m.

5. Committee Input on Community Air Monitoring Needs
   Jimmy Yee, Facilitator
   7 p.m.

6. Topics for Next Meeting
   Jimmy Yee, Facilitator
   7:40 p.m.

7. Public Comment
   Jimmy Yee, Facilitator
   7:45 p.m.
Agenda para el Comité Directivo Comunitario – Reunión #3
11 de febrero de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Por favor, esté listo para participar en la reunión ¡a las 6 p.m. en punto!

1. Puertas abren/Dar la Bienvenida/Refrescos 5:30 p.m.

2. Bienvenida
   Jimmy Yee, Facilitador 6 p.m.

3. Fechas Límite del Comité de AB 617/Revisión del Calendario
   Jimmy Yee, Facilitador 6:10 p.m.

4. Desarrollo del Plan de Monitoreo del Aire de Shafter
   Jon Klassen, Director de Estrategias e Incentivos 6:30 p.m.

5. Aporte del Comité sobre las Necesidades de Monitoreo del Aire de la Comunidad
   Jimmy Yee, Facilitador 7 p.m.

6. Temas para la Próxima Reunión
   Jimmy Yee, Facilitador 7:40 p.m.

7. Comentario Público
   Jimmy Yee, Facilitador 7:45 p.m.
Development of Shafter Community Air Monitoring Plan

February 11, 2019

Jon Klassen
Director of Strategies and Incentives
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
  – Air monitoring for first-year communities to be in place by July 1, 2019
  – Supplements existing monitoring in/near selected community
  – May assist in developing community emission reduction programs
• District currently preparing platforms and equipment for community air monitoring in Shafter
• Community access to monitoring information is being planned
• Additional local air monitoring networks will be planned and deployed in future years as subsequent communities are selected by CARB for AB 617 implementation
Preparation of Community Air Monitoring Plan

• District responsible for preparing community air monitoring plan
  - Shafter Community Steering Committee will provide input in preparing plan

• CARB AB 617 Blueprint describes 14 elements that must be included in community air monitoring plans
  - Air monitoring plan elements designed to provide a process that results in action-oriented data to meet the needs of the community
  - Elements include details on quality control criteria, best practices, collaborative partnerships, data accuracy, and public access to collected data
Community Air Monitoring Plan Elements

- 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 Shafter should define clear goals and objectives
- Plan should describe monitoring approach that is focused on matching the information need with the appropriate technologies and scientific process
- Developed community air monitoring plan should assist in guiding the air monitoring goals for Shafter
  - Collected data will allow for community-level air quality analysis and evaluation of long term trends
- Collected data may assist with ongoing development and implementation of Shafter community emission reduction program
Air Monitoring in Shafter

- Historical air quality data already exists for Shafter
  - CARB/District jointly operate the Shafter air monitoring site at the DMV building (site began in 1989)
  - Historical data includes ozone, NO/NO2/NOx, VOCs, and meteorology (data is available on CARB website)
    - [https://www.arb.ca.gov/aqmis2/aqmis2.php](https://www.arb.ca.gov/aqmis2/aqmis2.php)
  - Department of Pesticide Regulation has monitored ambient pesticide concentrations in Shafter since 2011 (data available on DPR website)
    - [https://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm](https://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm)
    - [https://www.cdpr.ca.gov/docs/emon/airinit/pesticide_air_monitoring_database.htm](https://www.cdpr.ca.gov/docs/emon/airinit/pesticide_air_monitoring_database.htm)

- District has begun monitoring particulate (PM2.5) in Shafter
  - Hourly PM2.5 now being collected at Shafter DMV air monitoring site
  - District reviewing initial data to assess operation of analyzer
  - District working to soon make data available online to the public
Accessibility of Community Air Monitoring Data

• Air monitoring data collected in Shafter community will be displayed on CARB Statewide Data Portal
  - Hourly data will be displayed in real-time
  - Validated air monitoring data will also be available on data portal once quality control reviews are complete
  - Samples taken that require laboratory analysis will be displayed at a later date

• Shafter community air monitoring data will also be displayed on District website in real-time
Overview of Monitoring Resources

• District developing various additional resources for community air monitoring in Shafter
• Development of these resources aimed to be scalable, portable, and rapidly deployable
• Instrumentation is regulatory-grade that will produce high-precision data
• Assets being developed include:
  - Mobile air monitoring trailers
  - Mobile air monitoring vans
  - Compact multi-pollutant air monitoring systems
  - Stand-alone PM2.5 instruments
Pollutants to be Measured in Community

• AB 617 requires that criteria and toxic pollutants be measured in selected communities
  – Gas pollutants to be measured could include ozone, CO, NO/NO2/NOx, SO2, H2S, total and speciated VOCs (real-time and/or lab analysis), etc.
  – Particulate matter pollutants to be measured could include PM10, PM2.5, ultrafine PM, black carbon, PM2.5 speciation (real-time and/or lab analysis), toxic PM, etc.

• Feedback from Steering Committee will help District plan on which pollutants to measure and where equipment should be placed in the community
Recommendations for Initial Network Design

- Initial air monitoring assets available for Shafter community include:
  - Ongoing monitoring at Shafter DMV site
  - 1 air monitoring trailer
  - 1 air monitoring van
  - 1-2 compact multi-pollutant air monitoring systems (gas/PM)
  - 2-3 stand-alone PM2.5 monitors
  - Potential use of low-cost sensors to provide improved spatial coverage

- Air monitoring resources will be limited – can’t measure everything, everywhere, at the same time

- District staff recommend that the air monitoring trailer be placed in a fixed location for the duration of the monitoring campaign
  - Will provide a fixed reference point and allow for analysis of longer term trends

- Other air monitoring assets could be moved more frequently to measure air quality in varying locations in the community – both within and outside of community boundary
Considerations for Community Air Monitoring

- Number of factors must be considered 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 for operating equipment
  - Proper monitoring siting with no obstructions

- These factors frequently affect ability to find potential monitoring locations

- These requirements should be kept in mind when making recommendations for monitoring locations
Questions for Steering Committee

• District asking Shafter Community Steering Committee for thoughts and comments in the following areas:
  – What pollutants should be measured in the community?
  – Where should air monitoring assets be placed in the community?
  – How frequently should air monitoring assets be moved around the community?

• What specific information and resources could assist the Steering Committee in providing meaningful input in the design of the Air Monitoring Plan?
Contact Information

Contact the Valley Air District at:
AB617@valleyair.org
Fresno office (559) 230-6000
Modesto office (209) 557-6400
Bakersfield office (661) 392-5500
Jaime Holt Cell: (559) 309-3336
For information visit:
www.valleyair.org/community
www.valleyair.org

Follow us on social media

Use the Valley Air App for the latest air quality info.
Desarrollo del Plan de Monitoreo del Aire de la Comunidad Shafter

11 de febrero de 2019

Jon Klassen
Director de Estrategias e Incentivos
Distrito del Control de Contaminación del Aire del Valle de San Joaquín
Monitoreo del Aire de la Comunidad

• AB 617 incluye los requisitos para que los distritos del aire implementen monitores del aire en las comunidades seleccionadas por CARB
  – El monitoreo del aire para las comunidades de primer año se realizará el 1 de julio de 2019
  – Suplementa el monitoreo existente en / cerca de la comunidad seleccionada
  – Puede ayudar en el desarrollo de programas comunitarios de reducción de emisiones.
• El distrito actualmente está preparando plataformas y equipos para el monitoreo del aire de la comunidad en Shafter
• Se está planificando el acceso de la comunidad a la información de monitoreo
• Se planearán y implementarán sistemas locales adicionales de monitoreo del aire en los próximos años a medida que CARB seleccione las comunidades subsiguientes para la implementación de AB 617
Preparación del Plan de Monitoreo del Aire de la Comunidad

• Distrito responsable de preparar el plan de monitoreo del aire de la comunidad
  – El Comité Directivo Comunitario de Shafter proporcionará información para preparar el plan

• El Plan AB 617 de CARB describe 14 elementos que deben incluirse en los planes de monitoreo del aire de la comunidad
  – Elementos del plan de monitoreo del aire diseñados para proporcionar un proceso que resulte en datos orientados a la acción para satisfacer las necesidades de la comunidad
  – Los elementos incluyen detalles sobre los criterios de control de calidad, las mejores prácticas, las asociaciones de colaboración, la precisión de los datos y el acceso público a los datos recopilados
Elementos del Plan de Monitoreo del Aire de la Comunidad

- El Plan AB 617 de CARB describe los siguientes 14 elementos para los planes de monitoreo del aire de la comunidad

1. Colaboración comunitarias
2. Propósito específico de la comunidad para el monitoreo del aire
3. Alcance de las acciones
4. Objetivos de monitoreo del aire
5. Funciones y responsabilidades
6. Objetivos de calidad de datos
7. Métodos de monitorización y equipo
8. Áreas de monitoreo
9. Procedimientos de control de calidad
10. Gestión de datos
11. Mediciones prácticas
12. Evaluando la efectividad
13. Analizar e interpretar datos
14. Comunicar resultados
Metas del Plan de Monitoreo del Aire de la Comunidad

- El plan de monitoreo del aire de la comunidad para Shafter debe definir metas y objetivos claros.
- El plan debe describir la estrategia de monitoreo enfocada en hacer coincidir la necesidad de información con las tecnologías apropiadas y el proceso científico.
- El plan de monitoreo del aire de la comunidad desarrollado debe ayudar a guiar los objetivos de monitoreo del aire para Shafter.
  - Los datos recopilados permitirán el análisis de la calidad del aire a nivel comunitario y la evaluación de tendencias a largo plazo.
- Los datos recopilados pueden ayudar con el desarrollo e implementación continuo del programa de reducción de emisiones de la comunidad de Shafter.
Monitoreo del Aire en Shafter

- Ya existen datos históricos de calidad del aire para Shafter.
  - CARB/Distrito opera conjuntamente el sitio de monitoreo del aire de Shafter en el edificio del DMV (el sitio comenzó en 1989)
  - Los datos históricos incluyen ozono, NO/NO2/NOx, VOCs, y meteorología (los datos están disponibles en el sitio web de CARB)
    - [https://www.arb.ca.gov/aqmis2/aqmis2.php](https://www.arb.ca.gov/aqmis2/aqmis2.php)
  - El Departamento de Regulación de Pesticidas ha monitoreado las concentraciones ambientales de pesticidas en Shafter desde 2011 (datos disponibles en el sitio web de DPR)
    - [https://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm](https://www.cdpr.ca.gov/docs/emon/airinit/air_network.htm)
    - [https://www.cdpr.ca.gov/docs/emon/airinit/pesticide_air_monitoring_database.htm](https://www.cdpr.ca.gov/docs/emon/airinit/pesticide_air_monitoring_database.htm)

- Distrito ha comenzado el monitoreo de partículas (PM2.5) en Shafter
  - Cada hora PM2.5 se está recolectando en el sitio de monitoreo del aire de Shafter en el DMV
  - Distrito está revisando los datos iniciales para evaluar el funcionamiento del analizador.
  - El distrito está trabajando para que pronto los datos estén disponibles en línea al público
Accesibilidad de los Datos de Monitoreo del Aire Comunitarios

- Los datos de monitoreo del aire recolectados en la comunidad de Shafter se mostrarán en el Portal de Datos Estatales de CARB
  - Los datos por hora se mostrarán en tiempo actual
  - Los datos validados de monitoreo del aire también estarán disponibles en el portal de datos una vez que se completen las revisiones de control de calidad
  - Las muestras tomadas que requieren análisis de laboratorio se mostrarán en una fecha posterior
- Los datos de monitoreo del aire de la comunidad de Shafter también se mostrarán en el sitio web del Distrito en tiempo actual
Resumen de Recursos de Monitoreo

• Distrito está desarrollando varios recursos adicionales para el monitoreo del aire de la comunidad en Shafter
• El desarrollo de estos recursos apuntan a ser escalables, portátiles y de despliegue rápido
• La instrumentación es de grado reglamentario que producirá datos de alta precisión
• Los recursos que se están desarrollan incluyen:
  – Tráiles móviles de monitoreo del aire
  – Camionetas de monitoreo del aire móviles
  – Sistemas compactos de control de aire multi-contaminantes
  – Instrumentos de PM2.5 independientes
Contaminantes para Medir en la Comunidad

• AB 617 requiere que los contaminantes criterios y tóxicos se midan en las comunidades seleccionadas
  – Los contaminantes de gas que se medirán podrían incluir ozono, CO, NO/NO2/NOx, SO2, H2S, VOCs totales y especiados (en tiempo real y/o análisis de laboratorio), etc.
  – Los contaminantes de materia particulada que se medirán podrían incluir PM10, PM2.5, PM ultrafinó, carbono negro, especiación PM2.5 (en tiempo real y/o análisis de laboratorio), PM tóxico, etc.

• Los comentarios del Comité Directivo ayudarán al Distrito a determinar qué contaminantes medir y dónde colocar el equipo en la comunidad
Recomendaciones para el Diseño Inicial del Sistema

- Los recursos iniciales de monitoreo disponibles para la comunidad de Shafter incluyen:
  - Monitoreo continuo en el sitio de Shafter en el DMV
  - 1 tráiler de monitoreo del aire
  - 1 camioneta de monitoreo del aire
  - 1-2 sistemas compactos de monitoreo del aire multi-contaminantes (gas/PM)
  - 2-3 monitores de PM2.5 independientes
  - Uso potencial de sensores de bajo costo para proporcionar una mejor cobertura espacial

- Los recursos de monitoreo serán limitados – no se puede medir todo, en todas partes, al mismo tiempo

- El personal del Distrito recomienda que el tráiler de monitoreo del aire se coloque en una ubicación fija durante la campaña de monitoreo
  - Proporcionará un punto de referencia fijo y permitirá el análisis de tendencias a largo plazo

- Otros recursos de monitoreo del aire se podrían mover con más frecuencia para medir la calidad del aire en diferentes lugares de la comunidad – tanto dentro como fuera de los límites de la comunidad
Consideraciones para el Monitoreo del Aire Comunitario

- Número de factores deben considerarse al planificar la colocación del equipo de monitoreo del aire
  - Permiso del propietario del terreno para colocar el equipo en la propiedad
  - Establecimiento de contratos de arrendamiento con el propietario
  - Seguridad del lugar para proteger el equipo
  - Accesso a energía para operar el equipo
  - Ubicación adecuado sin obstrucciones

- Estos factores frecuentemente afectan la capacidad de encontrar posibles ubicaciones de monitoreo

- Estos requisitos deben tenerse en cuenta al hacer recomendaciones de ubicaciones de monitoreo
Preguntas para el Comité Directivo

- El Distrito le pide al Comité Directivo Comunitario de Shafter sus ideas y comentarios en las siguientes áreas:
  - ¿Qué contaminantes deben medirse en la comunidad?
  - ¿Dónde se deben colocar los equipos de monitoreo del aire en la comunidad?
  - ¿Con qué frecuencia deben moverse los equipos de monitoreo del aire alrededor de la comunidad?

- ¿Qué información y recursos específicos podrían ayudar al Comité Directivo a proporcionar aportes significativos en el diseño del Plan de Monitoreo del Aire?
Información de Contacto

Comuníquese con el Distrito del Aire del Valle en:
AB617@valleyair.org
Oficina en Fresno (559) 230-6000
Oficina en Modesto (209) 557-6400
Oficina en Bakersfield (661) 392-5500
Jaime Holt Cell: (559) 309-3336
Para más información, visite:
www.valleyair.org/community
www.valleyair.org

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

Síguenos en las redes sociales
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
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 617.

Committee objectives include identifying areas of concern regarding air pollution sources within and outside of the Community Boundaries and within reasonable distances outside of the Community Boundaries, 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 rehearsing 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: ____________________________________________
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

**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/Uso 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
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 617.

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, buscando dentro de los Límites de la Comunidad y dentro de distancias razonables fuera de los Límites de la Comunidad, 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 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 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.

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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 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 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 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

Nombre en letra de molde: ____________________________ Fecha: ______________

Firma: ____________________________
Agenda for Community Steering Committee – Meeting #4
March 11, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Please be ready to participate in meeting at 6 p.m. sharp!

1. Doors Open/Meet and Greet/Refreshments 5:30 p.m.

2. Welcome 6:00 p.m.
   Jimmy Yee, Facilitator

3. Presentation by California Department of Pesticide Regulation (DPR) on Agency Efforts in Shafter Area 6:10 p.m.
   DPR Staff

4. Introduction to Components of a Community Emission Reduction Program (CERP) 6:50 p.m.
   Jessica Coria, Air District Senior Air Quality Specialist

5. Committee Discussion of CERP Components 7:10 p.m.
   Jimmy Yee, Facilitator

6. Topics for Next Meeting 7:40 p.m.
   Jimmy Yee, Facilitator

7. Public Comment 7:45 p.m.
   Jimmy Yee, Facilitator
Agenda para el Comité Directivo Comunitario – Reunión #4
11 de marzo de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Por favor, esté listo para participar en la reunión ¡a las 6 p.m. en punto!

1. Puertas abren/Dar la Bienvenida/Refrescos 5:30 p.m.

2. Bienvenida
   Jimmy Yee, Facilitador

3. Presentación del Departamento de Regulación de Pesticidas de
   California sobre los esfuerzos de la Agencia en el área de Shafter
   Personal de DPR

   6:10 p.m.

4. Introducción a los Componentes del Programa de Reducción de
   Emisiones de la Comunidad (CERP)
   Jessica Coria, Especialista en Calidad del Aire del Distrito del Aire

   6:50 p.m.

5. Discusión del Comité sobre los Componentes del CERP
   Jimmy Yee, Facilitador

   7:10 p.m.

6. Temas para la Próxima Reunión
   Jimmy Yee, Facilitador

   7:40 p.m.

7. Comentario Público
   Jimmy Yee, Facilitador

   7:45 p.m.
Introduction to Components of a Community Emissions Reduction Program (CERP)

March 11, 2019

Jessica Coria, Senior Air Quality Specialist
San Joaquin Valley Air Pollution Control District
California Community Air Protection Program

- AB 617 Legislation established community-focused framework
- CARB's Community Air Protection Program implements AB 617
  - Community Grant Funding
  - Expanded Air Monitoring
  - Improved Data Accessibility
  - Partnerships with Communities
  - Statewide strategies to reduce emissions
  - Community Emission Reduction Programs (CERPs)
- Community Emission Reduction Programs:
  - Advised by Community Steering Committee process
  - Lays out plan to reduce pollution in each selected community
Community Emissions Reduction Programs

• Guidance on CERPs included in CARB’s Community Air Protection Blueprint: Appendix C
• Elements of a CERP include:
  – Understanding the Community
  – Community partnerships 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
Understanding the Community

• Description of community boundaries, public health and socioeconomic factors, types of pollution impacting community

• Technical assessment to understand community pollution impacts
  - List of the key pollutants and emission sources driving community exposure
  - Analysis that assesses share of mobile, stationary, and area-wide source emissions contributing to community exposure
  - Sensitive receptor locations within community (schools, day care, hospitals, etc.)

• Analysis of existing air quality programs in reducing emissions in community (emission reductions, local compliance, etc.)
Community Partnerships and Engagement

- Community Steering Committee Activities and Input
  - Committee makeup and Charter information
  - Meeting details and minutes
  - Website information

- Public Outreach Efforts and Results
  - Community engagement efforts (workshops, Steering Committee meetings, other community engagement)
  - Plan for public engagement moving forward upon adoption of CERP
  - Key takeaways from public input
Identifying Community Air Quality Concerns

- Community-Identified Air Quality Priorities
  - Discussion of pollution concerns as indicated by Steering Committee members and the public
  - Pollution sources of priority will be highlighted and potential emission reduction measures will be analyzed for each source category

- Technical analysis of pollution sources impacting community
  - List of the key sources and source categories within and surrounding the community
  - Use tools (emissions inventory, emissions modeling, air monitoring) to better define emissions sources of concern
Pollution Reduction Strategies

• Emission Reduction Incentive Funding Strategies
  - Targeted funding to reduce pollution in the community (replace fireplaces, older cars, trucks, tractors, transit and school buses, lawnmowers, nut harvesters, etc.)
  - Additional outreach and education events (Drive Clean in the San Joaquin events, etc.)

• Regulatory Strategies

• Mitigation Strategies

• Other Strategies requiring communication with other agencies (Dept. of Pesticide Regulation, land use, transportation)

• Implementation Schedule

• Enforcement Plan
Pollution Reduction Targets

• Health Based Air Quality Objectives
  – e.g. reductions in PM2.5, air toxics

• Emissions reduction targets to be achieved within five years

• District will include numerical goals for mobile, stationary and area-wide sources of criteria air pollutants and toxic air contaminants impacting the community, including:
  – Compliance goals
  – Goals for deploying or implementing available technologies or control techniques
  – Measureable goals for deploying or implementing exposure reduction measures at sensitive receptor locations
Metrics to Track Progress

• Specify required annual metrics to track progress
  – Emission reductions achieved and progress towards meeting the individual emissions reduction targets for each pollutant
  – Dollars invested, reductions achieved, number of projects implemented in and/or benefitting the community for incentive strategies
  – Compliance, deployment and implementation goals for sources of identified pollutants
  – Emissions exposure reductions for sensitive receptors
  – Status of rules and regulations adopted or other strategies implemented
  – Additional enforcement activities

• Specify approaches for evaluating air quality and exposure at the five-year milestone
2019 Timeline for Shafter CERP

April
Provide input on CERP: Components & outline

May
Provide input on CERP: Potential Strategies

June
Provide input on CERP: Targets and Metrics

July
Committee finalize input on CERP

September
CERP adopted by District Governing Board

October
Adopted CERP sent to CARB for approval

Implementation & Annual Reports
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

Follow us on social media

Use the Valley Air App for the latest air quality info.
Questions for Steering Committee

- District asking Community Steering Committee for thoughts and comments in the following areas:
  - Comments or questions on lay-out and components of CERP
  - Sources of pollution that are a concern to the community
  - Ways to reduce pollution from these sources that you would like to see implemented, or would like to learn more about
  - Emission reduction funding programs that you would like to receive more information about, or see increased funding in the community
  - What specific information and resources could assist the Steering Committee in providing meaningful input on the CERP?
Introducción a los Componentes del Programa de Reducción de Emisiones de la Comunidad (CERP)

11 de marzo de 2019

Jessica Coria, Especialista en Calidad del Aire
Distrito para el Control de la Contaminación del Aire
del Valle de San Joaquín
Programa de Protección del Aire en la Comunidad de CA

- Legislación AB 617 establece marco enfocado en la comunidad
- El Programa de Protección del Aire de la Comunidad de CARB implementa AB 617
  - Proporcionar subvenciones a grupos comunitarios
  - Monitoreo del Aire Ampliado
  - Accesibilidad a los Datos Mejorada
  - Colaboraciones con las Comunidades
  - Estrategias a Nivel Estatal para Reducir las Emisiones
  - Programas Comunitarios de Reducción de Emisiones (CERPs)
- Programas de Reducción de Emisiones de la Comunidad:
  - Aconsejado por el proceso del Comité Directivo Comunitario
  - Dispone un plan para reducir la contaminación en cada comunidad seleccionada
Programas de Reducción de Emisiones de la Comunidad

• Guía sobre los CERP incluidos en el Plan de Protección del Aire en la Comunidad de CARB: Apéndice C

• Los elementos de un CERP incluyen:
  - Entendiendo la comunidad
  - Colaboraciones comunitarias y compromiso público
  - ¿Cuáles son los desafíos de Contaminación del Aire que enfrenta la comunidad?
  - ¿Cuáles son las soluciones para estos desafíos?
  - Calendario de implementación
  - Plan de ejecución
  - Métricas para seguir el progreso a lo largo del tiempo
Entendiendo la Comunidad

• Descripción de los límites de la comunidad, salud pública y factores socioeconómicos, tipos de contaminación que afectan a la comunidad

• Evaluación técnica para entender los impactos de la contaminación comunitaria
  - Lista de los contaminantes principales y fuentes de emisión que impulsan la exposición comunitaria
  - Análisis que evalúa la porción de emisiones de fuentes móviles, estACIONarias y de área amplia que contribuyen a la exposición de la comunidad
  - Ubicaciones de receptores sensibles dentro de la comunidad (escuelas, guarderías, hospitales, etc.)

• Análisis de los programas de calidad del aire existentes para reducir las emisiones en la comunidad (reducciones de emisiones, cumplimiento local, etc.)
Colaboraciones y Compromiso con la Comunidad

- Actividades y Aportes del Comité Directivo Comunitario
  - Composición del Comité e información de la Carta Estatutaria
  - Detalles y minutas de la reunión
  - Información del sitio web

- Esfuerzos Públicos de Alcance y Resultados
  - Esfuerzos de participación de la comunidad (talleres, reuniones del Comité Directivo, otra participación de la comunidad)
  - Plan para el involucramiento del público seguir hacia delante tras la adopción de CERP
  - Puntos clave de la opinión pública
Identificando Preocupaciones de Calidad del Aire de la Comunidad

- Prioridades de Calidad del Aire Identificadas por la Comunidad
  - Discusión de los problemas de contaminación según lo indicado por los miembros del Comité Directivo y el público
  - Se destacarán las fuentes de contaminación prioritarias y se analizarán las posibles medidas de reducción de emisiones para cada categoría de fuente

- Análisis técnico de las fuentes de contaminación que impactan a la comunidad
  - Lista de las fuentes clave y categorías de fuentes dentro y alrededor de la comunidad
  - Utilizar herramientas (inventario de emisiones, modelos de emisiones, monitoreo del aire) para definir mejor las fuentes de preocupación de las emisiones
Estrategias para la Reducción de la Contaminación

• Estrategias de Financiación de Incentivos de Reducción de Emisiones
  - Financiamiento dirigido para reducir la contaminación en la comunidad (reemplazar chimeneas, autos antiguos, camiones, tractores, autobuses de tránsito y escolares, cortadoras de césped, cosechadoras de nueces, etc.)
  - Eventos adicionales de alcance y educación (eventos de Drive Clean en San Joaquín, etc.)

• Estrategias Regulatorias
• Estrategias de Mitigación
• Otras Estrategias que requieren comunicación con otras agencias (Dept. de Regulación de Pesticidas, uso de la tierra, transporte)
• Cronograma de Implementación
• Plan de Ejecución
Objetivos de Reducción de la Contaminación

• Objetivos de Calidad del Aire Basados en la Salud
  - p. ej. reducciones en PM2.5, tóxicos del aire
• Objetivos de reducción de emisiones a ser logrados dentro de cinco años
• El Distrito incluirá objetivos numéricos para las fuentes móviles, estacionarias y de área amplia de contaminantes criterios y contaminantes tóxicos del aire que afectan a la comunidad, incluyendo:
  - Objetivos de cumplimiento
  - Objetivos para utilizar o implementar tecnologías disponibles o técnicas de control
  - Objetivos medibles para utilizar o implementar medidas de reducción de la exposición en ubicaciones de receptores sensibles
Métricas para Seguir el Progreso

• Especifique las métricas anuales requeridas para seguir el progreso
  - Reducciones de emisiones logradas y progreso hacia el cumplimiento de los objetivos individuales de reducción de emisiones para cada contaminante
  - Dólares invertidos, reducciones logradas, número de proyectos implementados y/o en beneficio de la comunidad para las estrategias de incentivos
  - Cumplimiento, implementación y objetivos de implementación para las fuentes de contaminantes identificados
  - Reducción de la exposición a emisiones para receptores sensibles
  - Estado de las normas y reglamentos adoptados u otras estrategias implementadas
  - Actividades adicionales de ejecución

• Especifique enfoques para evaluar la calidad del aire y la exposición en el hito de cinco años
Cronología del CERP para Shafter 2019

abril
Proporcionar información sobre CERP: Componentes y esquema

mayo
Proporcionar información sobre CERP: Estrategias Potenciales

junio
Proporcionar información sobre CERP: Objetivos y métricas

julio
Comité finaliza el aporte sobre el CERP

septiembre
CERP adoptado por la Mesa Directiva del Distrito

octubre
CERP Adoptado se enviara a CARB para su aprobación

Implementación & Reportes Anuales
Información de Contacto

Contactos e información AB 617 en el Distrito del Aire:

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

Contactos e información General del Distrito del Aire:

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500
www.valleyair.org

Utilice la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire.
Preguntas para el Comité Directivo

• El Distrito solicita al Comité Directivo Comunitario sus ideas y comentarios en las siguientes áreas:
  
  □ Comentarios o preguntas sobre el diseño y los componentes de CERP
  □ Fuentes de contaminación que preocupan a la comunidad
  □ Maneras de reducir la contaminación de estas fuentes que le gustaría ver implementadas, o le gustaría aprender más sobre
  □ Programas de incentivos para la reducción de emisiones sobre los que le gustaría recibir más información o ver un aumento de incentivos en la comunidad
  □ ¿Qué información y recursos específicos podrían ayudar al Comité Directivo a proporcionar aportes significativos sobre el CERP?
AB 617 Shafter Community Steering Committee - Meeting #4
March 11, 2019, 6 p.m. - 8 p.m.
Shafter Veterans Hall

1. Doors Open/Meet and Greet/Refreshments

2. Welcome
   Jimmy Yee, Facilitator

   Jimmy Yee announced a change in the commenting process. Moving forward, the committee and the public will have the opportunity for comment after each presentation. Yee brought up a request from committee members to start future meetings earlier. The committee agreed to change the start time from 6:00 PM to 5:30 PM. Yee also mentioned that the Community map is available online and can be accessed for free at the Learning Center (open Monday through Thursday from 8 AM - 5 PM and on weekends).

3. Presentation by California Department of Pesticide Regulation (DPR) on Agency Efforts in Shafter Area
   DPR Staff (Randy Segawa, Special Advisor and Edgar Vidrio, Air Program Manager)

   Yee introduced Randy Segawa, Special Advisor, and Edgar Vidrio, Program Manager with the California Department of Pesticide Regulation (DPR). The DPR representatives explained that DPR is part of Cal EPA and one of three agencies that regulate the sales and the use of pesticides (EPA and Kern Ag Office are the other two). Each representative had a section within the PowerPoint presentation where they went into detail on the types of pesticide air monitoring, the reasons for monitoring in Shafter in addition to the location of the monitors placed in Shafter. Edgar and Randy provided an overview of the pesticide air monitoring results measured in Shafter from 2011-2017.

Summary of Feedback from Posters:
- I feel bad for those who have been impacted by pesticides
  - How is pesticide air monitoring information shared with the public?
    - Fact sheets, websites, outreach
  - Is there a baseline in Shafter for pesticide air monitoring? How is it being communicated?
  - What action will be taken with pesticide that exceeded levels?
  - Have you had public meetings in Shafter to share results?
  - How do you monitor the concentration in outlying communities?
  - Would you consider reports from individual monitors?
  - Would you expect other ag areas to be similar to Shafter? Are we unusual?
  - When did the City ask you to take the monitor away?
  - Since the first detection was high, when do you sample?
  - Do you have the date for the second sample?
  - .56 was raised from what level?
    - .14
  - Did everyone scramble to decide what to do about elevated reading?
  - Is there a fine for going over target?
  - Is air application better than land application for my health?
• Is there a possibility that we would have an app where we can see if it’s ok for kids to go outside?
• Is there a time of day where you see the spike?
• Are monitors set up in the direction that the wind blow?
• Can you consider weekend application to limit exposure to kids at school?
• A version of data that shows percentage of screening target would be helpful
• Do you monitor combinations of pesticides?
• How long does it take to share report with the public?
• What kind of violations for high readings?
• Is Ag Commissioner in charge of enforcing violations?
• What was enforcement action for failure to meet 36-hour window?
• How do you reduce impacts after high reading?
• Are kids who play sports after school being protected?
  o They are required to stop if they see kids nearby
• Is there any notification for people who live near the fields?
• Are there any days off for these monitors?
• How far is the reading from the station?
• How effective is the one monitor?
• Where are the 8 sites?
• Do you see a lot of difference between Parlier and here?
• Are there any protections for those who live near orchards?
• How long does it take for regulators to respond?
• How often are these applications happening?
• Why did state Dept. of Environmental Health recommend against raising level?
• Have you heard that exposure at any level under 2 is unsafe?
• How are you reading Chlorpyrifos?
• Do you foresee that we can start alerting residents to what will be sprayed around them?
• Is DPR creating an app for complaints?
• Why can’t we use the app to learn about what’s being sprayed?
• Pilot project for pesticide notification in Kern County?
• Every two weeks/month people are dying of cancer
• This is a contamination bomb
• What are short term exposure symptoms to 1,3-D?
• Recommend survey of students at Sequoia and those who live nearby to check health impacts from 2018?
• How can 24 hour monitoring be integrated into AB617 work?

Public Comment:
• Were the chemicals on page 8 of handout restricted?
• Are these the field sites that you’re talking about that are short term?
• How is school notification being enforced?
• One community monitoring site is not sufficient. We should be looking at multiple sites.
• What does the annual notification do if the schools don’t have time and details about spraying?
• Pilot notification program didn’t happen
• In 28 years how many pesticides have been banned?
• What do we know about our children’s health around schools?
• When are health studies triggered?
• Doesn't seem that notification should be that complicated
• Do you have to have a license to apply pesticides?
• Records of application to those who live adjacent to sites
• Do you average out when there are no applications?
• Community members are interested in controls and regulations
• What is DPR doing to protect children?
• Suggestions for what DPR app might look like

4. Introduction to Components of a Community Emission Reduction Program (CERP)
Jessica Coria, Air District Senior Air Quality Specialist

Due to the length of the DPR presentation and the many committee and public questions, Jessica Coria was unable to provide a full presentation on Introduction to Components of a Community Emission Reduction Program. Instead, she provided a quick overview of the presentation and recommended that the committee go through the full presentation and consider the following questions for more in-depth discussions on CERPs in the next scheduled meeting.

• Comments or questions on lay-out and components of CERP
• Sources of pollution that are a concern to the community
• Ways to reduce pollution from these sources that you would like to see implemented, or would like to learn more about
• Emission reduction funding programs that you would like to receive more information about, or see increased funding in the community
• What specific information and resources could assist the Steering Committee in providing meaningful input on the CERP?

Todd DeYoung Program Manager of the Strategies and Incentive department announced that the next Tune In Tune Up event will be held next weekend the 23rd of March, at the Kern County fairgrounds in Bakersfield. Currently an event for Shafter and the surrounding areas is in the works.

Jon Klassen announced that the PM2.5 analyzer in Shafter is now available to view on the District website with the ability to look back to February.

5. Committee Discussion of CERP Components
Jimmy Yee, Facilitator

Jimmy Yee announced the PowerPoint presentation for the CERP Components is available on the AB617 District website for Shafter.

6. Topics for Next Meeting
Jimmy Yee, Facilitator

*Refer to meeting audio and video to review the full details and comments from the meeting.
Agenda for Community Steering Committee – Meeting #5
April 8, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Please be ready to participate in meeting at 5:30 p.m. sharp!

Meeting Goals:

- Feedback on the Community Air Monitoring Plan development
- Discuss ongoing Technical Assessment
  - Emissions inventory maps
  - DPR follow-up
  - CARB mobile source inventory efforts
- Feedback on draft Community Emissions Reduction Program Outline

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions
   Jimmy Yee, Facilitator
   • Review of meeting goals
   5:30 p.m.
3. Community Air Monitoring Plan Development 5:40 p.m.
   a. Update: Jon Klassen, Program Director of Strategies and Incentives
   b. Group Exercise: Monitoring Plan Feedback - Jimmy Yee, Facilitator
4. Continuing Technical Assessment Update 6:10 p.m.
   a. New Maps: Brian Clements, Program Manager
   b. CARB update on mobile and area source inventories: CARB Staff
   c. DPR update (DPR invited, to be confirmed)
5. Draft CERP Outline Review 6:50 p.m.
   a. CERP Outline Overview: Jessica Coria, Senior Air Quality Specialist
   b. Group Exercise: CERP Feedback - Jimmy Yee, Facilitator
6. Wrap-up and Next Steps 7:20 p.m.
   Jimmy Yee, Facilitator
   • Meeting takeaways and next steps
   • Next Steering Committee meeting: May 13, 2019
7. Public Comment 7:30 p.m.

Learn more: community.valleyair.org
Agenda para el Comité Directivo Comunitario – Reunión #5
8 de abril de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Por favor, esté listo para participar en la reunión ya las 5:30 p.m. en punto!

Objetivos de la Reunión:
• Comentarios sobre el desarrollo del Plan de Monitoreo del Aire de la Comunidad
• Discutir la Evaluación Técnica continua
  o Mapas de Inventario de Emisiones
  o Seguimiento de DPR
  o Esfuerzos de inventario de fuentes móviles de CARB
• Comentarios sobre el borrador del esquema del Programa de Reducción de Emisiones de la Comunidad

Agenda:
1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
   Jimmy Yee, Facilitador
   • Repaso de objetivos de la reunión
3. Desarrollo del Plan de Monitoreo del Aire de la Comunidad 5:40 p.m.
   a. Novedad: Jon Klassen, Director de Programas de Estrategias e Incentivos
   b. Ejercicio en Grupo: Comentarios sobre el Plan de Monitoreo - Jimmy Yee, Facilitador
4. Actualización de la Evaluación Técnica Continua 6:10 p.m.
   a. Nuevos Mapas: Brian Clements, Gerente de Servicios Técnicos
   b. Actualización de CARB sobre inventarios de fuentes móviles y de área: Personal de CARB
   c. Seguimiento de DPR (DPR Invitado, por confirmar)
5. Repaso del Borrador del Esquema del CERP 6:50 p.m.
   a. Repaso del Esquema del CERP: Jessica Coria, Especialista en Calidad del Aire
   b. Ejercicio en Grupo: Comentarios sobre el CERP - Jimmy Yee, Facilitador
6. Conclusión y Próximos Pasos 7:20 p.m.
   Jimmy Yee, Facilitador
   • Moraleja de la reunión y próximos pasos
   • Próxima reunión del Comité Directivo: 13 de mayo de 2019
7. Comentario Público 7:30 p.m.

Aprende más: community.valleyair.org
I. Executive Summary

II. Introduction
   A. Background about AB617 and the Community Air Protection Program
   B. Health Based Air Quality Objectives

III. Understanding the Community
   A. Community Profile
   B. Technical Assessment to Understand Community Pollution Impacts

IV. Community Partnerships and Public Engagement
   A. Community Steering Committee Information
   B. Steering Committee Meetings
   C. Public Outreach

V. Identifying and Evaluating Community Air Quality Concerns
   A. Summary of Community Emission Sources
   B. Community-Identified Air Quality Priorities
   C. Evaluating Air Quality Impacts

VI. Targets and Strategies
   A. Emissions Reduction Targets & Goals
   B. Mitigation Strategies for Sensitive Receptors
   C. Pollution Reduction Strategies
      1. Incentives-Based Strategies
      2. Regulatory Strategies
         a) Rules and Regulations
         b) Facility Health Risk Reduction Program under AB2588
         c) Enforcement Strategies
      3. Partnering with Other Agencies
         a) Land Use Strategies
         b) Transportation Strategies
         c) Other Agency Partners
   D. Implementation Schedule

VII. Enforcement Plan
   A. Enforcement History for Community Sources
   B. Compliance Strategies for Achieving Emission Reduction Targets

VIII. Metrics to Track Progress
   A. Metrics to Track Progress in Annual Reports
   B. Metrics for Five-Year Milestone Evaluation
PROGRAMA DE REDUCCIÓN DE EMISIONES EN LA COMUNIDAD
Borrador del Esquema para la Revisión del Comité Directivo

Ciudad de Shafter

Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín
8 de abril de 2019
I. Resumen Ejecutivo

II. Introducción
   A. Antecedentes sobre AB 617 y el Programa de Protección del Aire de la Comunidad
   B. Objetivos de Calidad del Aire Basados en la Salud

III. Entendiendo la Comunidad
   A. Perfil de la Comunidad
   B. Evaluación Técnica para Entender los Impactos de la Contaminación Comunitaria

IV. Asociaciones Comunitarias y Compromiso Público
   A. Información del Comité Directivo de la Comunidad
   B. Reuniones del Comité Directivo
   C. Alcance Público

V. Identificar y Evaluar las Preocupaciones de la Calidad del Aire de la Comunidad
   A. Resumen de las Fuentes de Emisión de la Comunidad
   B. Prioridades de Calidad del Aire Identificadas por la Comunidad
   C. Evaluando los Impactos de la Calidad del Aire

VI. Objetivos y Estrategias
   A. Objetivos y Metas de Reducción de Emisiones
   B. Estrategias de Mitigación para Receptores Sensibles
   C. Estrategias de Reducción de Contaminación
      1. Estrategias Basadas en Incentivos
      2. Estrategias Regulatorias
         a) Reglas y Regulaciones
         b) Programa de Reducción de Riesgos para la Salud de las Instalaciones según AB2588
         c) Estrategias de Cumplimiento
      3. Asociarse con Otras Agencias
         a) Estrategias de Uso del Suelo
         b) Estrategias de Transportación
         c) Otros Socios de Agencia
   D. Programa de Implementación

VII. Plan de Ejecución
   A. Historial de Cumplimiento para las Fuentes Comunitarias
   B. Estrategias de Cumplimiento para Alcanzar los Objetivos de Reducción de Emisiones

VIII. Métricas para Seguir el Progreso
   A. Métricas para Seguir el Progreso en los Informes Anuales
   B. Métricas para Evaluación de Hito de Cinco Años
Community Air Monitoring Plan Development

April 8, 2019

Jon Klassen
Director of Strategies and Incentives
San Joaquin Valley Air Pollution Control District
Drafting the Community Air Monitoring Plan

- District continuing to draft community air monitoring plan
  - Plan will address 14 elements required from AB 617 Blueprint
- Ongoing community feedback on air monitoring will assist District in developing draft plan
- Feedback on community air monitoring in Shafter has included:
  - Request for current DPR pesticide monitoring efforts to be included in plan
  - Request for expanded pesticide monitoring in and around Shafter community
  - Monitoring of VOC emissions from oil and gas facilities
  - Emissions monitoring from dairy operations around Shafter community
  - Monitoring of emissions from various mobile sources (vehicles, trucks, trains)
  - PM10 monitoring to capture emissions from harvesting activities
- District will bring drafted community air monitoring plan to committee for review and input
Planned Community Air Monitoring Resources

- **Mobile air monitoring trailer**
  - PM2.5, Ozone, BC, CO, NO/NO2/NOx, VOC, H2S, SO2, Toxics, Speciated VOC, Meteorology

- **Mobile air monitoring van**
  - PM2.5, Ozone, BC, CO, NO/NO2/NOx, VOC, H2S, SO2, Toxics, Meteorology
Planned Community Air Monitoring Resources

- Compact multi-pollutant air monitoring system
  - PM2.5, Ozone, BC, CO, NO/NO2/NOx, SO2, VOC, Meteorology
- Stand-alone PM2.5 instruments
- Ongoing monitoring at Shafter DMV site
- Saturation monitoring studies
- Leverage with CARB and other community monitoring resources
Shafter Prevailing Wind Direction
2015-2017 Average

Annual Average
Shafter Prevailing Wind Direction
2015-2017 Average

Quarter 1

Quarter 2

Wind Speed (mph)

- >=24.83
- 19.68 - 24.83
- 12.75 - 19.69
- 8.05 - 12.75
- 1.12 - 8.05
- 0.00 - 1.12
Calms: 0.00%

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Shafter Prevailing Wind Direction
2015-2017 Average

Quarter 3

Quarter 4

Wind Speed (mph)
- >=24.83
- 19.68 - 24.83
- 12.75 - 19.69
- 8.05 - 12.75
- 1.12 - 8.05
- 0.00 - 1.12
- Calms: 0.00%

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Potential Locations for AB 617 Monitoring Resources

Compact Multi Pollutant System
PM2.5, Ozone, BC, CO, SO2, NO, NO2, NOx, VOC, met

Stand-alone PM2.5

Large Trailer
PM2.5, Ozone, BC, CO, NO, NO2, NOx, VOC, H2S, SO2, Toxics, met

Pesticide Monitoring

Mobile Monitoring
(PM2.5, Ozone, BC, CO, NO/NO2/NOx, VOC, SO2, Toxics, met)
Questions for Steering Committee

- Additional feedback needed to assist District design and implement Shafter community air monitoring network
- District asking Shafter Community Steering Committee for thoughts and comments in the following areas:
  - What pollutants/types of sources should be considered in the Monitoring Plan?
  - Where should air monitoring assets be placed in the community?
  - How frequently should air monitoring assets be moved around the community?
Contact Information

Contact the Valley Air District at:

AB617@valleyair.org
Fresno office (559) 230-6000
Modesto office (209) 557-6400
Bakersfield office (661) 392-5500
Jaime Holt Cell: (559) 309-3336
For information visit:
www.valleyair.org/community
www.valleyair.org

Follow us on social media

Use the Valley Air App for the latest air quality info.
City of Shafter
Community Emissions Reduction Program (CERP)
Outline Review

April 8, 2019

Jessica Coria, Senior Air Quality Specialist
San Joaquin Valley Air Pollution Control District
California Community Air Protection Program

• AB 617 Legislation established community-focused framework
• CARB’s Community Air Protection Program implements AB 617
  – Community Grant Funding
  – Expanded Air Monitoring
  – Improved Data Accessibility
  – Partnerships with Communities
  – Statewide strategies to reduce emissions
  – Community Emission Reduction Programs (CERPs)

• Community Emission Reduction Programs:
  – Advised by Community Steering Committee process
  – Lays out plan to reduce pollution in each selected community
Community Emissions Reduction Programs

- Guidance on CERPs included in CARB's Community Air Protection Blueprint: Appendix C
- Elements of a CERP include:
  - Understanding the Community
  - Community partnerships 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
Understanding the Community

- Description of community boundaries, public health and socioeconomic factors, types of pollution impacting community
- Technical assessment to understand community pollution impacts
  - List of the key pollutants and emission sources driving community exposure
  - Analysis that assesses share of mobile, stationary, and area-wide source emissions contributing to community exposure
  - Sensitive receptor locations within community (schools, day care, hospitals, etc.)
- Analysis of existing air quality programs in reducing emissions in community (emission reductions, local compliance, etc.)
Community Partnerships and Engagement

- Community Steering Committee Activities and Input
  - Committee makeup and Charter information
  - Meeting details and minutes
  - Website information

- Public Outreach Efforts and Results
  - Community engagement efforts (workshops, Steering Committee meetings, other community engagement)
  - Plan for public engagement moving forward upon adoption of CERP
  - Key takeaways from public input
Identifying Community Air Quality Concerns

• Summary of Community Emission Sources
• Community-Identified Air Quality Priorities
  – Discussion of pollution concerns as indicated by Steering Committee members and the public, including:
    • Pesticides
    • Oil and Gas
    • Dairy operations
    • Harvesting activities
  – Pollution sources of priority will be highlighted and potential emission reduction measures will be analyzed for each source category
Identifying Community Air Quality Concerns

• Technical analysis of pollution sources impacting community
  – List of the key sources and source categories within and surrounding the community
  – Use tools (emissions inventory, emissions modeling, air monitoring) to better define emissions sources of concern & potential controls
Pollution Reduction Targets

- Health Based Air Quality Objectives
  - e.g. reductions in PM2.5, air toxics
- Emissions reduction targets to be achieved within five years
- District will include numerical goals for mobile, stationary and area-wide sources of criteria air pollutants and toxic air contaminants impacting the community, including:
  - Compliance goals
  - Goals for deploying or implementing available technologies or control techniques
  - Measureable goals for deploying or implementing exposure reduction measures at sensitive receptor locations
Pollution Reduction Strategies

• Emission Reduction Incentive Funding Strategies
  - Targeted funding to reduce pollution in the community (replace fireplaces, older cars, trucks, tractors, transit and school buses, lawnmowers, nut harvesters, etc.)
  - Additional outreach and education events (Drive Clean in the San Joaquin events, etc.)

• Regulatory Strategies

• Mitigation Strategies

• Other Strategies requiring communication with other agencies (Dept. of Pesticide Regulation, land use, transportation)

• Implementation Schedule
Enforcement Plan

• Enforcement history for Community Sources
  – Three-year inspection and violation history for regulated sources
  – Public complaints and responses
• Commitment to compliance strategies for achieving emission reduction targets
Metrics to Track Progress

• Specify required annual metrics to track progress
  - Emission reductions achieved and progress towards meeting the individual emissions reduction targets for each pollutant
  - Dollars invested, reductions achieved, number of projects implemented in and/or benefitting the community for incentive strategies
  - Compliance, deployment and implementation goals for sources of identified pollutants
  - Emissions exposure reductions for sensitive receptors
  - Status of rules and regulations adopted or other strategies implemented
  - Additional enforcement activities

• Specify approaches for evaluating air quality and exposure at the five-year milestone
2019 Timeline for CERP Development

April
Provide input on CERP: Components & outline

May
Provide input on CERP: Potential Strategies

June
Provide input on CERP: Targets and Metrics

July
Committee finalize input on CERP

September
CERP adopted by District Governing Board

October
Adopted CERP sent to CARB for approval

Implementation & Annual Reports
Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

General Air District Contacts and Information:

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Questions for Steering Committee

• District asking Community Steering Committee for thoughts and comments in the following areas:
  □ Comments or questions on lay-out and components of CERP
  □ Emission reduction funding programs that you would like to receive more information about, or see increased funding or outreach occurring in the community
  □ What other topics would you like presentations on or opportunities to discuss to support the development of CERP Strategies?
  □ How can the District work to increase awareness of air quality programs and public engagement in the community?
Desarrollo del Plan de Monitoreo del Aire de la Comunidad
8 de abril de 2019

Jon Klassen
Director de Estrategias e Incentivos
El Distrito para el Control de la Contaminación del Valle de San Joaquín
Desarollando el Plan de Monitoreo del Aire de la Comunidad

- El Distrito continua desarrollando el plan de monitoreo del aire de la comunidad
  - El Plan dijira los 14 elementos requeridos del Plan Marco de AB 617
- Los comentarios continuos de la comunidad sobre el monitoreo del aire ayudarán al Distrito a desarrollar un borrador del plan
- La comentarios sobre el monitoreo del aire en la comunidad en Shafter ha incluido:
  - Solicitud de que los esfuerzos actuales de monitoreo de pesticidas del DPR se incluyan en el plan
  - Solicitud de monitoreo ampliado de pesticidas en y alrededor de la comunidad de Shafter
  - Monitoreo de las emisiones de VOC’s de las instalaciones de petróleo y gas
  - Monitoreo de emisiones de las operaciones lecheras alrededor de la comunidad de Shafter
  - Monitoreo de emisiones de diversas fuentes móviles (vehículos, camiones, trenes)
  - Monitoreo de PM10 para capturar las emisiones de las actividades de cosecha
- El Distrito regresará con un plan de monitoreo del aire de la comunidad al comité para su revisión y aporte
Recursos de Monitoreo del Aire de la Comunidad Planificado

- Remolque de monitoreo del aire móvil
  - PM2.5, Ozono, BC, CO, NO/NO2/N0x, VOC, H2S, SO2, Tóxicos, VOC Especiado, Meteorología

- Camioneta de monitoreo del aire móvil
  - PM2.5, Ozono, BC, CO, NO/NO2/N0x, VOC, H2S, SO2, Tóxicos, Meteorología
Recursos de Monitoreo del Aire de la Comunidad Planificado

- Sistema compacto de monitoreo de aire multi-contaminante
  - PM2.5, Ozono, BC, CO, NO/NO2/NOx, SO2, VOC, Meteorología
- Instrumentos de PM2.5 independientes
- Monitoreo continuo en el sitio de DMV de Shafter
- Estudios de monitorización de saturación
- Hacer uso de CARB y otros recursos de monitoreo de la calidad de la comunidad
Dirección del Viento Predominante de Shafter
2015-2017 Promedio

Promedio Anual

Velocidad del Viento
(mph)
- >=24.83
- 19.6 - 24.83
- 12.75 - 19.69
- 8.05 - 12.75
- 1.12 - 8.05
- 0.00 - 1.12
Calms: 0.00%

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Dirección del Viento Predominante de Shafter
2015-2017 Promedio

Cuarto 1

Cuarto 2

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Dirección del Viento Predominante de Shafter
2015-2017 Promedio

Cuarto 3

Velocidad del Viento (mph)
- >=24.83
- 19.68 - 24.83
- 12.75 - 19.69
- 8.05 - 12.75
- 1.12 - 8.05
- 0.00 - 1.12
Calms: 0.00%

Cuarto 4

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Ubicaciones Potenciales para AB 617
Recursos de Monitoreo

Sistema Compacto Multi Contaminante
PM2.5, Ozono, BC, CO, SO2, NO, NO2, NOx, VOC, cumplido

PM2.5 Independiente

Remolque Grande
PM2.5, Ozono, BC, CO, NO, NO2, NOx, VOC, H25, SO2, Tóxicos, cumplido

Monitoreo de Pesticidas

Monitoreo Móvil
( PM2.5, Ozono, BC, CO, NO/NO2/NOx, VOC, SO2, Tóxicos, cumplido)
Preguntas para el Comité Directivo

• Se necesitan comentarios adicionales para ayudar al Distrito a diseñar e implementar la red de monitoreo de aire de la comunidad de Shafter

• El Distrito le pide al Comité Directivo Comunitario de Shafter sus ideas y comentarios en las siguientes áreas:
  - ¿Qué contaminantes/tipos de fuentes deben considerarse en el Plan de Monitoreo?
  - ¿Dónde se deben colocar las herramientas de monitoreo del aire en la comunidad?
  - ¿Con qué frecuencia deben moverse las herramientas de monitoreo del aire alrededor de la comunidad?
Información del Contacto

Comuníquese con el Distrito del Aire del Valle en:

AB617@valleyair.org
Oficina en Fresno (559) 230-6000
Oficina en Modesto (209) 557-6400
Oficina en Bakersfield (661) 392-5500
Jaime Holt Cell: (559) 309-3336

Para más información visite:

www.valleyair.org/community
www.valleyair.org

Use la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire
Revisión del Esquema del Progama de Reducción de Emisiones de la Comunidad (CERP) de la Ciudad de Shafter

8 de abril de 2019

Jessica Coria, Especialista en Calidad del Aire
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín
Programa de Protección del Aire en la Comunidad de CA

- Legislación AB 617 establece marco enfocado en la comunidad
- El Programa de Protección del Aire de la Comunidad de CARB implementa AB 617
  - Proporcionar subvenciones comunitarias
  - Monitoreo del Aire Ampliado
  - Accesibilidad a los Datos Mejorada
  - Colaboraciones con las Comunidades
  - Estrategias a Nivel Estatal para Reducir las Emisiones
  - Programas Comunitarios de Reducción de Emisiones (CERPs)

- Programas de Reducción de Emisiones de la Comunidad:
  - Aconsejado por el proceso del Comité Directivo Comunitario
  - Dispone un plan para reducir la contaminación en cada comunidad seleccionada
Programas de Reducción de Emisiones de la Comunidad

- Guía sobre los CERP incluidos en el Plan Marco de Protección del Aire en la Comunidad de CARB: Apéndice C

- Los elementos de un CERP incluyen:
  - Entendiendo la comunidad
  - Colaboraciones comunitarias y compromiso público
  - ¿Cuáles son los desafíos de Contaminación del Aire que enfrenta la comunidad?
  - ¿Cuáles son las soluciones para estos desafíos?
  - Calendario de implementación
  - Plan de ejecución
  - Métricas para seguir el progreso a lo largo del tiempo
Entendiendo la Comunidad

- Descripción de los límites de la comunidad, salud pública y factores socioeconómicos, tipos de contaminación que afectan a la comunidad
- Evaluación técnica para entender los impactos de la contaminación comunitaria
  - Lista de los contaminantes principales y fuentes de emisión que impulsan la exposición comunitaria
  - Análisis que evalúa la porción de emisiones de fuentes móviles, estacionarias y de área amplia que contribuyen a la exposición de la comunidad
  - Ubicaciones de receptores sensibles dentro de la comunidad (escuelas, guarderías, hospitales, etc.)
- Análisis de los programas de calidad del aire existentes para reducir las emisiones en la comunidad (reducciones de emisiones, cumplimiento local, etc.)
Colaboraciones y Compromiso con la Comunidad

• Actividades y Aportes del Comité Directivo Comunitario
  – Composición del Comité e información de la Carta Estatutaria
  – Detalles y minutas de la reunión
  – Información del sitio web

• Esfuerzos Públicos de Alcance y Resultados
  – Esfuerzos de participación de la comunidad (talleres, reuniones del Comité Directivo, otra participación de la comunidad)
  – Plan para el involucramiento del público al seguir adelante tras la adopción de CERP
  – Puntos clave de la opinión pública
Identificando Preocupaciones de Calidad del Aire de la Comunidad

• Resumen de las fuentes de emisión de la comunidad

• Prioridades de calidad del aire identificadas por la comunidad
  – Discusión de los problemas de contaminación según lo indicado por los miembros del Comité Directivo y el público, incluyendo:
    • Pesticidas
    • Petróleo y gas
    • Operaciones lecheras
    • Actividades de cosecha
  – Se destacarán las fuentes de contaminación prioritarias y se analizarán las posibles medidas de reducción de emisiones para cada categoría de fuente
Identificando Preocupaciones de Calidad del Aire de la Comunidad

- Análisis técnico de las fuentes de contaminación que impactan a la comunidad
  - Lista de las fuentes clave y categorías de fuentes dentro y alrededor de la comunidad
  - Utilizar herramientas (inventario de emisiones, modelos de emisiones, monitoreo del aire) para definir mejor las fuentes de preocupación de las emisiones y posibles controles
Objetivos de Reducción de la Contaminación

• Objetivos de Calidad del Aire Basados en la Salud
  - p. ej. reducciones en PM2.5, tóxicos del aire

• Objetivos de reducción de emisiones a ser logrados dentro de cinco años

• El Distrito incluirá objetivos numéricos para las fuentes móviles, estacionarias y de área amplia de contaminantes criterios y contaminantes tóxicos del aire que afectan a la comunidad, incluyendo
  - Metas de cumplimiento
  - Objetivos para utilizar o implementar tecnologías disponibles o técnicas de control
  - Objetivos medibles para utilizar o implementar medidas de reducción de la exposición en ubicaciones de receptores sensibles
Estrategias para la Reducción de la Contaminación

- Estrategias de Financiación de Incentivos para Reducción de Emisiones
  - Financiamiento dirigido para reducir la contaminación en la comunidad (reemplazar chimeneas, autos antiguos, camiones, tractores, autobuses de tránsito y escolares, cortadoras de césped, cosechadoras de nueces, etc.)
  - Eventos adicionales de alcance y educación (eventos de Drive Clean en San Joaquín, etc.)

- Estrategias Regulatorias

- Estrategias de Mitigación

- Otras Estrategias que requieren comunicación con otras agencias (Dept. de Regulación de Pesticidas, uso de la tierra, transporte)

- Cronograma de Implementación
Plan de Ejecución

- Historial de ejecución para las fuentes comunitarias
  - Inspección de tres años e histórico de violación de fuentes reguladas
  - Quejas públicas y respuestas

- Compromiso con las estrategias de cumplimiento para alcanzar los objetivos de reducción de emisiones
Métricas para Seguir el Progreso

- Especificar las métricas anuales requeridas para seguir el progreso
  - Reducciones de emisiones logradas y progreso hacia el cumplimiento de los objetivos individuales de reducción de emisiones para cada contaminante
  - Dólares invertidos, reducciones logradas, número de proyectos implementados y/o en beneficio de la comunidad para las estrategias de incentivos
  - Cumplimiento, implementación y objetivos de implementación para las fuentes de contaminantes identificados
  - Reducción de la exposición a emisiones para receptores sensibles
  - Estado de las normas y reglamentos adoptados u otras estrategias implementadas
  - Actividades adicionales de ejecución

- Especificar enfoques para evaluar la calidad del aire y la exposición en el hito de cinco años
Cronología 2019 para el Desarrollo del CERP

- **abril**: Proporcionar información sobre CERP: Componentes y esquema
- **mayo**: Proporcionar información sobre CERP: Estrategias Potenciales
- **junio**: Proporcionar información sobre CERP: Objetivos y métricas
- **julio**: Comité finaliza el aporte sobre el CERP
- **septiembre**: CERP adoptado por la Mesa Directiva del Distrito
- **octubre**: CERP adoptado se enviará a CARB para su aprobación
- **Implementación y Reportes Anuales**
Información del Contacto

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

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las redes sociales

Utilice la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire.
Preguntas para el Comité Directivo

El Distrito solicita al Comité Directivo Comunitario sus ideas y comentarios en las siguientes áreas:

- Comentarios o preguntas sobre el diseño y los componentes del CERP
- Programas de financiamiento para la reducción de emisiones sobre los cuales le gustaría recibir más información, o ver un mayor financiamiento o divulgación en la comunidad
- ¿Qué otros temas le gustaría presentaciones o oportunidades para discutir para apoyar el desarrollo de las estrategias del CERP?
- ¿Cómo puede el Distrito trabajar para aumentar el conocimiento de los programas de calidad del aire y la participación del público en la comunidad?
Spring 2018 Seasonal Monitoring for Organophosphate Pesticides In Kern County

- At the request of the California Department of Pesticide Regulation (DPR), in 2018 the California Air Resources Board (CARB) conducted an intensive seasonal air monitoring study for 11 organophosphate pesticide active ingredients.

- The monitoring was conducted in the Kern County communities of Arvin, Delano, Lost Hills, Shafter, and Wasco from March 12, 2018 through May 18, 2018.

- Of the eleven pesticides included in this study, chlorpyrifos was the pesticide detected at the highest frequency (67 out of 197 samples collected [34%]).

- Maximum 24-hr chlorpyrifos concentration detected in this study was 126 ng/m$^3$ at the Arvin sampling location on 3/18/2018. The 24-hr screening level of 1,200 ng/m$^3$ was not exceeded.
Sampling Locations

**Lost Hills Union District Office**

**John L. Prueitt Elementary School**

**Pioneer School (Delano)**

**CARB-Shafter Air Monitoring Station**

**CARB-Arvin DigioRgio**
# Monitoring Results

<table>
<thead>
<tr>
<th>Pesticide</th>
<th>Maximum 24-hr Concentration (ng/m³)</th>
<th>Monitoring Site of Detection</th>
<th>Screening Level (ng/m³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chlorpyrifos</td>
<td>126</td>
<td>Arvin</td>
<td>1,200</td>
</tr>
<tr>
<td>Chlorpyrifos OA</td>
<td>Trace</td>
<td>Arvin, Delano</td>
<td>1,200</td>
</tr>
<tr>
<td>Diazinon</td>
<td>12</td>
<td>Delano</td>
<td>130</td>
</tr>
<tr>
<td>Diazinon OA</td>
<td>Not detected</td>
<td></td>
<td>130</td>
</tr>
<tr>
<td>Malathion</td>
<td>20</td>
<td>Arvin</td>
<td>112,500</td>
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</tr>
<tr>
<td>Dimethoate</td>
<td>Not detected</td>
<td></td>
<td>4,300</td>
</tr>
<tr>
<td>Dimethoate OA</td>
<td>Not detected</td>
<td></td>
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</tr>
<tr>
<td>DEF</td>
<td>Trace</td>
<td>N/A</td>
<td>8,800</td>
</tr>
<tr>
<td>Dichlorvos (DDVP)</td>
<td>40</td>
<td>Wasco</td>
<td>11,000</td>
</tr>
<tr>
<td>Phosmet</td>
<td>15</td>
<td>Delano</td>
<td>77,000</td>
</tr>
</tbody>
</table>
Monitoreo temporal durante la primavera del 2018 para pesticidas organofosfatos en el condado de Kern

- A solicitud del Departamento de Regulación de Pesticidas de California (DPR, por sus siglas en inglés), en 2018, la Junta de Recursos del Aire de California (CARB, por sus siglas en inglés) realizó un estudio temporal de monitoreo del aire para 11 ingredientes activos de pesticidas organofosfatos.

- El monitoreo se realizó en las comunidades de Arvin, Delano, Lost Hills, Shafter y Wasco del condado de Kern desde el 12 de marzo del 2018 hasta el 18 de mayo del 2018.

- De los once pesticidas incluidos en este estudio, el clorpirimifós fue el pesticida detectado con mayor frecuencia (67 de 197 muestras recolectadas [34%]).

- La mayor concentración detectada de 24 horas de clorpirimifós en este estudio fue de 126 ng/m³ en el sitio de monitoreo de Arvin el 3/18/2018. El nivel de evaluación médica de 24 horas de 1,200 ng/m³ no fue excedido.
Sitios de Monitoreo
### Resultados del Monitoreo

<table>
<thead>
<tr>
<th>Pesticida</th>
<th>Mayor Concentración Detectada de 24 horas (ng/m³)</th>
<th>Sitio de Monitoreo en Cual Fue la Detección</th>
<th>Nivel de Evaluación Médica (ng/m³)</th>
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Overview:
Community Emission Inventory
CARB Mobile and Area Source Emissions

Shafter AB 617 Community Steering Committee Meeting
April 8, 2019

Alejandra Cervantes
Robbie Morris
Air Quality Planning and Science Division
California Air Resources Board
Air District & CARB Staff Collaboration

Stationary Sources:
Power Plants, Refineries, Industry

Area Sources:
Residential Wood Combustion, Consumer Products, Pesticides

On-road Mobile Sources:
Cars, Trucks

Off-road Mobile Sources:
Forklifts, Tractors, Transport Refrigeration Units

District
CARB/District
CARB
CARB

April - May, 2019
Inventory Development - What are we doing

https://ww2.arb.ca.gov/resources/documents/emissions-inventory-enhancements
On-Road Mobile Sources

MPO Links

US Census TIGER Roadways

Heavy Heavy Duty Vehicles (HHDV) - Diesel PM10

Allocate vehicle miles traveled (VMT) to all roads in community

Apply emission factors to VMT to calculate emissions on roads
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

Emissions will be put at known locations, when possible
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, dry cleaner, 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)

Move sources to their actual emission location, when possible
### CARB Community Emission Inventory Staff

<table>
<thead>
<tr>
<th>Name</th>
<th>Role and Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charanya Varadarajan</td>
<td>Manager, Area Source Improvement and Community Inventory Development Section</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:charanya.varadarajan@arb.ca.gov">charanya.varadarajan@arb.ca.gov</a> 916-322-1223</td>
</tr>
<tr>
<td>Alejandra Cervantes</td>
<td>Community Inventory Staff Contact for Shafter and Fresno</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:alejandra.cervantes@arb.ca.gov">alejandra.cervantes@arb.ca.gov</a> 916-327-5790</td>
</tr>
<tr>
<td>Robbie Morris</td>
<td>Community Inventory Staff Contact for Shafter and Fresno</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:robbie.morris@arb.ca.gov">robbie.morris@arb.ca.gov</a> 916-327-0006</td>
</tr>
</tbody>
</table>
Inventario de Emisiones Comunitarias
Emisiones de Fuentes Móviles y de la Zona

Junta del Comité Directivo Comunitario
de AB 617 para Shafter
8 de Abril del 2019

Alejandra Cervantes
Robbie Morris
División de Planeación y Ciencia de Calidad de Aire
Consejo de Recursos del Aire de California
Colaboración del Distrito y Personal de CARB

Fuentes Estacionarias:
Plantas de Energía, Refinerías, Industria

Fuentes de Área:
Combustión de Madera Residencial, Productos de Consumo, Pesticidas

Fuentes de Vehículos de Carretera:
Automóviles, Camiones

Fuentes de Vehículos de Todoterreno:
Forklifts, Tractores, Unidad de Transporte de Refrigeración

Distrito
CARB/Distrito
CARB
CARB

abril – mayo de 2019
Desarrollo del Inventario – Lo que Estamos Haciendo

https://ww2.arb.ca.gov/resources/documents/emissions-inventory-enhancements
Fuentes de Vehículos de Carretera

Asignar millas manejadas de vehículos (VMT) a las carreteras de la comunidad

Aplicar factores de emisión a VMT para calcular emisiones en las carreteras
Fuentes de Vehículos no de Carretera

- **Fuentes de Instalaciones:** (p. ej., equipo para manejo de cargas, forklifts, locomotoras)

- **Ubicación específica de operación y datos de instalación**

- **Fuentes fuera de instalaciones:** (p. ej., equipo de construcción y agricultura, motores portables)

- **Falta de ubicación de operación y datos a nivel de la instalación**

Datos existentes de actividad vienen de requisitos de informes, informes voluntarios, encuestas o fuentes compradas de datos

**Cuando posible, colocar emisiones en ubicaciones conocidas**
Fuentes de Zona

Fuentes que pueden moverse a la ubicación real:
Fuentes de emisión pequeñas extendidas sobre una área, pero con ubicaciones específicas (p. ej., gasolineras, tintorerías, taller de reparación de carrocerías, imprentas)

Fuentes que operan y emiten sobre áreas grandes:
Fuentes de emisión que le faltan detalles de ubicación específica (p. ej., productos de consumo, polvo de carretera, recubrimiento arquitectural)

Cuando posible, mover fuentes a sus ubicaciones de emisiones actuales
CARB Personal de Inventario de Emisiones de la Comunidad

Charanya Varadarajan
- Gerente, Sección del Mejoramiento de Fuentes de Área y del Desarrollo del Inventario Comunitario
  - charanya.varadarajan@arb.ca.gov 916-322-1223

Alejandra Cervantes
- Personal de Contacto del Inventario Comunitario para Shafter y Fresno
  - alejandra.cervantes@arb.ca.gov 916-327-5790

Robbie Morris
- Personal de Contacto del Inventario Comunitario para Shafter y Fresno
  - robbie.morris@arb.ca.gov 916-327-0006
1. Doors Open/Meet and Greet/Refreshments

2. Welcome and Introductions
   Jimmy Yee, Facilitator

Jimmy Yee gave a review of the meeting goals for the meeting. He requested feedback on the Community Air Monitoring Plan development. There was a suggestion to discuss ongoing Technical Assessment such as emissions inventory maps, DPR follow-up, CARB mobile source inventory efforts and feedback on draft Community Emissions Reduction Program outline.

Summary of Feedback from Posters:
- What are the boundaries?
- Emissions inventory list for boundary?
- Emissions inventory list includes 7-mile radius
- 5:30 is too early - I want to go back to original time

3. Community Air Monitoring Plan Development
   Jon Klassen, Program Director of Strategies and Incentives

Jon Klassen gave a presentation on the current monitoring resources and asked for feedback on the location of monitors, types of sources to monitor, types of pollution to monitor, and frequency of changing location. Jimmy Yee requested the group give monitoring plan feedback.

Summary of Feedback from Posters:
- No monitoring for PM 10. Can it be added? Along Golden Oak near two stop signs close to each other, for about 1 year (+1)
- What does monitor at Sequoia measure?
- Why was it moved and when?
- Moved due to construction
- What is the deciding factor on what they should measure and where they are located?
- I'd like to see PM 10 monitor run all the time, through the harvest season
- Measure impacts from diesel trucks at park near Lerdo Hwy (Golden Oak Elementary)
- I'm not ready to recommend monitoring sites without answer to questions (+1)
- Emissions from JP Oil and dairies
- Monitor more frequently
- Can you operate air monitors using portable power?
- Well underserving of what the community needs
- Intent is not showing in this slide
- We need to start monitoring something to move this along
- HSR construction on 43 and Kimberlina
- Where was monitor last year?
• Is there potential for bringing it back to the high school?
• No direction from wind where people are safe from everything
• Yellow lines are most important when looking at air pollution
• Are the samples every 24 hours?
• I see lots of emphasis on 43, but Lerdo has lots of truck traffic
• Dairy near 5 and 99 has various companies
• I would like to see emphasis on Lerdo
• What instruments will be used with PM 2.5 monitors?
• Will pesticide monitoring be joint with CARB/DPR?
• Monitors for VOCs will be trailers and mobile monitoring?
• What's typical with air monitoring?
• The report we were given last time was from 2017
• I'd like to see if contaminants have gone up or down
• If something is out of compliance, how is it detected?
  o Self-reported
  o Community lets us know
  o Compliance officers
• What can be detected and what do you need?
• What kind of fines have been given in Shafter?
• Add additional identified sources to 7-mile area

4. Continuing Technical Assessment Update

New Maps: Brian Clements, Program Manager

Brian Clements gave an overview on the emissions inventory map. He discussed the map legend describing source types and went into detail about emissions. By the next meeting, we plan to add multiple layers, including area sources, mobile sources, and sensitive receptors. This should be a good tool for the community to use to help develop the plans and programs moving forward. He also mentioned that you can click on the pollutants to get a summary document for each type. As well as a list of facilities and emissions. The information will have toxics, area source, and mobile emissions.

CARB update on mobile and area source inventories: CARB Staff

Alejandra Cervantes from CARB gave an update on the state's efforts to develop the mobile and area source methodology assumptions. She mentioned that the District and CARB have been working together to develop an emissions inventory for the community. She presented a video that illustrated the difference between the regional and community inventories. She indicated they are collecting emissions data for non-facility sources (like consumer products, road-dust, and coatings) and should have that delivered to the District by the end of the month. She also noted that CARB is welcome to take the community's suggestions for improvement on the emissions inventory.

DPR update: Randy Segaway

Randy Segaway gave an update on information that DPR received from several communities in Kern County for the seasonal study completed in 2018 with monitoring performed by CARB at Arvin, Delano, Lost Hills, Shafter, and Wasco.
Summary of Feedback from Posters:

- Would emissions show on map if clicked?
- Do you have emission info on stationary internal combustion engines?
- We want to see the data for these in 7-mile radius
- Do you take Ag trucks into account?
- Are we going to get to see methane gas leak report?
- Get notification when pesticides are going to be sprayed near where they live
- Is the purpose to identify impacts on community/population?
- Look at top 3/4 pesticides first
- There is no notification technology available
- Why is Shafter not on DPR presentation list?
- Monitoring for 31 pesticides at DPR site
- Why wasn’t pesticide banned when it exceeded levels?
- Do you know how many pounds were used during the incident?

5. Draft CERP Outline Review

Jessica Coria, Senior Air Quality Specialist

Jessica Coria gave a presentation about the community emissions reduction plan that outlined the requirements of the plan development. This included an overview of the purpose of AB 617 and the partnership between the District and the Steering committee. She emphasized the tight timeline and solicited feedback on layout and components of the CERP, for example other presentation topics, funding, awareness, and public engagement. What are your ideas on these outreach strategies?

Summary of Feedback from Posters:

- Important to remember this is a community-led process
- I don’t see heavy truck and diesel traffic
- What tools would be available to cause emissions reductions?
- Nothing about cost benefit
- Presentation on tools available to the committee
- Without more inventory info it’s hard to give well thought out ideas
- Increased notification
- How much money is available for Shafter?
- Why did they wait 18 years if there is money?
- Our families are important to us
- If we know the problem, why go through all of this
- The idea is to come to a solution
- We know what’s causing pollution
- Why do we go round in circles

6. Wrap-up and Next Steps

Jimmy Yee, Facilitator
Jimmy Yee asked for meeting takeaways and next steps and announced the next Steering Committee meeting will be held May 13, 2019.

7. **Public Comment**
   - What are the largest sources of pollution?
   - Are the areas identified by committee members part of CARB drill-down?
   - It would be helpful to display a map when discussing boundary
   - Schools, farmworker housing – sensitive receptors – need to be discussed
   - Chevron accounts for 30% of PM 2.5; would like to address this at the next meeting
   - How will CARB work together for methane gas reporting?

*Refer to meeting audio and video to review the full details and comments from the meeting.*
San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Agenda for Community Steering Committee – Meeting #6
May 13, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.
2. Welcome and Introductions 5:30 p.m.
   Jimmy Yee, Facilitator
   • Review of meeting goals
3. Health Effects of Air Contaminants 5:40 p.m.
   Heather Bolstad, Office of Environmental Health Hazard Assessment
4. Continuing Technical Assessment Update 6:10 p.m.
   Update on Inventory of Emission Sources (Stationary, Mobile, and Area)
   Brian Clements, Manager of Technical Services, and
   Alejandra Cervantes, CARB
5. Control of Emissions for Regulated Sources 6:30 p.m.
   Brian Clements, Manager of Technical Services, and
   Skott Wall, Office of Community Air Protection, CARB
6. Update on Establishing Community Air Monitoring Network 7:00 p.m.
   Jon Klassen, Director of Strategies and Incentives
7. Wrap-up and Next Steps 7:15 p.m.
   Jimmy Yee, Facilitator
   • Meeting takeaways and next steps
   • Topics for next meeting
   • Next Steering Committee meeting: June 10, 2019
8. Public Comment 7:20 p.m.

Learn more: community.valleyair.org
Agenda para el Comité Directivo Comunitario – Reunión #6
13 de mayo de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones
   Jimmy Yee, Facilitador
   • Repaso de objetivos de la reunión 5:30 p.m.
3. Efectos a la Salud por los Contaminantes del Aire 5:40 p.m.
   Heather Bolstad, Oficina de Evaluación de Riesgos a la Salud Ambiental
4. Continuar la Actualización de la Evaluación Técnica 6:10 p.m.
   Actualización del Inventario de Fuentes de Emisión (Estacionario, Móvil, y de Área)
   Brian Clements, Gerente de Servicios Técnicos, y
   Alejandra Cervantes, CARB
5. Control de Emisiones para Fuentes Reguladas 6:30 p.m.
   Brian Clements, Gerente de Servicios Técnicos, y
   Skott Wall, Oficina de Protección del Aire de la Comunidad, CARB
6. Actualización sobre el establecimiento del Sistema Comunitario del Monitoreo del Aire 7:00 p.m.
   Jon Klassen, Director de Estrategias e Incentivos
7. Concluir y Próximos Pasos 7:15 p.m.
   Jimmy Yee, Facilitador
   • Puntos importantes de la reunión y próximos pasos
   • Temas para la próxima reunión
   • Próxima reunión del Comité Directivo: 10 de junio de 2019
8. Comentario Público 7:20 p.m.

Aprende más: community.valleyair.org
Risk Assessment of Air Contaminants
Shafter Community Steering Committee Meeting
May 13, 2019
HEATHER BOLSTAD, PH.D.
STAFF TOXICOLOGIST
OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
OEHHA Assessments Support CalEPA Environmental and Public Health Activities

CalEPA Mission:
To restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality.

OEHHA Mission:
To protect and enhance the health of Californians and our state’s environment through scientific evaluations that inform, support and guide regulatory and other actions.
Outline

• Background: risk, toxicity, and exposure
• How OEHHA determines toxicity
• Factors that influence toxicity
• How OEHHA determines Health Guidance Values for use in estimating risk
• Health concerns associated with some of the chemicals being measured
• How risk is determined from air monitoring data
• How do improvements in air quality affect health?
Risk = Toxicity $\times$ Exposure

How dangerous is the chemical?

Health Guidance Values

Does chemical contact or enter our body?

Air monitoring data
What is Exposure?

https://commons.wikimedia.org/wiki/File:Diesel-smoke.jpg
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

http://clipart-library.com/clipart/163895.htm
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.

https://science.education.nih.gov/supplements/webversions/Chemicals/guide/lesson3-1.html
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

https://accesspharmacy.mhmedical.com/content.aspx?bookid=2462&sectionid=194918140
More people are affected as the amount of chemical they are exposed to increases.

People differ – some are more sensitive than others (like children and pregnant women), while others are less sensitive (resistant).

http://www.ilocis.org/documents/chpt33e.htm
How are health guidance values developed?

Review health effects information

Identify most sensitive effects

Determine relationship between amount of chemical and effect

Determine amount that causes a specific effect

Adjust amount for route, species, length of exposure

Adjust amount for uncertainty (time differences, missing information, species)

Adjust amount for differences in sensitivity between people

Health Guidance Value

Hypothetical example:

1000 parts per billion (ppb) (rat)

100 ppb (human)

\( \div 10 \) (no developmental study)

\( \div 10 \) (asthmatic children)

1 ppb
Particulate Matter

HUMAN HAIR
50-70 μm (microns) in diameter

PM2.5
Combustion particles, organic compounds, metals, etc.
< 2.5 μm (microns) in diameter

PM10
Dust, pollen, mold, etc.
< 10 μm (microns) in diameter

90 μm (microns) in diameter
FINE BEACH SAND

https://www.epa.gov/pm-pollution/particulate-matter-pm-basics
Health Concerns: PM$_{2.5}$

- Can reach deep into the lung
- Short-term exposure: respiratory irritation, ↓ lung function, asthma attacks, irregular heartbeat, ↑ respiratory symptoms like coughing, wheezing, shortness of breath
- 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 (↑ childhood 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 and 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 Guidance Values for Diesel Exhaust

Non-cancer
  Chronic REL: 5.0 μg/m³
  Effect: Changes in rat lung

Cancer
  Unit risk: 0.0003 per μg/m³
  Inhalation Cancer Potency Factor: 1.1 (mg/kg-day)^{-1}
  Effect: Lung tumors in workers
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 polyaromatic hydrocarbons (PAHs), benzene, 1,3-butadiene, formaldehyde

Contributes to indoor air pollution, particularly for PAHs

SJVAPCD program requiring reduction of residential wood burning 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)

https://www.istockphoto.com/in/photo/human-organs-gm497303869-41750622
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)

https://www.istockphoto.com/in/photo/human-organs-gm497303869-41750622
Health Concerns: Ammonia

Colorless gas with a sharp and very irritating odor
Contributes to PM$_{2.5}$

Acute REL
- 3200 µg/m$^3$
- Effect: respiratory and eye irritation in humans

Chronic REL
- 200 µg/m$^3$
- Effect: symptoms of exposure and effects on lung function in workers

Susceptible populations
- Persons with asthma and other respiratory conditions, including cardiopulmonary disease

Ammonia sources in San Joaquin Valley (2013)

On-Road Motor Vehicles
- 4 tons, 1%

Fuel Combustion
- 2 tons, 1%

Waste Disposal
- 10 tons, 3%

Non-Dairy Livestock
- 61 tons, 19%

Dairy
- 125 tons, 38%

Fertilizer
- 118 tons, 36%

Other
- 8 tons, 2%

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
- Lower? Less concern
Reduced PM exposures linked with clear health improvements

• Utah Valley - Steel mill shutdown reduced PM and respiratory hospital admissions
• Dublin, Ireland - Coal sale ban reduced PM and death from heart and lung disease
• So. California - Children who moved to less polluted areas had improved lung function growth; those who moved to more polluted areas had decreased growth rates
• Review of cardiovascular mortality and PM in 51 U.S. metro areas shows PM reductions increased life expectancy
• Reduced diesel PM expected to decrease cancer risk
Questions?

Heather Bolstad, Ph.D.
heather.bolstad@oehha.ca.gov
(510) 622-3146

https://cityofshafterpublicart.wordpress.com/public-art/
Evaluación de Riesgos de Contaminantes del Aire
Reunión del Comité Directivo Comunitario de Shafter
13 de mayo de 2019
HEATHER BOLSTAD, PH.D.
TOXICÓLOGA
OFICINA DE EVALUACIÓN DE RIESGOS A LA SALUD AMBIENTAL
AGENCIA DE PROTECCIÓN AMBIENTAL DE CALIFORNIA
Las evaluaciones de OEHHA apoyan las actividades de Salud Pública y Ambiental de CalEPA

Misión de CalEPA:
Restaurar, proteger y mejorar el medio ambiente, garantizar la salud pública, la calidad ambiental y la vitalidad económica.

Misión de OEHHA:
Proteger y mejorar la salud de los Californianos y el medio ambiente de nuestro estado a través de evaluaciones científicas que informen, apoyen y guíen acciones regulatorias y de otro tipo.
Esquema

- Antecedentes: riesgo, toxicidad, y exposición
- Cómo OEHHA determina la toxicidad
- Factores que influyen la toxicidad
- Cómo OEHHA determina los Valores de Orientación de Salud para usarlos en la estimación del riesgo
- Preocupaciones de salud asociadas con algunos de los químicos que se miden
- Cómo se determina el riesgo usando los datos de monitoreo del aire
- ¿Cómo afectan las mejoras en la calidad del aire a la salud?
Riesgo = Toxicidad \times \text{Exposición}

¿Qué tan peligroso es el químico?

Valores de Orientación de Salud

¿El químico hace contacto o entra en nuestro cuerpo?

Datos de monitoreo del aire
¿Qué es la exposición?
¿Cómo determinamos la toxicidad de los productos químicos?

OEHHA desarrolla puntos de referencia para la toxicidad llamados Valores de Orientación de Salud:

*No canceroso: Niveles de exposición de referencia (REL, por sus siglas en inglés)*

La cantidad del químico en el aire que no es probable que cause efectos a la salud no relacionados con el cáncer (como el asma) incluso en poblaciones sensibles como niños y mujeres embarazadas

*Cáncer: Unidad de riesgos o factores de potencia del cáncer*

Describir el aumento del riesgo de cáncer por unidad de exposición

http://clipart-library.com/clipart/163895.htm
¿Qué influye en la toxicidad?

- Cantidad
- Duración de la exposición (tiempo)
- Sensibilidad

https://www.meadindoor.com/for-physicians/
Los efectos en la salud pueden ser más graves si aumenta la cantidad a la que alguien está expuesto.

https://science.education.nih.gov/supplements/webversions/Chemicals/guide/lesson3-1.html
La toxicidad depende de la cantidad de tiempo que una persona esté expuesta a un químico

OEHHA desarrolla niveles de exposición de referencia para cantidades específicas de tiempo

- Breve exposición (aguda): exposiciones ocasionales de 1 hora
- Exposición moderada: exposiciones repetidas de 8 horas durante una fracción significativa de la vida
- Exposición constante (crónica): exposiciones continuas desde 1 año hasta toda la vida.

https://accesspharmacy.mhmedical.com/content.aspx?bookid=2462&sectionid=194918140
Mas personas se ven afectadas a medida que aumenta la cantidad de sustancias químicas a las que están expuestos.

Las personas difieren: algunas son más sensibles que otras (como los niños y las mujeres embarazadas), mientras que otras son menos sensibles (resistentes).

[Diagrama]

Efecto de la sustancia química

Cantidad de exposición química

http://www.ilocis.org/documents/chpt33e.htm
¿Cómo se desarrollan los valores de orientación en salud?

1. Revisar la información de los efectos de salud
2. Identificar los efectos más sensibles
3. Determinar la relación entre la cantidad del químico y el efecto
4. Determinar la cantidad que causa un efecto específico
5. Ajustar la cantidad por ruta, especie, duración de la exposición
6. Ajustar la cantidad para la incertidumbre (diferencias de tiempo, información faltante, especies)
7. Ajustar la cantidad para las diferencias de sensibilidad entre las personas

Valor de Orientación de Salud

---

**Ejemplo Hipotético**

1000 partes por mil millones (ppb) (rata)

100 ppb (humano)

÷ 10 (no estudio de desarrollo)

÷ 10 (niños asmáticos)

1 ppb
Material Particulado

https://espanol.epa.gov/espanol/conceptos-basicos-sobre-el-material-particulado-pm-por-sus-siglas-en-ingles
Preocupaciones de Salud: PM$_{2.5}$

- Puede llegar a lo profundo del pulmón
- Exposición a corto plazo: irritación respiratoria, ↓ función pulmonar, ataques de asma, latidos cardíacos irregulares, ↑ síntomas respiratorios como tos, respiración sibilante, dificultad para respirar
- Exposición a corto y largo plazo: muerte prematura, mortalidad y hospitalizaciones cardiovasculares, hospitalizaciones respiratorias y por asma
- Poblaciones sensibles
  - Personas de tercera edad
  - Aquellos con enfisema, asma, enfermedad crónica del corazón/pulmón
  - Bebés/niños (↑ enfermedades infantiles, ↓ función pulmonar)
  - Mujeres embarazadas (↓ peso al nacer, parto prematuro)

https://www.masters.tw/wp-content/uploads/2015/07/pm2_52.jpg
Preocupaciones de salud: escape de diesel

No Canceroso
- Irritación respiratoria, tos, alergias, inflamación de los pulmones
- Hospitalizaciones, visitas a urgencias, ataques de asma, muertes prematuras
- Poblaciones sensibles
  - Aquellos con condiciones respiratorias y cardiovasculares
  - Niños
  - Personas de tercera edad

Cancer
- Aumento del riesgo de cáncer
- ~70% del promedio de riesgo de cáncer en California debido a la contaminación del aire (CARB)

https://commons.wikimedia.org/wiki/File:Diesel-smoke.jpg
Valores de Orientación de Salud para el Escape de Diesel

No canceroso

REL crónico: 5.0 μg/m³
Efecto: Cambios en los pulmones de ratas

Cancer

Riesgo Unitario: 0.0003 por μg/m³
Factor de potencia del cáncer de inhalación : 1.1 (mg/kg-día)^{-1}
Efecto: Tumores pulmonares en trabajadores
Preocupaciones de Salud: Humo de Leña

Contiene miles de químicos, los más preocupantes son:

- $\text{PM}_{10}$ y $\text{PM}_{2.5}$
- Monóxido de carbono
- Irritantes (dióxido de nitrógeno, óxidos de azufre, aldehídos como acroleína y formaldehído)
- Puede jugar un papel en los ataques de asma provocados por el humo
- Carcinógenicos, incluyendo los hidrocarburos poliaromáticos (PAHs, por sus siglas en inglés), benceno, 1,3-butadieno, formaldehído

Contribuye a la contaminación del aire interior, especialmente para los PAHs

El programa del Distrito del Aire cual require la reducción de la quema de leña residencial esta asociada con menos hospitalizaciones por enfermedad (Yap & Garcia, 2015)

https://encrypted-tbn0.gstatic.com/images?q=tbn:ANd9GcQz9By06xDAA_fKV5QweuMOxKwRg3FxGswB-a-vLy5nCq8OUGAAAdz2w
Preocupaciones de salud: Metales

Cáncer de pulmón (arsénico, berilio, cadmio, cobalto, cromo hexavalente, níquel)

Cáncer suprarrenal (cobalto)

Cáncer de riñón (plomo)

Sistema nervioso (arsénico, plomo, manganeso, selenio)

Sistema respiratorio (berilio, cadmio, cobalto, cromo hexavalente, níquel)

Hígado (selenio)

Riñón (cadmio)

Sistema inmunitario (berilio, níquel)

Reproducción y desarrollo (arsénico)

Sangre (selenio)

Cabello, piel, uñas (selenio)

https://www.istockphoto.com/in/photo/human-organs-gm497303869-41750622
Preocupaciones de salud: Compuestos Orgánicos Volátiles (VOCs)

Tumores nasales (formaldehído, naftaleno)

Cáncer de riñón (etilbenceno)

Leucemia (benceno)

Sistema nervioso (benceno, hexano, estireno, tolueno, xilenos)

Sistema respiratorio (acroleína, formaldehído, naftaleno, estireno, tolueno, xilenos)

Hígado (etilbenceno)

Riñón (etilbenceno)

Reproducción y desarrollo (benceno, etilbenceno, tolueno)

Sangre (benceno)

https://www.istockphoto.com/in/photo/human-organs-gm497303869-41750622
Preocupaciones de salud: Amoníaco

Gas incoloro con un olor fuerte y muy irritante
Contribuye a PM$_{2.5}$
REL Agudo
• 3200 µg/m$^3$
• Efecto: irritación respiratoria y ocular en humanos
REL Crónico
• 200 µg/m$^3$
• Efecto: síntomas de exposición y efectos sobre la función pulmonar en los trabajadores
Poblaciones Susceptibles
• Personas con asma y otras condiciones respiratorias, incluyendo enfermedades cardipulmonares

Fuentes de Amoníaco en el Valle de San Joaquín (2013)

- **Vehículos Motorizados en Carretera**
  - 2 toneladas, 1%
  - 4 toneladas, 1%

- **Combustión de Gasolina**
  - 3200 11g/m$^3$

- **Eliminación de Residuos**
  - 10 toneladas, 3%

- **Ganado No Lechero**
  - 61 toneladas, 19%

- **Lechería**
  - 125 toneladas, 38%

- **Fertilizante**
  - 118 toneladas, 36%

- **Otro**
  - 8 toneladas, 2%

¿Cómo determinamos el riesgo de la cantidad de químico medido en el aire?

**No Canceroso**
¿Cómo se compara la cantidad en el aire con el Nivel de Exposición de Referencia?

- ¿Mayor? Puede haber alguna preocupación
- Nivel de Exposición de Referencia
- ¿Inferior? Poca preocupación

**Cancer**
How much does the amount in air increase cancer risk by?

- ¿Mayor? Preocupación
- ¿Inferior? Menos preocupación
Reducción de las exposiciones a PM relacionadas con mejoras claras en la salud

- Valle de Utah – El cierre de una fábrica de acero redujo PM y admisiones al hospital debido a problemas respiratorios
- Dublín, Irlanda – La prohibición de la venta de carbon redujo PM y las muertes por enfermedades cardíacas y pulmonares
- Sur de California – Niños que se mudaron a áreas menos contaminadas tuvieron una mejora en la función pulmonar; los que se mudaron a áreas más contaminadas tuvieron tasas de crecimiento disminuidas
- Un repaso de la mortalidad cardiovascular y PM en 51 áreas metropolitanas de EE. UU. muestra que las reducciones de PM aumentan la expectativa de vida
- La reducción de PM de diesel se espera reducir el riesgo de cáncer
¿Preguntas?

Heather Bolstad, Ph.D.
heather.bolstad@oehha.ca.gov
(510) 622-3146

https://cityofshafterpublicart.wordpress.com/public-art/
Community Emission Inventory Update
CARB Mobile and Area Source Emissions

Shafter
AB 617 Community Steering Committee Meeting
May 13, 2019

Alejandra Cervantes, Jenny Melgo, Abhisek Dhiman, Adrian Cayabyab
Air Quality Planning and Science Division
California Air Resources Board
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

April - May, 2019
# DRAFT Community Emissions Summary

<table>
<thead>
<tr>
<th>Source Category</th>
<th>PM2.5 (tons/yr)</th>
<th>NOx (tons/yr)</th>
<th>ROG (tons/yr)</th>
<th>NH3 (tons/yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATIONARY AREA</strong></td>
<td>30.3 (12%)</td>
<td>19.8 (3%)</td>
<td>53.1 (5%)</td>
<td>0.87 (0.1%)</td>
</tr>
<tr>
<td><strong>AREA</strong></td>
<td>188.5 (75%)</td>
<td>49.7 (7%)</td>
<td>936.9 (80%)</td>
<td>1,360.4 (99.9%)</td>
</tr>
<tr>
<td><strong>OFF-ROAD MOBILE</strong></td>
<td>12.4 (5%)</td>
<td>163.1 (21%)</td>
<td>54.2 (5%)</td>
<td>0.1 (0.01%)</td>
</tr>
<tr>
<td><strong>ON-ROAD MOBILE</strong></td>
<td>20.1 (8%)</td>
<td>528 (69%)</td>
<td>126.4 (11%)</td>
<td>0 (0%)</td>
</tr>
<tr>
<td><strong>TOTAL (tons/yr)</strong></td>
<td>251.3</td>
<td>760.6</td>
<td>1,170.6</td>
<td>1,361.4</td>
</tr>
</tbody>
</table>

PM2.5: Particulate Matter 2.5 Microns or Smaller  
NOx: Nitrogen Oxides  
ROG: Reactive Organic Gases  
NH3: Ammonia

**Inventory Development – What are we doing?**  
[https://ww2.arb.ca.gov/resources/documents/emissions-inventory-enhancements](https://ww2.arb.ca.gov/resources/documents/emissions-inventory-enhancements)
DRAFT Area Source Emissions

Sources that can be moved to actual emission location:
Small emission sources spread over an area, but with specific locations (e.g., gas stations, dry cleaner, 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)

Move sources to their actual emission location, when possible
DRAFT Area Source Emissions (Contd.)

- **NOx**
  - Residential Fuel Combustion: 40%
  - Service and Commercial: 9%
  - Managed Burning and Disposal: 6%
  - All Others: 5%

- **PM2.5**
  - Farming Operations: 61%
  - Food and Agricultural Processing: 50%
  - Unpaved Road Dust: 11%
  - Cooking: 6%
  - All Others: 7%

- **NH3**
  - Fertilizers: 62%
  - Farming Operations: 38%

- Residential Wood Combustion: PM2.5 Emissions
  - Emissions (in percentiles)
    - <10% (min <0.03 tons/yr)
    - 10-30%
    - 30-60%
    - 60-100% (max 0.3 tons/yr)
DRAFT Off-Road Mobile Source Emissions

Facility Sources:
(e.g., forklifts, cargo handling equipment, locomotives)

Non-facility Sources:
(e.g., construction/ag equipment, portable engines)

DPM10: Diesel Particulate Matter 10 Microns or Smaller
DRAFT On-Road Mobile Source Emissions

LDV: Light-duty Vehicles
MDV: Medium-duty Vehicles
HDV: Heavy-duty Vehicles

HDV: Diesel PM10 Emissions
(135 VMT, 169,445 miles driven)

LDV: NOx
MDV: PM10
HDV: ROG
DPM10

Emissions (In percentiles)
<2% (Max. 0.0002 g/mile)
20 - 40%
40 - 60%
60 - 80%
> 80% (max 0.8 g/mile)

LDV: Light-duty Vehicles
MDV: Medium-duty Vehicles
HDV: Heavy-duty Vehicles
Highlights on Statewide Strategies to Control Emissions
Shafter
Community Steering Committee Meeting
May 13, 2019
Air Quality Agencies

**Federal**

**U.S. EPA**
- Sets/enforces national air quality standards.
- Regulates interstate transportation.

**State**

**CARB**
- Regulates mobile sources of air pollution, greenhouse gases, and consumer products.

**Local**

**Local Air Districts**
- Regulate stationary and local sources of air pollution.

- Trains
- Ships
- Planes
- Cars
- Trucks
- Buses
- Factories
- Refineries
- Residential woodstoves
Existing Regulations and Control Measures

Ports
- Commercial Harbor Craft
- Shore Power
- Ocean-Going Vessels Fuel Rule
- Cargo Handling Equipment
- Drayage Trucks

Rail
- Cargo Handling Equipment
- Drayage Trucks

Mobile On-Road
- Truck and Bus Regulation
- Heavy-Duty Vehicle Inspection Program
- Truck Idling Control Measure

Mobile Off-Road
- Transport Refrigeration Unit
- Off-Road Diesel Vehicle Regulation
- Small Off-Road Engines

Other Toxics
- Chrome Plating Control Measure
- Composite Wood Control Measure

~CARB
Statewide Toxic Health Risks

Increased Cancer risk per million residents

- Diesel Particulate
- 6 Toxic Air Contaminants

CARB
Statewide Black Carbon

1968-2000 Waste burning bans, cleaner fuels and other health measures

2006 CARB Ultra-Low Sulfur Diesel Fuel

2011 Truck and Bus Regulation
Fine Particles (PM$_{2.5}$) in Kern County

- **NAAQS = 12 $\mu$g/m$^3$**
- **2001 Truck engine emissions standards**
- **2011 Truck and Bus Regulation**

CARB ADAM Air Quality Database
CARB EMISSIONS REDUCTION STRATEGIES
Recent Plans

All dates for proposed rules are tentative and subject to change.
Proposed On-Road Mobile Source Measures

Expected Board Consideration/Adoption – Implementation Begins

- Innovative Clean Transit
- Amendments to Smoke Inspection Programs
- Heavy-Duty On-Board Diagnostic Regulations
- Advanced Clean Trucks
- Advanced Clean Cars 2
- Heavy-Duty Inspection and Maintenance
- Zero Emission Drayage Trucks

CARB
Proposed Off-Road Mobile Source Measures

- Ships At-Berth Amendments
- Zero Emission Transport Refrigeration Units
- Small Off-Road Engines
- Reduced Idling at Rail Yards
- Commercial Harbor Craft Amendments
- Zero Emission Cargo Handling Equipment
- Emissions Reductions from Non-Preempted Locomotives

Expected Board Consideration/Adoption – Implementation Begins
Additional Proposed Control Measures

• Chrome Plating Control Measure Amendments
• Composite Wood Products Control Measure Amendments
• Commercial Cooking Suggested Control Measure

Expected Board Consideration Date = TBD
Contact Us

Skott Wall, Community Liaison
Office of Community Air Protection, CARB
skott.wall@arb.ca.gov
916-323-0787
Progreso del Inventario de Emisiones Comunitarias Emisiones de Fuentes Móviles y de la Zona

Junta del Comité Directivo Comunitario de AB 617 para Shafter
13 de Mayo del 2019

Alejandra Cervantes, Jenny Melgo, Abhishek Dhiman, Adrian Cayabyab
División de Planeación y Ciencia de Calidad de Aire
Consejo de Recursos del Aire de California
Colaboración del Distrito y Personal de CARB

Fuentes Estacionarias:
Plantas de Energía, Refinerías, Industria

Fuentes de Área:
Combustión de Madera Residencial, Productos de Consumo, Pesticidas

Fuentes de Vehículos de Carretera:
Automóviles, Camiones

Fuentes de Vehículos de Todoterreno:
Forklifts, Tractores, Unidad de Transporte de Refrigeración

Distrito
CARB/Distrito
CARB
CARB

 Abril - Mayo, 2019
### BORRADOR Resumen de Emisiones Comunitarias

<table>
<thead>
<tr>
<th>Categoría de Fuente</th>
<th>PM2.5</th>
<th>NOx</th>
<th>ROG</th>
<th>NH3</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUENTE ESTACIONARIA</td>
<td>30.3</td>
<td>19.8</td>
<td>53.1</td>
<td>0.87</td>
</tr>
<tr>
<td>Área</td>
<td>188.5</td>
<td>49.7</td>
<td>936.9</td>
<td>1,360.4</td>
</tr>
<tr>
<td>VEHÍCULOS NO DE CARRETERA</td>
<td>12.4</td>
<td>163.1</td>
<td>54.2</td>
<td>0.1</td>
</tr>
<tr>
<td>VEHÍCULOS DE CARRETERA</td>
<td>20.1</td>
<td>528</td>
<td>126.4</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>TOTAL (toneladas/año)</strong></td>
<td>251.3</td>
<td>760.6</td>
<td>1,170.6</td>
<td>1,361.4</td>
</tr>
</tbody>
</table>

PM2.5: Materia en Partículas 2.5 Micrometros ó menor  
NOx: Óxidos de Nitrógeno  
ROG: Gas Orgánico Reactivo  
NH3: Amoníaco

**Desarrollo del Inventario – Lo que Estamos Haciendo?**  
[https://ww2.arb.ca.gov/resources/documents/emissions-inventory-enhancements](https://ww2.arb.ca.gov/resources/documents/emissions-inventory-enhancements)
Fuentes que pueden moverse a la ubicación real:
Fuentes de emisión pequeñas extendidas sobre una área, pero con ubicaciones específicas
(p. ej., gasolineras, tintorerías, talleres de reparación de carrocerías, imprentas)

Fuentes que operan y emiten sobre áreas grandes:
Fuentes de emisión que le faltan detalles de ubicación específica
(p. ej., productos de consumo, polvo de carretera, recubrimiento arquitectural)

Cuando posible, mover fuentes a sus ubicaciones de emisiones actuales
BORRADOR Fuentes de Zona (Cont.)

PM2.5

- FARMING OPERATIONS: 61%
- UNPAVED ROAD DUST: 11%
- FOOD AND AGRICULTURAL PROCESSING: 50%
- PAVED ROAD DUST: 11%
- COOKING: 6%
- FUGITIVE WINDBLOWN DUST: 11%
- All Others: 7%

NOx

- RESIDENTIAL FUEL COMBUSTION: 20%
- FOOD AND AGRICULTURAL PROCESSING: 50%
- FARMING OPERATIONS: 36%

NH3

- FERTILIZERS: 62%
- All Others: 5%

Residential Wood Combustion: PM2.5 Emissions

Emissions (in percentages)
- <10% (min <0.03 tons/yr)
- 10-30%
- 30-60%
- 60-100% (max 0.3 tons/yr)
BORRADOR Fuentes de Vehículos no de Carretera

- **Fuentes de Instalaciones:**
  (p. ej., equipo para manejo de cargas, maquina elevadora, locomotoras)
- **Fuentes Fuera de Instalaciones:**
  (p. ej., equipo de construcción y agricultura, motores portables)

DPM10: Materia en partículas de diesel de 10 micrometros ó menor
BORRADOR Emisiones de Fuentes de Vehículos de Carretera

LDV: Vehículos de trabajo ligero
MDV: Vehículos de trabajo mediano
HDV: Vehículos de trabajo pesado

HDV: Diesel PM10 Emissions
(13% VMT, 169,440 miles driven)

Emissions (in percentiles)
<20% (min: <0.0002 lbs/10)
20 - 40%
40 - 60%
60 - 80%
> 80% (max: 0.3 lbs/10)

LDV: Vehículos de trabajo ligero
MDV: Vehículos de trabajo mediano
HDV: Vehículos de trabajo pesado
Aspectos Destacados de las Estrategias Estatales para Controlar las Emisiones
Shafter
Reunión del Comité Directivo
13 de mayo de 2019

Agencias de Calidad del Aire

Federal
La U.S. EPA
La Agencia de protección Ambiental de los Estados Unidos
Establece e impone los estándares de la calidad del aire nacional. Regula el transporte interestatal.

Estatal
El Consejo de Recursos del Aire de California
Regula las fuentes móviles de contaminación del aire, los gases de efecto invernadero y productos de consumo.

Local
Los Distritos de Aire Locales
Regulan las fuentes estacionarias y locales de contaminación del aire.

Trenes Barcos Aviones Autos Camiones Autobuses Fabricas Refinerias Estufas de Leña Residenciales
Regulaciones y Medidas de Control Existentes

Puertos
- Embarcaciones de Puertos Comerciales
- Regulación Mientras en Atraque
- Embarcaciones Oceánicas
- Equipos de Manejo de Carga
- Camiones de Carretaje

Ferroviario
- Equipos de Manejo de Carga
- Camiones de Carretaje

Móvil en Carretera
- Regulación de Camiones y Autobuses
- Inspección de Vehículos de Uso Pesado
- Control de la Mancha en Vehículos de Camiones

Móvil Todo Terreno
- Unidad de Refrigeración de Transporte
- Regulación de Vehículos de Diesel de Todo Terreno
- Motores Pequeños para Uso en Todo Terreno

Otros Tóxicos
- Medida del Control del Cromado
- Medida de Control de la Madera Compuesta

Riesgos Tóxicos a la Salud en Todo el Estado

- Partículas de Diesel
- 6 Contaminantes Tóxicos del Aire
Carbono Negro en Todo el Estado

1968-2000 Prohibición de la quema de basura, combustibles más limpios y otras medidas para la salud

2006 CARB Diesel Ultra Low en Autopistas

2011 Regulación de Camiones y Autobuses

Partículas Finas (PM$_{2.5}$) en el Condado de Kern

2001 Estándares de emisiones de motores de camiones

Estándar de Calidad del Aire Nacional = 12 μg/m$^3$

2011 Regulación de Camiones y Autobuses
ESTRATEGIAS DE REDUCCIÓN DE EMISIONES DE CARB

Planes Recientes

Todas las fechas para las reglas propuestas son provisionales y están sujetos a cambios
Medidas Propuestas de Fuentes Móviles en Carretera

Consideración / Adopción Esperada del Consejo Gobernante – Implementación Comienza

2018 2020 2025 2030

- Transito Limpio Innovador
- Programas de Inspección de Humo
- Regulaciones de Diagnóstico a Bordo en Vehículos Uso Pesado
- Camiones Locales Limpies de Tecnología Avanzada
- Autos Limpios de Tecnología Avanzada 2
- Inspección y Mantenimiento de Vehículos de Uso Pesado
- Camiones de Carretaje de Cero Emisión

CCARB

Medidas Propuestas de Fuentes Móviles de Todo Terreno

Consideración / Adopción Esperada del Consejo Gobernante – Implementación Comienza

2018 2020 2025 2027

- Enmiendas sobre Barcos en Atraco
- Unidad de Refrigeración de Transporte Cero Emisiones
- Motores Pequeños de Todo Terreno
- Marcha En Vacio Reducida en los Patios Ferroviarios
- Enmiendas de Embarcaciones de Puertos Comerciales
- Equipo de Manejo de Cargas Cero Emisión
- Reducción de Emisiones de las Locomotoras No Previstas

CCARB
Medidas Propuestas de Control Adicionales

- Enmiendas a la Medida de Control del Cromado
- Enmiendas a la Medida de Control de los Productos de Madera Compuesta
- Medida de Control Sugerida Para Cocinas Comerciales

La fecha prevista de la consideración del Consejo Gobernante es por definirse

Contáctenos

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EXISTING STATEWIDE REGULATIONS AND CONTROL MEASURES

PORT RELATED REGULATIONS

Commercial Harbor Craft Regulation
CARB's existing Commercial Harbor Craft regulation was adopted to reduce emissions of diesel particulate matter, oxides of nitrogen, and Reactive Organic Gases from diesel engines used on Commercial Harbor Craft operating at ports, such as ferries, dredges, and barges.
https://www2.arb.ca.gov/our-work/programs/commercial-harbor-craft

Cargo Handling Equipment Regulation
CARB's Cargo Handling Equipment Regulation establishes requirements for in-use and newly purchased diesel-powered equipment at ports and intermodal rail yards, such as yard trucks, rubber-tired gantry cranes, container handlers, forklifts and other types of equipment.
https://www2.arb.ca.gov/our-work/programs/cargo-handling-equipment

At-Berth Regulation (Shore Power)
CARB's At-Berth Regulation (Shore Power) was adopted to reduce emissions of diesel particulate matter and oxides of nitrogen from diesel auxiliary engines on container ships, passenger ships, and refrigerated-cargo ships while berthing at a California Port.
https://www.arb.ca.gov/ports/shorepower/shorepower.htm

Ocean-Going Vessel Fuel Regulation
The existing California Ocean-Going Vessel Fuel Regulation requires the use of cleaner marine distillate fuels in ocean-going vessels that visit California seaports to reduce particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels.
https://www.arb.ca.gov/ports/marinevess/ogv.htm

FUEL REGULATIONS

Low Carbon Fuel Standard
The Low Carbon Fuel Standard sets annual carbon intensity standards, which reduce over time, for gasoline, diesel, and the fuels that replace them.
https://www.arb.ca.gov/fuels/lcfs/lcfs.htm

Diesel Fuel Regulations
The California diesel fuel program set stringent standards for California diesel that produced cost-effective emission reductions from diesel-powered vehicles.
https://www.arb.ca.gov/fuels/diesel/diesel.htm
ON-ROAD MOBILE SOURCE REGULATIONS

Please see the attached Multi-Regulation Summary
https://www.arb.ca.gov/msprog/onrdiesel/documents/multirule.pdf

OFF-ROAD MOBILE SOURCE REGULATIONS

Transport Refrigeration Unit Regulation
Please see the attached Multi-Regulation Summary
https://www.arb.ca.gov/msprog/onrdiesel/documents/multirule.pdf

In-Use Off-Road Diesel-Fueled Fleets Regulation
The Off-Road Diesel Regulation sets out to reduce emissions of diesel particulate matter and oxides of nitrogen from in-use off-road heavy-duty diesel vehicles by imposing idling limits, restrictions on older vehicles added to fleets, and requiring fleets to reduce their emissions. Such vehicles are used in construction, mining, and industrial operations.
https://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

Small Off-Road Engine Regulation
The Small Off-Road Engine Regulation adopted emissions standards for small spark-ignition engines rated at or below 19 kilowatts. Engines in this category are primarily used for lawn, garden, and other outdoor power equipment.
https://www2.arb.ca.gov/our-work/programs/small-off-road-engines-sore

TOXIC AIR CONTAMINANT CONTROL PROGRAM

Chrome Plating Control Measure
The Chrome Plating Airborne Toxic Control Measure requires chrome plating facilities to reduce their emissions by requiring the use of chemical fume suppressants and/or add-on controls to meet stringent hexavalent chromium emission limits.
https://www.arb.ca.gov/toxics/chrome/chrome.htm

Composite Wood Control Measure
The Composite Wood Airborne Toxic Control Measure was adopted to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, thin medium density fiberboard, and finished goods (e.g. floorings, cabinets and furniture) made with composite wood products.
https://www.arb.ca.gov/toxics/compwood/compwood.htm
Multi-Regulation Summary (MRS)
Requirements for Diesel Truck and Equipment Owners

All owners of diesel trucks, buses, trailers and transport refrigeration units, or "reefers," that operate in California, are required to take steps to reduce air pollution. Reducing emissions from existing equipment is necessary to meet federally imposed clean air standards and to reduce the adverse health effects from pollution. Funding opportunities may also be available to lower emissions earlier than required. This document summarizes requirements and key dates for upgrading existing equipment:

1. LEGACY PROGRAMS

A) Idling Limits - restrict diesel vehicles from idling more than five minutes, and idling in school zones is not allowed with limited exceptions. See: [www.arb.ca.gov/noidle](www.arb.ca.gov/noidle)

B) The Heavy-Duty Vehicle Inspection Program uses random roadside inspections to verify that diesel engines do not smoke excessively and are tamper free. See: [www.arb.ca.gov/enf/hdvip/hdvip.htm](www.arb.ca.gov/enf/hdvip/hdvip.htm)

C) Emission Control Labels must be affixed to engines of all commercial heavy-duty diesel vehicles, and must be legible as proof the engine, at minimum, meets U.S. federal emissions standards for the engine model year.

D) The Periodic Smoke Inspection Program requires owners of California based fleets of two or more diesel vehicles to perform annual smoke opacity tests and to keep records for at least two years for each vehicle. The requirement does not apply to cars or trucks that must undergo a Smog Check.

2. TRUCKS AND BUSES (Private & Federal Fleets)

Diesel trucks and buses with a GVWR that is 14,001+ lbs. must reduce exhaust emissions by meeting particulate matter (PM) filter requirements and upgrading to 2010 model year (MY) or newer engines.

HEAVIER VEHICLES with a GVWR of 26,001+ lbs. need upgrades as shown in the table. No reporting is required if using the heavier vehicle schedule.

<table>
<thead>
<tr>
<th>Schedule for Heavier Trucks and Buses</th>
<th>2010 MY Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Year</td>
<td>PM Filter*</td>
</tr>
<tr>
<td>Pre-1994</td>
<td>Not required</td>
</tr>
<tr>
<td>1994-1995</td>
<td>Not required</td>
</tr>
<tr>
<td>2000-2004</td>
<td>January 1, 2013</td>
</tr>
<tr>
<td>2005 or newer</td>
<td>January 1, 2014</td>
</tr>
<tr>
<td>2007-2009</td>
<td>January 1, 2014</td>
</tr>
</tbody>
</table>

*50% PM reduction can be used if 85% reduction is not available.

On April 24-25, 2014, the California Air Resources Board held a meeting to consider the proposed amendments to the Truck and Bus Regulation. ARB has approved these changes to assist fleets with the transition to cleaner vehicles while preserving overall emission reductions and health benefits of the Regulation. There are new options that may allow additional compliance flexibility for your vehicles. For more information, please see the approved amendments page at: [www.arb.ca.gov/msprog/truckstop/tb/approved.htm](www.arb.ca.gov/msprog/truckstop/tb/approved.htm).

3. DRAYAGE TRUCKS

Diesel-fueled trucks transporting cargo destined to or coming from California’s ports and intermodal rail yards (including bobtails and transporting chassis) must be registered in the statewide Drayage Truck Registry prior to entry. Drayage fleets must comply with requirements by operating only vehicles with 2007 MY engines or newer.

<table>
<thead>
<tr>
<th>Truck Engine Model Year</th>
<th>Emission Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compliance Schedule (GVWR 26,001 lbs. or more)</td>
<td></td>
</tr>
<tr>
<td>2006 and older</td>
<td>Not allowed</td>
</tr>
<tr>
<td>2007-2009</td>
<td>Compliant through 2022</td>
</tr>
<tr>
<td>2010 and newer</td>
<td>Fully compliant</td>
</tr>
</tbody>
</table>

By January 1, 2023, all class 7 and 8 diesel-fueled drayage trucks must have 2010 and newer engines. Trucks with 2010 and newer engines are fully compliant with both the Truck and Bus and Drayage regulations. The exchange of marine or rail cargo (e.g., containers) between compliant and non-compliant drayage trucks is not allowed anywhere in California.

Drayage Truck Regulation
1-888-247-4821
[www.arb.ca.gov/drayagettruck](www.arb.ca.gov/drayagettruck)

(Revised 11/13/14)
4. TRACTORS AND BOX-TYPE TRAILERS

The Tractor-Trailer Greenhouse Gas regulation applies to 53-foot or longer box-type trailers and 2013 MY or older heavy-duty tractors that pull these trailers.

Low-Rolling Resistance Tire Requirements

<table>
<thead>
<tr>
<th>Requirement</th>
<th>2010 MY and Older</th>
<th>2011 MY to 2013 MY</th>
<th>2014 MY and newer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tractors</td>
<td>Required</td>
<td>Required</td>
<td>N/A</td>
</tr>
<tr>
<td>Trailers</td>
<td>1/1/2017</td>
<td>Required</td>
<td>Required</td>
</tr>
</tbody>
</table>

Tractor Requirements

All 2011 through 2013 MY sleeper-cab tractors must be SmartWay designated models. 2014 MY or newer tractors are covered by a federal regulation and are exempt from this rule.

For more information, please see: www.arb.ca.gov/tractortrailerghgfleets must register to take advantage of short haul, local SmartWay designated models. 2014 MY or newer tractors are covered by a federal regulation and are exempt from this rule.

FOR MORE INFORMATION

Note: Each fleet may have unique requirements. This page summarizes portions of ARB’s diesel vehicle regulations and should not be substituted for the actual regulatory language or requirements.

Visit www.arb.ca.gov/truckstop for more detailed information, or contact ARB’s diesel hotline at 866-6DIESEL (866-634-3735), or send an email to 8666diesel@arb.ca.gov.
FUTURE STATEWIDE REGULATIONS AND CONTROL MEASURES

PORT FOCUSED PROPOSED MEASURES

Ships At-Berth Amendment (Shore Power)
https://www.arb.ca.gov/ports/shorepower/shorepower.htm

Commercial Harbor Craft Amendment
See Blueprint page F-3
https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft

Zero Emission Cargo Handling Equipment
See Blueprint page F-3
https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment

Zero Emission Drayage Trucks
See Blueprint page F-4
https://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm

RAIL FOCUSED PROPOSED MEASURES

Reduced Idling at Railyards
See Blueprint page F-5
https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california

Emissions Reductions from Non-preempted Locomotives
See Blueprint page F-5
https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california

FUEL FOCUSED PROPOSED MEASURES

Low Carbon Fuel Standard
https://www.arb.ca.gov/fuels/lcfs/lcfs.htm

Low-Emission Diesel Requirement
https://www.arb.ca.gov/fuels/diesel/diesel.htm
PROPOSED ON-ROAD MOBILE SOURCE MEASURES

Innovative Clean Transit Regulation
https://www.arb.ca.gov/msprog/ict/ict.htm

Amendments to Smoke Inspection Programs
https://www.arb.ca.gov/msprog/hdim/hdim.htm

Heavy-Duty On-Board Diagnostic Regulations
https://www.arb.ca.gov/msprog/obdprog/hdobdreg.htm

Advanced Clean Local Trucks
https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

Advanced Clean Cars 2
https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program

Heavy Duty Inspection & Maintenance
https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program

PROPOSED OFF-ROAD MOBILE SOURCE MEASURES

Zero Emission Transport Refrigeration Unit

Small Off-Road Engines
https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore

ADDITIONAL PROPOSED CONTROL MEASURES

Chrome Plating Control Measure Amendments
See Blueprint page F-6
https://www.arb.ca.gov/toxics/chrome/chrome.htm

Composite Wood Products Control Measure Amendments
See Blueprint page F-7

Commercial Cooking Suggested Control Measure
See Blueprint page F-8
Recent Air Quality Plans

Mobile Emissions Plans

Mobile Source Strategy
https://www.arb.ca.gov/planning/sip/2016sip/2016mobsrc.htm

Sustainable Freight Action Plan
http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/theplan.htm

Climate Change Plans

Short-Lived Climate Pollutant Reduction Strategy
https://www.arb.ca.gov/cc/shortlived/shortlived.htm

Climate Change Scoping Plan
https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm

Community Emissions Reduction

Community Air Protection Blueprint
https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint
Control of Emissions for Regulated Sources
Shafter Community

May 13, 2019

Brian Clements
Technical Services Program Manager
San Joaquin Valley Air Pollution Control District
Community-Focused Emission Reductions

- AB 617 Community Emission Reduction Program (CERP) process provides opportunities to identify and implement community-focused emissions reductions.
- Steering Committee’s local knowledge and feedback vital.
- 1st step in identifying new emissions reductions opportunities is to understand clean air efforts in community to date.
Decades of Stringent Air Quality Regulations

- District has long evaluated and implemented stringent control measures across stationary sources under its jurisdiction in efforts to reduce air pollution and meet health-based standards
  - Adopted over 650 rules and rule amendments
  - Great progress made since 1990 - 85% reduction in air pollution
- Ongoing analysis necessary to demonstrate rules continue to meet state and federal control requirements
  - New PM2.5 Plan for San Joaquin Valley ([https://www.valleyair.org/pmplans](https://www.valleyair.org/pmplans))
Existing Stationary Source Emission Controls

- Source specific prohibitory rules adopted to reduce emissions from stationary and other sources
  - Regulation IV (Prohibitions)
  - Regulation VII (Toxic Air Pollutants)
  - Regulation VIII (Fugitive PM10 Prohibitions)
  - Regulation IX (Mobile and Indirect Sources)
- Web link: [http://www.valleyair.org/rules/1ruleslist.htm](http://www.valleyair.org/rules/1ruleslist.htm)
Existing Stationary Source Emission Controls

Rule 4091 NEW SOURCE PERFORMANCE STANDARDS
Rule 4092 NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS
Rule 4093 VISIBLE EMISSIONS
Rule 4094 NOISE
Rule 4095 AIR POLLUTION CONTROL FACILITIES
Rule 4096 COMMERCIAL OFFSITE MISTRIER HAZARDOUS WASTE AND NONHazardous WASTE DISPOSAL FACILITIES
Rule 4097 PRESCRIBED BURNING AND HAZARD REDUCTION BURNING
Rule 4098 PARTICULATE MATTER CONCENTRATION
Rule 4099 PARTICULATE MATTER EMISSION RATE
Rule 4100 PARTICULATE MATTER EMISSIONS FROM INCINERATION OF COMBUSTIBLE REFUSE
Rule 4101 ASBESTOS
Rule 4102 COTTON DGS
Rule 4103 FUEL, BURNING EQUIPMENT
Rule 4104 INCOMBUSTION Ovens
Rule 4105 ORCHARD HEATERS
Rule 4106 EQUIPMENT TUNING PROCEDURE FOR BOILERS, STEAM GENERATORS, AND PROCESS HEATERS
Rule 4107 BOILERS, STEAM GENERATORS, AND PROCESS HEATERS - PHASE 2
Rule 4108 BOILERS, STEAM GENERATORS, AND PROCESS HEATERS - PHASE 3
Rule 4109 Boilers, STEAM GENERATORS, AND PROCESS HEATERS - 2.0 MMSTHR TO 5.0 MMSTHR (RULE 4407 CERTIFIED UNITS)
Rule 4110 Boilers, STEAM GENERATORS, AND PROCESS HEATERS - 0.675 MMSTHR TO LESS THAN 2.0 MMSTHR (CERTIFIED WATER HEATERS)
Rule 4111 DRYERS, DEHYDRATORS, AND OVENS
Rule 4112 FLARES
Rule 4113 LIME KILNS
Rule 4114 ADVANCED EMISSION REDUCTION OPTIONS FOR BOILERS, STEAM GENERATORS, AND PROCESS HEATERS GREATER THAN 5.0 MMSTHR (RULE 4420 FAQS)
Rule 4115 Boilers, STEAM GENERATORS, AND PROCESS HEATERS - PHASE 1
Rule 4116 SOLID FUEL, FIRED BOILERS, STEAM GENERATORS, AND PROCESS HEATERS
Rule 4117 GLASS MELTING FURNACES
Rule 4118 GLASS MELTING FURNACES
Rule 4119 GLASS MELTING FURNACES
Rule 4120 STEAM-ENHANCED CRUDE OIL PRODUCTION WELLS (RULE 4401 FAQS)
Rule 4121 CRUDE OIL PRODUCTION SLUITS
Rule 4122 HEAVY OIL TEST STATION - KERN COUNTY
Rule 4123 OXIDES OF NITROGEN EMISSIONS FROM EXISTING STEAM GENERATORS USED IN THERMALLY ENHANCED OIL RECOVERY - CENTRAL AND WESTERN KERN COUNTY FIELDS
Rule 4124 SULFUR COMPOUNDS FROM OIL-FIELD STEAM GENERATORS - KERN COUNTY
Rule 4125 IN-SITU COMBUSTION WELL VENTS
Rule 4126 GLYCOL DEHYDRATION SYSTEMS
Rule 4127 COMPONENTS OF LIGHT CRUDE OIL PRODUCTION FACILITIES, NATURAL GAS PRODUCTION FACILITIES, AND NATURAL GAS PROCESSING FACILITIES
Rule 4128 REFINERY VACUUM PRODUCING DEVICES OR SYSTEMS
Rule 4129 REFINERY PROCESS UNIT TURNDOWN
Rule 4130 COMPONENTS AT PETROLEUM REFINERIES, GAS LIQUIDS PROCESSING FACILITIES, AND CHEMICAL PLANTS
Rule 4131 ALTERNATE COMPLIANCE FOR BEST AVAILABLE RETROFIT CONTROL TECHNOLOGY (BARCT)
Rule 4132 CONSERVATION MANAGEMENT PRACTICES - CAPP
Rule 4133 BIODIESEL, ANIMAL MANURE, AND POLLOFY LITTER OPERATIONS
Rule 4134 ORGANIC MATERIAL COMPOSTING OPERATIONS
Rule 4135 CONFINED ANIMAL FACILITIES
Rule 4136 ARCHITECTURAL COATINGS
Rule 4137 MOTOR VEHICLE ASSEMBLY COATINGS
Rule 4138 SURFACE COATING OF METAL PARTS AND PRODUCTS, PLASTIC PARTS AND PRODUCTS, AND PLEASURE CRAFTS
Rule 4139 CAR AND COIL COATING OPERATIONS
Rule 4140 AEROSPACE ASSEMBLY AND COMPONENT COATING OPERATIONS
Rule 4141 WOOD PRODUCTS AND FLAT WOOD PANELING PRODUCTS COATING OPERATIONS
Rule 4142 GRAPHIC ARTS AND PAPER, FILM, FOIL, AND FABRIC COATINGS
Rule 4143 GLASS COATING OPERATIONS
Rule 4144 MOTOR VEHICLE AND MOBILE EQUIPMENT COATING OPERATIONS
Rule 4145 GASOLINE TRANSFER INTO STATIONARY STORAGE CONTAINERS, DELIVERY VESSELS AND BULK PLANTS
Rule 4146 GASOLINE TRANSFER INTO MOTOR VEHICLE FUEL TANKS
Rule 4147 STORAGE OF ORGANIC LIQUIDS
Rule 4148 TRANSFER OF ORGANIC LIQUID
Rule 4149 WASTEWATER SEPARATORS
Rule 4150 CUTBACK, SLOW CURVE, AND EMULSIFIED ASPHALT, PAVING AND MAINTENANCE OPERATIONS
Rule 4151 SOLID WASTE DISPOSAL SITES
Rule 4152 SOIL DECONTAMINATION OPERATIONS
Rule 4153 COATINGS AND INK MANUFACTURING
Rule 4154 ADHESIVES AND SEALANTS
Rule 4155 ORGANIC SOLVENTS
Rule 4156 ORGANIC SOLVENT DEGREASING OPERATIONS
Rule 4157 ORGANIC SOLVENT CLEANING, STORAGE, AND DISPOSAL
Rule 4158 PETROLEUM SOLVENT DRY CLEANING OPERATIONS
Rule 4159 RUBBER TIRE MANUFACTURING
Rule 4160 POLYSTYRENE, POLYETHYLENE, AND POLYPROPYLENE PRODUCTS MANUFACTURING
Rule 4161 POLYESTER RESIN OPERATIONS
Rule 4162 VEGETABLE OIL PROCESSING OPERATIONS
Rule 4163 COMMERCIAL CHARCOALING
Rule 4164 BAKERY Ovens
Rule 4165 WINE FERMENTATION AND STORAGE TANKS
Rule 4166 BRANDY AGING AND WINE AGING OPERATIONS
Rule 4167 INTERNAL COMBUSTION ENGINES - PHASE 1
Rule 4168 INTERNAL COMBUSTION ENGINES (CERTIFIED EQUIPMENT FOR INTERNAL COMBUSTION ENGINES)
Rule 4169 STATIONARY GAS TURBINES
Rule 4170 SULFUR COMPOUNDS
Rule 4171 SULFURIC ACID MIST
Rule 4172 WOOD BURNING FIREPLACES AND WOOD BURNING HEATERS
Rule 4173 RESIDENTIAL WATER HEATERS (CERTIFIED WATER HEATERS)
Rule 4174 NATURAL GAS-FIRED, FAN-TYPE CENTRAL FURNACES
Existing Stationary Source Emission Controls

RULE 4701  INTERNAL COMBUSTION ENGINES – PHASE 1 (Adopted May 21, 1992; Amended December 17, 1992; Amended October 20, 1994; Amended March 16, 1995; Amended December 19, 1996; Amended November 12, 1998; Amended December 19, 2002; Amended August 21, 2003)

RULE 4702  INTERNAL COMBUSTION ENGINES (Adopted August 21, 2003; Amended June 16, 2005; Amended April 20, 2006; Amended January 18, 2007; Amended August 18, 2011; Amended November 14, 2013)
District Permitting of Stationary Sources

- District requires permits for stationary sources of air pollution
  - Enforceable conditions ensure compliance with air quality regulations
- District permitting applies to new and expanding sources
  - New Source Review (Rule 2201)
  - Best Available Control Technology (BACT)
  - Assure no violation of NAAQS
  - Assure no new health risk is created
  - Multilingual Public Notification
- District will not issue a permit for a new or modified source unless it meets all these requirements
Air Toxics Emission Controls

- Integrated air toxics program combines requirements of District, state and federal government
  - New Source Review (prevents new risk)
  - District air toxic prohibitory rules (Regulation VII)
  - Federal Maximum Achievable Control Technology (MACT)
  - Federal National Emission Standards for Hazardous Air Pollutants (NESHAPS)
  - California Air Toxic Control Measures (ATCMs)
  - AB 2588 Air Toxics “Hot Spots” program
  - Incentive Grants (Fireplaces, diesel combustion, etc.)
Incentive Grant Programs

• Businesses
  - Trucks, tractors, heavy duty construction equipment, forklifts, freight equipment, electric lawn and garden

• Public Agencies
  - School buses, transit buses, clean vehicles, electric vehicle chargers, heavy duty waste haulers, alt fuel infrastructure

• Residential
  - Car repairs and replacements, fireplace change outs, electric lawnmowers and other yard equipment, electric vehicles

• Many more grant programs found here: [http://valleyair.org/grants/](http://valleyair.org/grants/)
Mobile Source Emission Reductions

- District can't regulate tailpipe emissions from mobile sources
- Extensive District efforts to indirectly regulate mobile sources
  - Indirect Source Review (ISR) - First and only rule in the nation that requires mitigation of emissions increases from new developments
  - Voluntary Emission Reduction Agreements (VERA)
  - E-Trip regulation requiring large employers to implement alternative transportation plans (encourage carpooling, vanpooling, etc.)
  - California Environmental Quality Act (CEQA) Commenting – Land use decisions rest with local cities and counties
Update on Stationary Source Emissions
Shafter Community

May 13, 2019

Brian Clements
Technical Services Program Manager
San Joaquin Valley Air Pollution Control District
Continued Update of Emission Inventory

- District is currently processing the 2018 emissions data submitted by facilities
- Previous five years (2013 – 2017) of stationary source emissions data is displayed on the website
  - http://community.valleyair.org/selected-communities/shafter/
  - Based on feedback from the Steering Committee, continuing to update website mapping tools
Map Update in Progress

• Sensitive receptors
  - Public and Private Schools
  - Medical Facilities
  - Care Facilities
• VOC, NOx, PM2.5 markers to indicate relative magnitude of mass emissions for stationary and mobile sources
• Toxic Air Contaminant emissions
• Display Mobile, Area, and Stationary Source emissions
Emissions Source Summary

PM2.5 Emissions
- Stationary Source: 12%
- Mobile: 13%
- Areawide: 75%

VOC Emissions
- Mobile: 2%
- Areawide: 7%
- Stationary Source: 91%

NOx Emissions
- Mobile: 7%
- Areawide: 91%
- Stationary Source: 3%
Sensitive Receptors
Sensitive Receptors and Emissions Sources

[Map showing locations of sensitive receptors and emissions sources with layers for NOx, PM2.5, VOC emissions, and school types.]
PM2.5 Emissions
VOC Emissions
Control de Emisiones para Fuentes Reguladas
Comunidad de Shafter

13 de mayo de 2019

Brian Clements
Gerente del Programa de Servicios Técnicos
Distrito del Control de Contaminación del Aire del Valle de San Joaquín
Reducciones de Emisiones Enfocadas en la Comunidad

• El proceso del Programa de Reducción de Emisiones Comunitarias (CERP) del AB 617 brinda oportunidades para identificar e implementar reducciones de emisiones enfocadas en la comunidad.

• El conocimiento y los comentarios locales del Comité Directivo son vitales.

• El primer paso para identificar nuevas oportunidades de reducción de emisiones es comprender los esfuerzos de aire limpio en la comunidad hasta la fecha.
Décadas de Normas de Calidad del Aire Estrictas

• El Distrito ha evaluado e implementado medidas estrictas de control en todas las fuentes estacionarias bajo su jurisdicción en los esfuerzos para reducir la contaminación del aire y cumplir con los estándares de salud
  - Adoptado más de 650 reglas y modificaciones de reglas
  - Gran progreso realizado desde 1990: reducción del 85% en la contaminación del aire

• El análisis continuo es necesario para demostrar que las reglas siguen cumpliendo con los requisitos de control estatales y federales
  - Análisis de BARCT de AB 617 (http://community.valleyair.org/best-available-retrofit-control-technology-barct)
  - Nuevo Plan PM2.5 para el Valle de San Joaquín (https://www.valleyair.org/pmplans)
Controles de Emisión de Fuentes Estacionarias Existentes

• Reglas prohibitorias de fuentes específicas adoptadas para reducir las emisiones de fuentes fijas y otras
  - Regulación IV (Prohibiciones)
  - Regulación VII (Contaminantes Tóxicos del Aire)
  - Regulación VIII (Prohibiciones de PM10 Fugitivo)
  - Regulación IX (Fuentes Móviles e Indirectas)

• Enlace Web: http://www.valleyair.org/rules/1ruleslist.htm
Controles de Emisiones de Fuentes Estacionarias Existentes

Rule 4031 NEW SOURCE PERFORMANCE STANDARDS
Rule 4032 NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS
Rule 4033 VISIBLE EMISSIONS
Rule 4034 NUISANCE
Rule 4035 OPEN BURNING
Rule 4036 REDUCTION OF ANIMAL MATTER
Rule 4037 COMMERCIAL OFFSITE MULTISER HAZARDOUS WASTE AND NONHAZARDOUS WASTE DISPOSAL FACILITIES
Rule 4038 PRESCRIBED BURNING AND HAZARD REDUCTION BURNING
Rule 4039 PARTICULATE MATTER CONCENTRATION
Rule 4040 PARTICULATE MATTER - EMISSION RATE
Rule 4041 PARTICULATE MATTER EMISSIONS FROM INCINERATION OF COMBUSTIBLE REFUSE
Rule 4042 COTTON WGS
Rule 4043 FUEL BURNING EQUIPMENT
Rule 4044 INCINERATOR BURNING
Rule 4045 ORCHARD HEATERS
Rule 4046 EQUIPMENT TUNING PROCEDURE FOR BOILERS, STEAM GENERATORS, AND PROCESS HEATERS
Rule 4047 BOILERS, STEAM GENERATORS AND PROCESS HEATERS - PHASE 2
Rule 4048 BOILERS, STEAM GENERATORS AND PROCESS HEATERS - PHASE 3
Rule 4049 BOILERS, STEAM GENERATORS AND PROCESS HEATERS - 20 MMBTU/hr TO 50 MMBTU/hr (CERTIFIED WATER HEATERS)
Rule 4050 DRYERS, DEHYDRATORS, AND OVENS
Rule 4051 FLARES
Rule 4052 URE KILNS
Rule 4053 ADVANCED EMISSION REDUCTION OPTIONS FOR BOILERS, STEAM GENERATORS, AND PROCESS HEATERS GREATER THAN 50 MMBTU/hr (RULE 4029 FAC)
Controles de Emisiones de Fuentes Estacionarias Existentes

**REGLA 4701**

MOTORES DE COMBUSTIÓN INTERNA – FASE 1 (Adoptada el 21 de mayo de 1992; Modificada el 17 de diciembre de 1992; Modificada el 20 de octubre de 1994; Modificada el 16 de Marzo de 1995; Modificada el 19 de diciembre de 1996; Modificada el 12 de noviembre de 1998; Modificada el 19 de diciembre de 2002; Modificada el 21 de agosto de 2003)

**REGLA 4702**

MOTORES DE COMBUSTIÓN INTERNA – (Adoptada el 21 de agosto de 2003; Modificada el 16 de junio de 2005; Modificada el 20 abril de 2006; Modificada el 18 de enero de 2007; Modificada el 18 de agosto de 2011; Modificada el 14 de noviembre de 2013)
Permisos del Distrito de Fuentes Estacionarias

- Distrito requiere permisos para fuentes estacionarias de contaminación del aire
  - Las condiciones exigibles garantizan el cumplimiento de las regulaciones de calidad del aire
- Los permisos del Distrito son aplicadas a fuentes nuevas y expandidas
  - Revisión de Fuente Nueva (Rule 2201)
  - Mejor Tecnología de Control Disponible (BACT)
  - Asegurar ninguna violación de NAAQS
  - Asegurar que no se crea ningún nuevo riesgo para la salud
  - Notificación Pública Multilingüe
- El Distrito no emitirá un permiso para una fuente nueva o modificada a menos que cumpla con todos estos requisitos
Controles de Emisión de Tóxicos del Aire

- El programa integrado de tóxicos del aire combina los requisitos del Distrito, el gobierno estatal y federal
  - Revisión de Fuente Nueva (evita nuevos riesgos)
  - Reglas prohibitorias de tóxicos del aire del Distrito (Regulación VII)
  - Tecnología de Control Máxima Alcanzable Federal (MACT)
  - Estandares Nacionales de Emisiones de Contaminantes Peligrosos del Aire (NESHAPS)
  - Medidas de Control del Aire Tóxico de California (ATCMs)
  - AB 2588 Programa de "Zonas Conflictivas" de Tóxicos del Aire
  - Subvenciones de Incentivos (chimeneas, combustión de diesel, etc.)
Programas de Subvenciones Incentivas

• **Negocios**
  - Camiones, tractores, equipos de construcción pesados, montacargas, equipos de carga, césped y jardín eléctricos

• **Angencias Públicas**
  - Autobuses escolares, autobuses de tránsito, vehículos de baja contaminación, cargadores de vehículos eléctricos, camiones pesados de residuos, infraestructura de combustible alternativo

• **Residencias**
  - Reparaciones y reemplazos de automóviles, reemplazo de chimeneas, cortadoras de césped eléctricas y otros equipos de jardín, vehículos eléctricos

• Muchos más programas de incentivos se encuentran aquí: [http://valleyair.org/grants/](http://valleyair.org/grants/)
Reducción de Emisiones de Fuentes Móviles

- El Distrito no puede regular las emisiones del tubo de escape de fuentes móviles
- Extensos esfuerzos del Distrito para regular indirectamente las fuentes móviles
  - Revisión de Fuente Indirecta (ISR) - Primera y única regla en la nación que requiere la mitigación de los aumentos de emisiones de los nuevos desarrollos
  - Acuerdos Voluntarios de Reducción de Emisiones (VERA)
  - Regulación de E-Trip que requiere que los empleadores grandes implementen planes de transporte alternativos (alentar el uso de compartir el vehículo, vanpooling, etc.)
  - Comentario de la Ley de Calidad Ambiental de California (CEQA) – Las decisiones sobre el uso del suelo corresponden a las ciudades y los condados locales
Actualización sobre las Emisiones de Fuentes Estacionarias de la Comunidad de Shafter

13 de mayo de 2019

Brian Clements
Gerente de Servicios Técnicos
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín
Actualización Continua del Inventario de Emisiones

- El Distrito está procesando actualmente los datos de emisiones de 2018 presentados por las instalaciones.
- Los cinco años anteriores (2013 - 2017) de datos de emisiones de fuentes estacionarias están disponibles en este sitio web:
  - http://community.valleyair.org/selected-communities/shafter/
  - Basado en los comentarios del Comité Directivo, habrá continua actualización de las herramientas de mapeo del sitio web.
Actualización de Mapas en Progreso

- Receptores Sensibles
  - Escuelas Públicas y Privadas
  - Instalaciones Médicas
  - Instalaciones de Cuidado
- Marcadores VOC, NOx, PM2.5 para indicar la magnitude relativa de las emisiones para fuentes estacionarias y móviles
- Emisiones de Contaminantes de Aire Tóxicos
- Exponer las Emisiones de Fuentes Móviles, de Área, y Estacionarias
Resumen de las Fuentes de Emisiones

Emisiones de PM2.5
- 75% Fuente Estacionaria
- 13% Móvil
- 12% Toda el Área

Emisiones de VOC
- 91% Fuente Estacionaria
- 2% Móvil
- 7% Toda el Área

Emisiones de NOx
- 91% Móvil
- 7% Toda el Área
- 3% Fuente Estacionaria
Receptores Sensibles y Fuentes de Emisiones de PM2.5
Emisiones de PM2.5
Emisiones de VOC
Agenda for Shafter Community Steering Committee – Meeting #7
June 10, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments  5:00 p.m.

2. Welcome and Introductions  5:30 p.m.
   Jimmy Yee, Facilitator
   • Review of meeting goals

3. Community Air Monitoring Plan Implementation  5:40 p.m.
   Jon Klassen, Director of Strategies and Incentives

4. CERP Development Process and Draft Strategies  6:00 p.m.
   Jessica Cona, Senior Air Quality Specialist, District

5. World Café: Potential Strategies to Control Emissions  6:15 p.m.
   Jimmy Yee, Facilitator
   District Staff
   Steering Committee Members

6. Wrap-up and Next Steps  7:15 p.m.
   Jimmy Yee, Facilitator
   • Meeting takeaways and next steps
   • Additional Meeting Dates for CERP Development:
     • June 24
     • July 8
     • July 22

7. Public Comment  7:20 p.m.

Learn more: community.valleyair.org
Shafter
Community Emissions Reduction Program
(CERP)
Development

June 10, 2019

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

Community Emissions Reduction Programs

• Guidance on CERPs included in CARB's Community Air Protection Blueprint: Appendix C

• Elements of a CERP include:
  - Understanding the Community
  - Community partnerships & public engagement
  - What are the Community air quality challenges and concerns?
  - How can we collectively address these challenges and concerns?
  - Implementation schedule
  - Enforcement plan
  - Metrics to track progress over time
Ways to Reduce Air Pollution

• Incentive-based Pollution Reduction Strategies
  – New/enhanced opportunities to promote effective clean air technologies and practices

• Regulatory Strategies
  – Must be taken through a public process, extensive existing stationary and mobile source regulations

• Outreach & Engagement
  – Public education about actions residents and businesses can take to further reduce air pollution and associated health benefits

• Partnership with Other Agencies
  – CARB, Cities, Counties, Department of Pesticide Regulation, etc.

• Mitigation Strategies (indoor air filtration, vegetative barriers, etc.)

Community-Driven Emission Reduction Strategies

• Extensive input and feedback from the Committee has resulted in the formulation of draft list of Emission Reduction Strategy Concepts
  – Will be developing and refining these strategies with Committee member suggestions and recommendations

• World Café Style Conversations
  – Answer questions about existing control programs for different source categories of concern
  – Discuss initial draft strategies
  – Brainstorm additional strategy ideas

• Numbers in “Table” column of worksheet correspond with the table to visit for more information & discussions about the particular source

• Follow with full-committee discussion on ideas considered during World Café Style exercise and other recommendations
SHAFTER COMMUNITY EMISSIONS REDUCTION PROGRAM: JUNE 10, 2019

STEERING COMMITTEE: DRAFT STRATEGY CONCEPTS

SHAFTER STEERING COMMITTEE | NAME: ________________________________

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

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## Measure Table

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<td>Agricultural Conservation Management Practices</td>
<td>Work with local agricultural operations to offer incentives to promote increased implementation of conservation management practices that further reduce particulate matter emissions, including conservation tillage and other practices.</td>
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<td>Pesticides</td>
<td>Evaluate additional opportunities to address pesticide concerns, including providing additional information regarding monitoring efforts and development of enhanced notification, as feasible.</td>
<td>CARB, DPR, Ag Commissioner</td>
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Agenda para el Comité Directivo Comunitario de Shafter – Reunión #7
10 de junio de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

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

Aprende más: community.valleyair.org
Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP) de Shafter

10 de junio de 2019

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

Programas de Reducción de Emisiones de la Comunidad

• Guía sobre los CERP incluidos en el Plan de Protección del Aire de la Comunidad de CARB: Apéndice C

• Los elementos de un CERP incluyen:
  - Conocimiento de la comunidad
  - Colaboraciones comunitarias y compromiso público
  - ¿Cuáles son los desafíos y preocupaciones de la calidad del aire de la Comunidad?
  - ¿Cómo podemos abordar colectivamente estos desafíos y preocupaciones?
  - Calendario de Implementación
  - Plan de ejecución
  - Métricas para seguir el progreso a través del tiempo
Maneras de Reducir la Contaminación del Aire

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

Estrategias de Reducción de Emisiones Motivados por la Comunidad

- El aporte y los comentarios del Comité han resultado en la formulación del borrador de la lista de Conceptos de la Estrategia de Reducción de Emisiones
  - Se desarrollarán y refinarán estas estrategias con las sugerencias y recomendaciones de los miembros del Comité
- Conversaciones Estilo World Café
  - Responder a preguntas sobre programas de control existentes para diferentes categorías de fuentes de interés
  - Discutir el borrador inicial de estrategias
  - Generar ideas adicionales de estrategia
- Los números en la columna "Mesa" de la hoja de trabajo se corresponden con la mesa para visitar para obtener más información y discusiones sobre la fuente en particular
- Seguir con la discusión del comité completo sobre ideas consideradas durante el ejercicio de estilo World Café y otras recomendaciones
PROGRAMA DE REDUCCIÓN DE EMISIONES DE LA COMUNIDAD DE SHAFTER: 10 DE JUNIO DE 2019

COMITÉ DIRECTIVO: PROYECTO DE CONCEPTOS DE ESTRATEGIA

COMITÉ DIRECTIVO DE SHAFTER | NOMBRE: __________________________

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

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### San Joaquin Valley Air Pollution Control District

#### AB 617 Steering Committee

### Optional Sign In • Registro opcional

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<td>Michael Dillonback</td>
<td>Kern County Public Works</td>
<td>4620 M Street, Suite 100</td>
<td>Bakersfield, CA 93301</td>
<td>661-862-8001</td>
<td><a href="mailto:dillonback@kerncounty.com">dillonback@kerncounty.com</a></td>
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<tr>
<td>Phillip Jimenez</td>
<td>Shafter Recreation &amp; Park District</td>
<td>700 E Tulare Ave</td>
<td>Shafter, CA 93263</td>
<td>(661) 746-3031</td>
<td><a href="mailto:pjimenez@shafterrecreation.com">pjimenez@shafterrecreation.com</a></td>
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<tr>
<td>Valda Donald</td>
<td>Forbord Inc</td>
<td>1351 East Aka Ave</td>
<td>Selma</td>
<td>714-213-8690</td>
<td><a href="mailto:Valda@forbord.net">Valda@forbord.net</a></td>
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For internal use

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<td><a href="mailto:SamMoretti@co.kern.ca.gov">SamMoretti@co.kern.ca.gov</a></td>
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For internal use

Activity: Shafter
Data: 12/17/18
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<tr>
<td>Phone</td>
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For internal use: Shatter

Date: 7/17/18
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For internal use

Activity 2018-07-12

Date 12/17/18
## San Joaquin Valley Air Pollution Control District
### AB 617 Steering Committee

**Optional Sign In • Registro opcional**

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<tr>
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For internal use

Activity: Shafter

Date: 11/17/18
## San Joaquin Valley Air Pollution Control District

### AB 617 Steering Committee

#### Optional Sign In • Registro opcional

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<td><a href="mailto:SaundersIvanhoe@gmail.com">SaundersIvanhoe@gmail.com</a></td>
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<tr>
<td>Organization</td>
<td>Leadership Counsel</td>
</tr>
<tr>
<td>Address</td>
<td>364 F St. Fresno</td>
</tr>
<tr>
<td>City/Zip</td>
<td>Fresno</td>
</tr>
<tr>
<td>Phone</td>
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<td><a href="mailto:SmithCullen@whites.com">SmithCullen@whites.com</a></td>
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<tr>
<td>Organization</td>
<td>Committee Member</td>
</tr>
<tr>
<td>Address</td>
<td>1319 E. Bremner Ave</td>
</tr>
<tr>
<td>City/Zip</td>
<td>Fresno 93728</td>
</tr>
<tr>
<td>Phone</td>
<td>(559) 473-6094</td>
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<tr>
<td>Email</td>
<td><a href="mailto:SmithCullen@whites.com">SmithCullen@whites.com</a></td>
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For internal use: Activity: Fresno  Date: 12/13/18
### San Joaquin Valley Air Pollution Control District

**Optional Sign In • Registro Opcional**

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<tr>
<th>Name/Nombre</th>
<th>MOHAMMAD KHORSAND</th>
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<tr>
<td>Email/Correo electrónico</td>
<td><a href="mailto:khorsand@fresno.gov">khorsand@fresno.gov</a></td>
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<td><a href="mailto:rspurlock@rbfresno.com">rspurlock@rbfresno.com</a></td>
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<td><a href="mailto:andrew.benelli@fresno.gov">andrew.benelli@fresno.gov</a></td>
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*For internal use:*

- AM:  
  - Name: San Joaquin Valley
  - Date: 12/3/18
### Shafter Steering Committee Meeting 1/14/19

Please Sign-in/Registro de Comité Directivo

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<tr>
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<tr>
<td>Ezperanza</td>
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<td>Tom Frantz</td>
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### Shafter Steering Committee Meeting 2/11/19

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*Please sign-in (or write-in name of alternate)*

*Por favor registrese (o escriba nombre de suplente)*

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*Alt. Ana Rivera*
Shafter Steering Committee Meeting 4/08/19

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X = in attendance

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Agenda for Shafter Community Steering Committee – Meeting #8
June 24, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

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

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

<table>
<thead>
<tr>
<th>Strategy Criteria</th>
<th>PM2.5 Emissions or Exposure Reduction</th>
<th>Toxic Air Contaminants Emissions or Exposure Reduction</th>
<th>Cost Effective Emissions or Exposure Reduction</th>
<th>Feasibility of Implementation</th>
<th>Scale of Impact on Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>PM2.5 emissions reduction in community, or reduction of exposure to PM2.5 for sensitive receptors in close proximity to a source</td>
<td>Toxic emissions reduction in community, or reduction of exposure to toxics for sensitive receptors in close proximity to a source</td>
<td>$$ \text{spent to implement per emissions reductions or mitigation (limiting exposure)}$</td>
<td>Measure of potential legal, jurisdictional, operational, or feasibility barriers that may prevent or limit a strategy, or impact strategy timing</td>
<td>How broadly could the strategy be implemented? Localized strategy/benefits or community-wide strategy?</td>
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<tr>
<td>Description</td>
<td>Most reductions and/or very effective in reducing exposure for sensitive receptor group</td>
<td>Most reductions and/or very effective in reducing exposure for sensitive receptor group</td>
<td>Best</td>
<td>Fewest barriers; Fastest implementation; Ready to go</td>
<td>Most widespread implementation/benefit to community and/or major benefit to sensitive receptors near target source</td>
</tr>
<tr>
<td>Description</td>
<td>Moderate reductions and/or somewhat effective in reducing exposure for sensitive receptor group</td>
<td>Moderate reductions and/or somewhat effective in reducing exposure for sensitive receptor group</td>
<td>Okay</td>
<td>Some barriers; ≥ 1 year to strategy implementation</td>
<td>Affects some members of community; project not scalable to provide benefits to entire community</td>
</tr>
<tr>
<td>Description</td>
<td>Minimal reductions and/or somewhat effective in reducing exposure for sensitive receptor group</td>
<td>Minimal reductions and/or somewhat effective in reducing exposure for sensitive receptor group</td>
<td>Least effective (very expensive and/or very few emissions/mitigation benefits)</td>
<td>Many barriers; ≥ 2 years to strategy implementation if able to implemented</td>
<td>Affects very few in community, and not near sensitive receptors</td>
</tr>
<tr>
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</tr>
<tr>
<td>40</td>
<td>Incentive</td>
<td>Valley Air District and PUC/IOU</td>
<td>Provide enhanced incentives (capital, rate structure) to replace existing diesel agricultural pump engines with electric pumps and related infrastructure, as feasible, or with Tier 4 engines if electrification is not feasible.</td>
<td>⬜ ✰ ✰ ✰</td>
<td>✰ ✰ ✰ ✰ ✰ ✰</td>
</tr>
<tr>
<td>41</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives to replace diesel agricultural equipment with the cleanest available equipment</td>
<td>✰ ✰ ✰</td>
<td>✰ ✰ ✰ ✰</td>
</tr>
<tr>
<td>42</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives for low-dust technology nut harvesters to target the replacement of nut harvesting equipment with low dust technologies for farmland surrounding the City of Shafter</td>
<td>✰ ✰ ✰</td>
<td>✰ ✰ ✰</td>
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</table>
### SHAFTER PRELIMINARY CERP STRATEGIES

#### AGRICULTURAL EMISSIONS

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</thead>
<tbody>
<tr>
<td>43</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide enhanced incentive funding to promote alternatives practices and technologies to open burning of agricultural materials (including soil incorporation of woody waste)</td>
<td></td>
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<tr>
<td>44</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives for electric dairy feed mixing equipment to target dairy operations near the community of Shafter</td>
<td></td>
<td></td>
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<tr>
<td>45</td>
<td>Incentive</td>
<td>Valley Air District and CDFA</td>
<td>Support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in pipeline injection and/or mobile fueling</td>
<td></td>
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<tr>
<td>46</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives for the replacement of diesel dairy trucks with zero or near-zero emissions technologies</td>
<td></td>
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</tr>
<tr>
<td>47</td>
<td>Incentive</td>
<td>Valley Air District and CDFA</td>
<td>Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies.</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>48</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Work with local agricultural operations to offer incentives to promote increased implementation of conservation management practices that further reduce particulate matter emissions, including conservation tillage and other practices</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>49</td>
<td>Partnership</td>
<td>CARB, DPR, Ag Commissioner</td>
<td>Evaluate additional opportunities to address pesticide concerns, including providing additional information regarding monitoring efforts and</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
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### SHAFTER PRELIMINARY CERP STRATEGIES
#### AGRICULTURAL EMISSIONS

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<tr>
<td></td>
<td></td>
<td></td>
<td>development of enhanced notification, as feasible</td>
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<tr>
<td>25</td>
<td>Exposure Reduction</td>
<td>Valley Air District and local school district</td>
<td>Increase the number of schools enrolled in the District's Healthy Air Living School program to help reduce children's exposure to unhealthy air conditions</td>
<td></td>
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</tr>
<tr>
<td>24</td>
<td>Exposure Reduction</td>
<td>Valley Air District</td>
<td>Provide financial incentives for the purchase and installation of enhanced Air Filtration systems at schools in the community</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>34</td>
<td>Exposure Reduction</td>
<td>Valley Air District, City, County, CDOT, and other local partners</td>
<td>Provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible</td>
<td></td>
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</tr>
<tr>
<td>26</td>
<td>Exposure Reduction</td>
<td>CARB, CEC, PUC, IOUs, City, County, Valley Air District</td>
<td>Work with agency and local partners to investigate measures to reduce indoor emissions and exposure, including weatherization, energy efficiency, enhanced filtration, and other services</td>
<td></td>
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</tr>
<tr>
<td>29</td>
<td>Exposure Reduction</td>
<td>Valley Air District</td>
<td>Provide additional information to the community about real-time air quality conditions and appropriate measures the public should take to protect themselves during poor air quality episodes</td>
<td></td>
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<tr>
<td>6</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide enhanced incentive funding for zero and near-zero emissions clean truck technologies that operate within the community</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>7</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Develop community-specific enhancements to incentive programs to support the deployment of clean yard trucks, transportation refrigeration units, and related fueling infrastructure at warehouses and other facilities within the community, priority on zero emissions technologies</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>8</td>
<td>Regulatory</td>
<td>Valley Air District and CARB</td>
<td>Develop and/or work to implement measures that reduce idling of heavy duty trucks within the community</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>9</td>
<td>Enforcement</td>
<td>CARB</td>
<td>Develop an enhanced enforcement program to identify and repair trucks and buses with faulty emission control systems</td>
<td>●</td>
<td>●</td>
<td>●</td>
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### SHAFTER PRELIMINARY CERP STRATEGIES
#### HEAVY DUTY TRUCKS & LOCOMOTIVES

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</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Regulatory</td>
<td>CARB</td>
<td>Amend warranty requirements and inspection program for trucks to add a lower in-use emissions performance level</td>
<td>📊</td>
<td>📊</td>
<td>📊</td>
<td>📌</td>
<td>📊</td>
<td>📊</td>
</tr>
<tr>
<td>14</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide enhanced incentive funding to replace high-polluting locomotives with clean engine technologies for trains that operate in or near the community</td>
<td>📊</td>
<td>📊</td>
<td>📊</td>
<td>📌</td>
<td>📊</td>
<td>📊</td>
</tr>
<tr>
<td>15</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives for electric railyard switchers for train depots within the community</td>
<td>📊</td>
<td>📊</td>
<td>📊</td>
<td>📌</td>
<td>📊</td>
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</tr>
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</table>
## SHAF TER PRELIMINARY CERP STRATEGIES
### OLDER/HIGH POLLUTING AUTOS

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<th>Choose top priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Enhance outreach and access to financial incentives to remove older autos from the community through the District's Drive Clean in the San Joaquin program</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
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</tr>
<tr>
<td>2</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Host a local Tune-In Tune-Up event within the community to reduce emissions from older, high polluting cars</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
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<td>[ ]</td>
</tr>
<tr>
<td>3</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentive funding to support the purchase of electric vehicles, charging infrastructure in the community</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
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<tr>
<td>4</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Evaluate the feasibility of additional ride share programs and/or incentives for ride sharing in the community</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
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<td>[ ]</td>
</tr>
<tr>
<td>5</td>
<td>Incentive/Workforce Development</td>
<td>Valley Air District</td>
<td>Increase educational training for EV mechanics, and support the deployment of additional EV repair facilities in the community, as feasible</td>
<td>[ ]</td>
<td>[ ]</td>
<td>Indirect Benefit</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>11</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Enhance outreach and access to incentives for the purchase of zero</td>
<td>[ ]</td>
<td>[ ]</td>
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# SHAFTER PRELIMINARY CERP STRATEGIES
## OLDER/HIGH POLLUTING AUTOS

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<tbody>
<tr>
<td>12</td>
<td>Incentive</td>
<td>Valley Air District and local transit operators</td>
<td>Develop incentive programs for zero or near-zero emissions transit buses within the community</td>
<td></td>
<td></td>
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<tr>
<td>13</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives to local public agencies for the deployment of the cleanest available vehicles and equipment in public fleets (light duty vehicles, refuse fleet, off-road fleet, emergency vehicles, etc.)</td>
<td></td>
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</tr>
<tr>
<td>27</td>
<td>Outreach</td>
<td>Valley Air District, CARB, City and County</td>
<td>Install additional anti-idling signs near schools and other land uses that serve children and seniors</td>
<td></td>
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</tr>
<tr>
<td>35</td>
<td>Land Use</td>
<td>Valley Air District, planning organizations, local developers, other local partners</td>
<td>Support projects that reduce vehicle miles traveled in the community, including measures that promote active transport and increase the walkability of community neighborhoods</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>36</td>
<td>Land Use</td>
<td>City and County</td>
<td>Build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks</td>
<td>Indirect Benefit</td>
<td>Indirect Benefit</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>37</td>
<td>Land Use</td>
<td>Valley Air District</td>
<td>Provide guidance during the CEQA process on how new projects may impact air quality in the community, and information on how air pollution impacts of a project can be reduced</td>
<td>Indirect Benefit</td>
<td>Indirect Benefit</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>38</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide incentives for stationary source facilities within the community to install advanced control technology beyond existing controls that would not otherwise be economically feasible to install, as feasible</td>
<td>NYQ</td>
<td>NYQ</td>
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<tr>
<td>39</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Evaluate the feasibility of an incentive program for oil and gas operations near the City of Shafter to fund the installation of technologies that further reduce production-related emissions, including those from flaring activities</td>
<td>NYQ</td>
<td>NYQ</td>
<td>NYQ</td>
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<td>NYQ</td>
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*NYQ = Not Yet Quantified, for measures that would need further evaluation of cost effectiveness, feasibility, and impact on the community*
## SHAFTER PRELIMINARY CERP STRATEGIES
### URBAN/RESIDENTIAL SOURCES

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<tbody>
<tr>
<td>16</td>
<td>Regulatory</td>
<td>Valley Air District</td>
<td>Implement enhanced District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) requirements (as included in District's 2018 PM2.5 Plan)</td>
<td>•</td>
<td>•</td>
<td>•</td>
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<tr>
<td>17</td>
<td>Incentive</td>
<td>Valley Air District</td>
<td>Provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>18</td>
<td>Outreach</td>
<td>Valley Air District</td>
<td>Conduct outreach in the community to educate residents about the importance of reducing wood burning and associated health impacts, and programs available to support the transition to natural gas and electric devices.</td>
<td>•</td>
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</tr>
<tr>
<td>20</td>
<td>Incentive</td>
<td>Air District and PUC</td>
<td>Provide incentives for local businesses and homeowners to install solar power and energy storage systems</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
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</table>
### Shafter Preliminary CERP Strategies

#### Urban/Residential Sources

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

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<tr>
<th>Measure #</th>
<th>Type of Measure</th>
<th>Implementing Agency</th>
<th>Strategy Description</th>
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<th>Toxic Air Contaminants Emissions or Exposure Reduction</th>
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<th>Feasibility of Implementation</th>
<th>Scale of Impact on Community</th>
<th>Choose top priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>Outreach</td>
<td>Valley Air District and City/County</td>
<td>Conduct expanded outreach and education to reduce illegal burning of residential waste</td>
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</tr>
<tr>
<td>33</td>
<td>Partnership</td>
<td>City and County</td>
<td>Consider paving roads and sidewalks within the community to help reduce dust pollution</td>
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Agenda para el Comité Directivo Comunitario de Shafter – Reunión #8
24 de junio de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

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

Aprende más: community.valleyair.org
Agenda for Shafter Community Steering Committee – Meeting #8
June 24, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.

2. Welcome and Introductions 5:30 p.m.
   Jimmy Yee, Facilitator
   • Review of meeting goals

3. Continuing Technical Assessment Update 5:40 p.m.
   Brian Clements, Program Manager of Technical Services

4. CERP Emission Reduction Strategy Development 5:50 p.m.
   Jessica Coria, Senior Air Quality Specialist
   Jessica Olsen, Program Manager
   Steering Committee Members

5. Wrap-up and Next Steps 7:15 p.m.
   Jimmy Yee, Facilitator
   • Meeting takeaways and next steps
   • Next Steering Committee meeting: July 8, 2019

6. Public Comment 7:20 p.m.

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

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

EJERCICIO DE PRIORIZACIÓN DE LOS CRITERIOS DE LA ESTRATEGIA

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

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<th>Criterio de la Estrategia</th>
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<th>Emisiones Menos Costosas o Reducción de Exposición</th>
<th>Viabilidad de Implementación</th>
<th>Escala de Impacto en la Comunidad</th>
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<td>Descripción</td>
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<td>Reducciones moderadas y/o algo efectivas para reducir la exposición para el grupo de receptores sensibles</td>
<td>Algunas barreras; ≥ 1 año para la implementación de la estrategia</td>
<td>Afecta a algunos miembros de la comunidad; Proyecto no escalable para proporcionar beneficios a toda la comunidad</td>
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La mayoría de las reducciones y/o son muy eficaces para reducir la exposición para el grupo de receptores sensibles. La implementación/beneficio más generalizado para la comunidad y/o mayor beneficio para los receptores sensibles cerca de la fuente objetivo. Afecta a algunos miembros de la comunidad; Proyecto no escalable para proporcionar beneficios a toda la comunidad. Afecta a muy pocos en la comunidad y no cerca a receptores sensibles.
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<th>Elegir las Principales Prioridades</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle y PUC/IOU</td>
<td>Proporcionar incentivos mejorados (capital, estructura de tasas) para reemplazar los motores de bomba agrícola de diésel existentes con bombas eléctricas e infraestructura relacionada, según sea posible, o con motores de nivel 4 si no es posible la electrificación</td>
<td>⬜</td>
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<tr>
<td>41</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos para reemplazar equipos agrícolas de diésel con equipo menos contaminante disponible</td>
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<tr>
<td>42</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos de recolectores de nueces con tecnología de bajo polvo para enfocar el reemplazo del equipo de recolección de nueces para las tierras de cultivo que rodean la Ciudad de Shafter</td>
<td>⬜</td>
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<tr>
<td>43</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar una mayor financiación de incentivos para promover prácticas y tecnologías alternativas para la quema de materiales agrícolas (incluyendo la incorporación al suelo de residuos leñosos)</td>
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<tr>
<td>44</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos para que los equipos eléctricos de mezcla de alimentos lácteos se centren en las operaciones lecheras cercanas a la comunidad de Shafter</td>
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<td>Distrito del Aire del Valle y CDFA</td>
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<tr>
<td>45</td>
<td>Incentivo</td>
<td>Apoyar las operaciones lácteas cerca de la Ciudad de Shafter en la instalación de digestores de productos lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía</td>
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<tr>
<td>46</td>
<td>Incentivo</td>
<td>Proporcionar incentivos para el reemplazo de los camiones de productos lácteos de diésel con tecnologías de cero o casi cero emisiones</td>
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<tr>
<td>47</td>
<td>Incentivo</td>
<td>Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de COV, amoníaco y metano, a través de fondos y programas educativos sobre los programas disponibles a través de las agencias estatales</td>
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<tr>
<td>48</td>
<td>Incentivo</td>
<td>Trabajar con las operaciones agrícolas locales para ofrecer incentivos para promover una implementación de prácticas de gestión de la conservación que reduzcan aún más las emisiones de materia particulada, incluyendo el cultivo de conservación y otras prácticas</td>
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<tr>
<td>49</td>
<td>Colaboración</td>
<td>CARB, DPR, Comisionado de Agricultura</td>
<td>Evaluate additional opportunities to address concerns related to pesticides, including the provision of additional information on efforts to monitor and improve notification procedures if possible</td>
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junio de 2019
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Reducción a la Exposición</td>
<td>Distrito del Aire del Valle y distrito escolar local</td>
<td>Aumentar la cantidad de escuelas inscritas en el programa de Healthy Air Living Schools del Distrito para ayudar a reducir la exposición de los niños a condiciones de aire insalubres</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>24</td>
<td>Reducción a la Exposición</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos financieros para la compra e instalación de sistemas mejorados de filtración de aire en las escuelas de la comunidad</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
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<td>✔️</td>
</tr>
<tr>
<td>34</td>
<td>Reducción a la Exposición</td>
<td>Distrito del Aire del Valle, Ciudad, Condado, CDOT, y otros socios locales</td>
<td>Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir la materia particulada, el olor y otras emisiones, según sea posible</td>
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<tr>
<td>26</td>
<td>Reducción a la Exposición</td>
<td>CARB, CEC, PUC, IOUs, Ciudad, Condado, Distrito del Aire del Valle</td>
<td>Trabajar con agencias y socios locales para investigar medidas para reducir las emisiones y la exposición dentro casa, incluyendo climatización, eficiencia energética, filtración mejorada y otros servicios</td>
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<tr>
<td>29</td>
<td>Reducción a la Exposición</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas apropiadas que el público debe tomar para protegerse durante los episodios de mala calidad del aire</td>
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SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP

ESTRATEGIAS DE REDUCCIÓN A LA EXPOSICIÓN

junio de 2019
### SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
### ESTRATEGIAS DE REDUCCIÓN A LA EXPOSICIÓN

**Medida**

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<td>![Círculo]</td>
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<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos financieros para la compra e instalación de sistemas mejorados de filtración de aire en las escuelas de la comunidad</td>
<td>![Círculo]</td>
<td>![Círculo]</td>
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</tr>
<tr>
<td>34</td>
<td>Reducción a la Exposición</td>
<td>Distrito del Aire del Valle, Ciudad, Condado, CDOT, y otros socios locales</td>
<td>Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir la materia particulada, el olor y otras emisiones, según sea posible</td>
<td>![Círculo]</td>
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<td>![Círculo]</td>
<td>![Círculo]</td>
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<tr>
<td>26</td>
<td>Reducción a la Exposición</td>
<td>CARB, CEC, PUC, IOUs, Ciudad, Condado, Distrito del Aire del Valle</td>
<td>Trabajar con agencias y socios locales para investigar medidas para reducir las emisiones y la exposición dentro casa, incluyendo climatización, eficiencia energética, filtración mejorada y otros servicios</td>
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<tr>
<td>29</td>
<td>Reducción a la Exposición</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas apropiadas que el público debe tomar para protegerse durante los episodios de mala calidad del aire</td>
<td>![Círculo]</td>
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**junio de 2019**
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<th>Tipo de Medida</th>
<th>Agencia Ejecutora</th>
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<th>Emisiones de Contaminantes Tóxicos del Aire o Reducción de Exposición</th>
<th>Emisiones Menos Costosas o Reducción de Exposición</th>
<th>Viabilidad de Implementación</th>
<th>Escala de Impacto en la Comunidad</th>
<th>Elija las Principales Prioridades</th>
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<tbody>
<tr>
<td>6</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos financieros mejorados para tecnologías de camiones limpios con cero o casi cero emisiones que operan dentro de la comunidad</td>
<td>🟢</td>
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<tr>
<td>7</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Desarrollar mejoras específicas de la comunidad para los programas de incentivos para apoyar el despliegue de  - camiones de yarda limpios - unidades de transporte refrigerado - infraestructura de combustible relacionada en centros de almacenamiento y otras instalaciones dentro de la comunidad, con prioridad en tecnologías de cero emisiones</td>
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<tr>
<td>8</td>
<td>Regulatorio</td>
<td>Distrito del Aire del Valle y CARB</td>
<td>Desarrollar y/o trabajar para implementar medidas cuales reducen el ralentí de camiones de servicio pesado dentro de la comunidad</td>
<td>🟢</td>
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<td>🟢</td>
<td>⬜</td>
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<tr>
<td>9</td>
<td>Cumplimiento</td>
<td>CARB</td>
<td>Desarrollar un programa de cumplimiento mejorado para identificar y reparar camiones y autobuses con sistemas de control de emisiones defectuosos</td>
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<td>10</td>
<td>Regulatorio</td>
<td>CARB</td>
<td>Modificar los requisitos de garantía y su programa de inspección para camiones para agregar un nivel de rendimiento de emisiones a uno más bajo</td>
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### Medida 14
**Tipo de Medida:** Incentivo
**Agencia Ejecutora:** Distrito del Aire del Valle
**Descripción de la Estrategia:** Proporcionar incentivos financieros mejorados para reemplazar locomotoras altamente contaminantes con tecnologías de motores menos contaminantes para trenes que operan en o cerca de la comunidad.

### Medida 15
**Tipo de Medida:** Incentivo
**Agencia Ejecutora:** Distrito del Aire del Valle
**Descripción de la Estrategia:** Proporcionar incentivos para las terminal locomotoras de maniobra eléctricas para las terminales de trenes dentro de la comunidad.
# SHAFTER – ESTRATEGIAS PRELIMINARES DEL CERP
**CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS**

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<th>Medida #</th>
<th>Tipo de Medida</th>
<th>Agencia Ejecutora</th>
<th>Descripción de la Estrategia</th>
<th>Emisiones de PM2.5 o Reducción de Exposición</th>
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<th>Escala de Impacto en la Comunidad</th>
<th>Elija las Principales Prioridades</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos financieros mejorados para tecnologías de camiones limpios con cero o casi cero emisiones que operan dentro de la comunidad</td>
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<tr>
<td>7</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Desarrollar mejoras específicas de la comunidad para los programas de incentivos para apoyar el despliegue de camiones de yarda limpios, unidades de transporte refrigerado, infraestructura de combustible relacionada en centros de almacenamiento y otras instalaciones dentro de la comunidad, con prioridad en tecnologías de cero emisiones</td>
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<tr>
<td>8</td>
<td>Regulatorio</td>
<td>Distrito del Aire del Valle y CARB</td>
<td>Desarrollar y/o trabajar para implementar medidas cuales reducen el ralentí de camiones de servicio pesado dentro de la comunidad</td>
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<tr>
<td>9</td>
<td>Cumplimiento</td>
<td>CARB</td>
<td>Desarrollar un programa de cumplimiento mejorado para identificar y reparar camiones y autobuses con sistemas de control de emisiones defectuosos</td>
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<td>Regulatorio</td>
<td>CARB</td>
<td>Modificar los requisitos de garantía y su programa de inspección para camiones para agregar un nivel de rendimiento de emisiones a uno más bajo</td>
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**junio de 2019**
### SHAFER – ESTRATEGIAS PRELIMINARES DEL CERP
CAMIONES DE SERVICIO PESADO Y LOCOMOTORAS

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<th>Escala de Impacto en la Comunidad</th>
<th>Elige las Principales Prioridades</th>
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<tr>
<td>14</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos financieros mejorados para reemplazar locomotoras altamente contaminantes con tecnologías de motores menos contaminantes para trenes que operan en o cerca de la comunidad</td>
<td>⬤ ✤ ✤</td>
<td>✤ ✤ ✤</td>
<td>✤ ✤ ✤</td>
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<td>15</td>
<td>Incentivo</td>
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<td>Proporcionar incentivos para las terminales locomotoras de maniobra eléctricas para las terminales de trenes dentro de la comunidad</td>
<td>✤ ✤ ✤</td>
<td>✤ ✤ ✤</td>
<td>✤ ✤ ✤</td>
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<tr>
<td>35</td>
<td>Uso del Suelo</td>
<td>Distrito del Aire del Valle, organizaciones de planificación, desarrolladores locales, otros socios locales</td>
<td>Apoyar los proyectos que reduzcan las millas de vehículo corridas en la comunidad, incluyendo las medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios</td>
<td><img src="" alt=" " /></td>
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<td><img src="" alt=" " /></td>
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<tr>
<td>36</td>
<td>Uso del Suelo</td>
<td>Ciudad y Condado</td>
<td>Crear capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura ecológica, estaciones de carga de camiones y mejor respaldo de uso de suelo para camiones eléctricos</td>
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<tr>
<td>37</td>
<td>Uso del Suelo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar asistencia durante el proceso de CEQA con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire</td>
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<tr>
<td>38</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos para que las instalaciones de fuentes estacionarias dentro de la comunidad instalen tecnología de control avanzada más allá de los controles existentes que de otra manera no serían económicamente factibles de instalar, según sea posible</td>
<td><img src="" alt=" NYQ " /></td>
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<tr>
<td>39</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Evaluar la viabilidad de un programa de incentivos para las operaciones de petróleo y gas cerca de la Ciudad de Shafter para financiar la instalación de tecnologías que reduzcan aún más las emisiones relacionadas con la producción, incluyendo las actividades de llamadas</td>
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*NYQ = Aún no se ha cuantificado, para medidas que necesitarían una evaluación adicional del costo, la viabilidad y el impacto en la comunidad*
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<th>Elija las Principales Prioridades</th>
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</thead>
<tbody>
<tr>
<td>35</td>
<td>Uso del Suelo</td>
<td>Distrito del Aire del Valle, organizaciones de planificación, desarrolladores locales, otros socios locales</td>
<td>Apoyar los proyectos que reduzcan las millas de vehículo corridas en la comunidad, incluyendo las medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios</td>
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<tr>
<td>36</td>
<td>Uso del Suelo</td>
<td>Ciudad y Condado</td>
<td>Crear capacidad para infraestructura eléctrica y almacenamiento de energía, apoyar el desarrollo de instalaciones de carga rápida, reservar terrenos para infraestructura ecológica, estaciones de carga de camiones y mejor respaldo de uso de suelo para camiones eléctricos</td>
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<td>Beneficio Indirecto</td>
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<tr>
<td>37</td>
<td>Uso del Suelo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar asistencia durante el proceso de CEQA con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire</td>
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<td>Beneficio Indirecto</td>
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<td>Incentivo</td>
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<td>Proporcionar incentivos para que las instalaciones de fuentes estacionarias dentro de la comunidad instalen tecnología de control avanzada más allá de los controles existentes que de otra manera no serían económicamente factibles de instalar, según sea posible</td>
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<td>39</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Evaluar la viabilidad de un programa de incentivos para las operaciones de petrolero y gas cerca de la Ciudad de Shafter para financiar la instalación de tecnologías que reduzcan aún más las emisiones relacionadas con la producción, incluyendo las actividades de llamadas</td>
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<tr>
<td>16</td>
<td>Regulatorio</td>
<td>Distrito del Aire del Valle</td>
<td>Implementar los requisitos mejorados de la regla 4901 del Distrito (chimeneas de leña y calentadores de leña) (como se incluye en el Plan 2018 PM2.5 del Distrito)</td>
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<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos financieros mejorados para reemplazar los dispositivos de quema de madera existentes y las estufas de leña compresada con tecnologías de gas natural o electricidad.</td>
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<td>18</td>
<td>Alcance</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar actividades en la comunidad para educar a los residentes sobre la importancia de reducir la quema de madera y los impactos a la salud asociados, y los programas disponibles para respaldar la transición al gas natural y los dispositivos eléctricos.</td>
<td>☑️</td>
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<tr>
<td>20</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle y PUC</td>
<td>Proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen sistemas de almacenamiento de energía solar y energía.</td>
<td>☑️</td>
<td>☑️</td>
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<tr>
<td>21</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Mejorar alcance y acceso al programa de incentivos mejorado para la sustitución de equipos residenciales de césped y jardinería en la comunidad a través del programa Clean Green Yard Machines del Distrito</td>
<td>☑️</td>
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### SHAFTER - ESTRATEGIAS PRELIMINARES DEL CERP
**FUENTES URBANAS/RESIDENCIALES**

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<thead>
<tr>
<th>22</th>
<th>Incentivo</th>
<th>Distrito del Aire del Valle / CARB</th>
<th>Mejorar alcance y acceso al programa de incentivos mejorado para la sustitución de equipos comerciales de césped y jardinería en la comunidad a través del programa Clean Green Yard Machines del Distrito</th>
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<tbody>
<tr>
<td>23</td>
<td>Incentivo</td>
<td>Distrito del Aire del Valle</td>
<td>Proporcionar incentivos para reducir aún más el humo y la contaminación de otros restaurantes que utilizan parillas comerciales</td>
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<td>32</td>
<td>Asociación</td>
<td>Distrito del Aire del Valle y otros asociación</td>
<td>Identificar oportunidades para un mayor desarrollo urbano y forestal en la comunidad</td>
</tr>
<tr>
<td>19</td>
<td>Alcance</td>
<td>Valley Air District and City/County</td>
<td>Conduct expanded outreach and education to reduce illegal burning of residential waste</td>
</tr>
<tr>
<td>33</td>
<td>Partnership</td>
<td>City and County</td>
<td>Consider paving roads and sidewalks within the community to help reduce dust pollution</td>
</tr>
</tbody>
</table>

*junio de 2019*
Agenda for Shafter Community Steering Committee – Meeting #9
July 8, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

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

Learn more: community.valleyair.org
Agenda para el Comité Directivo Comunitario de Shafter—Reunión #9
8 de julio de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

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

Aprende más: community.valleyair.org
AB 617 Community Steering Committee Meeting
Shafter

Update on State and Community-Specific Strategies

July 8, 2019

Discussion Overview

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

- **Ports**
  - Commercial Harbor Craft
  - Shore Power
  - Ocean-Going Vessels Fuel Rule
  - Cargo Handling Equipment
  - Drayage Trucks

- **Rail**
  - Cargo Handling Equipment
  - Drayage Trucks

- **Mobile On-Road**
  - Truck and Bus Regulation
  - Heavy-Duty Vehicle Inspection Program
  - Truck Idling Control Measure

- **Mobile Off-Road**
  - Transport Refrigeration Unit
  - Off-Road Diesel Vehicle Regulation
  - Small Off-Road Engines

- **Other Toxics**
  - Chrome Plating Control Measure
  - Composite Wood Control Measure

Mapping Concerns to Strategies

- **Heavy Duty Trucks**
- **Trains**
- **Dairies and Other Livestock**
- **Distribution Centers**
- **Lawn and Garden Equipment**

- **Truck & Bus Rule Supporting Actions**

- **Emissions Reductions from Locomotives**

- **Short-Lived Climate Pollutant Plan**

- **Advanced Clean Trucks**

- **Small Off-Road Engines (SORE)**

- **Truck & Bus Local Idling Pilot Study**
New State Strategies to Consider

- Innovative Clean Transit
- Smoke Inspection Programs
- Heavy-Duty OBD Regulations
- Advanced Clean Cars 2
- Heavy-Duty Inspection and Maintenance
- Zero Emission Drayage Trucks
- Zero Emission Transport Refrigeration Units
- Zero Emission Cargo Handling Equipment
- Chrome Plating Control Measure
- Composite Wood Control Measure
- Commercial Cooking Suggested Control Measure

Input for New Ideas?
Participate in Rulemaking

https://www2.arb.ca.gov/our-work/programs/truck-and-bus-regulation
https://www2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california
https://www2.arb.ca.gov/resources/documents/short-lived-climate-pollutants
https://www2.arb.ca.gov/index.php/our-work/programs/advanced-clean-trucks
https://www2.arb.ca.gov/our-work/programs/small-off-road-engines-sore

Contact Us

Skott Wall, Community Liaison
Office of Community Air Protection, CARB
skott.wall@arb.ca.gov
916-323-0787
Visión General de la Plática

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

Puertos
- Embarcaciones de Puertos Comerciales
- Regulación Muestras en Ataque
- Embarcaciones Oceánicas
- Equipos de Manejo de Carga
- Camiones de Carreta

Ferroviario
- Equipos de Manejo de Carga
- Camiones de Carreta

Móvil en Carretera
- Regulación de Camiones y Autobuses
- Inspección de Vehículos de Uso Pesado
- Control de la Marcha en Vehículos de Camiones

Móvil Todo Terreno
- Unidad de Refrigeración de Transporte
- Regulación de Vehículos de Uso Pesado de Todo Terreno
- Motores Pequeños para Uso en Todo Terreno

Otros Tóxicos
- Medida del Control del Cromado
- Medida de Control de la Madera Compuesta

El Mapeo de Preocupaciones a Estrategias

Camiones de Uso Pesado
- Acciones Apoyando la Regulación de Camiones y Autobuses

Trenes
- Reducción de Emisiones de Locomotoras

Lecheras y Otro Ganado
- Plan de Contaminantes de Vida Corta

Centros de Distribución
- Camiones Limpios de Tecnología Avanzada

Equipo de Césped y Jardín
- Motores Pequeños para Uso en Todo Terreno (SORE)

Estudio Piloto
- Local de Camiones y Autobuses
- Parados con el Motor en Marcha
Nuevas Estrategias Estatales a Considerar

- Transito Limpio Innovador
- Programas de Inspección de Humo
- Regulaciones de Diagnóstico al Bordo en Vehículos Uso Pesado
- Autos Limpios de Tecnología Avanzada 2
- Inspección y Mantenimiento de Vehículos de Uso Pesado
- Camiones de Carretaje de Cero Emisión
- Unidad de Refrigeración de Transporte Cero Emisiones
- Medida de Control del Cromado
- Medida de Control de los Productos de Madera Compuesta
- Medida de Control Sugerida Para Cocinas Comerciales
- Equipo de Manejo de Cargas Cero Emisión

Aportaciones para Nuevas Ideas?

- Medida de Control al Bordo en Vehículos Uso Pesado
- Autos Limpios de Tecnología Avanzada 2
Participe en la Reglamentación

https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation
https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california
https://ww2.arb.ca.gov/resources/documents/short-lived-climate-pollutants
https://ww2.arb.ca.gov/index.php/our-work/programs/advanced-clean-trucks
https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore

Contáctenos

Skott Wall, Enlace Comunitario
CARB, Oficina de Protección del Aire en la Comunidad
skott.wall@arb.ca.gov
916-323-0787

Para preguntas en español contacte a:
Liliana Nunez
CARB, Oficina de Protección del Aire en la Comunidad
Liliana.Nunez@arb.ca.gov
626-350-6561
Proposed Measures Evaluated by DPR

Specific measures regarding pesticides for the Community Emission Reduction Plans:

1. Ban all untarped applications of 1,3-D

2. Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.

3. Notification:
   - Make Notices of Intent (NOIs), required for restricted pesticide applications, publicly available online, along with CAC approvals/denials of these NOIs.
   - Provide real-time 48-hour notification via text and email on an opt-in basis for all drift-prone applications within a mile of schools.
Proposed Measures Evaluated by DPR

Specific measures regarding pesticides for the Community Emission Reduction Plans:

4. Ban all aerial applications of pesticide TACs

5. Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools

6. Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis

7. Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis

Pesticide Toxic Air Contaminant Regulatory Process

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

The pesticide TAC process includes:

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

DPR must follow this legal process; therefore, it cannot arbitrarily introduce emission reduction measures including reduction of township caps, prohibition of applications, or establishment of buffer zones without strong scientific analysis.
Top 100 pesticides used on agricultural crops within 7 miles of Shafter during 2013-2017.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Pesticide</th>
<th>Number of Applications Annual Avg</th>
<th>Pounds Used Annual Avg</th>
<th>Group</th>
<th>Toxic Air Contaminant</th>
<th>Restricted Materials</th>
<th>Proposition 65</th>
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<tbody>
<tr>
<td>1</td>
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<td>FATTY ACIDS, CIS-CIS AND CIS-TRANS, METHYL ESTERS</td>
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</table>

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

<table>
<thead>
<tr>
<th>Rank</th>
<th>Pesticide</th>
<th>Number of Applications Annual Avg</th>
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<th>Restricted Materials</th>
<th>Proposition 65</th>
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<td>21</td>
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</table>
Top 100 pesticides used on agricultural crops within 7 miles of Shafter during 2013-2017.

<table>
<thead>
<tr>
<th>Rank of Pounds Used</th>
<th>Pesticide Description</th>
<th>Number of Applications Annual Avg</th>
<th>Pounds Used Annual Avg</th>
<th>Group</th>
<th>Toxic Air Contaminant</th>
<th>Restricted Material</th>
<th>Proposition 65</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>PETROLEUM DISTILLATES, AROMATIC</td>
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<td>5,245</td>
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Top 100 pesticides used on agricultural crops within 7 miles of Shafter during 2013-2017.

<table>
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<th>Rank of Pounds Used</th>
<th>Pesticide Description</th>
<th>Number of Applications Annual Avg</th>
<th>Pounds Used Annual Avg</th>
<th>Group</th>
<th>Toxic Air Contaminant</th>
<th>Restricted Material</th>
<th>Proposition 65</th>
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Top 100 pesticides used on agricultural crops within 7 miles of Shafter during 2013-2017.

<table>
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<tr>
<th>Rank of Pounds Used</th>
<th>Pesticide</th>
<th>Number of Applications Annual Avg</th>
<th>Pounds Used Annual Avg</th>
<th>Group</th>
<th>Toxic Air Contaminant</th>
<th>Restricted Material</th>
<th>Proposition 65</th>
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</table>

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

<table>
<thead>
<tr>
<th>Rank of Pounds Used</th>
<th>Pesticide</th>
<th>Number of Applications Annual Avg</th>
<th>Pounds Used Annual Avg</th>
<th>Group</th>
<th>Toxic Air Contaminant</th>
<th>Restricted Material</th>
<th>Proposition 65</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1,3-DICHLOROPROPENE POTASSIUM N- METHYL DITHIOCARBAMATE (MITC)</td>
<td>31</td>
<td>244,616</td>
<td>Fumigant</td>
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<td>✓</td>
<td>Cancer</td>
</tr>
<tr>
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<td>✓</td>
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<tr>
<td>8</td>
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<td>OP</td>
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<td>✓</td>
<td>Developmental</td>
</tr>
<tr>
<td>15</td>
<td>CHLOROPICRIN</td>
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<td>20,337</td>
<td>Fumigant</td>
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<td>✓</td>
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<tr>
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<tr>
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<tr>
<td>62</td>
<td>MANCOZEB</td>
<td>32</td>
<td>2,754</td>
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<td>✓</td>
<td>✓</td>
<td>Cancer</td>
</tr>
<tr>
<td>96</td>
<td>METHOMYLY</td>
<td>30</td>
<td>1,314</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

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

Table 1. Top 100 pesticides used on agricultural crops within 7 miles of Shafter during 2013-2017. Four pesticide groups of interest are indicated. Oils and adjuvants generally have lower risk. Fumigants and organophosphates (OPs) generally have higher risk. Toxic air contaminants are pesticides on DPR’s TAC list. Restricted materials have higher health or environmental risk and require a permit from the county agricultural commissioner, and notice of intent (NOI) prior to application. Prop 65 indicates if the pesticide is listed under Proposition 65 as causing cancer or developmental effects.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Pounds Used</th>
<th>Pesticide</th>
<th>Number of Applications</th>
<th>Pounds Used Annual Avg</th>
<th>Group</th>
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Department of Pesticide Regulation Responses to Shafter AB 617 Steering Community’s Proposed Measures Regarding Pesticides for the Community Emission Reduction Plan

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<td>1</td>
<td>Ban all untarped applications of 1,3-D (very important for Shafter where 1,3-d is the primary pesticide TAC problem)</td>
<td><em>Response on Proposed Measures 1 and 2:</em> The Department of Pesticide Regulation (DPR) is working on a regulation to further reduce exposures to 1,3-Dichloropropene (1,3-D). This includes development of measures to reduce short-term (acute) exposures and reassessing the township cap to address cancer risk. Since 1,3-D is a toxic air contaminant (TAC), DPR must follow the legal process as described in DPR’s Response to Proposed Measures 4 – 7 listed below.</td>
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<td>2</td>
<td>Reduce 1,3-d annual township cap (the cap is currently 136,000 pounds per 6x6 mile township) and/or establish cap reductions on a more granular basis to address 1,3-d spikes we see in certain sections.</td>
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Regulations for most restricted materials require a Notice of Intent (NOI) to be submitted to the local county agricultural commissioner (CAC) at least 24 hours prior to application and allow for a 5-day window to begin the application. A NOI must be resubmitted if the application does not begin within the 5-day window. Additionally, an application may take more than one day to complete. CACs do not receive confirmation that an application has occurred until the pesticide use report is submitted, which the grower can submit up to the 10th of the following month.

Moreover, the NOI may not provide all of the information desired. This is because the NOI identifies the product(s) that will be applied, not the active ingredient(s) in the product. In addition, the location of an application may be unclear without additional information.

Another consideration is the large number of NOIs that would need to be posted online. As shown in Table 1, of the top 100 pesticides used within seven miles of Shafter during 2013-2017, eight are restricted materials, with an average of 1,359 applications each year.

- 1,3-Dichloropropene: average of 31 applications each year
- Potassium N-methylthiocarbamate (MITC): average of 7 applications each year
- Paraquat dichloride: average of 1,081 each year
- Chlorpyrifos: average of 197 applications each year
- Chloropicrin: average of 8 applications each year
- Methyl bromide: average of 2 applications each year
- Metam-sodium (MITC): average of 4 applications each year
- Methomyl: average of 30 applications each year

Unless the proposal is limited to restricted materials, a regulation would be required because currently the CAC only receives NOIs for restricted materials.

Lastly, a relatively low percentage of Kern illness/drift incidents are from the public or residents. Most occur to field workers during the course of their work. The Kern CAC's current grower-to-grower notification system (the only one in the country) serves to address and mitigate this issue.
<p>| | |</p>
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<td>4</td>
<td>Ban all aerial applications of pesticide TACs</td>
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<td>Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, hospitals, labor camps and schools</td>
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<tr>
<td>6</td>
<td>Ask for an evaluation of all carcinogenic TACs including, pesticides, and then create emissions reduction plans in line with that analysis</td>
</tr>
<tr>
<td>7</td>
<td>Ask for an evaluation of all reproductive toxicity TACs, including pesticides, and then create emissions reduction plans in line with that analysis</td>
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</table>

**Response on Proposed Measures 4 – 7:**

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

The TAC process includes:

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

DPR must follow this legal process; therefore, it cannot arbitrarily introduce emission reduction measures including reduction of township caps, prohibition of applications, or establishment of buffer zones without strong scientific analysis.
## Agenda for Shafter Community Steering Committee Meeting #10

**July 22, 2019 - Shafter Veterans Hall**

*309 California Ave, Shafter, CA 93263*

**Agenda:**

1. Doors Open/Meet and Greet/Refreshments  
   - 5:00 p.m.

2. Welcome and Introductions  
   - Review of meeting goals  
   - 5:30 p.m.

3. Enforcement of Air Pollution Control Regulations  
   - *Valley Air District Enforcement Staff*
   - *CARB Enforcement Staff*
   - *Steering Committee*
   - 5:45 p.m.

4. Development of CERP Strategies for Implementation in Shafter  
   - *Valley Air District Staff*
   - *CARB Staff*
   - *Steering Committee*
   - 6:30 p.m.

5. Wrap-up and Next Steps  
   - Meeting takeaways and next steps  
   - Next Steering Committee meeting: August 12, 2019  
   - 8:00 p.m.

6. Public Comment  
   - 8:15 p.m.

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Learn more: community.valleyair.org
City of Shafter
Community Emissions Reduction Program (CERP) Development

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

July 22, 2019
San Joaquin Valley Air Pollution Control District

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

- Type of Strategy: Incentive
- Purpose: To provide a higher level of incentives for electric dairy feed mixing equipment and associated equipment (feed trucks, wheel loaders, feed pushers) for dairy operations near the community of Shafter
- Goal: Fund electric feed mixing equipment for 5 dairies located near Shafter
- Target: 350 tons NOx, 18 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $6,500,000

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

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment
- Goal: Replace 25 pieces of conventional nut harvesting equipment with new, low-dust harvesting equipment
- Target: 42.5 tons NOx, 0.34 tons combustion PM2.5, 90 tons fugitive PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $2,500,000
Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

- Type of Strategy: Incentive
- Purpose: To limit the potential for localized PM2.5 impacts associated with open agricultural burning by providing enhanced access to funding for the District’s Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area
- Goal: Fund up to 950 acres of alternative practices
- Target: 103 tons PM2.5
- Incentives to be invested: $500,000


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

- **Type of Strategy:** Incentive
- **Purpose:** To provide increased outreach and access to incentive funding for the replacement of existing diesel agricultural pump engines with electric motors within and surrounding Shafter, including capital funding for equipment and electric line extension.
- **Goal:** Fund replacement of 10 existing diesel agricultural pump engines with electric motors near the community of Shafter.
- **Target:** 90 tons NOx, 4 tons PM2.5 (based on average emission reductions expected per project)
- **Incentives to be invested:** $230,000

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

- **Type of Strategy:** Policy/Advocacy
- **Purpose:** To work with the Public Utilities Commission (PUC) and utilities to develop preferred utility rates for replacing existing diesel agricultural pump engines with electric motors.
- **Goal:** Advocate for the establishment of a preferred rate structure from the PUC and utilities for electric ag pump motors.
- **Target:** Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
Ag Equipment: Provide Incentives to Replace Diesel Ag Equipment with the Cleanest Available Equipment

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District's existing Heavy-Duty Engine Incentive Program
- Goal: Replace 100 pieces of diesel ag equipment with new, cleanest available equipment
- Target: 750 tons NOx, 60 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $5,000,000

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

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of diesel dairy trucks operating in and around Shafter with new, zero- or near-zero emission trucks
- Goal: Replace 20 older, diesel dairy trucks with new zero or near-zero-emission trucks
- Target: 128 tons NOx, 0.4 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $2,000,000 (funding amounts up to $100,000 per truck)
Dairy Digesters: Support dairy operations near Shafter in installing dairy digesters

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


- **Type of Strategy:** Outreach and Incentive
- **Purpose:** Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies
- **Goal:**
  - Number and type of projects, and funding availability, will be developed with steering committee input when state funding guidelines are available
  - The District will work with local agricultural groups to conduct outreach to promote alternative manure management strategies
Committee Ideas Not Proposed for CERP

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

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

- **Type of Strategy:** Regulatory (statewide regulation)
- **Purpose:** To reduce short-term (acute) exposure to 1,3-D and reassess the township cap to address cancer risk.
- **Goal:** DPR has committed to developing a statewide measure to reduce exposure to 1,3-D.
- **Target:** 1,3-D reductions to be determined by DPR through rule-making process.
Committee Ideas Not Proposed for CERP

- **CSC Suggestion:** Several measures specific to pesticides, including banning pesticide applications, reducing the 1,3-D township cap, a notification program, a 1 mile buffer zone, and reduction plans based on evaluations of TACs.

- **District Response:** As the District does not have authority over pesticides in their pesticidal use, the District has made available to the responsible agencies committee comments regarding pesticide use.
  - District staff hope to provide input from the Department of Pesticide Regulation and the County Ag Commissioner on these committee comments in the Shafter Community Emissions Reduction Program.

Heavy Duty Mobile Sources

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

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive funding for zero and near-zero emissions clean truck technologies that operate within the community (regional, long haul)
- Goal: Replace 60 older, heavy duty diesel trucks operating in Shafter with near-zero emission heavy duty trucks
- Target: 196.6 tons NOx, 0.54 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $6,000,000

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

- Type of Strategy: Incentive
- Purpose: Provide incentives to support the deployment of clean yard trucks, transportation refrigeration units (TRUs), and related infrastructure at warehouses and other facilities within the community with priority on zero emission technologies
- Goal: Deploy 30 new zero emission yard trucks or transportation refrigeration units, along with associated infrastructure
- Target: At least 0.09 tons NOx, 5.97 tons PM2.5 (based on conservative emission reductions expected per project)
- Incentives to be invested: $4,000,000
Heavy Duty Trucks: Measures to Reduce Idling of Heavy Duty Trucks Within the Community

- Type of Strategy: Incentive
- Purpose: To develop and/or work to implement measures that reduce idling of heavy duty trucks within the community
- Goal: Install 20 plugs to reduce idling of heavy duty trucks at distribution and warehouse facilities within the community
- Target: 6.26 tons NOx, 0.10 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $60,000

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

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

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

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

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding Shafter.
- Goal: Replace up to 4 school buses, operated by Richland SD, Kern High SD with zero-emission battery-electric school buses that operate within the community
- Target: 5.2 tons NOx, 0.52 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $1,600,000 (funding up to $400,000 per bus)
Transit Buses: Incentive Program for Transit Bus Replacement

• Type of Strategy: Incentive
• Purpose: To provide incentives for the replacement of older, high polluting transit buses with new zero or near-zero-emission transit buses operating within and surrounding Shafter.
• Goal: Provide incentives to replace older, high-polluting transit buses with new, zero or near-zero-emission transit buses that operate within Shafter
• Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
• Incentives to be invested: To be determined

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

• Type of Strategy: Incentive
• Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
• Goal: Replace 2 Tier 0 locomotives with Tier 4 locomotives
• Target: 126 tons NOx, 2.8 tons PM2.5 (based on average emission reductions expected per project)
• Incentives to be invested: $5,200,000 (funding up to $2,600,000 per locomotive)
Locomotives: Provide Incentives for Electric Railcar Mover/Switchers for Rail Facilities

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- Goal: Replace 3 older, high-polluting switchers with new, cleaner, advanced technology/hybrid switcher locomotives at railyards and other facilities within Shafter
- Target: 57 tons NOx, 1.5 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $4,100,000 (funding up to $1,340,875 per locomotive)

Committee Ideas Not Proposed for CERP

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

San Joaquin Valley Air Pollution Control District
Older/High Polluting Cars

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

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

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to financial incentives to replace older autos in the community through the District’s Drive Clean in the San Joaquin program
- Goal: Funding currently available in District Budget, increase community participation in the program to replace at least 100 high emitting vehicles operating in Shafter with lower-emissions or zero-emissions (electric) vehicles
- Target: 0.9 tons NOx, 0.03 tons PM2.5, and 0.21 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: $725,000 to replace 100 vehicles

Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure

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

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

Passenger Cars: Evaluate Feasibility of Ride Share Programs For Community

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

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

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

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

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

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

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

Stationary Sources: Provide Incentives to Install Advanced Control Technology

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install
  - State currently developing funding guidance for such projects
  - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
- Goal: Funding availability, and number and type of projects, will be developed, with input of steering committee, when state funding guidelines are available for stationary source funding
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
Committee Ideas Not Proposed for CERP

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

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

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 200 wood burning devices in the community with cleaner alternatives
- Target: 98 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $600,000

Residential Wood Burning: Educate Public About Harmful Impacts

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

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the Shafter community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901

Residential Open Burning: Reduce Illegal Activity

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

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 and toxic impacts associated with illegal open burning of residential waste
- Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the Shafter community and surrounding areas at least once per quarter for the next 5 years

Land Use/Urban Sources
Solar Power: Seek incentives for local businesses and homeowners to install solar power and energy storage

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

Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroilers

- Type of Strategy: Incentives (with regulatory backstop)
- Purpose: To provide incentives to further reduce particulate emissions from large restaurants that use underfired charbroilers
- Goal:
  - Partner with willing restaurants and provide $150,000 in incentive funding per restaurant for the installation of control equipment to reduce particulate emission from underfired charbroilers
  - Provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls
- Target:
  - Invest up to $300,000 and achieve approximately 1 ton of PM2.5 per year in emissions reductions from underfired charbroilers in community
Land Use/Sustainable Development: Implement Projects that Reduce VMT

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

Land Use: Support Planning and Development of Clean Fueling Infrastructure

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

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

Road Dust: Evaluate increasing frequency of street sweeping

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

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

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

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

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

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

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

HAL Schools: Increase Participation

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

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

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

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

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

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

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

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

Idling-Reduction Strategy: Protect Sensitive Receptors

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

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

Sharing Clean Air Efforts and How Communities Can Get Involved

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

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

Follow us on social media

Use the Valley Air App for the latest air quality info.

City of Shafter
Community Emissions Reduction Program (CERP) Development

Additional Strategies:
California Air Resources Board (CARB)
Mobile Sources: Advanced Clean Trucks

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

Mobile Sources: Locomotives

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

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

Mobile Sources: Truck & Bus Idling Study

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

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

Area wide Sources:
Short-Lived Climate Pollutant Plan

• Type of Strategy: Incentive, Outreach
• Purpose: To reduce dairy and other livestock manure methane emissions through financial incentives, collaboration to overcome barriers, development of policies to encourage renewable natural gas production where appropriate as a pollution control strategy, and other market support
• Goal: Reduce methane emissions
• Target: Too early to quantify
District Enforcement Program and Enforcement Efforts in Shafter Community

AB 617 Community Steering Committee Meeting
July 22, 2019

Enforcement Program

- Enforcement of air quality rules is a critical element of continuing air quality progress and federal health-based air quality standards
- District’s Enforcement Program seeks to ensure compliance with local, state, and federal regulations through fair, consistent and comprehensive enforcement and compliance assistance related activities
- Program objectives are set forth in local, state, and federal laws
- Each year, District performs inspections at over 9,000 permitted facilities and responds to approximately 3,000 public complaints Valley wide
Inspections of Permitted Sources

• Routine inspections are conducted to determine compliance with a multitude of health-protective local, state, and federal air quality regulations targeting both criteria and toxic pollutants.
• Compliance inspections are unannounced whenever possible.
• Compliance inspections involve a physical inspection of the facility, including observing the equipment operating and a thorough review of required recordkeeping.
• Inspectors utilize a variety of advanced detection and monitoring equipment to verify compliance with permitted emission standards.

Inspections of Permitted Sources (cont’d)

• In addition to routine compliance inspections, District staff visit and inspect these sources for a variety of other reasons, including:
  – Complaint investigations
  – Start-up inspections of all newly permitted and modified equipment
  – Breakdown investigations, to ensure that any equipment breakdowns are promptly corrected and that any resultant excess emissions are expeditiously abated
  – District conducted and third party equipment source testing
Complaint Response

- District operates a robust complaint response program
- Complaints are addressed promptly and given the highest level priority for District field staff
- Inspectors are on-call 24 hours a day, 365 days a year
- District provides a bilingual telephone complaint line
  - Utilize multilingual translation services to ensure all communities within the Valley are served
- Complaint be filed by telephone, online, or mobile app
- Inspectors maintain active communication with the complainant to ensure that the complainant’s concerns are properly addressed

Open Burning

- The open burning of residential waste is illegal
  - The District promptly responds to all complaints regarding illegal burning and works closely with local fire agencies to encourage cross-reporting of incidents
- Agricultural burning in the San Joaquin Valley is closely regulated by the District and is conducted under permit
  - Legislation is phasing out such activity, but burning is still allowed for a few crop types where there are no economically or technologically feasible alternatives available
  - The District uses its state-of-the-art Smoke Management System to determine when, how much, and where burning may occur; to protect public health; and to prevent significant deterioration in air quality or a violation of an ambient air quality standard
  - Burn allocation is based on the air quality forecast and meteorological conditions
- Field staff regularly inspect burn sites, both before and during burning, to ensure that (1) only authorized materials are burned and (2) best management practices are implemented to mitigate any potential smoke impacts
**Wood Burning Fireplaces and Heaters**

- District allocates substantial resources to the enforcement of Wood Burning Fireplaces/Heaters rule
- On each mandatory curtailment day, District’s inspectors are assigned to perform proactive surveillance
  - Ensure surveillance is conducted regularly in all areas
  - Focus on areas where non-compliance with the rule has been historically high and/or where public complaints regarding burning have been common
- Conduct surveillance and complaint response on weekdays, weekends, holidays, and during nighttime hours
  - District uses ultra-low light imaging cameras to aid in detecting and documenting violations during nighttime hours

**Fugitive Dust**

- District rules limits fugitive dust emissions from construction, demolition, earthmoving, bulk material storage, open areas, and unpaved roads and vehicle/equipment traffic areas
- District rules limit carryout/trackout onto paved public roads
- Construction Notification or Dust Control Plan (DCP) is required for majority of construction activities
  - District provides mandatory training class for those submitting DCPs
  - District staff reviews each Construction Notification and DCP prior to the start of project to ensure that operators have planned to utilize required work practices to mitigate fugitive dust emissions
  - District staff regularly inspect sites and respond to complaints regarding fugitive dust
Violations and Penalties

• Enforcement action is taken when an inspection discovers a violation, or when a violation is self-reported by a facility
  – Notices to Comply: limited subset of first-time minor violations that are administrative in nature or result in de minimis emissions
  – Notices of Violation: all other violations (generally result in the imposition of civil monetary penalties that are assessed consistent with state law)
• Per state requirements, the District operates a mutual settlement program to resolve violations
  – Provides the party alleged to be in violation an opportunity to discuss the matter and attempt to negotiate case resolution
  – Most cases lead to a mutual settlement
  – District may pursue civil litigation to resolve the matter when mutual settlement cannot be reached

Enforcement Activities in the Shafter Area

• Since 2016, the District has:
  – Conducted inspections of 1,234 equipment units during 332 inspections of permitted facilities
  – Received and responded to 67 air quality complaints from the public
  – Issued 111 enforcement actions associated with violations of air pollution rules and regulations
Number of Complaints Received/Investigated

Number of Complaints by Type

- Fugitive Dust: 17 complaints
- Residential Open Burning: 36 complaints
- Other Nuisance: 6 complaints
- Agricultural Open Burning: 6 complaints
- Other Open Burn: 5 complaints
- Commercial / Industrial Open Burning: 4 complaints
- Residential Fireplace / Outdoor Wood Burning Device: 4 complaints
- Other: 4 complaints
- Permitting / Registration: 3 complaints
- Visible Emission From Equipment: 2 complaints
- Mobile Source: 1 complaint
Number of Enforcement Actions by Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Actions</th>
</tr>
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<tbody>
<tr>
<td>2016</td>
<td>40</td>
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<tr>
<td>2017</td>
<td>18</td>
</tr>
<tr>
<td>2018</td>
<td>14</td>
</tr>
<tr>
<td>2019</td>
<td>6</td>
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</tbody>
</table>

Enforcement Actions by Type

- Administrative/ Recordkeeping/ Reporting: 40
- Diesel Emissions from Facility: 13
- Fireplace: 52
- Residential Open Burn: 10
- Gas Station Late Testing/ Monitoring: 7
- Gas Station Equipment Defect: 7
- Late Source Testing/ Monitoring at Facility: 1
- Ag Open Burn: 1
- Commercial Open Burn: 4
- Fugitive Dust: 3
- Gas Station Certification: 1
Potential Enhanced Enforcement CERP Measures

- Enhanced inspection frequency for facilities with emission related violation within the past 3 years
- Enhanced enforcement of residential wood burning fireplace and outdoor wood burning heater curtailments under Rule 4901
- Enhanced enforcement to reduce illegal open burning of residential waste/trash
- New pilot training program for conducting self-inspections at gas stations
- Partner with CARB and community to target enforcement of state’s idling diesel regulation, especially near sensitive receptors such as schools
Project Clean Air is happy to announce the upcoming

TRUCKING WITH CLEAN FUELS CONFERENCE

Compressed Natural Gas
Liquefied Natural Gas
Renewable Natural Gas

Tuesday August 13, 2019
9:30 a.m. to 2:30 p.m.
at the Ford Theater
1101 E Lerdo Hwy, Shafter, CA 93263

and

Thursday, November 7, 2019
9:30 a.m. to 2:30 p.m.
Location TBA, Fresno, CA

Learn about natural gas as a transportation fuel and identify projects to help generate sales and incentive applications.

In addition, you will have the opportunity to network with business owners, fleet managers, local agencies, developers, and learn about the 2019 San Joaquin Valley Natural Gas Partnership activities!

For questions and more information on this event, please contact
Courtney Velasco • courtney@projectcleanair.us
Maria Jaime • maria@projectcleanair.us
661-847-9756 • www.projectcleanair.us

Supporting Partners

Hosted by

Our Partners

SAN JOAQUIN VALLEY NATURAL GAS PARTNERSHIP
San Joaquin Valley Cities Coalition
## Summary Sheet: Proposed emission reduction and exposure reduction strategies for the Shafter Community Steering Committee Committee's consideration and comment
### July 22, 2019

<table>
<thead>
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<th>Draft Measure</th>
<th>Emissions Reductions (tons)</th>
<th>PM2.5</th>
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<th>Toxics</th>
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<td>Provide Incentives for Electric Dairy Feed Mixing Equipment</td>
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<td>Provide Incentives for Low-Dust Nut Harvesters</td>
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<td>Promote Implementation of Conservation Tillage Practices</td>
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<td>Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors</td>
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<td>Work with PUC &amp; Utilities to Develop Preferred Utility Rate Structure for Electric Ag Pump Motors</td>
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<td>Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment</td>
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<td>750</td>
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<td>Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks</td>
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<td>Support dairy operations near Shafter in installing dairy digesters</td>
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<td>Support dairy farms near Shafter in implementing Alternative Manure Management Strategies</td>
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<td>Pesticides: Reduce exposure to 1,3-Dichloropropene (1,3-D)</td>
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<td><strong>Heavy Duty Mobile Sources</strong></td>
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<td>Provide Enhanced Incentive Funding for Zero and Near-Zero Emission Technology</td>
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<td>Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)</td>
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<td>5.97</td>
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<td>30</td>
<td>Yard Trucks or TRUs</td>
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<td>Measures to Reduce Idling: Charging Plugs for Trucks</td>
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<td>0.1</td>
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<td>Implement Pilot Incentive Program to Provide Truck Emissions Repairs</td>
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<td>Enhanced Enforcement of Statewide Anti-Idling Regulation</td>
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<td>Enhance Outreach and Access to Incentive Funding for New School Buses</td>
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<td>0.52</td>
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<td>Incentive Program for Transit Bus Replacement</td>
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<td>x</td>
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<td>Transit Buses</td>
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<tr>
<td>Incentives for Locomotives</td>
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<td>2.8</td>
<td>126</td>
<td>x</td>
<td>2</td>
<td>Locomotives</td>
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<td>Incentives for Railcar Movers/Switchers</td>
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<td>1.5</td>
<td>57</td>
<td>x</td>
<td>3</td>
<td>Switcher Locomotives</td>
<td>$4,100,000.00</td>
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<td><strong>Older/High Polluting Passenger Cars</strong></td>
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<td>Host Tune-In Tune-Up Events within Community</td>
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<td>4.6</td>
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<td>500</td>
<td>Vehicle Repairs</td>
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<td>Enhanced Access/Outreach to Incentives through Drive Clean</td>
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<td>Clean-air Vehicles</td>
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<td>Incentives for EV Infrastructure</td>
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<td>17</td>
<td>EV Chargers</td>
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<td>Increased Educational Training for EV Mechanics</td>
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<td>Training Events</td>
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<td>Ride Share Programs for Community</td>
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<td>Ride Share Programs</td>
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<td><strong>Industrial Sources</strong></td>
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<td>1.5/year</td>
<td>x</td>
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<td>Evaluate feasibility of funding further emissions reductions from oil and gas production operations</td>
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<td>TBD</td>
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<td>TBD</td>
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<td>Pilot Training Program for Conducting Self-Inspections at Gas Stations</td>
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<td>Enhanced Inspection Frequency</td>
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<tr>
<td>Provide Incentives to Install Advanced Control Technology</td>
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<td>TBD</td>
<td>TBD</td>
<td>x</td>
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<tr>
<td><strong>Residential Burning</strong></td>
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<tr>
<td>Provide Enhanced Incentives to Replace Wood Burning Devices</td>
<td></td>
<td>98</td>
<td>*</td>
<td>x</td>
<td>200</td>
<td>Devices</td>
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<tr>
<td>Educate Public About Harmful impacts of Wood Burning</td>
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<td>Enhanced Enforcement of Wood Burning Curtailments</td>
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<td>Outreach to Reduce Illegal Activity</td>
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<tr>
<td>Enhanced Enforcement to Reduce Illegal Burning of Residential Waste</td>
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### Land Use and Urban Sources

<table>
<thead>
<tr>
<th>Activity</th>
<th>Emissions/Reduction</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seek incentives for local businesses and homeowners to install solar power and energy storage</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Incentives to reduce PM from commercial underfired charbroilers</td>
<td>1/yr</td>
<td>x</td>
</tr>
<tr>
<td>Land Use/Sustainable Development: Implement Projects that Reduce VMT</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Land Use: Support Planning and Development of Clean Fueling Infrastructure: EV Charging Stations</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Land Use: Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station</td>
<td>*</td>
<td>*</td>
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<tr>
<td>New Construction: Provide assistance during the CEQA process</td>
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<td>*</td>
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<tr>
<td>Road Dust: Evaluate increasing frequency of street sweeping</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Road Dust: Evaluate feasibility of road paving improvements</td>
<td>*</td>
<td>*</td>
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<tr>
<td>Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Provide Enhanced Incentives for Replacement of Commercial Lawn and Garden Equipment</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles</td>
<td>TBD</td>
<td>TBD</td>
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</tbody>
</table>

### Exposure Reduction Measures

<table>
<thead>
<tr>
<th>Activity</th>
<th>Emissions/Reduction</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAL Schools: Increase Participation</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Air Filtration Systems in Community Schools</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Mitigate indoor exposure to air pollution through education</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Identify opportunities for increased urban greening and forestry in the community</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Idling-Reduction Strategy: Protect Sensitive Receptors</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Outreach: Community Air Quality Outreach Strategy</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target
x = measure will result in reduction of toxic air contaminants
TBD = To Be Determined
Agenda para el Comité Directivo Comunitario de Shafter
Reunión #10
22 de julio de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

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

Aprende más: community.valleyair.org
Programa de Cumplimiento del Distrito y los Esfuerzos de Cumplimiento en la Comunidad de Shafter

Reunión del Comité Directivo de la Comunidad AB 617
22 de julio de 2019

Programa de Cumplimiento

- Cumplimiento de las regulaciones de la calidad del aire es un elemento crítico para el progreso continuo de la calidad del aire y los estándares federales basados en la salud
- El Programa de Cumplimiento del Distrito busca asegurar el cumplimiento de las regulaciones locales, estatales, y federales a través de cumplimiento justo, constante y completo y actividades relacionadas a la asistencia del cumplimiento
- Objetivos del programa están establecidas en las leyes locales, estatales y federales
- Cada año, el Distrito realiza inspecciones en más de 9,000 instalaciones permitidas y responde a aproximadamente 3,000 quejas del público en todo el Valle
Inspecciones de Fuentes Permitidas

• Se llevan a cabo inspecciones de rutina para determinar el cumplimiento con una multitud de regulaciones de la calidad del aire locales, estatales, y federales que protegen la salud y se enfocan en los contaminantes tóxicos y de criterio
• Las inspecciones de cumplimiento no son anunciadas cuando es posible
• Las inspecciones de cumplimiento involucran una inspección física de la instalación, cual incluye la observación del funcionamiento del equipo y una revisión exhaustiva del mantenimiento de registros requeridos
• Los inspectores utilizan una variedad de equipos avanzados de detección y monitoreo para verificar el cumplimiento con los estándares de emisiones permitidos

Inspecciones de Fuentes Permitidas (cont’d)

• Además de las inspecciones de cumplimiento de rutina, el personal del Distrito visita e inspecciona estas fuentes para una variedad de otras razones, incluyendo:
  - Investigaciones de quejas
  - Inspecciones de inicio de todo equipo recientemente permitidos o modificados
  - Investigaciones de descompostura, para garantizar que cualquier descompostura del equipo se corrijan rápidamente y que cualquier exceso de emisiones resultante se eliminen de manera acelerado
  - Exámenes de equipos son conducidos por el Distrito y tercera persona
Respuesta a Quejas

- El Distrito opera una programa de respuestas a quejas
- Las quejas se resuelven con prontitud y reciben la prioridad más alta para el personal de campo del Distrito
- Los inspectores están disponibles las 24 horas del día, los 365 días al año
- El Distrito proporciona una línea telefónica de quejas bilingüe
  - Utiliza servicios de traducción multilingüe para garantizar que todas las comunidades en el Valle estén atendidas
- Quejas pueden ser sometidas por teléfono, en línea o la aplicación móvil
- Los inspectores mantienen comunicación activa con el reclamante para garantizar que las inquietudes se aborden correctamente

Quema Al Aire Libre

- La quema al aire libre de residuos residenciales es ilegal
  - El Distrito responde rápidamente a todas las quejas relacionadas a la quema ilegal y trabaja en colaboración con las agencias locales de bomberos para alentar el reporte cruzado de incidentes
- La quema agrícola en el Valle de San Joaquín es regulada por el Distrito y se realiza bajo permiso
  - La legislación está eliminando dicha actividad, pero aún se permite la quema para algunos tipos de cultivos donde no hay alternativas económica o tecnológicamente factibles disponibles
  - El Distrito utiliza un moderno Sistema de Manejo de Humo para determinar cuándo, cuánto y dónde puede ocurrir una quema, para proteger las salud pública; y para evitar el deterioro significativo en la calidad del aire o una violación del estándar de la calidad del aire
    - La asignación de la quema se basa en el pronóstico de la calidad del aire y las condiciones meteorológicas
- El personal de campo inspecciona regularmente los sitios de quema, tanto antes como durante la quema, para asegurar que (1) solo se queme el material autorizado y (2) se implementen las mejores prácticas de manejo para mitigar cualquier impacto potencial de humo
Chimeneas y Calentadores de Leña

- El Distrito asigna recursos sustanciales para hacer cumplir la regla de Chimeneas/Calentadores de Quema de Leña
- En cada día de restricción obligatoria, los inspectores del Distrito son asignados para realizar vigilancia proactiva
  - Asegurar que la vigilancia sea conducida regularmente en todas las áreas
  - Enfocarse en áreas donde el incumplimiento de la regla ha sido históricamente alto y/o donde las quejas públicas sobre quemas han sido comunes
- Llevar a cabo la vigilancia y la respuesta a las quejas en días laborables, fines de semana, días festivos y durante la noche
  - El Distrito usa cámaras de imágenes de luz ultra baja para detectar y documentar violaciones durante las horas nocturnas

Polvo Fugitivo

- Las reglas del Distrito limitan las emisiones de polvo fugitivo de la construcción, demolición, movimiento de tierras, almacenamiento de material a granel, áreas abiertas y áreas de tránsito de carreteras y vehículos/equipos sin pavimentar
- Reglas del Distrito limitan la cantidad de lodo/polvo en carreteras públicas pavimentadas
- La Notificación de Construcción o el Plan de Control de Polvo (DCP, por sus siglas en inglés) se requieren para la mayoría de las actividades de construcción
  - El Distrito proporciona entrenamiento obligatorio para aquellos que presentan un DCP
  - El personal del Distrito revisa cada Notificación de Construcción y DCPs antes de que empiece el proyecto para asegurar que los operadores hayan planeado en utilizar las prácticas requeridas para mitigar las emisiones de polvo fugitivo
  - El personal del Distrito inspecciona regularmente los sitios y responde a las quejas relacionadas con el polvo fugitivo
Violaciones y Sanciones

• La acción de cumplimiento se toma cuando una inspección descubre una violación, o cuando una violación es reportada por la instalación
  - Avisos para Cumplir: subconjunto limitado de violaciones menores por primera vez que son de naturaleza administrativa o que resultan en emisiones de minimis (insignificante)
  - Avisos de Violación: todas las demás infracciones (en general, resultan en la imposición de sanciones monetarias civiles que se evalúan de acuerdo con la ley estatal)

• De acuerdo con los requisitos estatales, el Distrito opera un programa de solución mutua para resolver violaciones
  - Brinda a la parte que presuntamente viola la oportunidad de discutir el asunto e intentar negociar la resolución del caso
  - La mayoría de los casos conducen a un acuerdo mutuo
  - El Distrito puede iniciar un litigio civil para resolver el asunto cuando no se puede llegar a un acuerdo mutuo

Actividades de Cumplimiento en el Área de Shafter

• Desde 2016, el Distrito:
  - Realizó 1,234 inspecciones de unidades de equipo durante 332 inspecciones de instalaciones permitidas
  - Recibió y respondió a 67 quejas de calidad del aire del público
  - Emitió 111 acciones de cumplimiento relacionadas con violaciones de las reglas y regulaciones de contaminación del aire
Número de Quejas Recibidas/Investigadas

<table>
<thead>
<tr>
<th>Año</th>
<th>2016</th>
<th>2017</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>26</td>
<td>16</td>
<td>22</td>
</tr>
</tbody>
</table>

Número de Quejas por Tipo

- 17 Cholesis (Residencial/Anexo de Quema de Leña/Charvot)
- 16 Quema al Aire Libre (Residencial)
- 6 Metalúrgica
- 6 Quema al Aire Libre Agricultura
- 5 Otro Quema al Aire Libre
- 4 Quema al Aire Libre Comercial/Industrial
- 4 Otros
- 2 Fumigación/Regadío
- 2 Enfrenta Violente de Equip
- 1 Fuentes Mineras

San Joaquin Valley
AIR POLUTIO CONTROL DISTRICT
### Número de Acciones de Cumplimiento por Año

<table>
<thead>
<tr>
<th>Año</th>
<th>Acciones de Cumplimiento</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>7</td>
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<tr>
<td>2017</td>
<td>10</td>
</tr>
<tr>
<td>2018</td>
<td>3</td>
</tr>
<tr>
<td>2019</td>
<td>4</td>
</tr>
</tbody>
</table>

### Acciones de Cumplimiento por Tipo

- **Administraciones/Instalaciones de Regiones/Infomación**: 41
- **Exceso de Emisiones de la instalación**: 15
- **Chimeneas**: 12
- **Quema de Aire Libre Residental**: 10
- **Procesos Tóxicos de Explotaciones/Instalaciones**: 7
- **Defectos de Estructura de Chimeneas**: 7
- **Procesos Tóxicos de Puertas Tóxicas en Instalaciones**: 5
- **Quema de Aire Libre Agrícola**: 5
- **Quema de Aire Libre Comercial**: 3
- **Películas**: 3
- **Certificación de Gaseificadores**: 1
Posibles Medidas de Cumplimiento del CERP Mejoradas

- Frecuencia de inspección mejorada para instalaciones con violación relacionada con las emisiones en los últimos 3 años
- Cumplimiento mejorado de chimeneas de leña residenciales y reducciones de calentadores de quema de leña de al aire libre según la Regla 4901
- Aplicación mejorada para reducir la quema al aire libre ilegal de desechos residenciales
- Nuevo programa piloto de entrenamiento para la realización de auto inspecciones en gasolineras
- Asociarse con CARB y la comunidad para enfocarse en el cumplimiento de la regulación estatal de diésel ralentí, especialmente cerca de receptores sensibles como escuelas
Ciudad de Shafter
Desarrollo del Programa para la Reducción de Emisiones en la Comunidad (CERP)

Las estrategias propuestas para la reducción de emisiones y reducción a la exposición para la consideración y comentario del Comité

22 de julio de 2019
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Operaciones Agrícolas
Electrificación de Mezcla de Alimentación Láctea: Proporcionar Incentivos para Equipos Eléctricos de Mezcla de Alimentación Láctea

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar un mayor nivel de incentivos para los equipos eléctricos de mezcla de alimentos lácteos y equipos asociados (camiones de alimentación, cargadores de ruedas, empujadores de alimentación) para las operaciones de productos lácteos cerca de la comunidad de Shafter
- Meta: Financiar equipos eléctricos de mezcla de alimentación para 5 lecherías cerca de Shafter
- Objetivo: 350 toneladas de NOx, 18 toneladas de PM de Diésel (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertido: $6,500,000

Recolección de Nueces: Proporcionar Incentivos para Recolectores de Nueces de Tecnología de Bajo Polvo

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos convencionales de recolección de nueces que operan en tierras agrícolas que rodean a Shafter con equipo de recolección de nueces nuevos y de bajo polvo
- Meta: Reemplazar 25 piezas de equipo convencional de recolección de nueces con equipo de recolección de nueces nuevos y de bajo polvo
- Objetivo: 42.5 toneladas de NOx, 0.34 toneladas de PM2.5 de combustión, 90 toneladas de PM2.5 fugitivas (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertido: $2,500,000
Quema Agrícola al Aire Libre: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de los impactos localizados de PM2.5 asociados con la quema agrícola al aire libre, al proporcionar un mejor acceso a los fondos para el Programa de Incentivos de Alternativas a la Quema Agrícola al Aire Libre del Distrito para agricultores en Shafter y el área circundante
- Meta: Financiar hasta 950 acres de prácticas alternativas
- Objetivo: 103 toneladas de PM2.5
- Incentivos para ser invertidos: $500,000

Prácticas Agrícolas en el Campo: Promover la Implementación de Prácticas de Cultivo de Conservación

- Tipo de Estrategia: Alcance y Educación
- Propósito: Para reducir aún más el potencial de emisiones de partículas fugitivas (PM) localizadas asociadas con las prácticas agrícolas en el campo
- Meta: Trabajar con grupos agrícolas locales para llevar a cabo actividades de alcance enfocadas para promover una implementación más generalizada de las prácticas de cultivo de conservación, como el cultivo de cobertura, sin cultivo, cultivo baja, cultivo y agricultura de precisión
Motores Agrícolas: Proporcionar incentivos para Reemplazar Motores de Bombas Agrícolas de Diésel con Motores Eléctricos

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de motores de bombas agrícolas de diésel existentes con motores eléctricos dentro de Shafter y sus alrededores, incluyendo fondos de capital para equipos y extensión de líneas eléctricas
- **Meta:** Financiar el reemplazo de 10 motores de bombas agrícolas con motores eléctricos cerca de la comunidad de Shafter.
- **Objetivo:** 90 toneladas de NOx, 4 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- **Incentivos para ser invertidos:** $230,000

Motores Agrícolas: Trabajar con PUC y Servicios Públicos para Desarrollar la Estructura de Tarifas de Servicios Públicos Preferidas para Motores de Bombas Agrícolas Eléctricas

- **Tipo de Estrategia:** Política/Abogacía
- **Propósito:** Trabajar con la Comisión de Servicios Públicos (PUC) y las empresas de servicios públicos para desarrollar tarifas de servicios públicos preferidas para reemplazar los motores de bomba agrícola de diésel existentes con motores eléctricos
- **Meta:** Abogar por el establecimiento de una estructura de tarifas preferida de la PUC y los servicios públicos para motores eléctricos de bombas agrícolas
- **Objetivo:** Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones a determinar)
Equipo Agrícola: Proporcionar Incentivos para Reemplazar Equipo Agrícola de Diésel con Equipo Disponible Más Limpio

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de equipos agrícolas más antiguos y de alta contaminación (por ejemplo, tractores) que operan dentro y alrededor de Shafter con equipos nuevos y más limpios a través del Programa de Incentivos para Motores de Servicio Pesado del Distrito
- Meta: Reemplazar 100 piezas de equipo agrícola de diésel con equipo disponible nuevo y menos contaminante
- Objetivo: 750 toneladas de NOx, 60 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $5,000,000

Camiones para Lácteos: Proporcionar Incentivos para el Reemplazo de Camiones para Lácteos con Camiones de Cero o Casi Cero Emisiones

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de camiones para lácteos de diésel que operan en Shafter y sus alrededores con camiones nuevos con cero emisiones o casi cero emisiones
- Meta: Reemplazar 20 camiones para lácteos de diésel más antiguos con camiones nuevos de cero o casi cero emisiones
- Objetivo: 128 toneladas de NOx, 0.4 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $2,000,000 (cantidad de financiamiento hasta $100,000 por camión)
Digestores de Lácteos: Apoya las operaciones lechera cerca de Shafter en la instalación de digestores de lácteos

- **Tipo de Estrategia:** Alcance e Incentivo
- **Propósito:** Apoyar las operaciones lecheras cerca de la Ciudad de Shafter en la instalación de digestores de productos lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía
- **Meta:** Trabajar en colaboración con CDFA y representantes de la industria para garantizar que los digestores financiados a través de nuevos programas Estatales se diseñen e implementen para proteger la calidad del aire (es decir, inyección de tuberías, proyectos de combustible de fuente móvil)
- **Objetivo:** No se reducen los contaminantes de criterio como resultado de esta medida, de hecho un aumento en los contaminantes de criterio puede resultar de los digestores que no están diseñados de manera que mitiguen o eliminen los contaminantes de criterio

Prácticas Alternativas de Manejo de Estiércol: Apoyar a las Granjas Lecheras cerca de Shafter en la Implementación de Estrategias Alternativas de Manejo de Estiércol

- **Tipo de Estrategia:** Alcance e Incentivo
- **Propósito:** Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de VOCs, amoníaco, y metano, a través de fondos y programas educativos sobre programas disponibles a través de agencias estatales
- **Meta:**
  - La cantidad y tipo de proyectos, y la disponibilidad de fondos, se desarrollarán con el aporte del Comité Directivo cuando estén disponibles las pautas de financiamiento estatales
  - El Distrito trabajará con grupos agrícolas locales para llevar a cabo actividades de alcance para promover estrategias alternativas de manejo de estiércol
Ideas de Comité no Propuestas para el CERP

• Comentario CSC: Las diez fábricas al oeste de Shafter no deben vaciar ni airear sus lagunas de estiércol durante los meses de diciembre y enero para reducir el amoníaco en el aire durante los peores meses de PM2.5

• Respuesta del Distrito: La formación de nitrato de amonio en el Valle es impulsada por los óxidos de nitrógeno, no por el amoníaco, por lo que la reducción de las emisiones de amoníaco no reduce significativamente las concentraciones de PM2.5

• Sin embargo, las reducciones de las lecherías se abordan mediante muchas medidas propuestas: electrificación del mezclador de alimentos; colaboración del digestor lechero con CDFA; educación para la gestión de la conservación y alcance; conversiones de bombas de riego a eléctricas; y estrategias alternativas de manejo de estiércol

Pesticidas: Reducir la exposición a 1,3-Dicloropropeno (1,3-D)

• Tipo de Estrategia: Regulatorio (regulación estatal)

• Propósito: Para reducir la exposición a corto plazo (aguda) a 1,3-D y reevaluar el límite del municipio para abordar el riesgo de cáncer

• Meta: DPR se ha comprometido en desarrollar una medida estatal para reducir la exposición a 1,3-D

• Objetivo: Las reducciones a 1,3-D serán determinadas por DPR a través del proceso del elaboración de reglas
Ideas de Comité no Propuestas para el CERP

- **Sugerencia de CSC**: Varias medidas específicas para pesticidas, incluida la prohibición de las aplicaciones de pesticidas, la reducción del límite del municipio de 1,3-D, un programa de notificación, una zona de amortiguación de 1 milla y planes de reducción basados en evaluaciones de TACs.

- **Respuesta del Distrito**: Como el Distrito no tiene autoridad sobre pesticidas en su uso, el Distrito ha puesto a disposición de las agencias responsables los comentarios del comité sobre el uso de pesticidas.
  - El personal del Distrito espera proporcionar información del Departamento de Regulación de Pesticidas y del Comisionado de Agricultura del Condado sobre estos comentarios del comité en el Programa de Reducción de Emisiones de la Comunidad de Shafter.

Fuentes Móviles de Servicio Pesado

Camiones, Autobuses y Locomotoras
Camiones de Servicio Pesado: Proporcionar Financiamiento de Incentivo Mejorado para Tecnología de Cero y Casi Cero Emisiones

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a financiamiento de incentivos para tecnologías de camiones limpios con cero y casi cero emisiones que operan dentro de la comunidad (regional, de larga distancia)
- Meta: Reemplazar 60 camiones de diésel antiguos de servicio pesado que operan en Shafter con camiones de emisiones casi cero
- Objetivo: 196.6 toneladas de NOx, 0.54 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $6,000,000

Camiones de Servicio Pesado: Apoyar la Implementación de Camiones de Patio de Cero Emisiones y TRU’s

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos para apoyar la implementación de camiones de patio menos contaminantes, unidades de refrigeración de transporte (TRU’s, por sus siglas en inglés), e infraestructura relacionada en almacenes y otras instalaciones dentro de la comunidad con prioridad en tecnologías de cero emisiones
- Meta: Implementar 30 camiones o unidades de refrigeración de transporte nuevos camiones de patio de cero emisiones y unidades de refrigeración de transporte junto con la infraestructura asociada
- Objetivo: Al menos 0.09 toneladas de NOx y 5.97 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $4,000,000
Camiones de Servicio Pesado: Medidas para Reducir el Ralentí de Camiones de Servicio Pesado dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para desarrollar y/o trabajar para implementar medidas que reduzcan el ralentí de camiones de servicio pesado dentro de la comunidad
- Meta: Instalar 20 enchufes para reducir el ralentí de camiones de servicio pesado en instalaciones de distribución y almacenamiento dentro de la comunidad
- Objetivo: 6.26 toneladas de NOx y 0.10 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $60,000

Camiones de Servicio Pesado: Implementar un Programa Piloto de Incentivo para Proporcionar Reparaciones de Emisiones de Camiones

- Tipo de Estrategia: Incentivo
- Propósito: Para implementar un programa piloto de incentivos para proporcionar incentivos para reparaciones relacionadas con emisiones de camiones de servicio pesado
- Meta: Utilizar un nuevo programa piloto para identificar y reparar por lo menos 6 camiones de servicio pesado que operan dentro de la comunidad
- Objetivo: Reducciones en PM (la cantidad de reducciones de emisiones a determinar)
- Incentivos para ser invertidos: $50,000
Camiones Diésel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos en la calidad del aire el incumplimiento asociado con la regulación estatal contra el ralentí
- Meta: Asociarse con CARB y la comunidad para identificar las zonas conflictivas de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles tales como las escuelas, para orientar los esfuerzos de cumplimiento de las regulaciones del estado dentro de la comunidad. Por lo menos 1 esfuerzo de cumplimiento dirigido contra el ralentí se llevará a cabo cada trimestre durante los próximos 5 años.

Autobuses Escolares: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevos Autobuses Escolares

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar autobuses escolares antiguos y altamente contaminantes con nuevos autobuses escolares de cerca o cerca de cero emisiones que operan dentro y alrededor de Shafter.
- Meta: Reemplazar hasta 4 autobuses escolares, que operan por los distritos escolares de Richland y Kerri High con autobuses escolares eléctricos con batería de cero emisiones que operan dentro de la comunidad
- Objetivo: 5.2 toneladas de NOx, 0.52 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $1,600,000 (hasta $400,000 por autobús)
Autobuses de Tránsito: Programa de Incentivos para el Reemplazo de Autobuses de Tránsito

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar incentivos para el reemplazo de autobuses de tránsito antiguos y altamente contaminantes con nuevos autobuses de tránsito de cero o cerca de cero emisiones que operan dentro y alrededor de Shafter.
- Meta: Proporcionar incentivos para reemplazar autobuses de tránsito antiguos y altamente contaminantes con autobuses de tránsito nuevos y de cero o cerca de cero emisiones que operan dentro de Shafter.
- Objetivo: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones será determinado)
- Incentivos para ser invertidos: Para ser determinado

Locomotoras: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevas Locomotoras

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para el reemplazo de locomotoras más antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 2 locomotoras de Nivel 0 con locomotoras de Nivel 4.
- Objetivo: 126 toneladas de NOx, 2.8 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $5,200,000 (hasta $2,600,000 por locomotora)
**Locomotoras: Proporcionar Incentivos para el Motor de Conmutadores Eléctricos para Instalaciones Ferroviarias**

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Para proporcionar mayor alcance y acceso a fondos incentivos para el reemplazo de locomotoras antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- **Meta:** Reemplazar 3 conmutadores antiguos y altamente contaminantes con nuevas locomotoras de conmutador híbrido de tecnología avanzada/menos contaminante en terminales ferroviarias y otras instalaciones dentro de Shafter
- **Objetivo:** 57 toneladas de NOx, 1.5 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- **Incentivos para ser invertidos:** $4,100,000 (hasta $1,340,875 por locomotora)

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**Ideas de Comité no Propuestas para el CERP**

- **Sugerencia de CSC:** Los camiones de servicio pesado que utilizan Laredo Hwy a través de las dos señales de alto adyacentes a Golden Oak Elementary deben ser desviados
- **Respuesta del Distrito:** Como el Distrito no tiene autoridad de uso de suelo, el Distrito ha puesto a disposición a las agencias responsables todos los comentarios del Comité sobre el uso de suelo que se han presentado para su posible inclusión en el CERP
  - El personal del Distrito espera proporcionar la opinión de la Ciudad sobre este comentario en el Programa de Reducción de Emisiones de la Comunidad de Shafter
Vehículos Antiguos/Altamente Contaminantes

Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Para organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes
  - El programa proporciona incentivos para las reparaciones relacionadas con las emisiones de vehículos antiguos y altamente contaminantes durante los eventos de fin de semana de Tune In Tune Up
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito para al menos un evento en la comunidad, aumentar la participación de la comunidad en el programa para reparar vehículos de altas emisiones, encontrar fondos para organizar eventos adicionales dentro de los límites de la comunidad
- Objetivo: 4.6 toneladas de NOx y 3.1 toneladas de VOC (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $400,000 para eventos y para 500 reparaciones de vehículos
Vehículos de Pasajeros: Proporcionar Mayor Alcance y Acceso a Opciones de Incentivos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar vehículos antiguos en la comunidad a través del programa del Distrito Drive Clean en San Joaquín
- Meta: Fondos actualmente disponibles en el Presupuesto del Distrito, aumentar la participación de la comunidad en el programa para reemplazar los vehículos de alta emisión que operan en Shafter con vehículos de emisiones más bajas o cero emisiones (eléctricos)
- Objetivo: 0.9 toneladas de NOx, 0.03 toneladas de PM2.5, y 0.21 toneladas de VOC (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $725,000 para reemplazar 100 vehículos

Vehículos de Pasajeros: Proporcionar Fondos Incentivos para Infraestructura de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar fondos incentivos para apoyar la implementación de infraestructura de carga de vehículos eléctricos en la comunidad
- Meta: Aumentar la participación en el programa para la implementación de 17 cargadores de vehículos eléctricos dentro de la comunidad para apoyar la implementación de vehículos eléctricos
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertido: $100,000 para 17 cargadores de vehículos eléctricos
Vehículos de Pasajeros: Aumentar el Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar el entrenamiento educativo para mecánicos de vehículos eléctricos y para apoyar la implementación de instalaciones adicionales de reparación a vehículos eléctricos en la comunidad según sea posible
- Meta: Aumentar la participación en entrenamientos para mecánicos de vehículos eléctricos que proporcionan servicios a vehículos que operan dentro de la comunidad
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: $30,000 para 2 sesiones de entrenamiento

Vehículos de Pasajeros: Evaluar la Viabilidad de Programas de Vehículo Compartido para la Comunidad

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: Para educar a los residentes del área sobre la disponibilidad de los incentivos del programa de viajes compartidos, evaluar la viabilidad de programas de viajes compartidos adicionales y/o incentivos para compartir viajes
- Meta: Aprovechar los programas de viajes compartidos existentes en el Valle para expandirlos a la comunidad de Shafter
- Objetivo: Reducción en PM y NOx (cantidad de reducciones será determinada)
- Incentivos para ser invertidos: $250,000 para apoyar el Vehículo Compartido en el área de Shafter
Fuentes Industriales

Llamaradas: Modificar la Regla 4311 para Requerir Controles de NOx Ultra Bajos Cuando Sea Factible Tecnológicamente y Económicamente

- Tipo de Estrategia: Regulatorio
- Propósito: Para modificar la Regla 4311 a fin de exigir límites de emisiones ultra-bajos de llamaradas de NOx para las actividades de llamaradas existentes y nuevas en la medida en que dichos controles sean tecnológicamente factibles y económicamente factibles
  - El Distrito ya ha iniciado el proceso de desarrollo de reglas, con la adopción de reglas anticipada en 2020
- Meta: Reducir las emisiones de NOx de las llamaradas sujetas a los requisitos de la Regla 4311 modificada en Shafter
- Objetivo: Reducción estimada de 1.5 toneladas/NOx-año (las llamaradas no producen emisiones significativas de PM2.5)
**Fuentes Estacionarias: Evaluar la Viabilidad de Fondos para Nuevas Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas**

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Para evaluar la viabilidad de un programa de incentivos para las operaciones de producción de petróleo y gas para financiar la instalación de tecnologías que reduzcan aun más las emisiones
- **Meta:** Trabajar con las operaciones de producción de petróleo y gas en el área de Shafter para identificar posibles oportunidades de reducción de emisiones, a través del examen de la factibilidad de las siguientes estrategias, identificando los fondos disponibles para ayudar a la implementación:
  - La electrificación de bombas de petróleo que actualmente funcionan con motores de combustión interna
  - Otras fuentes de emisiones identificadas para la consideración del comité en el futuro
- **Objetivo:** Reducciones en PM 2.5 y tóxicos del aire de combustión

**Fuentes Estacionarias: Programa Piloto de Capacitación para la Realización de Auto Inspecciones en Gasolineras**

- **Tipo de Estrategia:** Asistencia de Cumplimiento
- **Propósito:** Para limitar el potencial de los impactos en la calidad del aire asociados con los defectos de la recuperación de vapor en las gasolineras
- **Meta:** Desarrollar un nuevo programa piloto de capacitación para instruir a los operadores de gasolineras en conducir auto inspecciones exhaustivas de sistemas de recuperación de vapor para ayudar en la identificación y la reparación los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación a cada operador de cada gasolinera en la comunidad.
Fuentes Estacionarias: Frecuencia de Inspección Mejorada

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos de calidad del aire asociado con el incumplimiento de los estándares de emisión establecido por un permiso, regla o reglamento del Distrito
- Meta: El personal del Distrito inspeccionará cada instalación que ha tenido una violación de emisiones en los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos para fuentes estacionarias en la comunidad para instalar tecnología de control avanzado, más allá de los controles existentes, que de otro modo no sería económicamente factible instalar
  - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos
  - Identificará los tipos de instalaciones no identificadas en el CERP; trabajará con socios dispuestos a implementar controles
- Meta: La disponibilidad de fondos, y la cantidad y el tipo de proyectos, se desarrollarán, con el aporte del comité directivo, cuando el guía de financiamiento estatal esté disponibles para fondos de fuentes estacionarias
- Objetivo: Reducciones de PM2.5 y/o Contaminantes de Tóxicos de Aire (cantidad de reducciones por ser determinado)
Ideas de Comité No Propuestas para el CERP

- **Sugerencia de CSC**: No se deben perforar nuevos pozos petroleros dentro de 2,500 pies de los residentes, escuelas y todos los lugares sensibles al medio ambiente.

- **Respuesta del Distrito**: Como el Distrito no tiene autoridad sobre el uso del suelo, el Distrito ha hecho disponible a las agencias responsables todos los comentarios del Comité con respecto al uso del suelo que se ha presentado para su posible inclusión en el CERP.
  - El personal del Distrito espera proporcionar la opinión de la Ciudad en el Programa de Reducción de Emisiones de la Comunidad Shafter.

Quema Residencial
Quema de Leña Residencial: Provide Proporcionar Incentivos Mejorados para Reemplazar Aparatos de Quema de Leña

• Tipo de Estrategia: Incentivo
• Propósito: Para proporcionar incentivos financieros mejorados para reemplazar los aparatos de quema de leña existentes y las estufas de combustible granulado con gas natural o tecnologías eléctricas
• Meta: Aumentar el alcance y el acceso a los fondos de incentivos resultando en más participación en el programa para reemplazar 200 aparatos de quema de leña en la comunidad con alternativas menos contaminantes
• Target: 98 toneladas de PM2.5 (basado en el promedio de reducciones de emisiones esperadas por cada proyecto)
• Incentivos para ser Invertidos: $600,000

Quema de Leña Residencial: Educar al Público Sobre los Impactos Dañinos

• Tipo de Estrategia: Educación y Alcance
• Propósito: Para educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a cambiarse a un aparato eléctrico o de gas natural
  - Incluyendo información sobre el programa de Confirma Antes de Quemar/Regla 4901
• Meta:
  - Aumento en solicitudes de Burn Cleaner en Shafter
  - Organizar 4 talleres públicos en la sucursal de Shafter de la Biblioteca del Condado de Kern/Centro de Aprendizaje de Shafter
  - Circulación de infografías de al menos 6 espacios comunitarios
Chimeneas/Calentadores que Queman Leña: Mejorar Cumplimiento para las Restricciones de Quema de Leña

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado asociado con el incumplimiento de las restricciones obligatorias de quema de leña episódica según la Regla del Distrito 4901
- Meta: El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad de Shafter en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901

Quema Al Aire Libre Residencial: Reducir Actividad Ilegal

- Tipo de Estrategia: Alcance
- Propósito: Reducir la quema de residuos mediante el alcance y la educación
- Meta:
  - Organizar 4 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos a la calidad del aire por la quema de basura
  - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
    - 2 carteles
    - 2 mobiliario urbano (casetas de autobús, quioscos, bancos, cabinas telefónicas, etc)
    - 1 autobús enrutado a través de áreas relevantes (se prefiere de cero emisiones)
    - 2 envíos de tarjetas postales a residentes del condado en áreas rurales
Quema al Aire Libre Residencial: Mejorar Cumplimiento para Reducir la Quema Ilegal de Residuos Residenciales

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar la potencial de PM2.5 localizadas y los efectos tóxicos asociados con la quema al aire libre ilegal de residuos residenciales
- Meta: Además de los esfuerzos existentes del Distrito de respuesta de vigilancia y quejas, el personal del Distrito busca realizar un esfuerzo de vigilancia específico dentro de la comunidad de Shafter y las áreas alrededor al menos una vez por trimestre durante los próximos 5 años

Uso de Suelo/Fuentes Urbanas
**Engenería Solar: Busque Incentivos para que las Empresas Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía**

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Trabajar con la Comisión de Servicios Públicos y proporcionar incentivos para que las empresas locales y los propietarios de viviendas instalen energía solar en la azotea/comunidad y sistemas de almacenamiento de energía
  - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos.
- **Meta:** Se desarrollará los fondos disponibles, y el número y tipo de proyectos, con la participación del Comité Directivo, cuando el guía de financiamiento estatal estén disponibles
- **Objetivo:** Por ser determinado, trabajando con PUC

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**Cocina Comercial: Reducir aún más las emisiones de partículas de las parrillas comerciales de fuego abajo**

- **Tipo de Estrategia:** Incentivos (con respaldo regulatorio)
- **Propósito:** Para proporcionar incentivos para reducir aún más las emisiones de partículas de restaurantes que utilizan parrillas comerciales de fuego abajo.
- **Meta:**
  - Asociarse con restaurantes dispuestos y proporcionar $150,000 en fondos de incentivo por restaurante para la instalación de equipos de control para reducir las emisiones de partículas de las parrillas comerciales de fuego abajo
  - Proporcionar mejor alance y educación a los restaurantes locales con respecto a impactos en la salud y la disponibilidad de fondos para la instalación de los controles
- **Objetivo:**
  - Inviertir hasta $300,000 y lograr aproximadamente 1 tonelada de PM2.5 por año en reducciones de emisiones de parrillas comerciales en la comunidad
Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Asociación
- Propósito: Para reducir las millas recorridas (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios.
- Meta: Trabajar con la Ciudad de Shafter para obtener información sobre las oportunidades para que los miembros de la comunidad participen en los procesos de planificación de uso del suelo. La Ciudad de Shafter se ha comprometido a notificar a los miembros de la comunidad sobre las próximas reuniones que abordan el desarrollo de Justicia Ambiental del Plan General de la Ciudad.
- Objetivo: Por ser determinado por la Ciudad de Shafter a través del proceso de planificación público.

Uso del suelo: Apoyo a la Planificación y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Apoyo/Incentivos
- Propósito: Proporcionar apoyo para la planificación y el desarrollo de infraestructura para vehículos con cero y casi cero emisiones para apoyar el despliegue más amplio de vehículos limpios.
- Meta: Proporcionar apoyo del Distrito para ampliar la red de infraestructura de combustible para vehículos con cero y casi cero emisiones para facilitar el despliegue más amplio y dar prioridad a los fondos a través de programas existentes del Distrito, incluyendo la instalación de 10 estaciones de carga para vehículos eléctricos, y una estación de servicio de combustible alternativo.
- Incentivos para ser Invertidos:
  - Charge-Up: 10 estaciones de carga EV, hasta $50k = $500;
  - Estación de Combustible Alternativo: 1 estación, hasta $1,000,000
Construcción Nueva: Brindar asistencia durante el proceso CEQA

- Tipo de Estrategia: Uso del Suelo
- Propósito: Proporcionar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar a la calidad del aire en el Valle, e información sobre cómo los impactos de contaminación del aire pueden reducirse
- Meta: Trabajar con las Agencias Líderes y los proponentes de proyectos para que mejoren los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire
- Objetivo: Reducciones en contaminantes de criterio y/o tóxicos de aire

Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles

- Tipo de Estrategia: Asociación
- Propósito: Evaluar los impactos en la calidad del aire y viabilidad de aumentar la frecuencia de barrido de calles a lo largo de las autopistas y las calles
- Meta: Si se encuentra que es efectivo para reducir las emisiones de partículas, asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, el Condado de Kern y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad
Polvo de Carretera: Evaluar la viabilidad de las mejoras de pavimentación de carreteras

- Tipo de Estrategia: Asociación
- Propósito: Identificar oportunidades para reducir y eliminar carreteras sin pavimento en la comunidad a través de mejoras en la pavimentación de carreteras
- Meta: Asociarse con otras entidades (incluida la Ciudad de Shafter, el Condado de Kern y el Consejo de Gobiernos Central) para identificar oportunidades, como los fondos de Mitigación de la Congestión y Calidad del Aire, para mejorar los esfuerzos de pavimentación de carreteras en la comunitad donde más se necesita para reducir los impactos en la salud

Césped y Jardín: Proporcionan Incentivos Mejorados para los Equipos de Jardín Residenciales

- Tipo de estrategia: Incentivo
- Propósito: Proporcionar aumento de incentivos para el reemplazo de equipos residenciales de césped y jardinería en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos para que se cubra el 100% del costo del equipo, resultando en más participación en el programa para reemplazar 280 unidades de equipo de jardinería de gas en la comunidad con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: $100,000 para reemplazar 280 unidades
Césped y Jardín: Proporcionan Incentivos Mejorados para los Equipos de Jardín Comerciales

• Tipo de estrategia: Incentivo
• Propósito: Aumentar alcance y acceso a programas de incentivos para el reemplazo de equipos de jardinería a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
• Meta: Aumentar el alcance y el acceso a los fondos de incentivo resultando en más participación en el programa para reemplazar 30 equipos de jardinería de gas de grado comercial con alternativas de cero emisiones
• Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
• Incentivos para ser invertidos: $40,000 para reemplazar 30 unidades

Flotillas públicas: mejorar el alcance y el acceso a los fondos de incentivos para los vehículos de la flotillas públicas

• Tipo de estrategia: Incentivo
• Propósito: Aumentar alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguos y altamente contaminantes.
• Meta: Trabajar cerca con las agencias públicas, incluida la Ciudad de Shafter y el Condado de Kern, para reemplazar los vehículos ligeros con los programas de incentivos existentes del Distrito, incluido el Programa de Subvenciones de Beneficio Público.
• Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones dependiendo del tipo de vehículo y programa)
• Incentivos para ser invertidos: $500,000. Los incentivos por vehículo se basarán en el tipo de vehículo y el programa
Estrategias de Reducción de la Exposición

Escuelas HAL: Aumentar la Participación

• Tipo de Estrategia: Alcance, Reducción de la Exposición
• Propósito: Reducir la exposición de los niños al aire contaminado mediante el aumento de la inscripción en el programa de Escuelas de Aire Limpio, Vida Sana
• Meta:
  - Reunirse con el personal de ambos distritos escolares en Shafter
  - Buscar la adopción de el guía ROAR en ambos distritos escolares en el área
  - Asistir a 4 eventos escolares, reuniones de organización de padres
  - Asociarse con servicios familiares en el distrito para ofrecer información y materiales
Sistemas de Filtración de Aire en Escuelas Comunitarias

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Incentivar la compra e instalación de sistemas avanzados de filtración en escuelas y guarderías
- Meta: Programa piloto- Reunirse con los administradores/personal para inspeccionar el equipo actual; ayudar a financiar mejoras a filtros de alta eficiencia cuando los HVAC lo permiten; financiar limpiadores de aire portátiles para escuelas con sistemas HVAC más antiguos
- Incentivos para ser invertidos: Aproximadamente $100,000 para filtros de aire WINIX, además de los filtros HEPA y filtros MERV-14 de reemplazo

Reducción de la Exposición: Mitigar la exposición interior a la contaminación del aire a través de la climatización y una mayor eficiencia energética

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Reducir la exposición en interiores a la contaminación del aire en las residencias incentivando las mejoras a la climatización que ahorran energía
- Meta: El distrito trabajará con socios en el Departamento de Desarrollo y Servicios Comunitarios de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder al Programa Estatal de Bajos Ingresos (LIWP) y los incentivos del Programa de Asistencia de Climatización (WAP)
- Objetivo: Organizar una reunión de la comunidad donde el Departamento de Desarrollo y Servicios Comunitarios de California asiste y educa a la comunidad sobre el programa LIWP o WAP
Reducción de la exposición: mitigar la exposición a la contaminación de interior del aire a través de la educación

- Tipo de estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición interior a la contaminación del aire exterior
- Meta: El distrito educará a la comunidad sobre los beneficios de salud de la actualización a filtros de alta eficiencia, trabajará con el Programa de Asistencia de Energía para Hogares de Bajos Ingresos (LIHEAP, por sus siglas en inglés) de California para compensar los costos de energía asociados
- Objetivo: Organizar una reunión comunitaria donde el Departamento de Desarrollo y Servicios Comunitarios de California atienda y educe a la comunidad sobre los beneficios de una mejor filtración y ayude a inscribir a miembros de la comunidad en LIHEAP

Ecologización urbana/silvicultura: identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad

- Tipo de Estrategia: Asociación, Reducción de la Exposición
- Propósito: Incrementar la ecologización urbana y la silvicultura en la comunidad a través de asociaciones con otras entidades
- Meta: Asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, la Agencia de Recursos Naturales, CAL Fire) para identificar recursos o programas nuevos o existentes (Programa Per Capita, Programa de Subvenciones Forestales Urbanas y Comunitarias) que pueden proporcionar fondos para aumentar la ecologización urbana y la silvicultura en la comunidad
- Objetivo
  - Cuantificación de los beneficios de la calidad del aire de la ecologización urbana pequeña, variable
  - Los estudios han demostrado varios otros beneficios para la comunidad, incluida una reducción de PM2.5 y VOC, mitigación de islas de calor y embellecimiento de la comunidad
Barreras Vegetativas: Proveer Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Meta: Trabajar de cerca con la comunidad, la ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo de proyectos se desarrollará con el aporte del comité directivo y se financiará a medida que se identifiquen las fuentes de financiamiento
- Objetivo: Cantidad de reducciones por determinar

Estrategia de reducción de ralentí: Proteger los receptores sensibles

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición de individuos sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y adultos de tercera edad
- Meta:
  - Distribuya 10 equipos de carteles en inglés/español de "Apague el Motor" a escuelas, bibliotecas, centros para adultos de tercera edad, parques, hogares de ancianos, pediatras, guarderías y centros médicos
  - Desarrollar y distribuir infografías de reducción del relentí en cada ubicación
  - Desarrollar y entregar 4 presentaciones sobre los impactos del escape de los vehículos, las escuelas HAL y los recursos disponibles
Estrategia de Alcanz de Calidad del Aire a la Comunidad

• Tipo de Estrategia: Alcance, Reducción de la Exposición
• Propósito: Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire actuales y las medidas que el público puede tomar para protegerse durante episodios de mala calidad del aire.
• Meta:
  – Lanzar campañas en redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
  – Asociarse con organizaciones civiles locales y otras organizaciones de la comunidad para organizar talleres sobre una variedad de temas de calidad del aire en las bibliotecas, centros comunitarios, centros de salud y escuelas.
• Objetivo: Aumento en el conocimiento de la comunidad con respecto a las condiciones de calidad del aire y las herramientas disponibles a través de registraciones de myRAAN, descargas de aplicaciones, seguidores de redes sociales

Compartiendo Esfuerzos de Aire Limpio y Cómo las Comunidades También Pueden Participar

• Tipo de Estrategia: Alcance
• Propósito: Aumentar el conocimiento de los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles organizando eventos de alcance dentro de la comunidad.
• Meta:
  – El Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire en temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o para personas de tercera edad, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools
Información del Contacto

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

AB617@valleyair.org
Jaime Holt Cell:  (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500
www.valleyair.org

Siguenos en las redes sociales

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

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

Estrategias Adicionales:

Junta de Recursos del Aire de California(CARB)
**Fuentes Móviles: Camiones Limpios Avanzados**

- Tipo de Estrategia: Regulatoria
- Propósito: Para desarrollar y considerar propuestas para nuevos enfoques y estrategias que puedan hacer la transición a la tecnología de cero emisiones para aquellas flotillas de camiones que operan en centros urbanos, tienen ciclos de conducción de parada y marcha, y tienen un mantenimiento y combustible centralizados
- Meta: Transición a cero emisiones
- Objetivo: Próximamente

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**Fuentes Móviles: Locomotoras**

- Tipo de Estrategia: Regulatoria
- Propósito: Reducir las emisiones del ralentí de las actividades ferroviarias de carga y pasajeros, y reducir las emisiones de las locomotoras más antiguas y contaminantes que operan actualmente en California
- Meta: Reducción del ralentí de las locomotoras y reemplazo de locomotoras más antiguas y contaminantes
- Objetivo: Demasiado pronto para cuantificar
### Fuentes Móviles: Pequeños Motores de Todo Terreno

- **Tipo de Estrategia:** Regulatoria
- **Propósito:** Para considerar nuevos estándares para motores pequeños fuera de la carretera (SORE, por sus siglas en inglés), que son motores encendidos por chispa con una capacidad nominal de 19 kilovatios o menos y se utilizan principalmente para césped, jardín y otros equipos eléctricos para uso al aire libre
- **Meta:** Transición a cero emisiones
- **Objetivo:** Próximamente

### Fuentes Móviles: Estudio de Ralentí de Camiones y Autobuses

- **Tipo de Estrategia:** Reducción a la Exposición
- **Propósito:** La Junta de Recursos del Aire de California, en asociación con el Comité Directivo y el Distrito del Aire, llevará a cabo un estudio piloto para evaluar los impactos locales de los camiones y autobuses
- **Meta:** Para evaluar los impactos locales de los camiones y autobuses
- **Objetivo:** No cuantificable – solamente estudio
Fuentes Moviles: Acciones de Apoyo de Reglas de Camiones y Autobuses

- Tipo de Estrategia: Reducción a la Exposición, Cumplimiento
- Propósito: Desarrollar y proponer nuevas acciones de apoyo al Reglamento de Camiones y Autobuses para abordar las emisiones y el cumplimiento en uso, y para disminuir el deterioro del motor. Las acciones potenciales incluyen enmiendas a la garantía y disposiciones de vida útil, agregando un nivel de rendimiento de emisiones en uso más bajo e incrementando las inspecciones en la comunidad de Shafter.
- Meta: Reducir el PM de diésel
- Objetivo: Demasiado pronto para cuantificar

Fuentes en Toda el Área: Plan de Contaminante Climático de Corta Vida

- Tipo de Estrategia: Incentivo, Alcance
- Propósito: Para reducir las emisiones de metano del estiércol de ganado lechero y otros a través de incentivos financieros, la colaboración para superar las barreras, el desarrollo de políticas para alentar la producción de gas natural renovable cuando sea apropiado como una estrategia de control de la contaminación y otro apoyo del mercado
- Meta: Reducir las emisiones de metano
- Objectivo: Demasiado pronto para cuantificar
<table>
<thead>
<tr>
<th>Proyecto de Medida</th>
<th>Emisiones de Esmiones (toneladas)</th>
<th>Proporción # de Unidades</th>
<th>Tipo de Unidad</th>
<th>Fondos de Incentivo</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proporcionar incentivos para equipos eléctricos de mezcla de alimentos lácteos</strong></td>
<td>PM2.5: 18</td>
<td>NOx: 350</td>
<td>Tóxicos: x 5</td>
<td>Equipos de mezcla para alimentos</td>
</tr>
<tr>
<td><strong>Proporcionar incentivos para Cocheadoras de Polvo Bajo</strong></td>
<td>PM2.5: 90</td>
<td>NOx: 42.5</td>
<td>Tóxicos: x 25</td>
<td>Cocheadoras</td>
</tr>
<tr>
<td><strong>Proporcionar Incentivos para Alternativas a la Quema Agrícola (Inturiza/incorporación de suelo)</strong></td>
<td>PM2.5: 103</td>
<td>NOx: 950</td>
<td>Tóxicos: x</td>
<td>Acrea</td>
</tr>
<tr>
<td><strong>Promover la Implementación de Prácticas de Conservación de Cultivo</strong></td>
<td>PM2.5: TBD</td>
<td>NOx: TBD</td>
<td>Tóxicos: x</td>
<td>Acrea</td>
</tr>
<tr>
<td><strong>Proporcionar Incentivos para Reemplazar los Motores Diesel de Bomba Agrícola con Motores Eléctricos</strong></td>
<td>PM2.5: 4</td>
<td>NOx: 90</td>
<td>Tóxicos: x 10</td>
<td>Motores</td>
</tr>
<tr>
<td><strong>Trabajar con la PUC y Egresos de Servicios Públicos para Desarrollar una Estructura de Tarifas de Servicios Públicos Preferidos para Motores Eléctricos de Bomba Agrícola</strong></td>
<td>PM2.5: 60</td>
<td>NOx: 750</td>
<td>Tóxicos: x</td>
<td>Tractores</td>
</tr>
<tr>
<td><strong>Proporcionar Incentivos para Reemplazar Equipos Diesel Agrícolas (tractores) con los Equipos Más Limpios Disponibles</strong></td>
<td>PM2.5: 0.4</td>
<td>NOx: 128</td>
<td>Tóxicos: x 20</td>
<td>Trucks</td>
</tr>
<tr>
<td><strong>Proponer las Operaciones Lecheras Cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas</strong></td>
<td>PM2.5: TBD</td>
<td>NOx: TBD</td>
<td>Tóxicos: x</td>
<td>Lecherías</td>
</tr>
<tr>
<td><strong>Estimular el uso de Incentivos de la Comunidad de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas</strong></td>
<td>PM2.5: TBD</td>
<td>NOx: TBD</td>
<td>Tóxicos: x</td>
<td>Lecherías</td>
</tr>
</tbody>
</table>

**Fuentes Móviles de Servicio Pesado**

| Procesamiento de Incentivos Mejorado para Tecnología de Cero y Casi Cero Emisiones | PM2.5: 196.6 | NOx: 0.54 | Tóxicos: x 60 | Camiones | 6,000,000.00 |
| Implementación de Cadenas de Yarada y Unidades de Refrigeración de Cero Emisiones (TRU)** | PM2.5: 5.97 | NOx: 0.09 | Tóxicos: x 30 | Camiones de Yarada o TRUs | 4,000,000.00 |
| Medidas para Reducir el Retorno de Llanuras para Cadenas de Yarada | PM2.5: 0.1 | NOx: 6.26 | Tóxicos: x 20 | Enchufes de carga | 20,000,000.00 |
| Implementar un Programa Piloto de Incentivos para Proporcionar Reparaciones de Emisiones de Camiones | PM2.5: TBD | NOx: TBD | Tóxicos: x 6 | Reparaciones de Camiones | 50,000,000.00 |
| Cumplimiento Mejorado de la Regulación Estatal Contra el Retorno | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | 20,000,000.00 |
| Mejorar el Alcance y el Acceso a los Fondos de Incentivos para los Nuevos Autobuses Escolares | PM2.5: 0.52 | NOx: 5.2 | Tóxicos: x 4 | Autobuses Escolares | 1,000,000.00 |
| Programa de Incentivos para el Reemplazo de Autobuses de Tranvía | PM2.5: TBD | NOx: TBD | Tóxicos: x 2 | Autobuses de Tranvía | TBD |
| Incentivos para Locomotoras | PM2.5: 2.8 | NOx: 126 | Tóxicos: x 2 | Locomotoras | 5,000,000.00 |
| Incentivos para Impulsores de Autobuses/Conmutadores | PM2.5: 1.5 | NOx: 57 | Tóxicos: x 3 | Conmutador de Locomotora | 1,000,000.00 |

**Vehículos Pasajeros Atiguo/Altamente Contaminantes**

| Organizar Eventos de Tune-In Tune-Up dentro de la Comunidad | PM2.5: TBD | NOx: TBD | Tóxicos: x 500 | Reparación de Vehículos | 400,000.00 |
| Mejor Acceso/Alicance a incentivos a través de Drive Clean | PM2.5: 0.03 | NOx: 0.9 | Tóxicos: x 100 | Vehículos de Aire Limpio | 725,000.00 |
| Incentivos para Infraestructura de EV | PM2.5: TBD | NOx: TBD | Tóxicos: x 17 | Cargadores de EV | 100,000.00 |
| Aumento de Entrenamiento para la Mecánica de EV | PM2.5: TBD | NOx: TBD | Tóxicos: x 2 | Entrenamiento | 30,000.00 |
| Programas de Compartir Viajes para la Comunidad | PM2.5: TBD | NOx: TBD | Tóxicos: x | Programa de Compartir Viajes | 250,000.00 |

**Fuentes Industriales**

| Llanuras: Modificar Regla 4311 | PM2.5: 1.5/year | NOx: x | | |
| Evaluar la Viabilidad de Financiar Nuevas Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |
| Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |
| Frecuencia de Inspección Mejorado | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |
| Proporcionar incentivos para Instalar Tecnología de Control Avanzado | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |

**Quema Residencial**

| Proporcionar incentivos Mejorado para Reemplazar Aparatos que Queman Leña | PM2.5: 98 | NOx: x | Tóxicos: x 200 | Aparatos | 600,000.00 |
| Educar al Público Sobre los Impactos Dañinos de la Quema de Leña | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |
| Cumplimiento Mejorado para las Restricciones de la Quema de Leña | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |
| Alcance para Reducir la Actividad Legal | PM2.5: TBD | NOx: TBD | Tóxicos: x | TBD | TBD |
Complimento Mejorado para Reducir la Quema de Residuos Residenciales

<table>
<thead>
<tr>
<th>Uso de Suelo y Fuentes Urbanas</th>
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<tr>
<td>Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía solar y Almacenamiento de Energía</td>
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<tr>
<td>Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT</td>
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<tr>
<td>Uso de Suelo: Mejorar la planificación y Diseño de Infraestructura de Combustible Líquido / Estaciones de Carga de EV</td>
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<tr>
<td>Uso de Suelo: Mejorar la planificación y Diseño de Infraestructura de Combustible Alternativo</td>
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<tr>
<td>Nueva Construcción: Brindar Asistencia Durante el Proceso CEQA</td>
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<tr>
<td>Polvo de Carretera: Estudiar Aumentar la Frecuencia de Barrido de Calles</td>
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<tr>
<td>Polvo de Carretera: Estudiar la Viabilidad de las Mejoras de Pavimentación de Carreteras</td>
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<tr>
<td>Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Cesped y Jardín</td>
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<tr>
<td>Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Cesped y Jardín</td>
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<tr>
<td>Mejorar el Alcance y el Acceso al Financiamiento de Incentivos para Vehículos de Flotillas Públicas</td>
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</table>

Medidas de Reducción de la Exposición

| Escuelas HAL: Aumentar la Participación | * | * | TBD | TBD | TBD |
| Sistemas de Filtración de Aire en Escuelas Comunitarias | * | * | TBD | TBD | TBD |
| Mitigación de la contaminación del aire a través de la Climatización y Una Mejor Eficiencia Energética | * | * | TBD | TBD | TBD |
| Identificar Oportunidades para un Aumento del Desarrollo Urbano y Forestal en la Comunidad | * | * | TBD | TBD | TBD |
| Proporcionar Incentivos para la Instalación de Barreras Vegetales Alrededor/Cerca de Fuentes de Preocupación | * | * | TBD | TBD | TBD |
| Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles | * | * | TBD | TBD | TBD |
| Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire | * | * | TBD | TBD | TBD |
| Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar | * | * | TBD | TBD | TBD |

* = se esperan reducciones de las emisiones y/o la exposición de esta medida, pero no será un objetivo cuantificable
x = medida resultará en la reducción de contaminantes de tóxicos de aire
TBD = Para ser Determinado
City of Shafter
Community Emissions Reduction Program (CERP) Development

Updated emission reduction and exposure reduction strategies for Committee feedback

August 5, 2019
San Joaquin Valley Air Pollution Control District

Steering Committee Feedback

- Committee members have provided extensive feedback through numerous Committee meetings and written recommendations
- District staff working to evaluate emission reduction proposals submitted by Committee members
  - Working closely with other agencies to evaluate wide range of measures
  - Incorporating suggested measures to the extent feasible
- Shafter’s draft CERP now includes over 50 measures, over $44.7 million dedicated to clean air incentives, achieving over 2000 tons of pollutants reduced
Electric Car Incentive Funding

**Suggestion:** “100 electric car replacements for private vehicles 15 years or older including SUV’s...An electric vehicle charging outlet will also be provided...This program would need another $10,000 to $15,000 per vehicle.”

**Proposed Measures:**
- NEW Program for Shafter residents to replace at least 100 cars
  - Provide increased incentives to cover up to 90% of new EV/PHEV vehicle costs for low-income, qualified applicants (up to $10,000 extra incentive on top of existing incentives, minimum range of 120-150 miles)
- $100,000 for 17 new public EV Chargers in community
- Residential charging funding through PG&E $800 rebates
- Enhanced outreach to promote Drive Clean in the San Joaquin vehicle repair and replacement (Tune In Tune Up, vehicle replacement options for all residents)

Solar Installations for Low Income Homes

**Suggestion:** “250 low-income homes to have solar installed. The federal tax credit and the DAC-SASH program would pay nearly 100% of the cost. This funding should be made available with either current sources or AB617 funds. The homes receiving this solar will also have an electric heat pump installed for heating and cooling, electric hot water heater and an electric induction stove.”

**Proposed Measure:**
- District will assist in coordinating with the CA Public Utilities Commission and utilities to increase community awareness of and accessibility to available incentives for homeowners and small businesses to install rooftop/community solar power and energy storage systems with a goal of providing incentives to 250 homes
- Some potential programs that will be available for Shafter residents to apply for include DAC-Single Family Solar Homes (DAC-SASH) and Solar on Multifamily Affordable Housing (SOMAH)
Community Solar Green Tariff Program

**Suggestion:** "The Community Solar Green Tariff program should be put in place in Shafter. Low income residents subscribing should also receive electric heat pump installations for heating and cooling, an electric hot water heater, and an electric induction stove."

**Proposed Measure:**
- District will assist in coordinating with the CA Public Utilities Commission and utilities to increase community awareness of and accessibility to available incentives for homeowners and small businesses to install rooftop/community solar power and energy storage systems.
- District will work with PG&E to facilitate community member subscriptions to Green Tariff (DAC-SASH) and Community Solar Green Tariff (CSGT).

Community Car Share Program

**Suggestion:** "20 EV's placed around Shafter neighborhoods with charging stations. These vehicles with 150 to 250 mile range are made available for rent at a subsidized cost by low-income residents. A cost of 20 cents per mile should be reasonable. Many Programs like this already exist all over the State of California."

**Proposed Measure:**
- $250,000 in funding for local partner(s) to launch car share program in Shafter (e.g. Miocar, Green Commuter, etc.)
- Funding will leverage available state funding and cover cost of vehicles, infrastructure, and subsidized ridership cost.
Community EV “Test Drive” Program

- **Suggestion:** Increase outreach for and access to electric vehicle incentives for Shafter residents.
- **Proposed Measure:**
  - $200,000 in funding for local partner(s) to deploy 10 battery electric vehicles with a range of at least 150 miles and associated charging infrastructure for residents who would like to ‘check out’ battery electric vehicles for up to 4 weeks
  - The purpose of this trial program would be to ensure that an electric vehicle would meet the needs of an individual or family prior to making the switch to an electric vehicle

Community Dial-A-Ride Transportation Service

- **Suggestion:** “Shafter community transportation services, Dial-a-ride, should receive two EV’s.”
- **Proposed Measure:**
  - Up to $400,000 will be invested to support the purchase of two electric vehicles for Dial-a-ride in Shafter, including funding for EV infrastructure
  - District will work with the appropriate transit agency to ensure that the proposed vehicles will meet the duty-cycle and expected range of operations of the Dial-a-ride service
Truck Rerouting

- **Suggestion:** "Heavy duty trucks using Lerdo Hwy through the two stop signs adjacent to Golden Oak Elementary must be routed somewhere else. Perhaps Tulare and Riverside Avenues may be used for westbound and eastbound routes respectively."

- **District Response:**
  - Work with City, County, CalTrans, and all other appropriate land-use and transportation agencies to communicate Steering Committee feedback and receive agency feedback and response for CERP.

Electric School Buses

- **Suggestions:** "Electrification of buses for school system;"
  "Richland Elementary should receive 5 electric school buses."

- **Proposed Measure:**
  - Provide funding to replace 8 diesel school buses that operate in the Shafter community and surrounding area with zero-emission battery electric school buses (3 already in process of being replaced)
  - Up to $3,200,000 in funding
Electric Engines for Oil Wells

- **Suggestion:** "Oil wells and related equipment within the 7 mile radius which use stationary internal combustion engines should convert to electric motors if the electrical grid is available within 1,000 feet."

- **Proposed Measure:**
  - Provide incentives to convert internal combustion engines driving pump jacks to electric motors as feasible for oil wells and related equipment within the 7 mile radius

- Additionally, upcoming potential regulatory enhancements to IC Engine Rule under new PM2.5 Plan

Agricultural Pump Engine Electrification

- **Suggestion:** "Farmers using internal combustion engines to pump water within the 7 miles and located within 500 feet of the electrical grid should be given a 90% subsidized electric motor conversion opportunity for a period of one year... After one year, if they have not converted to electricity, they will lose all opportunity to participate in any incentive program for such conversions..."

- **Proposed Measure:**
  - For engines where electrification is feasible, the District will provide up to 90% of incentive funding to electrify the engine and install necessary infrastructure (including line extensions, etc.)
  - As committed to in the District’s 2018 PM2.5 Plan, the District will work with CARB to adopt additional regulatory backstoppers as feasible
Agricultural Burning Alternatives

• **Suggestions:** “Wood chipping on-site instead of burning;” “No agricultural burning will be allowed within the 7-mile radius. A subsidy will be available for grinding this material including small amounts of material due to attrition.”

• **Proposed Measure:**
  - Up to $1,000,000 will be invested to incentivize grinding/chipping and soil incorporation of agricultural biomass on up to 2000 acres where the open burning of biomass would impact air quality for the community of Shafter

JP Oil Flaring Reduction

• **Suggestion:** “JP Oil must reduce current flaring levels, averaged over the past five years, by 90%.”

• **Proposed Measure:**
  - District to adopt amended flare regulation to further reduce emissions from flaring activities
  - Shafter Steering Committee feedback to be incorporated into process - members and interested members of the public are encouraged to be involved with the Rule 4311 (Flares) rule amendment process
High Speed Rail Emissions

• Suggestion: “High Speed Rail construction within the 7-mile radius must use Tier 4 engines in all off-road construction equipment.”
• District Response:
  – Work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes for addressing questions
  – Continue seeking local clean air projects through mitigation funding provided by High Speed Rail Authority

Dairy Lagoon Aeration/Manure Management

• Suggestion: “The ten factory dairies to the west of Shafter will agree not to empty or aerate their manure lagoons during the months of December and January to reduce ammonia in the air during the worst months of PM2.5. An incentive may be appropriate initially and if effective a rule should be made.”
• Proposed Measure:
  – Support state efforts to implement manure management alternatives and install dairy digesters to control manure lagoon emissions
  – Reductions in emissions from dairies are also targeted by the following measures: feed mixer electrification; conservation management education and outreach; irrigation pump conversions to electric; and alternative manure management strategies
Residential Wood Burning

- **Suggestion:** "No more EPA wood stoves or inserts will be subsidized in Shafter for the replacement of old wood stoves and fireplaces...Instead, no burn days will be strictly enforced in the Shafter area and all fines collected. Likewise, no natural gas inserts will be subsidized, instead electric heat pumps will be subsidized at 75% of their total cost for everyone and 100% of their total cost for low-income residents."

- **Proposed Measure:**
  - EPA-certified wood stoves and inserts will no longer be funded in the community of Shafter in areas with access to natural gas
  - Implement District's new residential wood burning rule starting in 2019-20 season
  - Up to $600,000 will be invested to incentivize the replacement of fireplaces and wood stoves with non-wood-burning units, including 75-100% for electric heat pumps

Facility Inspections

- **Suggestion:** "Conduct monthly inspections of Plains LPG and maximum fines imposed for each violation over the next five years."

- **Proposed Measure:**
  - District staff will conduct increased inspections as follows:
    - inspect each facility that has had an emission violation over the past 3 years at least twice per calendar year for the next 5 years, or until the facility has 4 consecutive inspections without an emission violation, whichever occurs first
Oil Well Setbacks

- **Suggestion:** "No new oil wells will be drilled within 2,500 feet of residents, schools and all environmental sensitive locations."

- **District Response:**
  - As the District does not have land-use authority, the District has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency's input and response in the Shafter Community Emissions Reduction Program.

Tree Planting/Urban Greening

- **Suggestion:** "1,000 appropriate trees will be planted in Shafter residential lots with willing residents paid to care for them for 5 years. Total cost of $500 per tree."

- **District Response:**
  - District is proposing measure to increase urban greening and forestry in the community through partnerships with other entities (Tree Foundation of Kern, CalFire, Kern County Parks and Recreation, Tree Fresno) and seeking state funding, with a goal to plant up to 1000 trees in the community of Shafter."
Electric Yard Trucks

• Suggestion: "The almond huller just north of Shafter on Hwy 43 will be given incentives of 80% to purchase two electric yard trucks."

• Proposed Measure:
  - Up to $4,000,000 available to help support conversion to electric yard trucks in Shafter area at industrial operations and distribution centers
  - The District will conduct specific outreach to referenced almond huller to offer incentives to support the purchase of electric yard trucks

Pesticides

• Suggestion: Several specific measures were suggested by Committee members regarding pesticides

• Proposed Measure:
  - Through discussions with District and Committee, DPR and CARB are committed to including in the CERP actions to address pesticides and are working together to draft strategies to be included by the end of August
  - District to continue facilitating collaborative efforts with Steering Committee, CARB and DPR to evaluate potential CERP proposals
Increase Access to Car Repair/Replace Incentives

- **Suggestion:** Amend the Drive Clean in the San Joaquin Requirements to remove the emissions requirement
- **Proposed Measure:**
  - District will discuss with CARB the feasibility of amending state-approved guidelines to expand eligible vehicles without the need for a failed emissions test

Other CSC Ideas to Benefit Shafter Air Quality

- Changes to Drive Clean in the San Joaquin Program Requirements (remove emissions requirement, newer years replaced) (C.1)
- Enhanced outreach and education in community (O.1, O.2, RB.2, RB.4)
- Enhanced Enforcement (IS.3, RB.3, RB.5, HD.3)
- Air Filtration Systems in schools (SC.1)
- Vegetative barriers installed near sources of concern (VB.1)
- Targeted anti-idling campaigns (SC.2, IR.1)
- Low Dust Nut Harvester Incentive Program targeted for Shafter (A.2)
- Partnerships with City of Shafter: land use, road paving, & sidewalks (LU.1-3, RD.1, RD.2, HD.8, IS.6)
- Funding for zero/near-zero emissions heavy duty trucks, yard trucks & infrastructure (HD.1, HD.2)
- Clean-engine technology for locally operating locomotives (HD.6, HD.7)
- **FREE** Electric lawn equipment for Shafter residents (LG.1)
- EV Mechanic Training (C.4)
Contact Information

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Complete List of Updated Proposed CERP Measures

Emission reduction and exposure reduction strategies for the Committee’s feedback
Land Use/Urban Sources

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

- Type of Strategy: Incentive
- Purpose: District will assist in coordinating with the CA Public Utilities Commission and utilities to increase community awareness of and accessibility to available incentives for homeowners and small businesses to install rooftop/community solar power and energy storage systems
  - Potential programs include DAC-SASH, DAC-Green Tariff, Community Solar Green Tariff, etc.
- Goal: Funding available, and number and type of projects will be developed, with input of Steering Committee, when state funding guidelines are available
- Target: To be determined, working with PUC
Commercial Cooking: Further reduce particulate emissions from commercial underfired charbroilers

- Type of Strategy: Incentives (with regulatory backstop)
- Purpose: To provide incentives to further reduce particulate emissions from large restaurants that use underfired charbroilers
- Goal:
  - Partner with willing restaurants and provide $150,000 in incentive funding per restaurant for the installation of control equipment to reduce particulate emission from underfired charbroilers
  - Provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls
- Target:
  - Invest up to $300,000 (1-2 restaurants)

New Construction: Provide assistance during the CEQA process

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

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

Land Use: Support Planning and Development of Clean Fueling Infrastructure

- Type of Strategy: Advocacy/Incentives
- Purpose: To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles
- Goal: Provide District support to broaden fueling infrastructure network for zero and near-zero-emission vehicles to facilitate broader deployment and prioritize funding through existing District programs to install one alternative fuel fueling station in/near Shafter
- Incentives to be invested:
  - Alternative Fuel Fueling Station: 1 station @ up to $1,000,000
Construction Emissions: High Speed Rail Construction (NEW)

- Type of Strategy: Partnership
- Purpose: To reduce emissions from High Speed Rail (HSR) construction equipment operating within 7-mile radius
- Goal: Work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes to address suggestion that HSR construction within the 7-mile radius use Tier 4 engines in all off-road construction equipment
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants

Road Dust: Evaluate increasing frequency of street sweeping

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

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

Side Walks (NEW)

- Type of Strategy: Partnership
- Purpose: To identify opportunities to reduce fugitive dust and vehicle miles traveled in the community through the installation of sidewalks near schools and other community centers
- Goal: Establish partnerships (City of Shafter, Kern County, and Kern Council of Governments, and other appropriate agencies) to identify opportunities, such as Congestion Mitigation and Air Quality funding, to implement sidewalks in the community where most needed to reduce health impacts
### Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment

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

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

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

- **Type of Strategy:** Incentive
- **Purpose:** To provide increased outreach and access to incentive funding for the replacement of older, high polluting public fleet vehicles with cleanest available vehicles operating within and surrounding Shafter.
- **Goal:** Work closely with public agencies, including City of Shafter and Kern County, to replace light-duty vehicles through existing District incentive programs, including the Public Benefit Grants Program.
- **Target:** Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions dependent on vehicle type and program)
- **Incentives to be invested:** $100,000 per-vehicle incentives will be dependent on vehicle type and program

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**Older/High Polluting Cars**
**Passenger Cars: Host Local Tune-In Tune-Up Events Within Community**

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

**Passenger Cars: Provide Enhanced Outreach and Access to Incentive Options**

- **Type of Strategy:** Incentive
- **Purpose:** To provide enhanced outreach and access to financial incentives to replace older autos in the community through a NEW pilot incentive funding program for Shafter residents
- **Goal:** Funding currently available in District Budget, increase community participation in the program to replace at least 100 high emitting vehicles operating in Shafter with lower-emissions or zero-emissions (electric or plug-in hybrid) vehicles by providing increased incentives for low-income, qualified applicants (up to $10,000 extra incentive on top of existing incentives, minimum range of 120-150 miles)
- **Target:** 1.08 tons NOx, 0.03 tons PM2.5, and 0.24 tons VOCs (based on average emission reductions expected per project)
- **Incentives to be invested:** $1,950,000 to replace 100 vehicles
Passenger Cars: Provide Incentive Funding For Electric Vehicle Infrastructure

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

San Joaquin Valley
Air Pollution Control District

Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics

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

San Joaquin Valley
Air Pollution Control District
Implement Shafter Car Share Program

- Type of Strategy: Outreach/Incentive
- Purpose: To reduce PM and NOx emissions in the community by implementing a car share program in Shafter
- Goal: Launch a car share program (e.g. Miocar, Green Commuter) in the Shafter community. Funding will support the cost of vehicles, infrastructure, and subsidized ridership cost
- Target: Reduction in PM and NOx (quantity of reductions to be determined)
- Incentives to be invested: $250,000 to support the launch of a car share program in the Shafter area

Community EV “Test Drive” Program

- Type of Strategy: Outreach/Incentive
- Purpose: The purpose of this trial program would be to ensure that an electric vehicle would meet the needs of an individual or family prior to making the switch to an electric vehicle by providing funding for a local partner to operate an electric vehicle “Test Drive” program for Shafter residents
- Goal: Deploy 10 battery electric vehicles with a range of at least 150 miles and associated charging infrastructure for residents who would like to ‘check out’ battery electric vehicles for up to 4 weeks
- Incentives to be invested: $200,000
Residential Wood Burning: Provide Enhanced Incentives to Replace Wood Burning Devices

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies (including electric heat pumps)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 100 wood burning devices in the community with cleaner alternatives
- Target: 98 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $600,000
Residential Wood Burning: Educate Public About Harmful Impacts

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

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

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the Shafter community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901
Residential Open Burning: Reduce Illegal Activity

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

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

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 and toxic impacts associated with illegal open burning of residential waste
- Goal: In addition to the District’s existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the Shafter community and surrounding areas at least once per quarter for the next 5 years
Heavy Duty Mobile Sources

Trucks, Buses, and Locomotives

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

• Type of Strategy: Incentive
• Purpose: To provide enhanced outreach and access to incentive funding for zero and near-zero emissions clean truck technologies that operate within the community (regional, long haul)
• Goal: Replace 60 older, heavy duty diesel trucks operating in Shafter with near-zero emission heavy duty trucks
• Target: 196.6 tons NOx, 0.54 tons PM2.5 (based on average emission reductions expected per project)
• Incentives to be invested: $6,000,000
Heavy Duty Trucks: Support the Deployment of Zero Emission Yard Trucks and TRUs

- **Type of Strategy:** Incentive
- **Purpose:** Provide incentives to support the deployment of clean yard trucks, transportation refrigeration units (TRUs), and related infrastructure at warehouses and other facilities within the community with priority on zero emission technologies
- **Goal:** Deploy 30 new zero emission yard trucks or transportation refrigeration units, along with associated infrastructure
- **Target:** 0.09 tons NOx, 5.97 tons PM2.5 (based on conservative emission reductions expected per project)
- **Incentives to be invested:** $4,000,000

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

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

- Type of Strategy: Incentive
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding Shafter.
- Goal: Replace 8 school buses, operated by Richland SD, Kern High SD with zero-emission battery-electric school buses that operate within the community
- Target: 2.6 tons NOx, 0.26 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $3,200,000 (funding up to $400,000 per bus)

Transit Buses: Incentive Program for Transit Bus Replacement for Dial-A-Ride

- Type of Strategy: Incentive
- Purpose: To reduce emissions in PM2.5 and Toxic Air Contaminants by supporting the use of zero-emission vehicle technology for public transit.
- Goal: Provide incentives to replace 2 electric vehicles for Dial-a-ride in Shafter, including funding for necessary supporting infrastructure.
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
- Incentives to be invested: Up to $400,000
Locomotives: Enhance Outreach and Access to Incentive Funding for New Locomotives

- **Type of Strategy:** Incentive
- **Purpose:** To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- **Goal:** Replace 2 Tier 0 locomotives with Tier 4 locomotives
- **Target:** 126 tons NOx, 2.8 tons PM2.5 (based on average emission reductions expected per project)
- **Incentives to be invested:** $5,200,000 (funding up to $2,600,000 per locomotive)

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

- **Type of Strategy:** Incentive
- **Purpose:** To provide increased outreach and access to incentive funding for the replacement of older, high polluting locomotives operating within and surrounding Shafter with new clean engine technologies.
- **Goal:** Replace 3 older, high-polluting switchers with new, cleaner, advanced technology/hybrid switcher locomotives at railyards and other facilities within Shafter
- **Target:** 57 tons NOx, 1.5 tons PM2.5 (based on average emission reductions expected per project)
- **Incentives to be invested:** $4,100,000 (funding up to $1,340,875 per locomotive)
Industrial Sources

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

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

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

Stationary Sources: Enhanced Inspection Frequency

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

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

Stationary Sources: Provide Incentives to Install Advanced Control Technology

- Type of Strategy: Outreach, Incentive
- Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install
  - State currently developing funding guidance for such projects
  - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
- Goal: Funding availability, and number and type of projects, will be developed, with input of steering committee, when state funding guidelines are available for stationary source funding
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
Agricultural Operations

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

- Type of Strategy: Incentive
- Purpose: To provide a higher level of incentives for electric dairy feed mixing equipment and associated equipment (feed trucks, wheel loaders, feed pushers) for dairy operations near the community of Shafter
- Goal: Fund electric feed mixing equipment for 5 dairies located near Shafter
- Target: 350 tons NOx, 18 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $6,500,000
Nut Harvesting: Provide Incentives for Low-Dust Technology Nut Harvesters

- **Type of Strategy:** Incentives
- **Purpose:** To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment
- **Goal:** Replace 25 pieces of conventional nut harvesting equipment with new, low-dust harvesting equipment
- **Target:** 42.5 tons NOx, 0.34 tons combustion PM2.5, 90 tons fugitive PM2.5 (based on average emission reductions expected per project)
- **Incentives to be invested:** $2,500,000

Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

- **Type of Strategy:** Incentive
- **Purpose:** To limit the potential for localized PM2.5 impacts associated with open agricultural burning by providing enhanced access to funding for the District’s Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area
- **Goal:** Fund up to 2,000 acres of alternative practices
- **Target:** 210 tons PM2.5
- **Incentives to be invested:** $1,000,000

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

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

- **Type of Strategy:** Incentive
- **Purpose:** To provide increased incentive funding, up to 90% of cost, for the replacement of existing diesel or natural gas agricultural pump engines with electric motors within and surrounding Shafter, including capital funding for equipment and electric line extension
- **Goal:** Fund replacement of 10 existing diesel agricultural pump engines with electric motors near the community of Shafter.
- **Target:** 90 tons NOx, 4 tons PM2.5 (based on average emission reductions expected per project)
- **Incentives to be invested:** $345,000
Ag Engines: Work with PUC & Utilities to Develop Preferred Utility Rate Structure for Electric Ag Pump Motors

- Type of Strategy: Policy/Advocacy
- Purpose: To work with the Public Utilities Commission (PUC) and utilities to develop preferred utility rates for replacing existing diesel agricultural pump engines with electric motors
- Goal: Advocate for the establishment of a preferred rate structure from the PUC and utilities for electric ag pump motors
- Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)

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

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District’s existing Heavy-Duty Engine Incentive Program
- Goal: Replace 100 pieces of diesel ag equipment with new, cleanest available equipment
- Target: 750 tons NOx, 60 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $5,000,000
Dairy Trucks: Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of diesel dairy trucks operating in and around Shafter with new, zero- or near-zero emission trucks
- Goal: Replace 20 older, diesel dairy trucks with new zero or near-zero-emission trucks
- Target: 128 tons NOx, 0.4 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $2,000,000 (funding amounts up to $100,000 per truck)

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

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

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

Pesticides

- Update from CARB: DPR and CARB are committed to including in the CERP actions to address pesticides and are working together to draft strategies to be included by the end of August
Exposure Reduction Strategies

Air Filtration Systems in Community Schools

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

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

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

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

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

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

- Type of Strategy: Partnership, Exposure Reduction
- Purpose: To increase urban greening and forestry in the community through partnerships with other entities
- Goal: Partner with other entities (i.e. City of Shafter, Natural Resources Agency, CAL Fire) to identify new or existing resources or programs (Per Capita Program, Urban & Community Forestry Grant Program) that can provide funding to increase urban greening and forestry in the community by planting up to 1000 trees
- Target
  - Quantification of air quality benefits from urban greening small, variable
  - Studies have shown several other community benefits, including some reduction of PM2.5 and VOC’s, heat island mitigation, and community beautification
Idling-Reduction Strategy: Protect Sensitive Receptors

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

Community Air Quality Outreach Strategy

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

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

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

Follow us on social media
Use the Valley Air App for the latest air quality info.
Ciudad de Shafter
Desarrollo del Programa de la Reducción de Emisiones de la Comunidad (CERP)

Estrategias para la reducción a la exposición y la reducción de emisiones actualizadas para la consideración y el comentario del Comité

5 de agosto de 2019
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín

Comentarios del Comité Directivo

- Los miembros del Comité han brindado muchos comentarios a través de numerosas reuniones del comité y recomendaciones escritas
- El personal del Distrito está trabajando para evaluar las propuestas de reducción de emisiones presentadas por los miembros del Comité
  - Trabajar en colaboración con otras agencias para evaluar una amplia gama de medidas
  - Incorporar las medidas sugeridas como sea posible
- El borrador del CERP de Shafter ahora incluye más de 50 medidas, $44.7 millones dedicados a incentivos para aire limpio, logrando reducir más de 2000 toneladas de contaminantes
Fondos Incentivos para Vehículos Eléctricos

- **Sugerencia:** “100 reemplazos de vehículos eléctricos para vehículos privados de 15 años o más antiguos, incluyendo SUV’s... También se proporcionará un enchufe para cargar los vehículos eléctricos... Este programa necesitaría otros $10,000 a $15,000 por vehículo.”

- **Medidas Propuestas:**
  - **NUEVO Programa para los residentes de Shafter para reemplazar al menos 100 vehículos**
    - Proporcionar mayores incentivos para cubrir hasta el 90% de los costos de vehículos nuevos EV/PHEV para solicitantes calificados de bajos ingresos (hasta $10,000 de incentivo adicional además de los incentivos existentes, rango mínimo de 120-150 millas)
  - $100,000 para 17 nuevos Cargadores de EV’s en la comunidad
  - Fondos para cargadores residenciales after a través de reembolsos de PG&E de $800
  - Alcance mejorado para promover el programa de Drive Clean en San Joaquin reparación de vehículos y reemplazo (Tune In Tune Up, opciones de reemplazo de vehículos para todos los residentes)

Instalaciones Solares para Hogares de Bajos Ingresos

- **Sugerencia:** “250 hogares de bajos ingresos tendrán energía solar instalado. El crédito de impuestos federales y el programa DAC-SASH pagará cerca de 100% del costo. Estos fondos estarán disponibles con fuentes actuales o fondos AB 617. Los hogares recibiendo este solar también tendrán una pompa de calor eléctrica instalada para calefacción y refrigeración, un calentador de agua eléctrico y una estufa de inducción eléctrica.”

- **Medida Propuesta:**
  - El Distrito ayudará a coordinar con la Comisión de Servicios Públicos de CA y empresas de servicios públicos para aumentar la conciencia de la comunidad y el acceso a los fondos incentivos disponibles para dueños de casa y negocios pequeños para instalar energía solar en la azotea/la comunidad y sistemas de almacenamiento de energía con una meta de proporcionar incentivos a 250 hogares
  - Algunos posibles programas que estarán disponibles a residentes de Shafter para aplicar incluyen DAC-Single Family Solar Homes (DAC-SASH) y Solar on Multifamily Affordable Housing (SOMAH)
Programa Comunitario de Tarifas Verdes Solares

- **Sugerencia:** "El programa Comunitario de Tarifas Verdes Solares debe implementarse en Shafter. Los residentes de bajos ingresos que se inscriban también deben recibir instalaciones de pompa de calor eléctrica para calefacción y refrigeración, un calentador de agua eléctrico y una estufa de inducción eléctrica."

- **Medida Propuesta:**
  - El Distrito ayudará a协调与 Comisión de Servicios Públicos de CA y empresas de servicios públicos para aumentar la conciencia de la comunidad y el acceso a los fondos incentivos disponibles para dueños de casa y negocios pequeños para instalar energía solar en el techo/la comunidad y sistemas de almacenamiento do energía
  - El Distrito trabajará con PG&E para facilitar las suscripciones de miembros de la comunidad a Green Tariff (DAC-SASH) y Community Solar Green Tariff (CSGT)

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Programa Comunitario de Vehículo Compartido

- **Sugerencia:** "20 EV's (vehículos eléctricos) ubicados alrededor de los vecindarios de Shafter con estaciones de carga. Estos vehículos con un rango de 150 a 250 millas están disponibles para alquiler a un costo subsidiado por residentes de bajos ingresos. Un costo de 20 centavos por milla debe ser razonable. Muchos programas como este ya existen en todo el estado de California."

- **Medida Propuesta:**
  - El Distrito proporcionará hasta $250,000 en fondos para apoyar el lanzamiento de un programa de auto compartido en Shafter (por ejemplo, Miocar, Green Commuter, etc.)
  - Los fondos incluirán los costos de vehículos, infraestructura y costos de pasajeros subsidiados
Programa de “Prueba de Manejo” de EV Comunitario

- **Sugerencia:** Aumentar el alcance y el acceso a incentivos de vehículos eléctricos para los residentes de Shafter.
- **Medida Propuesta:**
  - $200,000 en fondos para socios locales para desplegar 10 vehículos eléctricos de batería con un rango de al menos 150 millas e infraestructura de carga asociada para residentes que deseen “poner a prueba” vehículos eléctricos de batería durante hasta 4 semanas
  - El propósito de este programa piloto sería asegurar que un vehículo eléctrico satisfaría las necesidades de una persona o familia antes de cambiar a un vehículo eléctrico

Servicio de Transporte Comunitario Dial-A-Ride

- **Sugerencia:** “Los servicios de transporte comunitario de Shafter, Dial-a-ride, deberían recibir dos EV’s.”
- **Medida Propuesta:**
  - Se invertirán hasta $400,000 para respaldar la compra de dos vehículos eléctricos para Dial-a-ride en Shafter, incluyendo la financiación de la infraestructura de EV’s
  - El Distrito trabajará con la agencia de tránsito apropiada para garantizar que los vehículos propuestos cumplan con el ciclo de trabajo y el rango esperado de operaciones del servicio Dial-a-ride
Cambios de Ruta de Camiones

- **Sugerencia:** "Los camiones de servicio pesado que usan Laredo Hwy a través de las dos señales de alto adyacentes a Golden Oak Elementary deben ser enrutados a otro lugar. Quizás las avenidas Tulare y Riverside pueden ser usadas para las rutas hacia el oeste y hacia el este, respectivamente."

- **Respuesta del Distrito:**
  - Trabajar con la Ciudad, el Condado, CalTrans, y todas las demás agencias apropiadas de uso de la tierra y transporte para comunicar los comentarios del Comité Directivo y recibir comentarios y respuestas de la agencia para el CERP

### Autobuses Escolares Eléctricos

- **Sugerencia:** "La electrificación de autobuses para el sistema escolar;" "Richland Elementary debería recibir 5 autobuses escolares eléctricos."

- **Medida Propuesta:**
  - Proporcionar fondos para reemplazar 8 autobuses escolares diésel que operan en la comunidad de Shafter y sus alrededores con autobuses escolares eléctricos con batería de cero emisiones (3 ya están en proceso de reemplazo)
  - Hasta $3,200,000 en fondos
Motores Eléctricos para Pozos Petroleros

• Sugerencia: “Los pozos de petróleo y equipos relacionados dentro del radio de 7 millas que usan motores de combustión interna estacionarios deberían convertirse en motores eléctricos si el sistema eléctrico está disponible dentro de 1,000 pies.”

• Medida Propuesta:
  - Proporcionar incentivos para convertir motores de combustión interna que conducen gatos de la bombas petroleras a motores eléctricos como sea posible para pozos petroleros y equipos relacionados dentro del radio de 7 millas

• Además, las próximas mejoras regulatorias potenciales a la Regla del Motor de Combustión Interna bajo el nuevo Plan PM2.5

Electrificación de Motores de Bombas Agrícolas

• Sugerencia: “Los agricultores que usan motores de combustión interna para pompear agua dentro de las 7 millas y ubicados a 500 pies del sistema eléctrico deben tener una oportunidad de conversión de motor eléctrico subsidiado al 90% por un periodo de un año... Después de un año, si no se han convertido a eléctrico, perderán todas las oportunidades de participar en cualquier programa de incentivos para tales conversiones...”

• Medida Propuesta:
  - Para motores donde la electrificación es posible, el Distrito proporcionará hasta el 90% de los fondos incentivos para electrificar el motor e instalar la infraestructura necesaria (incluyendo extensiones de línea, etc)
  - Como se comprometió con el Plan PM2.5 2018 del Distrito, el Distrito trabajará con CARB para adoptar respaldos regulatorios adicionales como sea posible
Alternativas a Quema Agrícola

• Sugerencias: "Trituración de leña en el sitio en lugar de quemar;" "No se permitirá la quema agrícola dentro el radio de 7 millas. Habrá un subsidio disponible para moler este material, incluyendo pequeñas cantidades de material debido al desgaste."

• Medida Propuesta:
  - Se invertirán hasta $1,000,000 para incentivar la trituración y la incorporación de la biomasa agrícola en el suelo en hasta 2000 acres donde la quema agrícola de biomasa impactaría la calidad del aire para la comunidad de Shafter.
Emisiones del Tren de Alta Velocidad

- **Sugerencia:** "La construcción de Trenes de Alta Velocidad dentro del radio de 7 millas debe usar motores de Nivel 4 en todos los equipos de construcción todoterreno."

- **Respuesta del Distrito:**
  - Trabajar con CARB y la Autoridad del Tren de Alta Velocidad de California para comunicar las preocupaciones de la comunidad y recibir comentarios sobre los procesos apropiados para abordar las preguntas
  - Continuar buscando proyectos locales de aire limpio a través de fondos de mitigación proporcionados por la Autoridad del Tren de Alta Velocidad

Aireación de Lagunas Lácteas/Gestión del Estiércol

- **Sugerencia:** "Las diez lecherías al oeste de Shafter acordaran no vaciar ni airear sus lagunas de estiércol durante los meses de diciembre y enero para reducir el amoníaco en el aire durante los peores meses de PM2.5. Un incentivo puede ser apropiado inicialmente y si es efectivo se debe establecer en una regla."

- **Medida Propuesta:**
  - Apoyar los esfuerzos estatales para implementar alternativas de manejo de estiércol e instalar digestores de lácteos para controlar las emisiones de laguna de estiércol
  - Reducciones en las emisiones de las lecherías también están dirigidas por las siguientes medidas: electrificación del mezclador de alimentos; gestión de la educación y alcance de conservación; conversión de bombas de riego a eléctricos; y estrategias alternativas de manejo de estiércol
**Quema de Leña Residencial**

- **Sugerencia:** "No se subvencionarán más estufas o aparatos de leña certificados por la EPA en Shafter para el reemplazo de estufas de leña o chimeneas antiguas... En cambio, días declarados de "No quemar" serán ejecutados estrictamente en el área de Shafter y todas las multas serán colectadas. Del mismo modo, no se subvencionarán los insertos de gas natural, sino que se subvencionarán bombas de calor eléctricas al 75% de su costo total para todos y al 100% de su costo total para los residentes de bajos ingresos."

- **Medida Propuesta:**
  - Las estufas e insertos de leña certificados por la EPA ya no serán financiados en la comunidad de Shafter en áreas con acceso a gas natural
  - Implementar la nueva regla de quema de leña residencial del Distrito comenzando la temporada 2019-20
  - Se invertirán hasta $600,000 para incentivar el reemplazo de chimeneas y estufas de leña con unidades que no sean de leña, incluyendo el 75-100% para bombas de calor eléctricas

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**Inspecciones de Instalaciones**

- **Sugerencia:** "Realizar inspecciones mensuales de Plains LPG y multas máximas impuestas por cada violación durante los próximos cinco años."

- **Medida Propuesta:**
  - El personal del Distrito realizará más inspecciones de la siguiente manera: inspeccionar cada instalación que haya tenido una violación de emisiones durante los últimos 3 años al menos 2 veces por año calendario durante los próximos 5 años, o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero
Contratiempos de Pozos Petroleros

- Sugerencia: “No se perforarán nuevos pozos de petróleo dentro de los 2,500 pies de los residentes, las escuelas, y todas las ubicaciones sensibles al medio ambiente.”

- Respuesta del Distrito:
  - Como el Distrito no tiene autoridad para el uso de la tierra, el Distrito ha puesto a disposición de las agencias responsables las diversas estrategias de uso de la tierra que el Comité ha presentado para su posible inclusión en el CERP para la contribución y respuesta de la agencia responsable en el Programa de Reducción de Emisiones Comunitarias de Shafter.

Plantación de Árboles/Ecologización Urbana

- Sugerencia: “Se plantarán 1,000 árboles apropiados en lotes residenciales de Shafter con residentes dispuestos a ser pagados por cuidarlos durante 5 años. Costo total de $500 por árbol.”

- Respuesta del Distrito:
  - El Distrito está proponiendo medidas para aumentar el ecologización urbana y la silvicultura en la comunidad a través de alianzas con otras entidades (Tree Foundation of Kern, CalFire, Kern County Parks and Recreation, Tree Fresno) y buscar financiación estatal, con el objetivo de plantar hasta 1,000 árboles en la comunidad de Shafter.
Camiones de Patio Eléctricos

• Sugerencia: "El descascarillador de almendras justo norte de Shafter en la Autopista 43 recibirá incentivos del 80% para comprar dos camiones de patio eléctricos."

• Medida Propuesta:
  - Hasta $4,000,000 disponibles para ayudar a la conversión a camiones de patio eléctricos en el área de Shafter en operaciones industriales y centros de distribución
  - El Distrito llevará a cabo actividades de alcance específicas para el descascarillador de almendras mencionados para ofrecer incentivos para apoyar la compra de camiones de patio eléctricos

Pesticidas

• Sugerencia: Los miembros del Comité sugirieron varias medidas específicas con respecto a pesticidas

• Medida Propuesta:
  - A través de discusiones con el Distrito y el Comité, DPR y CARB se comprometen a incluir en las acciones del CERP para abordar los pesticidas y están trabajando juntos para elaborar estrategias que se incluirán a fines de agosto
  - El Distrito continuará facilitando esfuerzos de colaboración con el Comité Directivo, CARB y DPR para evaluar posibles propuestas del CERP
Aumentar el Acceso a los Incentivos de Reparación/Reemplazo de Vehículos

• **Sugerencia:** Modificar los requisitos de Drive Clean en San Joaquín para eliminar el requisito de emisiones

• **Medida Propuesta:**
  - El Distrito discutirá con CARB la viabilidad de enmendar la pautas aprobadas por el estado para expandir los vehículos elegibles sin la necesidad de una prueba de emisiones fallido

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Otras Ideas del Comité para el Bien de la Calidad del Aire de Shafter

• Cambios en los requisitos del programa de Drive Clean en San Joaquín (eliminar el requisito de emisiones, años más nuevos reemplazados) (C.1)
• Alcance y educación mejorados en la comunidad (O.1, O.2, RB.2, RB.4)
• Cumplimiento Mejorado (IS.3, RB.3, RB.5, HD.3)
• Sistemas de Filtración del Aire en las escuelas (SC.1)
• Barreras vegetativas instaladas cerca de fuentes de preocupación (VB.1)
• Campañas dirigidas contra el ralentí (SC.2, IR.1)
• Programa de Incentivos para Cosechadoras de Nueces de Bajo Polvo dirigido a Shafter (A.2)
• Asociaciones con la Ciudad de Shafter: medidas de uso del suelo, pavimentación de caminos y banquetas (LU.1-3, RD.1, RD.2, HD.8, IS.6)
• Financiación para camiones de servicio pesado, camiones de patio e infraestructura de cero/casi cero emisiones (HD.1, HD.2)
• Tecnología de motor limpio para locomotoras que funcionan localmente (HD.6, HD.7)
• Equipo de césped eléctrico GRATIS para los residentes de Shafter (LG.1)
• Entrenamiento para Mecánico para EV (vehículos eléctricos) (C.4)
Información del Contacto

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

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500
www.valleyair.org

Síguenos en las redes sociales

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

Lista Completa de Medidas Propuestas Actualizadas del CERP

Estrategias para la reducción de emisiones y reducción a la exposición para la consideración y comentario del Comité
Uso de Suelo/Fuentes Urbanas

**Engieñería Solar: Buscar Incentivos para que las Empresas Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía**

- Tipo de Estrategia: Incentivo
- Propósito: El Distrito ayudará a coordinar con la Comisión de Servicios Públicos de California y las empresas de servicios públicos para aumentar el conocimiento de la comunidad y la accesibilidad a los incentivos disponibles para que los propietarios de viviendas y las pequeñas empresas instalen sistemas de almacenamiento de energía y energía solar en la azotea
  - Los programas potenciales incluyen DAC-SASH, DAC-Green Tariff, Community Solar Green Tariff, etc.
- Meta: Se desarrollará los fondos disponibles, y el número y tipo de proyectos, con la participación del Comité Directivo, cuando el guía de financiamiento estatal están disponibles
- Objetivo: Por ser determinado, trabajando con PUC
Cocina Comercial: Reducir aún más las emisiones de partículas de las parrillas comerciales de fuego abajo

- Tipo de Estrategia: Incentivos (con respaldo regulatorio)
- Propósito: Para proporcionar incentivos para reducir aún más las emisiones de partículas de restaurantes que utilizan parrillas comerciales de fuego abajo.
- Meta:
  - Asociarse con restaurantes dispuestos y proporcionar $150,000 en fondos de incentivo por restaurante para la instalación de equipos de control para reducir las emisiones de partículas de las parrillas comerciales de fuego abajo
  - Proporcionar mejor alance y educación a los restaurantes locales con respecto a impactos en la salud y la disponibilidad de fondos para la instalación de los controles
- Objetivo:
  - Invertir hasta $300,000 (en 1-2 restaurantes)

Construcción Nueva: Brindar asistencia durante el proceso CEQA

- Tipo de Estrategia: Uso del Suelo
- Propósito: Proporcionar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar a la calidad del aire en el Valle, e información sobre cómo los impactos de contaminación del aire pueden reducirse
- Meta: Trabajar con las Agencias Líderes y los proponentes de proyectos para que mejoren los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire
- Objetivo: Reducciones en contaminantes de criterio y/o tóxicos de aire
Uso de Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Asociación
- Propósito: Para reducir las millas recorridas (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la accesibilidad a pie de los vecindarios comunitarios.
- Meta: Trabajar con la Ciudad de Shafter para obtener información sobre las oportunidades para que los miembros de la comunidad participen en los procesos de planificación de uso del suelo. La Ciudad de Shafter se ha comprometido a notificar a los miembros de la comunidad sobre las próximas reuniones que abordan el desarrollo de Justicia Ambiental del Plan General de la Ciudad.
- Objetivo: Por ser determinado por la Ciudad de Shafter a través del proceso de planificación público.

Uso del suelo: Apoyo a la Planificación y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Apoyo/Incentivos
- Propósito: Proporcionar apoyo para la planificación y el desarrollo de infraestructura para vehículos con cero y casi cero emisiones para apoyar el despliegue más amplio de vehículos limpios
- Meta: Proporcionar apoyo del Distrito para ampliar la red de infraestructura de combustible para vehículos con cero y casi cero emisiones para facilitar el despliegue más amplio y dar prioridad a los fondos a través de programas existentes del Distrito para la instalación de una estación de servicio de combustible alternativo en/o cerca de Shafter
- Incentivos para ser Invertidos:
  - Estación de Combustible Alternativo: 1 estación, hasta $1,000,000
Emisiones de Construcción: Construcción de Trenes de Alta Velocidad (NUEVO)

- Tipo de Estrategia: Partnership
- Propósito: Para reducir las emisiones del equipo de construcción del Sistema de Trenes de Alta Velocidad (HSR, por sus siglas en inglés) operando dentro del radio de 7 millas
- Meta: Trabajar con CARB y la Autoridad del Tren de Alta Velocidad de California para comunicar las preocupaciones de la comunidad y recibir comentarios sobre los proceso apropiados para abordar la sugerencia de que la construcción del HSR dentro del radio de 7 millas usen motores Nivel 4 en todos los equipos de construcción
- Objetivo: Reducciones de contaminantes de criterio y/o Contaminantes Tóxicos del Aire

Polvo de Carretera: Evaluar Aumentar la Frecuencia de Barrido de Calles

- Tipo de Estrategia: Asociación
- Propósito: Evaluar los impactos en la calidad del aire y viabilidad de aumentar la frecuencia de barrido de calles a lo largo de las autopistas y las calles
- Meta: Si se encuentra que es efectivo para reducir las emisiones de partículas, asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, el Condado de Kern y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad
Polvo de Carretera: Evaluación de la viabilidad de las mejoras de pavimentación de carreteras

- **Tipo de Estrategia:** Asociación
- **Propósito:** Identificar oportunidades para reducir y eliminar carreteras sin pavimento en la comunidad a través de mejoras en la pavimentación de carreteras
- **Meta:** Asociarse con otras entidades (incluida la Ciudad de Shafter, el Condado de Kern y el Consejo de Gobiernos Central) para identificar oportunidades, como los fondos de Mitigación de la Congestión y Calidad del Aire, para mejorar los esfuerzos de pavimentación de carreteras en la comunidad donde más se necesita para reducir los impactos en la salud

Banquetas (Nuevo)

- **Tipo de Estrategia:** Asociación
- **Propósito:** Identificar oportunidades para reducir el polvo fugitivo y las millas recorridas en vehículos en la comunidad mediante la instalación de banquetas cerca de escuelas y otros centros comunitarios
- **Meta:** Establecer asociación (Ciudad de Shafter, Condado de Kern y Consejo de Gobiernos de Kern, y otras agencias apropiadas) para identificar oportunidades, como la mitigación de la congestión y financiación de la calidad del aire, para implementar banquetas en la comunidad donde más se necesita para reducir los impactos en la salud
Césped y Jardín: Proporcionar Incentivos Mejorados para los Equipos de Jardín Residenciales

- Tipo de estrategia: Incentivo
- Propósito: Proporcionar aumento de incentivos para el reemplazo de equipos residenciales de césped y jardinería en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Meta: Aumentar el alcance y el acceso a los fondos de incentivos para que se cubra el 100% del costo del equipo, resultando en más participación en el programa para reemplazar 280 unidades de equipo de jardinería de gas en la comunidad con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: $100,000 para reemplazar 280 unidades

Césped y Jardín: Proporcionan Incentivos Mejorados para los Equipos de Jardín Comerciales

- Tipo de estrategia: Incentivo
- Propósito: Aumentar alcance y acceso a programas de incentivos para el reemplazo de equipos de jardinería a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
- Meta: Aumentar el alcance y el acceso a los fondos de incentivo resultando en más participación en el programa para reemplazar 30 equipos de jardinería de gas de grado comercial con alternativas de cero emisiones
- Objetivo: Reducciones en PM y NOx (Cantidad de reducciones de emisiones por ser determinado)
- Incentivos para ser invertidos: $40,000 para reemplazar 30 unidades
Flotillas públicas: mejorar el alcance y el acceso a los fondos de incentivos para los vehículos de la flotillas públicas

• Tipo de estrategia: Incentivo
• Propósito: Aumentar alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguos y altamente contaminantes con vehículos disponibles más limpios que operen dentro y alrededor de Shafter.
• Meta: Trabajar cerca con las agencias públicas, incluida la Ciudad de Shafter y el Condado de Kern, para reemplazar los vehículos ligeros con los programas de incentivos existentes del Distrito, incluido el Programa de Subvenciones de Beneficio Público.
• Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones dependiendo del tipo de vehículo y programa)
• Incentivos para ser invertidos: $100,000. Los incentivos por vehículo se basarán en el tipo de vehículo y el programa.

Vehículos Antiguos/Altamente Contaminantes
Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Para organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de vehículos antiguos y altamente contaminantes
  - El programa proporciona incentivos para las reparaciones relacionadas con las emisiones de vehículos antiguos y altamente contaminantes durante los eventos de fin de semana de Tune In Tune Up
- **Meta:** Fondos actualmente disponibles en el Presupuesto del Distrito para al menos un evento en la comunidad, aumentar la participación de la comunidad en el programa para reparar vehículos de altas emisiones, encontrar fondos para organizar eventos adicionales dentro de los límites de la comunidad
- **Objetivo:** 4.6 toneladas de NOx y 3.1 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- **Incentivos para ser invertidos:** $400,000 para eventos y para 500 reparaciones de vehículos

Vehículos de Pasajeros: Proporcionar Mejor Alcance y Acceso a Opciones de Incentivos

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Para proporcionar mayor alcance y acceso a fondos incentivos para reemplazar vehículos antiguos en la comunidad a través de un NUEVO programa piloto de financiación de incentivos para residentes de Shafter
- **Meta:** Fondos actualmente disponibles en el Presupuesto del Distrito, aumentar la participación de la comunidad en el programa para reemplazar los vehículos de alta emisión que operan en Shafter con vehículos de emisiones más bajas o cero emisiones (eléctricos o híbridos enchufables) al proporcionar un mayor incentivo para solicitantes calificados de bajos ingresos (hasta $10,000 extra en incentivos encima de incentivos existentes, rango mínimo de 120-150 millas)
- **Objetivo:** 1.08 toneladas de NOx, 0.03 toneladas de PM2.5, y 0.24 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- **Incentivos para ser invertidos:** $1,950,000 para reemplazar 100 vehículos
Vehículos de Pasajeros: Proporcionar Fondos Incentivos para Infraestructura de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar fondos incentivos para apoyar la implementación de infraestructura de carga de vehículos eléctricos en la comunidad
- Meta: Aumentar la participación en el programa para la implementación de 17 cargadores de vehículos eléctricos dentro de la comunidad para apoyar la implementación de vehículos eléctricos
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: $100,000 para 17 cargadores de vehículos eléctricos

Vehículos de Pasajeros: Aumentar el Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar el entrenamiento educativo para mecánicos de vehículos eléctricos y para apoyar la implementación de instalaciones adicionales de reparación a vehículos eléctricos en la comunidad según sea posible
- Meta: Aumentar la participación en entrenamientos para mecánicos de vehículos eléctricos que proporcionan servicios a vehículos que operan dentro de la comunidad
- Objetivo: Apoyar las reducciones de emisiones asociadas con la implementación de vehículos eléctricos
- Incentivos para ser invertidos: $30,000 para 2 sesiones de entrenamiento
Implementar un Programa de Vehículo Compartido para Shafter

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: Para reducir las emisiones de PM y NOx en la comunidad a través de la implementación de un programa de vehículo compartido en Shafter
- Meta: Lanzar un programa de vehículo compartido (por ejemplo Miocar, Green Commuter) en la comunidad de Shafter. Los fondos respaldarán el costo de los vehículos, infraestructura y costos de los pasajeros subsidios
- Objetivo: Reducción en PM y NOx (cantidad de reducciones serán determinadas)
- Incentivos para ser invertidos: $250,000 para apoyar el lanzamiento de un programa de vehículo compartido en el área de Shafter

Programa de “Prueba de Manejo” de EV Comunitario

- Tipo de Estrategia: Alcance/Incentivo
- Propósito: El propósito de este programa piloto sería asegurar que un vehículo eléctrico satisfaría las necesidades de una persona o familia antes de cambiar a un vehículo eléctrico al proporcionar incentivos para que un socio local opere un programa de “Prueba de Manejo” de vehículos eléctricos para residentes de Shafter
- Meta: Desplegar 10 vehículos eléctricos de batería con un rango de al menos 150 millas y infraestructura de carga asociada para residentes que deseen “poner a prueba” vehículos eléctricos de batería durante hasta 4 semanas
- Incentivos para ser invertidos: $200,000
Quema Residencial

Quema de Leña Residencial: Proporcionar Incentivos Mejorados para Reemplazar Aparatos de Quema de Leña

• Tipo de Estrategia: Incentivo
• Propósito: Para proporcionar incentivos financieros mejorados para reemplazar los aparatos de quema de leña existentes y las estufas de combustible granulado con gas natural o tecnologías eléctricas (incluyendo bombas de calor eléctricas)
• Meta: Aumentar el alcance y el acceso a los fondos de incentivos resultando en más participación en el programa para reemplazar 100 aparatos de quema de leña en la comunidad con alternativas menos contaminantes
• Objetivo: 98 toneladas de PM2.5 (basado en el promedio de reducciones de emisiones esperadas por cada proyecto)
• Incentivos para ser invertidos: $600,000
**Quema de Leña Residencial: Educar al Público Sobre los Impactos Dañinos**

- **Tipo de Estrategia:** Educación y Alcance
- **Propósito:** Para educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a cambiar a un aparato eléctrico o de gas natural
  - Incluyendo información sobre el programa de Confirma Antes de Quemar/Regla 4901
- **Meta:**
  - Aumento en solicitudes de Burn Cleaner en Shafter
  - Organizar 4 talleres públicos en la sucursal de Shafter de la Biblioteca del Condado de Kern/Centro de Aprendizaje de Shafter
  - Circulación de infografías en al menos 6 espacios comunitarios

**Chimeneas/Calentadores que Queman Leña: Mejorar Cumplimiento para las Restricciones de Quema de Leña**

- **Tipo de Estrategia:** Cumplimiento
- **Propósito:** Para limitar el potencial de PM2.5 localizado asociado con el incumplimiento de las restricciones obligatorias de quema de leña episódica según la Relga del Distrito 4901
- **Meta:** El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad de Shafter en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901
**Quema Al Aire Libre Residencial: Reducir La Actividad Illegal**

- **Tipo de Estrategia:** Alcance
- **Propósito:** Reducir la quema de residuos mediante el alcance y la educación
- **Meta:**
  - Organizar 4 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos a la calidad del aire por la quema de basura
  - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
    - 2 carteles
    - 2 mobiliario urbano (casetas de autobús, quioscos, bancos, cabinas telefónicas, etc)
    - 1 autobús enrutado a través de áreas relevantes (se prefiere de cero emisiones)
  - 2 envíos de tarjetas postales a residentes del condado en áreas rurales

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**Quema al Aire Libre Residencial: Mejorar Cumplimiento para Reducir la Quema Ilegal de Residuos Residenciales**

- **Tipo de Estrategia:** Cumplimiento
- **Propósito:** Para limitar la potencial de PM2.5 localizadas y los efectos tóxicos asociados con la quema al aire libre ilegal de residuos residenciales
- **Meta:** Además de los esfuerzos existentes del Distrito de respuesta de vigilancia y quejas, el personal del Distrito busca realizar un esfuerzo de vigilancia específico dentro de la comunidad de Shafter y las áreas alrededor al menos una vez por trimestre durante los próximos 5 años
Fuentes Móviles de Servicio Pesado

Camiones, Autobuses y Locomotoras

Camiones de Servicio Pesado: Proporcionar Financiamiento de Incentivo Mejorado para Tecnología de Cero y Casi Cero Emisiones

• Tipo de Estrategia: Incentivo
• Propósito: Para proporcionar mejor alcance y acceso a financiamiento de incentivos para tecnologías de camiones limpios de cero y casi cero emisiones que operan dentro de la comunidad (regional, de larga distancia)
• Meta: Reemplazar 60 camiones de diésel antiguos de servicio pesado que operan en Shafter con camiones de casi cero emisiones
• Objetivo: 196.6 toneladas de NOx, 0.54 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
• Incentivos para ser invertidos: $6,000,000
Camiones de Servicio Pesado: Apoyar la Implementación de Camiones de Patio de Cero Emisiones y TRU’s

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos para apoyar la implementación de camiones de patio menos contaminantes, unidades de refrigeración de transporte (TRU’s, por sus siglas en inglés), e infraestructura relacionada en almacenes y otras instalaciones dentro de la comunidad con prioridad en tecnologías de cero emisiones
- Meta: Implementar 30 nuevos camiones de patio o unidades de refrigeración de transporte de cero emisiones, junto con la infraestructura asociada
- Objetivo: 0.09 toneladas de NOx y 5.97 toneladas de PM (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $4,000,000

Camiones Diésel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos en la calidad del aire el asociados con el incumplimiento de la regulación estatal contra el ralentí
- Meta: Asociarse con CARB y la comunidad para identificar las zonas de ralentí conflictivas de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles tales como las escuelas, para orientar los esfuerzos de cumplimiento de las regulaciones del estado dentro de la comunidad. Por lo menos 1 esfuerzo de cumplimiento dirigido contra el ralentí se llevara a cabo cada trimestre durante los próximos 5 años.
Autobuses Escolares: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevos Autobuses Escolares

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mejor alcance y acceso a fondos incentivados para reemplazar autobuses escolares antiguos y altamente contaminantes con nuevos autobuses escolares de cerca o casi cero emisiones que operan dentro y alrededor de Shafter.
- Meta: Reemplazar hasta 8 autobuses escolares, que operan por los distritos escolares de Richland y Kern High con autobuses escolares eléctricos con batería de cero emisiones que operan dentro de la comunidad
- Objetivo: 2.6 toneladas de NOx, 0.26 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $3,200,000 (hasta $400,000 por autobús)

Autobuses de Tránsito: Programa de Incentivos para el Reemplazo de Autobuses de Tránsito para Dial-A-Ride

- Tipo de Estrategia: Incentivo
- Propósito: Para reducir las emisiones en PM2.5 y contaminantes tóxicos del aire al apoyar el uso de tecnología de vehículos de cero emisiones para el transporte público.
- Meta: Ofrecer incentivos para reemplazar 2 vehículos eléctricos para Dial-a-ride en Shafter, incluyendo la financiación para la infraestructura de apoyo necesaria
- Objetivo: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones será determinado)
- Incentivos para ser invertidos: Hasta $400,000
Locomotoras: Mejorar el Alcance y Acceso a Fondos Incentivos para Nuevas Locomotoras

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar mejor alcance y acceso a fondos incentivos para el reemplazo de locomotoras más antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 2 locomotoras de Nivel 0 con locomotoras de Nivel 4
- Objetivo: 126 toneladas de NOx, 2.8 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $5,200,000 (financiando hasta $2,600,000 por locomotora)

Locomotoras: Proporcionar Incentivos para el Motor de Conmutadores Eléctricos para Instalaciones Ferroviarias

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar más alcance y acceso a fondos incentivos para el reemplazo de locomotoras antiguas y altamente contaminantes que operan dentro y alrededor de Shafter con nuevas tecnologías de motores menos contaminante.
- Meta: Reemplazar 3 conmutadores antiguos y altamente contaminantes con nuevas locomotoras de conmutador híbrido de tecnología avanzada/menos contaminante en terminales ferroviarias y otras instalaciones dentro de Shafter
- Objetivo: 57 toneladas de NOx, 1.5 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $4,100,000 (hasta $1,340,875 por locomotora)
Fuentes Industriales

Llamaradas: Modificar la Regla 4311 para Requerir Controles de NOx Ultra Bajos Cuando Sea Factible Tecnológicamente y Económicamente

- Tipo de Estrategia: Regulatorio
- Propósito: Para modificar la Regla 4311 a fin de exigir límites de emisiones ultra-bajos de llamaradas de NOx para las actividades de llamaradas existentes y nuevas en la medida en que dichos controles sean tecnológicamente factibles y económicamente factibles
  - El Distrito ya ha iniciado el proceso de desarrollo de reglas, con la adopción de reglas anticipada en 2020
- Meta: Reducir las emisiones de NOx de las llamaradas sujetas a los requisitos de la Regla 4311 modificada en Shafter
- Objetivo: Reducción estimada de 1.5 toneladas/NOx-año (las llamaradas no producen emisiones significativas de PM2.5)
Fuentes Estacionarias: Evaluar la viabilidad de financiar más reducciones de emisiones de las operaciones de producción de petróleo y gas

- Tipo de Estrategia: Incentivo
- Propósito: Para evaluar la viabilidad de un programa de incentivos para las operaciones de producción de petróleo y gas para financiar la instalación de tecnologías que reduzcan aún más las emisiones
- Meta: Trabajar con las operaciones de producción de petróleo y gas en el área de Shafter para identificar posibles oportunidades de reducción de emisiones, a través del examen de la factibilidad de las siguientes estrategias, identificando los fondos disponibles para ayudar a la implementación:
  - La electrificación de gatos de la bombas petróleo que actualmente funcionan con motores de combustión interna
  - Otras fuentes de emisiones identificadas para la consideración del comité en el futuro
- Objetivo: Reducciones en PM 2.5 y tóxicos del aire de combustión

Fuentes Estacionarias: Frecuencia de Inspección Mejorada

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos de calidad del aire asociado con el incumplimiento de los estándares de emisión establecido por un permiso, regla o reglamento del Distrito
- Meta: El personal del Distrito inspeccionará cada instalación que ha tenido una violación de emisiones en los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero.
**Fuentes Estacionarias: Programa Piloto de Capacitación para la Realización de Auto Inspecciones en Gasolineras**

- **Tipo de Estrategia:** Asistencia de Cumplimiento
- **Propósito:** Para limitar el potencial de los impactos en la calidad del aire asociados con los defectos de la recuperación de vapor en las gasolineras
- **Meta:** Desarrollar un nuevo programa piloto de capacitación para instruir a los operadores de gasolineras en conducir auto inspecciones exhaustivas de sistemas de recuperación de vapor para ayudar en la identificación y la reparación los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación a cada operador de cada gasolinera en la comunidad.

**Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada**

- **Tipo de Estrategia:** Alcance, Incentivo
- **Propósito:** Para proporcionar incentivos para fuentes estacionarias dentro de la comunidad para instalar tecnología de control avanzado, más allá de los controles existentes, que de otro modo no sería económicamente factible instalar
  - El estado está desarrollando actualmente una guía de financiamiento para tales proyectos
  - Identificará los tipos de instalaciones no identificadas en el CERP, trabajara con socios dispuestos a implementar controles
- **Meta:** La disponibilidad de fondos, y la cantidad y el tipo de proyectos, se desarrollarán, con el aporte del comité directivo, cuando el guía de financiamiento estatal esté disponibles para fondos de fuentes estacionarias
- **Objetivo:** Reducciones de PM2.5 y/o Contaminantes de Tóxicos de Aire (cantidad de reducciones por ser determinado)
Operaciones Agrícolas

Electrificación de Mezcla de Alimentación Láctea: Proporcionar Incentivos para Equipos Eléctricos de Mezcla de Alimentación Láctea

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar un mayor nivel de incentivos para los equipos eléctricos de mezcla de alimentos lácteos y equipos asociados (camiones de alimentación, cargadores de ruedas, empujadores de alimentación) para las operaciones de productos lácteos cerca de la comunidad de Shafter
- Meta: Financiar equipos eléctricos de mezcla de alimentación para 5 lecherías cerca de Shafter
- Objetivo: 350 toneladas de NOx, 18 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $6,500,000
Recolección de Nueces: Proporcionar Incentivos para Recolectores de Nueces de Tecnología de Bajo Polvo

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos convencionales de recolección de nueces que operan en tierras agrícolas que rodean a Shafter con equipo de recolección de nueces nuevos y de bajo polvo
- Meta: Reemplazar 25 piezas de equipo convencional de recolección de nueces con equipo de recolección de nueces nuevos y de bajo polvo
- Objetivo: 42.5 toneladas de NOx, 0.34 toneladas de PM2.5 de combustión, 90 toneladas de PM2.5 fugitivas (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $2,500,000

Quema Agrícola al Aire Libre: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de los impactos localizados de PM2.5 asociados con la quema agrícola al aire libre, al proporcionar un mejor acceso a los fondos para el Programa de Incentivos de Alternativas a la Quema Agrícola al Aire Libre del Distrito para agricultores en Shafter y el área circundante
- Meta: Financiar hasta 2,000 acres de prácticas alternativas
- Objetivo: 210 toneladas de PM2.5
- Incentivos para ser invertidos: $1,000,000
Prácticas Agrícolas en el Campo: Promover la Implementación de Prácticas de Cultivo de Conservación

- Tipo de Estrategia: Alcance y Educación
- Propósito: Para reducir aún más el potencial de emisiones de partículas fugitivas (PM) localizadas asociadas con las prácticas agrícolas en el campo
- Meta: Trabajar con grupos agrícolas locales para llevar a cabo actividades de alcance enfocadas para promover una implementación más generalizada de las prácticas de cultivo de conservación, como el cultivo de cobertura, sin cultivo, cultivo baja, cultivo y agricultura de precisión

Motores Agrícolas: Proporcionar Incentivos para Reemplazar Motores de Bombas Agrícolas de Diésel con Motores Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para proporcionar aumentos en los fondos de incentivos, hasta el 90% del costo, para el reemplazo de motores de bombas agrícolas diesel o de gas natural existentes con motores eléctricos dentro y alrededor de Shafter, incluyendo fondos de capital para equipos y extensión de líneas eléctricas.
- Meta: Financiar el reemplazo de 10 motores de bombas agrícolas existentes con motores eléctricos cerca de la comunidad de Shafter.
- Objetivo: 90 toneladas de NOx, 4 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $345,000
Motores Agrícolas: Trabajar con PUC y Servicios Públicos para Desarrollar la Estructura de Tarifas de Servicios Públicos Preferidas para Motores de Bombas Agrícolas Eléctricas

- Tipo de Estrategia: Política/Abogacia
- Propósito: Trabajar con la Comisión de Servicios Públicos (PUC) y las empresas de servicios públicos para desarrollar tarifas de servicios públicos preferidas para reemplazar los motores de bomba agrícola de diésel existentes con motores eléctricos
- Meta: Abogar por el establecimiento de una estructura de tarifas preferida de la PUC y los servicios públicos para motores eléctricos de bombas agrícolas
- Objetivo: Reducciones de PM2.5 y/o contaminantes tóxicos del aire (cantidad de reducciones a determinar)

Equipo Agrícola: Proporcionar Incentivos para Reemplazar Equipo Agrícola de Diésel con Equipo Disponible Más Limpio

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de equipos agrícolas más antiguos y de alta contaminación (por ejemplo, tractores) que operan dentro y alrededor de Shafter con equipos nuevos y más limpios a través del Programa de Incentivos para motores de Servicio Pesado del Distrito
- Meta: Reemplazar 100 piezas de equipo agrícola de diésel con equipo disponible nuevo y equipo disponible más limpio
- Objetivo: 750 toneladas de NOx, 60 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $5,000,000
Camiones para Lácteos: Proporcionar Incentivos para el Reemplazo de Camiones para Lácteos con Camiones de Cero o Casi Cero Emisiones

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivo para el reemplazo de camiones para lácteos de diésel que operan en Shafter y sus alrededores con camiones nuevos de cero emisiones o casi cero emisiones
- Meta: Reemplazar 20 camiones para lácteos de diésel más antiguos con camiones nuevos de cero o casi cero emisiones
- Objetivo: 128 toneladas de NOx, 0.4 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $2,000,000 (cantidad de financiamiento hasta $100,000 por camión)

Digestores de Lácteos: Apoyar las operaciones lecheras cerca de Shafter en la instalación de digestores lácteos

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar las operaciones lecheras cerca de la Ciudad de Shafter en la instalación instalación de digestores lácteos, que capturan las emisiones de metano para uso productivo en la producción de energía
- Meta: Trabajar en colaboración con CDFA y representantes de la industria para garantizar que los digestores financiados a través de nuevos programas Estatales se diseñen e implementen para proteger la calidad del aire (es decir, inyección de tuberías, proyectos de combustible de fuente móvil)
- Objetivo: No se reducen los contaminantes de criterio como resultado de esta medida, de hecho un aumento en los contaminantes de criterio puede resultar de los digestores que no están diseñados de manera que mitiguen o eliminen los contaminantes de criterio
Prácticas Alternativas de Manejo de Estiércol: Apoyar a las Granjas Lecheras cerca de Shafter en la Implementación de Estrategias Alternativas de Manejo de Estiércol

• Tipo de Estrategia: Alcance e Incentivo
• Propósito: Apoyar a las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo de estiércol que ayudan a reducir aún más las emisiones de VOCs, amoníaco, y metano, a través de fondos y programas educativos sobre programas disponibles a través de agencias estatales
• Meta:
  – La cantidad y tipo de proyectos, y la disponibilidad de fondos, se desarrollarán con el aporte del comité directivo cuando estén disponibles las pautas de financiamiento estatales
  – El Distrito trabajará con grupos agrícolas locales para llevar a cabo actividades de alcance para promover estrategias alternativas de manejo de estiércol

Pesticidas

• Noticias de CARB: DPR y CARB se comprometen a incluir en las acciones del CERP para abordar los pesticidas y están trabajando juntos para elaborar estrategias que se incluirán a fines de agosto
Estrategias de Reducción de la Exposición

Sistemas de Filtración de Aire en Escuelas Comunitarias

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Incentivar la compra e instalación de sistemas avanzados de filtración en escuelas y guarderías
- Meta: Programa piloto- Reunirse con los administradores/personal para inspeccionar el equipo actual; ayudar a financiar mejoras a filtros de alta eficiencia cuando los HVAC lo permiten; financiar limpiadores de aire portátiles para escuelas con sistemas HVAC más antiguos
- Incentivos para ser invertidos: Aproximadamente $100,000 para filtros de aire WINIX, además de los filtros HEPA y filtros MERV-14 de reemplazo
Escuelas HAL: Aumentar la Participación

- Tipo de Estrategia: Alcance, Reducción de la Exposición
- Propósito: Reducir la exposición de los niños al aire contaminado mediante el aumento de la inscripción en el programa de Escuelas de Aire Limpio, Vida Sana
- Meta:
  - Reunirse con el personal de ambos distritos escolares en Shafter
  - Buscar la adopción de el guía ROAR en ambos distritos escolares en el área
  - Asistir a 4 eventos escolares, reuniones de organización de padres
  - Asociarse con servicios familiares en el distrito para ofrecer información y materiales

Barreras Vegetativas: Proveer Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Proporcionar incentivos para la instalación de barreras vegetativas alrededor o cerca de las fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Meta: Trabajar de cerca con la comunidad, la ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo de proyectos se desarrollará con el aporte del comité directivo y se financiará a medida que se identifiquen las fuentes de financiamiento
- Objetivo: Cantidad de reducciones por determinar
Reducción de la Exposición: Mitigar la exposición interior a la contaminación del aire a través de la climatización y una mayor eficiencia energética

- Tipo de Estrategia: Incentivo, Reducción de la Exposición
- Propósito: Reducir la exposición en interiores a la contaminación del aire en las residencias incentivando las mejoras a la climatización que ahorran energía
- Meta: El Distrito trabajará con socios en el Departamento de Desarrollo y Servicios Comunitarios de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder al Programa Estatal de Bajos Ingresos (LIWP) y los incentivos del Programa de Asistencia de Climatización (WAP)
- Objetivo: Organizar una reunión de la comunidad donde el Departamento de Desarrollo y Servicios Comunitarios de California asiste y educa a la comunidad sobre el programa LIWP o WAP

Ecologización Urbana/Silvicultura: Identificar oportunidades para aumentar la ecologización urbana y la silvicultura en la comunidad

- Tipo de Estrategia: Asociación, Reducción a la Exposición
- Propósito: Incrementar la ecologización urbana y la silvicultura en la comunidad a través de asociaciones con otras entidades
- Meta: Asociarse con otras entidades (por ejemplo, la Ciudad de Shafter, la Agencia de Recursos Naturales, CAL Fire) para identificar recursos o programas nuevos o existentes (Programa Per Capita, Programa de Subvenciones Forestales Urbanas y Comunitarias) que pueden proporcionar fondos para aumentar la ecologización urbana y la silvicultura en la comunidad plantando hasta 1000 árboles
- Objetivo
  - Cuantificación de los beneficios de la calidad del aire de la ecologización urbana pequeña, variable
  - Los estudios han demostrado varios otros beneficios para la comunidad, incluida una reducción de PM2.5 y VOC, mitigación de islas de calor y embellecimiento de la comunidad
Estrategia de reducción de ralentí: Proteger los receptores sensibles

• Tipo de Estrategia: Alcance, Reducción de la Exposición
• Propósito: Reducir la exposición de individuos sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y adultos de tercera edad
• Meta:
  - Distribuir 10 equipos de carteles en inglés/español de "Apague el Motor" a escuelas, bibliotecas, centros para adultos de tercera edad, parques, hogares de ancianos, pediatras, guarderías y centros médicos
  - Desarrollar y distribuir infografías de reducción del ralentí en cada ubicación
  - Desarrollar y entregar 4 presentaciones sobre los impactos del escape de los vehículos, las escuelas HAL y los recursos disponibles

Estrategia de Alcance de Calidad del Aire a la Comunidad

• Tipo de Estrategia: Alcance, Reducción de la Exposición
• Propósito: Proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire actuales y las medidas que el público puede tomar para protegerse durante episodios de mala calidad del aire.
• Meta:
  - Lanzar campañas en redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
  - Asociarse con organizaciones civiles locales y otras organizaciones de la comunidad para organizar talleres sobre una variedad de temas de calidad del aire en las bibliotecas, centros comunitarios, centros de salud y escuelas.
• Objetivo: Aumento en el conocimiento de la comunidad con respecto a las condiciones de calidad del aire y las herramientas disponibles a través de registraciones de myRAAN, descargas de aplicaciones, seguidores de redes sociales
Compartiendo Esfuerzos de Aire Limpio y Cómo las Comunidades También Pueden Participar

- Tipo de Estrategia: Alcance
- Propósito: Aumentar el conocimiento de los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles organizando eventos de alcance dentro de la comunidad.
- Meta:
  - El Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire en temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o para personas de tercera edad, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools

Información del Contacto

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

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síguenos en las redes sociales

Utilice la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire.
## Incentive Program for Replacing Older Diesel Locomotives with New Clean-Engine Technology

| HD.6 SJVAPCD | Incentive Program for Replacing Older Diesel Locomotives with New Clean-Engine Technology | 2.8 126 | x | 2 | Locomotives | $ 5,200,000.00 |
| HD.7 SJVAPCD | Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean-Engine Technology | 1.5 57 | x | 3 | Switcher Locomotives | $ 4,500,000.00 |

### Industrial Sources

| IS.1 SJVAPCD | Flares - Amend Rule 4311 | 1.5/year | x | | | |
| IS.2 SJVAPCD | Evaluate feasibility of funding further emissions reductions from oil and gas production operations | TBD | TBD | TBD | TBD | TBD |
| IS.3 SJVAPCD | Enhanced Inspection Frequency | * | * | | | |
| IS.4 SJVAPCD | Pilot Training Program for Conducting Self-Inspections at Gas Stations | * | * | | | |
| IS.5 SJVAPCD | Provide incentives to install Advanced Control Technology | TBD | TBD | TBD | TBD | TBD |

### Agricultural Operations

| A.1 SJVAPCD | Provide Incentives for Electric Dairy Feed Mixing Equipment | 18 350 | x | 5 | Feed mix equipment sets | $ 6,500,000.00 |
| A.2 SJVAPCD | Provide Incentives for Low-Dust Nut Harvesters | 90 42.5 | x | 25 | Harvesters | $ 2,500,000.00 |
| A.3 SJVAPCD | Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation) | 210 | * | x | 2000 | Acres | $ 1,000,000.00 |
| A.4 SJVAPCD | Promote Implementation of Conservation Tillage Practices | TBD 90 | TBD | x | TBD | Acres | |
| A.5 SJVAPCD | Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors | 4 90 | x | 10 | Engines | $ 230,000.00 |
| A.7 SJVAPCD | Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment | 60 750 | x | 100 | Tractors | $ 5,000,000.00 |
| A.8 SJVAPCD, CDFA, NRCS | Support dairy operations near Shafter in installing dairy digesters | 0.4 128 | x | 20 | Trucks | $ 2,000,000.00 |
| A.9 SJVAPCD, CDFA, NRCS | Support dairy farms near Shafter in implementing Alternative Manure Management Strategies | TBD | x | 10 | Dairies | |
| A.10 SJVAPCD, CDFA, NRCS | Support dairy farms near Shafter in implementing Alternative Manure Management Strategies | TBD | x | 10 | Dairies | |

### Exposure Reduction Measures

| SC.1 SJVAPCD | Air Filtration Systems in Community Schools | * | * | * | TBD | Filtration Systems | $ 100,000.00 |
| SC.2 SJVAPCD | HAI Schools: Increase Participation | * | * | * | | | |
| VB.1 SJVAPCD, Partners | Provide Incentives for installation of vegetative barriers around/near sources of concern | * | * | * | TBD | TBD | TBD |
| IAQ.1 CAPK, CSD, SJVAPCD | Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency | * | * | * | | | |
| UG.1 SJVAPCD, Partners | Increased urban greening and forestry in the community | * | * | * | 1000 | Trees Plant | |
| IR.1 SJVAPCD | Idling-Reduction Strategy: Protect Sensitive Receivers | * | * | * | | | |
| O.1 SJVAPCD | Outreach: Community Air Quality Outreach Strategy | * | * | * | | | |
| O.2 SJVAPCD | Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved | * | * | * | | | |

### Totals

| | | | | | | $ 44,700,000.00 |

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target
x = measure will result in reduction of toxic air contaminants
TBD = To Be Determined
Summary Sheet: Proposed emission reduction and exposure reduction strategies for the Shafter Community Steering Committee feedback
August 5, 2019

### Land Use / Urban Sources

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Draft Measure</th>
<th>PM2.5</th>
<th>NOx</th>
<th>Toxics</th>
<th># of Units</th>
<th>Type of Unit</th>
<th>Incentive Funding</th>
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<tbody>
<tr>
<td>SD.1</td>
<td>PUC</td>
<td>Seek incentives for local businesses and homeowners to install solar power and energy storage</td>
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<td>TBD</td>
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<tr>
<td>CC.1</td>
<td>SJVAPCD</td>
<td>Incentives to reduce PM from commercial underfired charbroilers</td>
<td>TBD</td>
<td>x</td>
<td>2</td>
<td>Control Systems</td>
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<tr>
<td>LU.1</td>
<td>SJVAPCD, City</td>
<td>New Construction: Provide assistance during the CEQA process</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>TBD</td>
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<td>LU.2</td>
<td>SJVAPCD, City</td>
<td>Land Use/Sustainable Development: Implement Projects that Reduce VMT</td>
<td>*</td>
<td>*</td>
<td>x</td>
<td>TBD</td>
<td>TBD</td>
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<tr>
<td>LU.3</td>
<td>SJVAPCD, City</td>
<td>Land Use: Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Fueling Station</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>TBD</td>
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<td>LU.4</td>
<td>CARB, HSRA</td>
<td>Construction Emissions: High Speed Rail Construction</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
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<tr>
<td>RD.1</td>
<td>City, CalTrans</td>
<td>Road Dust: Evaluate increasing frequency of street sweeping</td>
<td>*</td>
<td></td>
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<td>TBD</td>
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<tr>
<td>RD.2</td>
<td>City, COGs, County</td>
<td>Road Dust: Road paving and sidewalk installations</td>
<td>*</td>
<td></td>
<td></td>
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<tr>
<td>LG.1</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents)</td>
<td>TBD</td>
<td>TBD</td>
<td>x</td>
<td>280</td>
<td>Lawn &amp; Garden Units</td>
<td>$100,000.00</td>
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<tr>
<td>LG.2</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Outreach and Access to incentives for Replacement of Commercial Lawn and Garden Equipment</td>
<td>TBD</td>
<td>TBD</td>
<td>x</td>
<td>30</td>
<td>Lawn &amp; Garden Units</td>
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<tr>
<td>PF.1</td>
<td>SJVAPCD</td>
<td>Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Vehicles</td>
<td>$100,000.00</td>
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### Older/High Polluting Passenger Cars

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Draft Measure</th>
<th>PM2.5</th>
<th>NOx</th>
<th>Toxics</th>
<th># of Units</th>
<th>Type of Unit</th>
<th>Incentive Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1</td>
<td>SJVAPCD</td>
<td>Host Tune-In Tune-Up Events within Community</td>
<td>*</td>
<td>4.6</td>
<td>x</td>
<td>500</td>
<td>Vehicle Repairs</td>
<td>$400,000.00</td>
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<td>C.2</td>
<td>SJVAPCD</td>
<td>Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-In Hybrid Vehicles</td>
<td>0.03</td>
<td>1.08</td>
<td>x</td>
<td>100</td>
<td>Clean-air Vehicles</td>
<td>$1,950,000.00</td>
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<td>C.3</td>
<td>SJVAPCD</td>
<td>Incentive Program for Installation of EV Charging Infrastructure</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>17</td>
<td>EV Chargers</td>
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<td>C.4</td>
<td>SJVAPCD</td>
<td>Increased Educational Training for EV Mechanics</td>
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<td>*</td>
<td>2</td>
<td>Training Events</td>
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<tr>
<td>C.5</td>
<td>SJVAPCD</td>
<td>Incentive Program for Launch of Car Share Program for Community</td>
<td>TBD</td>
<td>TBD</td>
<td>x</td>
<td>1</td>
<td>Car Share Program</td>
<td>$250,000.00</td>
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<td>C.6</td>
<td>SJVAPCD</td>
<td>Community EV &quot;Test Drive&quot; Program</td>
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<td>1</td>
<td>EV Test Drive Program</td>
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### Residential Burning

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<th>Implementing Agency</th>
<th>Draft Measure</th>
<th>PM2.5</th>
<th>NOx</th>
<th>Toxics</th>
<th># of Units</th>
<th>Type of Unit</th>
<th>Incentive Funding</th>
</tr>
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<tbody>
<tr>
<td>RB.1</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Incentives to Replace Wood Burning Devices</td>
<td>98</td>
<td>*</td>
<td>x</td>
<td>200</td>
<td>Devices</td>
<td>$600,000.00</td>
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<td>RB.2</td>
<td>SJVAPCD</td>
<td>Educate Public About Harmful Impacts of Wood Burning</td>
<td>*</td>
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<td>RB.3</td>
<td>SJVAPCD</td>
<td>Enhanced Enforcement of Wood Burning Curtailments</td>
<td>*</td>
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<td>RB.4</td>
<td>SJVAPCD</td>
<td>Outreach to Reduce Illegal Activity</td>
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<td>RB.5</td>
<td>SJVAPCD</td>
<td>Enhanced Enforcement to Reduce Illegal Burning of Residential Waste</td>
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### Heavy Duty Mobile Sources

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<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Draft Measure</th>
<th>PM2.5</th>
<th>NOx</th>
<th>Toxics</th>
<th># of Units</th>
<th>Type of Unit</th>
<th>Incentive Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD.1</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology</td>
<td>196.6</td>
<td>0.54</td>
<td>x</td>
<td>60</td>
<td>Trucks</td>
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<td>HD.2</td>
<td>SJVAPCD</td>
<td>Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)</td>
<td>5.97</td>
<td>0.09</td>
<td>x</td>
<td>30</td>
<td>Yard Trucks or TRUs</td>
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<td>HD.3</td>
<td>CARB, SJVAPCD</td>
<td>Enhanced Enforcement of Statewide Anti-Idling Regulation</td>
<td>*</td>
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<td>HD.4</td>
<td>SJVAPCD</td>
<td>Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology</td>
<td>0.26</td>
<td>2.6</td>
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<td>8</td>
<td>School Buses</td>
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<td>Incentive Program for Transit Bus Replacement for Dial-a-Ride</td>
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<td>TBD</td>
<td>x</td>
<td>TBD</td>
<td>Electric Transit Vehicles</td>
<td>$400,000.00</td>
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* * *
Hoja resumen: Propuesta de reducción de emisiones y estrategias de reducción de exposición para los comentarios del Comité Directivo de la Comunidad Shafter
5 de agosto de 2019

<table>
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<tr>
<th>Medida</th>
<th>Agencia Ejecutora</th>
<th>Proyecto de Medida</th>
<th>PMZ.S</th>
<th>NOx</th>
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<th># de Unidades</th>
<th>Tipo de Unidad</th>
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<tr>
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**Vehículos Pasajeros Atípicos/Altamente Contaminantes**

| C.1    | SJVAPCD           | Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad | *    | 4.6  | x      | 500            | Reparaciones de Vehículos | $400,000.00        |
| C.2    | SJVAPCD           | Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros de Batería Eléctricos o Vehículos Híbridos Encuadrados | 0.93  | 1.08 | x      | 100            | Vehículos de Aire Limpio | $1,950,000.00      |
| C.3    | SJVAPCD           | Programa de Incentivos para la Instalación de Infraestructura de Carga EV | *    | *    | *      | 17             | Cargadores EV             | $100,000.00        |
| C.4    | SJVAPCD           | Aumento de la Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos | *    | *    | *      | 2              | Eventos de Entrenamiento | $30,000.00         |
| C.5    | SJVAPCD           | Programa de Incentivos para el Lanzamiento del Programa de Compartido de Vehículo para la Comunidad | TBD   | TBD | x      | 1              | Programa de Compartido de Vehículo | $750,000.00    |
| C.6    | SJVAPCD           | Programa de "Prueba de Manejo" de EV Comunitario | *    | *    | *      | 1              | Programa de Prueba de Manejo EV | $200,000.00    |

**Quema Residencial**

| RB.1   | SJVAPCD           | Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña | 98    | *    | *      | 100            | Aparatos               | $600,000.00        |
| RB.2   | SJVAPCD           | Educar al Público Sobre los Impactos Dañinos de la Quema de Leña | *    | *    | *      |                |                        |                    |
| RB.3   | SJVAPCD           | Cumplimiento Mejorado para las Restricciones de la Quema de Leña | *    | *    | *      |                |                        |                    |
| RB.4   | SJVAPCD           | Alcance para Reducir la Actividad Ilegal | *    | *    | *      |                |                        |                    |
| RB.5   | SJVAPCD           | Cumplimiento Mejorado para Reducir la Quema ilegal de Residuos Residenciales | *    | *    | *      |                |                        |                    |

**Fuentes Móviles de Servicio Pesado**

<p>| HD.1   | SJVAPCD           | Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones | 196.6 | 0.54 | x      | 60             | Camiones             | $6,000,000.00      |
| HD.2   | SJVAPCD           | Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRU) | 5.97  | 0.09 | x      | 30             | Camiones de Patio o TRUs | $4,000,000.00      |
| HD.3   | CARB, SJVAPCD     | Aplicación Mejorada de la Regulación Estatal Contra el Ralentí | *    | *    | *      |                |                        |                    |
| HD.4   | SJVAPCD           | Programa de Incentivos para Reemplazar los Autobuses Escolares de Diesel Antiguos con Tecnología de Cero o Casi Cero Emisiones | 0.26  | 2.6  | x      | 8              | Autobuses Escolares   | $3,200,000.00      |
| HD.5   | SJVAPCD           | Programa de Incentivos para el Reemplazo del Autobuses de Tránsito para Dial-a-Ride | TBD   | TBD | TBD     | Vehículos de Tránsito Eléctrico | $400,000.00        |
| HD.6   | SJVAPCD           | Programa de Incentivos para Reemplazar Locomotoras de Diesel Antiguas con Nueva Tecnología de Motor Menos Contaminante | 2.8   | 126  | x      | 2              | Locomotores           | $5,200,000.00      |</p>
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**Fuentes Industriales**

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**Operaciones Agrícolas**

| A.1 | SIVA| Proporcionar incentivos para equipos eléctricos de mezcla de alimentos lácteos | 18 | 350 | x | 5 | Equipos de Mezcla para Alimentos | $6,500,000.00 |
| A.2 | SIVA| Proporcionar incentivos para Cosechadoras de Nueces de Pino Bajo | 90 | 42.5 | x | 25 | Cosechadoras | $2,500,000.00 |
| A.3 | SIVA| Proporcionar Incentivos para Alternativas a la Quema Agrícola ( triturar/Incorporación de suelo) | 210 | * | x | 2000 | acres |
| A.4 | SIVA| Promover la Implementación de Prácticas de Conservación de Cultivo | TBD | TBD | x | TBD | acres |
| A.5 | SIVA| Proporcionar Incentivos para Reemplazar los Motores Diesel de Bomba Agrícola con Motores Eléctricos | 4 | 90 | x | 10 | Motores |
| A.7 | SIVA| Proporcionar Incentivos para Reemplazar Equipos Diesel Agrícolas (tractores) con los Equipos Máis Límpios Disponibles | 60 | 750 | x | 100 | Tractores | $5,000,000.00 |
| A.8 | SIVA| Proporcionar Incentivos para el Reemplazo de Camiones de Lácteos con Camiones de Cero o Casi Cero Emisiones | 0.4 | 128 | x | 20 | Camiones | $2,000,000.00 |
| A.9 | SIVA| Programa de Reemplazo de Lecherías Cerca de Shafter en la instalación de Digestores Lácteos | x | 10 | Lecherías |
| A.10 | SIVA| Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas | TBD | TBD | x | 10 | Lecherías |
| A.11 | SIVA| Medidas de Pesticidas (Bajo Desarrollo Por CARB y DPR) | x |

**Medidas de Reducción de la Exposición**

| SC.1 | SIVA| Sistemas de Filtración de Aire en Escuelas Comunitarias | * | * | * | TBD | Sistemas de Filtración | $100,000.00 |
| SC.2 | SIVA| Escuelas HAL: Aumentar la Participación | * | * | * | TBD |
| VB.1 | SIVA| Proporcionar Incentivos para la Instalación de Barreras Vegetales Alrededor/Cerca de Fuentes de Preocupación | * | * | TBD | TBD |
| IAQ.1 | SIVA| Mejorar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética | TBD |
| UG.1 | SIVA| Aumentar el Desarrollo Ecológico Urbano y Forestal en la Comunidad | TBD |
| IR.1 | SIVA| Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles | TBD |
| O.1 | SIVA| Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire | TBD |
| O.2 | SIVA| Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar | TBD |

| TOTALS | TBD | 590 | 1552 | TBD | $44,700,000.00 |

* = se esperan reducciones de emisiones y/o exposición a partir de esta medida, pero no serán un objetivo cuantificable
x = medida dará como resultado la reducción de contaminantes tóxicos del aire
TBD = Por Ser Determinado
Agenda for Shafter Community Steering Committee Meeting #12
August 12, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.

2. Welcome and Introductions 5:30 p.m.
   • Review of meeting goals

3. Ongoing Community Emission Reduction Plan Development 5:45 p.m.
   • Review first draft of Shafter CERP
     Valley Air District Staff
     CARB Staff
     Steering Committee

4. Wrap-up and Next Steps 7:00 p.m.
   • Meeting takeaways and next steps
   • Next Steering Committee meeting: August 26, 2019

5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org
Agenda para el Comité Directivo Comunitario de Shafter
Reunión #12
12 de agosto de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones
   • Repaso de objetivos de la reunión 5:30 p.m.
3. Desarrollo Continuo del Plan de Reducción de Emisiones Comunitarias
   • Repaso del primer borrador del CERP de Shafter 5:45 p.m.

   Personal del Distrito del Aire del Valle
   Personal CARB
   Comité Directivo

4. Concluir y Próximos Pasos 7:00 p.m.
   • Puntos importantes de la reunión y próximos pasos
   • Próxima reunión del Comité Directivo: 26 de agosto de 2019

5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org
Shafter
Community Emissions Reduction Program (CERP) Development

August 12, 2019

Jessica Coria, Senior Air Quality Specialist
San Joaquin Valley Air Pollution Control District
Community Emissions Reduction Program

• Draft CERP published today—huge thanks to Steering Committee

• Elements of a CERP include:
  – Understanding the community
  – Community partnerships & public engagement
  – What are the community air quality challenges and concerns?
  – How can we collectively address these challenges and concerns?
  – Implementation schedule
  – Enforcement plan
  – Metrics to track progress over time

• Guidance on CERPs included in CARB’s Community Air Protection Blueprint: Appendix C
Next Steps for CERP Development

• Comments and suggestions received on and after August 5, 2019 Steering Committee Meeting
  - District, working with other agencies, continues to review those comments and incorporate them into updated set of measures
  - These comments are NOT yet reflected in the Draft CERP
• District will release an updated Draft CERP in late August
  - Possible changes to measures based on community feedback
  - Will incorporate responses from other responsible agencies
  - Comment period after publication
• Upcoming CSC Meetings: August 26 & September 5, 2019
• Public workshop on CERP planned for August 28, 2019
Upcoming CERP Development Timeline

August
Committee finalize input on CERP

September
CERP adopted by District Governing Board

October
Adopted CERP sent to CARB for approval

February
CARB Board Hearing to adopt CERP

Ongoing
Implementation & Annual Reports

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
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

Follow us on social media

Use the Valley Air App for the latest air quality info.
Shafter
Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

12 de agosto de 2019

Jessica Coria, Especialista en la Calidad del Aire
Distrito para el Control de la Contaminación del Aire
del Valle de San Joaquín
Programa de Reducción de Emisiones de la Comunidad

- El Borrador del CERP se publicó hoy – muchas gracias al Comité Directivo
- Los elementos de un CERP incluyen:
  - Conocimiento de la comunidad
  - Colaboraciones comunitarias y compromiso público
  - ¿Cuáles son los desafíos y preocupaciones de la calidad del aire de la Comunidad?
  - ¿Cómo podemos abordar colectivamente estos desafíos y preocupaciones?
  - Calendario de Implementación
  - Plan de cumplimiento
  - Métricas para seguir el progreso a través del tiempo
- Guía sobre los CERP incluidos en el Plan de Protección del Aire de la Comunidad de CARB: Apéndice C
Próximos Pasos para el Desarrollo del CERP

- Comentarios y sugerencias recibidos a partir de la reunión del Comité Directivo del 5 de agosto de 2019
  - El Distrito, trabajando con otras agencias, continúa repasando esos comentarios y los incorporará en las medidas actualizadas
  - Estos comentarios aún NO se reflejan en el Borrado del CERP

- El Distrito lanzará un Borrador actualizado del CERP a fines de agosto
  - Posibles cambios en las medidas basadas en los comentarios de la comunidad
  - Incorporará respuestas de otras agencias responsables
  - Período de comentarios después de la publicación

- Próximas reunions del Comité: 26 de agosto y 5 de septiembre de 2019

- Taller público sobre el CERP previsto para el 28 de agosto de 2019
Próximos Plazos del Desarrollo del CERP

- **agosto**: El comité finaliza los comentarios sobre el CERP
- **septiembre**: CERP adoptado por la Mesa Directiva del Distrito
- **octubre**: CERP adoptado enviado a CARB para su aprobación
- **febrero**: Audencia de la Mesa Directiva de CARB para adoptar el CERP
- **Regularmente**: Implementación e Informes Anuales
Información del Contacto

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

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500
www.valleyair.org

Síguelos en las redes sociales

Utilice la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire.
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 the most stringent stationary source control program in the nation through nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Additionally, California has led the nation in implementing the most stringent mobile source emission reduction program through a variety of regulatory and incentive-based measures that have reduced emissions from passenger vehicles, heavy duty trucks, off-road equipment, and other mobile sources. Ongoing implementation of clean air strategies to improve the Valley’s air quality and attain state and federal air quality standards have included a wide-range of measures, including technology-forcing regulations, strong public education and outreach regarding air quality, and significant incentive investments to deploy clean-air technologies in Valley communities.

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 federal air quality standard. Overall, Valley NOx emissions (key precursor to both ozone and PM2.5) have dropped by over 70%, with emissions from stationary sources reduced by 90%, cancer risk from exposure to air pollutants reduced by 90%, population exposure to elevated PM2.5 levels reduced by 85%, and population exposure to elevated ozone levels reduced by 90%.

Despite these regional air quality improvements, significant concern has been expressed by residents of disadvantaged communities and their advocates, and 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 Shafter was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of two first-year communities in the San Joaquin Valley 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.

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 Community Emissions Reduction Program, the District has worked closely with CARB, the Community Steering Committee, and the public, including other local agencies, community-based organizations, community members, environmental organizations, regulated industry representatives, and other key stakeholders to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Shafter. 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 Shafter.

This Community Emission Reduction Program (CERP), prepared in coordination and consultation with the Community Steering Committee, provides a description of the community of Shafter, including geographical boundaries and socioeconomic factors impacting community residents, and a technical analysis that describes the sources of pollution impacting the community, as well as the location of sensitive receptors within the community. In addition, 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, metrics for tracking emission reductions in annual reporting and at the five-year milestone are discussed in detail.

This draft CERP anticipates investing $45 million in emission reduction incentives for cleaner cars and trucks, and a variety of other clean air projects in the Shafter area. These efforts are projected to achieve approximately 480 tons of PM2.5 reductions and 1,560 tons of NOx reductions (for this first draft publication, these quantified emission reductions only include District measures, but other state-wide strategies will achieve additional emission reductions to be totaled prior to CERP finalization) 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 and increased awareness of the community's air quality challenges and the resources available to help the public reduce emissions and avoid exposure to air pollution.
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1. INTRODUCTION

1.1 IMPLEMENTATION OF AB 617 IN SHAFTER

The implementation of Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) has brought additional clean air resources and strategies to Valley communities that are 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; to develop and implement community-specific air quality monitoring networks; to implement, and track localized 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. Resources available through this legislation have allowed the San Joaquin Valley Air Pollution Control District (District), 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 fine particulate matter and toxic air contaminants in the AB 617-selected community of Shafter.

Several requirements of AB 617 will serve to reduce air pollution in disadvantaged communities throughout the San Joaquin Valley. AB 617 legislation requires 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). 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 in the Uniform Statewide Reporting System, once developed by California Air Resources Board. 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 non-cancer 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...
The reporting requirement is available at: https://ww2.arb.ca.gov/news/carb-adopts-uniform-statewide-system-reporting-criteria-air-pollution-emissions-data

The District's initial community identification and prioritization analysis for the first 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 an extensive public engagement process to seek input from Valley residents, businesses, agencies, and other stakeholders through a variety of public workshops and meetings throughout the Valley.

Based on this extensive public engagement effort and the District's comprehensive identification and prioritization analysis, Shafter was recommended by the District Governing Board as a first-year community. Shafter is a small disadvantaged community in Kern County, northwest of Bakersfield, impacted by agricultural operations, heavy duty mobile sources, and oil and gas operations. The Shafter community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census designated as disadvantaged communities. After further technical review and public engagement, Shafter 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 2018, the District Governing Board directed staff to immediately convene a community steering committee under a set of guiding principles. The selected Steering Committee is comprised of residents, businesses, non-governmental organizations, and public agencies, acting in an advisory capacity to the District in the development of community air monitoring plans and community emission reduction programs. To ensure successful implementation of AB 617, residents, businesses, non-profits, agencies, and other stakeholders from all sectors within selected communities must be involved in the development of community-specific plans. Towards that end, the District has worked closely with the Community Steering Committees to develop effective strategies, including engaging with Valley residents, businesses, agencies, and other stakeholders to identify and move forward with clean air investments in AB 617 communities.

The Shafter community air monitoring plan was developed with the advice of the community Steering Committee, and deployed beginning in June, 2019. This community-specific air monitoring network provides 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 is made available to members of the public in real-time, and can be found at
the following location http://community.valleyair.org/selected-communities/shafter/air­monitoring/. The full community air monitoring plan, with further details on selected monitoring equipment and monitoring locations, is available at: http://community.valleyair.org/media/1306/shafter_camp_v1-2019_july.pdf.

As a culmination of the community-driven actions and engagement called for under AB 617, the District has developed and begun implementation of a Community Emissions Reduction Program, or 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 the District, CARB, and community members has resulted in the development of an ambitious plan for reducing localized pollution and associated health impacts in Shafter.

This CERP provides a description of the community of Shafter, 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, 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

Community Emission Reduction Programs 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), 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 implementation of the most stringent control measures in the nation for emissions from stationary sources, and an effective
incentive program to reduce emissions from sources not under the District’s regulatory authority, the Valley Air Basin is in attainment for many of these standards. However, 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 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 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, recently released the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*, which details strategies to move the region towards attainment of the federal PM2.5 standards. More information is available at: [http://valleyair.org/pmplans](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](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 Shafter. 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. While the California Office of Environmental Health Hazards Assessment (OEHHA) establishes threshold concentrations for toxic air contaminants at which exposure does not trigger non-cancer health effects, CARB guidance states that there are no safe exposure thresholds for carcinogens. Therefore, 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.

Per CARB's guidance, and with the support of community members, this CERP will build upon regional efforts to improve air quality throughout the Valley Air Basin. The Shafter 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.
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 included hosting a kick-off meeting and conducting initial public outreach; establishing a Community Steering Committee; holding monthly facilitated bilingual meetings; presentations by entities such as the District, local government, CARB and Department of Pesticide Regulation (DPR); providing materials in multiple languages via email, mail and a webpage; and live-streaming and recording of all Community Steering Committee meetings. 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/shafter) for more details.

2.1 COMMUNITY KICK-OFF MEETING

In October 2018, District staff conducted multilingual outreach, worked collaboratively with environmental justice organizations, distributed bilingual flyers (Figure 2-1) to local schools and invested approximately $2,000 in social media advertisements targeted at the Shafter zip codes to encourage attendance at the official kick-off meeting.

Figure 2-1: Bilingual Community Flyers Distributed

The Community Kick-Off Meeting in the Shafter Community was held on Tuesday, October 30, 2018, at Golden Oak Elementary School (Figure 2-2). Approximately 60
people attended the meeting. In addition to information about AB 617, attendees were invited to visit booths, which provided information about monitoring technology and District incentive programs. Spanish interpretation was provided for the meeting. Community members were encouraged to apply to be on the Community Steering Committee at the Kick-off meeting, and additional time was given for individuals to apply via email or mail.

Figure 2-2: Shafter Kick-off Meeting

2.2 COMMUNITY STEERING COMMITTEE

Of the 40 individuals who applied to be on the Community Steering Committee, the final committee consisted of 19 community residents, six individuals representing either an environmental justice organization working in the community or a business within the community, and four ex-officio government officials with some of these members having an alternate. A full roster of membership is available in Table 2-1.
### Table 2-1: Shafter Steering Committee Members, and Alternates

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Role</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ezperanza</td>
<td>Castelan</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>John</td>
<td>Guinn</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Socorro</td>
<td>Guzman</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Oscar</td>
<td>Hernandez</td>
<td>Resident</td>
<td>Mark Hanson</td>
</tr>
<tr>
<td>Dora</td>
<td>Hernandez - Jara</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Cameron</td>
<td>Hunter</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Maria</td>
<td>Jaime</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Phillip</td>
<td>Jimenez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Angelica</td>
<td>Lopez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Antonio</td>
<td>Lopez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Maria</td>
<td>Marquez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Christopher</td>
<td>Marquez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Abigail</td>
<td>Marquez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Lynda</td>
<td>Martin</td>
<td>Resident</td>
<td></td>
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<tr>
<td>David</td>
<td>Pluser</td>
<td>Resident</td>
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<tr>
<td>Leticia</td>
<td>Sanchez</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Felipa</td>
<td>Trujillo</td>
<td>Resident</td>
<td></td>
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<tr>
<td>Fermin</td>
<td>Vargas Machuca</td>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Edward</td>
<td>Zacarias</td>
<td>Resident</td>
<td>Mark Hanson</td>
</tr>
<tr>
<td>All Others</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**All Others Selected for Steering Committee**

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Role</th>
<th>Alternate</th>
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</thead>
<tbody>
<tr>
<td>Gustavo</td>
<td>Aguirre Jr.</td>
<td>EJ advocate</td>
<td></td>
</tr>
<tr>
<td>Tom</td>
<td>Frantz</td>
<td>EJ advocate</td>
<td>Ana Rivera</td>
</tr>
<tr>
<td>Gabriela</td>
<td>Gonzales</td>
<td>EJ advocate</td>
<td></td>
</tr>
<tr>
<td>Byanka</td>
<td>Santoyo</td>
<td>EJ advocate</td>
<td></td>
</tr>
<tr>
<td>Brad</td>
<td>Tuck</td>
<td>Business in Community</td>
<td></td>
</tr>
<tr>
<td>Ron</td>
<td>Volt</td>
<td>Business in Community</td>
<td></td>
</tr>
</tbody>
</table>

**Government Official Committee Participants**

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Role</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael</td>
<td>Dillenbeck</td>
<td>Government Official</td>
<td>Shawn Beyeler</td>
</tr>
<tr>
<td>Sal</td>
<td>Moretti</td>
<td>Government Official</td>
<td></td>
</tr>
<tr>
<td>Scott</td>
<td>Hurlbert</td>
<td>Government Official</td>
<td>Wayne Clausen</td>
</tr>
<tr>
<td>Cathy</td>
<td>Prout</td>
<td>Government Official</td>
<td>Wayne Clausen</td>
</tr>
</tbody>
</table>

The Shafter Community Steering Committee met at least once a month, usually on the second Monday of the month at the Shafter Veterans Hall. Steering Committee meetings were initially facilitated by Yankee Communications (Figure 2-3.). With the end of the District's fiscal year in June, the Institute for Local Government was brought on board to facilitate meetings from August onward.
Meals were provided, as well as kid’s activities. Real-time English and Spanish interpretation was provided with all members being given headsets and all materials distributed in both languages. Full high quality audio recordings were made at each meeting and posted to the Shafter community website. In addition, Facebook was used to Livestream the meetings for the public to watch while also providing a video archive of the meetings (Figure 2-4).
See Appendix A for full documentation of meeting dates, agendas, attendance, materials and summaries.

2.3 COMMUNITY STEERING COMMITTEE CHARTER
A Charter was developed for the Shafter Community Steering Committee and a draft was presented to the members at Meeting #1, in December 2018. During Meeting #2, in January 2019, The Committee approved the charter with an amendment to include looking at emissions sources outside the community boundary, within a seven-mile radius of the center of Shafter, for sources that might impact the Shafter community (see maps on following pages). The final Charter can be found in Appendix B, and at http://community.valleyair.org/selected-communities/shafter/steering-committee-materials/.

2.4 COMMUNITY WEBPAGE
A community webpage has been created for the Shafter AB 617 community, and is regularly updated with new information (http://community.valleyair.org/selected-communities/shafter). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, meeting summaries), interactive maps, community steering committee roster and committee charter, membership process, and the Community Air Monitoring Plan (CAMP) and CERP documents. All documents were made available in English and Spanish. A screenshot of the community webpage is shown in Figure 2-5.

Figure 2-5: Community Webpage for Shafter (http://community.valleyair.org/selected-communities/shafter)

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 (see
https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=ce2faca8d98544f8bf2628f7d2aa8a3 to see the full range of interactive maps). Figure 2-6 is an example of an interactive map that was created for the Shafter community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Shafter Steering Committee and members of the public. This information was provided to help inform air quality priorities for the CERP.

Figure 2-6: Interactive map created for Shafter Community Steering Committee

2.5 COMMUNITY PARTNERS
After the Shafter Community Steering Committee identified priorities for their community, partner agencies and organizations were invited to the meetings to provide updates, input and presentations on current and future efforts. CARB staff, the Kern Agricultural Commission and DPR staff attended meetings regularly and provided information to the committee. The City of Shafter also attended regularly and provided an update on the preparation of their Environmental Justice Program for the General Plan.
2.6 ADDITIONAL COMMUNITY ENGAGEMENT

Since late 2018, District staff has worked to engage and educate the public with regard to AB 617 and the efforts being made in the Shafter Community, including inviting public comment at each Steering Committee meeting. Staff has met with community members, environmental justice organizations, industry and other stakeholders to provide assistance and/or prompt responses to concerns raised about the AB 617 process. Staff also attended and often made presentations at local civic organizations, 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 and 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 is available in Appendix A.

Staff will continue to work with the Shafter Community Steering Committee to implement the CERP actions after its adoption in September 2019 by the District Governing 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

The rural community of Shafter, located in the southern end of the Central Valley in Kern County, has a current estimated population of approximately 19,000. The City of Shafter is surrounded by farmlands, including dairies and agricultural fields. This community is heavily 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 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.

Figure 3-1 identifies the community, as selected by the California Air Resources Board. 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 community includes a number of businesses, schools, and residential areas. The Shafter Steering Committee also recommended that the District look beyond the geographic community boundary, at sources out to a 7 mile radius from the center of the City of Shafter for potential impacts to community, as depicted in Figure 3-2.

Figure 3-1: The Community of Shafter
The Shafter community is impacted across a number of health indicators. The following table summarizes the average and highest percentile scores (based on statewide comparison) from CalEnviroScreen among the census tracts located within the community boundaries for a number of key indicators. As this summary indicates, the Shafter community includes high average percentiles among its census tracts for several indicators, with many averages exceeding the 70th percentile throughout California. Specifically, the average Overall CES Score for this community exceeds the 86th 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 above the 90th percentile among all tracts across the state. Notably, this community includes tracts that rank above the 90th percentile for Poverty and Unemployment, with Unemployment ranking above the 98th percentile.

Sensitive receptors within the area include 8 schools, 8 licensed care facilities, and 3 medical facilities. The community is mostly low income residents, with high levels of unemployment, linguistic isolation, and incidences of cardiovascular disease. 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.
Table 3-1  Summary of Health Indicators among Census Tracts in Shafter Community (Source: CalEnviroScreen 3.0)

<table>
<thead>
<tr>
<th>Health Indicator</th>
<th>Average Percentile of Census Tracts in Community</th>
<th>Highest Percentile of all Census Tracts in Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall CES Score</td>
<td>86.00</td>
<td>90.00</td>
</tr>
<tr>
<td>Asthma</td>
<td>52.00</td>
<td>52.00</td>
</tr>
<tr>
<td>Cardiovascular Disease</td>
<td>86.00</td>
<td>86.00</td>
</tr>
<tr>
<td>Low Birth Weight</td>
<td>54.33</td>
<td>64.00</td>
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<tr>
<td>Poverty</td>
<td>84.33</td>
<td>98.00</td>
</tr>
<tr>
<td>Unemployment</td>
<td>75.67</td>
<td>98.00</td>
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<tr>
<td>Population Characteristics</td>
<td>78.00</td>
<td>86.00</td>
</tr>
<tr>
<td>Pollution Burden</td>
<td>82.33</td>
<td>84.00</td>
</tr>
<tr>
<td>Diesel Particulate Matter</td>
<td>26.67</td>
<td>31.00</td>
</tr>
<tr>
<td>Traffic Density</td>
<td>8.33</td>
<td>10.00</td>
</tr>
<tr>
<td>Toxics Releases from Facilities</td>
<td>54.67</td>
<td>55.00</td>
</tr>
</tbody>
</table>

District air quality analysis modeling showed that the Shafter community exceeded the 24-hour average PM2.5 concentration prioritization factor levels of 12, 35, 55, and 65 μg/m³ a total of 94, 12, 5, and 2 days, annually, on average, during the 2014-2016 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 35, 17, and 2 days, annually, on average during the 2014-2016 period, respectively. In addition to being heavily impacted by unhealthy air quality, this community also includes a number of high poverty areas.

Due to the factors described above, this CERP includes strategies for emissions reductions that address both urban sources and rural sources of emissions that contribute to the Shafter community's 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 ARB’s recommended source attribution approaches

Based on the above, the District has implemented CARB’s Community Emissions Inventory Approach.

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, charbroilers, 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, area-wide, and stationary sources spatially allocated in the community. 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 industrial facilities, mobile 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 monitoring plans is an important piece of AB 617.

3.2.3 AGENCY COLLABORATIONS
ARB 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 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 Department of Pesticide Regulation (DPR), and the California Energy Commission (CEC) to assemble activity information necessary to develop the mobile and area-wide source emission estimates. CARB and District staff conducted a thorough review of the 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 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
The tables and graphs below summarize the total Shafter emissions inventories for years 2017, 2024, and 2029:
Year 2017, Shafter Emissions Inventories

<table>
<thead>
<tr>
<th>Source Categories</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stationary</td>
<td>16.91</td>
<td>48.19</td>
<td>27.41</td>
</tr>
<tr>
<td>Area</td>
<td>49.70</td>
<td>527.98</td>
<td>188.48</td>
</tr>
<tr>
<td>mobile</td>
<td>689.76</td>
<td>180.59</td>
<td>32.49</td>
</tr>
</tbody>
</table>

Year 2024, Shafter Projected Emissions Inventories
<table>
<thead>
<tr>
<th>Source Categories</th>
<th>NO (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stationary</td>
<td>13.08</td>
<td>52.18</td>
<td>27.96</td>
</tr>
<tr>
<td>Area</td>
<td>41.58</td>
<td>531.57</td>
<td>183.72</td>
</tr>
<tr>
<td>Mobile</td>
<td>404.79</td>
<td>120.93</td>
<td>23.63</td>
</tr>
</tbody>
</table>

**Year 2029, Shafter Projected Emissions Inventories**

<table>
<thead>
<tr>
<th>Source Categories</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stationary</td>
<td>11.11</td>
<td>56.36</td>
<td>28.82</td>
</tr>
<tr>
<td>Area</td>
<td>36.65</td>
<td>535.41</td>
<td>180.06</td>
</tr>
<tr>
<td>Mobile</td>
<td>363.80</td>
<td>106.72</td>
<td>22.90</td>
</tr>
</tbody>
</table>

For further information about the emissions inventory for Shafter, 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 Shafter General Plan Land Use map, below, the City of Shafter is surrounded by areas zoned for agricultural use, with industrial zones located to the west and southwest of the community. The town’s commercial center is surrounded by medium and low density housing. Primary heavy duty truck routes are on Hwy 99, Hwy 43, and Lerdo Hwy. There is also a train route primarily used for freight movement that runs parallel to Hwy 43, with a railyard and distribution centers located at the southern portion of the city limits.
Permitted stationary sources in the area include gasoline dispensing operations, agricultural operations, manufacturers, and distribution centers. Area sources in and around the community include a mix of rural agricultural sources as well as urban sources, including farming operations, fugitive windblown dust, residential fuel combustion, and commercial cooking. Both on-road and off-road mobile sources contribute significant percentages of the emissions inventory. The below figures illustrate locations of permitted stationary sources and on and off-road mobile source emissions.

For all of the figures below, additional detail is available online at: https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=ce2faca8d98544f8bff2626f7d2aa8a3
Figure 3-4: Stationary Sources in and around the community

Figure 3-5: Off-road emissions in and around the community
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 locations of residential centers are shown in yellow, orange, and brown in the City of Shafter Land Use map. Figure 3-5, below, shows the locations of schools, adult and child care facilities, and medical facilities within the community. Sensitive receptors within the Shafter community are located in proximity to agricultural operations, heavy duty mobile sources, and industrial sources, including oil and gas operations.

Figure 3-7: Sensitive Receptor Locations in Shafter
3.3 EXISTING AIR QUALITY PROGRAMS

District Plans for Attainment of Health-Based Air Quality Standards

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. For more than two decades, the District and CARB have adopted numerous attainment plans to reduce ozone, particulate matter, and 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 in order to reach attainment of 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. Partnering with CARB, mobile source regulations have provided regional reductions in PM and NOx critical for attainment. District plans 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 Shafter 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 will 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 Attainment Plans

- **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 \(\mu g/m^3\), 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 \(\mu g/m^3\) and 24-hour PM2.5 standard of 65 \(\mu g/m^3\), 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 \(\mu g/m^3\), 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 \(\mu g/m^3\), which was established by EPA in 1997.

**PM10 Attainment Plans**

- **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 Attainment Plans**

- **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**

- **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 to implement this aggressive control strategy. Many current rules are fourth or fifth generation, meaning that they have been revised and emissions limits have been lowered several times, as new emission control technology has become available and cost effective. Building on decades of developing and implementing active and effective air pollution control strategies, District rules implement the most stringent measures, best available control measures, and best available retrofit control technologies 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. Emission sources in and around the community of Shafter that are regulated by the District include residential wood burning, open burning, construction activities, automotive body repair and paint shops, restaurants, engines, boilers, oil and gas production facilities, confined animal feed operations such as dairies, agricultural crop production operations, concrete batch plants, concrete products, cotton ginning, crude oil and natural gas production, drywall manufacturing, fabricated metal products, fire protection, gasoline dispensing operations, government buildings, metal fabrication, skilled nursing care facilities, soil and groundwater remediation, and telecommunications facilities. District rules that reduce emissions from local sources in the community of Shafter are outlined in the following table:

<table>
<thead>
<tr>
<th>Rule #</th>
<th>Rule Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4101</td>
<td>Visible Emissions</td>
</tr>
<tr>
<td>4102</td>
<td>Nuisance</td>
</tr>
<tr>
<td>4103</td>
<td>Open Burning</td>
</tr>
<tr>
<td>4201</td>
<td>Particulate Matter Concentration</td>
</tr>
<tr>
<td>4203</td>
<td>Particulate Matter Emissions from Incineration of Combustible Refuse</td>
</tr>
</tbody>
</table>
## Rule # | Rule Description
---|---
4301 | Fuel Burning Equipment
4302 | Incinerator Burning
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
4307 | Boilers, Steam Generators, and Process Heaters – 0.075 MMBtu/hr TO Less than 2.0 MMBtu/hr
4309 | Dryers, Dehydrators, and Ovens
4320 | Advanced Emission Reduction Options For Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr
4354 | Glass Melting Furnaces
4455 | Components At Petroleum Refineries, Gas Liquids Processing Facilities, And Chemical Plants
4550 | Conservation Management Practices
4570 | Confined Animal Facilities
4601 | Architectural Coatings
4602 | Motor Vehicle Assembly Coatings
4603 | Surface Coating Of Metal Parts And Products, Plastic Parts And Products, And Pleasure Crafts
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
4702 | Internal Combustion Engines
4801 | Sulfur Compounds
4901 | Wood Burning Fireplaces and Wood Burning Heaters
4902 | Residential Water Heaters
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
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 Indirect Source Review (discussed in more detail later in this section) and Employer-based Trip Reduction rules 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, or more stringent, than all other rules in the nation. As a part of this plan, CARB committed to several measures to reduce emissions from mobile sources. Furthermore, in accordance with AB 617 requirements, the District adopted an expedited schedule in December, 2018, for performing further determination of best available retrofit control technology to ensure that applicable sources are utilizing the cleanest technologies feasible (see Section IV).

**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](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 type 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](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 methods that meet one of the following conditions:
A. The control technologies or methods have been achieved in practice for an emissions unit and class of source; or
B. Are contained in any State Implementation Plan 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, 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 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 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 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 Section IV.

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 type or category 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 platers, gas stations, and diesel internal combustion engines.

Implementation of Federal National Emissions Standards for Hazardous Air Pollutants (NESHAPS) 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 NESHAPS 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, designed to minimize 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, and therefore reductions in mobile source emissions have become an ever-increasingly important part of the Valley's attainment strategy of federal air quality standards. Additionally, mobile sources comprise, by far, the largest contributors to ambient air toxics health risk. States and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. CARB has adopted tough 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 in Chapter 4 in the "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 crucial component of the District's overall strategy for achieving the emissions reductions necessary to bring the Valley into attainment 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. Given that over 80% 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 below have been implemented in Shafter as of August 1, 2019, achieving almost 6,000 tons of emissions reductions in the community.

Table 3-3: Grant Funding Invested in Shafter through August 1, 2019

<table>
<thead>
<tr>
<th>Shafter Grant Funding: Incentive Program</th>
<th>Units</th>
<th>Sum of Grant Amount</th>
<th>Total Tons Emissions Reduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burn Cleaner Wood Stove Change Out New Device</td>
<td>329</td>
<td>$418,350.00</td>
<td>75.27</td>
</tr>
<tr>
<td>Heavy-Duty Ag Burn Alternative Voucher</td>
<td>5</td>
<td>$171,054.00</td>
<td>98.68</td>
</tr>
<tr>
<td>Heavy-Duty Ag Engine Alt Fuel to Electric</td>
<td>10</td>
<td>$255,691.34</td>
<td>257.80</td>
</tr>
<tr>
<td>Heavy-Duty Ag Engine Diesel to Alt Fuel</td>
<td>3</td>
<td>$45,000.00</td>
<td>46.58</td>
</tr>
<tr>
<td>Heavy-Duty Ag Engine Diesel to Diesel</td>
<td>181</td>
<td>$2,545,659.00</td>
<td>1,464.33</td>
</tr>
<tr>
<td>Heavy-Duty Ag Engine Diesel to Electric</td>
<td>97</td>
<td>$2,771,816.68</td>
<td>860.25</td>
</tr>
<tr>
<td>Heavy-Duty Ag Engine New Electric</td>
<td>16</td>
<td>$167,000.00</td>
<td>31.28</td>
</tr>
<tr>
<td>Heavy-Duty Ag Engine Pearl Combined Fuel Types</td>
<td>6</td>
<td>$85,000.00</td>
<td>274.95</td>
</tr>
<tr>
<td>Heavy-Duty Ag-UTV Vehicle Replacement</td>
<td>49</td>
<td>$608,828.85</td>
<td>0.00</td>
</tr>
<tr>
<td>Heavy-Duty Off-Road Ag Vehicle Replacement</td>
<td>129</td>
<td>$6,257,185.54</td>
<td>1,017.83</td>
</tr>
<tr>
<td>Heavy-Duty Off-Road Engine Repower</td>
<td>46</td>
<td>$3,337,452.88</td>
<td>971.08</td>
</tr>
<tr>
<td>Heavy-Duty Off-Road Low-Dust Harvester Replacement</td>
<td>3</td>
<td>$120,479.58</td>
<td>101.54</td>
</tr>
<tr>
<td>Heavy-Duty On-Road DERAv Vehicle Replacement</td>
<td>2</td>
<td>$53,462.26</td>
<td>0.00</td>
</tr>
<tr>
<td>Heavy-Duty On-Road Engine Repower</td>
<td>5</td>
<td>$132,676.00</td>
<td>81.58</td>
</tr>
<tr>
<td>Heavy-Duty On-Road Engine Retrofit</td>
<td>1</td>
<td>$20,000.00</td>
<td>2.48</td>
</tr>
<tr>
<td>Heavy-Duty On-Road Prop 1B TRU Infrastructure</td>
<td>1</td>
<td>$48,000.00</td>
<td>1.30</td>
</tr>
<tr>
<td>Heavy-Duty On-Road Prop 1B Vehicle Replacement</td>
<td>60</td>
<td>$3,090,000.00</td>
<td>382.74</td>
</tr>
<tr>
<td>Heavy-Duty On-Road Trade-Up</td>
<td>2</td>
<td>$100,000.00</td>
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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 leaf blowers, electric feed mixers for dairy operations, clean fuel technologies for trucks, and solar-electric truck refrigeration units.

The current Technology Advancement Program focus is on supporting technology projects that provide alternatives to the open burning of forestry and agricultural woody waste materials. Advancing the deployment of technologies that provide alternatives to the open burning of agricultural material will reduce the impacts of agricultural burning and associated pollution on the community members of Shafter.

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 SHAFTER

COMMUNITY-IDENTIFIED AIR QUALITY PRIORITIES

Throughout the AB 617 process, Community Steering Committee members and public participants have participated in a variety of facilitated exercises to identify and rank their top source categories of concern. Meeting materials and exercise worksheets were also been sent to committee members and posted on the District’s community page http://community.valleyair.org/ to allow additional opportunity to participate in identifying sources of concern. Some top source categories of concern in Shafter include:

Top Community Sources of Concern

- Heavy Duty Trucks and Locomotives
- Older/High Polluting Cars
- Agricultural Sources
- Oil and Gas Operations
- Residential Wood Burning
- Fugitive Dust
- Urban Sources

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, “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 District held “World Café” style meetings, where Steering Committee members and the public could have conversations and question and answer sessions with staff from various agencies. These informative meetings served to build capacity to assist in developing new emission reduction measures for implementation in the community.
In partnership with the Community Steering Committee, community members, and other agencies, District staff have developed a suite of targeted measures to reduce emissions from community-identified sources of concern. In addition to the emission reductions achieved through expedited implementation of BARCT in community facilities, the adoption or amendment of rules that further reduce PM2.5 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 community emission reduction programs identify cost-effective measures to achieve emission reduction targets in the community. During Steering Committee discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources of emissions while also providing tangible benefits to residents in the community. To that end, in addition to measures to 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 Shafter CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements.

The sections that follow provide detailed information about emission and exposure reduction strategies developed for each source category of concern to the community.

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 Shafter, the CERP includes measures that 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.
HEAVY DUTY MOBILE SOURCES

HEAVY DUTY MOBILE SOURCES IN SHAFTER
There are a variety of heavy-duty mobile sources operating in and around the City of Shafter. 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 regulation.

Emissions from this source category include oxides of nitrogen (NOx) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NOx inventory throughout the Valley. In the Shafter community, 345 tons per year of NOx and 9 tons per year of PM2.5 are attributed to on-road heavy-duty equipment. In addition, 140 tons per year of NOx and 8 tons of PM2.5 are attributed to off-road heavy-duty equipment referenced in this measure.

Figure 4-1: Examples of Heavy Duty Mobile Sources

COMMUNITY CONCERNS AND COMMENTS
During committee discussions regarding heavy-duty mobile sources, a majority of the committee ranked this source as a high priority to address, with suggestions ranging from providing "mandatory incentives" to focusing exclusively on electrification of these sources, including mandating electric trucks and replacing locomotives with cleaner units and rerouting trucks around certain areas of the community.

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 statewide ARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time. Off-road heavy-duty equipment is similarly controlled through the ARB 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 or heavy-duty agricultural equipment including tractors, harvesting equipment and other heavy-duty equipment used in agriculture.
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](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.

- The District currently developing 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 currently 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.

- Electric School Bus Incentive Program - [http://valleyair.org/grants/electric-school-bus.htm](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.

  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:**
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](http://valleyair.org/grants/locomotive.htm). Locomotive replacements can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to Carl Moyer Program guidelines and are subject to additional
requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.

- Proposition 1B - http://valleyair.org/grants/locomotives-prop1b.htm
  This program incentivizes the reduction of emissions and health risks associated with freight movement along California’s trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.

**Agricultural Equipment:**
The District offers the following programs targeted at replacing or repowering agricultural equipment in the Valley:

  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.

  This program provides incentive funds for the replacement of heavy-duty diesel agricultural trucks. Eligible agricultural trucks must be in current compliance with the State of California’s On-Road Truck and Bus Regulation. These projects are administered according to the FARMER Program guidelines and this program is operated by the District.

  This program provides incentives for the replacement of older, conventional harvesters or sweepers with new, low-dust technology equipment. This incentive program helps to reduce dust emissions during harvest time, and can also be packaged with the District’s Tractor Replacement funding to upgrade tractors used to pull harvesting equipment.

**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 that originate from heavy duty mobile sources in and around the community, the following strategies have been developed for implementation in the Shafter 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 Shafter community. The District currently offers incentives up to $200,000 for the replacement of an in use diesel truck with cleaner technology, including battery electric, hybrid and near zero emission trucks. Heavy duty diesel trucks are currently subject to the state on-road truck and bus regulation which will require fleet turnover to 2010 emission standard compliant engines. Advances in engine technology have resulted in cleaner engines or battery electric units in some applications. By reducing or eliminating emissions from heavy duty trucks significant NOx emissions can be achieved.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy would provide enhanced outreach and access to incentive funding under the District’s truck replacement incentive program for zero and near-zero emissions clean truck technologies that operate within the community. This measure would replace 60 older, heavy duty diesel trucks operating in Shafter with zero or near zero emission technology at an expected cost of $6,000,000. This strategy is estimated to achieve 196 tons of NOx and 0.54 tons of PM2.5.

HD.2: INCENTIVE PROGRAM FOR THE DEPLOYMENT OF CLEAN YARD TRUCKS, TRANSPORT REFRIGERATION UNITS, AND RELATED INFRASTRUCTURE

Overview: The goal of this strategy is to provide incentives to reduce emissions from diesel powered yard trucks and transport refrigeration units operating at warehouses, distribution centers or other facilities within the community by replacing them with a zero emission technology. Yard trucks are used in moving trailers and containers short distances around freight terminals, port facilities or warehouses. Transport refrigeration units are powered by diesel engines are designed to refrigerate or heat perishable goods that are transported in various containers. These types of equipment are in near constant operation at impacted facilities and local communities and equipment operators can be exposed to PM2.5 and NOx emissions. Battery powered, zero emission units are currently available for both of these applications.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2020-2024
**Description of Proposed Actions:** This strategy would provide up incentive funding for operators to replace their diesel powered yard trucks or transport refrigeration units with zero emission technology. The goal of this measure is to deploy 30 new zero emission yard trucks or transportation refrigeration units along with the associated infrastructure at a cost of $4,000,000. Emission reductions associated with this measure would achieve an estimated 0.09 tons of NOx and 5.97 tons of PM2.5.

**HD.3: ENHANCED ENFORCEMENT OF THE STATEWIDE ANTI-IDLING REGULATION**

**Overview:** The goal of this strategy is to limit the potential for localized PM2.5 and toxic air quality impacts associated with the failure to comply with the state's heavy duty anti-idling 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 (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.

**Implementing Agency:** SJVAPCD

**Type of Action:** Enforcement

**Implementation:** 2020-2024

**Description of Proposed Actions:** The District will partner with CARB to conduct additional targeted anti-idling enforcement efforts in Shafter community and 7-mile buffer area 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.

**HD.4: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL SCHOOL BUSES WITH ZERO OR NEAR ZERO EMISSION SCHOOL BUSES**

**Overview:** To provide increased outreach and access to incentive funding for the replacement of older, high polluting school buses with new zero or near-zero-emission school buses operating within and surrounding Shafter.

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. These requirements are generally phased in by model year. [https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm](https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm)

The District administers the following incentive programs targeted at reducing emissions from existing school bus fleets with the Valley:

- **Electric School Bus Incentive Program** – [http://valleyair.org/grants/electric-school-bus.htm](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/](http://vwbusmoney.valleyair.org/) The VW Mitigation Trust has $130 million in funds to replace older, high-polluting transit, school, and shuttle buses with new battery-electric or fuel-cell buses. Replacing an older bus with a zero-emission bus eliminates particulate matter and other pollutants that impact children and residents riding the buses, as well as residents throughout California communities. This statewide program is being administered by the District.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Implementation:** 2019-2024

**Description of Proposed Actions:** The goal of this action is to replace up to 4 school buses, operated by Richland School District and/or Kern High School District with zero-emission battery-electric school buses that operate within the community. The proposed funding amount of $3,200,000 would cover up to 100% of the cost of replacing up to 8 diesel school buses with electric buses at $400,000 each.

**HD.5: PROVIDE INCENTIVES TO PURCHASE TWO ELECTRIC DIAL-A-RIDE TRANSIT VEHICLES**

**Overview:** To provide incentive funding for the purchase of two electric vehicles for Dial-a-Ride service within and surrounding the City of Shafter.

Replacing older transit buses and dial-a-ride vehicles is important to reduce the public's exposure to diesel emissions including NOx and PM2.5 and these pollutants negatively impact human health, especially for sensitive populations such as children and elderly. New, zero-emission battery electric and near-zero emission natural gas powered transit
vehicles are significantly cleaner than older diesel vehicles. Emissions from transit vehicles are 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](https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm)

In addition to the proposed action, 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/](http://vwbusmoney.valleyair.org/). This funding could be used by transit agencies operating in the community to replace additional transit buses.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Implementation:** 2020-2021

**Description of Proposed Actions:** The goal of this action is to provide up to $400,000 for the purchase of two electric vehicles to be utilized in dial-a-ride service within and surrounding the City of Shafter. The proposed funding amount of $400,000 would cover up to 100% of the cost of replacing up to two diesel transit vehicles with electric vehicles at $200,000 each.

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**HD 6: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY**

**Overview:** To provide incentive funding for the replacement of older, high polluting locomotives with new clean-technology locomotives operating within and surrounding Shafter.

Replacing older locomotives is important to reduce the public's exposure to diesel emissions including NOx and PM2.5 and these pollutants negatively impact human health, especially for sensitive populations such as children and elderly. New, clean-technology locomotives are significantly cleaner than older uncontrolled diesel locomotives.

The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:

- **Heavy-Duty Program** – [http://valleyair.org/grants/locomotive.htm](http://valleyair.org/grants/locomotive.htm). Locomotive replacements can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.
Proposition 1B - http://valleyair.org/grants/locomotives-prop1b.htm
This program incentivizes the reduction of emissions and health risks associated with freight movement along California's trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.

To date, The District has administered nearly $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 the Volkswagen Environmental Mitigation Trust Funding on behalf of the State of California to replace high-polluting locomotive engines throughout California with newer, low-polluting Tier 4, CARB verified locomotive engines. This program will be launching in the fall of 2019. http://www.aqmd.gov/vw/

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: The goal of this action is to replace up to 2 older, high-polluting locomotives operating within and surrounding the community. The proposed funding amount of $5,200,000 would cover up to 95% of the cost of replacing up to 2 diesel locomotives at $2,600,000 each.

HD.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL RAILCAR MOVERS AND SWITCHER LOCOMOTIVES WITH NEW CLEAN-ENGINE TECHNOLOGY

Overview: To provide incentive funding for the replacement of older, high polluting railcar movers and/or switcher locomotives with new clean-technology railcar movers and/or switcher locomotives operating within and surrounding Shafter.

Replacing older railcar movers and/or switcher locomotives is important to reduce the public's exposure to diesel emissions including NOx and PM2.5 and these pollutants negatively impact human health, especially for sensitive populations such as children and elderly. New, clean-technology railcar movers and/or switcher locomotives are significantly cleaner than older uncontrolled diesel railcar movers and/or switcher locomotives.

The District offers two incentive programs for locomotive fleets interested in transitioning to newer, clean technology, including:

- Heavy-Duty Program – http://valleyair.org/grants/locomotive.htm. Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support
AB 617. These projects are administered according to Carl Moyer Program guidelines and are subject to additional requirements contained within the approved AB 617 Community Air Protection Guidelines. This program is operated by the District.

- Proposition 1B - [http://valleyair.org/grants/locomotives-prop1b.htm](http://valleyair.org/grants/locomotives-prop1b.htm)
  This program incentivizes the reduction of emissions and health risks associated with freight movement along California’s trade corridors via upgrading to cleaner technologies or installation of emissions capture and control systems.

- To date, The District has administered nearly $66 million dollars to fund the replacement of old, high-polluting locomotive engines with new, tier 4 and CARB verified locomotive engines.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Implementation:** 2019-2024

**Description of Proposed Actions:** The goal of this action is to replace up to 3 older, high-polluting railcar movers and/or switcher locomotives operating within and surrounding the community. The proposed funding amount of $4,100,000 would cover up to 95% of the cost of replacing up to 3 diesel railcar movers and/or switcher locomotives at $1,340,875 each.

**HD.8: SUPPORT PLANNING AND DEVELOPMENT OF CLEAN VEHICLE FUELING INFRASTRUCTURE**

**Overview:** To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles operating throughout the community.

Replacing older heavy-duty vehicles, including trucks, school and transit buses is a prevalent strategy throughout this plan. Reducing emissions from heavy-duty vehicles is an important measure to reduce the public’s exposure to vehicle emissions including NOx and PM2.5. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. These new zero and near zero-emission vehicle deployments rely on available and accessible fueling infrastructure to ensure successful deployment and use.

The District is currently developing a 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.
Implementing Agency: SJVAPCD

Type of Action: Advocacy/Incentives

Implementation: 2020

Description of Proposed Actions: The goal of this action is to 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. In this action, the District proposes to prioritize incentive funding to support the development and construction of new natural gas fueling 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 up to $1,000,000 would incentivize the development of one new natural gas fueling station.

The following are additional suggested measures not within the Air District's jurisdiction to directly implement:

HD.9: HEAVY DUTY TRUCK REROUTING
Overview: Some Steering Committee members have suggested that heavy duty trucks be rerouted off of Lerdo Highway near Golden Oak Elementary school to reduce emissions exposure at the school.

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 has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency’s input and response in the Shafter Community Emissions Reduction Program.

Implementing Agency: City, County, Caltrans

Type of Action: Partnership

Timing: Unknown

Description of Proposed Actions: The District will work with the City, County, Caltrans, and all other appropriate land-use and transportation agencies to communicate this
Steering Committee suggestion and receive agency feedback and response about this measure for potential inclusion in the CERP. The City of Shafter has responded that, as part of its Environmental Justice General Plan Element, which is currently being prepared, the City will review truck travel patterns within the Shafter area and will work toward a system of truck routes that facilitates efficient goods movement while minimizing proximity of truck travel to sensitive receptors.

The City has also responded that funding should be provided for traffic control improvements to reduce emissions from vehicles idling at stop signs along heavily travelled routes.
OLDER/HIGH POLLUTING PASSENGER CARS

OLDER/HIGH POLLUTING PASSENGER CARS IN SHAFTER COMMUNITY

Mobile source emissions account for over 85% of the overall NOx 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 Shafter total 80.22 tons per year (TPY) of NOx, 94.75 TPY of VOC, and 7.57 TPY PM2.5. These total emissions contribute 10.8% of the NOx inventory, 25.7% of the VOC inventory, and 3.4% of the PM2.5 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, providing the full cost of an electric vehicle, modifying program guidelines, 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 Shafter community members, to provide increased 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/](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/](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/](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](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 Shafter community and the surrounding 7-mile radius. 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:

C.1: INCENTIVE PROGRAM TO HOST 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. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley. Through the District’s Tune In Tune Up Program, financial incentives up to $850 are available for emissions related repairs of high emitting vehicles. Through the program weekend testing events are held to determine if vehicles are in need of emissions related repairs. Approved participants are provided vouchers which can be utilized for the necessary smog tests, diagnostic work and emissions related repairs at participating STAR certified smog shops.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2020

Description of Proposed Actions: This strategy would provide funding for a Tune In Tune Up event in the community of Shafter and funding for vehicle repairs. This measure would provide up to $850 in vehicle emissions related repairs. The overall cost of this measure is $400,000 which would provide funding for the event related expenses as well as 500 vehicle repairs. This measure is expected to achieve 4.6 tons of NOx and 3.1 tons of VOC emissions reductions.

C.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 operating in the Shafter community. The District’s Drive Clean in the San Joaquin Replacement program provides incentives up to $9,500 to low to moderate income residents of disadvantaged communities to replace their older, high polluting vehicle with a newer, cleaner, model. Emission reductions from passenger vehicles provide benefits to area residents as well as assist in reducing ozone formation in the Valley.

Implementing Agency: SJVAPCD

Type of Action: Incentives
Implementation: 2020

Description of Proposed Actions: This strategy would provide incentive funding to Shafter residents to replace their older vehicles with battery electric or plug in hybrid vehicles. This measure would provide $2,000,000 for the replacement of 100 vehicles. In addition, through this measure the District would work with a local partner to deploy 20 battery electric vehicles with a range of at least 150 miles and associated charging infrastructure for residents who would like to ‘check out’ battery electric vehicles. This would ensure that a battery electric vehicle would meet their needs. This measure is expected to achieve 1 ton of NOX, 0.03 tons of PM2.5, and 0.21 tons of VOC emissions reductions.

C.3: INCENTIVE PROGRAM FOR INSTALLATION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Overview: The goal of this strategy is to provide Level 2 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 Shafter residents will encourage the growth of zero emission passenger vehicles in the community.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2021

Description of Proposed Actions: This strategy would provide incentive funding to private and public entities to provide publically accessible charging infrastructure in the Shafter community. This strategy would utilize the existing Charge Up program guidelines and funding amounts. This goal of this measure is to install 17 electric vehicle chargers in Shafter at an expected cost of $100,000. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

C.4: INCENTIVE PROGRAM FOR EDUCATIONAL TRAINING FOR ELECTRIC VEHICLE MECHANICS

Overview: The goal of this strategy is to provide incentive funding to develop and advance the education of personnel on the mechanics, safe operation and maintenance of alternative fuel vehicles and infrastructure. The District currently offers an alternative fuel mechanic training incentive program that would be utilized for this measure. With a deployment of electric vehicles in the Shafter community it will be necessary to have qualified, trained personnel available to provide service as needed to these vehicles.
Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019

Description of Proposed Actions: This strategy would provide up to $30,000 for 2 alternative fuel mechanic training course provided by an appropriate entity. Additional outreach will be conducted to identify projects that would provide a benefit to the Shafter community. There are no direct emission reductions associated with this measure, however, this measure supports the emission reductions associated with electric vehicle deployment.

C.5: INCENTIVE PROGRAM FOR THE LAUNCH OF A CAR SHARING PROGRAM IN THE SHAFTER COMMUNITY

Overview: The goal of this strategy is to reduce emission from passenger vehicles by launching an electric car sharing program in the Shafter 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 reduce or eliminate use of a gas powered vehicle resulting in a reduction of ozone forming emissions. These emission reductions provide benefit to community residents by reducing NOx and VOC emissions that would otherwise occur.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2020-2021

Description of Proposed Actions: This strategy would provide funding for a partnering car share provide to launch a program in the Shafter community. The District would leverage experience with existing ride share programs operating in the Valley in order to expand to the Shafter area. This measure would provide $250,000 in funding for the 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.
AGRICULTURAL OPERATIONS

AGRICULTURAL OPERATIONS IN SHAFTER

The San Joaquin Valley's natural environment supports one of the most productive agricultural regions in the country; the Sierra Nevada provides the necessary water for growing the abundance of crops, and a temperate climate provides a long growing season. The community of Shafter is surrounded by agricultural operations including dairies, orchards, and other farming operations. These activities generate emissions from the use of diesel-fired internal combustion engines used to power agricultural pumps for irrigation, open burning, trucks, tractors, dairy operations, dust from orchards, vineyards, and row crops, and other agricultural activities.

Agricultural source categories include fuel combustion, industrial processes, farming processes, and pesticides/fertilizers. Particulate matter (PM) emissions are caused by harvesting operations, tilling operations, livestock husbandry, and from fugitive dust. Emissions also include volatile organic compounds (VOCs) from animal husbandry, pesticides, and fertilizers; as well as oxides of nitrogen (NOx) and combustion PM from farm equipment. In the Shafter community, 136 tons per year of NOx, 784 tons of VOCs, and 122 tons per year of PM2.5 are attributed to agricultural emissions. Agricultural emissions account for 18.4% of the total NOx inventory, 70% of the total VOC inventory, and 55% of the total PM2.5 inventory in Shafter.

COMMUNITY CONCERNS AND COMMENTS

Community members expressed concerns regarding the adverse health effects resulting from emissions generated at dairies and farming operations in the area. Priority areas of concern expressed by Steering Committee members during meeting discussions and feedback exercises include dairy operations, dust generated from orchards and land farming, and pesticide applications.

CURRENT CONTROL PROGRAMS

Current District rules regulating open burning, internal combustion engines, dairy operations, and dust from orchards, vineyards, and row crops are as follows:

- **4101** Visible Emissions
- **4103** Open Burning
- **4550** Conservation Management Practices
- **4570** Confined Animal Facilities
- **4702** Internal Combustion Engines

Additionally, a variety of incentive programs are available for alternatives to open burning, the replacement of agricultural tractors, trucks, pumps, and nut harvesters or sweepers, as further detailed below. Incentive funding is also available for dairy digesters and non-digester manure management practices.

**Open Burning**

Through Rule 4103, the District no longer allows the burning of field crops (with the exception of a certain percentage of rice), prunings (with the exception of pome fruit prunings, and a limited amount of surface harvested pruning acreage), and orchard...
removals (with the exception of small acreage removals, vineyard removals, pome fruit removals, and citrus removals). A limited amount of additional burning is allowed for disease prevention, noxious weeds, ditch banks and canals, ponding and levee banks, and diseased beehives, provided rule requirements are met and meteorological conditions are appropriate.

Rule 4103 also contains requirements for collecting, sorting, drying, and igniting agricultural materials; the timing, monitoring, and maintenance of burns; and specific requirements for field crop burning, ditch bank and levee maintenance, contraband materials, Russian thistle (tumbleweeds), and diseased materials. Additionally, the rule details a set of conditions that must be met for a burn permit to be issued.

The District uses a comprehensive Smoke Management System to manage the Valley's remaining open burning of agricultural crops and materials. On a daily basis, the District analyzes projected local meteorology, the air quality conditions, the atmospheric holding capacity, the amount of burning already approved in a given area, and the potential impacts on downwind populations. Through the results of this daily analysis, the District uses the SMS to manage 97 Valley burn zones and allocates daily burning allowances if appropriate. This approach ensures the District limits the distribution of air pollutant emissions from open burning temporally and spatially, providing flexibility of burn days for growers while minimizing the impact on the public.

Properly managed burning allocations under the SMS ensures that air quality impacts, health impacts, and public nuisance from open burning of agricultural materials are minimized to the fullest extent feasible.

Furthermore, the District's 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. To date, a total of $1,644,320 has been offered to fund these projects which has resulted in approximately 200 tons of NOx, 241 tons of VOC, and 337 tons of PM emission reductions.

**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 conducts site inspections of Valley farms to ensure compliance with rule requirements.

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 the Ag Tractor Replacement Program funding to upgrade the tractor used to pull harvesting equipment.

**Agricultural Tractors**
Agricultural tractors are not controlled by regulation. However, the District’s Ag Tractor Replacement Program provides incentive funds for the replacement of in-use, off-road mobile equipment that are engaged in agricultural operations as defined by CARB. Funds are provided on a first come, first serve basis. Eligible tractor/equipment includes but is not limited to wheel loaders, balers, combines, graders or tractors.

**Agricultural Pump Replacement Program**
This program provides incentives for engine replacement (repower) of engines/motors used to power agricultural irrigation pumps. The Agricultural Pump Incentive Program provides monetary incentives for the replacement of Tier 3 internal combustion engines (IC engines) to Tier 4f IC engines and Tier 3 or Tier 4f IC engines to electric motors. Funds are provided on a first come, first serve basis. District Rule 4702 – *Internal Combustion Engines* limits the emissions of NOx, CO, VOC, and SOx from IC engines.

**Agricultural Trucks**
Agricultural trucks are controlled by the California Air Resources Board Statewide Truck and Bus Regulation that requires transition to cleaner technology over time. This regulatory transition is generally phased in by model year.

The FARMER Ag Truck Replacement Program provides incentive funds for the replacement of heavy-duty diesel agricultural trucks. 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.

**Dairy Operations**

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 must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

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. 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. These projects also reduce emissions of VOCs and ammonia.

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.

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 EPA 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. 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
The above control programs will continue to achieve emission reductions throughout the Valley, including in agricultural areas surrounding the community of Shafter. Based on concerns and priorities expressed by the Steering Committee and other community members, the following strategies were developed to reduce emissions from agricultural operations in and around the community of Shafter. These strategies are a combination of targeted outreach, new incentive programs, and partnerships with other agencies to reduce emissions and exposure to emissions in the AB 617-selected community.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:
A.1: INCENTIVE PROGRAM FOR ELECTRIC DAIRY FEED MIXING EQUIPMENT TO TARGET DAIRY OPERATIONS NEAR THE COMMUNITY OF SHAFTER

Overview: The goal of this strategy is to reduce the impact of NOx and PM2.5 emissions associated with dairy operations near the Shafter community. Diesel powered equipment is typically utilized in silage mixing and feed delivery at dairies. This agricultural equipment is not subject to regulations resulting in loaders and tractors that have older engines that do not have emission control systems. In order to reduce emissions from these operations the District has offered incentives to replace existing diesel powered equipment with electric alternatives. Available incentives can provide funding up to 75% of the total eligible cost of the project.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy would provide incentives for electric dairy feed mixing equipment and associated equipment (feed trucks, wheel loaders, feed pushers) for dairy operations near the community of Shafter. Proposed incentives to be invested is $6,500,000, which is estimated to reduce 350 tons NOx and 18 tons of PM2.5 (based on average emission reductions expected per project) across five (5) dairy operations near the community of Shafter.

A.2: INCENTIVE PROGRAM FOR REPLACING CONVENTIONAL NUT HARVESTING EQUIPMENT WITH LOW-DUST HARVESTING EQUIPMENT

Overview: To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment. Replacing older diesel agricultural equipment, including nut harvesting equipment, is important to reduce the public’s exposure to diesel emissions including NOx and PM2.5 and these pollutants negatively impact human health, especially for sensitive populations such as children.

There has been significant investment made in the San Joaquin Valley to develop low-dust nut harvesting technologies and to understand the potential benefits on particulate matter (PM) emissions from the use of these new technologies. The results from studies conducted in the Valley show that, when compared to traditional harvesting equipment, low-dust harvest technology is successful in reducing PM emissions in Valley nut harvesting operations, without affecting crop yield, while providing potential labor and energy savings.

The District does not have regulatory authority of emissions from mobile sources, including heavy-duty agricultural equipment. There are no regulatory requirements in place at the state or federal level controlling emissions from heavy-duty agricultural
equipment including nut harvesting equipment and other heavy-duty equipment used in agriculture.

However, 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, including agricultural equipment.

The District has implemented the following pilot incentive program to deploy and further evaluate low-dust nut harvesting equipment throughout the Valley:

Low-Dust Nut Harvester Incentive Program - [http://valleyair.org/grants/low-dust-nut-harvester.htm](http://valleyair.org/grants/low-dust-nut-harvester.htm). This pilot program provides incentives for the replacement of older, conventional harvesters or sweepers with new, low-dust technology equipment. This incentive funding can also be packaged with our Tractor Replacement Program funding to upgrade your tractor used to pull harvesting equipment.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Timing:** Implementation to begin immediately upon adoption of CERP and updated District incentive spending plan.

**Description of Proposed Actions:** The goal of this action is to replace up to 25 pieces of conventional nut harvesting equipment operating in and around the community with new, low-dust harvesting equipment. The proposed funding amount of $2,500,000 would cover up to 75% of the cost of replacing up to 25 pieces of agricultural equipment at an average incentive of $100,000 each.

**A.3: INCENTIVE PROGRAM FOR DEPLOYING ON-FIELD ALTERNATIVES TO THE OPEN BURNING OF AGRICULTURAL MATERIALS**

**Overview:** The goal of this strategy is to limit the potential for localized PM2.5 impacts associated with open agricultural burning by providing enhanced access to funding for the District’s Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding areas.

The San Joaquin Valley, in adherence with applicable state laws instituted under SB705 (2003 Florez), has the toughest restrictions on agricultural burning in the state. District regulations no longer allow the burning of all field crops (with the exception of rice), almost all prunings, and almost all orchard removals. The District also operates a comprehensive Smoke Management System which only allows the limited amount of burning that is still permissible to take place on days with favorable meteorology and in amounts that will not cause a significant impact on air quality.
Until 2014, the restrictions imposed by the District resulted in an 80% reduction in the open burning of agricultural waste. The exceptional drought conditions that the Valley recently experienced and the demise of the biomass power industry has resulted in an increase in the open burning of wood waste and threatens the District’s ability to continue to maintain broad restrictions on open burning of agricultural waste into the future.

While modeling conducted for the District’s new PM2.5 Plan indicates that reducing emissions from the open burning of agricultural materials does not significantly impact the Valley’s peak urban PM2.5 locations that drive the Valley’s federal attainment mandates, the District is committed to implementing strategies to reduce localized PM2.5 community impacts. In January of 2019, the District commenced one such strategy, a pilot incentive program to help fund the implementation of on-field practices, such as soil incorporation, that may provide alternatives to open burning of agricultural material from orchard and vineyard removals that otherwise may not have any feasible alternatives to open burning available. The purpose of the program was to support the District’s ongoing effort to phase out agricultural open burning and demonstrate the feasibility of utilizing chipped agricultural material for soil incorporation or as a surface application as alternatives to burning. The cost of these practices can be prohibitive and questions remain regarding the ability to adapt these practices across all agricultural applications, but where feasible analysis shows that on-field soil incorporation of woody biomass has the potential to result in significant emission reductions when compared to open burning of agricultural material. To date, the District’s program has been well subscribed, with applications received totaling over $3 million in funding Valley-wide.

This strategy is consistent with Community Steering Committee recommendations to implement strategies focusing on reducing emissions from agricultural open burning in the Shafter area.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Implementation:** 2020-2024

**Description of Proposed Actions:** This strategy would provide enhanced access to District’s Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area by providing access to $1,000,000 in dedicated funding. This strategy would fund up to 2,000 acres of alternative practices and help achieve the ongoing emissions reductions associated with the phase-out of agricultural open burning.
A.4: PROMOTE IMPLEMENTATION OF CONSERVATION TILLAGE PRACTICES
Overview: The goal of this strategy is to further reduce the potential for localized fugitive particulate matter (PM) emissions associated with on-field agricultural practices.

Adopted in 2004, the District’s landmark Conservation Management Practices rule was the first 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 conservation practices. The rule utilizes a menu approach of control techniques, such as alternate and conservation tillage, precision farming, and dust mitigation associated with unpaved roads and vehicle/equipment traffic areas. The District conducts regular inspections of agricultural facilities with CMP Plans to verify compliance with selected mitigation measures and recordkeeping requirements.

Implementing Agency: SJVAPCD

Type of Action: Outreach and Education

Implementation: 2020

Description of Proposed Actions: District staff will work with local agricultural groups to conduct focused outreach to promote more widespread implementation of conservation tillage practices such as cover cropping, no till, low till, strip till, and precision agriculture within the Shafter community and 7-mile buffer area.

A.5: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL AGRICULTURAL IRRIGATION PUMP ENGINES WITH ELECTRIC MOTORS
Overview: To provide increased outreach and access to incentive funding for the replacement of older, high polluting diesel agricultural irrigation pump engines operating within and surrounding Shafter with new electric motors through the District’s existing Heavy-Duty Engine Incentive Program.

Replacing older diesel agricultural irrigation pump engines is important to reduce the public’s exposure to diesel emissions including NOx and PM2.5 and these pollutants negatively impact human health, especially for sensitive populations such as children. Electric motors eliminate harmful emissions from diesel engines used in agricultural irrigation pumps.

Agricultural Irrigation Pumps are 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/curmtrules/R4702_Clean.pdf)

To encourage the transition from conventionally fueled diesel irrigation pump engines to electric motors, the District has implemented a broad suite of voluntary incentive programs, targeted at reducing emissions from heavy-duty engines operating throughout the Valley, including agricultural equipment.
The District offers the following program targeted at replacing diesel irrigation pump engine throughout the Valley.

Heavy-Duty Program Agricultural Irrigation Pump Engines -
http://valleyair.org/grants/agpump.htm
Agricultural irrigation pump engine 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.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Timing: Implementation to begin immediately upon adoption of CERP and updated District incentive spending plan.

Description of Proposed Actions: The goal of this action is to replace up to 10 diesel agricultural irrigation pump engines operating in and around the community with new electric motors, including capital funding for equipment and line extension. The proposed funding amount of $230,000 would cover up to approximately 60% of the cost of replacing up to 10 diesel irrigation pump engines at an average incentive of $23,000 each.

A.6: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL AGRICULTURAL EQUIPMENT WITH CLEANEST AVAILABLE EQUIPMENT

Overview: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District’s existing Heavy-Duty Engine Incentive Program.

Replacing older diesel agricultural equipment (tractors) is important to reduce the public’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, agricultural equipment, outfitted with the cleanest available technology reduces emissions from NOx and PM2.5 by more than 90 over the existing technology.

The District does not have regulatory authority of emissions from mobile sources, including heavy-duty agricultural equipment. There are no regulatory requirements in place at the state or federal level controlling emissions from heavy-duty agricultural equipment including tractors, harvesting equipment and other heavy-duty equipment used in agriculture.
However, 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, including agricultural equipment.

The District offers the following program targeted at replacing or repowering agricultural equipment in the Valley:

**Heavy-Duty Program Agricultural Tractors -**

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.

*Implementing Agency:* SJVAPCD

*Type of Action:* Incentives

*Timing:* Implementation to begin immediately upon adoption of CERP and updated District incentive spending plan.

*Description of Proposed Actions:* The goal of this action is to replace up to 100 pieces of agricultural equipment operating in and around the community with new, cleanest available technology. The proposed funding amount of $5,000,000 would cover up to 60% of the cost of replacing up to 100 pieces of agricultural equipment at an average incentive of $50,000 each.

**A.7: INCENTIVE PROGRAM FOR REPLACING OLDER DIESEL DAIRY TRUCKS WITH ZERO OR NEAR ZERO EMISSION TRUCKS**

*Overview:* To provide increased outreach and access to incentive funding for the replacement of older, high polluting dairy trucks with new zero or near-zero-emission trucks operating within and surrounding Shafter.

Replacing older trucks is important to reduce the public'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 and near zero-emission battery electric and near-zero emission natural gas powered trucks are significantly cleaner than older trucks.

The District does not have regulatory authority of emissions from mobile sources, including heavy-duty trucks. Diesel powered on-road heavy-duty vehicles are subject to statewide ARB Truck and Bus Regulation which requires all equipment to get progressively cleaner over time.
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 trucks operating throughout the Valley, including:

- The Heavy Duty Truck Replacement Program [http://valleyair.org/grants/truck-replacement.htm](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.

- The District currently developing 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 currently 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.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Implementation:** 2020-2024

**Description of Proposed Actions:** The goal of this action is to replace up to 20 dairy trucks with zero or near zero-emission trucks that operate in and around the community. The proposed funding amount of $2,000,000 would cover up to approximately 60% of the cost of replacing up to 20 diesel trucks with zero or near-zero-emission trucks at $100,000 each.

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**A.8: SUPPORT DAIRY OPERATIONS NEAR SHAFTER IN INSTALLING DAIRY DIGESTERS**

**Overview:** The purpose of this strategy is to support dairy operations near the City of Shafter in installing dairy digesters, which capture emissions of methane for productive use in energy production. Dairy digester installations have been shown to reduce emissions of VOCs and ammonia. However, digesters that are not designed in a manner that mitigates or eliminates criteria pollutants can lead to an increase in emissions of criteria pollutants such as NOx. As a part of this strategy, the District will work closely with CDFA and industry representatives to ensure that digesters funded through new State programs are designed and implemented to be protective of air quality (i.e., pipeline injection, mobile source fuel projects).

**Implementing Agency:** SJVAPCD, CDFA, NRCS, local partners

**Type of Action:** Incentives
Implementation: 2020

Description of Proposed Actions: The District will work with stakeholders and organizations, such as the California Department of Food and Agriculture (CDFA), Natural Resources Conservation Service (NRCS) and the California Dairy Quality Assurance Program (CDQAP), to support the deployment of dairy digesters with pipeline injection or mobile source fueling technology at dairies near the community of Shafter.

A.9: ALTERNATIVE MANURE MANAGEMENT PRACTICES AT DAIRIES
Overview: The management and storage of manure at dairies can result in emissions of various pollutants. Particulate matter (PM) is emitted from dried manure on the surface of corrals as a result of the impact of the hooves of the cattle and any equipment used in the corrals. Dried manure barns and manure storage areas also results in particulate PM emissions. The equipment used to manage the manure also results in direct emissions of PM. Volatile Organic Compounds (VOCs) are emitted from manure as a result of the decomposition of the organic matter in the manure. Ammonia (NH3) emissions from manure are the result of the microbial decomposition of nitrogenous compounds in manure.

Various manure management practices can be used to reduce emissions of air pollutants from manure. Examples of these practices include increased flushing frequency to reduce emissions of VOC and ammonia and separation of urine and feces to reduce ammonia emissions. The majority of the VOCs emitted from fresh cow manure, such as alcohols and Volatile Fatty Acids (VFAs), are highly soluble in water. Ammonia is also soluble in water. Therefore, with increase flushing, a large portion of these compounds will dissolve in the flush water and will not be emitted. The primary nitrogenous compound in dairy manure is urea. Whenever urea comes in contact with the enzyme urease, which is excreted in animal feces, the urea will hydrolyze rapidly to form ammonia and this ammonia will be emitted soon after. It may be possible to manage manure in a way in which contact between the urine and feces is reduced, thereby reducing ammonia emissions.

Implementing Agency: SJVAPCD, CDFA, NRCS, local partners

Type of Action: Incentives

Implementation: 2020

Description of Proposed Actions: The District will work with stakeholders and organizations, such as the California Department of Food and Agriculture (CDFA), Natural Resources Conservation Service (NRCS) and the California Dairy Quality Assurance Program (CDQAP), to examine 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.

The following are additional suggested measures not within the Air District's statutory jurisdiction to implement:

A.10: REDUCING EXPOSURE TO PESTICIDES IN THE COMMUNITY
Overview: Several specific measures were suggested by Committee members regarding reducing community exposure to pesticides, including banning un tarped applications of 1,3-D, reducing the 1,3-D township cap, implementing a notification system to alert residents prior to pesticide applications, banning aerial application of pesticides, and establishing buffer zones where pesticide application is banned near sensitive receptor locations.

Jurisdictional Issue: Under state law, the District has no regulatory authority over pesticides in their pesticidal use. Some advocates have pointed out that a 1996 court case (Harbor Fumigation Inc v. County of San Diego Air Pollution Control District) clarified that air districts do have jurisdiction over emissions of pesticides released into the air after their pesticidal use:

"...although APCD cannot regulate how a pesticide is used within the Facility (and thus does not run afoul of DPR’s jurisdiction over pesticide use), once the use of a pesticide is completed and its waste gas emitted into the ambient air from the Facility, then APCD’s regulatory jurisdiction … begins."

The District agrees, and has, for decades, regulated facilities that perform fumigation where the pesticide is applied in a room or fumigation chamber, and then released into the air from that chamber. The District does require air pollution control equipment or techniques to reduce pesticide emissions in such situations. Air Districts are allowed to do so by state law because the emissions of pesticides are occurring after their pesticidal use is completed. However, the District does not have jurisdiction in the case of open air application, such as on-field pesticide application, because all potential control of emissions in such situations is also a regulation of the pesticide in its pesticidal use. For instance, pesticide reformulation and limiting pesticide use (whether by amount or by location) is regulating a pesticide in its pesticidal use, and the state’s position is that the District is prohibited by state law from doing so.

Implementing Agency: DPR, CARB

Type of Action: Partnership

Timing: Unknown
Description of Proposed Actions: The District has forwarded all pesticide-related emission reduction strategy suggestions to DPR and CARB, and has received the following response:

"Through discussions with District and Committee, DPR and CARB are committed to including in the CERP actions to address pesticides and are working together to draft strategies to be included by the end of August."
INDUSTRIAL SOURCES

INDUSTRIAL SOURCES IN SHAFTER
There are a variety of industrial sources located in and around the City of Shafter. These sources range from smaller operations like gasoline dispensing operations (GDOs) and auto body coating operations, to larger operations like oil and gas operations which includes equipment like internal combustion (IC) engines, boilers/steam generators, flares, and many others.

Criteria pollutant emissions from this source category include NOx, SOx, PM10/PM2.5, CO, and VOC, and toxic air contaminants (TACs) like benzene, toluene, xylene, and hydrogen sulfide. Within the 7-mile radius of interest around the Shafter community, 16.91 tons per year of NOx, 48.19 tons per year of VOC and 27.41 tons per year of PM2.5 are attributed to stationary sources.

COMMUNITY CONCERNS AND COMMENTS
During committee discussions regarding industrial sources, committee members identified oil and gas operations, including flares, as a sources to address, with suggestions ranging from providing “incentives” to replace older, higher polluting equipment or to install advanced controls, to requiring the installation of low-NOx flare technology, and to not allowing new oil wells within 2,500 feet of residents, schools and all environmental sensitive locations in the community.

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 Operations (GDOs):
Gasoline dispensing operations 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 Phase I 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 Phase II vapor control systems. GDOs are subject to stringent enforcement provisions, including ongoing monitoring of equipment and annual 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 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, 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. This 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 annual inspections. Auto body coating operations must demonstrate continued compliance with additional visible emissions requirements as described in Rule 4101.

Oil and Gas Operations:
Oil and gas operations in the San Joaquin Valley are subject to District 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, Rule 4624 – Transfer of Organic Liquid; and depending on the equipment used by the oil and gas operation, units like boilers/steam generators would be subject to District Rule 4306/4320 – Advanced Emission Reduction Options for Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBtu/hr and IC engines would be subject to Rule 4702 – Internal Combustion Engines.

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, NOx, and SOx 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. 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. 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. Oil and gas facilities are subject to stringent enforcement provisions, including inspection and maintenance (I&M) programs, periodic source testing requirements, and annual inspections. These operations are also subject to stringent emission control and leak detection and repair requirements.

The purpose of Rule 4306/4320 is to limit emissions of NOx, CO, oxides of sulfur (SO2), and PM10 from boilers, steam generators, and process heaters. This rule applies to any gaseous fuel or liquid fuel fired boiler, steam generator, or process heater with a total rated heat input greater than 5 million Btu per hour. The purpose of Rule 4702 is to limit the emissions of NOx, CO, VOC, and SOx from internal combustion engines. This rule applies to any internal combustion engine rated at 25 brake horsepower or greater. Both these rules have very stringent emission limits, periodic monitoring, and source testing requirements.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN 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 Shafter community and the surrounding 7-mile radius.

The following are proposed measures that are within the Air District’s statutory jurisdiction to implement:

IS. 1: AMEND RULE 4311 (FLARES) TO REQUIRE ULTRA-LOW NOX CONTROLS WHERE TECHNOLOGICALLY AND ECONOMICALLY FEASIBLE
Overview: The goal of this strategy is to reduce NOx emissions from flares. District Rule 4311 (Flares) already contains stringent requirements for flares. However, despite achieving significant emissions reductions through decades of implementing the most stringent stationary and mobile regulatory control program in the nation, NOx emissions
in the Valley must be reduced by an additional 90% in order to attain the latest federal ozone and PM2.5 standards that now encroach on natural background levels. Towards this end, the District will be modifying several rules identified in the 2018 PM2.5 Plan, including District Rule 4311 (Flares).

Implementing Agency: SJVAPCD

Type of Action: Regulatory

Implementation: 2021

Description of Proposed Actions: This strategy would adopt new requirements to District Rule 4311 for the application of ultra-low NOx flare emissions limitations for existing and new flaring activities to the extent that such controls are technologically achievable and economically feasible. The District has already begun the public rule development process and has an anticipated adoption date in 2020. There is an estimated emissions reduction of 1.5 tons of NOx per year (flares do not produce significant PM2.5 emissions).

IS.2: EVALUATE FEASIBILITY OF FUNDING FURTHER EMISSIONS REDUCTIONS FROM OIL AND GAS PRODUCTION OPERATIONS

Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from Oil and Gas Production Operations. Oil and gas production operations are already subject to stringent requirements from multiple District rules and regulations. During the rule development process the District conducts when amending existing rules or adopting new rules; there are times where advanced control technologies are identified that could potentially achieve additional emissions reductions, but those technologies are identified as not cost-effective at the time of rule adoption. While the District’s current regulations are some of the most stringent regulations in the nation and have achieved significant emissions reductions, for the first time, state incentive grant dollars are being made available to achieve further reductions in emissions from stationary sources that would not otherwise be feasible without this financial assistance. This type of financial assistance would only be available to facilities that are proposing to reduce emissions beyond the requirements of state, federal, and air district regulations.

Implementing Agency: SJVAPCD

Type of Action: Incentive

Implementation: 2021

Description of Proposed Actions: This strategy would evaluate the feasibility of creating an incentive program for oil and gas production operations to fund the installation of technologies that further reduce emissions. The District will work with oil and gas production operations in the Shafter area to identify potential emission reduction
opportunities, such as electrifying pump jacks that are currently operating with internal combustion engines. The District will identify available grant funding to assist implementation and will quantify emissions reductions as reduction opportunities are finalized.

**IS.3: ENHANCED STATIONARY SOURCE INSPECTION FREQUENCY**

**Overview:** The goal of this strategy is to limit the potential for localized air quality impacts at permitted facilities associated with the failure to comply with emission standards established by District permit, rule, or regulation.

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

During the review of the enforcement history for the Shafter community and 7-mile buffer area, the District determined that 15 enforcement actions were issued to facilities (not including gas stations) for violations resulting in excess emissions. These violations occurred at 7 permitted facilities in the area. The District has also issued 7 enforcement actions to gas stations for violations resulting in excess emissions. These violations occurred at 7 gas stations in the area. Consistent with recommendation from Community Steering Committee members, the District believes that more frequent inspections for these 14 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.

**Implementing Agency:** SJVAPCD

**Type of Action:** Enforcement

**Implementation:** 2020

**Description of Proposed Actions:** The District will increase the frequency of inspection at each facility within the Shafter community or 7-mile buffer area 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.
IS.4: PILOT TRAINING PROGRAM FOR CONDUCTING SELF-INSPECTIONS AT GAS STATIONS
Overview: 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 Shafter Community and 7-mile buffer zone.

Gasoline dispensing stations are sources of volatile organic compound (VOC) and toxic emissions such as benzene. Accordingly, District rules require state-certified vapor recovery systems be installed, operated, and maintained in order to achieve at least 95% control of gasoline vapors. District staff inspects gasoline vapor recovery systems on a routine basis to detect equipment defects, such as torn hoses and damaged nozzles, and missing or non-certified parts, to ensure compliance with applicable state and local requirements. Furthermore, District staff routinely witnesses third-party source testing of gasoline vapor recovery systems to verify compliance with applicable leak standards and backpressure requirements. In addition, frequent and thorough self-inspections of vapor recovery systems by the facility operator aids in the identification and timely repair of vapor recovery system defects in the interim between District inspections and reduces the potential for localized impacts from excess emissions associated with equipment defects.

Implementing Agency: SJVAPCD

Type of Action: Compliance Assistance

Implementation: 2020

Description of Proposed Actions: The District will develop a new pilot training program to instruct gas station operators in conducting thorough self-inspections of the vapor recovery systems to aid in the identification and timely repair of vapor recovery system defects. Once developed, the District will provide hands-on training to each of the 15 gas stations in the Shafter Community and 7-mile buffer zone. This training will cover important inspection points such as nozzles, hoses, breakaways, vacuum motors (as applicable), components associated with storage tanks, and vapor recovery system pressure/vacuum vents. By receiving this training, operators will be better equipped to identify and expeditiously repair any system defects resulting in excess VOC and toxic emissions.

IS.5: PROVIDE INCENTIVES TO INSTALL ADVANCED CONTROL TECHNOLOGY
Overview: The goal of this strategy is to reduce NOx and PM2.5 emissions from stationary source operations through the installation of advanced controls. During the rule development process the District conducts when amending existing rules or adopting new rules; there are times where advanced control technologies are identified that could potentially achieve additional emissions reductions, but those technologies are identified as not cost-effective at the time of rule adoption. While the District's
current regulations are some of the most stringent regulations in the nation and have achieved significant emissions reductions, for the first time, state incentive grant dollars are being made available to achieve further reductions in emissions from stationary sources that would not otherwise be feasible without this financial assistance. This type of financial assistance would only be available to facilities that are proposing to reduce emissions beyond the requirements of state, federal, and air district regulations.

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentive, Outreach

**Implementation:** 2020-2024

**Description of Proposed Actions:** This strategy would provide incentives for stationary sources within the Shafter community to install advanced control technology, beyond existing controls, that would not otherwise be economically feasible to install. The state is currently developing funding guidance for such projects. The District will identify types of facilities and controls not otherwise identified in the CERP and will work with partners to implement these advanced controls. The District will also identify available grant funding to assist implementation, the number and types of projects to be funded, and will quantify emissions reductions as reduction opportunities are finalized.
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 2.29 tons per year of PM2.5 towards area sources of emissions in the community of Shafter, contributing 1.2% of the total PM2.5 inventory in Shafter. During winter, one of the largest sources of particulate pollution comes from residential wood burning. Given the significant localized health impacts associated with residential wood smoke, reducing emissions from residential wood burning is a priority for the community of Shafter. 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 Shafter has provided recommendations to implement enhanced financial incentives for residents to replace existing wood burning devices and pellet stoves with natural gas or electric technologies.

CURRENT CONTROL PROGRAMS
The District’s comprehensive strategy to reduce emissions from residential wood burning includes implementation of stringent curtailment requirements through Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters), 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 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 and in the evening hours, and in neighborhoods where residents live and play.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
Due to the high 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 provide enhanced incentives to replace wood burning devices, increased efforts to educate public about harmful impacts of wood smoke, enhanced enforcement of wood
burning curtailments, focused outreach to reduce illegal activity, and enhanced enforcement to reduce illegal burning of residential waste.

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. 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 Burn Cleaner program, incentives are currently offered to encourage Valley residents to switch to cleaner burning options. The program offers up to $3,000 depending on the income of the resident and the type of device they are purchasing.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy would provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies. Incentives available to Shafter residents would include $3,000 for natural gas devices and $4,000 for an eligible electric heating device. The goal of this measure is to replace 200 wood burning devices in Shafter with natural gas or electric alternatives at an expected cost of $600,000. The emission reductions associated with this measure are expected to achieve 98 tons of PM2.5.

RB.2: EDUCATE PUBLIC ABOUT HARMFUL IMPACTS OF RESIDENTIAL WOOD BURNING

Overview: The goal of this strategy is to conduct outreach in the community to educate residents about the health impacts of wood burning and the importance of reducing it. Wood burning education is important because airborne particles produced by wood smoke (such as PM 2.5) negatively impact human health, especially sensitive populations such as children or seniors who may live in homes that burn wood for heating, cooking, or recreation. This strategy's focus includes providing information about programs available to support the transition to natural gas and electric devices as well as the Check Before You Burn program and Rule 4901.
Implementing Agency: SJVAPCD

Type of Action: Outreach

Implementation: 2020-2024

Description of Proposed Actions: This strategy would create a series of four (4) public workshops to educate Shafter residents about wood burning topics and to address questions and concerns interactively and accessibly within a forum setting. Workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Wood burning infographics and educational materials would also be circulated to at least six (6) community spaces throughout Shafter and the surrounding community with the goal of continuing to spread awareness and increasing applications for incentive funds supporting the transition to natural gas and electric devices.

RB.3: ENHANCED ENFORCEMENT OF WOOD-BURNING CURTAILMENTS UNDER DISTRICT RULE 4901

Overview: The goal of this strategy is to limit the potential for localized PM2.5 impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901. Currently, to optimize rule effectiveness and reduce the public health impact of wood smoke, the District dedicates extensive staffing resources to operate a robust Rule 4901 enforcement program covering all aspects of the rule. The District's strategy focuses on both compliance assistance and enforcement activities. On all curtailment days, the District dedicates significant staffing resources to conducting surveillance in neighborhoods and responding to complaints from members of the public to ensure compliance with the rule. The District treats fireplace surveillance and complaint response as the highest priority enforcement activity. On each curtailment day, a substantial number of the District's inspection staff are assigned to perform surveillance with a focus on areas where non-compliance with the rule has been historically high and/or where public complaints regarding burning have been common. Notwithstanding this focus, the District works to ensure that surveillance is conducted regularly in all areas subject to regulatory curtailments. In addition to the surveillance and complaint response conducted during normal business hours, the District also conducts surveillance and complaint response on weekends, holidays, and during nighttime hours.

Implementing Agency: SJVAPCD

Type of Action: Enforcement

Implementation: 2019-2024
Description of Proposed Actions: Upon implementation of this strategy, District staff will allocate additional resources toward the enforcement of District Rule 4901 episodic curtailment requirements in the Shafter community. Specifically, 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.

RB.4: REDUCE ILLEGAL BURNING THROUGH RESIDENTIAL OPEN BURNING EDUCATION

Overview: The goal of this strategy is to reduce illegal burning of residential waste through outreach and education. It is important for residents to understand both the unlawfulness of burning garbage and its negative health impacts on all. Smoke from burning trash, yard waste, or burn barrels may contain air toxins among other pollutants that are especially harmful to human health. Education is critical to effectively reducing this dangerous practice.

Implementing Agency: SJVAPCD

Type of Action: Outreach

Implementation: 2020-2021

Description of Proposed Actions: This strategy would establish a series of four (4) public workshops to educate Shafter residents about the illegality and health impacts of burning waste, and to address questions and concerns interactively and accessibly within a forum setting. Workshops would take place in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. This strategy would also invest funds into geo-targeted outdoor ads in areas with frequent violations, including two (2) billboards, two (2) pieces of street furniture (such as bus shelters or kiosks), and one (1) bus routed through relevant locations. Additionally, two (2) postcard mailers would be sent to county residents in rural areas.

RB.5: ENHANCED ENFORCEMENT TO REDUCE ILLEGAL BURNING OF RESIDENTIAL WASTE

Overview: The goal of this strategy is to limit the potential for localized PM2.5 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.
Implementing Agency: SJVAPCD

Type of Action: Enforcement

Implementation: 2020-2024

Description of Proposed Actions: Building on the District’s existing surveillance and complaint response efforts, the District will conduct additional targeted surveillance efforts in the Shafter community and 7-mile buffer zone 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.
SOLAR DEPLOYMENT IN THE COMMUNITY

BACKGROUND
The State of California has aggressively pursued renewable energy. It is the policy of the state that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045.

The State has also directed state agencies to undertake various studies to identify and assess:
- Barriers to, and opportunities for, solar photovoltaic energy generation.
- Barriers to, and opportunities for, access to other renewable energy by low-income customers.
- Barriers to contracting opportunities for local small businesses in disadvantaged communities.

As an outcome of the state’s aggressive renewable and zero-carbon electricity requirements and the state’s desire to make renewable power more accessible to low-income and disadvantaged communities a number of programs have been developed to make solar photovoltaic system more accessible in the City of Shafter.

COMMUNITY CONCERNS AND COMMENTS
The Shafter steering committee has identified residential solar photovoltaic installation as a strategy to reduce emissions and reduce the cost of energy in the community.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
Based on community interest in residential solar PV systems, the District will be partnering with other entities with solar funding programs to assist the community in accessing those programs. As further detailed below, these programs include the following:
- DAC-Single Family Solar Homes (DAC-SASH) program
- Solar on Multifamily Affordable Housing (SOMAH) program
- DAC-Green Tariff (DAC-GT) program
- Community Solar Green Tariff (CSGT) program

The following is a suggested measure not within the Air District’s jurisdiction to directly implement:

SD.1: INCENTIVE PROGRAM FOR INSTALLING SOLAR IN THE COMMUNITY
Overview: The goal of this strategy is to increase the amount of solar photovoltaic (PV) systems installed in the community by connecting community members with programs that provide financial incentives for the installation of solar photovoltaic (PV) systems. A variety of programs are available to provide incentives for the installation of PV systems or for preferred rates for green energy in the community.

Jurisdictional Issues: It should be noted that oversight of energy usage, including implementation of community energy efficiency programs, is the jurisdiction of the
California Public Utilities Commission, the public utilities, cities, and counties. AB 617 does not provide the District with new regulatory authority over energy programs, as discussed in CARB’s Blueprint (see “Who Has the Authority to Implement Actions?”, page 26 of the Blueprint). However, the District will make available to the responsible agencies the below strategy, as suggested by the Committee for potential inclusion into the CERP, for input and response in the Shafter Community Emissions Reduction Program.

**Implementing Entities:** California Public Utilities Commission, Pacific Gas and Electric Company, GRID Alternatives, SOMAH Nonprofit Administrative Partnership (SNAP)

**Type of Action:** Partnership

**Implementation:** 2019-2024

**Description of Proposed Actions:** The District will help to coordinate meetings with entities that offer incentives for solar photovoltaic (PV) installation and other green energy programs that have the potential to reduce utility rates in the community. The following is a summary of programs that can benefit the community:

- **DAC-Single Family Solar Homes (DAC-SASH)** program provides assistance in the form of up-front financial incentives for the installation of rooftop solar generating systems for income-qualified owners of single family homes in disadvantaged communities. The program is administered by GRID Alternatives and has an annual budget of $10 million from 2019 through 2030.

- **Solar on Multifamily Affordable Housing (SOMAH)** program provides financial incentives for installing solar photovoltaic (PV) energy systems on multifamily affordable housing in disadvantaged communities (DAC). The program has $100 million annually and has a goal of installing 300 megawatts of generating capacity by 2030. The program is administered by the SOMAH Nonprofit Administrative Partnership (SNAP).

- **DAC-Green Tariff (DAC-GT)** program procures 100 percent renewable energy on behalf of customers while providing them a 20 percent discount on their otherwise applicable utility rate. The 20 percent discount can be applied as a discount to CARE rates. The DAC-GT program will begin in 2020 and will be run through the utility company (Pacific Gas and Electric).

- **Community Solar Green Tariff (CSGT)** is similar to the DAC-GT program in that it procures 100 percent renewable energy on behalf of the customers while providing a 20 percent rate reductions. However, under this program the projects providing the solar energy must be sited within a top 25 percent DAC and the subscribers must reside within a top 25 percent DAC and live within 5 miles of the solar project. The program is approved to serve up to 41 megawatts of
power and serve 6,800 customers. In order to enroll in the program communities must contact their utility (Pacific Gas and Electric).
COMMERCIAL COOKING

COMMERCIAL COOKING OPERATIONS IN SHAFTER.
Commercial cooking represents emissions from the various methods of cooking at restaurants. This includes charbroiling, deep-fat frying, and other cooking such as clamshell or flat griddles. The emissions are from the cooking process exclusively, such as from fat drippings hitting hot radiant surfaces in a charbroiler, and excludes emissions from the heat sources. In the Valley, the primary pollutant of concern from commercial cooking is PM2.5, but there are also emissions of VOCs and toxics. In this category, 76% of the PM2.5 comes from charbroiling, which is divided between chain-driven charbroilers and underfired charbroilers. Between these two categories, underfired charbroiling represents 89% of PM2.5 emitted.

Commercial cooking emission that originate in and around the community of Shafter include 1.73 tons per year of VOCs, and 10.69 tons per year of PM2.5. The commercial cooking category represents 5% of the total PM2.5 emitted in the community and 2% of the formaldehyde. VOC and Benzene emission from this category represent 0.2% of the inventory.

COMMUNITY CONCERNS AND COMMENTS
Commenters from the Community Steering Committee called for more information to be gathered on this category, and expressed a desire for mandatory/regulatory requirements.

CURRENT CONTROL PROGRAMS
In 2002, the District adopted Rule 4692 (Commercial Charbroiling) requiring emission controls on the most used chain-driven charbroilers in the valley, reducing emissions from those devices 84%. In 2009, the District amended the rule requiring controls on additional chain-driven charbroilers further reducing those emissions by 25%. These stringent controls have reduced the impact of chain-driven charbroilers to only 11% of commercial charbroiling emissions.

The remaining 89% of commercial charbroiling emissions are from underfired charbroilers. The dilution of emissions from this types of charbroilers resulting from the hood and ventilation systems make the types of controls that work for chain-driven units inappropriate for underfired units. To identify potential technologies that could work, and demonstrate them in actual Valley restaurants the District has developed the Restaurant Charbroiler Technology Partnership. Information learned from this program, as well as information from other installations of control equipment throughout the state and country was considered in the District’s 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards. That analysis led to a commitment to amend Rule 4692 to achieve additional emission reductions from commercial underfired charbroilers. In addition to the regulatory commitment, the District committed to expanding its incentive program 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 requirements to encourage participation by Valley businesses.
STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
A combination of incentive funding, with enhanced outreach, backed up with a future date regulatory requirement will seek to install emissions control equipment to reduce PM2.5 emissions from restaurants using underfired charbroilers.

The following is a proposed measure that is within the Air District’s statutory jurisdiction to implement:

CC.1: INCENTIVE PROGRAM FOR INSTALLING ADVANCED EMISSIONS CONTROL EQUIPMENT ON UNDERFIRED CHARBROILERS

Overview: The goal of this strategy is to reduce PM2.5 emissions from underfired charbroilers. The District has been very successful in reducing emissions from commercial charbroiling by requiring controls on chain-driven charbroilers. Unfortunately, the same types of controls won’t work for underfired units, and other more expensive technologies must be employed to achieve similar results. These new technologies have not been widely achieved in practice, and many remaining questions regarding their technological feasibility must still be addressed. The District’s Restaurant Charbroiler Technology Partnership program has had some success installing equipment to reduce PM2.5 emissions from underfired charbroilers, and helped identify some technologies that are very promising to address this source category.

Implementing Agency: SJVAPCD

Type of Action: Incentives (with regulatory backstop)

Implementation: 2020-2024

Description of Proposed Actions: This strategy would provide funding for the installation of control equipment at one or two Shafter restaurants (depending on restaurant size and throughput amounts) to reduce particulate emission from underfired charbroilers, and to provide enhanced outreach and education to local restaurants regarding health impacts and availability of funding for installation of controls. Proposed funding amounts of $300,000 would cover up to 100% of the cost of installing emissions control equipment. The emissions reductions associated with this measure will be quantified at a later time.
EMISSIONS EXPOSURE DUE TO CONFLICTING LAND USE

BACKGROUND

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. Land use agencies (e.g. City and County government agencies) have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. 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, glass manufacturing, etc.). For information about current land use in Shafter, please refer to Chapter 3, Understanding the Community.

The design of development projects in a community significantly influences how people travel. Land use strategies may result in reduction of number of 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. 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 VMT by increasing community walkability, implementing commute alternatives and cleaner transit fleets.

The District takes an advisory role working with cities and counties and engages them to use their land use and transportation planning authority to help achieve air quality goals by incorporating as many air quality policies and measures as possible into their general plans, community plans, and specific plans, and to ensure that development occurs in ways that minimize air quality impacts.

COMMUNITY CONCERNS AND COMMENTS

Community concerns expressed during Steering Committee meetings have included concerns about proximity of sensitive receptors, including schools and residences, to pesticide spraying, dust impacts of agricultural operations on the community, impacts of mobile sources on community members, and proximity of oil and gas operations to the community.

Suggestions made by community members during Steering Committee meetings relating to land use changes included implementing mandatory set-backs for new oil and gas wells, and rerouting heavy duty trucks off of Lerdo Highway in the area near Golden Oaks Elementary. It was also suggested that the land use planning of the City of Shafter be improved, and that the City install well-separated bike lanes to increase active transportation and decrease VMTs.
The City of Shafter was an active participant in the CERP development process, including having a representative member as a part of the Community Steering Committee, and presenting to the Committee about the development of the City's Environmental Justice element of the General Plan, and opportunities for Steering Committee and public involvement in planning processes.

As the majority of community member suggestions relate to land use issues for which the District does not have regulatory 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 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.

CURRENT CONTROL PROGRAMS
The District has implemented the following rules and programs to reduce emissions from mobile sources and to encourage implementation of measures promoting alternative mode of transportation and increasing walkability within the community.

- **District Rule 9410 “Employer Based Trip Reduction”** 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 Rule 9510 “Indirect Source Review”** (ISR) 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. The ISR rule 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. The ISR rule encourages clean air designs to be incorporated into the development project, or, if insufficient emissions reductions can be achieved through clean air project design features, by paying a fee that will be used to fund off-site emissions reduction projects.
• 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

• 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

• The District serves as a Commenting Agency under CEQA in providing technical expertise in characterizing project related impacts on air quality when reviewing projects of various land uses (i.e., residential, commercial, and industrial). CEQA is a state statute that requires state and local agencies to identify the significant environmental impacts of their discretionary decisions and to require the avoidance or mitigation of those impacts, if feasible. Typically, the Lead Agency, such as the local city or county, will submit to the District a request for air quality related comments for a specific project. The District then assesses the project's potential impact on air quality and prepares a letter (commenting letter) that identifies the project, its impact on air quality, recommended feasible mitigation measures to be incorporated, and District rules and regulations that may apply. The commenting letter is then provided to the Lead Agency.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN 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 and County, to providing input through the land use process.

The following are proposed measures that are within the Air District's statutory jurisdiction to implement:

LU.1: PROVIDE ASSISTANCE DURING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PROCESS
Overview: The purpose of this strategy is to provide assistance during the California Environmental Quality Act (CEQA) process with guidance to land use agencies, project proponents, and the public on how the project may impact air quality in the San Joaquin Valley, and information on how air pollution impacts can be reduced.

CEQA is a state statute that requires public agencies such as state and local agencies to identify the significant potential environmental impacts of a proposed project and to avoid or mitigate such impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project". A project is an activity undertaken by a public agency or a private activity which must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.
Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs while motor vehicle emissions are the largest source of air pollution in the San Joaquin Valley. 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. The design of development projects in a community significantly influences how people travel. Land use agencies (e.g., City and County government agencies) have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. Even though the District does not have land use authority, however, as a public agency the District takes an active role in the intergovernmental review process under CEQA. 

In carrying out its duties under CEQA, the District may act as a Lead Agency, a Responsible Agency, or a Trustee/"Commenting" Agency. The role the District under CEQA is dependent upon the extent of the District’s discretionary approval power over the project. The District is typically not the Lead Agency for proposed new projects because project approval is generally required by other public agencies with broader authority, such as land use agencies. A Lead Agency is the public agency with the broadest authority for approving or carrying out the project and therefore has the principal responsibility for carrying out or approving a project subject to CEQA. Lead Agencies are responsible for complying with CEQA by ensuring that all potential environmental impacts of proposed projects are adequately assessed, and environmental damage is avoided or minimized where feasible.

The District is more often a Responsible Agency or a “Trustee Agency” (more commonly known as a “Commenting Agency”). A Responsible Agency is a public agency, other than the Lead Agency, that has responsibility for carrying out or approving a project subject to CEQA. While a Lead Agency must consider all of the potential impacts of a project, a Responsible Agency may only consider those aspects that are within the agency’s area of expertise or which are required to be carried out or approved by the agency. A “Commenting Agency”, is an agency that has “jurisdiction by law” over a particular natural resource but does not have discretionary approval power over the project. In this role, the District is advising Land use Agencies and provides technical expertise in characterizing project related impacts on air quality when reviewing projects of various land uses (i.e., residential, commercial, and industrial). In addition to reviewing a project’s impact on air quality, the District may review and comment on other sections of the environmental document that relate to air quality impacts, for example traffic and health risks. As such, when serving as a Commenting Agency, the District may provide the Lead Agency with comments on the adequacy of the air quality analysis, identify District rules, which apply to the project, and recommend potential mitigation measures for the Lead Agency’s consideration.

The air quality considerations that warrant particular attention during early consultation
between Lead Agencies and project proponents include consistency with applicable District rules and permit requirements and incorporation of all feasible measures to reduce a project’s impact on air quality. As such, addressing issues in relation to land use and project design while a proposed project is still in the planning stages provides project proponents opportunities to incorporate project design features to minimize project’s impacts on air quality.

Implementing Agency: SJVAPCD, City, County

Type of Action: Land use

Implementation: 2019

Description of Proposed Actions: The District will work with the City and County on active CEQA coordination with the land use agencies and project proponents for proposed projects within the Shafter Community and surrounding area. This strategy will result in enhancing project designs in the early stages of the planning process for a better overall project with minimized impact on air quality and early identification of feasible mitigation measures.

**LU.2: SUPPORT PROJECTS THAT REDUCE VEHICLE MILES TRAVELED**

Overview: The purpose of this strategy is to reduce vehicle miles traveled (VMT) in the community through measures that promote active transport and increase the walkability of community neighborhoods.

Mobile source emissions make up over 85% of the Valley’s NOx emissions, the primary driver in the formation of ozone and particulate matter pollution, and therefore reductions in mobile source emissions have become an ever-increasingly critical part of the Valley’s attainment strategy of federal air quality standards.

It is important to note that mobile source “tailpipe” emissions are within the responsibility and jurisdiction of the California Air Resources Board, and local air districts do not have the authority to adopt and implement regulations requiring ultra-low tailpipe emissions standards on mobile sources. The State and the federal government, unlike the District, have the authority to directly regulate tailpipe emissions from mobile sources. New state and federal regulations coupled with a robust incentive-based emission reduction strategy are necessary to reduce emission reductions and community residents’ exposure to air pollutants. The California Air Resources Board has adopted tough regulations for heavy-duty trucks, off-road equipment, and other mobile sources.

In the meantime, the District has been innovative in creating rules to reduce air quality impacts from these sources. In particular, the District has adopted 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.
The District Rule 9510 “Indirect Source Review” (ISR) is the only rule of its kind in the State of California and throughout the nation, which applies to new development projects. The Districts rule is recognized as a benchmark, or best available control, for regulating indirect source emissions with the purpose of reducing the growth in emissions from mobile and area sources associated with construction and operation of new development project in the Valley. The District encourages emissions to be reduced through project design elements resulting in air quality benefits.

The District Rule 9410 “Employer Based Trip Reduction” requires larger employers to establish trip reduction programs. These programs are designed to encourage employees to reduce single-occupancy vehicle trips, thus reducing emissions associated with work commutes.

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 increased walkability, commute alternatives and cleaner transit fleets. Examples of such measures are listed below:

- Bicycle infrastructure
- Infrastructure to support alternative modes of transportation (electrical vehicles, near-zero emissions vehicles, etc.)
- Satellite offices/telecommuting centers to reduce the length of employee commute trips or eliminate such trip
- Implement measures promoting the use of fuels that are less polluting than gasoline or diesel, for example:
  - Replacing diesel fleet with alternative fuel engine technology and infrastructure
  - Retrofitting existing equipment to reduce emissions using methods such as particulate filters, oxidation catalysts, or other approved technologies
  - Repowering/Retrofitting heavy-duty diesel fleet with cleaner diesel engine technology and/or diesel particulate filter after-treatment technology
  - Replacing diesel fleet vehicles with cleaner fueled low emission vehicles (i.e. school buses, buses, on- and off-road heavy duty vehicles, lighter duty trucks and passenger vehicles).

Implementing Agency: SJVAPCD, City, County

Type of Action: Partnership

Implementation: 2019-2024

Description of Proposed Actions: 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 (i.e. bicycle path infrastructure, electric vehicle charging infrastructure, vanpooling and
Under this strategy, the District plans to work with City of Shafter to obtain feedback on opportunities for community members to be involved in land use planning processes. City of Shafter has committed to notify community members about upcoming meetings that address the development of the Environmental Justice element of the City's General Plan.

In addition, as part of its Environmental Justice General Plan Element, the City is considering the following strategies to reduce the amount of vehicular travel within the Shafter area and reduce vehicle miles travelled, thereby reducing air pollutant emissions in the Shafter area:

1. Work to enhance community connectivity between residential uses, shopping, health care, employment, and community services via transit and non-motorized means of travel and maintain efficient land use patterns that reduce the number of miles residents, workers, and visitors need to travel between various activities within Shafter.

2. Plan for and maintain a system of pedestrian and bicycle facilities that connects residents to schools, places of work, parks and recreational facilities, shopping and restaurants, health care facilities, transit, and places of worship.

3. Establish standards and implement a system to evaluate new development and transportation projects in relation to the vehicle miles travelled (and mobile source emissions) they will generate and provide for appropriate mitigation measures to be applied to projects having significant vehicle miles travelled impacts.

4. Work with the San Joaquin Valley Air Pollution Control District to provide funding for (1) paving of roadway shoulders to provide for bicycle lanes and (2) increasing the frequency of street sweeping and improved maintenance of designated bikeways, including patching and/or sweeping of paved shoulders where gravel, glass or other debris has accumulated, and trimming of foliage where it encroaches into the paved shoulder.

**LU.3: SETBACKS FOR NEW OIL WELL DRILLING**

**Overview:** Some Steering Committee members suggested that no new oil wells be drilled within 2,500 feet of residents, schools and all environmental sensitive locations.

**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 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 has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency's input and response in the Shafter Community Emissions Reduction Program.

Implementing Agency: City, County, and the California Division of Oil, Gas, and Geothermal Resources (DOGGR)

Type of Action: Partnership

Timing: Unknown

Description of Proposed Actions: The District will work with the City, County, and DOGGR to communicate this Steering Committee suggestion and receive agency feedback and response about this measure for potential inclusion in the CERP. The City of Shafter has responded as follows:

Kern County has adopted an ordinance establishing setback requirements for oil facilities from sensitive uses (Chapter 19.98 of the Kern County Zoning Ordinance). The Environmental Impact Report (EIR) prepared by the County for that ordinance evaluated health risks for sensitive uses from oil production facilities. Based on the Health Risk Assessment prepared for that EIR, Kern County also adopted mitigation measures that will be implemented to avoid potential significant impacts from oil production facilities on sensitive uses.

The City of Shafter Zoning Ordinance also establishes setback requirements for oil facilities from sensitive uses (Shafter Municipal Code Title 17, Chapter 9). The City will review the EIR and health studies prepared by the County for its oil and gas production ordinance and consider standards for preparation of health risk assessments to avoid creation of significant impacts from oil production facilities on sensitive uses.

LU.4: REDUCE EMISSIONS ASSOCIATED WITH THE CONSTRUCTION OF THE HIGH SPEED RAIL WITHIN THE 7-MILE RADIUS AROUND THE COMMUNITY OF SHAFTER

Overview: The goal of this strategy is to reduce emissions from High Speed Rail (HSR) construction equipment operating within the 7-mile radius to reduce the impact of pollution on area residents. While the Air District has already negotiated as a part of the CEQA commenting process a commitment by California High Speed Rail (HSR) Authority to completely mitigate their construction emissions on a regional basis, their construction project will still generate local air pollution impacts, largely due to the use of heavy-duty diesel equipment. To minimize these impacts, the Committee suggests that the HSR Authority use only Tier 4 engines in this heavy-duty equipment.
Jurisdictional Issues: Under state and federal law, air districts are prohibited from regulating emissions from mobile sources, and therefore cannot directly require operations to use specific types of engines in their mobile sources, such as trucks and construction equipment. CARB and the federal EPA retain jurisdiction for these sources. The District has addressed this jurisdictional issue in a number of ways, including requiring mitigation of a significant portion of construction and operational emissions that occurs due to development projects (such as the HSR project) through our Indirect Source Review (ISR) Rule, the only rule of its kind in the state. Beyond this rule, we request through our CEQA commenting responsibility under state law that developers look for additional mitigation, beyond that required by rules and laws, and offer the District’s “Voluntary Emission Reduction Agreement” (VERA) program as a mechanism to do so. HSR has complied with our ISR rule, and has further contractually agreed through a VERA to fully mitigate the emissions associated with the construction of the HSR project in the San Joaquin Valley. However, beyond these comprehensive regional mitigations, local impacts causes by diesel particulate emissions remain associated with the use of diesel powered equipment, and state and federal regulations do not require the HSR to use Tier 4 engines to reduce those impacts. The HSR Authority is the only public agency that can require that Tier 4 engines be used.

Implementing Agency: District, CARB, California High Speed Rail Authority

Type of Action: Partnership

Implementation: 2019

Description of Proposed Actions: The District will work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes to address suggestion that HSR construction within the 7-mile radius use Tier 4 engines in all off-road construction equipment.
ROAD DUST

ROAD DUST IN SHAFTER

In the Shafter community and the surrounding 7-mile radius, there are 659 miles of roads, including 109 miles of major roads, and 550 miles of minor roads. Sources of emissions from roads include deposits of vehicle exhaust and industrial exhaust, particles from tire and brake wear, dust from paved roads and potholes, and dust from construction, open areas, and other earthmoving activities.

Approximately 18% of all PM2.5 emissions in the community are from road dust, as illustrated in the below table:

<table>
<thead>
<tr>
<th>Emissions Source</th>
<th>PM2.5 Emissions (tons/year)</th>
<th>% of Total PM2.5 Emissions</th>
<th>PM10 Emissions (tons/year)</th>
<th>% of Total PM10 Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved Road Dust</td>
<td>21.13</td>
<td>13.2%</td>
<td>140.86</td>
<td>13.0%</td>
</tr>
<tr>
<td>Unpaved Road Dust</td>
<td>7.96</td>
<td>5.0%</td>
<td>79.65</td>
<td>7.4%</td>
</tr>
</tbody>
</table>

COMMUNITY CONCERNS AND COMMENTS

The Community Steering Committee expressed an interest in evaluating air quality impacts and feasibility of increasing frequency of street sweeping along freeways and streets. Community members also wanted to identify opportunities to reduce dust from paved and unpaved roads in the community through road paving improvements. Specific interest was expressed in improvements in road paving, structure, and infrastructure in communities within the 7 mile zone, including Smith’s Corner, Cherokee Strip, Mexican Colony, Labor Camps along Route 43, etc. Bike lanes and sidewalks with trees were also discussed during community meetings.

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 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.
- Any paved, unpaved, or modified public or private road, street highway, freeway, alleyway, 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](https://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm)

**STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY**
Due to the high priority that the Steering Committee placed on reducing dust in the community, specific measures have been developed to further reduce PM emissions in the Shafter area. In addition to strategies discussed elsewhere, these strategies include the following measures to reduce dust from both paved and unpaved roads. The District is proposing to partner with other agencies to improve road paving efforts in the community and, if found to be effective in reducing particulate emissions, increase street sweeping efforts.

The following suggested measures are not within the Air District's jurisdiction to directly implement:

**D.1: STREET SWEEPING**
Overview: The goal of this strategy is to identify opportunities to reduce dust from paved and unpaved roads in the community through increased frequency of street sweeping. Increased street sweeping on roads and highways can help to reduce paved road dust and associated emissions that may impact public health. The City of Shafter coordinates street sweeping within the city boundaries. Areas of the AB 617-selected community not within the city boundaries are maintained by the County of Kern, which does not operate any street sweepers in the area.

Figure 4-3 below shows the community boundary (red outline), and the city limits of Shafter (pale yellow). See Figure 4-4 for the current street sweeping schedule in the City of Shafter.
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 whether and how often to require street sweeping, 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 has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency’s input and response in the Shafter Community Emissions Reduction Program.

**Implementing Agency:** SJVAPCD, City and County

**Type of Action:** Partnership

**Implementation:** 2020

**Description of Proposed Actions:**
The District, through partnerships with other entities (including City of Shafter, Kern County, and Kern Council of Governments), will work to identify opportunities to expand and improve street sweeping efforts in the community.

**RD.2: ROAD PAVING IMPROVEMENTS**

**Overview:** The goal of this strategy is to identify opportunities to reduce dust from paved and unpaved roads in the community through road paving improvements. The District currently regulates fugitive dust emissions from a range of sources with a series of rules known as Regulation VIII. Rule 8061 (Paved and Unpaved Roads) 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 8061 also establishes thresholds that when exceeded require that roads are treated to reduce visible dust emissions.

Dust from unpaved roads is the source of 7% of the PM10 emissions from area-wide sources in the community. Through partnerships with other entities (including City of Shafter, Kern County, and Kern Council of Governments) to identify opportunities, such as Congestion Mitigation and Air Quality funding, the District will work to improve road paving efforts in the community where most needed to reduce health impacts. These efforts include paving shoulders, shoulder stabilization, paving or stabilizing unpaved roads, installing sidewalks, and curbing.

**Implementing Agency:** Cities, Counties

**Type of Action:** Partnership
Timing: Immediately upon identifying opportunities for agency coordination

Description of Proposed Actions:
The District will partner with the City of Shafter and Kern County to notify them as grant funding opportunities for road paving, road resurfacing, and sidewalk improvements become available. The District will provide support to the City and County in paving grant applications through letters of support and technical support, as requested.
LAWN AND GARDEN EQUIPMENT

LAWN AND GARDEN EQUIPMENT IN SHAFTER

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 Shafter community the emissions from this sector total 2.23 tons per year (TPY) of NOx, 13.27 TPY of VOC and .28 TPY of PM2.5. These total emissions contribute 0.3% of the NOx inventory, 3.6% of the VOC inventory, and 0.1% of the PM2.5 inventory.

Figure 4-5: Electric yard equipment helps to reduce emissions near homes and places of business

COMMUNITY CONCERNS AND COMMENTS

Community Steering Committee comments regarding Lawn and Garden included better outreach to inform community members of available incentives and increased incentives for the equipment as well as providing free electric lawn mowers for low income residents.

CURRENT CONTROL PROGRAMS

CARB has a 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

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
In order to achieve additional emission reductions from the Lawn and Garden category the District will provide enhanced outreach and access to Shafter 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.

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. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District's Clean Green Yard Machines program provides incentive funding for the replacement of existing gas powered lawn mower with a new electric model. These incentives range from $100-250 depending on the cost of the new mower. In addition, the District offers incentives up to $50 for the purchase of a new electric lawn mower, edger, trimmer, chainsaw or polesaw without requiring an old piece of equipment to be turned in.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy will provide Shafter residents with increased incentives for the replacement of residential lawn care equipment. This measure 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. Residents who do not have an existing piece of equipment to retire would be eligible for incentives up to $50 for the purchase of a new piece of eligible equipment. The goal is to replace 280 gas powered units at an expected cost of $100,000. Emission reductions associated with this measure will be calculated at a later time.
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 by replacing existing gas powered equipment with battery powered zero emission models. Advancing clean technology in the area of commercial lawn care can provide meaningful health benefits to San Joaquin Valley residents who are directly impacted and exposed on a daily basis to air pollution generated from lawn care equipment. Emissions from commercial lawn care providers occurs in the Shafter community, directly impacted equipment operators and community residents. The District currently offers a commercial lawn and garden replacement program and provides incentives for the replacement of gas powered equipment with battery operated zero emission technology. These incentives range from $200-$15,000 depending on the equipment type and cost of the new units. In addition, the program provides incentive funds for additional batteries and chargers to ensure that the equipment is capable of operating for a full day of work.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy will provide commercial lawn care providers operating in Shafter with enhanced outreach and access to available incentives offered by the District. The goal of this measure is to replace 30 pieces of commercial grade gas powered lawn and garden equipment at an expected cost of $40,000. Emission reductions associated with this measure will be calculated at a later time.
PUBLIC FLEETS

PUBLIC FLEETS IN SHAFTER
Public agencies, including the City of Shafter and Kern County as well as transit organizations operate a variety of public fleet vehicles within the City of Shafter. These include a wide variety of light-duty vehicles used for municipal purposes including police vehicles, municipal work vehicles, city and county staff vehicles, etc. These vehicles are typically fueled by conventional gasoline or diesel engines. Emissions from this source category include oxides of nitrogen (NOx) and combustion PM from the internal combustion engines. Mobile sources account for more than 85% of the NOx inventory throughout the Valley.

Figure 4-6: Examples of public fleet vehicles

COMMUNITY CONCERNS AND COMMENTS
The community comments regarding this source category centered on providing "mandatory incentives" to replace public fleet vehicles with the City of Shafter and restrict those vehicles to electric-only options. Of the community members that prioritized this measure, one member assigned it a low priority, two members assigned it a medium priority and two members assigned it a high priority.

CURRENT CONTROL PROGRAMS
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 public fleets:

- The District operates the Public Benefit Grants Program. The purpose of this program is to fund the purchase of new electric, plug-in hybrid, or alternative fuel vehicles for public agencies to promote clean air alternative-fuel technologies and the use of low-or zero-emission vehicles in public fleets. This program is currently open and accepting applications on a first-come-first-served basis.
- 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).

**STRATEGY DEVELOPED FOR IMPLEMENTATION IN COMMUNITY**

Due to community members' interest in reducing emissions of criteria pollutants and toxic air contaminants that originate from mobile sources operating in and around the community of Shafter, the following strategy was developed to reduce emissions associated with the operation of public fleet vehicles.

**PF.1 INCENTIVE PROGRAM FOR REPLACING OLDER PUBLIC FLEET VEHICLES WITH NEW, CLEAN-VEHICLE TECHNOLOGY**

*Overview:* To provide increased outreach and access to incentive funding for the replacement of older, higher-polluting public fleet vehicles operating within and surrounding Shafter with new clean vehicle technology.

Replacing older public fleet vehicles is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. These pollutants negatively impact human health, especially for sensitive populations such as children. These are new clean vehicle technologies, including plug-in hybrid, battery electric and natural gas that are significantly cleaner than conventionally-powered gasoline and diesel vehicles.

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, including public fleet vehicles, the District has implemented a suite of programs to reduce pollution from public fleets:

  This program is operated by the District. The purpose of this program is to fund the purchase of new electric, plug-in hybrid, or alternative fuel vehicles for public agencies to promote clean air alternative-fuel technologies and the use of low-or zero-emission vehicles in public fleets. This program is currently open and accepting applications on a first-come-first-served basis.

- **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.
Shafter DRAFT Community Emissions Reduction Program
Draft Outline for Steering Committee Review
August 12, 2019

- 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).

**Implementing Agency:** SJVAPCD

**Type of Action:** Incentives

**Implementation:** 2019-2021

**Description of Proposed Actions:** The goal of this action is to work closely with public agencies, including City of Shafter and Kern County, to replace vehicles through the District’s Public Benefit Grants Program. This includes increased outreach to public agencies operating vehicles within the community as well as prioritized funding for projects in the community. Depending on the types and cost of vehicles replaced, the proposed funding amount of $100,000 would cover the replacement of up to 5 vehicles at an incentive of $20,000 each.
EXPOSURE REDUCTION 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 Shafter include schools, daycare facilities, and medical facilities, as shown in the map below. The CARB Blueprint contains suggestions of several measures that can be implemented to reduce exposure to emissions at areas where these sensitive receptors may be particularly vulnerable to exposure.

Figure 4-7: Sensitive Receptors in the Community

In discussions about possible exposure reduction measures to implement in the AB 617-selected community, the Shafter Steering Committee placed a high priority on measures that would protect the health of children, including installing advanced filtration systems at schools. 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 planting trees in the community; mandating setbacks for new oil wells, implementing a buffer zone of one-mile around the community of Shafter where pesticide spraying is prohibited; creating a notification system to alert residents when pesticide spraying is planned near the community; installing vegetative barriers at dairies and along train routes; and rerouting trucks off of main through-fares. 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.
EXPOSURE REDUCTION STRATEGIES FOR SCHOOLS

SCHOOLS IN THE SHAFTER COMMUNITY
Children within the Shafter community boundary are served by six public schools, two private schools, and one public charter school. Nearly half of all schools in Shafter are part of Richland Union Elementary School District, making it the larger of the two public districts in Shafter. Although partnering with RUESD is key to reducing exposure of the greatest number of children to unhealthy air, it is feasible to engage all nine schools within the boundary in clean-air efforts. All children are considered sensitive receptors with respect to air pollution, so prioritizing their protection from unhealthy air during their developing years is critical.

COMMUNITY CONCERNS AND COMMENTS
A primary concern expressed by Steering Committee members is that outdoor air should be improved before focusing on indoor air quality. While improving outdoor air is the District’s most crucial goal, simultaneously improving indoor air quality can reduce overall exposure more immediately, which is especially important for sensitive groups like children. The Committee also expressed concern about pesticide use near schools. Although the District lacks the regulatory authority to require agriculture companies to provide notification before spraying or to maintain distance from schools, it can work with parents and residents to communicate these concerns and seek action from the appropriate regulatory agencies.

CURRENT CONTROL PROGRAMS
The 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 (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.

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 new pilot program that offers incentive funds to install advanced air filtration systems in community schools reduces exposure to potentially unhealthy indoor air.
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 and daycare facilities. 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 (such as PM 2.5) is important because particulate matter negatively impacts human health, especially that of sensitive populations such as children. Older HVAC systems and basic air filtration used in some schools only remove a small fraction of particles in the air that are smaller than 0.3 microns (µm). More efficient HVAC air filters and standalone air cleaners are important for creating healthier air in school classrooms.

Implementing Agency: SJVAPCD

Type of Action: Incentives

Implementation: 2019-2024

Description of Proposed Actions: This strategy would provide up to $100,000 in incentive funding for schools and daycares in Shafter to install advanced air filtration systems. Proposed funding amounts would provide a pilot group of schools with funding to install HVAC filters with a MERV rating of 14 or greater. Schools with older HVAC systems may receive up to 100% of the cost of approved standalone air cleaner units with HEPA rated filters and a Clean Air Delivery Rate (CADR) appropriate for the classroom size. Schools that receive high-efficiency HVAC filters may also receive up to 100% of the cost of 1 set of replacement HVAC filters, and schools that receive standalone air ventilation units may also receive up to 100% of the cost of 1 set of replacement HEPA filters per unit.

SC.2: REDUCE CHILDREN’S EXPOSURE THROUGH INCREASED ENROLLMENT IN THE HEALTHY AIR LIVING SCHOOLS PROGRAM

Overview: The goal of this strategy is to reduce children’s exposure to unhealthy air by increasing the enrollment of schools in the Healthy Air Living (HAL) Schools program. Children are considered sensitive receptors with respect to air pollution because their lungs are developing, they breathe disproportionately more air than adults, and they tend to spend more time exercising outdoors. The Healthy Air Living Schools program asks participating schools to actively monitor local air quality using the Real-time Air Advisory Network (RAAN) and to modify outdoor activities accordingly. This strategy enrolls more schools in the program, effectively reducing the short- and long-term exposure of an increased number of children to harmful air.

Implementing Agency: SJVAPCD

Type of Action: Outreach
Implementation: 2019-2024

Description of Proposed Actions: This strategy would seek to enroll both Shafter school districts in the Healthy Air Living Schools program. Participating schools and districts would assign one or more designees to receive automated RAAN notifications when local air conditions become harmful, and would modify, relocate, or cancel outdoor activities such as recess, physical education, practices, and sporting events in accordance with the health-protective Real-time Outdoor Activity Risk (ROAR) guidelines. SJVAPCD representatives would meet with teams of key staff (such as administrators, coaches, nurses, science teachers) from both school districts within the boundary to ensure understanding of and adherence to the program. SJVAPCD representatives would also attend at least four (4) school community events such as health fairs or parent nights to educate the community about air quality and the HAL Schools program. Related air quality educational materials would be distributed to each district’s Family Services department, community liaison office, or similar for circulation to the public.
VEGETATIVE BARRIERS IN SHAFTER

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 agricultural operations can also contribute air pollutants to their surrounding areas. Examples of these directly emitted pollutants include particulate matter (PM), oxides of nitrogen (NOx), and volatile organic compounds (VOC).

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.

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.

Figure 4-8: Vegetative Barrier w/ Solid Barrier on Highway 198, Visalia, CA
COMMUNITY CONCERNS AND COMMENTS
The Shafter steering committee has identified Vegetative Barriers as a priority for air pollutant mitigation. Committee members have requested more information and resources on vegetative barriers and their development. Members have also asked to require incentives for any vegetative barrier projects. Community members expressed interest in planting vegetative barriers on the perimeter of agricultural operations to reduce dust, and between local rail routes and residential areas.

CURRENT PROGRAMS
The Valley Air District, the City of Shafter, Kern County, 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
Based on community interest in installing vegetative barriers, the following measure was developed for implementation as a part of the Shafter 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 of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible. Based on community interest in vegetative barriers, the District will be partnering with other agencies to funnel available grant funding to the community to support the installation of vegetative barriers at/near industrial facilities and along major transportation and goods movement corridors. The District will also work with the National Resources Conservation Service (NRCS) to evaluate the feasibility of installing vegetative barriers near agricultural farms and identify potential additional funding sources.

**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 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). However, the District has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency’s input and response in the Shafter Community Emissions Reduction Program.

**Implementing Agency:** SJVAPCD, Caltrans, NRCS, other local partners

**Type of Action:** Partnership, Incentives

**Implementation:** 2020-2024

**Description of Proposed Actions:** The District will work closely with the community, city, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type and location of projects will be developed with the input of Steering Committee, and funded as funding sources are identified.
INDOOR AIR QUALITY

BACKGROUND
Weatherization measures, such as installing weather-stripping and caulk around windows and doors, can reduce the amount of outdoor air infiltrating into a home and decrease energy costs associated with heating and cooling.

However, weatherization has the possibility to have negative impacts indoor air quality if not accompanied by additional energy upgrades for appliances. Tightening building opening to may also have the unintended consequence of allowing contaminants that would otherwise be leaked out of under-weatherized homes to build up to unhealthy levels, including carbon monoxide (CO) from combustion gases and VOCs from consumer products. To address these concerns, a 2010 study was conducted on 514 homes to evaluate the indoor air quality impacts of weatherization performed through the U.S. Department of Energy’s (DOE) Weatherization Assistance Program (WAP). Results from the study conclude that, when coupled with other energy efficient upgrades, exposure to CO was reduced\(^1\).

Recent programs promoting and incentivizing weatherization have recognized the need to couple residential energy efficiency upgrades with new, efficient appliances. These programs allow the District to work with local partners to bring these residential-level incentives to the community that mitigate exposure to air pollution.

COMMUNITY CONCERNS AND COMMENTS
Community commenters have noted that these weatherization programs already exist. While the District acknowledges that this funding is not new, the District is committed to establish a new focus on improving indoor air quality by partnering with local agencies to increase access and outreach about the following measures.

CURRENT CONTROL PROGRAMS
The District does not fund or regulate weatherization or energy efficiency of homes.

STRATEGY DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
Based on the priority placed on reducing exposure to air pollution for sensitive receptors, the following indoor air quality improvement strategy was developed for implementation as a part of the Shafter CERP.

The following is a suggested measure not within the Air District’s jurisdiction to directly implement:

**IAQ.1: INCENTIVE PROGRAM FOR WEATHERIZATION AND ENERGY EFFICIENCY**

Overview: The goal of this strategy is to reduce the impact of and exposure to air pollution on residents within their homes. Weatherization of a home, which can include actions to improve seals around doors and windows, increase insulation, and improve air filtration systems, can reduce penetration of outside pollutants into the home and

\(^1\) [https://www.epa.gov/indoor-air-quality-iaq/protocols-home-energy-upgrades](https://www.epa.gov/indoor-air-quality-iaq/protocols-home-energy-upgrades)
decrease the overall energy demand for residents. Coupled with solar, the decreased energy demands can mean a lot to the community of Shafter, including lower energy bills for low-income households and decreased emissions from natural gas. Without proper weatherization, older homes waste energy, making heating/cooling units work harder to keep your home at a constant temperature, resulting in increased utility costs and emissions.

**Jurisdictional Issues:** It should be noted that the District has no authority to require residents to insulate or weatherize their homes. However, the District has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency's input and response in the Shafter Community Emissions Reduction Program.

**Implementing Agencies:** Community Action Partnership of Kern (CAPK) in partnership with the California Community Services Department (CSD) and the District

**Type of Action:** Partnership/Incentives

**Implementation:** 2019

**Description of Proposed Actions:** This strategy would provide increased outreach and access to incentive funding for low-income residents in Shafter to receive weatherization services. The California Community Services Department (CSD) empowers and funds local organization partners to provide weatherization and energy service assistance to low-income communities. CAPK, the local partner serving the community of Shafter, provides energy assistance through CSD's programs to more than 1,000 low-income households in Kern County each year.

The District will work with CAPK to coordinate a meeting in Shafter where residents can learn about available funding for weatherization services and fill out the appropriate forms and applications. Proposed funding amounts could cover up to 100% of the cost of the following weatherization actions:

- Test, repair, or replace refrigerator, water heater, heating/cooling systems, and gas cooking appliances
- Insulation of walls, ceilings, floors, and attics
- Weather-stripping, caulking all doors and windows
- Water heater blankets
- Carbon monoxide detectors
- Set-back thermostat.
- Duct testing of heating/cooling systems.
URBAN GREENING

BENEFITS OF URBAN GREENING

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 (McPherson, 1994). 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 1 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. The total net savings when considering energy, ozone, and PM reduced from vegetation were valued at $210/tree.

Figure 4-11: The Urban Heat Island Effect illustrated (Source: EPA, 1992)

COMMUNITY CONCERNS AND COMMENTS

The Steering Committee expressed an interest in opportunities for increased urban greening and forestry in the community of Shafter as a strategy to reduce exposure from emissions that occur along local transportation corridors.

CURRENT PROGRAMS

The District Fast Track Action Plan identified Heat Island Mitigation as 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.

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2 http://www.epa.gov/heatisland/resources/pdf/BasicsCompendium.pdf
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.

- **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.

- **CalFire:** 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 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 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.

- **Tree Fresno:** Tree Fresno has received multiple grants from CalFire to support urban tree planting efforts at parks and campuses throughout the San Joaquin Valley.

Non-profit organizations such as One Tree Planted, River Partners, the San Joaquin River Conservancy, the Tree Foundation of Kern, Tree Lodi, 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.

**STRATEGY 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 described in the following measure.

The following is a suggested measure not within the Air District’s jurisdiction to directly implement:
UG.1: INCREASED URBAN GREENING AND FORESTRY TO IMPROVE AIR QUALITY

Overview: The goal of this strategy is to improve air quality in the community of Shafter through urban greening and forestry programs. 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 contribute to temperature reduction, removal of air pollutants, reduce emission of VOCs, and building energy conservation (United States Department of Agriculture Forest Service, 2002).

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 the 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.

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 whether to allow or require accelerated urban greening efforts, 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 has made available to the responsible agencies the various land-use strategies that have been presented by the Committee for potential inclusion into the CERP for responsible agency's input and response in the Shafter Community Emissions Reduction Program.

Implementing Agency: City and County, SJVAPCD

Type of Action: Partnership, Incentives

Implementation: 2019-2024

Description of Proposed Actions: This goal of this measure is to identify and support efforts to increased urban greening and forestry to improve air quality and overall quality of life for residents in the community of Shafter. This measure would involve efforts to partner, collaborate, and engage with other agencies to fulfill the need for increased urban greening and forestry in the community.
REDUCING AUTOMOBILE IDLING NEAR SENSITIVE RECEPTORS

MOBILE EMISSIONS IN SHAFTER
Even if a vehicle does not move, it still emits pollution if the engine is left on. Idling engines emit volatile organic compounds (VOCs) when running, which react with heat from sunlight to form the gaseous pollutant ozone. They may also emit particulate matter (PM), oxides of nitrogen (NOx) and air toxins like benzene, formaldehyde, and acetaldehyde, all of which can be especially harmful to the health of sensitive populations. Children and seniors are considered sensitive receptors with respect to air pollution and are more likely to suffer adverse health impacts from nearby vehicles idling than healthy adults. Targeting anti-idling outreach to areas commonly serving these sensitive individuals is an important way of reducing exposure.

In Shafter, mobile emissions from on-road vehicles (including light, medium, and heavy duty vehicles) are the most significant source of NOx and air toxins annually. In 2017 alone, vehicles produced 527.98 tons of NOx (about 71%). Idling contributes to this figure but is a largely preventable practice.

COMMUNITY CONCERNS AND COMMENTS
In addition to the idling of heavy duty trucks addressed by Strategy HD.3, Steering Committee members expressed concerns about the impacts of emissions from idling automobiles in and around the community. A primary concern expressed by Steering Committee members is that too few drivers pay attention to anti-idling signage when posted. Because the District lacks the authority to enforce anti-idling signs through fines or similar means, widespread community education about the health impacts of a largely preventable practice like idling is especially crucial.

CURRENT CONTROL PROGRAMS
Although the ability to regulate mobile sources of emissions lies with State and Federal authorities, the District has implemented many measures to reduce vehicle emissions. These measures include grant programs to provide incentive funds to the public for the purchase of cleaner vehicles (Drive Clean in the San Joaquin), requiring construction and development projects to mitigate emissions produced during the course of construction (Indirect Source Rule), and requiring large employers to encourage their employees to choose alternative transportation to work through the establishment of an Employer Trip Reduction Implementation Plan (eTRIP). However, the preventable problem of idling is best addressed by the Healthy Air Living Schools program. Participating schools receive sets of free bilingual anti-idling signs to post near parent drop-off and pick-up areas, along with educational materials, presentations, and speakers able to address the impacts of idling.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
Due to the interest of community members in reducing emissions of criteria pollutants and toxic air contaminants originating from idling vehicles, the following strategy was developed for inclusion in the CERP. This idle-reduction outreach strategy expands on
previous programs by offering anti-idling signage and informational materials to a wider variety of locations that serve sensitive populations in addition to expanding distribution to schools.

**IR.1: AUTOMOBILE IDLE-REDUCTION OUTREACH TO REDUCE THE EXPOSURE OF SENSITIVE RECEPTORS TO VEHICLE EMISSIONS**

*Overview:* The goal of this strategy is to reduce the exposure of sensitive individuals to automobile emissions at locations serving children, seniors, and those with medical conditions. Engines left idling may emit air toxins like benzene, formaldehyde, and acetaldehyde, which can be especially harmful to the health of sensitive populations. Elevated levels of air toxins and other pollutants can be prevented by encouraging drivers to turn off their engines when parked. It is important to target anti-idling messaging to areas commonly serving sensitive individuals to reduce health impacts on the most vulnerable populations.

*Implementing Agency:* SJVAPCD

*Type of Action:* Outreach and Exposure Reduction

*Implementation:* 2019-2024

*Description of Proposed Actions:* This strategy would provide and distribute ten (10) sets of bilingual English and Spanish idle-reduction street signs to be installed in locations that commonly serve sensitive groups throughout the community boundary. Sites may include the parking lots of schools, child care facilities, libraries, senior centers, parks, nursing homes, medical centers, and pediatric offices. When possible, educational materials or infographics would be provided to each location to explain the importance of reducing idling and its impacts on health and air quality. SJVAPCD representatives would also develop and deliver four (4) presentations about the impacts of vehicle exhaust and related District resources such as incentive funding for cleaner vehicles and school programs that deliver free idle-reduction signs to schools throughout the Valley. Note that idling of heavy duty trucks is proposed to be reduced by Strategy HD.3.
COMMUNITY OUTREACH STRATEGIES

COMMUNITY CONCERNS AND COMMENTS
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. Efficacy may be improved by increasing the volume and types of outreach, focusing it to a truly localized level, and partnering with key local organizations able to engage the community.

CURRENT CONTROL 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 Check Before You Burn (CBYB) programs, and connects with the public in multiple languages across any medium. In addition to offering media interviews, taking public calls, partnering with local institutions, and accepting speaking engagements, the District conducts paid advertising and informational campaigns regularly to spread air quality awareness across television, radio, billboards, social media, digital networks, and other venues. Through the development of innovative tools like RAAN and the Valley Air App, over 8,000 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.

STRATEGIES DEVELOPED FOR IMPLEMENTATION IN COMMUNITY
The Community Air Quality Outreach Strategy goes 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 social media campaigns and workshops hosted in partnership with local civic and community organizations.

The Sharing Clean Air Efforts and How Communities Can Get Involved Strategy further increases awareness of community air quality improvement programs and available incentives by hosting workshops and symposiums with community partners.

0.1: OUTREACH TO INCREASE COMMUNITY AWARENESS AND KNOWLEDGE OF AIR QUALITY
Overview: The goal of this strategy is to provide additional information to the community about real-time air quality conditions and measures the public can take to protect themselves during episodes of poor air quality. An understanding of what conditions constitute poor air quality, the relative seriousness of a given episode, and any potential health impacts is necessary for the public to make informed decisions about how and when to limit their exposure. It is critical for the public to have widespread knowledge of tools available to inform them of real-time conditions, assist with the interpretation of such conditions, and to describe what actions may be taken to protect themselves.

Implementing Agency: SJVAPCD
Type of Action: Outreach

Implementation: 2019-2024

Description of Proposed Actions: This strategy would increase community awareness of available tools to keep informed of real-time changes in air quality through social media campaigns and a series of partner workshops. Social media campaigns would be launched on three platforms: Facebook, Twitter, and Instagram. A partnership with local civic and community organizations would be established to host workshops at locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Both the social media outreach and live workshops would promote real-time tools such as myRAAN, the Valley Air App, the Real-time Outdoor Activity Risk (ROAR) Guidelines, the wildfire page of the District’s website, as well as information about general air quality education, wildfire smoke impacts, health effects, and similar. This strategy would aim to increase myRAAN registrations, Valley Air App downloads, and social media followers among members of the community.

O.2: OUTREACH TO SHARE CLEAN AIR EFFORTS AND HOW COMMUNITIES CAN GET INVOLVED

Overview: The goal of this strategy is to increase public awareness of air quality improvement programs currently available through the SJVAPCD. Increased education may lead to more widespread understanding of the air quality challenges faced by both the community and the San Joaquin Valley at large, and greater adoption of the District’s resources, incentive funding, and community engagement. Education is important to empower the public to protect themselves from exposure when possible, to make greater use of District resources and programs, and to encourage community members to adopt practices in their daily lives that help further reduce emissions.

Implementing Agency: SJVAPCD

Type of Action: Outreach

Implementation: 2019-2024

Description of Proposed Actions: This strategy would increase awareness of available programs by establishing a series of outreach events within Shafter. These workshops would be hosted in locations commonly available to the public such as libraries, schools, and community, health, or recreation centers. Topics may rotate to include a wide range of District programs such as Clean Green Yard Machines, Burn Cleaner, Drive Clean in the San Joaquin, Healthy Air Living Schools, and similar. This strategy would also create an annual youth symposium to educate and encourage high school students to share air quality information with their peers, helping to sustain community awareness through future generations.
0.3 JOINT ADVOCACY FOR CONTINUED/ADDITIONAL FUNDING TO SUPPORT AIR QUALITY IMPROVEMENT MEASURES

Overview: Continued state funding is key to continued progress addressing community level air pollution and completing the work necessary to engage with the community, monitor emissions, and implement community emission reduction strategies. Over the past three years, the state has provided significant funding for incentive programs to reduce emissions and for completing the work necessary to develop community based emission reduction plans. This funding has largely been from the Greenhouse Gas Reduction Fund that is funded by the Cap and Trade Program. In each of the last two state budgets, the state has allocated $245 million for emission reduction incentives, $50 million for local air district implementation of AB 617, and $10 million for technical assistance grants for community based organizations.

Going forward, there is concern that this funding might be reduced as the Greenhouse Gas Reduction Fund faces additional competition from other non-air quality related state programs. There is no other known funding source to replace this funding if it is lost. To ensure that the goals of the AB 617 legislation are met, CARB, the District, and local communities and other interested parties, must work together to advocate for continued/additional state funding to support the implementation of health protective local measures that reduce community exposure to criteria pollutants and toxic air contaminants.

Implementing Agency: CARB, SJVAPCD, Local Community Groups

Type of Action: Outreach and Advocacy

Implementation: Ongoing

Description of Proposed Actions: CARB and the Air District will work with Steering Committee and other interested parties to advocate for additional and continuing funding from the state to implement AB 617 and to fund emission reduction efforts in disadvantaged communities.
ADDITIONAL 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 new 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, although some nonattainment areas with market-based criteria pollutant reduction programs were not required to apply BARCT to facilities complying with those market-based programs. 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 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. Through these processes, the District demonstrates 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 ARB, as of January 1, 2017, 109 facilities within the District were identified as being subject to the state Cap-and-Trade program, 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 NOX, 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.

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 NOX 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.

In addition, 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.

**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**

<table>
<thead>
<tr>
<th>Rule</th>
<th>Title</th>
<th>BARCT Determination Status</th>
<th>BARCT Determination Schedule</th>
<th>BARCT Rulemaking Schedule (if necessary)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4454</td>
<td>Refinery Process Unit Turnaround</td>
<td>Scheduled</td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>4641</td>
<td>Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations</td>
<td>Scheduled</td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>4104</td>
<td>Reduction of Animal Matter</td>
<td>Scheduled</td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>4409</td>
<td>Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities</td>
<td>Scheduled</td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>4455</td>
<td>Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants</td>
<td>Scheduled</td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>4702</td>
<td>Internal Combustion Engines (VOC only)</td>
<td>Scheduled (in conjunction with PM2.5 Plan commitment)</td>
<td>2020</td>
<td>2020</td>
</tr>
<tr>
<td>4623</td>
<td>Storage of Organic Liquids</td>
<td>Scheduled</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>4694</td>
<td>Wine Fermentation and Storage Tanks</td>
<td>Scheduled</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>4624</td>
<td>Transfer of Organic Liquid</td>
<td>Scheduled</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>4603</td>
<td>Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts</td>
<td>Scheduled</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Type</td>
<td>2020</td>
<td>2021</td>
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<tr>
<td>4601</td>
<td>Architectural Coatings</td>
<td>Scheduled</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>4401</td>
<td>Steam-Enhanced Crude Oil Production Wells</td>
<td>Scheduled</td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>4566</td>
<td>Organic Material Composting Operations</td>
<td>Scheduled</td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>4625</td>
<td>Wastewater Separators</td>
<td>Scheduled</td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>4621</td>
<td>Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant</td>
<td>Scheduled</td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>4402</td>
<td>Crude Oil Production Sumps</td>
<td>Scheduled</td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>4351</td>
<td>Boilers, Steam Generators, and Process Heaters - Phase 1</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rule superseded by more stringent rules, District Rules 4305, 4306, and 4320</td>
<td></td>
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</tr>
<tr>
<td>4405</td>
<td>Oxides of Nitrogen Emissions from Existing Steam Generators Used in Thermally Enhanced Oil Recovery - Central and Western Kern County Fields</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rule superseded by more stringent rules, District Rules 4305, 4306, and 4320</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>4406</td>
<td>Sulfur Compounds from Oil-Field Steam Generators - Kern County</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rule superseded by more stringent rules, District Rules 4305, 4306, and 4320</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4305</td>
<td>Boilers, Steam Generators, and Process Heaters - Phase 2</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rule superseded by District Rules 4306 and 4320, more stringent rules</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4701</td>
<td>Internal Combustion Engines - Phase 1</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rule superseded by District Rule 4702, a more stringent rule</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4309</td>
<td>Dryers, Dehydrators, and Ovens</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>determined to meet BARCT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4703</td>
<td>Stationary Gas Turbines</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>determined to meet BARCT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4306</td>
<td>Boilers, Steam Generators, and Process Heaters - Phase 3</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>determined to meet BARCT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4307</td>
<td>Boilers, Steam Generators, and Process Heaters - 2.0 MMBtu/hr to 5.0 MMBtu/hr</td>
<td>Rule</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>determined to meet BARCT</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Upcoming 2018 PM2.5 Plan Rule Amendment Efforts

In addition to the BARCT implementation schedule above, the District will be proceeding with amending eight District rules to pursue additional emission reduction opportunities beyond BARCT, included as commitments in the new 2018 PM2.5 Plan recently 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

<table>
<thead>
<tr>
<th>Rule</th>
<th>Title</th>
<th>BARCT Status</th>
<th>PM2.5 Plan Rulemaking Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>4901</td>
<td>Wood Burning Fireplaces and Wood Burning Heaters</td>
<td>No units subject to AB 617 BARCT analysis. Rule amended in June, 2019.</td>
<td>2019 (Completed)</td>
</tr>
<tr>
<td>4311</td>
<td>Flares</td>
<td>Rule meets or exceeds BARCT</td>
<td>2020</td>
</tr>
<tr>
<td>4306</td>
<td>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</td>
<td>Rule meets or exceeds BARCT</td>
<td>2020</td>
</tr>
<tr>
<td>4320</td>
<td>Advanced Emission Reduction Options for Boilers, Steam Generators, and Process Heaters Greater Than 5.0 MMBtu/hr</td>
<td>Rule meets or exceeds BARCT</td>
<td></td>
</tr>
<tr>
<td>4354</td>
<td>Glass Melting Furnaces</td>
<td>Rule meets or exceeds BARCT</td>
<td></td>
</tr>
<tr>
<td>4408</td>
<td>Glycol Dehydration Systems</td>
<td>Rule meets or exceeds BARCT</td>
<td></td>
</tr>
<tr>
<td>4453</td>
<td>Refinery Vacuum Producing Devices or Systems</td>
<td>Rule meets or exceeds BARCT</td>
<td></td>
</tr>
<tr>
<td>4612</td>
<td>Motor Vehicle and Mobile Equipment Coating Operations</td>
<td>Rule meets or exceeds BARCT</td>
<td></td>
</tr>
<tr>
<td>4622</td>
<td>Gasoline Transfer into Motor Vehicle Fuel Tanks</td>
<td>Rule meets or exceeds BARCT</td>
<td></td>
</tr>
<tr>
<td>Rule</td>
<td>Title</td>
<td>BARCT Status</td>
<td>PM2.5 Plan Rulemaking Schedule</td>
</tr>
<tr>
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<td>------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>4702</td>
<td>Internal Combustion Engines</td>
<td>Rule meets or exceeds BARCT for NOx, updated AB 617 BARCT determination</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>scheduled for VOCs</td>
<td></td>
</tr>
<tr>
<td>4692</td>
<td>Commercial Charbroiling</td>
<td>No units subject to AB 617 BARCT analysis</td>
<td>2020</td>
</tr>
<tr>
<td>4352</td>
<td>Solid Fuel-Fired Boilers, Steam Generators and Process Heaters</td>
<td>No units subject to AB 617 BARCT analysis</td>
<td>2021</td>
</tr>
<tr>
<td>4354</td>
<td>Glass Melting Furnaces</td>
<td>Rule meets or exceeds BARCT</td>
<td>2021</td>
</tr>
</tbody>
</table>

Further information on the District’s expedited BARCT schedule and rule analyses can be found in the staff report presented to the Governing Board in December, 2018: [http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf](http://www.valleyair.org/Board_meetings/GB/agenda_minutes/Agenda/2018/December/final/13.pdf)

**PERMITTING: BACT AND T-BACT DETERMINATIONS**

CARB is developing a Technology Clearinghouse of best available control technologies (BACT) and best available control technologies 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 in the 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)**

Risk Reduction Audit Plan Facilities within the District

Based on the current facility status, as of July 1st, 2019, there are no District permitted facilities subject to a Risk Reduction Audit Plan.

**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,
- to collect and quantify emission data from equipment located at permitted facilities,
• to identify facilities causing localized health impacts on nearby residents,
• to determine facility-wide health risks resulting from the emission of toxic air contaminants,
• to notify nearby residents and businesses of significant risk facilities in their vicinity, and
• to require that significant risk facilities 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 II 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, only 14% of all air toxics in the San Joaquin Valley are now emitted from stationary sources of pollution under the direct control and regulation of the District, while 52% comes from mobile sources such as cars and trucks, and the remaining 34% is emitted from area-wide sources like road dust, paints, solvents, and other consumer products. 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 with that has started in 2016, following the phases identified below:

- Phase I Facilities (≥ 25 tons emissions per year)
- Phase II Facilities (10 ≤ 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 using complex computerized database and modeling programs. 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. 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 those 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 the 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 Update Summary every four years

- High Priority: Prioritization Score > 10
  Facility required to perform a refined Health Risk Assessment
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. Risk calculation involves a great deal of uncertainty. The uncertainty arises from lack of data in many areas necessitating the use of assumptions. As part of this process, again, very conservative assumptions are utilized, with many safety factors built in to determine the worst-case risk to possible receptors. The purpose of those safety factors is to ensure that the most sensitive receptors (children, elderly, pregnant women and people with weakened immune systems) are protected. The assumptions used are designed to be health protective in order to avoid underestimating the risk to the public. 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 \(\leq 1\) in a million, and HRA total hazard index \(< 0.1\) (Facility Exempt from further AB 2588 requirements)

- **Intermediate Risk:** \(1 \leq \text{HRA cancer risk} < 10\) in a million, or \(0.1 \leq \text{HRA total hazard index} < 1.0\) (Facility required to provide update summary on a quadrennial basis)

- **High Risk:** HRA cancer risk \(\geq 10\) in a million, or HRA total hazard index \(> 1.0\) (Public Notice)

- **Risk Reduction Required:** HRA cancer risk \(\geq 100\) in a million cancer, or HRA total hazard index \(> 5.0\) (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 specifying the deficiencies identified by the District. 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.

AB 617 Community Facility Lists with Associated AB 2588 Designations
Assembly Bill 617 requires the California Air Resources Board (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 Shafter.

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 in the City of Shafter and the 7-mile radius surrounding Shafter.

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 July 1, 2019.

ENFORCEMENT STRATEGIES
To support strategies developed in partnership with community members, District staff have developed several enforcement strategies that will enhance the District's robust existing enforcement program in the AB 617-selected community. Information about new enforcement measures that apply to a specific source category of concern to the community have been included in the strategy discussion for that source of concern. These enforcement measures include increased stationary source inspection frequency, increased surveillance to reduce residential burning, and free training programs for gasoline dispensing facility operators. Further details about all enforcement measures that will apply to Shafter are provided in the CERP Enforcement Plan in Chapter 5.
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,3 the California Sustainable Freight Action Plan,4 California’s 2017 Climate Change Scoping Plan,5 and the Short-Lived Climate Pollutants Reduction Strategy,6 along with a suite of incentive programs. The Community Air Protection Blueprint7 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, enforcement, and incentive-based actions CARB has taken to reduce emissions statewide. It also highlights specific foundational CARB actions that address areas of concern identified by the Shafter community.

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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). These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, CARB implements the Statewide Air Toxics “Hot Spots” Program to address 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.

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8 California Health and Safety Code § 39650 et seq.
9 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, 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.

For more information on CARB’s Air Toxics “Hot Spots” Program, visit: https://www.arb.ca.gov/ab2588/ab2588.htm. For more detailed information on CARB’s statewide emissions reduction strategies, see Appendix C of the Community Air Protection Blueprint at: https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program.

ENFORCEMENT PROGRAMS

To achieve the reductions associated with rules and regulations, regulated entities must comply with requirements and technology must function as expected. CARB’s goal, set out in more detail in statute and in its Enforcement Policy, is to achieve comprehensive compliance with every regulation the CARB Governing Board has adopted, and the Enforcement Program finds violations, investigates cases, and resolves cases through either the administrative settlement process, or litigation. CARB’s enforcement efforts encompass a broad spectrum of programs, including certification requirements for vehicles, engines, aftermarket parts, consumer products, and fuels; in-use fleet requirements focused on diesel mobile sources; and greenhouse gas standards for stationary sources.

CARB settlement of enforcement cases can also fund Supplemental Environmental Projects, which are not otherwise required by law or regulation but benefit air quality by reducing emissions, reducing exposure to air pollution, or preventing future air quality violations. Examples of Supplemental Environmental Projects include installation of air filtration systems in schools, increasing services to children with asthma, and school bus and diesel emissions reduction projects.

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One critical and relevant enforcement program is CARB’s continued effort to streamline the Truck and Bus Regulation enforcement process. This work is closely linked to implementation of Senate Bill 1, which ties truck registration in California to compliance with the Truck and Bus Regulation. Once fully implemented, CARB’s Enforcement Program will identify potential violators through Department of Motor Vehicles’ registrations, notify potential violators, give violators an opportunity to prove compliance, and finally place registration holds on all trucks that do not comply with the regulation. This process is expected to significantly improve the compliance rate with the Truck and Bus Regulation and improve air quality along trucking corridors in California.

For more detailed information on CARB’s Enforcement Programs, visit: https://www.arb.ca.gov/enf/enf.htm.

INCENTIVE PROGRAMS

CARB operates incentive programs that reduce the costs of developing, purchasing, or operating cleaner technologies. The programs help ensure cleaner cars, trucks, equipment, and facilities are operating in our neighborhoods by driving the development of new, cleaner technologies, and by accelerating their sale and adoption. Specifically, they 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 Program (the Community Air Protection Incentives are implemented by the air district through this program), Proposition 1B: Goods Movement Emission Reduction Program, Funding Agricultural Replacement Measures for Emission Reductions Program, and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and

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11 For more information on the Truck and Bus Regulation, visit:

12 California Vehicle Code § 4000.15(a).

13 For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit:

14 For more information on the Community Air Protection Incentives, visit:
https://www.arb.ca.gov/msprog/cap/capfunds.htm

15 For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit:
https://www.arb.ca.gov/bonds/gmbond/gmbond.htm.

16 For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: https://ww2.arb.ca.gov/our-work/programs/farmer-program.
Bus Voucher Incentive Project).\textsuperscript{17} While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

For more information on air pollution incentives, grants, and credit programs, visit: https://www.arb.ca.gov/ba.fininfo.htm.

**CARB Actions Related to the Shafter Community**

This section highlights CARB actions that specifically relate to the Shafter 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. The full list of CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.\textsuperscript{18}

**Reducing Emissions from Dairy and Other Livestock** – As part of the Short-Lived Climate Pollutant Reduction Strategy, CARB, several lead State agencies, and other stakeholders will encourage and support near-term actions by dairies to reduce manure methane emissions through financial incentives, collaboration to overcome barriers, development of policies to encourage renewable natural gas production where appropriate as a pollution control strategy, and other market support. Enteric fermentation from all livestock is also responsible for methane emissions. CARB, along with other lead State agencies, will continue to support and monitor research and explore voluntary, incentive-based approaches to reduce enteric fermentation emissions from dairy and non-dairy livestock sectors until cost-effective and scientifically-proven methods to reducing these emissions are available and regulatory actions can be evaluated. For more information on the strategy, visit: https://www.arb.ca.gov/cc/shortlived/shortlived.htm.

**Reducing Emissions from Organic Waste in Landfills** – The California Department of Resources Recycling and Recovery has consulted with CARB to develop regulations for organic waste currently landfilled to reduce the level of the statewide disposal of organic waste by 50 percent of 2014 levels by 2020 and 75 percent of 2014 levels by 2025. These regulations will take effect on or after January 1, 2022. The California Department of Resources Recycling and Recovery, with assistance from CARB, will continue to build on its partnerships with local governments, industry, nonprofits, local

\textsuperscript{17} 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.

\textsuperscript{18} 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/our-work/programs/Community-Air-Protection-Program.
air districts, and water boards to support regional planning efforts and identify ways to increase recovery of organics and to safely and effectively develop necessary organics recycling capacity. For more information on the strategy, visit: https://www.arb.ca.gov/cc/shortlived/shortlived.htm.

Cross-Agency Engagement and Integration of Pesticide Application Information – The Department of Pesticide Regulation has committed to help inform, educate, and assist the community steering committee by presenting and answering questions at community steering committee meetings. CARB is also working directly with the Department of Pesticide Regulation to integrate pesticide information in the online Resource Center. For more information on the online Resource Center, visit: https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program.

Reducing Emissions from Oil and Gas Systems – The Short-Lived Climate Pollutant Reduction Strategy establishes a goal of reducing fugitive methane emissions from oil and gas by 40 percent below current levels in 2025 and a minimum 45 percent in 2030, and from all other sources by 40 percent in 2030. In addition to California’s comprehensive and stringent emerging framework to reduce methane emissions from oil and gas systems, in 2017 CARB adopted and is now implementing, with the help of the local air districts, a regulation that will reduce fugitive methane emissions by about 44 percent by 2021 from the oil and gas production, processing, and storage sector. This regulation is also estimated to reduce volatile organic compounds emissions from oil and gas operations statewide by over 3,600 tons per year, and to reduce toxic air contaminant emissions (such as benzene, toluene, ethyl-benzene, and xylenes) by over 100 tons per year statewide from oil and gas operations. For more information on the Short-Lived Climate Pollutant Reduction Strategy, visit: https://www.arb.ca.gov/cc/shortlived/shortlived.htm. For more information on the Oil and Gas Methane Regulation, visit: https://ww2.arb.ca.gov/resources/fact-sheets/oil-and-gas-methane-regulation.

Advanced Clean Trucks Regulation – CARB is working through a public process to develop and consider proposals for new approaches and strategies that may transition to zero emission technology those truck fleets that operate in urban centers, have stop and go driving cycles, and are centrally maintained and fueled. District note: CARB reports that by 2024, this measure is estimated to reduce 0.002 tons per year of PM2.5, 0.1 tons per year of NOx, and 0.0003 tons per year of diesel PM. By 2029, this measure is estimated to reduce 0.05 tons per year of PM2.5, 1.8 tons per year of NOx, and 0.01 tons per year of diesel PM.

For more information on the proposed regulation, visit: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-truck.

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 to 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 which would help ensure all vehicle emissions control systems are adequately maintained throughout the vehicles' operating lives. District note: CARB reports that by 2024, this measure is estimated to reduce 0.5 tons per year of PM2.5 (diesel PM) and 32.4 tons per year of NOx. By 2029, this measure is estimated to reduce 0.6 tons per year of PM2.5 (diesel PM) and 39.5 tons per year of NOx in the Shafter community.

For more information on existing heavy-duty maintenance programs, visit: https://www.arb.ca.gov/enf/hdvip/hdvip.htm. 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.

Heavy-Duty On-Road and Off-Road Engine In-Use Testing – This strategy will involve real world screening of heavy-duty trucks and off-road engines operating in selected communities to target heavy-duty in-use compliance testing. Engines that are found to be emitting above expected levels will be brought into CARB's in-use compliance program. Engines found to be in noncompliance will be recalled and emission mitigation projects could include, deployment of zero emission technology in selected environmental justice communities.

Drayage Truck Regulation Amendments – CARB's Truck and Bus Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. CARB's Drayage Truck Regulation currently requires all drayage trucks to meet or exceed 2007 federal engine standards. Additionally, over the next several years, CARB will be working through a public process to consider amendments to the Drayage Truck Regulation that may transition the drayage fleet to zero emission operations. For more information on the regulation, visit: https://arb.ca.gov/msprog/onroad/porttruck/porttruck.htm.

Transport Refrigeration Unit Regulations – Transport refrigeration units congregate at distribution centers 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
Real Emissions Assessment Logging System – As part of an on-board diagnostic regulation, a new emissions tracking program for excess smog-related and greenhouse gas emissions (Real Emissions Assessment Logging) will provide CARB with the ability to monitor emissions performance of all vehicles, including medium- and heavy-duty vehicles, allowing regulators to recognize and correct problems faster. For more information on the regulation and the emissions tracking program, visit: https://ww2.arb.ca.gov/news/carb-gets-real-further-cut-pollution-diesel-and-gas-vehicles.

Freight Handbook – CARB is developing a handbook that identifies best practices for the siting, design, construction, and operation of freight facilities to minimize community exposure to air pollution. The handbook is intended to serve as a tool for local governments and community advocates to use in local land use planning and permitting decisions. The handbook will contain recommendations that local governments and freight facility developers, builders, and operators should integrate zero emission operations and technologies, and incorporate supporting infrastructure into project design. When implemented, the recommendations should lead to improved regulatory review processes, increased operational efficiencies, and reduced costs to business. For more information on the handbook, visit: https://www.arb.ca.gov/gmp/sfti/sfti.htm.

Truck and Bus Local Idling Pilot Study – The California Air Resources Board, in partnership with the Steering Committee and the Air District, will conduct a pilot study to assess local idling impacts from trucks and buses. The Steering Committee and Air District will advocate for “Clean Idle” trucks and buses to idle no more than 5 minutes when in Shafter.

Cargo Handling Equipment Amendment – This strategy will amend the existing Cargo Handling Equipment regulation. This regulation applies to mobile equipment such as yard trucks, rubber-tired gantry cranes, container handlers, and forklifts that operate at ports or intermodal rail yards. The strategy will propose an implementation schedule for new equipment and infrastructure requirements, with a focus on the transition to zero emission operation, and may include provisions for efficiency improvements. For more information on the strategy, visit: https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment

Advanced Clean Cars 2 – CARB would consider expanded California-specific standards for new light-duty vehicles, impacting 2026 and later model year vehicles, to increase the number of new zero emission and plug-in hybrid electric vehicles sold in California and increase the stringency of fleet-wide emission standards for greenhouse gases and criteria pollutants. District note: CARB reports that by 2029, this measure is estimated to reduce 0.007 tons per year of PM2.5 and 0.373 tons per year of NOx in the Shafter community.

Evaluation and Potential Development of Regulation to Reduce Idling for All Rail Yard Sources – This strategy will require operators to limit idling of all combustion
powered vehicles and mobile equipment operating at rail yards and other locations, as well as reducing emissions from stationary locomotive operations (e.g., maintenance, testing). The scope will include both freight and passenger rail activities, in and around intermodal, classification, and maintenance rail yards, at seaports, at warehouses, on sidings, at passenger rail stations, and at maintenance and service locations. Locomotives with zero emission capability could be exempt, if operators show that zero emission operation is maximized. For more information on the strategy, visit: https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california

**Evaluation and Potential Development of Regulation to Reduce Emissions for Locomotives Not Preempted Under the Clean Air Act** – This strategy will require the retrofit, repower, remanufacture, or replacement of freight and passenger locomotives not preempted under the Clean Air Act, beginning in 2025. Locomotives in operation beyond their useful life are typically operated by Class 3 freight railroads, industrial facilities, and passenger railroads, as well as a smaller number run by Class I railroads that can readily transfer those units to other states. Although the activity levels on these locomotives are lower than interstate line-haul and passenger locomotives, locomotives past their useful lives are the oldest and highest emitting (per unit of work performed) in the State. Prioritizing the earliest implementation in communities with high cumulative exposure burdens will be considered as part of this strategy. For more information on the strategy, visit: https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california

**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. District note: CARB reports that by 2024, this measure is estimated to reduce 0.3 tons per year of NOx. By 2029, this measure is estimated to reduce 0.6 tons per year of NOx in the Shafter community. For more information on the strategy, visit: https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore

**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.

**Conduct Periodic Supplemental Environmental Projects Outreach** – Supplemental Environmental Projects allows penalties collected from settlements to be used for projects that provide air quality benefits within communities throughout the State. This strategy commits CARB to conducting outreach to impacted communities so CARB staff...
can identify where funds from Supplemental Environmental Projects can best be applied, and working to match Supplemental Environmental Projects with available settlements that have a common nexus. CARB staff will conduct periodic meetings throughout the State. CARB staff will utilize the ideas received from community members to determine what needs can be met through Supplemental Environmental Projects, and work to put those projects in place. For more information on these measures, visit: Blueprint Appendix F – page F-24.
EMISSION REDUCTION TARGETS

The CARB Community Air Protection Blueprint contains guidance for calculating emission reduction targets in the community. To estimate the emissions reductions expected for each proposed measure, the District first established specific, numerical goals for the deployment or implementation of technology and control techniques that can deliver emissions reductions. Specific, quantifiable emissions reduction estimates are included for each proposed emission reduction strategy, as summarized in Table 4-3, below.

While the District continues to work with the Committee and other interested parties and agencies to establish a final set of emission reduction measures, the total aggregate emissions reductions estimated to be achieved in the community based on the measures included in this Draft CERP are 487 tons of PM2.5, 2,185 tons of NOx, and associated toxic air contaminants.

Table 4-3 Estimated Emission Reductions by Measure

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Measure Description</th>
<th>PM2.5</th>
<th>NOx</th>
<th>TACs</th>
<th>Incentive Funding</th>
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<td>Heavy Duty Mobile Sources</td>
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<td>HD.1</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology</td>
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<td>HD.2</td>
<td>SJVAPCD</td>
<td>Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)</td>
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<td>0.09</td>
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<td>$4,000,000.00</td>
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<td>CARB, SJVAPCD</td>
<td>Enhanced Enforcement of Statewide Anti-Idling Regulation</td>
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<td>HD.4</td>
<td>SJVAPCD</td>
<td>Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology</td>
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<td>SJVAPCD</td>
<td>Incentive Program for Transit Bus Replacement for Dial-a-Ride</td>
<td>TBD</td>
<td>TBD</td>
<td>x</td>
<td>$400,000.00</td>
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<tr>
<td>HD.6</td>
<td>SJVAPCD</td>
<td>Incentive Program for Replacing Older Diesel Locomotives with New Clean-Engine Technology</td>
<td>2.8</td>
<td>126</td>
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<td>$5,200,000.00</td>
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<td>HD.7</td>
<td>SJVAPCD</td>
<td>Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean-Engine Technology</td>
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<td>HD.8</td>
<td>SJVAPCD, City, County, PUC</td>
<td>Incentives for Clean Fueling Infrastructure: Alternative Fuel Fueling Station</td>
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<td>*</td>
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<td>HD.9</td>
<td>City, County, Caltrans</td>
<td>Heavy Duty Truck Rerouting</td>
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<td>Older/High Polluting Passenger Cars</td>
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<td>C.1</td>
<td>SJVAPCD</td>
<td>Host Tune-In Tune-Up Events within Community</td>
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<td>4.6</td>
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<td>C.2</td>
<td>SJVAPCD</td>
<td>Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles</td>
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<td>1.08</td>
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<td>C.3</td>
<td>SJVAPCD</td>
<td>Incentive Program for Installation of EV Charging Infrastructure</td>
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<td>C.4</td>
<td>SJVAPCD</td>
<td>Increased Educational Training for EV Mechanics</td>
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<td>C.5</td>
<td>SJVAPCD</td>
<td>Incentive Program for Launch of Car Share Program for Community</td>
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### Agricultural Operations

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<tr>
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<tr>
<td>A.1</td>
<td>SJVAPCD</td>
<td>Provide Incentives for Electric Dairy Feed Mixing Equipment</td>
<td>18</td>
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<td>$6,500,000.00</td>
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<td>A.2</td>
<td>SJVAPCD</td>
<td>Provide Incentives for Low-Dust Nut Harvesters</td>
<td>90</td>
<td>42.5</td>
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<td>A.3</td>
<td>SJVAPCD</td>
<td>Provide Incentives for Alternatives to Agricultural Burning (chipping/soil incorporation)</td>
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<td>*</td>
<td>x</td>
<td>$1,000,000.00</td>
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<tr>
<td>A.4</td>
<td>SJVAPCD</td>
<td>Promote Implementation of Conservation Tillage Practices</td>
<td>-</td>
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<td>A.5</td>
<td>SJVAPCD, PUC/IOU</td>
<td>Provide Incentives to Replace Diesel Agricultural Pump Engines with Electric Motors</td>
<td>4</td>
<td>90</td>
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<td>$230,000.00</td>
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<td>A.6</td>
<td>SJVAPCD</td>
<td>Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment</td>
<td>60</td>
<td>750</td>
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<td>$5,000,000.00</td>
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<td>A.7</td>
<td>SJVAPCD</td>
<td>Provide Incentives for the Replacement of Dairy Trucks with Zero or Near-Zero Emission Trucks</td>
<td>0.4</td>
<td>128</td>
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<td>$2,000,000.00</td>
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<td>A.8</td>
<td>SJVAPCD, CDFA, NRCS</td>
<td>Support dairy operations near Shafter in installing dairy digesters</td>
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<tr>
<td>A.9</td>
<td>SJVAPCD, CDFA, NRCS</td>
<td>Support dairy farms near Shafter in implementing Alternative Manure Management Strategies</td>
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<tr>
<td>A.10</td>
<td>CARB/DPR</td>
<td>Pesticide Measures (under development by CARB and DPR)</td>
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### Industrial Sources

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<th>Measure Description</th>
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<th>Incentive Funding</th>
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<tr>
<td>IS.1</td>
<td>SJVAPCD</td>
<td>Flares-Amend Rule 4311</td>
<td>-</td>
<td>15</td>
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<td>IS.2</td>
<td>SJVAPCD</td>
<td>Evaluate feasibility of funding further emissions reductions from oil and gas production operations</td>
<td>-</td>
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<td>x</td>
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<td>IS.3</td>
<td>SJVAPCD</td>
<td>Enhanced Inspection Frequency</td>
<td>-</td>
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<td>IS.4</td>
<td>SJVAPCD</td>
<td>Pilot Training Program for Conducting Self-Inspections at Gas Stations</td>
<td>-</td>
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<tr>
<td>IS.5</td>
<td>SJVAPCD</td>
<td>Provide Incentives to Install Advanced Control Technology</td>
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<td>*</td>
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### Residential Burning

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Measure Description</th>
<th>PM2.5</th>
<th>NOx</th>
<th>TACs</th>
<th>Incentive Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>RB.1</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Incentives to Replace Wood Burning Devices</td>
<td>98</td>
<td>*</td>
<td>x</td>
<td>$600,000.00</td>
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<tr>
<td>RB.2</td>
<td>SJVAPCD</td>
<td>Educate Public About Harmful Impacts of Wood Burning</td>
<td>-</td>
<td>*</td>
<td>-</td>
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<tr>
<td>RB.3</td>
<td>SJVAPCD</td>
<td>Enhanced Enforcement of Wood Burning Curtailments</td>
<td>-</td>
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<tr>
<td>RB.4</td>
<td>SJVAPCD, City, County</td>
<td>Outreach to Reduce Illegal Activity</td>
<td>-</td>
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<td></td>
</tr>
</tbody>
</table>
# Shafter DRAFT Community Emissions Reduction Program

**Draft Outline for Steering Committee Review**  
*August 12, 2019*

## Land Use /Urban Sources

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Measure Description</th>
<th>PM2.5</th>
<th>NOx</th>
<th>TACs</th>
<th>Incentive Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD.1</td>
<td>PUC, SJVAPCD</td>
<td>Seek incentives for local businesses and homeowners to install solar power and energy storage</td>
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<td>*</td>
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<tr>
<td>CC.1</td>
<td>SJVAPCD</td>
<td>Incentives to reduce PM from commercial underfired charbroilers</td>
<td>TBD</td>
<td>x</td>
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<td>$300,000.00</td>
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<tr>
<td>LU.1</td>
<td>SJVAPCD, City</td>
<td>New Construction: Provide assistance during the CEQA process</td>
<td>*</td>
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<tr>
<td>LU.2</td>
<td>SJVAPCD, City, City, County, COG, local developers, other local partners</td>
<td>Land Use/Sustainable Development: Implement Projects that Reduce VMT</td>
<td>*</td>
<td>*</td>
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<tr>
<td>LU.3</td>
<td>City, County, DOGGR</td>
<td>Setbacks for New Oil Drilling</td>
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<td>LU.4</td>
<td>CARB, HSRA</td>
<td>Construction Emissions: High Speed Rail Construction</td>
<td>*</td>
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<td>RD.1</td>
<td>City, County, CDOT</td>
<td>Road Dust: Evaluate increasing frequency of street sweeping</td>
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<tr>
<td>RD.2</td>
<td>City, COGs, County</td>
<td>Road Dust: Road paving and sidewalk installations</td>
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<tr>
<td>LG.1</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents)</td>
<td>TBD</td>
<td>TBD</td>
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<td>$100,000.00</td>
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<tr>
<td>LG.2</td>
<td>SJVAPCD</td>
<td>Provide Enhanced Outreach and Access to Incentives for Replacement of Commercial Lawn and Garden Equipment</td>
<td>TBD</td>
<td>TBD</td>
<td>x</td>
<td>$40,000.00</td>
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<td>PF.1</td>
<td>SJVAPCD, City, County</td>
<td>Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles</td>
<td>TBD</td>
<td>TBD</td>
<td>x</td>
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## Exposure Reduction Measures

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Measure Description</th>
<th>PM2.5</th>
<th>NOx</th>
<th>TACs</th>
<th>Incentive Funding</th>
</tr>
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<tbody>
<tr>
<td>SC.1</td>
<td>SJVAPCD</td>
<td>Air Filtration Systems in Community Schools</td>
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<td>*</td>
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<td>$100,000.00</td>
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<td>SC.2</td>
<td>SJVAPCD &amp; local school districts</td>
<td>HAL Schools: Increase Participation</td>
<td>*</td>
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<tr>
<td>VB.1</td>
<td>SJVAPCD, Caltrans, City, County</td>
<td>Support Installation of Vegetative Barriers Around/Near Sources Of Concern</td>
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<td>*</td>
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<tr>
<td>IAQ.1</td>
<td>CAPK, CSD, SJVAPCD, City, County, CEC</td>
<td>Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency</td>
<td>*</td>
<td>*</td>
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<tr>
<td>UG.1</td>
<td>SJVAPCD, City, County</td>
<td>Increased urban greening and forestry in the community</td>
<td>*</td>
<td>*</td>
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<tr>
<td>IR.1</td>
<td>SJVAPCD, CARB, City, County</td>
<td>Idling-Reduction Strategy: Protect Sensitive Receptors</td>
<td>*</td>
<td>*</td>
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<tr>
<td>Measure #</td>
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<td>Measure Description</td>
<td>PM2.5</td>
<td>NOx</td>
<td>TACs</td>
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<tr>
<td>O.1</td>
<td>SJVAPCD</td>
<td>Outreach: Community Air Quality Outreach Strategy</td>
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<td>O.2</td>
<td>SJVAPCD</td>
<td>Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved</td>
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<td>O.3</td>
<td>SJVAPCD, Local Partners</td>
<td>Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures</td>
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**Subtotal: District Measures (tons)** 478 1567 TBD

**Statewide Strategies**

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<th>Measure Description</th>
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<th>Incentive Funding</th>
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</thead>
<tbody>
<tr>
<td>CARB</td>
<td>Reducing Emissions from Dairy and Other Livestock</td>
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<tr>
<td>CARB</td>
<td>Reducing Emissions from Organic Waste in Landfills</td>
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<tr>
<td>CARB</td>
<td>Cross-Agency Engagement and Support for Continuing/Additional Funding to Improve Air Quality Improvement Measures</td>
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<td>CARB</td>
<td>Reducing Emissions from Oil and Gas Systems</td>
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<td>CARB</td>
<td>Advanced Clean Trucks Regulation</td>
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<td>CARB</td>
<td>Heavy Duty Vehicle Inspection and Maintenance</td>
<td>9.1</td>
<td>589</td>
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<td>CARB</td>
<td>Drayage Truck Regulation Amendments</td>
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<td>Real Emissions Assessment Logging System</td>
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<td>Advanced Clean Cars 2</td>
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<td>CARB</td>
<td>Evaluation and Potential Development of Regulation to Reduce Idling for All Rail Yard Sources</td>
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<tr>
<td>CARB</td>
<td>Evaluation and Potential Development of Regulation to Reduce Emissions for Locomotives Not Preempted Under the Clean Air Act</td>
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<td>CARB</td>
<td>New Standards for Small Off-Road Engines (SORE)</td>
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<td>7.5</td>
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<td>CARB</td>
<td>Commercial Cooking Suggested Control Measure</td>
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<td>CARB</td>
<td>Conduct Periodic Supplement Environmental Projects Outreach</td>
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**Subtotal: CARB Statewide Measures (tons)** 9.7 618 TBD

**TOTALS (tons)** 487 2,185 TBD

* = Emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target
x = Measure will result in reduction of toxic air contaminants
TBD = To Be Determined

- Note that total reductions expected from CARB statewide measures are estimated by the District based on CARB's estimated annual emissions reductions. The final CERP will contain updated estimates based on CARB input.
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 Shafter community and surrounding areas. 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 at approximately 5,600 agricultural operations, responds to approximately 3,000 public complaints, and verifies emission 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 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.

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 and use automated voicemail and computer systems to facilitate the timely response to complaints in order to abate 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. 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. District staff reviews the protocol to ensure the proper testing will be conducted 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 test 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.

**Agricultural and Prescribed Burning**

Agricultural burning in the San Joaquin Valley is closely regulated by the District. 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.

District staff utilizes a sophisticated Smoke Management System (SMS) to determine the burn status. Air quality and meteorological conditions determine if burning is allowed. The SMS divides the Valley into over 100 zones. Each zone is analyzed and given a burn status and permissible burn acreage allocation. The goal of the SMS is to protect the public and prevent violations of air quality standards.

In order for a farmer to burn, they must first receive a District permit and must receive approval to burn each day they wish to do so. Field staff monitors burning to ensure only authorized materials are burned and that best management practices are followed to minimize smoke impacts to the public.

Prescribed burning by land management agencies is another activity regulated by the District. In accordance with state requirements, the District reviews burn plans, provides burn authorizations, and monitors the fires. District staff also has an ongoing dialogue with Land Management Agencies (LMAs) and other air districts to improve communication and cooperation among all parties when planning fires and while the fires are burning.

State leaders and agencies are recognizing the need for decisive actions to restore California’s forested lands to resiliency. As a result, there was a need to develop potential changes to the District’s policies and procedures to facilitate a more effective use of prescribed burning. Based on this direction, and in collaboration with local LMAs, over the last several years the District has employed more flexible policies to facilitate the use of prescribed burning as a tool to reduce fuel more rapidly. Examples of these efforts include identifying ways to facilitate the more effective use of prescribed burning and other practices as means to reduce the number and severity of future wildfires, supporting federal and state legislation to increase funding for land and forest management, developing a targeted public education campaign regarding wildfires, and
working with state and federal land managers to formulate new strategies to reduce fuel-buildup and address wildfire emissions.

**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 has 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 individuals to ensure they understand the 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, realtors, building departments, contractors, industrial and commercial facilities, farmers, and residents.
- **Compliance Schools**: Training classes provide information on the topics of open burning, gasoline vapor recovery and wood burning fireplaces and wood burning heaters.

- **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 is a qualified pool of contractors from which stakeholders 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.

- **Regulation VIII (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.

- **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 controlled or replaced and that it is adequately maintained and verification 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 to assure emission reductions are realized for the life of the project.

### 5.3 SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT

#### ENFORCEMENT HISTORY IN SHAFTER COMMUNITY

The District's enforcement presence within the Shafter 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 2016, the District has conducted inspections of 1,234 equipment units during 332 inspections at permitted facilities within the Shafter Community and surrounding 7-mile buffer area, has received and responded to 67 air quality complaints from the public, and has issued 111 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 2016.
Based on the resulting complaint investigations, the District confirmed a violation of District rules or regulations and took enforcement action in 13 in of the complaints, determined that the issue did not constitute a violation of any federal, state, or local air quality rule in 37 of the complaints, referred 1 complaint to the proper agency with jurisdiction over the issue, and was unable to confirm whether or not a violation occurred in the 16 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 13 enforcement actions taken as the result of public complaints, 10 were for illegal burning (4 residential, 2 commercial/industrial, 1 agricultural, and 4 other), 2 were administrative violations for failing to have District approved operating plans, and 1 was for violating Volatile Organic Compounds (VOC) content limits for spray equipment cleaning solvents at a metal parts coating operation.

Figure 5-2 below details the complaints received by type since 2016. Complaints concerning fugitive dust and residential burning (open burning and fireplace) make up over 50% of the complaints in the community. Of the 17 fugitive dust complaints received, it was determined in 13 of the instances that the operation was complying with the District's Regulation VIII fugitive dust and public nuisance, or was exempt from visible dust requirements. The District issued an enforcement action in one of the cases for failing to operate under a District-approved Dust Control Plan.
The District received and responded to 20 complaints regarding residential open burning and residential fireplace/outdoor wood burning devices. The District took enforcement action in 4 of these cases, determined that 7 others did not constitute a violation (permissible fireplace burn day or small outdoor cooking fire), and was unable to confirm 9 of the complaints. In addition to the number of complaints received in these categories, members of the Community Steering Committee have prioritized both of these issues. 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 6 odor complaints during this period and determined that none of the complaints resulted in a violation. 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.

The District received 6 complaints regarding agricultural open burning. In 5 of the instances, the District confirmed that the burn in question was properly conducted under a District authorization for the day in question. The 6th complaint resulted in an
enforcement action for burning permissible agricultural materials without prior District authorization.

The District received 9 complaints associated with commercial/industrial open burning or other open burning. Five of these complaints resulted in enforcement actions for illegal open burning, 1 was a spontaneous combustion fire, and in 3 cases the District was either unable to locate the burn or the responsible party for the burn. Most of these cases involved the illegal dumping and burning of trash and rubbish. 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.

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 97 NOVs and 14 NTCs in the Shafter Community and surrounding 7-mile buffer area. Figure 5-3 shows the annual breakdown of NOVs and NTCs since 2016.

**Figure 5-3: Number of Enforcement Actions Issued from 2016-2019**

![Bar chart showing enforcement actions by year](chart)

* 2019 data is through April 30, 2019
Figure 5-4 shows the enforcement actions categorized by type. Since 2016, 43 of the 111 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 has issued 15 enforcement actions for violations resulting in excess emissions from facilities (not including gas stations). These violations occurred at 7 permitted facilities in the area. The District has also issued 7 enforcement actions to gas stations for violations resulting in excess emissions. These violations occurred at 7 gas stations in the area. Consistent with recommendation from Community Steering Committee members, the District believes that more frequent inspections for these 14 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 2016-2019**

<table>
<thead>
<tr>
<th>Enforcement Actions by Type (2016-2019*)</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative/Recordkeeping/Reporting</td>
<td>43</td>
</tr>
<tr>
<td>Excess Emissions from Facility</td>
<td>15</td>
</tr>
<tr>
<td>Fireplace</td>
<td>12</td>
</tr>
<tr>
<td>Residential Open Burn</td>
<td>10</td>
</tr>
<tr>
<td>Gas Station Late Testing/Monitoring</td>
<td>7</td>
</tr>
<tr>
<td>Gas Station Equipment Defect</td>
<td>7</td>
</tr>
<tr>
<td>Late Source Testing/Monitoring at Facility</td>
<td>5</td>
</tr>
<tr>
<td>Ag Open Burn</td>
<td>5</td>
</tr>
<tr>
<td>Commercial Open Burn</td>
<td>3</td>
</tr>
<tr>
<td>Fugitive Dust</td>
<td>3</td>
</tr>
<tr>
<td>Gas Station Certification</td>
<td>1</td>
</tr>
</tbody>
</table>

* 2019 data is through April 30, 201
A review of the data also shows that the District has issued 12 enforcement actions for fireplace/outdoor wood burning heater violations and 10 violations for residential open burning violations. This further demonstrates the need to include the aforementioned enforcement and outreach/education CERP measures.

5.4 CALIFORNIA AIR RESOURCES BOARD PROGRAM OVERVIEW AND ENFORCEMENT HISTORY IN SHAFTER COMMUNITY

Section 5.4 provided by the California Air Resources Board

The California Air Resources Board (CARB or the Board) 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 CARB enforcement programs is to achieve comprehensive compliance in every regulation the Board adopts. Through enforcement, we work to bring responsible parties into compliance and in doing so achieve a level playing field across industry so that no company can benefit from non-compliance at the expense of another; and to deter industry from future violations. We take compliance seriously because the success of our programs, and public health protection, depends on it.

CARB applies enforcement programs professionally in accordance with our enforcement policy, which we updated in 2017. We use data and inspections to identify potential non-compliance, and then investigate each case. Once a violation is identified, we notify the responsible party and evaluate what happened. We work with the party to achieve compliance and measure the relevant facts and circumstances of each case, relative to eight factors set in law and described in our enforcement policy, to determine an appropriate penalty. The case is settled when the responsible party has achieved compliance and paid an appropriate penalty. If the case cannot be settled, we work with CARB legal staff to refer the case to California’s Attorney General for litigation.

Field inspectors are a critical component of the 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, Drayage Truck, Statewide Truck and Bus, Smart Way, and Transport Refrigeration Unit. 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 scale facilities, warehouses, fleet yards, construction sites, random roadside locations, truck stops, rest areas, ports, and rail yards.

In addition, 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. SEPs can improve public health, reduce pollution, increase environmental compliance, and bring public awareness to neighborhoods most burdened by environmental harm.

5.4.1 CALIFORNIA AIR RESOURCES BOARD THREE YEAR ENFORCEMENT HISTORY

Heavy-Duty Vehicle Inspection Program: The Heavy-Duty Vehicle Inspection Program (HDVIP) program requires heavy-duty trucks and buses to be inspected for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle (HDV) traveling in California, including vehicles registered in other states and foreign countries, may be tested. Tests are performed by CARB inspection teams 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.

Idling: Idling and opacity inspections are performed to ensure a HDV is compliant with emission standards and is not violating CARB's Idling regulation. Idling for more than five minutes is prohibited unless the HDV is certified clean idle and more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers that are found to be in violation are subject to minimum penalties starting at $300 per violation and up to $1000 per 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 (BACT) (a few specific exceptions apply).

Smart Way: The Tractor-Trailer Greenhouse Gas 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. Environmental Protection Agency Smart Way program has verified or designated to meet their efficiency standards.

Transport Refrigeration Unit: Transport Refrigeration Units (TRU) 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. Since diesel particulate matter has been identified as a 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 PM and NOx emissions from diesel-fueled engines and improve air quality associated with goods movement. HDVs 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 Truck and Bus Regulation.

Statewide Truck and Bus: The Statewide Truck and Bus Regulation (STB) 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.

Over the last three years, CARB has conducted 1,056 inspections on HDVs within the 7-mile radius of the selected AB617 Shafter community. These inspections occurred across five of twelve CARB HDV enforcement programs. Figure 5-5 represents a year-by-year breakdown of enforcement action for CARB HDV programs in the community between 2016 and 2018.

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19 Number is preliminary and may change as data is reviewed.
Figure 5-5.

Enforcement History of Heavy-Duty Diesel Vehicles in Shafter

<table>
<thead>
<tr>
<th>Program</th>
<th>2016 Inpections</th>
<th>2016 Compliance Units</th>
<th>2017 Inpections</th>
<th>2017 Compliance Units</th>
<th>2018 Inpections</th>
<th>2018 Compliance Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Exhaust Fluid</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Emission Control Label</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Smoke Opacity</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tampering</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Idling</td>
<td>61</td>
<td>53</td>
<td>8</td>
<td>0</td>
<td>159</td>
<td>157</td>
</tr>
<tr>
<td>Off-Road</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Public Agency and Utility</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Smart Way</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>28</td>
<td>28</td>
</tr>
<tr>
<td>Solid Waste Collection</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Transport Refrigeration Unit</td>
<td>7</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>18</td>
<td>13</td>
</tr>
<tr>
<td>Drayage</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Truck and Bus</td>
<td>67</td>
<td>53</td>
<td>14</td>
<td>0</td>
<td>165</td>
<td>152</td>
</tr>
</tbody>
</table>

*Inspections per year are program based and some occur concurrently.

Preliminary analysis of HDV program inspections suggests that the overall compliance rate within the Shafter community is high. As seen in Figure 5-6, from 2016-2018, 92.3 percent of HDV program inspections showed compliance. However, not all HDV programs have more than a 90 percent compliance rate when averaged over a three-year period. Idling and Smart Way inspections show a greater than 90 percent compliance rate while Emission Control Label, TRU, and Truck and Bus Inspections show lower rates of compliance. During this period, 81 citations were issued to HDVs within the community. Further breakdown of the citations data indicates that 60 citations were issued for emission violations and 21 citations were issued for non-emission violations. The difference between emission and non-emission citations is that emission violations further contribute to air pollution while non-emissions violations do not. An example of a non-emission violation would be a truck not complying with labeling requirements. CARB is working to compile information on the resolution of violations issued in Shafter and will provide this data to the community steering committee as it becomes available.
CARB will work closely with the community steering committee to better determine areas of non-compliance within the community boundary. The high compliance rate observed in the 3-year history may demonstrate the need for more targeted inspections to identify compliance issues.

The inspection history includes several program inspections that were conducted around and the community of Shafter. The maps featured in Figure 5-7 below are to aide in the visualization of the program inspection locations. The points on the maps indicate the approximate location and number of inspections in the above-mentioned mobile program areas in the Shafter community. The goal of the maps is to visually display the location of program inspections to help determine gaps in CARB enforcement activity and where enhanced enforcement is necessary to deter potential violators within the community.
The data presented in Figure 5-7 reflects CARB past Enforcement efforts. In the past, CARB staff would target areas with large concentrations of Heavy-Duty Diesel Vehicles, such as truck stops. Moving forward, CARB is looking to partner with the District and the community to identify new locations to perform mobile source inspections within the Shafter community.

5.4.2 CONSUMER PRODUCTS PROGRAM DESCRIPTIONS

Composite Wood Products – CARB’s Airborne Toxic Control Measure (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, cleaning compounds; polishes, floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; 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.

CARB adopts regulatory requirements for chemically formulated consumer products, fuel containers, and indoor air cleaning products. Our Consumer Products Regulatory Program is an important part of our overall effort to reduce the amount of volatile organic compounds (VOC), toxic air contaminants (TAC), and greenhouse gases (GHG) that are emitted from the use of chemically formulated consumer products. "Consumer product" means a chemically formulated product used by household and institutional consumers, including, but not limited to, detergents, 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; but does not include other paint products, furniture coatings, or architectural coatings.

In the past three years CARB staff have not conducted inspections on consumer products within the selected AB617 Shafter community and cannot accurately assess compliance with the regulation.

5.4.3 SUMMARY OF COMPLAINTS RECEIVED AND COMPLAINT RESOLUTION
CARB's previous complaint management system for complaints related to heavy-duty diesel vehicles lacked the ability to track complaints by specific location. However, CARB staff have begun to work/track all complaints through the California Environmental Protection Agency Complaint Reporting system. 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).
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: 1-800-926-5550
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 a 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.
Shafter DRAFT Community Emissions Reduction Program
Draft Outline for Steering Committee Review

August 12, 2019

- 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 ARB 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 increase 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 Shafter 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 Shafter community.

1. Enhanced enforcement of District Rule 4901 (Wood Burning Fireplace and Wood Burning Heaters) mandatory wood burning 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 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.

2. Enhanced enforcement of District Rule 4103 (Open Burning) to reduce the illegal open burning of residential waste:
To limit the potential for localized PM2.5 and toxic impacts associated with the illegal open burning of residential waste, District staff 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 Shafter and the surrounding areas 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. 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.

5. 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 and the surrounding areas 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.

6. 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.

7. Coordinate with other agencies
The District will seek opportunities to coordinate with other agencies within the Shafter community to address multimedia compliance issues as they arise.

8. Update enforcement strategies as appropriate
The District committed to evaluating the results of ongoing compliance activities within the Shafter community and moving forward will work with the Community Steering Committee to update measures as appropriate.
5.6.2 CARB ENFORCEMENT STRATEGIES

Section 5.6.2 provided by the California Air Resources Board

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 (e.g. City of Shafter) 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 Shafter 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 Shafter community. Listed below are CARB’s enforcement strategies to help improve air quality in the Shafter community:

1. Increase the frequency of compliance inspections with guidance from the community steering committee:
CARB will collaborate with the Shafter 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.

As of July 2019, the community steering committee has guided CARB staff to focus enforcement efforts in the following areas:
   a) Idling HDV near schools and residential areas

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 5-8: Truck and Bus Regulation Engine Requirements Timeline**

<table>
<thead>
<tr>
<th>Year</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Lighter vehicles with 2019 or older EMT™ must be replaced or repossessed. Heavier vehicles with 2019 or older EMT™ must be replaced or repossessed.</td>
</tr>
<tr>
<td>2020</td>
<td>DMV compliance verification begins. Lighter vehicles with 2020 or older EMT™ must be replaced or repossessed. Heavier vehicles with 2020 or older EMT™ must be replaced or repossessed.</td>
</tr>
<tr>
<td>2021</td>
<td>Lighter vehicles with 2021 or older EMT™ must be replaced or repossessed. Heavier vehicles with 2021 or older EMT™ must be replaced or repossessed.</td>
</tr>
<tr>
<td>2022</td>
<td>Lighter vehicles with 2022 or older EMT™ must be replaced or repossessed. Heavier vehicles with 2022 or older EMT™ must be replaced or repossessed.</td>
</tr>
<tr>
<td>2023</td>
<td>Lighter vehicles with 2023 or older EMT™ must be replaced or repossessed. Heavier vehicles with 2023 or older EMT™ must be replaced or repossessed.</td>
</tr>
</tbody>
</table>

*This timeline applies to diesel buses and trucks unless you are using a compliance option and reporting in TRUCKS.*

This timeline follows a schedule for Engine Model Year (EMY). The Vehicle Model Year usually runs one year ahead of Engine Model Year.

- Lighter Vehicles — 24,001 - 25,000 lbs GVWR
- Heavier Vehicles — Greater than 26,000 lbs GVWR

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 Shafter. One such opportunity could be CARB staff working with the City of Shafter to provide truck idling signage in areas where community members observe trucks idling.

5. **Enhance CARB’s Data Management Practices**
   CARB is committed to enhancing the quality of enforcement data for the Shafter 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/](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 Shafter 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 TO TRACK PROGRESS IN ANNUAL REPORTS

Identifying metrics to track progress is critical for both the public and implementing agencies to understand whether the CERP is achieving health-based air quality objectives. AB 617 requires that the community emissions reduction program result in emissions reductions, which can be demonstrated based on monitoring or other data. Per CARB guidance, community emissions reduction programs must identify and describe how progress on achieving emission reductions for specific categories of sources will be tracked on an annual basis, and track emissions for any pollutant that has an identified emissions reduction target.

For annual reporting, the District will report on the emission reductions achieved and progress towards meeting individual emissions reduction targets for each pollutant.

For each incentive-based emission reduction measure, the District will include information about dollar amounts invested and number of projects implemented in the community.

For proximity-based goals, the District will report on the following factors:
- Number of schools registered for the District's HAL Schools Program
- Number of schools with advanced filtration systems installed, and number of classrooms with room filtration units installed at each school
- Number of educational events held related to health-protective measures for the public
- Number of facilities that have installed vegetative barriers as a result of District outreach and partnership programs
- Footage of vegetative barrier installed along roads or train routes as a result of District outreach and partnership programs

For compliance goals, the following metrics will be reported on annually:
- Inspections conducted including type, date, and location.
- Notices of violations issued including date, recipient, and regulation cited
- Number of complaints received by type and their resolution
- Percentage of notices of violations/notice to comply that have been resolved

The District will report annually on the status of rules and regulations adopted that impact the community of Shafter. For strategies in partnership with other agencies, the District will report on the number of interactions with city and county governments to address local exposure to air pollution. Additionally, annual reports will include metrics to track additional co-benefits, such as trainings, outreach, workforce development, or technical capacity-building, including the number of public meetings held in the community and number of people in attendance.
6.2 METRICS FOR FIVE-YEAR MILESTONE EVALUATION
Strategies implemented as a part of this CERP are designed to improve air quality in the community of Shafter. 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 Shafter 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 Shafter.
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 rule 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.
APPENDIX C
Source Apportionment and Community Inventories

Shafter

San Joaquin Valley Air Pollution Control District
August 12, 2019
APPENDIX C
SHAFTER SOURCE ATTRIBUTION

STATIONARY SOURCE EMISSIONS INVENTORY
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 stationary source 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).

The District has longstanding experience working with regulated facilities and collecting emissions inventory data on an annual basis from these facilities. The District's current criteria emissions inventory reporting processes results an annual assessment of emissions from permitted facilities in the Valley. The inventory collection process begins early in the calendar year by requesting emissions-related information from stationary sources of pollution for the prior calendar year, using streamlined processes and forms developed over years of experience working with industry. The District then verifies or calculates emissions based on the inventory data received by the regulated facilities in the Valley.

Methodology

The emissions inventory represents actual emissions from stationary sources. The actual emissions are typically based one of the following general quantification methods:

Emissions (ton-pollutant/yr) = Process Rate (ton-throughput/yr) x Emission Factor (ton-pollutant/ton-throughput)

Emissions (ton-pollutant/yr) = Fuel Use (gal combusted/yr) x Emission Factor (ton-pollutant/gal combusted)

Emissions (ton-pollutant/yr) = Fuel Use (SCF combusted/yr) x Emission Factor (SCF combusted)

The District relies on the regulated facility owners and operators to submit accurate process rate and/or fuel use data, and identify the approved emission factors as well identify necessary updates to those emission factors. Emission factors are established based on the best available information, and according to the following overarching data quality hierarchy:

1. Continuous Emissions Monitoring (CEM) on the equipment
2. Periodic source test on the equipment
3. Manufacturer’s guarantee on the equipment
4. Continuous measurement for similarly configured emission sources
5. Source testing data for similar emission sources
6. AP-42 or other state-approved industry derived emission factors.
7. Permitted emission limits and emission factors established during permitting actions and listed on the permit.

**Stationary Source Facility-Level Emissions Inventories**

Based on the emissions inventory gathering process described above, the table below summarizes the emissions inventory for each District permitted facility in the South Central Community for year 2017.

Table Notes:
- The facilities listed below are identified in alphabetical order.
- Not all facilities emit all pollutants
- Facilities first operating in 2017 have no reported inventory for 2017
- Values have been rounded to two decimal places
Table 1: Year 2017 Emissions Inventory for District Permitted Facilities

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<tr>
<th>Region</th>
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<th>Facility Name</th>
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| S | 5141 | OASIS HOLSTEIN DAIRY | 0.00 | 0.00 | 0.00 |
| S | 6058 | OHANESON ENTERPRISES | 0.00 | 0.00 | 0.00 |
| S | 7801 | OMNI FAMILY HEALTH | 0.00 | 0.00 | 0.00 |
| S | 1167 | PACIFIC BELL TELEPHONE CO (DBA AT&T CA) | 0.01 | 0.00 | 0.00 |
| S | 4170 | PAGE INDUSTRIAL SERVICES INC | 0.49 | 1.14 | 0.61 |
| S | 6646 | PERFORMANCE FOOD GROUP | 0.37 | 0.02 | 0.01 |
| S | 5257 | PHOENIX CEMENT CO | 0.00 | 0.00 | 0.11 |
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| S | 3919 | PW GILLBRAND TRANLOADING SERVICES INC | 0.00 | 0.00 | 0.00 |
| S | 7886 | RESA POWER SOLUTIONS | 0.00 | 0.07 | 0.02 |
| S | 8480 | ROLL REAL ESTATE DEVELOPMENT LLC | 0.00 | 0.00 | 0.00 |
| S | 8529 | ROSS STORES INC | 0.12 | 0.00 | 0.00 |
| S | 1732 | S & A MARKET | 0.00 | 0.07 | 0.00 |
| S | 1288 | S & J QUICK STOP | 0.00 | 0.26 | 0.00 |
| S | 7834 | SHAFTER COLLISION | 0.00 | 0.01 | 0.00 |
| S | 539 | SHAFTER-WASCO GINNING CO | 0.00 | 0.00 | 0.51 |
| S | 7041 | SHAR CRAFT INC | 0.00 | 0.71 | 1.17 |
| S | 82 | SHELL PIPELINE CO LP | 0.05 | 0.05 | 0.02 |
| S | 876 | SJV QUALITY COTTON | 0.00 | 0.00 | 0.00 |
| S | 6706 | SKYVIEW DAIRY | 0.00 | 0.02 | 1.14 |
| S | 3152 | SOUTH VALLEY ALMOND CO LLC | 0.00 | 0.00 | 0.00 |
| S | 4755 | STARRH & STARRH COTTON GROWERS | 0.00 | 0.00 | 0.00 |
| S | 4297 | SUN WORLD INTERNATIONAL | 0.00 | 0.00 | 0.00 |
| S | 872 | SUPERIOR SOIL SUPPLEMENTS, LLC | 0.00 | 0.00 | 0.00 |
| S | 3934 | TARGET DISTRIBUTION CENTER | 0.23 | 0.02 | 0.01 |
| S | 5060 | TJAAARDA DAIRY | 0.00 | 0.00 | 0.00 |
| S | 7674 | VERIZON WIRELESS "NORTH SHAFTER" | 0.00 | 0.00 | 0.00 |
| S | 3395 | VERIZON WIRELESS- SHAFTER | 0.00 | 0.00 | 0.00 |
| S | 8231 | WEATHERFORD ARTIFICIAL LIFT SYSTEMS LLC | 0.00 | 0.07 | 0.02 |
| S | 2935 | WEST COAST PIPE INSPECTION | 0.00 | 0.00 | 0.00 |
| S | 1301 | WILBUR-ELLIS CO | 0.00 | 0.02 | 0.00 |
| S | 8367 | WONDERFUL ORCHARDS LLC | 0.00 | 0.11 | 0.00 |
| S | 9080 | WONDERFUL REAL ESTATE | 0.00 | 0.00 | 0.00 |
| S | 9081 | WONDERFUL REAL ESTATE | 0.00 | 0.00 | 0.00 |
Forecasting Emissions - Stationary Sources:

For assessing future growth for the years 2024 and 2029, the District used Growth and control factors (Fresno/Kern County table) supplied by the Air Resources Board (ARB). The District assigned growth and control factors to each permitted process type in the community using the most appropriate Emissions inventory Code (EIC). The EIC is determined using the following method:

a) For each facility located in South Central Fresno and corresponding process, compare the County EIC, Source Classification Code (SCC) and Standard industrial Classification (SIC) from ARB's table (Growth and control factors table) with the EIC, SCC, and SIC from the District database information related to facilities within the selected community.

b) If the facility and process EIC, SCC, and SIC from ARB's table and District database all match, then the District uses the applicable growth factor.

c) If the facility and process EIC, SCC, and SIC from ARB's table and District database do NOT ALL match, then identify facilities and corresponding process for which EIC, SIC, and area-wide EIC match.

d) If the facility and process EIC, SCC, and area-wide EIC from ARB's table and District database match, then the District uses the applicable growth factor.

e) If the facility and process EIC, SCC, and area-wide EIC from ARB's table and District database do NOT ALL match, then for each corresponding facility, the District is only using the EIC between ARB's table and the District database.

f) If the EIC between ARB’s table and the District database do not match for specific facilities, then the District assumes no growth or change in emission control for the affected facility.

Projected emissions were calculated using the 2017 emissions inventory as the base year to project emissions for 2024 and 2029. The 2017 emissions inventory values were used to project emissions by multiplying these emissions by the ratio of the growth factors and control factors for each process. The emissions are projected for each permitted unit and then totaled to grow the facility emissions. The following equation represents the formula for forecasting emissions in a future year from a specific emissions unit (i.e. equipment type):

\[
2024 \text{ NOx (ton/yr)} = 2017 \text{ NOx emissions} \times \left(\frac{(2024 \text{ NOx GF} + 2017 \text{ NOx GF})}{(2024 \text{ NOx CF} + 2017 \text{ NOx CF})}\right)
\]

Where,
GF = Growth factor
CF = Control factor
Based on the forecasting process described above, Tables 2 and 3 below summarize the projected emissions inventory for each District permitted facility in the Shafter Community for years 2024 and 2029.

**Table 2: Year 2024 Projected Emissions Inventory for District Permitted Facilities**

<table>
<thead>
<tr>
<th>Region</th>
<th>ID</th>
<th>Facility Name</th>
<th>NOX (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
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<td>2018 CO2 Emissions</td>
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</tr>
<tr>
<td>S</td>
<td>8480</td>
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<td>S</td>
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<td>0.00</td>
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</tr>
<tr>
<td>S</td>
<td>1732</td>
<td>S &amp; A MARKET</td>
<td>0.00</td>
<td>0.04</td>
<td>0.00</td>
</tr>
<tr>
<td>S</td>
<td>1288</td>
<td>S &amp; J QUICK STOP</td>
<td>0.00</td>
<td>0.16</td>
<td>0.00</td>
</tr>
<tr>
<td>S</td>
<td>7834</td>
<td>SHAFTER COLLISION</td>
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<td>0.01</td>
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<tr>
<td>S</td>
<td>539</td>
<td>SHAFTER-WASCO GINNING CO</td>
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<td>0.00</td>
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</tr>
<tr>
<td>S</td>
<td>7041</td>
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<td>0.93</td>
<td>1.49</td>
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<td>S</td>
<td>82</td>
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<tr>
<td>S</td>
<td>876</td>
<td>SJV QUALITY COTTON</td>
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<tr>
<td>S</td>
<td>6706</td>
<td>SKYVIEW DAIRY</td>
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<tr>
<td>S</td>
<td>3152</td>
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<td>S</td>
<td>4755</td>
<td>STARRH &amp; STARRH COTTON GROWERS</td>
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<td>0.00</td>
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<tr>
<td>S</td>
<td>4297</td>
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<td>S</td>
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<td>S</td>
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<td>S</td>
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<td>0.02</td>
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<tr>
<td>S</td>
<td>2935</td>
<td>WEST COAST PIPE INSPECTION</td>
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<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Region</td>
<td>ID</td>
<td>Facility Name</td>
<td>NOX (tpy)</td>
<td>VOC (tpy)</td>
<td>PM2.5 (tpy)</td>
</tr>
<tr>
<td>--------</td>
<td>-----</td>
<td>-------------------------------</td>
<td>-----------</td>
<td>-----------</td>
<td>-------------</td>
</tr>
<tr>
<td>S</td>
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<td>WILBUR-ELLIS CO</td>
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<td>0.01</td>
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<td>S</td>
<td>8367</td>
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<tr>
<td>S</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>S</td>
<td>9081</td>
<td>WONDERFUL REAL ESTATE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MOBILE SOURCE EMISSIONS INVENTORY

On-Road Mobile Sources

Emissions from on-road mobile sources, which include passenger vehicles, buses, and trucks, were estimated using outputs from ARB's EMFAC2014 model. The on-road emissions were calculated by applying EMFAC2014 emission factors to the transportation activity data provided by the San Joaquin Valley air district.

EMFAC2014 includes data on California's car and truck fleets and travel activity. Light-duty motor vehicle fleet age, vehicle type, and vehicle population were updated based on 2012 DMV data. The model also reflects the emissions benefits of ARB's recent rule makings such as the Pavley Standards and Advanced Clean Cars Program, and includes the emissions benefits of ARB's Truck and Bus Rule and previously adopted rules for other on-road diesel fleets.

EMFAC2014 utilizes a socio-econometric regression modeling approach to forecast new vehicle sales and to estimate future fleet mix. Light-duty passenger vehicle population includes 2012 DMV registration data along with updates to mileage accrual using Smog Check data. Updates to heavy-duty trucks include model year specific emission factors based on new test data, and population estimates using DMV data for in-state trucks and International Registration Plan (IRP) data for out-of-state trucks.

Off-Road Mobile Sources

Emissions from off-road sources were estimated using a suite of category-specific models or, where a new model was not available, the OFFROAD2007 model. Many of the newer models were developed to support recent regulations, including in-use off-road equipment, ocean-going vessels and others. A summary of specific off-road categories is below:

**Locomotives**
In 2016, ARB updated California's Class I and Class II line-haul locomotive model. The new model provides the following updates: age and model year distribution based on 2011 and 2014 rail company data, activity based on Freight Analysis Framework (FAF) data, fuel growth based on Board of Equalization historical rail data, and new locomotive populations, survival rates, and Tier distributions. To estimate emissions, ARB used duty cycle, fuel consumption and activity data reported by the rail lines in 2011. These results were combined with the Class III locomotive emissions inventory from previous SIPS, which were incorporated in the 2006 locomotive inventory, to create an overall California line-haul locomotive emissions inventory for the SIP.

Additional information is available at: https://www.arb.ca.gov/msei/categories.htm#offroad_motor_vehicles.
Shafter DRAFT Community Emissions Reduction Program
Draft Outline for Steering Committee Review
August 12, 2019

Pleasure Craft and Recreational Vehicles
A new model was developed in 2011 to estimate emissions from pleasure craft and recreational vehicles. In both cases, population, activity, and emission factors were re-assessed using new surveys, registration information, and emissions testing.

Additional information is available at:
https://www.arb.ca.gov/msei/categories.htm#offroad_motor_vehicles

In-Use Off-Road Equipment
ARB developed this model in 2010 to support the analysis for amendments to the In-Use Off-Road Diesel Fueled Fleets Regulation. Staff updated the underlying activity forecast to reflect more recent economic forecast data, which suggests a slower rate of recovery through 2024 than previously anticipated.

Additional information is available at:
https://www.arb.ca.gov/msei/categories.htm#offroad_motor_vehicles

Transport Refrigeration Units (TRU)
This model reflects updates to activity, population, growth and turn-over data, and emission factors developed to support the 2011 amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units.

Additional information is available at:
https://www.arb.ca.gov/msei/categories.htm#offroad_motor_vehicles

Oil and Gas Wells: Workover Rigs, Drill Rigs and Support Equipment Allocation
The allocation of drill and work-over rigs and support equipment (such as pumps) for oil and gas wells was updated within the SJV Air Basin to reflect the physical location of wells instead of the registration location. This allocation was done at the county level, where the number of wells within a county in the SJV Air Basin was used to determine that county’s share of emissions from specified equipment. The physical location and count of wells was updated using DOGGR Well Finder data from September 2013, supplied to ARB by the District.

Diesel Agricultural Equipment
The inventory for agricultural diesel equipment (such as tractors, harvesters, combines, sprayers and others) was revised based on a voluntary 2009 survey of farmers, custom operators, and first processors. The survey data, along with information from the 2007 USDA Farm Census, was used to revise almost every aspect of the agricultural inventory, including population, activity, age distribution, fuel use, and allocation. This updated inventory replaces general information on farm equipment in the United States with one specific to California farms and practices. The updated inventory was compared against other available data sources such as Board of Equalization fuel reports, USDA tractor populations and age, and Eastern Research Group tractor ages and activity, to ensure the results were reasonable and compared well against outside data sources. Agricultural
growth rates through 2050 were developed through a contract with URS Corp.

Fuel Storage and Handling
Emissions for fuel storage and handling were estimated using the OFFROAD2007 model.

Inventory Base Year
ARB worked with the local air districts to determine the base year that should be used across the State. Since the South Coast Air Quality Management District typically aligns their base year inventory with the data collection period for their Multiple Air Toxics Exposure Study, which was last conducted in 2012, ARB selected 2012 as the base year to maintain consistency in the State. Mobile source emissions have been forecasted for years 2017, 2024, and 2029 for the purposes of the CERP.

Methodology
The EMFAC model was used to assess emissions from on-road vehicles. Off-road mobile source emissions are estimated using a new modular approach for different source categories. On-road and off-road models account for the effects of various adopted regulations, technology types, and seasonal conditions on emissions.

Additional information on all ARB's Mobile source Methodologies and categories is available at: https://ww3.arb.ca.gov/msei/msei.htm

Summary of On-Road Mobile Source Emissions
Table 4 below summarizes the total estimated on-road mobile source emissions for each general on-road mobile source category in the Shafter Community for 2017:

Table 4: Year 2017 On-Road Mobile Source Emissions

<table>
<thead>
<tr>
<th>On-Road Mobile Source Category</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Duty Vehicles</td>
<td>345.61</td>
<td>17.06</td>
<td>8.96</td>
</tr>
<tr>
<td>Medium Duty Vehicles</td>
<td>100.87</td>
<td>14.62</td>
<td>3.55</td>
</tr>
<tr>
<td>Light Duty Vehicles</td>
<td>80.22</td>
<td>94.75</td>
<td>7.57</td>
</tr>
<tr>
<td>Total</td>
<td>526.70</td>
<td>126.43</td>
<td>20.08</td>
</tr>
</tbody>
</table>

Summary of Off-Road Mobile Source Emissions
Table 5 below summarizes the total estimated off-road mobile source emissions for each general off-road mobile source category in the Shafter Community for 2017:
Table 5: Year 2017 Off-Road Mobile Source Emissions

<table>
<thead>
<tr>
<th>Off-Road Mobile Source Category</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>5.94</td>
<td>5.02</td>
<td>4.06</td>
</tr>
<tr>
<td>Trains</td>
<td>5.42</td>
<td>0.00</td>
<td>0.10</td>
</tr>
<tr>
<td>Recreational Boats</td>
<td>0.00</td>
<td>1.53</td>
<td>0.00</td>
</tr>
<tr>
<td>Off-Road Recreational Vehicles</td>
<td>0.52</td>
<td>7.29</td>
<td>0.08</td>
</tr>
<tr>
<td>Off-Road Equipment</td>
<td>39.59</td>
<td>19.04</td>
<td>2.06</td>
</tr>
<tr>
<td>Farm Equipment</td>
<td>111.58</td>
<td>17.83</td>
<td>6.11</td>
</tr>
<tr>
<td>Fuel Storage and Handling</td>
<td>0.00</td>
<td>3.46</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>163.06</strong></td>
<td><strong>54.16</strong></td>
<td><strong>12.41</strong></td>
</tr>
</tbody>
</table>

Summary of Mobile Source Emissions

Table 6 below summarizes total 2017 off-road and on-road mobile source emissions

Table 6: Year 2017 Mobile Source Emissions Summary

<table>
<thead>
<tr>
<th></th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>On- Road Mobile Sources</td>
<td>526.70</td>
<td>126.43</td>
<td>20.08</td>
</tr>
<tr>
<td>Off- Road Mobile Sources</td>
<td>163.06</td>
<td>54.16</td>
<td>12.41</td>
</tr>
<tr>
<td><strong>Total Mobile</strong></td>
<td><strong>689.76</strong></td>
<td><strong>180.59</strong></td>
<td><strong>32.49</strong></td>
</tr>
</tbody>
</table>

Forecasting Emissions - Mobile Sources

Projections for mobile source emissions are generated by models that predict activity rates and vehicle fleet turnover by vehicle model year. As with stationary sources, the mobile source models include control algorithms that account for all adopted regulatory actions. The Tables below, summarizes the data used to forecast future-year mobile source emissions by broad source category groupings.

Tables 7 and 8 below summarize the total forecasted on-road emissions in the Shafter Community for the years 2024 and 2029:
### Table 7: Year 2024 Projected On-Road Mobile Source Emissions

<table>
<thead>
<tr>
<th>On-Road Mobile Source Category</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Duty Vehicles</td>
<td>209.31</td>
<td>4.73</td>
<td>3.98</td>
</tr>
<tr>
<td>Medium Duty Vehicles</td>
<td>44.54</td>
<td>6.51</td>
<td>1.58</td>
</tr>
<tr>
<td>Light Duty Vehicles</td>
<td>37.46</td>
<td>63.64</td>
<td>8.20</td>
</tr>
<tr>
<td>Total</td>
<td>291.32</td>
<td>74.88</td>
<td>13.75</td>
</tr>
</tbody>
</table>

### Table 8: Year 2029 Projected On-Road Mobile Source Emissions

<table>
<thead>
<tr>
<th>On-Road Mobile Source Category</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Duty Vehicles</td>
<td>214.16</td>
<td>4.96</td>
<td>4.17</td>
</tr>
<tr>
<td>Medium Duty Vehicles</td>
<td>34.52</td>
<td>5.32</td>
<td>1.43</td>
</tr>
<tr>
<td>Light Duty Vehicles</td>
<td>26.98</td>
<td>53.47</td>
<td>8.68</td>
</tr>
<tr>
<td>Total</td>
<td>275.66</td>
<td>63.75</td>
<td>14.28</td>
</tr>
</tbody>
</table>

Tables 9 and 10 below summarize the total forecasted off-road emissions in the Shafter Community for the years 2024 and 2029:

### Table 9: Year 2024 Projected Off-Road Mobile Source Emissions

<table>
<thead>
<tr>
<th>Off-Road Mobile Source Category</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>6.20</td>
<td>5.36</td>
<td>4.26</td>
</tr>
<tr>
<td>Trains</td>
<td>4.83</td>
<td>0.00</td>
<td>0.08</td>
</tr>
<tr>
<td>Recreational Boats</td>
<td>0.00</td>
<td>1.25</td>
<td>0.00</td>
</tr>
<tr>
<td>Off-Road Recreational Vehicles</td>
<td>0.65</td>
<td>6.26</td>
<td>0.08</td>
</tr>
<tr>
<td>Off-Road Equipment</td>
<td>28.07</td>
<td>17.62</td>
<td>1.30</td>
</tr>
<tr>
<td>Farm Equipment</td>
<td>73.73</td>
<td>12.65</td>
<td>4.15</td>
</tr>
<tr>
<td>Fuel Storage and Handling</td>
<td>0.00</td>
<td>2.90</td>
<td>0.00</td>
</tr>
<tr>
<td>Total</td>
<td>113.47</td>
<td>46.05</td>
<td>9.88</td>
</tr>
</tbody>
</table>

### Table 10: Year 2029 Projected Off-Road Mobile Source Emissions

<table>
<thead>
<tr>
<th>Off-Road Mobile Source Category</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>6.40</td>
<td>5.60</td>
<td>4.41</td>
</tr>
<tr>
<td>Trains</td>
<td>4.33</td>
<td>0.00</td>
<td>0.08</td>
</tr>
<tr>
<td>Recreational Boats</td>
<td>0.00</td>
<td>1.09</td>
<td>0.00</td>
</tr>
<tr>
<td>Off-Road Recreational Vehicles</td>
<td>0.71</td>
<td>5.84</td>
<td>0.08</td>
</tr>
<tr>
<td>Off-Road Equipment</td>
<td>23.40</td>
<td>17.61</td>
<td>1.04</td>
</tr>
<tr>
<td>Farm Equipment</td>
<td>53.29</td>
<td>10.09</td>
<td>3.01</td>
</tr>
<tr>
<td>Fuel Storage and Handling</td>
<td>0.00</td>
<td>2.75</td>
<td>0.00</td>
</tr>
<tr>
<td>Total</td>
<td>88.14</td>
<td>42.98</td>
<td>8.62</td>
</tr>
</tbody>
</table>
Area-wide sources are categories such as consumer products, unpaved road dust, fireplaces, and prescribed burning for which emissions occur over a wide geographic area. Emissions for these categories are estimated by both ARB and the local air districts using various models and methodologies. A summary of the area-wide sources is presented below:

**Ammonia Emissions from Publicly Owned Treatment Works, Landfills, Composting, Fertilizer Application, Domestic Activity, Native Animals, and Native Soils**
ARB staff updated the ammonia emissions inventory methodology for publicly owned treatment works, landfills, composting, fertilizer application, domestic activity, native animals, and native soils. Revisions for these categories consist primarily of updated activity data for the 2008 calendar year. Emission factors were revised only for fertilizer application.

**Ammonia Emissions, Miscellaneous Sources**
Ammonia emissions from miscellaneous domestic processes (human respiration and perspiration, smoking, pets, untreated human waste, etc.) were grown from a 2005 ARB estimate using DOF population projections. Ammonia emissions for other categories such as residential wood combustion, livestock husbandry, managed burning, and on-road motor vehicles, were estimated as part of the methodologies for those specific area source categories.

**Consumer Products**
The consumer products category reflects the four most recent surveys conducted by ARB staff for the years 2003, 2006, 2008, and 2010. Together these surveys collected updated product information and ingredient information for approximately 350 product categories. Based on the survey data, ARB staff determined the total product sales and total VOC emissions for the various product categories. The growth trend for most consumer product subcategories is based on the latest DOF population growth projections, except for aerosol coatings. Staff determined that a no-growth profile would be more appropriate for aerosol coatings based on survey data that show relatively flat sales of these products over the last decade.

Additional information on ARB’s consumer products surveys is available at: [https://www.arb.ca.gov/consprod/survey/survey.htm](https://www.arb.ca.gov/consprod/survey/survey.htm).

**Architectural Coatings**
The architectural coatings category reflects emission estimates based on a comprehensive ARB survey for the 2004 calendar year. The emission estimates include benefits of the 2000 and 2007 ARB Suggested Control Measures as adopted in District Rule 4601. These emissions are grown based on DOF population projections.

Additional information about ARB’s architectural coatings program is available at: [https://www.arb.ca.gov/coatings/arch/arch.htm](https://www.arb.ca.gov/coatings/arch/arch.htm).
Pesticides
DPR develops month-specific emission estimates for agricultural and structural pesticides. Each calendar year, DPR updates the inventory based on the Pesticide Use Report, which provides updated information from 1990 to the most current data year available. The inventory includes estimates through the 2014 calendar year. Emission forecasts for years 2015 and beyond are based on the average of the most recent five years. Growth for agricultural pesticides is based on ARB projections of FMMP farmland acreage. Growth for structural pesticides is based on REMI forecasts of expenditures on structures.

Asphalt Paving/Roofing
Asphalt paving emissions were grown from 2008 estimates and asphalt roofing emissions were grown from a 2007 estimate. Emissions for both categories were developed using District methodologies. Emissions are estimated based on tons of asphalt applied and a default emission factor for each type of asphalt operation. The growth profile for both categories is based on ARB's REMI county economic forecasting model. The inventory reflects the reductions from District Rule 4641.


Residential Wood Combustion
Emissions were estimated for 2012 using a 2016 District methodology. The methodology is based on ARB's 2011 methodology, with several refinements based on a 2014 District survey. The inventory reflects the regional distribution and use of wood burning devices, refined fuel usage rates for several types of devices, and emissions reductions from the District's Burn Cleaner Program. The emissions estimates reflect emission factors from U.S. EPA's National Emission Inventory. No growth is assumed for future years because of limits in new construction and the stringency of the requirements of District Rule 4901. The reduction benefits of Rule 4901 are reflected in the inventory.

Additional information on the Residential Wood Combustion methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocresfuelcom.htm.

Residential Natural Gas Combustion
The inventory for residential natural gas combustion is based on 2006 data provided by the District. Emissions are estimated based on the percentages of total natural gas consumed by various residential uses (space heating, water heating, cooking, other) obtained from the CEC and U.S. EPA AP-42 emission factors. Emissions were grown from 2006 using CEC projections of natural gas consumption. The water heating inventory reflects the emission reductions from District Rule 4902.

Farming Operations
Emissions for Agricultural Land Preparation Operations and Agricultural Harvest Operations were updated based on 2012 harvested crop acreage from the USDA’s National Agricultural Statistics Service (NASS). NASS data are based on reports compiled by County Agricultural Commissioner staff. Emission estimates for both categories are based on ARB methodologies and reflect crop and operation specific emission factors. Temporal profiles were updated based on crop specific activity profiles. Activity profiles for land preparation operations were developed by ARB, based on monthly harvesting activity for 20 representative crops. Temporal profiles for harvesting operations were developed by the District, based on monthly harvesting activity for 46 representative crops. The District expanded the number of crop profiles to more completely characterize distinctions among groups of crops.

Activity profiles for harvesting were developed by the District and reflect refinements to Harvesting Growth is based on projected FMMMP farmland acreage for 2010-2020, which results in a slight annual decline. The inventory reflects the emission reductions from District Rule 4550.

Additional information on Farming Operations methodologies is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscproclivestock.htm.

The dairy, feedlot, and range cattle emission estimates reflect livestock population data from the USDA’s 2012 Census of Agriculture and emission factors for dairy support cattle provided by District staff. The emission estimates for other livestock categories are based on the USDA’s 2007 Census of Agriculture. A seasonal adjustment was added to account for the suppression of dust emissions in months in which rainfall occurs. Dairy emissions growth assumptions were set to no-growth based on an analysis of the SJV historical dairy cow population, which shows a relatively flat profile since 2007. No growth is assumed for other livestock categories, based on an analysis of livestock population trends. The emissions reflect updated District control profiles to account for control requirements, including VOC controls from District Rule 4570 and fugitive dust controls from District Rule 4550.

Additional information on Livestock Operation methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscproclivestock.htm.

Construction and Demolition
Emission estimates for building construction and road construction operations are based on ARB methodologies. Emissions are estimated by applying emission factors developed by Midwest Research Institute (MRI) to the acreage disturbed by construction. The emission estimates were grown from ARB estimates developed in 2002 and 1997, respectively. The growth profile for building construction is based on the REMI county economic forecast model. Road construction emissions are grown
based on road construction forecasts by SJV transportation planning agencies (TPAs). The inventory reflects emission reductions from District Regulation VIII.

Additional information on Construction and Demolition methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocconstdem.htm.

**Paved Road Dust**
Paved road dust emissions for 2012 were estimated using an ARB methodology consistent with the current U.S. EPA AP-42 methodology (January 2011) for quantifying dust emissions. Revisions include California-specific reductions in silt loading values, updated 2012 vehicle miles traveled (VMT) provided by SJV MPOs, updated VMT distributions (travel fractions) from Caltrans for the year 2008, and incorporation of precipitation correction factors. Emissions were grown using VMT projections from the SJV MPOs. The inventory also reflects emission reductions from District Regulation VIII.

Additional information on Paved Road Dust methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocpaverddst.htm.

**Unpaved Road Dust - Farm Roads**
Emissions for unpaved farm roads were updated based on ARB’s methodology and 2012 harvested crop acreage from NASS. Emissions reflect crop specific VMT factors and an updated emission factor of 2.0 lbs PM10/VMT, based on California test data conducted by the University of California, Davis (UC Davis), and the Desert Research Institute (DRI). An updated particle size profile (ARB PM profile #470) was used, which reduces the PM2.5 fraction by about 50%. Temporal profiles were updated based on crop specific activity profiles. Growth is based on projected FMMP farmland acreage for 2010-2020, which results in a slight annual decline. In addition, the inventory reflects the emission reductions from District Rule 4550 and District Regulation VIII.

Additional information on Unpaved Farm Road Dust methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocunpaverddst.htm.

**Unpaved Non-Farm Road Dust**
Emissions from unpaved non-farm roads were estimated from 2008 unpaved road data collected from the California Statewide Local Streets and Roads Needs Assessment, Caltrans, and the District. Dust emissions were calculated using the same emission factor (2.00 lbs PM10/VMT) and particle size fraction (ARB PM profile #470) described above for unpaved farm roads, and the addition of a rainfall adjustment factor. Temporal profiles were revised. Staff assumed no growth for this category based on the assumption that existing unpaved roads tend to get paved as vehicle traffic on them increases, which counteracts any additional emissions from new unpaved roads. The inventory includes the emission reduction benefits of District Regulation VIII.

Additional information on Unpaved Non-Farm Road Dust methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocunpaverddst.htm.
Fugitive Windblown Dust from Open Areas and Non-pasture Agriculture Lands
Fugitive windblown dust emissions were estimated using ARB's 1997 methodology. The methodology is based on 1993 harvested crop acreage and a wind erosion equation that incorporates climate, soil, and vegetative cover attributes. Emissions for agricultural lands were grown based on projected FMMP farmland acreage for 2010-2020, which results in a slight annual decline. No growth is assumed for non-agricultural lands. The inventory reflects emission reductions from District Regulation VIII.

Additional information on Fugitive Windblown Dust from Open Areas and Non-pasture Agriculture Lands methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocfugwbdst.htm.

Windblown Dust from Unpaved Roads and Associated Areas
Emissions for this source category were estimated based on a 1997 ARB methodology reflecting unpaved road mileage and local parameters that affect wind erosion. The estimates assume no growth. The inventory includes the emission reduction benefits of District Regulation VIII.

Additional information on Windblown Dust from Unpaved Roads and Associated Areas methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocfugwbdst.htm.

Structural and Automobile Fires
Emissions from structural and automobile fires were estimated using ARB's 1999 methodology. Structural fire emissions are based on rates of structural and content material loss per fire, average combustible content, and emission factors obtained from test data. Automobile fire emissions are based on the number of vehicle fires per year and composite emission factors derived from AP-42 emission factors. No growth is assumed for this category.

Additional information on Structural and Automobile Fires methodology is available at: https://www.arb.ca.gov/ei/areasrc/arbmiscprocfires.htm.

Managed Burning & Disposal
ARB updated the emissions inventory to reflect burn data reported by District staff for 2012. Emissions are calculated using crop specific emission factors and fuel loadings. Temporal profiles reflect monthly burn activity. Growth for agricultural burning is based on linear regression analyses of 2000-2009 FMMP farmland acreage. Staff used a no-growth assumption for forest management emissions based on analyses of District reported data that don't show a discernible trend. No-growth was also used for burning associated with weed abatement as the emission levels for this category have been fairly stable since 2005. The inventory includes the benefits of reductions from District Rules 4103 and 4550.

Additional information on Managed Burning & Disposal methodology is available at: https://www.arb.ca.gov/ei/areasrc/distmiscprocwstburndis.htm.
Additional background information is available at: https://www.arb.ca.gov/ei/see/see.htm.

Commercial Cooking
The commercial cooking inventory is based on emissions data reported by the District for 2008. The emissions estimates were developed from the number of restaurants, the number and types of cooking equipment, the food type, and default emission factors from U.S. EPA’s 2002 National Emissions Inventory. The growth profile reflects the latest population projections provided by the California DOF. The inventory also reflects the emission reductions from District Rule 4692.

Additional information on Commercial Cooking methodology is available at: https://www.arb.ca.gov/areasrc/districtmeth/sjvalley/CommercialCooking2006.pdf.

For additional information on all area source Methodologies and categories visit ARB and Districts Web pages:
- https://ww3.arb.ca.gov/areasrc/areameth.htm

Table 11 below summarizes the total projected Area Source emissions for each Category in the Shafter Community for 2017:

<table>
<thead>
<tr>
<th>Source Categories</th>
<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
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<tr>
<td>FUEL COMBUSTION</td>
<td>31.68</td>
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<tr>
<td>Food and Agricultural Processing</td>
<td>24.81</td>
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<td>1.30</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Oil and Gas Production (Combustion)</td>
<td>0.47</td>
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<td>Service and Commercial</td>
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<tr>
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<tr>
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<td>0.00</td>
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<td>0.00</td>
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<tr>
<td>CLEANING AND SURFACE COATINGS</td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>Adhesives and Sealants</td>
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<tr>
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<td>0.00</td>
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<tr>
<td>Printing</td>
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<td>0.00</td>
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<td>PETROLEUM PRODUCTION AND MARKETING</td>
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<td></td>
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<td>Oil and Gas Production</td>
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Shafter DRAFT Community Emissions Reduction Program
Draft Outline for Steering Committee Review

August 12, 2019

<table>
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<tr>
<th>Source Categories</th>
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<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
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Forecasting Emissions - Area Sources

Emission forecasts are based on growth profiles that in many cases incorporate historical trends up to the base year or beyond. The growth surrogates used to forecast the emissions from these categories are presented below. Tables 12 and 13 below summarize the total projected area source emissions for each category in the Shafter Community for years 2024 and 2029:

Table 12: Year 2024 Projected Area Source Emissions for Shafter Community

<table>
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<th>Source Categories</th>
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<th>PM2.5 (tpy)</th>
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<td><strong>FUEL COMBUSTION</strong></td>
<td>24.80</td>
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<tr>
<td>Food and Agricultural Processing</td>
<td>17.74</td>
<td>1.83</td>
<td>0.72</td>
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<tr>
<td>Manufacturing and Industrial</td>
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<td>0.00</td>
</tr>
<tr>
<td>Oil and Gas Production (Combustion)</td>
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<td>0.01</td>
<td>0.00</td>
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<tr>
<td>Other (Fuel Combustion)</td>
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<td>0.00</td>
</tr>
<tr>
<td>Service and Commercial</td>
<td>4.91</td>
<td>0.49</td>
<td>0.36</td>
</tr>
<tr>
<td><strong>WASTE DISPOSAL</strong></td>
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<td>0.72</td>
<td>0.00</td>
</tr>
<tr>
<td>Other (Waste Disposal)</td>
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<td>0.72</td>
<td>0.00</td>
</tr>
<tr>
<td>Sewage Treatment</td>
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<td>0.00</td>
</tr>
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<td>Source Categories</td>
<td>NOx (tpy)</td>
<td>VOC (tpy)</td>
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<td>0.00</td>
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<tr>
<td>Degreasing</td>
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<td>5.85</td>
<td>0.00</td>
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<tr>
<td>Laundering</td>
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<td>0.00</td>
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<tr>
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<td>Oil and Gas Production</td>
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<td>Petroleum Marketing</td>
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<td>Food and Agriculture</td>
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<td>Metal Processes</td>
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<td>0.00</td>
<td>0.05</td>
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<td>SOLVENT EVAPORATION</td>
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<td>206.47</td>
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<tr>
<td>Architectural Coatings and Related Process Solvents</td>
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<tr>
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<tr>
<td>Consumer Products</td>
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<tr>
<td>Pesticides / Fertilizers</td>
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<td>111.36</td>
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<td>1.67</td>
</tr>
<tr>
<td>Cooking (Commercial Charbroiling / Frying)</td>
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<td>1.98</td>
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<tr>
<td>Farming Operations</td>
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<tr>
<td>Fires</td>
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<tr>
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<td>Other (Miscellaneous Processes)</td>
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<td>TOTAL</td>
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<td>531.57</td>
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Table 13: Year 2029 Projected Area Source Emissions for Shafter Community

<table>
<thead>
<tr>
<th>Source Categories</th>
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<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
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<td>0.00</td>
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### Source Categories

<table>
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<th>NOx (tpy)</th>
<th>VOC (tpy)</th>
<th>PM2.5 (tpy)</th>
</tr>
</thead>
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<tr>
<td>Other (Fuel Combustion)</td>
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<td>0.00</td>
<td>0.00</td>
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<td>Service and Commercial</td>
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<td>0.50</td>
<td>0.36</td>
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<td>Other (Waste Disposal)</td>
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<td>0.79</td>
<td>0.00</td>
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<td>0.00</td>
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APPENDIX E

Facility Risk Reduction Audits under AB 2588
Facility Reassessment Status

Shafter

San Joaquin Valley Air Pollution Control District
August 12, 2019
APPENDIX E
FACILITY RISK REDUCTION AUDITS UNDER AB 2588 (AIR TOXICS HOT SPOTS INFORMATION AND ASSESSMENT ACT)

Community-Based AB 2588 Reassessments
The 2 tables below identify the AB 2588 reassessment status of each facility within the community, as of July 1, 2019. The AB 2588 reassessment status for each facility is presented utilizing one of the following status definitions:

- **Agricultural**: a facility growing crops or raising fowl or animals. Facility health risk assessments scheduled to begin in 2019/2020.

- **Exempt - De minimis**: Low health risk levels according to Appendix E of the Emissions Inventory Criteria and Guidelines Reporting (EICGR). These facilities are exempt from further analysis under AB 2588 at this time due to being a low health risk.

- **Exempt - Low Priority**: Plan and report completed, facility prioritization score is low, and are exempt from further analysis under AB 2588 at this time due to being a priority (low health risk).

- **High Priority**: District has notified the facility that a Health Risk Assessment (HRA) is required to be submitted.

- **Industrywide**: Small businesses where emissions can be generally characterized such as Gasoline Dispensing, Auto Body Coating, etc. To begin reassessments in 2019/2020.

- **Intermediate Priority**: Facility required to provide an operational and emissions status update summary on a quadrennial basis.

- **New Facility**: a facility that has recently been issued permits to operate by the District. To begin AB 2588 assessments in 2019/2020.

- **Notified - Plan in Progress**: District has notified the facility that a complete Toxic Emissions Inventory Plan (TEIP) is required to be submitted to the District.

- **Notified - Report in Progress**: Facility’s TEIP is complete, District has notified the facility that a complete Toxic Emissions Inventory Report (TEIR) is required to be submitted to the District.
Shafter

There are currently 101 District permitted facilities located within and directly surrounding the selected community of Shafter (see Tables 1 and 2 below).

Table 1 - District Permitted Facilities Within Shafter Community Boundary

<table>
<thead>
<tr>
<th>Region</th>
<th>Facility ID</th>
<th>Facility Name</th>
<th>AB 2588 Reassessment Phase</th>
<th>AB 2588 Reassessment Status</th>
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<td>S</td>
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<td>S</td>
<td>3365</td>
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Table 2 - District Permitted Facilities Within the Shafter 7-Mile Radius

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<th>Facility ID</th>
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<th>AB 2588 Reassessment Status</th>
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<td>MARTIN HEIN RANCH CO - PA2</td>
<td>Phase 4</td>
<td>Agricultural</td>
</tr>
<tr>
<td>S</td>
<td>6706</td>
<td>SKYVIEW DAIRY</td>
<td>Phase 4</td>
<td>Agricultural</td>
</tr>
<tr>
<td>S</td>
<td>5211</td>
<td>AUKEMAN DAIRY</td>
<td>Phase 4</td>
<td>Agricultural</td>
</tr>
</tbody>
</table>
APPENDIX F
Enforcement Plan Attachments

Shafter

San Joaquin Valley Air Pollution Control District
August 12, 2019
Enforcement Plan
List of Permitted Facilities
## District Permitted Facilities within Shafter Community Boundary

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>FACILITY ID</th>
<th>ADDRESS</th>
<th>FACILITY DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AHDi Enterprises Corp DBA Shafter Shell</td>
<td>S2183</td>
<td>770 E Lerdo Hwy</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Brown &amp; Bryan</td>
<td>S8291</td>
<td>135 Commercial Dr</td>
<td>Soil and Groundwater Remediation</td>
</tr>
<tr>
<td>California Resources Production Corp</td>
<td>S1737</td>
<td>Light Oil Central</td>
<td>Crude Oil and Natural Gas Production</td>
</tr>
<tr>
<td>City of Shafter</td>
<td>S3365</td>
<td>550 N Shafter Ave</td>
<td>Government Services</td>
</tr>
<tr>
<td>City of Shafter</td>
<td>S3701</td>
<td>336 Pacific Ave</td>
<td>Government Services</td>
</tr>
<tr>
<td>City of Shafter</td>
<td>S3745</td>
<td>401 Commerce Wy</td>
<td>Government Services</td>
</tr>
<tr>
<td>City of Shafter</td>
<td>S3362</td>
<td>1150 E Ash St</td>
<td>Government Services</td>
</tr>
<tr>
<td>City of Shafter</td>
<td>S3364</td>
<td>201 Central Valley Hwy</td>
<td>Government Services</td>
</tr>
<tr>
<td>Code Precast Products Inc</td>
<td>S2599</td>
<td>1050 E Los Angeles Ave</td>
<td>Concrete Batch Plant</td>
</tr>
<tr>
<td>Con-Fab California LLC</td>
<td>S7322</td>
<td>701 Golds Ave</td>
<td>Concrete Products</td>
</tr>
<tr>
<td>Foreverboard California Inc</td>
<td>S8952</td>
<td>1351 E Ash Ave</td>
<td>Drywall Manufacturing</td>
</tr>
<tr>
<td>Fox Petroleum Inc</td>
<td>S2139</td>
<td>451 E Lerdo Hwy @ Central Valley</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Global Fabricators</td>
<td>S6593</td>
<td>720 Commerce Wy</td>
<td>Metal Fabrication</td>
</tr>
<tr>
<td>Golden Living Center - Shafter</td>
<td>S6071</td>
<td>140 E Tulare Ave</td>
<td>Skilled Nursing Care Facility</td>
</tr>
<tr>
<td>Greg's Petroleum</td>
<td>S8067</td>
<td>863 Central Valley Hwy</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Helena Agri-Enterprises, LLC</td>
<td>S3474</td>
<td>751 E Ash Ave</td>
<td>Agricultural Chemicals</td>
</tr>
<tr>
<td>Jaco Hill</td>
<td>S2369</td>
<td>105 E Lerdo Hwy</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Jeffries Brothers Inc</td>
<td>S2417</td>
<td>102 S Beech Ave</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Jiffy's Store</td>
<td>S239</td>
<td>538 Central Ave</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Jose Luis Alberto</td>
<td>S3881</td>
<td>282 S Beech Ave</td>
<td>Automotive Body Repair and Paint Shop</td>
</tr>
<tr>
<td>Kern County Fire Station #32</td>
<td>S2443</td>
<td>325 Sunset Ave</td>
<td>Fire Protection</td>
</tr>
<tr>
<td>Meyer's Big Stop</td>
<td>S105</td>
<td>127 S Shafter Ave</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Omni Family Health</td>
<td>S7801</td>
<td>659 S Central Valley Hwy</td>
<td>Health Center</td>
</tr>
<tr>
<td>Pacific Bell Telephone Co (DBA AT&amp;T CA)</td>
<td>S1167</td>
<td>634 James St</td>
<td>Telecommunications</td>
</tr>
<tr>
<td>S &amp; A Market</td>
<td>S1732</td>
<td>661 N Central Valley Hwy</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>S &amp; J Quick Stop</td>
<td>S1288</td>
<td>101 Central Valley Hwy</td>
<td>Gasoline Dispensing</td>
</tr>
<tr>
<td>Shafter Collision</td>
<td>S7834</td>
<td>117 Walker St</td>
<td>Automotive Body Repair and Paint Shop</td>
</tr>
<tr>
<td>Shafter-Wasco Ginning Co</td>
<td>S539</td>
<td>Bender and Central Valley Hwy</td>
<td>Cotton Ginning</td>
</tr>
<tr>
<td>Shar Craft Inc</td>
<td>S7041</td>
<td>115 S Beech Ave</td>
<td>Metal Parts Coating</td>
</tr>
<tr>
<td>Verizon Wireless &quot;North Shafter&quot;</td>
<td>S7674</td>
<td>525 N Shafter Ave</td>
<td>Telecommunications</td>
</tr>
<tr>
<td>Wilbur-Ellis Co</td>
<td>S1301</td>
<td>925 Gold's Ave</td>
<td>Agricultural Chemicals</td>
</tr>
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</table>
### District Permitted Facilities within Shafter 7-Mile Radius

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>FACILITY ID</th>
<th>ADDRESS</th>
<th>FACILITY DESCRIPTION</th>
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<tbody>
<tr>
<td>GOLDEN EMPIRE CONCRETE CO</td>
<td>S1163</td>
<td>1316 WASCO AVE</td>
<td>READY-MIX CONCRETE</td>
</tr>
<tr>
<td>NORTH OF RIVER SANITARY DIST</td>
<td>S1316</td>
<td>7TH STANDARD RD W/O SCARONI AVE</td>
<td>SEWERAGE SYSTEM</td>
</tr>
<tr>
<td>BASF AGRICULTURAL SOLUTIONS SEED US LLC</td>
<td>S1392</td>
<td>561 N AMERICAN ST</td>
<td>AGRICULTURAL PRODUCTS PROCESSING</td>
</tr>
<tr>
<td>INLAND CROP DUSTER INC</td>
<td>S1736</td>
<td>MINTER FIELD</td>
<td>CROP SERVICES - AERIAL DUSTING</td>
</tr>
<tr>
<td>BKSFQ QUALITY DISTRIBUTION CENTER INC</td>
<td>S1872</td>
<td>32535 SEVENTH STANDARD RD</td>
<td>AGRICULTURAL PRODUCTS PREPARATION</td>
</tr>
<tr>
<td>PILOT TRAVEL CENTERS LLC</td>
<td>S2012</td>
<td>17047 ZACHARY AVE</td>
<td>GASOLINE DISPENSING</td>
</tr>
<tr>
<td>ELK CORP OF TEXAS</td>
<td>S2033</td>
<td>6200 ZERKER RD</td>
<td>ASPHALT FELTS AND COATINGS</td>
</tr>
<tr>
<td>JACO HILL</td>
<td>S2360</td>
<td>1375 F ST</td>
<td>GASOLINE DISPENSING</td>
</tr>
<tr>
<td>BIDART COLD STORAGE INC</td>
<td>S2501</td>
<td>5055 E LERDO HWY</td>
<td>AGRICULTURAL PRODUCTS</td>
</tr>
<tr>
<td>DJ'S FOOD MART</td>
<td>S2813</td>
<td>31110 7TH STANDARD RD</td>
<td>GASOLINE DISPENSING</td>
</tr>
<tr>
<td>J P OIL CO INC</td>
<td>S2865</td>
<td>LIGHT OIL CENTRAL</td>
<td>OIL &amp; GAS PRODUCTION</td>
</tr>
<tr>
<td>WEST COAST PIPE INSPECTION</td>
<td>S2893</td>
<td>5900 E LERDO HWY</td>
<td>GASOLINE DISPENSING</td>
</tr>
<tr>
<td>SOUTH VALLEY ALMOND CO LLC</td>
<td>S3152</td>
<td>15443 BEECH AVE</td>
<td>TREE NUTS</td>
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<tr>
<td>AT&amp;T MOBILITY</td>
<td>S3161</td>
<td>19002 ZACHARY RD</td>
<td>TELECOMMUNICATIONS</td>
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<tr>
<td>VERIZON WIRELESS-SHAFTER</td>
<td>S3395</td>
<td>19233 BEECH AVE</td>
<td>TELECOMMUNICATIONS</td>
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<tr>
<td>BUILDING MATERIALS MFG CORP (DBA GAF)</td>
<td>S3461</td>
<td>6505 ZERKER RD</td>
<td>FIBERGLASS MAT MANUFACTURING OPERATION</td>
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<td>LERDO CHEVON</td>
<td>S3562</td>
<td>6600 E LERDO HWY</td>
<td>GASOLINE DISPENSING</td>
</tr>
<tr>
<td>JR SIMPLOT CO/SIMPLOT GROWER SOLUTIONS</td>
<td>S3778</td>
<td>19421 CREEK RD</td>
<td>PHOSPHATIC FERTILIZERS</td>
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<tr>
<td>GMC ROOFING &amp; PAPER PRODUCTS</td>
<td>S3860</td>
<td>6400 ZERKER RD</td>
<td>ASPHALT FELTS AND COATINGS</td>
</tr>
<tr>
<td>CITY OF SHAFTER</td>
<td>S3915</td>
<td>ZACHARY &amp; 7TH STANDARD RD</td>
<td>GOVERNMENT SERVICES</td>
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<tr>
<td>PIONEER SANDS LLC</td>
<td>S3919</td>
<td>HIGHWAY 43 AND IMPERIAL ST</td>
<td>SAND AND GRAVEL</td>
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<tr>
<td>TARGET DISTRIBUTION CENTER</td>
<td>S3934</td>
<td>3880 ZACHARY AVE</td>
<td>DEPARTMENT STORE</td>
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<td>APSG WHOLESALE</td>
<td>S4152</td>
<td>21017 BURGESS ST</td>
<td>AUTO BODY SPRAY COATING</td>
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<tr>
<td>PAGE INDUSTRIAL SERVICES INC</td>
<td>S4170</td>
<td>9701 ZERKER LN</td>
<td>AUTO BODY SPRAY COATING</td>
</tr>
<tr>
<td>INDUSTRIAL DESIGN &amp; CONSTRUCTION INC</td>
<td>S4263</td>
<td>21010 SNOW RD</td>
<td>METAL PARTS AND PRODUCTS COATING</td>
</tr>
<tr>
<td>EXPRESS COLLISION CENTER</td>
<td>S4291</td>
<td>1344 F ST</td>
<td>AUTO BODY SPRAY COATING</td>
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<tr>
<td>SUN WORLD INTERNATIONAL</td>
<td>S4297</td>
<td>16350 DRIVER RD</td>
<td>AGRICULTURAL PRODUCTS PROCESSING</td>
</tr>
<tr>
<td>STARRH &amp; STARRH COTTON GROWERS</td>
<td>S4755</td>
<td>SOUTH OF LERDO HWY &amp; CALIFORNIA AQUADUCT COTTON</td>
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</tr>
<tr>
<td>MARTIN HEIN RANCH CO - PA2</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE</td>
<td>AGRICULTURAL CROP PRODUCT</td>
</tr>
<tr>
<td>JUARDA DAIRY</td>
<td>S5060</td>
<td>19211 MOLINA AVE</td>
<td>DAIRY FARMS</td>
</tr>
<tr>
<td>OASIS HOLSTEIN DAIRY</td>
<td>S5141</td>
<td>18041 PALM AVE</td>
<td>DAIRY FARMS</td>
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<td>AUKEMAN DAIRY</td>
<td>S5211</td>
<td>28349 LOS ANGELES ST</td>
<td>DAIRY FARMS</td>
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<td>PHOENIX CEMENT CO</td>
<td>S5257</td>
<td>32535 7TH STANDARD RD</td>
<td>CONSTRUCTION MATERIALS</td>
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<td>HYPOX CORP</td>
<td>S5281</td>
<td>742 INDUSTRIAL WAY</td>
<td>AGRICULTURAL CHEMICALS</td>
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<td>OHANNESON ENTERPRISES</td>
<td>S6058</td>
<td>PALM AVE AND RIVERSIDE AVE</td>
<td>GENERAL FARMS, PRIMARILY CROP</td>
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<td>FAIAL FARMS 2</td>
<td>S6639</td>
<td>18083 MOLINA AVE</td>
<td>DAIRY</td>
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<td>PERFORMANCE FOOD GROUP</td>
<td>S6646</td>
<td>265 N DRIVER RD</td>
<td>GROCERIES, WHOLESALE</td>
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<td>AT&amp;T MOBILITY</td>
<td>S6698</td>
<td>JACK AVE &amp; MANNEL AVE</td>
<td>TELECOMMUNICATIONS</td>
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<td>S6706</td>
<td>29899 RIVERSIDE ST E/OF PALM AVE</td>
<td>DAIRY FARMS</td>
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<tr>
<td>CLEAN ENERGY SYSTEMS INC</td>
<td>S6849</td>
<td>18000 DRIVER RD</td>
<td>ELECTRIC POWER GENERATION</td>
</tr>
<tr>
<td>CITY OF SHAFTER</td>
<td>S6910</td>
<td>150 N DRIVER RD</td>
<td>GOVERNMENT SERVICES</td>
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<tr>
<td>DENBESTE MANUFACTURING INC</td>
<td>S6935</td>
<td>31162 SHELBY LN</td>
<td>METAL PARTS AND PRODUCTS COATING</td>
</tr>
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<td>30597 JACK AVE</td>
<td>COTTON GINNING</td>
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<tr>
<td>PLAINS LPG SERVICES LP</td>
<td>S71</td>
<td>7TH STANDARD RD &amp; BEECH AVE</td>
<td>NATURAL GAS PRODUCTION</td>
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<tr>
<td>CALIFORNIA PAPER PRODUCTS LLC</td>
<td>S7122</td>
<td>5901 ZERKER ROAD</td>
<td>ASPHALT FELTS AND COATINGS</td>
</tr>
<tr>
<td>B&amp;L CASINO SERVICE LLC</td>
<td>S7351</td>
<td>21054 KRAUTZMEYER RD</td>
<td>OIL AND GAS FIELD SERVICES</td>
</tr>
<tr>
<td>KERN SCHOOLS FEDERAL CREDIT UNION</td>
<td>S7433</td>
<td>4451 FANUCCHI WAY</td>
<td>CREDIT UNIONS</td>
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<tr>
<td>FACILITY NAME</td>
<td>FACILITY ID</td>
<td>ADDRESS</td>
<td>FACILITY DESCRIPTION</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-------------</td>
<td>------------------------------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>LARRY BASHOR SANDBLASTING</td>
<td>S7516</td>
<td>6949 SUPERIOR RD</td>
<td>ABRASIVE BLASTING AND SPRAY PAINTING</td>
</tr>
<tr>
<td>ARGO CHEMICAL INC</td>
<td>S7573</td>
<td>30933 IMPERIAL ST</td>
<td>CHEMICAL RECEIVING, STORAGE, AND DISTRIBUTION</td>
</tr>
<tr>
<td>LUFKIN INDUSTRIES INC</td>
<td>S7748</td>
<td>31127 COBERLY RD</td>
<td>OILFIELD SERVICES</td>
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<tr>
<td>NORRIS PRODUCTION SOLUTIONS</td>
<td>S7870</td>
<td>203 CARVER ST</td>
<td>METAL PARTS AND PRODUCTS COATING OPERATION</td>
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<td>RESA POWER SOLUTIONS</td>
<td>S7886</td>
<td>21419 KRAMZMEYER RD</td>
<td>ELECTRICAL SERVICES</td>
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<tr>
<td>CAL COAST ACIDIZING SERVICE</td>
<td>S7885</td>
<td>19489 CREEK RD</td>
<td>OIL &amp; GAS FIELD SERVICES</td>
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<tr>
<td>M-I SWACO</td>
<td>S7999</td>
<td>4400 FANUCCHI WAY</td>
<td>OIL AND GAS FIELD SERVICES</td>
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<tr>
<td>NIKKEL IRON WORKS INC</td>
<td>S8</td>
<td>17045 CENTRAL VALLEY HWY</td>
<td>FABRICATED METAL PRODUCTS</td>
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<tr>
<td>BAKER HUGHES OILFIELD OPERATIONS LLC</td>
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<td>3001 FANUCCHI WAY</td>
<td>CHEMICAL RECEIVING, STORAGE AND DISTRIBUTION</td>
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<td>SHELL PIPELINE CO LP</td>
<td>S82</td>
<td>RIO BRAVO STATION</td>
<td>PETROLEUM PIPELINES</td>
</tr>
<tr>
<td>WEATHERFORD ARTIFICIAL LIFT SYSTEMS LLC</td>
<td>S8231</td>
<td>3701 ENTERPRISE ST</td>
<td>OIL AND GAS FIELD SERVICE</td>
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<td>RIVERWOOD GAS AND OIL LLC</td>
<td>S8340</td>
<td>HEAVY OIL CENTRAL</td>
<td>CRUDE OIL PRODUCTION</td>
</tr>
<tr>
<td>WONDERFUL ORCHARDS LLC</td>
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<td>17331 ZERKER RD</td>
<td>AGRICULTURAL PRODUCTS PROCESSING</td>
</tr>
<tr>
<td>CITY OF SHAFTER</td>
<td>S8394</td>
<td>5821 EAST LEROO HWY</td>
<td>GOVERNMENT SERVICES</td>
</tr>
<tr>
<td>ROLL REAL ESTATE DEVELOPMENT LLC</td>
<td>S8480</td>
<td>3501 ZACHARY AVE</td>
<td>DISTRIBUTION CENTER</td>
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<tr>
<td>ROSS STORES INC</td>
<td>S8529</td>
<td>2801 ZACHARY AVE</td>
<td>DISTRIBUTION CENTER</td>
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<tr>
<td>J P OIL CO INC</td>
<td>S8561</td>
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<td>NATURAL GAS PROCESSING</td>
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<tr>
<td>JEFFRIES BROTHERS INC</td>
<td>S8716</td>
<td>177 AVIATION ST</td>
<td>COMMUNICATION SERVICES</td>
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<tr>
<td>SUPERIOR SOIL SUPPLEMENTS, LLC</td>
<td>S872</td>
<td>1040 H ST</td>
<td>NONMETALLIC MINERALS</td>
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<tr>
<td>SJV QUALITY COTTON</td>
<td>S878</td>
<td>17055 N SHAFTER AVE</td>
<td>FEDERAL GOVERNMENT RESEARCH</td>
</tr>
<tr>
<td>CLEAN ENERGY SYSTEMS KIMBERLINA, INC.</td>
<td>S9051</td>
<td>16000 DRIVER ROAD</td>
<td>BIOMAS UPGRADING PLANT</td>
</tr>
<tr>
<td>WONDERFUL REAL ESTATE</td>
<td>S9080</td>
<td>3601 FANNUCHI WAY</td>
<td>GENERAL WAREHOUSING AND STORAGE</td>
</tr>
<tr>
<td>WONDERFUL REAL ESTATE</td>
<td>S9081</td>
<td>4100 EXPRESS AVENUE</td>
<td>GENERAL WAREHOUSING AND STORAGE</td>
</tr>
<tr>
<td>ALLIANCE READY MIX, INC.</td>
<td>S9156</td>
<td>100 CARVER ST</td>
<td>CONCRETE BATCH PLANT</td>
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<tr>
<td>LKMP PROPERTIES</td>
<td>S9202</td>
<td>31000 7TH STANDARD RD</td>
<td>GASOLINE DISPENSING</td>
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Enforcement Plan

Summary of Complaints
<table>
<thead>
<tr>
<th>Date/Time Received</th>
<th>Party</th>
<th>Property Address</th>
<th>Complainant Type</th>
<th>Complainant Description</th>
<th>Resolution</th>
<th>Resolution Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/1/15 6:06 PM</td>
<td></td>
<td>434 Faber St</td>
<td>Residential Open Burning</td>
<td>RP states that there is smoke coming from the back yard of 434 Faber St. RP stated they are burning trash and maybe wood. Capt. Perry of Station 67 called in to report incident 18000569. Firefighters responded to a grass fire. While containing the fire they noticed garbage in the pile (wood, dirt, and a mattress). The pile may smolder thru the night.</td>
<td>Unable to Confirm</td>
<td>No evidence of current or recent burning was observed at the location during the investigation.</td>
</tr>
<tr>
<td>1/5/16 7:47 AM</td>
<td>Aeria Energy LLC</td>
<td>7th Standard Rd &amp; Beech Ave</td>
<td>Other Open Burn</td>
<td>Someone in neighborhood is burning trash</td>
<td>No Violation</td>
<td>No odor detected during investigation of property and surrounding area. No further complaints received; therefore, no violation of public nuisance regulations.</td>
</tr>
<tr>
<td>1/26/16 10:12 AM</td>
<td></td>
<td>29994 Orange Ave, E</td>
<td>Odor Nuisance</td>
<td>Sewage/septic area odor, which is coming from the address provided.</td>
<td>Unable to Confirm</td>
<td>Investigation of the area confirmed no smoke or signs of current burning.</td>
</tr>
<tr>
<td>5/9/16 5:18 PM</td>
<td>Bishop Acres Community</td>
<td>Residential Open Burning</td>
<td>Someone in neighborhood is burning trash</td>
<td>Unable to Confirm</td>
<td>Investigation conducted onsite and revealed no signs of current or recent burning.</td>
<td></td>
</tr>
<tr>
<td>6/22/16 5:43 PM</td>
<td>J P OIL COMPANY INC</td>
<td>LIGHT OIL CENTRAL</td>
<td>Visible Emission from equipment</td>
<td>Large flame burning and smoking</td>
<td>No Violation</td>
<td>Rare observed to be operating in compliance - no visible emissions while flaring.</td>
</tr>
<tr>
<td>6/22/16 1:44 PM</td>
<td>CALIFORNIA RESOURCES PRODUCTION CORP</td>
<td>HEAVY OIL WESTERN STATIONARY SOURCE</td>
<td>Other</td>
<td>Large flame burning for months, non-emergency</td>
<td>No Violation</td>
<td>Investigation conducted concluded that flame is being operated in accordance with permit. Associated sales gas pipeline shutdown has resulted in increased temporary flaring.</td>
</tr>
<tr>
<td>7/1/16 7:17 AM</td>
<td></td>
<td>7th Standard and Santa Fe Way</td>
<td>Residential Open Burning</td>
<td>Trash burning in a barrel.</td>
<td>Unable to Confirm</td>
<td>Investigation conducted onsite and revealed no signs of current or recent burning.</td>
</tr>
<tr>
<td>7/6/16 7:16 AM</td>
<td>Bishop and Bowler Rd. (Corne Co. Unincorporated)</td>
<td>Residential Open Burning</td>
<td>Burning occurred last night and into the morning. Saw neighbor with burn barrel.</td>
<td>Unable to Confirm</td>
<td>Investigation conducted onsite and revealed no signs of current or recent burning.</td>
<td></td>
</tr>
<tr>
<td>7/25/16 7:30 AM</td>
<td></td>
<td>NW Side of Lorraine St near intersection of 7th Standard Rd. &amp; Galpin St</td>
<td>Residential Open Burning</td>
<td>Resident is burning trash and it smells like wire, in Bishop Acres, Skirvin very bad. This has happened 10/15 times previously. This has been occurring for the last 1 1/2 yrs, today.</td>
<td>Unable to Confirm</td>
<td>Investigation conducted onsite and revealed no signs of current or recent burning.</td>
</tr>
<tr>
<td>8/11/16 10:42 AM</td>
<td></td>
<td>N. of 7th Standard on the West side of Santa Fe Way</td>
<td>Fugitive Dust</td>
<td>They are burning the rows of the Almond orchard. RP says you cannot see the roads and the dust is horrible. Advised RP to call CHP for visibility problems.</td>
<td>No Violation</td>
<td>Dust was observed generated from on-field agricultural operation. Dust from on-field agriculture is exempt from visible dust regulations. No further complaints were received; therefore, no violation of public nuisance regulation.</td>
</tr>
<tr>
<td>6/12/16 7:30 AM</td>
<td></td>
<td>Hwy 43 between 7th Standard and Lenoir and at Kimbeldia Intersection</td>
<td>Fugitive Dust</td>
<td>Dust generated by almond orchard field staff as they make turns at the end of the rows of trees and on the dirt road parallel to the paved road.</td>
<td>No Violation</td>
<td>Dust was observed generated from on-field agricultural operation. Dust from on-field agriculture is exempt from visible dust regulations. No further complaints were received; therefore, no violation of public nuisance regulation.</td>
</tr>
<tr>
<td>8/22/16 11:31 AM</td>
<td></td>
<td>28905 West Lenoir</td>
<td>Odor Nuisance</td>
<td>Odor for compact piles dropped on agricultural property</td>
<td>Unable to Confirm</td>
<td>Investigation conducted and could not locate any odors in the area around reporting parties residence. No further complaints were received.</td>
</tr>
<tr>
<td>9/14/16 12:00 PM</td>
<td></td>
<td>Unspecified</td>
<td>Odor Nuisance</td>
<td>Originally reported to Kern County Environmental Health; general oil odors in the area</td>
<td>No Violation</td>
<td>Investigation conducted and could not locate any odors in the area around reporting parties residence. No further complaints were received.</td>
</tr>
<tr>
<td>9/17/16 1:40 PM</td>
<td>Ravinder Aulakh</td>
<td>17450 Palm Ave</td>
<td>Other Open Burn</td>
<td>Kern County Fire responded to trash burn September 16 at 7:30 pm. Chief Doug Patterson stated that a pit was dug between an orchard and skirvin. Kern County Incident # 19-31-366.</td>
<td>NO Violation</td>
<td>Notice of Violation 5016590 issued for illegal open burn. Extinguished 9-17-16</td>
</tr>
<tr>
<td>9/27/16 8:32 AM</td>
<td></td>
<td>Cherry Avenue and Fresno Avenue</td>
<td>Fugitive Dust</td>
<td>Blowing dust of the ground in almond orchards.</td>
<td>No Violation</td>
<td>General area complaint regarding agricultural dust. Dust from on-field agricultural activities is exempt from visible dust emission requirements.</td>
</tr>
<tr>
<td>10/9/16 7:28 AM</td>
<td></td>
<td>Hwy 43 Between Shafter and Wasco</td>
<td>Fugitive Dust</td>
<td>RP stated that there is large amounts of dust in the air from orchard activities. RP stated that you can not see while driving and have to turn on lights.</td>
<td>No Violation</td>
<td>General area complaint regarding agricultural dust. Dust from on-field agricultural activities is exempt from visible dust emission requirements.</td>
</tr>
<tr>
<td>10/23/16 8:48 AM</td>
<td></td>
<td>30771 Burbank St, South End of the Parcel</td>
<td>Residential Open Burn</td>
<td>Fire department responded to an illegal burn at 3:15 AM and put the fire out. Then at 7:52 AM, fire department received another call about the same location, since the fire was neglected. Material being burned was almond brush. Incident Number 16939862.</td>
<td>NO Violation</td>
<td>Notice of Violation 5017094 issued for permitting illegal open burn. Fire extinguished on 10-21-16.</td>
</tr>
<tr>
<td>11/14/16 2:06 PM</td>
<td>Farmers Cooperative Gin, Inc.</td>
<td>Riverside between Beech and Mannel Avenue</td>
<td>Commercial / Industrial Open Burning</td>
<td>Fire department responded to fire of almond brush and trash</td>
<td>NO Violation</td>
<td>Notice of Violation 5018852 issued for illegal open burning. Fire Extinguished 10-18-16</td>
</tr>
<tr>
<td>11/14/16 8:56 AM</td>
<td>Jose Refugio and Ana Isabel Martinez</td>
<td>10490 Bishop Lane</td>
<td>Residential Open Burning</td>
<td>RP states that a neighbor is burning trash in a burn barrel.</td>
<td>NTO issued</td>
<td>Notice of Correct 5008241 issued for burn barrel. No evidence of burn observed in barrel on site.</td>
</tr>
<tr>
<td>11/23/16 7:11 AM</td>
<td>Farmers Cooperative Gin, Inc.</td>
<td>South of Riverside West of Beach Street</td>
<td>Commercial / Industrial Open Burning</td>
<td>RP stated that there was an illegal open burn of almond brush. The Shafter Fire Department responded and extinguished the fire. RP stated this is not the first occurrence at this location.</td>
<td>NO Violation</td>
<td>Notice of Violation 5070129 issued for illegal open burning. Fire Extinguished 11-29-16</td>
</tr>
<tr>
<td>11/29/16 1:34 PM</td>
<td>CALIFORNIA RESOURCES PRODUCTION CORP</td>
<td>LIGHT OIL CENTRAL</td>
<td>Other</td>
<td>A flare in the North Shafter Oil Field operated by Vintage Petroleum. aka California Resources Corporation aka Occidental Petroleum, has been burning flare for approximately the past 7 months and polluting the air of Shafter residents with NOx, VOC, an</td>
<td>No Violation</td>
<td>No visible emissions observed at time of inspection. Flame operating in compliance with permit and Rule 431.</td>
</tr>
<tr>
<td>12/2/16 3:16 PM</td>
<td>CALIFORNIA RESOURCES PRODUCTION CORP</td>
<td>LIGHT OIL CENTRAL</td>
<td>Visible Emission from equipment</td>
<td>Smoke coming from flare. RP believes that there is no permit for the facility</td>
<td>No Violation</td>
<td>No visible emission observed during the investigation. Confirmed flare is permitted with the District.</td>
</tr>
<tr>
<td>12/7/16 4:23 PM</td>
<td>963 Pacific Ave</td>
<td>Residential Fireplaces / Outdoor Wood Burning Device</td>
<td>Fireplace smoke is coming into their home and causing irritation of their eyes and breathing. This is an ongoing issue, especially now that it is cold.</td>
<td>Unable to Confirm</td>
<td>Residential fireplace burning was not detected during the investigation.</td>
<td></td>
</tr>
<tr>
<td>Date/Time Received</td>
<td>Owner/Operator/Responsible Party</td>
<td>Property Address</td>
<td>Complaint Type</td>
<td>Complaint Description</td>
<td>Resolution</td>
<td>Resolution Description</td>
</tr>
<tr>
<td>--------------------</td>
<td>----------------------------------</td>
<td>------------------</td>
<td>----------------</td>
<td>----------------------</td>
<td>------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>12/15/16 7:34 AM</td>
<td></td>
<td>904 Corner of Orange St &amp; State Hwy 43</td>
<td>Residential Open Burning</td>
<td>Open Burn. There is a boarded up green house at this location and there is a female burning here. RP witnessed the person adding a large white trash bag (appears to be embers to the fire.</td>
<td>Unable to Confirm</td>
<td>No evidence of burning trash was found on site during the inspection. Advised individual at the property of District burn rules.</td>
</tr>
<tr>
<td>1/11/17 5:03 PM</td>
<td>ROY &amp; GEORGE FANNUCCHI FARM</td>
<td>7th Standard and Calloway</td>
<td>Agricultural Open Burning</td>
<td>Believes they are burning almonds groves. The wind looks like the smoke is coming out of the northwest. He doesn’t snow exactly the location, but believes it is northwest of 7th Standard &amp; Calloway.</td>
<td>No Violation</td>
<td>Agricultural burn was approved at this locations for the prior day and the remains likely continued to smolder on the day in question.</td>
</tr>
<tr>
<td>2/21/17 11:47 AM</td>
<td></td>
<td>18422 Poplar Avenue</td>
<td>Odor Nuisance</td>
<td>A third-party was performing an excavation at the listed incident location. The purpose of the excavation was to repair a waterline. During the excavation, a 1-1/2&quot; natural gas surface line leading to an apartment complex was damaged.</td>
<td>No Violation</td>
<td>Natural gas line compromised during excavation by plumbing contractor. So Ca Gas repaired line the same day. No further odor complaints received; therefore, no violation of public nuisance regulation.</td>
</tr>
<tr>
<td>3/8/17 7:58 AM</td>
<td>Calloway Canal</td>
<td>Other Open Burn</td>
<td>Odor Nuisance</td>
<td>The smell is coming from the northwest. He knows exactly the location, but not the northwest. The odor is almost daily in the early morning hours of the day. (February until April)</td>
<td>Unable to Confirm</td>
<td>No odor detected during survey of the area nor signs of burning observed.</td>
</tr>
<tr>
<td>3/21/17 12:45 PM</td>
<td></td>
<td>18422 Poplar Avenue</td>
<td>Residential Open Burning</td>
<td>RP stated that there is burning occurring now at the location provided.</td>
<td>No Violation</td>
<td>Investigation confirmed small fire on site was in use for cooking. Advised source to extinguish fire when finished.</td>
</tr>
<tr>
<td>3/28/17 6:45 AM</td>
<td></td>
<td>18422 Poplar Avenue</td>
<td>Residential Open Burning</td>
<td>Neighbors reported fire, strong smell of smoke in the air.</td>
<td>No Violation</td>
<td>Investigation confirmed small fire on site was in use for cooking.</td>
</tr>
<tr>
<td>3/29/17 7:34 AM</td>
<td></td>
<td>18422 Poplar Avenue</td>
<td>Residential Open Burning</td>
<td>Smoke was following over this morning. There is nothing visible, but odor of burn is still present. The fire is burning the backyard. Inspector went out last week for same type of burn and told resident to put fire out.</td>
<td>No Violation</td>
<td>Investigation confirmed small fire on site was in use for cooking.</td>
</tr>
<tr>
<td>6/6/17 3:34 PM</td>
<td>East Orange Avenue</td>
<td>Odor Nuisance</td>
<td>Strong smell of sewage in the area on a daily basis.</td>
<td>No Violation</td>
<td>Odor was not confirmed during the investigation. No further complaints received; therefore, no violation of public nuisance regulation.</td>
<td></td>
</tr>
<tr>
<td>6/19/17 9:30 AM</td>
<td></td>
<td>32184 7th St Rd</td>
<td>Residential Open Burning</td>
<td>RP claimed there are no neighbors owning a farming business and is constantly burning trash in their back yard. Burning is not occurring at this moment.</td>
<td>Unable to Confirm</td>
<td>Investigation did not confirm any open burning at the residence. Advisory letter regarding the complaint and District open burn rules was sent to resident.</td>
</tr>
<tr>
<td>9/8/17 2:42 AM</td>
<td>SHAR CRAFT INC</td>
<td>115 S BEECH AVE</td>
<td>Fugitive Dust</td>
<td>There is dust coming from this facility.</td>
<td>Unable to Confirm</td>
<td>Site inspection conducted. No visible emissions observed at time of inspection from sand blading activity.</td>
</tr>
<tr>
<td>9/12/17 12:21 AM</td>
<td>SHAR CRAFT INC</td>
<td>115 S BEECH AVE</td>
<td>Fugitive Dust</td>
<td>There is dust coming from this facility.</td>
<td>Unable to Confirm</td>
<td>Site inspection conducted. No visible emissions observed.</td>
</tr>
<tr>
<td>9/14/17 11:15 AM</td>
<td>JOHN ROMANO &amp; SON</td>
<td>PO BOX 786</td>
<td>Agricultural Open Burning</td>
<td>KCFD reports call to extinguish power pole by out of control ag burn</td>
<td>No Violation</td>
<td>Agricultural burn was approved at this location for the prior day and the remains likely continued to smolder on the day in question.</td>
</tr>
<tr>
<td>10/4/17 9:48 AM</td>
<td>Shaffer Watch Cuming</td>
<td>17225 Bender Avenue</td>
<td>Fugitive Dust</td>
<td>Heavy dust coming from hauling operation.</td>
<td>No Violation</td>
<td>On site operation conducted. Dust was observed from truck traffic on yard but emissions within Regulation 7 visible dust emission standards.</td>
</tr>
<tr>
<td>12/17/18 2:47 PM</td>
<td>BLOOMHOF FARMS AND HARVESTING</td>
<td>28709 FRESCO AVE</td>
<td>Agricultural Open Burning</td>
<td>Ag Burn of trees. There is a lot of ash from this burn falling on nearby residences and vehicles as far as 1 mile away.</td>
<td>No Violation</td>
<td>Agricultural burn was approved at this location for the day in question.</td>
</tr>
<tr>
<td>12/11/17 7:30 PM</td>
<td></td>
<td>5W of Shary Ave, &amp; Santa Fe Hwy.</td>
<td>Residential Open Burning</td>
<td>Open burn going on at this location in a backyard. It seems small from far away, but RP could see smoke, then as you get closer, you can see the fire.</td>
<td>NOV Issued</td>
<td>Notice of Violation 5018876 issued for illegal open burning. Fire extinguished on 12-11-17.</td>
</tr>
<tr>
<td>12/21/17 1:29 PM</td>
<td>Ravi Anil &amp; Lisa</td>
<td>17450 PALM AVE</td>
<td>Other Open Burn</td>
<td>Reporting illegal burning of wood and branches on property. RP reported illegal burning occurred on three occasions on the south east area of the property.</td>
<td>Unable to Confirm</td>
<td>Property Owner/Garner call to complaint people are burning illegally on his property. On site investigation conducted and determined remains of open burning. Investigation could not determine party responsible for conducting illegal burning. Advised property owner he should take additional measures to prevent access to property.</td>
</tr>
<tr>
<td>1/3/18 3:40 PM</td>
<td></td>
<td>663 Pacific Street</td>
<td>Residential, Fireplac / Outdoor Wood Burning, Debris</td>
<td>Individual burning in fireplace on no burn day</td>
<td>NOV Issued</td>
<td>Notice of Violation 5019690 issued for burning a fireplace on a mandatory curtailment day.</td>
</tr>
<tr>
<td>1/12/18 10:00 AM</td>
<td>SHAR CRAFT INC</td>
<td>115 S BEECH AVE</td>
<td>Other</td>
<td>Metal parts coating operation. Open paint and solvent containers</td>
<td>NOV Issued</td>
<td>Notice of Violation 5018469 issued for using gun cleaning solvent with VOC content in excess of permitted limits.</td>
</tr>
<tr>
<td>5/2/18 1:57 AM</td>
<td>Volvoff Ag, LLC</td>
<td>Burbank St &amp; Manual Ave in Steffke (Surrounding Almond Orchards)</td>
<td>Permitting / Registration</td>
<td>Concerned regarding pollutants related to the growing of almonds near by. Ane is now surrounded by almonds that create dust and farmers are spraying chemicals that make everyone sick. Currently there is a small outside from that they sprayed on</td>
<td>NOV Issued</td>
<td>Notice of Violation 5020497 issued for failure to obtain a Conservation Management Practices plan for an agricultural operation greater than 100 acres.</td>
</tr>
<tr>
<td>5/23/18 8:17 AM</td>
<td>BLOOMHOF VALLEY RANGES LLC</td>
<td>On Leonard, 3/4 mi. North of Lerdo Hwy</td>
<td>Agricultural Open Burning</td>
<td>Kern County Fire department responded to a large burn pile last night (size of two cars pushed together). There was a pile of almond wood right next to the pole. The debris in the pile was of the Almond Orchard KCDF put out last night. Report Number 18</td>
<td>NOV Issued</td>
<td>Notice of Violation 5019542 issued for burning agricultural materials without District authorization. Fire extinguished on 5-23-18.</td>
</tr>
<tr>
<td>5/24/18 2:34 PM</td>
<td>Kern Pacific Construction/Leffar Homes</td>
<td>Calloway &amp; 7th Standard</td>
<td>Fugitive Dust</td>
<td>Visible dust from road in and out of job site where Calloway dead ends north of 7th standard</td>
<td>No Violation</td>
<td>Site inspection conducted on two occasions. Site determined to be in operation in compliance with Dust Control Plan 2018-1002-5 and Regulation VIII requirements.</td>
</tr>
<tr>
<td>Date/Time Received</td>
<td>Owner/Operator/Responsible Party</td>
<td>Report Location</td>
<td>Fugitive Dust Control Type</td>
<td>Control Description</td>
<td>Resolution</td>
<td>Resolution Description</td>
</tr>
<tr>
<td>--------------------</td>
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<td>------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>6/26/18 9:17 AM</td>
<td>City of Shafter</td>
<td>Center Street</td>
<td>Fugitive Dust</td>
<td>Construction workers are not keeping the dust from the construction site to a minimum.</td>
<td>NOV Issued</td>
<td>Notice of Violation 5200163 issued for conducting earthmoving activities without an approved Dust Control Plan. Dust Control Plan approved by the District on 7/3/2018.</td>
</tr>
<tr>
<td>6/30/18 11:00 AM</td>
<td>29443 Merced Ave</td>
<td>Residential Open Burning</td>
<td>Illegal Burn</td>
<td></td>
<td>NOV Issued</td>
<td>Notice of Violation 5200124 issued for illegal open burning. Fire extinguished on 6-30-18.</td>
</tr>
<tr>
<td>7/1/18 12:39 PM</td>
<td>Maple Elementary School</td>
<td>Fugitive Dust</td>
<td>There is construction going on at this school, and there are vehicles driving in and out of the site. There is excessive dust and diesel fumes coming from this site, and into the neighborhood. Diesel fumes were burning all day.</td>
<td>No Violation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/31/18 1:42 PM</td>
<td>Multiple Growers</td>
<td>Holding Area</td>
<td>Permitting / Registration</td>
<td>I believe 3 natural gas engines used to power irrigation pumps in my neighborhood may not be properly permitted and may not meet current standards. It seems their exhaust systems come directly out of the engine manifolds and directly through mufflers and</td>
<td>No Violation</td>
<td>All units investigated and found to be either permitted or registered as required.</td>
</tr>
<tr>
<td>8/3/18 6:07 PM</td>
<td>Skip Foppa</td>
<td>N/E Corner of State Ave and Beech Ave</td>
<td>Fugitive Dust</td>
<td>Dust on field from trucks loading and hauling almond chipings that is located across the street from home.</td>
<td>No Violation</td>
<td>No visible emissions observed during site inspection. On-field ag land preparation exempt from fugitive dust emission rules. Insufficient complaints received to result in public nuisance violation. Property owner agreed to water roads and chips prior to hauling.</td>
</tr>
<tr>
<td>8/6/18 8:03 AM</td>
<td>Morada Produce Company</td>
<td>N Beech Ave and E Tulare Street</td>
<td>Fugitive Dust</td>
<td>Cherry orchard removal producing large amounts of dust and not using proper watering system.</td>
<td>No Violation</td>
<td>No visible emissions observed during site inspection. On-field ag land preparation exempt from fugitive dust emission rules. Insufficient complaints received to result in public nuisance violation.</td>
</tr>
<tr>
<td>8/30/18 8:55 AM</td>
<td>Paul Toms</td>
<td>west Side of 59 Fwy near Kimberly Rd.</td>
<td>Agricultural Open Burning</td>
<td>There is a fire going on the West side of the 59 Fwy near 59 Fwy and Kimberly.</td>
<td>NO Violation</td>
<td>Agricultural burn was approved at this location for the day in question.</td>
</tr>
<tr>
<td>9/1/18 2:31 PM</td>
<td>Shelter-Wasco Landfill</td>
<td>17031 Scuttefield Ave</td>
<td>Commercial / Industrial Open Burning</td>
<td>Fire at the Shelter Landfill.</td>
<td>No Violation</td>
<td></td>
</tr>
<tr>
<td>9/6/18 8:12 AM</td>
<td>Morada Produce Company</td>
<td>Tulare Ave and Beech St</td>
<td>Fugitive Dust</td>
<td>Dust is being caused by 2 tractors. It is an orchard removal that they have knocked down trees and look like they are doing a clean up.</td>
<td>No Violation</td>
<td></td>
</tr>
<tr>
<td>9/7/18 8:19 AM</td>
<td>Morada Produce Company</td>
<td>State Ave and Beach Ave</td>
<td>Fugitive Dust</td>
<td>RP reports housing track occurring and large are producing high amount of dust and dirt without proper watering.</td>
<td>No Violation</td>
<td></td>
</tr>
<tr>
<td>9/7/18 8:37 AM</td>
<td>Morada Produce Company</td>
<td>Beech Avenue &amp; E Tulare Avenue</td>
<td>Fugitive Dust</td>
<td>Field Braiding is dusting out all of the South end of Shafter.</td>
<td>No Violation</td>
<td></td>
</tr>
<tr>
<td>9/7/18 9:52 AM</td>
<td>Morada Produce Company</td>
<td>Beech Ave and State Ave</td>
<td>Fugitive Dust</td>
<td>RP reports large fumes of dust being produced, grounds are being plowed by tractors not proper watering occurring.</td>
<td>No Violation</td>
<td></td>
</tr>
<tr>
<td>9/7/18 9:15 PM</td>
<td>18286 Thomas Ln</td>
<td>Residential Open Burning</td>
<td>Neighbor burning trash in a brick fire pit in back yard, fumes entering their home.</td>
<td>Unable to Confirm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/11/18 9:05 PM</td>
<td>Riverside Street (South Side)</td>
<td>Commercial / Industrial Open Burning</td>
<td>Kern County Fire Department reported from occurring near Riverside Street and Highway 43.</td>
<td>Unable to Confirm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/24/18 8:34 AM</td>
<td>Hypenax Corp.</td>
<td>742 Industrial Way</td>
<td>Fugitive Dust</td>
<td>Dust being generated from Ignition Equipment Supplier moving dirt. Unable to Confirm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/6/18 11:21 AM</td>
<td>Middle of a field 1 mi. S of Kernville &amp; Hwy 99</td>
<td>Agricultural Open Burning</td>
<td>Farmer is burning wheat stubble. This is a new fire that was started today. Excessive smoke due to the wet wood being burned</td>
<td>No Violation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/18/18 7:26 PM</td>
<td>30719 Martinez</td>
<td>Residential / Outdoor Wood Burning Device</td>
<td>Resident burning in backyard at this address.</td>
<td></td>
<td>No Violation</td>
<td></td>
</tr>
<tr>
<td>1/4/19 2:08 PM</td>
<td>California High Speed Rail. /California Rail Build</td>
<td>Merced Avenue and Kimberlin Rd</td>
<td>Mobile Source</td>
<td>High Speed Rail construction operation using old diesel trucks causing excessive emissions.</td>
<td>Referred To Complaint referred to California Air Resources Board (CARB). Mobile Source falls within the jurisdiction of the CARB. Site inspection conducted. Source was burning clean dry wood in an outdoor wood burning device subject to Rule 4901. No curtailment was in effect for the day in question.</td>
<td></td>
</tr>
<tr>
<td>2/7/19 9:04 AM</td>
<td>244 1/2 W Lemoi Hwy</td>
<td>Residential / Outdoor Wood Burning Device</td>
<td>Open Burn</td>
<td>No Violation</td>
<td></td>
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<tr>
<td>4/4/19 5:55 AM</td>
<td>Crome Community</td>
<td>Residential Open Burning</td>
<td>Residents Open Burning in the area</td>
<td>No Violation</td>
<td></td>
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<tr>
<td>Date/Time Received</td>
<td>Owner/Operator/Responsible Party</td>
<td>Property Address</td>
<td>Complaint Type</td>
<td>Complaint Description</td>
<td>Resolution</td>
<td>Resolution Description</td>
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<tr>
<td>4/19/19 5:32 AM</td>
<td>JPOIL COLORADO LLC</td>
<td>6505 ZERKER RD</td>
<td>Odor Nuisance</td>
<td>There is a strong odor of hydrogen sulfide in the area</td>
<td>No Violation</td>
<td>Investigation revealed an odor in the area. Investigation of nearby GAF Materials determined emission control equipment was in operation and there were no breakdowns or equipment upsets. No further complaints were received therefore insufficient complaints to result in violation of public nuisance regulation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other</td>
<td>Farmers were spraying something on the almond fields</td>
<td>Unable to Confirm</td>
<td>Investigation did not reveal sufficient information to confirm complaint. Potentially a pesticide issue which is not under the District's jurisdiction. No further complaints received.</td>
</tr>
</tbody>
</table>
Enforcement Plan
Facility Inspections
### Inspection History

<table>
<thead>
<tr>
<th>Facility</th>
<th>Facility ID</th>
<th>Address</th>
<th>City</th>
<th>Date</th>
<th>Inspection Type</th>
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<td>52133</td>
<td>770 E LERDO HWY</td>
<td>SHAFTER</td>
<td>01/27/2016</td>
<td>One Day/First Day of Multi-Day Inspection</td>
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<td>58291</td>
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<td>SHAFTER</td>
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Enforcement Plan

Enforcement Actions
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<th>Date</th>
<th>Type</th>
<th>Violation No.</th>
<th>Facility ID</th>
<th>Location</th>
<th>Description</th>
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<td>NOV</td>
<td>5015620</td>
<td>Aera Energy, LLC</td>
<td>450 FEET SOUTH OF BEECH ST. AND 7TH STANDARD, SHAFTER, CA, 93263</td>
<td>No person shall set an open outdoor fire for the purpose of disposal of garbage or other combustible flammable solid. This is a Violation of Rule 4103 Section 6.1.</td>
<td>4103 (Open Burning)</td>
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<td>02/23/2016</td>
<td>NOV</td>
<td>5015899</td>
<td>Larry Bashor Sandblasting</td>
<td>6949 SUPERIOR ROAD, BAKERSFIELD, CA,</td>
<td>Failure to maintain records as required by Rule 4603, Sec 6.2.1.</td>
<td>4603 (Surface Coating of Metal Parts and Products)</td>
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<td>02/26/2016</td>
<td>NOV</td>
<td>5015920</td>
<td>North of River sanitary District</td>
<td>7TH STANDARD ROAD W/O SCARONI AVENUE, BAKERSFIELD, CA, 93308</td>
<td>Failure to submit source test report within 60 days of performing the source test. This is a violation of condition #9 of permit 5-1316-6-1 and condition #9 of permit 5-1316-6-5.</td>
<td>2070 (Standards for Granting Applications), 2201 (New and Modified Stationary Source Review Rule)</td>
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<td>NOV</td>
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<td>5015618</td>
<td>West Coast Pipe Inspection</td>
<td>5990 E Lerdo Hwy, Shafter, CA, 93263</td>
<td>Failure to maintain the phase II vapor recovery system.</td>
<td>2070 (Standards for Granting Applications), 4622 (Gasoline Transfer into Motor Vehicle Fuel Tanks)</td>
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<td>NOV</td>
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<td>Kirschenmann Brothers Farms</td>
<td>NW Poplar and Los Angeles, Shafter, CA,</td>
<td>Burning agriculture waste at an unauthorized location.</td>
<td>4103 (Open Burning)</td>
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<td>05/03/2016</td>
<td>NOV</td>
<td>5016150</td>
<td>Roll Real Estate Development</td>
<td>4000 FANUCCHI WAY, SHAFTER, CA,</td>
<td>Failure to obtain an approved Dust Control Plan prior to commencement of construction, as required by District Rule 8021 Section 6.3.</td>
<td>8021 (Construction, Demolition, Excavation, Extraction and Other Earthmoving Activities)</td>
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<td>NOV</td>
<td>5016151</td>
<td>Klassen Corporation</td>
<td>4000 FANUCCHI WAY, SHAFTER, CA,</td>
<td>Failure to obtain an approved Dust Control Plan prior to commencement of construction, as required by District Rule 8021 Section 6.3.</td>
<td>8021 (Construction, Demolition, Excavation, Extraction and Other Earthmoving Activities)</td>
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<td>5016361</td>
<td>Elk Corporation of Texas</td>
<td>6200 Zerkel Rd, Shafter, CA, 93263</td>
<td>Failure to pay fees by July 1st.</td>
<td>2070 (Standards for Granting Applications), 4320 (Advance Emission Reduction Options for Boilers, Steam Generators, and Process Heaters)</td>
</tr>
<tr>
<td>08/01/2016</td>
<td>NOV</td>
<td>5016405</td>
<td>Plains LPG Services LP</td>
<td>7TH STANDARD &amp; BEECH, SHAFTER, CA, 93263</td>
<td>Seven separate leaks greater than 1,000 ppm were found on truck and rail loading racks. This is a violation of PTDs 5-71-2-13 condition 4, 5-71-3-11 condition 2, and 5-71-12-9 condition 2.</td>
<td>2070 (Standards for Granting Applications), 4624 (Transfer of Organic Liquids)</td>
</tr>
<tr>
<td>08/29/2016</td>
<td>NOV</td>
<td>5016501</td>
<td>Martin Hein Ranch Company - Pa2</td>
<td>FRESNO AVENUE AND CHERRY AVENUE, SHAFTER, CA, 93706</td>
<td>Failure to obtain an ATC before modifying control system.</td>
<td>2010 (Permits Required), 4702 (Internal Combustion Engines - Phase 2)</td>
</tr>
<tr>
<td>09/20/2016</td>
<td>NOV</td>
<td>5016590</td>
<td>Brijmohan Singh Aulash</td>
<td>EAST OF PALM AVE. &amp; MADEIRA AVE., SHAFTER, CA,</td>
<td>Illegal burn of household waste and rubbish.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>09/22/2016</td>
<td>NOV</td>
<td>5016599</td>
<td>Martin Hein Ranch Company - Pa2</td>
<td>FRESNO AVENUE AND CHERRY AVENUE, SHAFTER, CA, 93706</td>
<td>Failure to submit two, semi-annual Reports of Required Monitoring and the Annual Compliance Certification. These are violations of conditions #15 and #44.</td>
<td>2070 (Standards for Granting Applications), 5520 (Federally Mandated Operating Permits)</td>
</tr>
<tr>
<td>10/06/2016</td>
<td>NOV</td>
<td>5016661</td>
<td>Univ Of Ca, Westside Research &amp; Ext Cntr</td>
<td>17053 N SHAFTER AVE., SHAFTER, CA, 93263</td>
<td>Failure to perform each required vapor recovery performance test(s).</td>
<td>2070 (Standards for Granting Applications), 4621 (Gasoline Transfer into Stationary Storage Containers, Delivery Vessels, and Bulk Plants)</td>
</tr>
<tr>
<td>10/12/2016</td>
<td>NOV</td>
<td>5016693</td>
<td>Performance Food Group</td>
<td>255 N Driver Rd, SHAFTER, CA, 93263</td>
<td>Exceeded 30 hour per calendar year limit in 2014 per permit condition 14.</td>
<td>4702 (Internal Combustion Engines - Phase 2)</td>
</tr>
<tr>
<td>10/17/2016</td>
<td>NOV</td>
<td>5016705</td>
<td>Golden Empire Concrete Company</td>
<td>1316 Wasco Ave, Wasco, CA, 93280</td>
<td>Failure to conduct monthly moisture content measurements of sand and coarse aggregate required by conditions #14, #15, &amp; #16 of permit 9-2-8, #36, #37 &amp; #38 of permit 10-2 and #8, #9 &amp; #10 of permit 12-0.</td>
<td>2070 (Standards for Granting Applications), 2201 (New and Modified Stationary Source Review Rule)</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
<td>Issued To</td>
<td>Facility ID</td>
<td>Location</td>
<td>Description</td>
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</tr>
<tr>
<td>10/24/2016</td>
<td>NTC</td>
<td>5008220</td>
<td>Baker Hughes Oilfield Operations Inc.</td>
<td>3901 FANUCCHI WAY, SHAFTER, CA, 93263</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
<td>2460 (CA Code of Regulations, Title 13)</td>
</tr>
<tr>
<td>10/24/2016</td>
<td>NTC</td>
<td>5008221</td>
<td>Baker Hughes/Baker Oil Tools</td>
<td>3901 FANUCCHI WAY, SHAFTER, CA, 93263</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
<td>2460 (CA Code of Regulations, Title 13)</td>
</tr>
<tr>
<td>10/26/2016</td>
<td>NOV</td>
<td>5016741</td>
<td>Stuhr &amp; Stuhr Cotton Growers</td>
<td>S4755</td>
<td>SOUTH OF LEROO HWY &amp; CALIFORNIA AQUADUCT, BUTTONWILLOW, CA</td>
<td>Owner/operator is in violation of ATC's 5-4785-60-1, -61-1, -62-1, -63-1, -64-1, -65-1, -66-1, -67-1, -68-1, -69-1, -70-1, -71-1, -76-1, -77-1, -78-1, &amp; -79-1, due to non having conducted testing using a District-approved portable analyzer - within 60 day of start-up.</td>
</tr>
<tr>
<td>11/02/2016</td>
<td>NTC</td>
<td>5009233</td>
<td>United Well Control (B &amp; L Casing)</td>
<td>21054 KRATZMEYER ROAD, BAKERSFIELD, CA, 93314</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
<td>2460 (CA Code of Regulations, Title 13)</td>
</tr>
<tr>
<td>11/14/2016</td>
<td>NTC</td>
<td>5008237</td>
<td>Central California Power</td>
<td>19487 BROKEN COURT, SHAFTER, CA, 93263</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
<td>2460 (CA Code of Regulations, Title 13)</td>
</tr>
<tr>
<td>11/14/2016</td>
<td>NOV</td>
<td>5016832</td>
<td>Farmers Cooperative Gin Inc</td>
<td>RIVERSIDE ST (N35.28.026 W119.15.991), SHAFTER, CA, 93263</td>
<td>Open burning of almond pruning without a permit and burning of trash.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>11/17/2016</td>
<td>NOV</td>
<td>5016848</td>
<td>Baker Hughes Oilfield Operations, Inc.</td>
<td>3901 FANUCCHI WAY, SHAFTER, CA, 93263</td>
<td>Failure to comply with daily maximum volume of paint used for touch up and repair, Failure to comply with daily emissions limit for touch up and repair.</td>
<td>2070 (Standards for Granting Applications), 2201 (new and Modified Stationary Source Review Rule)</td>
</tr>
<tr>
<td>11/18/2016</td>
<td>NTC</td>
<td>5008241</td>
<td>Resident / Owner</td>
<td>19440 BISHOP LANE, SHAFTER, CA, 93263</td>
<td>Use of an open outdoor fire for the purpose of disposal or burning of petroleum wastes; demolition or construction debris; residential rubbish; garbage or vegetation; tires; tar; trees; woodwaste; or other combustible or flammable solid, liquid or gaseous.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>11/21/2016</td>
<td>NOV</td>
<td>5016873</td>
<td>Martin Hein Ranch Company - Pa2</td>
<td>S4803</td>
<td>FRESNO AVENUE AND CHERRY AVENUE, SHAFTER, CA, 93706</td>
<td>Failure to obtain an ATC before modifying control system.</td>
</tr>
<tr>
<td>11/22/2016</td>
<td>NOV</td>
<td>5016876</td>
<td>Martin Hein Ranch Company - Pa2</td>
<td>S4803</td>
<td>FRESNO AVENUE AND CHERRY AVENUE, SHAFTER, CA, 93706</td>
<td>Failure to submit three, semi-annual Reports of Required Monitoring and the Annual Compliance Certification. These are violations of conditions #10 and #14.</td>
</tr>
<tr>
<td>11/23/2016</td>
<td>NOV</td>
<td>5016882</td>
<td>Farmers Cooperative Gin Inc</td>
<td>RIVERSIDE ST (N35.28.026 W119.15.991), SHAFTER, CA, 93263</td>
<td>Open burning of almond pruning without a permit and burning of trash.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
<td>Issued To</td>
<td>Facility ID</td>
<td>Location</td>
<td>Description</td>
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</tr>
<tr>
<td>12/19/2018</td>
<td>NOV</td>
<td>5017103</td>
<td>Martin Hein Ranch Company - Pa2</td>
<td>S4803</td>
<td>FRESNO AVENUE AND CHERRY AVENUE, SHAFTER, CA, 93706</td>
<td>Failure to submit deviation reports within 10 days of detection. This is a violation of condition 11.</td>
</tr>
<tr>
<td>12/19/2018</td>
<td>NOV</td>
<td>5017094</td>
<td>Maria Torres</td>
<td>30771</td>
<td>BURBANK, SHAFTER, CA, 93263-2948</td>
<td>Open burning of almond trees and cuttings with no burn permit.</td>
</tr>
<tr>
<td>01/03/2017</td>
<td>NTC</td>
<td>5008269</td>
<td>Cal-Coast Acidulating Services, Inc.</td>
<td>19460</td>
<td>SHAFTER, CA, 93263</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
</tr>
<tr>
<td>01/12/2017</td>
<td>NOV</td>
<td>5016730</td>
<td>Reese Sales Company</td>
<td>20943</td>
<td>BURGESS COURT, BAKERSFIELD, CA, 93314</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
</tr>
<tr>
<td>03/06/2017</td>
<td>NOV</td>
<td>5017483</td>
<td>South Valley Almond Company LLC</td>
<td>53152</td>
<td>15443 BEECH AVE, WASCO, CA, 93260-7604</td>
<td>Failure to conduct and pass the required vapor recovery performance testing within +/- 30 days from 01/26/17. This is a violation of District Rule 2010 Section 3.0.</td>
</tr>
<tr>
<td>04/05/2017</td>
<td>NOV</td>
<td>5017582</td>
<td>Tjearda Dairy</td>
<td>55060</td>
<td>19211 MAGNOLIA AVE, SHAFTER, CA, 93263</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
</tr>
<tr>
<td>05/01/2017</td>
<td>NTC</td>
<td>5008346</td>
<td>Martin Hein Ranch Co - Pa2</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE, SHAFTER, CA, 93706</td>
<td>Failure to submit Emissions Inventory for the 2015 Calendar year. Annual submission required by March 31 of each year per District Rule 3170.</td>
</tr>
<tr>
<td>05/25/2017</td>
<td>NTC</td>
<td>5008368</td>
<td>B &amp; L Equipment Rental</td>
<td>21054</td>
<td>KRATZMEYER RD, BAKERSFIELD, CA, 93314</td>
<td>Within 45 days after the date of initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection of the registered engine or equipment unit, to be completed within one year of the initial registration.</td>
</tr>
<tr>
<td>05/31/2017</td>
<td>NOV</td>
<td>5017744</td>
<td>Martin Hein Ranch Co - Pa2</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE, SHAFTER, CA, 93706</td>
<td>Failure to submit Emissions Inventory for the 2015 Calendar year. Annual submission required by March 31 of each year per District Rule 3170.</td>
</tr>
<tr>
<td>07/19/2017</td>
<td>NOV</td>
<td>5017940</td>
<td>Martin Hein Ranch Co - Pa2</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE, SHAFTER, CA, 93706</td>
<td>Failure to submit RMA and AOC by Mar 29, 2017 as required by condition # 44. No person shall set an outdoor fire for purposes of disposal of vegetation, trees, or wood waste. This is a violation of Rule 4103 Section 5.1.</td>
</tr>
<tr>
<td>09/22/2017</td>
<td>NOV</td>
<td>5018213</td>
<td>Plains LPG Services LP</td>
<td>S71</td>
<td>BEECH AVE, SHAFTER, CA, 93263</td>
<td>Exceedance of allowable leaks in Table 2, Rule 4455 for compressors, there were 2 leaks found on 5 compressors.</td>
</tr>
<tr>
<td>10/06/2017</td>
<td>NOV</td>
<td>5018280</td>
<td>Gardiner Farms</td>
<td>4630</td>
<td>HWY 43, BAKERSFIELD, CA, 93314</td>
<td>Operating an open burn as defined in Rule 4103, Sec. 5.1.</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
<td>Issued To</td>
<td>Facility ID</td>
<td>Location</td>
<td>Description</td>
</tr>
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</tr>
<tr>
<td>12/19/2017</td>
<td>NOV</td>
<td>5018876</td>
<td>David Mitchell</td>
<td></td>
<td>NW CORNER OF BURBANK STREET &amp; CHERRY AVE, SHAFTER, CA</td>
<td>Violation of District Rule 4103, Illegal open burn.</td>
</tr>
<tr>
<td>01/09/2018</td>
<td>NOV</td>
<td>5019137</td>
<td>Hyponec Corp</td>
<td>55281</td>
<td>742 INDUSTRIAL WAY, SHAFTER, CA, 93263</td>
<td>Failure to obtain an ATC before modifying equipment.</td>
</tr>
<tr>
<td>01/16/2018</td>
<td>NOV</td>
<td>5019160</td>
<td>John &amp; Juanita Albertson</td>
<td>16284 CENTRAL VALLEY HWY, WASCO, CA, 93280</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>01/18/2018</td>
<td>NOV</td>
<td>47399</td>
<td>Manjil Pander (Pander Farms Inc.)</td>
<td>31147 ORANGE AVE, SHAFTER, CA, 93203</td>
<td>Illegal open burn.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>01/18/2018</td>
<td>NOV</td>
<td>5019218</td>
<td>J P Oil Co Inc</td>
<td>52865</td>
<td>LIGHT OIL CENTRAL, RIO BRAVO, CA,</td>
<td>Emissions greater than the limit for VOC of 0.063 pVOC/m³-hr or 11 ppmv @ 15% O2 as established by condition #9 of PTO S-2865-69-0 and S-2865-70-0.</td>
</tr>
<tr>
<td>02/12/2018</td>
<td>NOV</td>
<td>5019441</td>
<td>Pioneer Sands LLC</td>
<td>53919</td>
<td>HIGHWAY 43 AND IMPERIAL ST, SHAFTER, CA,</td>
<td>Failure to conduct and pass the required vapor recovery performance test within +/- 30 days from 01/30/2016</td>
</tr>
<tr>
<td>03/05/2018</td>
<td>NOV</td>
<td>5019550</td>
<td>Hein Ranch</td>
<td></td>
<td>SE OF LERDO HWY &amp; ZERKER RD, BAKERSFIELD, CA, 93308</td>
<td>Operating an open burn as defined in Rule 4103, Sec. 5.1</td>
</tr>
<tr>
<td>03/05/2018</td>
<td>NOV</td>
<td>47412</td>
<td>Wonderful Orchards LLC</td>
<td>58367</td>
<td>17831 ZERKER RD, SHAFTER, CA,</td>
<td>Failure to conduct daily vacuum gauge readings. Condition #21.</td>
</tr>
<tr>
<td>04/18/2018</td>
<td>NOV</td>
<td>5019759</td>
<td>Plains LPG Services LP</td>
<td>S71</td>
<td>7TH STANDARD RD &amp; BEECH AVE, SHAFTER, CA, 93263</td>
<td>Violation of Rule 4624 - Discovered 11 leaks in excess of 1,000 ppm which is a violation of condition #45 of permit 5-71-12-11 and #14 of permit 5-71-31-1. Violation of Rule 4455 - Discovered 7 leaks in excess of 50,000 ppm and the existence of 2 open-ended lines</td>
</tr>
<tr>
<td>04/20/2018</td>
<td>NOV</td>
<td>5019775</td>
<td>Martin Hein Ranch Co - PA2</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE, SHAFTER, CA, 93706</td>
<td>Failure to submit Emissions Inventory by March 31st, 2018 per Rule 3170 Section 6.2</td>
</tr>
<tr>
<td>05/15/2018</td>
<td>NOV</td>
<td>5019878</td>
<td>Martin Hein Ranch Co - PA2</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE, SHAFTER, CA, 93706</td>
<td>Failure to submit two RRM's by November 28, 2017 and May 29, 2018, and failure to submit ACC by May 29, 2018, as required by condition #44. Failure to submit deviation report as required by condition #11.</td>
</tr>
<tr>
<td>05/29/2018</td>
<td>NOV</td>
<td>5019942</td>
<td>David and Stephanie Bloehnhofer</td>
<td></td>
<td>LEONARD AVE, 3/4 MILE NORTH OF LERDO HWY, SHAFTER, CA, 93263</td>
<td>Open burning of almond trees without authorization to burn.</td>
</tr>
<tr>
<td>06/08/2018</td>
<td>NOV</td>
<td>5020043</td>
<td>Plains LPG Services LP</td>
<td>S71</td>
<td>7TH STANDARD RD &amp; BEECH AVE, SHAFTER, CA, 93263</td>
<td>Operation of valves, threaded connections, flanges and pumps numbering in excess of the maximum allowable number or percent of leaking components. This is a violation of: Conditions #21-24 of PTO 1-9, Condition #14 of ATC 2-13, Condition #10 of ATC 3-12.</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
<td>Issued To</td>
<td>Facility ID</td>
<td>Location</td>
<td>Description</td>
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<tr>
<td>06/18/2018</td>
<td>NOV</td>
<td>5020039</td>
<td>Plains LP Services LP</td>
<td>571</td>
<td>7TH STANDARD RD &amp; EECHE AVE, SHAFTER, CA, 93263</td>
<td>Failure to operate transfer racks such that there are no leaks. This is a violation of conditions #38 &amp; #39 of ATC S-71-2-13. Conditions #36 &amp; #37 of ATC S-71-3-12 and conditions #19 &amp; #20 of PTO S-71-6-7.</td>
</tr>
<tr>
<td>06/29/2018</td>
<td>NOV</td>
<td>5020112</td>
<td>Martin Hein Ranch Co- PAZ</td>
<td>S4803</td>
<td>FRESNO AVE AND CHERRY AVE, SHAFTER, CA, 93706</td>
<td>Failure to submit two RRMs by November 28, 2017 and May 29, 2018, and failure to submit ACC by May 29, 2018, as required by condition # 44.</td>
</tr>
<tr>
<td>07/03/2018</td>
<td>NOV</td>
<td>5020124</td>
<td>Phil Nickel</td>
<td>29343</td>
<td>MERCEDE AVE, SHAFTER, CA, 93280</td>
<td>Multiple illegal open burning instances</td>
</tr>
<tr>
<td>07/16/2018</td>
<td>NOV</td>
<td>5020163</td>
<td>City of Shafter</td>
<td>LEROO AND CARVER, SHAFTER, CA, 93263</td>
<td>Operation of an engine that is greater than 50 BHP without a permit.</td>
<td>2010 (Permits Required), 4702 (Internal Combustion Engines - Phase 2)</td>
</tr>
<tr>
<td>09/20/2018</td>
<td>NOV</td>
<td>5020432</td>
<td>Alliance Ready Mix, Inc.</td>
<td>S9156</td>
<td>100 CARVER ST, SHAFTER, CA, 93263</td>
<td>Operating a gasoline dispensing facility without a certified Phase II vapor recovery system. Failure to install 14 low-permeation hoses per E.O. VR-202.</td>
</tr>
<tr>
<td>10/09/2018</td>
<td>NOV</td>
<td>47570</td>
<td>Pilot Travel Centers LLC</td>
<td>S2012</td>
<td>17047 ZACHARY AVE, BAKERSFIELD, CA, 93308</td>
<td>Failure to obtain a PEER for a natural gas engine operating at a stationary site.</td>
</tr>
<tr>
<td>10/23/2018</td>
<td>NOV</td>
<td>5020592</td>
<td>Portwood Farms</td>
<td>GRIFFITH AND MERCEDE, WASCO, CA,</td>
<td>Operating an engine without an accurate Authority to Construct.</td>
<td>2010 (Permits Required), 4702 (Internal Combustion Engines - Phase 2)</td>
</tr>
<tr>
<td>10/25/2018</td>
<td>NTC</td>
<td>5008682</td>
<td>Castro</td>
<td>S9080</td>
<td>3601 FANNCHI WAY, SHAFTER, CA,</td>
<td>Operation of an engine without an accurate Authority to Construct.</td>
</tr>
<tr>
<td>11/21/2018</td>
<td>NOV</td>
<td>5020809</td>
<td>Wonderful Real Estate</td>
<td>S9081</td>
<td>4100 EXPRESS AVENUE, SHAFTER, CA, 93263</td>
<td>Failure to conduct source test of the IC Engine permitted under S-2895-86 by the required test deadline. (+/- 30 days of 10/19/18).</td>
</tr>
<tr>
<td>11/28/2018</td>
<td>NOV</td>
<td>5020840</td>
<td>J P Oil Co Inc</td>
<td>S2865</td>
<td>LIGHT OIL CENTRAL, , CA,</td>
<td>Source Test conducted on 5/18/18 failed to demonstrate accuracy of CEMS unit as required by permit S-6849-1-3.</td>
</tr>
<tr>
<td>11/30/2018</td>
<td>NOV</td>
<td>5020858</td>
<td>Clean Energy Systems Inc</td>
<td>S6849</td>
<td>16000 DRIVER RD, BAKERSFIELD, CA, 93308-9733</td>
<td>Source Test conducted on 5/18/18 failed to demonstrate accuracy of CEMS unit as required by permit S-6849-1-3.</td>
</tr>
<tr>
<td>12/04/2018</td>
<td>NOV</td>
<td>5020497</td>
<td>Steve and Leah Volkoff</td>
<td>MANVEL AND BURBANK, SHAFTER, CA, 93263</td>
<td>Failure to operate according to permit to operate condition #14: Permittee shall maintain daily and annual throughput records. Repair records must be maintained.</td>
<td>2070 (Standards for Granting Applications)</td>
</tr>
<tr>
<td>12/11/2018</td>
<td>NOV</td>
<td>5020983</td>
<td>Bloenhof Valley Ranches, LLC</td>
<td>LEROO HWY AND LEONARD AVE, SHAFTER, CA, 93263</td>
<td>Failure to obtain a CMPP by December 31, 2004 for an agricultural operation per Section 6.1.3 of Rule 4550.</td>
<td>4550 (Conservation Management Practices)</td>
</tr>
<tr>
<td>12/17/2018</td>
<td>NTC</td>
<td>5008719</td>
<td>SJV Quality Cotton</td>
<td>S876</td>
<td>17053 N SHAFTER AVE, SHAFTER, CA, 93263</td>
<td>Failure to operate according to permit to operate condition #14: Permittee shall maintain daily and annual throughput records. Repair records must be maintained.</td>
</tr>
<tr>
<td>12/18/2018</td>
<td>NOV</td>
<td>47344</td>
<td>D/J's Food Mart</td>
<td>S2813</td>
<td>31110 17TH STANDARD RD, BAKERSFIELD, CA, 93308</td>
<td>Failure to maintain the vapor recovery system.</td>
</tr>
<tr>
<td>02/27/2019</td>
<td>NOV</td>
<td>5021658</td>
<td>Michael Goertzen P/ Teri Goertzen U</td>
<td>18677 MAGNOLIA AVE, WASCO, CA, 93280-9584</td>
<td>Burned prohibited materials in a burn barrel was observed.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>03/13/2019</td>
<td>NOV</td>
<td>5021731</td>
<td>Lufkin Industries Inc</td>
<td>S7748</td>
<td>31127 COBERLY RD, SHAFTER, CA, 93263</td>
<td>Operating with a suspended permit.</td>
</tr>
<tr>
<td>03/17/2019</td>
<td>NOV</td>
<td>5021773</td>
<td>Weatherford Artificial Lift</td>
<td>S8231</td>
<td>3701 ENTERPRISE ST, SHAFTER, CA, 92323</td>
<td>Operating with a suspended permit.</td>
</tr>
<tr>
<td>03/27/2019</td>
<td>NOV</td>
<td>5021772</td>
<td>Baker Hughes Oilfield Operations LLC</td>
<td>3901 PANOCHE WAY E, SHAFTER, CA, 93263</td>
<td>Failure to appropriately permit powder coating booth</td>
<td>2070 (Standards for Granting Applications), 4603 (Surface Coating of Metal Parts and Products)</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
<td>Issued To</td>
<td>Facility ID</td>
<td>Location</td>
<td>Description</td>
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<tr>
<td>04/09/2019</td>
<td>NOV</td>
<td>5021809</td>
<td>Plains LPG Services LP</td>
<td>S71</td>
<td>7TH STANDARD RD &amp; BEECH AVE, SHAFTER, CA, 93263</td>
<td>1. Violation of Rule 4624 - Discovered 9 leaks in excess of 1,000 ppm. 2. Violation of Rule 4455 - Exceeded maximum allowable leak rates for threaded connections and valves.</td>
</tr>
<tr>
<td>04/29/2019</td>
<td>NOV</td>
<td>5021896</td>
<td>Pioneer Sands Llc</td>
<td>S3919</td>
<td>5205 N O'CONNOR BLVD SUITE 200, SHAFTER, CA, 93263</td>
<td>Operation of an engine over 50hp at a stationary source without a permit.</td>
</tr>
<tr>
<td>01/27/2016</td>
<td>NOV</td>
<td>47043</td>
<td>Greg's Petroleum</td>
<td>S8067</td>
<td>863 CENTRAL VALLEY HWY, SHAFTER, CA,</td>
<td>Failure to maintain the vapor recovery system. Operating a vapor recovery system with a non-certified component.</td>
</tr>
<tr>
<td>02/24/2016</td>
<td>NOV</td>
<td>5015902</td>
<td>Shar Craft, Inc.</td>
<td>S7041</td>
<td>115 S BEECH AVE, SHAFTER, CA,</td>
<td>Failure to obtain a District permit prior to operating equipment.</td>
</tr>
<tr>
<td>02/25/2016</td>
<td>NOV</td>
<td>5015909</td>
<td>Shar Craft, Inc.</td>
<td>S7041</td>
<td>115 S BEECH AVENUE, SHAFTER, CA,</td>
<td>Failure to paint with fan operating.</td>
</tr>
<tr>
<td>02/26/2016</td>
<td>NOV</td>
<td>44350</td>
<td>Antonio Sandoval</td>
<td>790 MAVER LANE, SHAFTER, CA, 93263-2310</td>
<td>Buming of prohibited waste in rear of residence.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>03/11/2016</td>
<td>NOV</td>
<td>5015966</td>
<td>Shar Craft, Inc.</td>
<td>S7041</td>
<td>115 S BEECH AVENUE, SHAFTER, CA,</td>
<td>Failure to comply with the daily VOC emissions limit.</td>
</tr>
<tr>
<td>05/03/2016</td>
<td>NTC</td>
<td>5008151</td>
<td>Shafter Collision</td>
<td>S7834</td>
<td>117 WALKER STREET, SHAFTER, CA, 93263</td>
<td>Failure to schedule a start-up inspection with San Joaquin Valley Air Pollution Control District Inspector.</td>
</tr>
<tr>
<td>05/26/2016</td>
<td>NOV</td>
<td>5016222</td>
<td>Shar Craft, Inc.</td>
<td>S7041</td>
<td>115 S BEECH AVE, SHAFTER, CA,</td>
<td>Failure to obtain a District permit prior to operating equipment.</td>
</tr>
<tr>
<td>08/25/2016</td>
<td>NOV</td>
<td>47246</td>
<td>Fox Petroleum Inc.</td>
<td>S7139</td>
<td>451 E LEROO HWY, SHAFTER, CA, 93262</td>
<td>Failure to maintain the phase I vapor recovery system.</td>
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<tr>
<td>08/29/2016</td>
<td>NTC</td>
<td>5008190</td>
<td>California Resources Production Corp.</td>
<td>S1737</td>
<td>LIGHT OIL CENTRAL, KERN COUNTY, CA,</td>
<td>Failure to submit records to requesting inspector within reasonable time-frame and deadline. This is a violation of condition #16.</td>
</tr>
<tr>
<td>09/09/2016</td>
<td>NOV</td>
<td>6016645</td>
<td>California Resources Production Corp.</td>
<td>S1737</td>
<td>LIGHT OIL CENTRAL, KERN COUNTY, CA,</td>
<td>Failure to source test unit within 60 days of installation. This is a violation of condition #16.</td>
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<tr>
<td>09/22/2016</td>
<td>NOV</td>
<td>44493</td>
<td>S &amp; J Quick Stop</td>
<td>S1298</td>
<td>101 CENTRAL VALLEY HWY, SHAFTER, CA, 93263</td>
<td>Failure to maintain the phase II vapor recovery system.</td>
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<tr>
<td>09/22/2016</td>
<td>NOV</td>
<td>44492</td>
<td>Jiffy's Store</td>
<td>S239</td>
<td>538 CENTRAL AVE, SHAFTER, CA, 93249</td>
<td>Failure to maintain the phase II vapor recovery system.</td>
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<tr>
<td>11/23/2016</td>
<td>NOV</td>
<td>5016884</td>
<td>James Ebling</td>
<td>18482 SHAFTER AVE, SHAFTER, CA, 93263</td>
<td>Open burning of yard waste.</td>
<td>4103 (Open Burning)</td>
</tr>
<tr>
<td>12/08/2016</td>
<td>NOV</td>
<td>5017021</td>
<td>George &amp; Margaret Wise</td>
<td>727 SYCAMORE AVENUE, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>01/31/2017</td>
<td>NOV</td>
<td>5017344</td>
<td>Stevie &amp; Sarah Valarde</td>
<td>316 ELM STREET, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>01/31/2017</td>
<td>NOV</td>
<td>5017345</td>
<td>Jim Holt</td>
<td>JIM'S REPAIR SHOP, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
<td>Issued To</td>
<td>Facility ID</td>
<td>Location</td>
<td>Description</td>
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<tr>
<td>06/08/2017</td>
<td>NOV</td>
<td>5017714</td>
<td>Con-Fab California LLC</td>
<td>ST7322</td>
<td>701 GOLDS AVE, SHAFTER, CA, 93263</td>
<td>Daily amount of coarse aggregate received exceeded 180 ton limit per condition #11.</td>
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<tr>
<td>06/22/2017</td>
<td>NOV</td>
<td>5017821</td>
<td>Foreverboard California Inc</td>
<td>58952</td>
<td>1351 E ASH AVE, SHAFTER, CA, 93263</td>
<td>Failure to obtain an Authority to Construct prior to operating a Magnesium Oxide Storage Silo.</td>
</tr>
<tr>
<td>09/06/2017</td>
<td>NOV</td>
<td>47381</td>
<td>Meyer's Big Stop</td>
<td>S105</td>
<td>127 S SHAFTER AVE, SHAFTER, CA, 93263</td>
<td>Failure to maintain the vapor recovery system.</td>
</tr>
<tr>
<td>09/20/2017</td>
<td>NTC</td>
<td>5008426</td>
<td>Shafter Collision</td>
<td>ST7834</td>
<td>117 WALKER ST, SHAFTER, CA, 93263</td>
<td>Failure to provide records for review.</td>
</tr>
<tr>
<td>10/10/2017</td>
<td>NOV</td>
<td>5018298</td>
<td>Shafter Collision</td>
<td>ST7834</td>
<td>117 WALKER ST, SHAFTER, CA, 93263</td>
<td>Failure to provide records for review.</td>
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<tr>
<td>11/30/2017</td>
<td>NOV</td>
<td>5018572</td>
<td>Gilbert and Ronette Holguin</td>
<td>314 GOLDEN WEST AVENUE, SHAFTER, CA, 93263-1941</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
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<tr>
<td>12/01/2017</td>
<td>NOV</td>
<td>5018697</td>
<td>Miranda Rosales</td>
<td>260 PINE STREET, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>12/18/2017</td>
<td>NOV</td>
<td>5018854</td>
<td>Gilbert &amp; Ronette Holguin</td>
<td>314 GOLDEN WEST AVENUE, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>01/04/2018</td>
<td>NOV</td>
<td>5019090</td>
<td>Antonio &amp; Alicia Gutierrez</td>
<td>663 PACIFIC AVENUE, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>02/20/2018</td>
<td>NOV</td>
<td>5019469</td>
<td>Shier Craft Inc</td>
<td>ST7041</td>
<td>115 S BEECH AVE, SHAFTER, CA, 93263</td>
<td>Failure to perform cleaning operations with a cleaning material having a VOC content of 25 g/L or less per condition #13.</td>
</tr>
<tr>
<td>02/27/2018</td>
<td>NOV</td>
<td>5019526</td>
<td>Cesar Rodriguez an agent of Kern County Construction</td>
<td>863 CENTRAL VALLEY HWY, SHAFTER, CA, 93263</td>
<td>Failure to comply with 24 hour notification requirements.</td>
<td>2010 (Permits Required), 2201 (New and Modified Stationary Source Review Rule)</td>
</tr>
<tr>
<td>03/20/2018</td>
<td>NOV</td>
<td>5019521</td>
<td>Con-Fab California LLC</td>
<td>ST7322</td>
<td>701 GOLDS AVE, SHAFTER, CA, 93263</td>
<td>Failure to maintain 9% or greater, by weight moisture content of the sand stockpiles per condition #6 on PTO S-7322-3-2.</td>
</tr>
<tr>
<td>11/15/2018</td>
<td>NTC</td>
<td>24652</td>
<td>Fox Petroleum Inc</td>
<td>S2139</td>
<td>451 E LERDO HWY @ CENTRAL VALLEY, SHAFTER, CA, 93262</td>
<td>Failure to maintain the gasoline vapor recovery system.</td>
</tr>
<tr>
<td>11/15/2018</td>
<td>NOV</td>
<td>47659</td>
<td>Fox Petroleum Inc</td>
<td>S2139</td>
<td>451 E LERDO HWY @ CENTRAL VALLEY, SHAFTER, CA, 93262</td>
<td>Failure to conduct and pass the required vapor recovery performance testing.</td>
</tr>
<tr>
<td>11/19/2018</td>
<td>NOV</td>
<td>5020739</td>
<td>Flore C Leaf Living Trust</td>
<td>406 ATLANTIC AVENUE, SHAFTER, CA, 93263-1907</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>12/10/2018</td>
<td>NOV</td>
<td>5020926</td>
<td>Bulls Family Trust</td>
<td>600 SIERRA AVENUE, SHAFTER, CA, 93263-1826</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
<td>4901 (Wood Burning Fireplaces and Wood Burning Heaters)</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Violation No.</td>
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<tr>
<td>12/10/2018</td>
<td>NOV</td>
<td>5020958</td>
<td>Jim Holt</td>
<td></td>
<td>125 CENTRAL AVENUE, SHAFTER, CA, 93263</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
</tr>
<tr>
<td>01/25/2019</td>
<td>NOV</td>
<td>5021457</td>
<td>Vindooth Valdivinos</td>
<td></td>
<td>685 MANNEL AVENUE, SHAFTER, CA, 93263-1811</td>
<td>Use of a wood burning fireplace, wood burning heater, or outdoor wood burning device on an episodic wood burning curtailment day.</td>
</tr>
<tr>
<td>02/22/2019</td>
<td>NOV</td>
<td>5021631</td>
<td>Fox Petroleum Inc</td>
<td></td>
<td>451 E LERDO HWY @ CENTRAL VALLEY, SHAFTER, CA, 93262</td>
<td>Failure to maintain the gasoline vapor recovery system. (Failed test TP-201.1C/D)</td>
</tr>
<tr>
<td>04/24/2019</td>
<td>NOV</td>
<td>5021889</td>
<td>California Resources Production Corp</td>
<td></td>
<td>LIGHT OIL CENTRAL, KERN COUNTY, CA, 93262</td>
<td>During District Inspection, wash tank was found leaking at 13,500 ppm, in violation of District Rules and Permit S-1737-157-10, Conditions 4 and 5.</td>
</tr>
</tbody>
</table>
Agenda for Shafter Community Steering Committee
Meeting #13
August 26, 2019 - Shafter Veterans Hall
309 California Ave, Shafter, CA 93263

Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.

2. Welcome and Introductions 5:30 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitator
   • Review of meeting goals

3. Community Air Monitoring Plan 5:40 p.m.
   a. Introduction: Jessica Olsen, Program Manager
   b. Group Exercise: Monitoring Plan Feedback

4. Ongoing Community Emission Reduction Plan Development 6:45 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitator

5. Wrap-up and Next Steps 7:30 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitator
   • Meeting takeaways and next steps
   • Public Workshop at District Offices: August 28, 2019
   • Comments on Draft CERP due by August 28, 2019
   • Next Steering Committee meeting: September 9, 2019

6. Public Comment 7:45 p.m.

Learn more: community.valleyair.org
Agenda para el Comité Directivo Comunitario de Shafter
Reunión #13
26 de agosto de 2019 - Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.
2. Bienvenida e Introducciones 5:30 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitadora
   • Repaso de objetivos de la reunión
3. Plan de Monitoreo del Aire de la Comunidad 5:40 p.m.
   a. Introducción: Jessica Olsen, Gerente de Programas
   b. Ejercicio en Grupo: Comentarios sobre el Plan de Monitoreo
4. Desarrollo Continuo del Plan de Reducción de Emisiones de la Comunidad 6:45 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitadora
5. Conclusión y Próximos Pasos 7:30 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitadora
   • Puntos importantes de la reunión y próximos pasos
   • Taller Público en las oficinas del Distrito: 28 de agosto de 2019
   • Fecha límite para los comentarios sobre el borrador del CERP: 28 de agosto de 2019
   • Próxima reunión del Comité Directivo: 9 de septiembre de 2019
6. Comentario Público 7:45 p.m.

Aprende más: community.valleyair.org
Pollutants | Example Sources | Platform |
---|---|---|
PM2.5 | Road dust, harvesting operations, combustion | Trailer (x1) Van (x1) Compact System (x1) Stand Alone PM2.5 (x3) Stand Alone PM10 Pesticide Monitoring |
PM10 | Mobile, industry, residential | x x x x |
Black Carbon | Mobile, industry, residential | x x x |
NO, NOx, 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 x |
Meteorology | Ag Land | some related toxics |
Pesticides | | 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 (Benzenes, 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

Current and Planned Air Monitoring Sites

<table>
<thead>
<tr>
<th>Air Monitoring Site</th>
<th>Pollutants Measured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shafter DMV</td>
<td>PM2.5 (real-time), PM10 (real-time), Ozone, NO/NO2/NOx</td>
</tr>
<tr>
<td>Grimmway Academy</td>
<td>PM2.5 (real-time)</td>
</tr>
<tr>
<td>Sequoia Elementary</td>
<td>DPR/CARB Pesticide Monitoring</td>
</tr>
<tr>
<td>Sequoia Elementary (planned)</td>
<td>Compact System: PM2.5 (real-time), Black Carbon, BTEX, SO2, H2S, Ozone, NO/NO2/NOx,</td>
</tr>
<tr>
<td>Golden Oak Elementary (planned)</td>
<td>PM2.5 (real-time)</td>
</tr>
</tbody>
</table>
Community Air Monitoring Network Design Worksheet

Full-sized Trailer = select top 2 air monitoring zones as your highest priority areas
Mobile Monitoring Van = select top 5 air monitoring zones as your highest priority areas
PM2.5 Stand Alone = select top 2 air monitoring zones as your highest priority areas

<table>
<thead>
<tr>
<th>Community Air Monitoring Zone</th>
<th>Full-Sized Trailer Priority (select 2)</th>
<th>Mobile Van (select 5)</th>
<th>PM2.5 Stand Alone (select 2)</th>
<th>Pesticides</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
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2 of 12.
Shafter Community

- Shafter Community
- Shafter Community Zones
- Existing Monitoring
- Planned Monitoring
- DPR Monitoring
PM2.5 Emissions
Emisiones de PM2.5

PM2.5 (tons/yr)

0

> 5

8 of 12.
Asthma Percentile -

50.1 - 55.0
55.1 - 60.0
60.1 - 65.0
65.1 - 70.0
70.1 - 75.0
75.1 - 80.0
80.1 - 85.0
85.1 - 90.0
90.1 - 95.0
95.1 - 100.0

Not Available

CalEnviroScreen 3.0 - Asthma Percentile

Spatially modeled, age-adjusted rate of emergency department visits for asthma per 10,000 (averaged over 2011-2013), with the resulting census tract totals assigned a percentile based on the statewide distribution of values.
Spatially modeled, age-adjusted rate of emergency department visits for AMI per 10,000 (averaged over 2011-2013), with the resulting census tract totals assigned a percentile based on the statewide distribution of values.
Percent of low birth weight infants (averaged over 2006-2012), with the resulting census tract totals assigned a percentile based on the statewide distribution of values.
<table>
<thead>
<tr>
<th>Contaminantes</th>
<th>Fuentes de Ejemplo</th>
<th>Remolque (x1)</th>
<th>Van (x1)</th>
<th>Sistema Compacto (x1)</th>
<th>PM2.5 independiente (x3)</th>
<th>PM10 independiente</th>
<th>Pesticidas</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM10</td>
<td>Polvo de carretera, operaciones de cosecha, combustión.</td>
<td></td>
<td></td>
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<tr>
<td>PM2.5</td>
<td>Móvil, industria, residencial</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
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<tr>
<td>Negro de Carbón</td>
<td>Móvil, industria, residencial</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
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<tr>
<td>NO, NO2, NOx</td>
<td>Móvil, industria</td>
<td>x</td>
<td></td>
<td>x</td>
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<tr>
<td>CO</td>
<td>Móvil</td>
<td>x</td>
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<td>x</td>
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<tr>
<td>Ozono</td>
<td>Regional, formado por VOC y NOx</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>SO2, H2S</td>
<td>Industria</td>
<td>x</td>
<td></td>
<td>x</td>
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<tr>
<td>VOC (BTEX)</td>
<td>Distribución y Comercialización de Gasolina</td>
<td>x</td>
<td></td>
<td>x</td>
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<tr>
<td>VOC Auto GC/MS</td>
<td>Industria, móvil</td>
<td>x</td>
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<tr>
<td>Tóxicos</td>
<td>Industria, móvil</td>
<td>x</td>
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<tr>
<td>Meteorología</td>
<td>Agricultura</td>
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<td>x</td>
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<tr>
<td>Pesticidas</td>
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**Glosario**

PM2.5: Partículas de 2,5 micrones o menos

Negro de Carbón: Principalmente de partículas de diesel

NO, NO2, NOx: Óxidos de 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

**Sitio de monitoreo de aire actuales y planificados**

<table>
<thead>
<tr>
<th>Sitio de monitoreo</th>
<th>Contaminantes medidos</th>
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</thead>
<tbody>
<tr>
<td>Shafter DMV</td>
<td>PM2.5 (tiempo-real), PM10 (tiempo-real), Ozono, NO/NO2/NOx</td>
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<tr>
<td>Grimmway Academy</td>
<td>PM2.5 (tiempo-real)</td>
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<tr>
<td>Sequoia Elementary</td>
<td>DPR/CARB Monitoreo de pesticidas</td>
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<tr>
<td>Sequoia Elementary</td>
<td>Sistema compacto: PM2.5 (tiempo-real), Carbon negro BTEX, SO2, H2S, Ozono, NO/NO2/NOx</td>
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<tr>
<td>Golden Oak Elementary</td>
<td>PM2.5 (tiempo-real)</td>
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1 of 12.
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 de mayor prioridad
Sistema Compacto = seleccione las 5 zonas de monitoreo del aire principales como sus áreas de mayor prioridad
PM2.5 Independiente = seleccione 2 zonas de monitoreo del aire como sus áreas de mayor prioridad

<table>
<thead>
<tr>
<th>Zona de Monitoreo de Aire de la Comunidad</th>
<th>Prioridad de Remolque de Tamaño-Completo</th>
<th>Sistema Compacto (seleccione 5)</th>
<th>PM2.5 Independiente (seleccione 2)</th>
<th>Pesticidas</th>
<th>Other</th>
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2 of 12.
Receptores Sensibles
NOx Emissions
Emisiones de NOx

NOx (tons/yr)

0

>30

7 of 12.
CalEnviroScreen 3.0 - Percentil de Asma

Asthma Percentil

- ≤50.0
- 50.1 - 55.0
- 55.1 - 60.0
- 60.1 - 65.0
- 65.1 - 70.0
- 70.1 - 75.0
- 75.1 - 80.0
- 80.1 - 85.0
- 85.1 - 90.0
- 90.1 - 95.0
- 95.1 - 100.0

Modelo espacial, tasa ajustada por edad de visitas de servicio de urgencias para el 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.
CaiEnviroScreen 3.0 - Percentil Cardiovascular

Modelo espacial, tasa ajustada por edad de visitas de servicio de urgencias por infarto agudo del miocardio 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.
Porcentaje de bebés con bajo peso al nacer (promedio de 2006-2012), con los totales del tracto censal resultantes asignado un percentil basado en el distribución de valores a nivel estatal.
City of Shafter
Community Emissions Reduction Program (CERP) Development

Updated emission reduction and exposure reduction strategies for Committee feedback

August 26, 2019
San Joaquin Valley Air Pollution Control District
CERP Development Continues

- Draft CERP continues to evolve in response to public input
  - Numerous comment letters received in recent weeks (Steering Committee members, City, County, DPR, public participants)

- CERP measures to reduce emissions/exposure to pollution:
  - Cost-effective use of incentives to fund zero and near-zero emission cars, trucks, other mobile sources; low-dust harvesters, stationary sources; school filtration devices; fireplace replacements; etc.
  - District regulatory efforts (residential wood burning, flares)
  - State actions to reduce emissions (heavy duty trucks, pesticides)
  - Local actions to reduce emissions (cities/counties)
  - Increased outreach to educate community residents about the availability of funding, HAL Schools, RAAN, regulatory requirements
  - Enhanced enforcement – increased inspection frequency for facilities with emissions violations; enhanced residential wood burning surveillance; enforce CARB truck idling rule; etc.
Measure Updates As Reviewed August 5th
Based on Committee Feedback

- Increased funding amounts for EV’s based on comments about lack of accessibility to funding for low-income residents
- Commitment to work with CA Public Utilities Commission and utilities to bring available state funding to Shafter for solar
- Commitment to support car share program (e.g. Miocar, Green Commuter, etc.)
- “Test Drive Program” with $200,000 of funding
- Two EV’s for Dial-A-Ride Transportation Service
- Commitment to work with City/County to address truck Rerouting
- Increased commitment for electric school buses (8 total in community)
- Replacement of oil wells and related equipment with funding support, plus regulatory review through IC Engine Rule amendment process
- Increased incentive funding for diesel ag pump electrification
Measure Updates As Reviewed August 5th
Based on Committee Feedback (cont.)

- Increased funding for Ag Burning Alternatives from $500,000 to $1,000,000
- Commitment to amend Rule 4311 (Flares) through public process, incorporating Steering Committee comments
- Addition of measure for CARB and High Speed Rail Authority to address community suggestions regarding use of Tier 4 engines in off-road construction equipment
- Expanding existing program guidelines for Burn Cleaner to provide funding for electric heat pumps
- Urban Greening goal of planting 1000 trees through state funding to Shafter
- Specific outreach committed for yard truck replacements
- CARB and DPR committed to develop specific pesticide measures
- More flexible vehicle eligibility under Drive Clean in the San Joaquin
- FREE Electric lawn equipment for Shafter residents (LG.1)
Flexibility in Funding Amounts

- Steering Committee meetings will be ongoing after CERP is adopted.
- The District will continue to work with the Steering Committee to receive community input as program guidelines are developed and projects are implemented within the community.
- Adjustments may be made to measure goals and/or funding amounts based on Steering Committee input, funding availability, and cost-effectiveness of projects to achieve overall emission reduction targets of the CERP.
Solar Deployment in Shafter (SD.1)

- **Suggestions:** Some Committee members have expressed strong interest in directly funding residential solar installations in Shafter
- **Proposed Measure Update:**
  - State and District funding under this proposal would total $15 million for residential solar in Shafter, contingent on successful advocacy for state funding
  - District will consider providing $1.5 million in District funding as 10% match towards new State program ($15 million total) to incentivize installation of residential solar and home electrification in the City of Shafter
  - Funding proposal contingent upon approval by CARB, and commitment by CARB/PUC to adopt new program that provides all emissions reduction benefits to local funding investment
  - District will work with Steering Committee and other partners to advocate for new state funding to support proposed measure
“Test Drive” Program

• Suggestions: Committee members expressed that funding for this measure (originally $200,000) was too high

• Proposed Measure Update:
  - In published draft CERP, this measure was integrated as a part of the incentive program for the replacement of passenger vehicles with battery electric or plug in hybrid vehicles (Measure C.2)
  - Initially proposed funding was allocated to Measure C.2 total to provide flexibility based on interest in and usefulness of program
Incentives for Electric Vehicles (C.2)

• **Suggestions:** Some Committee members commented that the ‘Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles’ measure (pays up to full cost of vehicle) should be increased to accommodate low-income residents that do not benefit from federal tax credit.

• **Proposed Measure Updates:**
  - District to consider increased incentive amounts for low income-qualified applicants (up to $2,500 extra funding)
    - For new purchases, tracking individual's qualifications for, and receipt of, federal tax credit difficult or impossible
    - For leases, federal tax credit always available (dealer takes credit, lowers price)
  - Contingent upon establishing necessary precautionary measures to ensure that funding beyond cost of vehicle is not provided
Residential EV Charging

• **Suggestions:** Some Committee members commented that funding, in addition to the available $800 PG&E rebate, should be made available to support Level 2 charging at residences.

• **Proposed Measure Update:**
  - An additional funding amount of up to $20,000 will be added to Measure C.2 for a pilot project to allow Shafter residents to install charging infrastructure at residences (total funding for Measure C.2 of $2,020,000).
  - Up to $200 of additional funding provided per residence, as necessary, to accommodate Level 2 charging (on top of PG&E rebate).
Car Share Program (C.5)

- **Suggestions:** Some Committee members commented to recommend increased funding to further subsidize the cost of EV car share rental.

- **Proposed Measure Update:**
  - District staff proposing to increase funding for this measure from $250,000 to $300,000
  - Based on District experience supporting the launch of other car share programs, this additional funding will adequately subsidize cost of ridership
Heavy Duty Truck Replacement (HD.1)

- **Suggestions:** Some Committee members suggested that funding for this measure be reduced from the initially proposed $6,000,000.

- **Proposed Measure Update:**
  - Funding for heavy duty trucking will be reduced to $4,000,000, with a goal of replacing 40 heavy duty trucks that operate in and around the community of Shafter.
Zero Emission Yard Trucks/TRUs (HD.2)

- **Suggestions:** Some Committee members suggested reducing from an initially proposed $4,000,000 to replace 30 units to only incentivize the electrification of two units.

- **Proposed Measure Update:**
  - Funding for this measure will be reduced to $1,500,000; goal of replacing 10 units that operate in or around Shafter
  - Specific outreach to local operations as suggested by Steering Committee
Electric School Buses (HD.4)

- **Suggestions:** Many Committee members supported this measure, and suggested increasing $3,200,000 initially proposed funding to increase availability of electric school buses to additional local schools

- **Proposed Measure Update:**
  - Increased goal to replacing 10 buses in and around Shafter, with targeted outreach to Maple School and Rio Bravo School
  - Increased funding for measure to $4,000,000
Dairy Feed Mix Equipment Electrification (A.1)

• **Suggestions:** Some Committee members suggested eliminating funding for the electrification of dairy feed mixing equipment (Measure A.1)

• **Proposed Measure Update:**
  - Significant, cost-effective emission reductions associated with this measure
  - Funding allocation reduced from $6.5 million to $3.9 million to fund up to 5 projects
• **Suggestions:** Committee members have requested that natural gas-powered agricultural pump engines be eligible for incentive funding for electrification, in addition to diesel-powered engines.

• **Proposed Measure Updates:**
  - District staff will expand Measure A.5 (Incentive Program for Replacing Older Diesel Agricultural Irrigation Pump Engines with Electric Motors) to include the electrification of natural gas-powered ag pump engines.
Dairy Truck Replacement (A.7)

- **Suggestions:** Some Committee members commented that they did not recommend inclusion of the measure to provide incentives for the replacement of dairy trucks with zero or near-zero emission trucks (allocated funding of $2,000,000)

- **Proposed Measure Updates:**
  - District staff are proposing to remove the dairy truck replacement measure (Measure A.7) from inclusion in the CERP
Removal of Dairy Digester Measure (A.8)

• **Suggestions:** Some Steering Committee members have expressed lack of support for this measure to work with CDFA in supporting the installation of dairy digesters to reduce air pollutants and methane emissions, and generate renewable natural gas fuel.

• **Proposed Measure Update:**
  - District staff are proposing to remove this measure from the CERP
Urban Greening (UG.1)

• **Suggestions:** Some Committee members recommended inclusion of funding to support urban greening, in addition to the proposed measure to work to direct existing State funding to Shafter to support urban greening.

• **Proposed Measure Update:**
  - The District will work directly with Shafter residents, community groups, and other partners to support advocacy and application efforts to seek state funding for urban greening included in state budget (Natural Resources Agency, Caltrans, etc.)
  - Some available funding programs listed by California ReLeaf: [https://californiareleaf.org/resources/public-grants/](https://californiareleaf.org/resources/public-grants/)
Commercial Charbroiling (CC.1)

- **Suggestions:** Some Steering Committee members suggested reducing the funding provided for this measure (Initial proposed funding was $300,000 with goal of 1-2 restaurant control devices installed)

- **Proposed Measure Update:**
  - Update Measure CC.1 (Commercial Charbroiling) based on comments received
  - Goal of 1 restaurant; $150,000 funding allocation
School Filtration Systems (SC.1)

• **Suggestions:** Many Committee members have commented that they would recommend increased funding for this measure.

• **Proposed Measure Update:**
  - Increased funding to support pilot program for local schools to install HVAC filtration systems with a MERV rating of 14 or greater
  - Based on programs in other regions, ~$25,000 per school
  - Funding proposed to be increased from $100,000 up to $250,000 to fund upgrades at up to all schools in community
# Next Steps: CERP Development

<table>
<thead>
<tr>
<th>Date</th>
<th>Details</th>
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<tbody>
<tr>
<td>Monday, August 26</td>
<td>Community Steering Committee (CSC) Meeting</td>
</tr>
</tbody>
</table>
| Wednesday, August 28| - Public Workshop to discuss both Valley CERPs at District Offices in Bakersfield, Fresno, and Modesto (CSC members and public welcome and encouraged to attend!)  
                       - Comments on initial Draft CERP due for consideration in revised Draft                                                                  |
| Monday, September 9 | CSC Meeting (review updated CERP, prep for Governing Board meeting)                                                                                                                            |
| Thursday, September 12 | Proposed CERP Published (1-week prior to Governing Board meeting)                                                                             |
| Thursday, September 19 | District Governing Board meeting to adopt proposed CERPs                                                                                                                                          |
| October/November    | CARB Staff to co-host CSC meeting                                                                                                                                                               |
| February            | CARB Governing Board meeting in Shafter to adopt Shafter and SC Fresno CERPs                                                                                                                      |
| Ongoing             | CSC meetings to review and discuss CERP implementation                                                                                                                                             |
Contact Information

AB 617 contacts and information at Valley Air District:

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

General Air District Contacts and Information:

Fresno office (559) 230-6000
Modesto office (209) 557-6400
Bakersfield office (661) 392-5500

Use the Valley Air App for the latest air quality info.
Ciudad de Shafter
Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

Estrategias de reducción de emisiones y la exposición actualizadas para comentario del Comité

26 de agosto de 2019
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín
Desarrollo del CERP Continúa

- El borrador del CERP continúa evolucionando en respuesta a los comentarios del público
  - Numerosas cartas de comentarios han sido recibidas en las últimas semanas (Miembros del Comité Directivo, Ciudad, Condado, DPR, participantes públicos)

- Medidas del CERP para reducir emisiones/exposición a la contaminación:
  - Uso rentable de incentivos para financiar vehículos, camiones y otras fuentes móviles con cero y casi cero emisiones: cosechadores de poco polvo, fuentes estacionarias; aparatos de filtración en las escuelas, reemplazos de chimeneas; etc.
  - Esfuerzos regulatorios del Distrito (quema de leña residencial, llamaradas)
  - Acciones del Estado para reducir emisiones (camiones de servicio pesado, pesticidas)
  - Acciones locales para reducir emisiones (ciudades/condados)
  - Mayor alcance para educar a los residentes de la comunidad sobre la disponibilidad de fondos, Escuelas HAL, RAAN, requisitos regulatorios
  - Cumplimiento mejorado – mayor frecuencia de inspecciones para las instalaciones con infracciones de emisiones; vigilancia mejorada de quema de leña residencial; hacer cumplir la regla de CARB de ralentí de camiones; etc.
Actualizaciones de Medidas Como Revisado el 5 de agosto Basado en Comentarios del Comité

- Mayores cantidades de fondos para vehículos eléctricos basado en comentarios sobre la falta de accesibilidad a fondos para residentes de bajos ingresos
- Compromiso de trabajar con la Comisión de Servicios Públicos de California y las empresas de servicios públicos para traer fondos estatales disponibles a Shafter para energía solar
- Compromiso de apoyar el programa de vehículo compartido (por ejemplo, Miocar, Green Commuter, etc.)
- “Test Drive Program”/“Programa de Prueba de Manejo” con $200,000 de financiamiento
- Dos vehículos eléctricos para el Servicio de Transporte de Dial-A-Ride
- Compromiso de trabajar con la Ciudad/Condado para abordar el cambio de ruta de camiones
- Mayor compromiso para los autobuses escolares eléctricos (8 en total en la comunidad)
- Reemplazo de pozos petroleros y equipos relacionados con apoyo financiero, más revisión regulatoria a través del proceso de modificación de la Regla de Motor de Combustión Interna
- Aumento en fondos incentivos para la electrificación de la bomba agrícola de diésel
Actualizaciones de Medidas Como Revisado el 5 de agosto Basado en Comentarios del Comité (cont.)

- Aumento en fondos para Alternativas de Quema Agrícola de $500,000 a $1,000,000
- Compromiso de enmendar la Regla 4311 (Llamaradas) a través del proceso público, incorporando los comentarios del Comité Directivo
- Agregar una medida para CARB y la Autoridad Ferroviaria de Alta Velocidad para abordar las sugerencias de la comunidad sobre el uso de motores Nivel 4 en equipos de construcción todoterreno
- Expandir las pautas del programa existente para Burn Cleaner para proporcionar fondos para bombas de calor eléctricas
- Meta de Ecologización Urbana de plantar 1000 árboles a través de fondos estatales para Shafter
- Alcance específico comprometido para el reemplazo de camiones de patio
- CARB y DPR se comprometieron a desarrollar medidas específicas de pesticidas
- Elegibilidad de vehículos más flexible bajo Drive Clean en San Joaquín
- Equipo de césped eléctrico GRATIS para residentes de Shafter (LG.1)
Flexibilidad en las Cantidades de Financiamiento

- Las reuniones del Comité Directivo continuarán después de que se adopte el CERP
- El Distrito continuará trabajando con el Comité Directivo para recibir aportes de la comunidad a medida que se desarrollen las pautas del programa y se implementen proyectos dentro de la comunidad
- Se pueden hacer ajustes para medir las metas y/o las cantidades de financiamiento basado en el aporte del Comité Directivo, la disponibilidad de fondos y la rentabilidad de los proyectos para lograr los objetivos generales de reducción de emisiones del CERP
Desplegúe de Energía Solar en Shafter (SD.1)

- **Sugerencias:** Algunos miembros del Comité han expresado un gran interés en financiar directamente las instalaciones de energía solar residenciales en Shafter

- **Actualización Propuesta de la Medida:**
  - Los fondos Estatales y del Distrito bajo esta propuesta totalizarían $15 millones para energía solar residencial en Shafter, dependiendo de la abogacía exitosa de fondos estatales
  - El Distrito considerará hasta $1.5 millones en fondos del Distrito como un 10% para el nuevo programa del Estado ($15 millones en total) para incentivar la instalación de energía solar residencial y electrificación del hogar en la Ciudad de Shafter
  - La propuesta de financiamiento depende de la aprobación de CARB y del compromiso de CARB/PUC de adoptar un nuevo programa que brinde todos los beneficios de reducción de emisiones a la inversión de financiamiento local
  - El Distrito trabajará con el Comité Directivo y otros socios para abogar por nuevos fondos estatales para apoyar la medida propuesta
Programa “Test Drive”/“Prueba de Manejo”

- **Sugerencias:** Los miembros del Comité expresaron que el financiamiento para esta medida (originalmente $200,000) era demasiado alto.

- **Actualización Propuesta de la Medida:**
  - En el borrador del CERP publicado, esta medida se integró como parte del programa de incentivos para el reemplazo de vehículos de pasajeros con baterías eléctricas o vehículos híbridos enchufables (Medida C.2).
  - Inicialmente, los fondos propuestos se asignaron a la Medida C.2 total para proporcionar flexibilidad basada en el interés y la utilidad del programa.
Incentivos para Vehículos Eléctricos (C.2)

• **Sugerencias:** Algunos miembros del Comité comentaron que la medida del ‘Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros con Baterías Eléctricas o Vehículos Híbridos Enchufables’ (paga hasta el costo total del vehículo) debe aumentarse para tener en cuenta a los residentes de bajos ingresos que pueden no beneficiarse de los créditos fiscales federales.

• **Actualización Propuesta de la Medida:**
  - El Distrito considerará mayores montos de incentivos para solicitantes calificados de bajos ingresos (hasta $2,500 de financiamiento adicional)
    - Para nuevas compras, el seguimiento de las calificaciones individuales y el recibo de crédito fiscal federal es difícil o imposible
    - Para los arrendamientos, el crédito fiscal federal siempre está disponible (el concesionario toma crédito, baja el precio)
  - Depende del establecimiento de las medidas de precaución necesarias para garantizar que no se proporcionen fondos más allá del costo del vehículo
Carga Residencial de Vehículos Eléctricos

- **Sugerencias:** Algunos miembros del Comité comentaron que los fondos, además del reembolso de $800 de PG&E disponible, deberían estar disponibles para apoyar el cobro de Nivel 2 en las residencias.

- **Actualización Propuesta de la Medida:**
  - Se agregará un monto de financiamiento adicional de hasta $20,000 a la Medida C.2 para un proyecto piloto que permita a los residentes de Shafter instalar infraestructura de carga en las residencias (financiamiento total para la Medida C.2 de $2,020,000).
  - Hasta $200 de fondos adicionales proporcionados por residencia, según sea necesario, para tener en cuenta el cargo de Nivel 2 (además del reembolso de PG&E).
Programa de Vehículo Compartido (C.5)

• **Sugerencias:** Algunos miembros del Comité comentaron recomendar una mayor financiación para subsidiar aún más el costo del alquiler de vehículos compartidos EV.

• **Actualización Propuesta de la Medida:**
  - El personal del Distrito propone aumentar los fondos para esta medida de $250,000 a $300,000
  - Basado en la experiencia del Distrito que respalda el lanzamiento de otros programas de vehículo compartido, esta financiación adicional subsidiará adecuadamente el costo del pasajero
Reemplazo de Camiones de Servicio Pesado (HD.1)

• **Sugerencias:** Algunos miembros del Comité sugirieron que los fondos para esta medida se reduzcan de los $6,000,000 propuestos inicialmente.

• **Actualización Propuesta de la Medida:**
  - El financiamiento para camiones de servicio pesado se reducirá a $4,000,000, con el objetivo de reemplazar 40 camiones de servicio pesado que operan dentro y alrededor de la comunidad de Shafter.
Camiones de Patio de Cero Emisiones/ TRUs (HD.2)

**Sugerencias:** Algunos miembros del comité sugirieron reducir la propuesta inicial de $4,000,000 para reemplazar 30 unidades para incentivar solo la electrificación de dos unidades.

**Actualización Propuesta de la Medida:**
- El financiamiento para esta medida se reducirá a $1,500,000; el objetivo de reemplazar 10 unidades que operan en o alrededor de Shafter
- Alcance específico a las operaciones locales como lo sugiere el Comité Directivo
Autobuses Escolares Eléctricos (HD.4)

• **Sugerencias:** Muchos miembros del Comité apoyaron esta medida, y sugirieron aumentar los fondos propuestos inicialmente por $3,200,000 para aumentar la disponibilidad de autobuses escolares eléctricos para escuelas adicionales locales.

• **Actualización Propuesta de la Medida:**
  - Se incrementaron metas para reemplazar 10 autobuses en Shafter y sus alrededores, con alcance específico para la Escuela Maple y la Escuela Rio Bravo.
  - Se aumentó el financiamiento para la medida a $4,000,000.
Electrificación de Equipos de Mezcla de Alimentos Lácteos (A.1)

• **Sugerencias:** Algunos miembros del Comité sugirieron eliminar los fondos para la electrificación de los equipos de mezcla de alimentos lácteos (Medida A.1)

• **Actualización Propuesta de la Medida:**
  - Reducciones significativas de emisiones asociadas con esta medida
  - La asignación de fondos se redujo de $6.5 millones a $3.9 millones para financiar hasta 5 proyectos
Electrificación de Bombas Agrícolas (A.5)

- **Sugerencias:** Miembros del comité han solicitado que los motores de bombas agrícolas que funcionan con gas natural sean elegibles para la financiación de incentivos para la electrificación, además de los motores diesel.

- **Actualización Propuesta de la Medida:**
  - El personal del Distrito ampliará la Medida A.5 (Programa de Incentivos para Reemplazar Motores de Bombas de Riego Agrícolas Diesel Antiguos con Motores Eléctricos) para incluir la electrificación de motores de bombas agrícolas de gas natural.
Reemplazo de Camiones Lácteos (A.7)

• **Sugerencias:** Algunos miembros del Comité comentaron que no recomendaron la inclusión de la medida para proporcionar incentivos para el reemplazo de camiones de productos lácteos por camiones con cero o casi cero emisiones (fondos asignados de $2,000,000)

• **Actualización Propuesta de la Medida:**
  - El personal del Distrito propone eliminar la medida de reemplazo del camión de productos lácteos (Medida A.7) de la inclusión en el CERP
Eliminación de la Medida del Digestor de Productos Lácteos (A.8)

- **Sugerencias:** Algunos miembros del Comité Directivo han expresado la falta de apoyo para que esta medida trabaje con CDFA para apoyar la instalación de digestores lácteos para reducir los contaminantes del aire y las emisiones de metano, y generar combustible renovable de gas natural.

- **Actualización Propuesta de la Medida:**
  - El personal del Distrito propone eliminar esta medida del CERP
Ecologización Urbana (UG.1)

- **Sugerencias:** Algunos miembros del Comité recomendaron la inclusión de fondos para apoyar la ecologización urbana, además de la medida propuesta para trabajar y para dirigir los fondos estatales a Shafter para apoyar la ecologización urbana.

- **Actualización Propuesta de la Medida:**
  - El Distrito trabajará directamente con los residentes de Shafter, los grupos comunitarios y otros socios para apoyar los esfuerzos de promoción y solicitud para buscar fondos estatales para la ecologización urbana incluido en el presupuesto estatal (Agencia de Recursos Naturales, Caltrans, etc.)
  - Algunos programas de financiación están disponibles enumerados por California ReLeaf: [https://californiareleaf.org/resources/public-grants/](https://californiareleaf.org/resources/public-grants/)
Parrillas Comerciales (CC.1)

• **Sugerencias:** Algunos miembros del Comité Directivo sugirieron reducir el financiamiento proporcionado para esta medida (el financiamiento inicial propuesto fue de $300,000 con el objetivo de 1-2 dispositivos de control de restaurantes instalados)

• **Actualización Propuesta de la Medida:**
  - Actualizar la Medida CC.1 (Parrillas Comerciales) basado en los comentarios recibidos
  - Objectivo de 1 restaurante; Asignación de fondos de $150,000
Sistema de Filtración Escolar (SC.1)

• Sugerencias: Muchos miembros del Comité han comentado que recomendarían aumentar los fondos para esta medida.

• Actualización Propuesta de la Medida:
  - Incrementar financiamiento para apoyar el programa piloto para que las escuelas locales instalen sistemas de filtración (HVAC, por sus siglas en inglés) con una calificación (MERV, por sus siglas en inglés) de 14 o más
  - Basado en programas en otras regiones, ~$25,000 por escuela
  - Se propone aumentar los fondos de $100,000 hasta $250,000 para financiar actualizaciones en hasta todas las escuelas de la comunidad
### Próximos Pasos: Desarrollo del CERP

<table>
<thead>
<tr>
<th>Fecha</th>
<th>Detalles</th>
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<tbody>
<tr>
<td>lunes 26 de agosto</td>
<td>Reunión del Comité Directivo de la Comunidad (CSC, por sus siglas en inglés)</td>
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</tbody>
</table>
| miércoles 28 de agosto| • Taller público para discutir los dos CERPs del Valle en las oficinas del Distrito en Bakersfield, Fresno y Modesto (los miembros del CSC y el público son bienvenidos y se les anima a asistir!)  
• Fecha límite para comentarios sobre el borrador inicial del CERP para ser considerados en el Borrador revisado |
| lunes 9 de septiembre | Reunión del CSC (revisión del CERP actualizado, preparación para la reunión de la Mesa Directiva)                                                                                                                                                                                                                                          |
| jueves 12 de septiembre| CERP Propuesto publicado (1 semana antes de la reunión de la Mesa Directiva)                                                                                                                                                                                                                                                             |
| jueves 19 de septiembre| Reunión de la Mesa Directiva del Distrito para adoptar los CERPs Propuestos                                                                                                                                                                                                                                                              |
| octubre/noviembre    | El personal de CARB será coanfitrión de la reunión de CSC                                                                                                                                                                                                                                                                               |
| febrero               | Reunión de la Mesa Directiva de CARB en Shafter para adoptar los CERPs de Shafter y Centro-Sur Fresno                                                                                                                                                                                                                                    |
| Continuo              | Reuniones de CSC para revisar y discutir la implementación del CERP                                                                                                                                                                                                                                                                     |
Información del Contacto

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

AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire

Oficina de Fresno (559) 230-6000
Oficina de Modesto (209) 557-6400
Oficina de Bakersfield (661) 392-5500

www.valleyair.org

Síganos en las redes sociales

Utilice la aplicación Valley Air para obtener la información más reciente sobre la calidad del aire.
# Shafter: Summary of CERP Measures

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Implementing Agency</th>
<th>Draft Measure</th>
<th>PM2.5</th>
<th>NOx</th>
<th>Toxics</th>
<th># of Units</th>
<th>Type of Unit</th>
<th>Project Lifetime</th>
<th>Incentive Funding</th>
<th>Cost Effectiveness ($/ton)</th>
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<tbody>
<tr>
<td><strong>Heavy Duty Mobile Sources</strong></td>
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<tr>
<td>HD.1 SIVAPCD</td>
<td>Provide Enhanced Incentive Funding for Heavy Duty Truck Replacement with Zero and Near-Zero Emission Technology</td>
<td>0.86</td>
<td>0.36</td>
<td>x</td>
<td>60</td>
<td>Trucks</td>
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<td>$80,000 - $60,000</td>
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<td>HD.2 SIVAPCD</td>
<td>Deployment of Zero Emission Yard Trucks and Truck Refrigeration Units (TRUs)</td>
<td>0.99</td>
<td>0.93</td>
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<td>30</td>
<td>Yard Trucks or TRUs</td>
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<td>$65,000 - $200,000</td>
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<td>HD.3 CARB, SIVAPCD</td>
<td>Enhanced Enforcement of Statewide Anti-idling Regulation</td>
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<tr>
<td>HD.4 SIVAPCD</td>
<td>Incentive Program for Replacing Older Diesel School Buses with Zero or Near-Zero Emission Technology</td>
<td>0.33</td>
<td>0.35</td>
<td>x</td>
<td>10</td>
<td>School Buses</td>
<td>$4,000,000</td>
<td>$210,000</td>
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<td>HD.5 SIVAPCD</td>
<td>Incentive Program for Transit Bus Replacement for Dial-a-Ride</td>
<td>0.62</td>
<td>0.62</td>
<td>x</td>
<td>2</td>
<td>Electric Transit Vehicles</td>
<td>$400,000</td>
<td>$340,000</td>
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<td>HD.6 SIVAPCD</td>
<td>Incentive Program for Replacing Older Diesel Locomotives with New Clean Engine Technology</td>
<td>2.8</td>
<td>1.26</td>
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<td>2</td>
<td>Locomotives</td>
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<td>HD.7 SIVAPCD</td>
<td>Incentives for Replacing Older Diesel Railcar Movers and Switchers with New Clean Engine Technology</td>
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<td>Switcher Locomotives</td>
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<td>HD.8 SIVAPCD, City, County, Caltrans</td>
<td>Support Planning and Development of Clean Fueling Infrastructure: Alternative Fuel Refueling Station</td>
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<td>HD.9</td>
<td>Heavy Duty Truck Repainting</td>
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<td><strong>Older/High Polluting Passenger Cars</strong></td>
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<tr>
<td>C.1 SIVAPCD</td>
<td>Host Tune-In Tune-Up Events within Community</td>
<td>4.6</td>
<td>0.28</td>
<td>x</td>
<td>50</td>
<td>Vehicle Repairs</td>
<td>$400,000</td>
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<td>C.2 SIVAPCD</td>
<td>Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in-Hybrid Vehicles</td>
<td>0.03</td>
<td>1.08</td>
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<td>100</td>
<td>Clean-air Vehicles</td>
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<td>C.3 SIVAPCD</td>
<td>Incentive Program for Installation of EV Charging Infrastructure</td>
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<td>C.4 SIVAPCD</td>
<td>Increased Educational Training for EV Mechanics</td>
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<td>C.5 SIVAPCD</td>
<td>Incentive Program for Launch of Car Share Program</td>
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<td><strong>Agricultural Operations</strong></td>
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<tr>
<td>A.1 SIVAPCD</td>
<td>Provide Incentives for Electric Dairy Feed Mixing Equipment</td>
<td>18</td>
<td>3.5</td>
<td>x</td>
<td>5</td>
<td>Feed mix equipment sets</td>
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<td>Provide Incentives for Low-Dust Nut Harvesters</td>
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<td>100</td>
<td>Harvester</td>
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<td>A.3 SIVAPCD</td>
<td>Provide Incentives for Alternatives to Agricultural Burning (chopping/soil incorporation)</td>
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<td>A.4 SIVAPCD</td>
<td>Promote Implementation of Conservation Tillage Practices</td>
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<td>A.5 SIVAPCD, PUC/IDU</td>
<td>Provide incentives to Replace Diesel Agricultural Pump Engines with Electric Motors</td>
<td>4</td>
<td>100</td>
<td>x</td>
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<td>Engines</td>
<td>$230,000</td>
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<td>A.6 SIVAPCD</td>
<td>Provide Incentives to Replace Diesel Ag Equipment (tractors) with Cleanest Available Equipment</td>
<td>0.5</td>
<td>7.5</td>
<td>x</td>
<td>100</td>
<td>Tractors</td>
<td>$5,000,000</td>
<td>$7,100</td>
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<tr>
<td>A.7 CARB/CDP, NRCS</td>
<td>Provide incentives for the Replacement of Dairy Tractor with Zero or Near-Zero Emission Tractors</td>
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<td>A.8 SIVAPCD, CDP, NRCS</td>
<td>Support dairy operations near Shafter in utilizing dairy digestors</td>
<td>x</td>
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<tr>
<td>A.9 SIVAPCD, CDP, NRCS</td>
<td>Support dairy farms near Shafter in implementing Alternative Manure Management Strategies</td>
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<td>A.10 CARB/DRP, Ag Commissioner</td>
<td>Pesticide Measures (under development by CARB and DPs)</td>
<td>x</td>
<td>*</td>
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<td><strong>Industrial Sources</strong></td>
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<tr>
<td>IS.1 SIVAPCD</td>
<td>Flares Amend Rule 4311</td>
<td>15</td>
<td>0.4</td>
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</table>
Evaluate feasibility of funding further emissions reductions from oil and gas production operations.

**Residential Burning**
- **RB.1** SVAPCD: Provide Enhanced Incentives to Replace Wood Burning Devices. TBD x 200 Devices $600,000 $7,000
- **RB.2** SVAPCD: Educate Public About Harmful Impacts of Wood Burning. TBD TBD TBD
- **RB.3** SVAPCD: Enhanced Enforcement of Wood Burning Curtailments. TBD TBD TBD
- **RB.4** SVAPCD, City, County: Outreach to Reduce Illegal Activity. TBD TBD TBD
- **RB.5** SVAPCD: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste. TBD TBD TBD

**Land Use / Urban Sources**
- **LU.1** SVAPCD, City: New Construction: Provide assistance during the CEQA process. TBD TBD TBD
- **LU.2** SVAPCD, City, County, COG, local developers, other local partners: Land Use/Sustainable Development: Implement Projects that Reduce VMT. TBD TBD TBD
- **LU.3** SVAPCD, City, County, and the California Division of Oil, Gas, and Geothermal Resources (DOGGR): Setbacks for New Oil Drilling. TBD TBD TBD
- **LU.4** CARB, HSRA: Construction Emissions: High Speed Rail Construction. TBD TBD TBD
- **RD.1** City, County, CDO: Road Dust: Evaluate increasing frequency of street sweeping. TBD TBD TBD
- **RD.2** City, COGs, County: Road Dust: Road paving and sidewalk installations. TBD TBD TBD
- **LG.1** SVAPCD: Provide Enhanced Outreach and Access to Incentives for Replacement of Residential Lawn and Garden Equipment (Free for Shafter Residents). 13 20 x 280 Lawn & Garden Units $100,000 $3,000
- **LG.2** SVAPCD: Provide Enhanced Outreach and Access to Incentives for Commercial Lawn and Garden Equipment. TBD TBD x 30 Lawn & Garden Units $40,000 N/A
- **PF.1** SVAPCD, City, County: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles. TBD TBD x TBD Vehicles $100,000 $240,000

**Exposure Reduction Measures**
- **SC.1** SVAPCD: Air Filtration Systems in Community Schools. TBD TBD TBD Filtration Systems $250,000 N/A
- **SC.2** SVAPCD and local school districts: HAL Schools: Increase Participation.
- **VB.1** SVAPCD, Caltrans, City, County: Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern.
- **VAI.1** CAPK, CSD, SVAPCD, City, County, EEC: Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency. TBD TBD TBD 1000 Trees Planted N/A
- **IR.1** SVAPCD, CARB, City, County: Idling-Reduction Strategy: Protect Sensitive Receptors.
- **O.1** SVAPCD: Outreach: Community Air Quality Outreach Strategy.
- **O.2** SVAPCD: Outreach: Sharing Clean Air Efforts and How Communities Can Get Involved.
- **O.3** SVAPCD, Local Partners: Joint Advocacy for Continued/Additional Funding to Support Air Quality Improvement Measures.

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<th>Subtotal</th>
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**Statewide Strategies**
- **CARB** Reducing Emissions from Dairy and Other Livestock. TBD TBD TBD
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<tr>
<th>Measure Description</th>
<th>2012 Estimate</th>
<th>2013 Estimate</th>
<th>2014 Estimate</th>
<th>2015 Estimate</th>
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<tr>
<td>Reducing Emissions from Landfills Replaced Organic Waste</td>
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<td>Cross-Agency Engagement and Integration of Pesticide Application Information</td>
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<td>Reducing Emissions from Oil and Gas Systems</td>
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<td>Advanced Clean Trucks Regulation</td>
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<td>Freight Handbook</td>
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<td>Truck and Bus Local Idling Pilot Study</td>
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<td>Advanced Clean Cars 2</td>
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<td>Evaluation and Potential Development of Regulation to Reduce Idling for All Rail Yard Sources</td>
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<td>Evaluation and Potential Development of Regulation to Reduce Emissions for Locomotives Not Preempted Under the Clean Air Act</td>
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<td>New Standards for Small Off-Road Engines (SORE)</td>
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<td>Commercial Cooking Suggested Control Measure</td>
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<td>Conduct Periodic Supplemental Environmental Projects Outreach</td>
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**TOTALS** 431 2079

$38,420,000

* = emissions and/or exposure reductions from this measure are expected, but will not be a quantifiable target
x = measure will result in reduction of toxic air contaminants

TBD = To Be Determined
### Shafter: Resumen de las Medidas del CERP

<table>
<thead>
<tr>
<th>Medida #</th>
<th>Agencia Ejecutora</th>
<th>Borrador de la Medida</th>
<th>PM2.5</th>
<th>NOx</th>
<th>Tóxicos</th>
<th># de Unidades</th>
<th>Tipo de Unidad</th>
<th>Vida del Proyecto</th>
<th>Fondos de Incentivo</th>
<th>Rentabilidad ($)/tonelada</th>
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<tbody>
<tr>
<td>HD.1</td>
<td>SJVAPCD</td>
<td>Proporcionar Fondos Incentivos Mejorados para el Reemplazo de Camiones de Servicio Pesado con Tecnología de Cero y Casi Cero Emisiones</td>
<td>131.1</td>
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<td>Camiones</td>
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<td>$30,000 - $60,000</td>
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<td>HD.2</td>
<td>SJVAPCD</td>
<td>Implementación de Camiones de Patio y Unidades de Refrigeración de Cero Emisiones (TRUs)</td>
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<td>Camiones de Patio o TRUs</td>
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<td>CARB, SJVAPCD</td>
<td>Aplicación Mejorada de la Regulación Estatal Contra el Ralentí</td>
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<td>Programa de Incentivos para Reemplazar los Autobuses Escolares de Diesel Antiguos con Tecnología de Cero o Casi Cero Emisiones</td>
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<td>Programa de Incentivos para el Reemplazo de Autobuses de Tránsito para Dial-a-Ride</td>
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<td>0.62</td>
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<td>Vehículos de Tránsito Eléctrico</td>
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<td>HD.6</td>
<td>SJVAPCD</td>
<td>Programa de Incentivos para Reemplazar Locomotoras de Diesel Antiguos con Nueva Tecnología de Motor Menos Contaminante</td>
<td>2.8</td>
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<td>Locomotores</td>
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<td>HD.8</td>
<td>SJVAPCD, Ciudad, Condado, PUC</td>
<td>Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio: Estación de Combustible Alternativo</td>
<td>*</td>
<td>*</td>
<td>x</td>
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<td>Estación de Combustible Alternativo</td>
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<td>HD.9</td>
<td>Ciudad, Condado, Caltrans</td>
<td>Cambio de Ruta de Camiones de Servicio Pesado</td>
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#### Fuentes Móviles de Servicio Pesado

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<th>Agencia Ejecutora</th>
<th>Borrador de la Medida</th>
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<th>Rentabilidad ($)/tonelada</th>
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<tr>
<td>C.1</td>
<td>SJVAPCD</td>
<td>Organizar Eventos de Tune-In Tune-Up Dentro de la Comunidad</td>
<td>4.6</td>
<td></td>
<td>x</td>
<td>500</td>
<td>Reparaciones de Vehículos</td>
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<td>C.2</td>
<td>SJVAPCD</td>
<td>Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros de Batería Eléctricos o Vehículos Híbridos Enchufables</td>
<td>0.03</td>
<td>1.08</td>
<td>x</td>
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<td>Vehículos de Aire Limpio</td>
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<td>C.3</td>
<td>SJVAPCD</td>
<td>Programa de Incentivos para la Instalación de Infraestructura de Carga EV</td>
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<td>C.4</td>
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<td>Aumento del Entrenamiento Educativo para Mecánicos de Vehículos Eléctricos</td>
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#### Operaciones Agrícolas

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<th>Tóxicos</th>
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<th>Tipo de Unidad</th>
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<tr>
<td>A.1</td>
<td>SJVAPCD</td>
<td>Proporcionar Incentivos para Equipos Eléctricos de Mezcla de Alimentos Lácteos</td>
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<td>SJVAPCD</td>
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<td>A.3</td>
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<td>Proporcionar Incentivos para Alternativas a la Queima Agrícola (triturar/incorporación de suelo)</td>
<td>*</td>
<td>*</td>
<td>x</td>
<td>2000</td>
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<td>A.4</td>
<td>SJVAPCD</td>
<td>Promover la Implementación de Prácticas de Conservación de Cultivo</td>
<td>*</td>
<td>*</td>
<td>x</td>
<td></td>
<td></td>
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<td>TR0</td>
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<td>A.5</td>
<td>SJVAPCD, PUC/IIOU</td>
<td>Proporcionar Incentivos para Reemplazar los Motores Diesel de Bomba Agrícola con Motores Eléctricos</td>
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### A.6 SJVAPCD
Proporcionar Incentivos para Reemplazar Equipos Diesel Agrícolas (tractores) con los Equipos Más Limpios Disponibles

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### A.7 SJVAPCD
Proporcionar Incentivos para el Reemplazo de Camiones de Cero o Casi Cero Emisiones

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<th>Camiones</th>
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### A.8 SJVAPCD, CDFA, NRCS
Apoyar las Operaciones de Explotación Agrícola en la Instalación de Digestores Lácteos

### A.9 SJVAPCD, CDFA, NRCS
Apoyar a las Lecherías cerca de Shafter en la Implementación de Estrategias de Manejo de Estiércol Alternativas

### A.10 CARB/DPR, Comisionado de Agricultura
Medidas de Pesticidas (Bajo Desarrollo por CARB y DPR)

### Fuente Industrial

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<thead>
<tr>
<th>SJVAPCD</th>
<th>Llamaradas: Modificar Regla 4311</th>
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<tr>
<td>SJVAPCD</td>
<td>Evaluar la Viabilidad de Financiar Más Reducciones de Emisiones de las Operaciones de Producción de Petróleo y Gas</td>
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<td>SJVAPCD</td>
<td>Frecuencia de Inspección Mejorada</td>
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<td>SJVAPCD</td>
<td>Programa Piloto de Entrenamiento para la Realización de Auto Inspecciones en Gasolineras</td>
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<td>SJVAPCD</td>
<td>Proporcionar Incentivos para instalación de Tecnología de Control Avanzado</td>
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### Quema Residencial

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<th>Proporcionar Incentivos Mejorados para Reemplazar Aparatos que Queman Leña</th>
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<tr>
<td>SJVAPCD</td>
<td>Educar al Público Sobre los Impactos Dañinos de la Quema de Leña</td>
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<td>SJVAPCD</td>
<td>Cumplimiento Mejorado para las Restricciones de la Quema de Leña</td>
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<tr>
<td>SJVAPCD, Ciudad, Condado</td>
<td>Alcance para Reducir la Actividad ilegal</td>
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<tr>
<td>SJVAPCD</td>
<td>Cumplimiento Mejorado para Reducir la Quema ilegal de Residuos Residenciales</td>
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### Uso del Suelo/Fuentes Urbanas

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<tr>
<th>SJVAPCD, Ciudad</th>
<th>Buscar Incentivos para que los Negocios Locales y los Propietarios de Viviendas Instalen Energía Solar y Almacenamiento de Energía</th>
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<tr>
<td>SJVAPCD</td>
<td>Incentivos para Reducir PM de Parques Comerciales de Lumber Abajo</td>
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<tr>
<td>SJVAPCD, Ciudad, Condado, COG</td>
<td>Nueva Construcción: Brindar Apoyo Durante el Proceso CEQA</td>
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<tr>
<td>SJVAPCD, Ciudad, Condado, COG, desarrolladores locales, otros socios locales</td>
<td>Uso del Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT</td>
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<td>SJVAPCD, Ciudad, Condado, California Division of Oil, Gas, and Geothermal Resources (DOGGR)</td>
<td>Contratiempos para la Nueva Perforación Petrolera</td>
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<td>SJVAPCD</td>
<td>Emissions de Construcción: Construcción del Tren de Alta Velocidad</td>
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<td>SJVAPCD</td>
<td>Polvo de Carreteras: Evaluar el Aumento en la Frecuencia de Barrido de Calles</td>
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<td>SJVAPCD</td>
<td>Polvo de Carreteras: Pavimentación de Carreteras e Instalaciones en Aceras</td>
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### Condiciones de Proporción de Incentivos

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<tr>
<th>SJVAPCD</th>
<th>Proporcionar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín (Gratis para Residentes de Shafter)</th>
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<tr>
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<td>PF.1</td>
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<td>Mejorar el Alcance y el Acceso a Fondos Incentivos para Vehículos de Flechas Públicas</td>
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<tr>
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<tr>
<td>SC.1</td>
<td>SIVAPCD</td>
<td>Sistemas de Filtración de Aire en Escuelas Comunitarias</td>
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<tr>
<td>SC.2</td>
<td>SIVAPCD y distritos escolares locales</td>
<td>Escuelas HAL: Aumentar la Participación</td>
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<tr>
<td>SC.2</td>
<td>SIVAPCD, Caltrans, Ciudad, Condado</td>
<td>Proporcionar Incentivos para la Instalación de Barreras Vegetativas</td>
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<td>VB.1</td>
<td>CAPK, CSD, SIVAPCD, Ciudad, Condado, CEC</td>
<td>Alrededor/Cerca de Fuentes de Prensa</td>
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<td>IAQ.1</td>
<td>SIVAPCD, Ciudad, Condado</td>
<td>Mitigar la Exposición Interior a la Contaminación del Aire a Través de la Climatización y Una Mejor Eficiencia Energética</td>
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<td>SIVAPCD, Ciudad, Condado</td>
<td>Aumentar el Desarrollo Ecologico Urbano y Forestal en la Comunidad</td>
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<td>IR.1</td>
<td>SIVAPCD, CARB, Ciudad, Condado</td>
<td>Estrategia de Reducción de Ralentí: Proteger los Receptores Sensibles</td>
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<td>SIVAPCD</td>
<td>Alcance: Estrategia de Alcance Comunitario para la Calidad del Aire</td>
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<td>SIVAPCD</td>
<td>Alcance: Compartir los Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Participar</td>
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<td>O.3</td>
<td>SIVAPCD, Socios Locales</td>
<td>Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire</td>
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**Subtotal: Medidas Estatales**

| CARB | Reducir Emisiones de Minas Lechero y Otro Ganado | * | * | * |
| CARB | Reducir Emisiones de Desechos Orgánicos en Vertederos | * | * | * |
| CARB | Compromiso entre Agencias e Integración de Información sobre la Aplicación de Pesticidas | * | * | * |
| CARB | Reducción de Emisiones de los Sistemas de Petróleo y Gas | * | * | * |
| CARB | Regulación de Camiones Limpios Aparentado | 0.5 | 18.5 | X |
| CARB | Inspección y Mantenimiento de Vehículos de Servicio Pesado | 9.1 | 589 | X |
| CARB | Modificaciones del Reglamento de Camiones de Descarga | * | * | * |
| CARB | Regulaciones de la Unidad de Refrigeración del Transporte | * | * | * |
| CARB | Sistema de Registro de Emisiones de Óxidos Reales | * | * | * |
| CARB | Manual de Carga | * | * | * |
| CARB | Estudio Piloto de Ralentí Local de Camiones y Autobuses | * | * | * |
| CARB | Modificación del Reglamento de Equipos de Manejo de Carga | * | * | * |
| CARB | Clean Cars 2 Avanzado | 0.07 | 3.7 | X |
| CARB | Evaluación y Desarrollo Potencial de la Regulación para Reducir el Ralentí para todas las Fuentes de Patio Ferroviario | * | * | * |
| CARB | Evaluación y Desarrollo Potencial de la Regulación para Reducir las Emisiones de las Locomotoras No Autorizadas en virtud de la Ley de Aire Limpio | * | * | * |
| CARB | Nuevos Estándares para Pequeños Motores Totodoterras (SORT, por sus siglas en inglés) | 0 | 7.5 | X |
| CARB | Medida de Control Sugerida para Cocinar Comercial | * | * | * |
| CARB | Realizar Alcance de Proyectos Ambientales Suplementarios Periódicos | * | * | * |

**Subtotal: Medidas Estatales de CARB**

| 9.67 | 618.7 | TOTALIS | 411 | 2019 | $ 38,420,000 |

* = se esperan reducciones de emisiones y/o exposición a partir de esta medida, pero no serán un objetivo cuantificable
X = medida dará como resultado la reducción de contaminantes tóxicos del aire
TBD = Por Ser Determinado
Goals of Meeting

- Shafter community steering committee meetings from Spring 2019 included discussions of air monitoring
  - Members of steering committee recently requested that additional discussion on community air monitoring be held
- Today’s committee exercise and discussion will help focus and design initial community air monitoring network
- Provide foundation for community air monitoring plan for Shafter
Current Air Monitoring in Shafter

<table>
<thead>
<tr>
<th>Air Monitoring Site</th>
<th>Pollutants Measured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shafter-DMV</td>
<td>Ozone, NOx, VOC, PM2.5, PM10 (coming soon)</td>
</tr>
<tr>
<td>Shafter-Grimmway</td>
<td>PM2.5</td>
</tr>
<tr>
<td>Sequoia Elementary School</td>
<td>Pesticides (DPR)</td>
</tr>
</tbody>
</table>

- Ongoing air monitoring operations at these existing sites will provide valuable data alongside rest of community air monitoring network
- Fixed sites like Shafter-DMV are part of already existing regulatory air monitoring network
  - Immobile structures permanently installed and not able to be deployed to areas of concern
Current Air Monitoring in Shafter
Current Plans for Expanded Air Monitoring in Shafter

• Sequoia Elementary School: Multi-pollutant air monitoring system (planned)
• Golden Oak Elementary School: PM2.5 monitor (planned)
Air Monitoring Study Area for Shafter Community

- Exercise will consider where to place remaining monitoring equipment within Shafter boundary and within 7-mile radius
- Resources are limited to cover expansive area within 7-mile radius, so need to be thoughtful with recommendations
### Expanded Air Monitoring Capabilities

<table>
<thead>
<tr>
<th>Description</th>
<th>Monitors/Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Monitoring Trailer</td>
<td>PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOC, SO2/H2S, Toxics, Speciated VOCs, Meteorology</td>
</tr>
<tr>
<td>Compact Multi-Pollutant Air Monitoring Systems</td>
<td>PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, SO2/H2S, VOC, Meteorology</td>
</tr>
<tr>
<td>Stand-Alone PM2.5 Monitors</td>
<td>PM2.5</td>
</tr>
<tr>
<td>Mobile Air Monitoring Van</td>
<td>PM2.5, Ozone, Black Carbon, CO, NO/NO2/NOx, VOCs, SO2/H2S, Toxics, Meteorology</td>
</tr>
</tbody>
</table>
Abilities of New Air Monitoring Resources

- Planned air monitoring resources for Shafter will have same abilities as current stationary regulatory network
  - High-precision and regulatory-grade
  - Many instruments will be the same models used at regulatory stations
  - Will monitor more types of pollutants than regulatory stations
- Benefit of community air monitoring resources will be greater mobility and quicker deployment
- Community air monitoring network capabilities will be similar to capabilities of fixed air monitoring stations
  - Beyond routine measurements of gas and PM pollutants, community air monitoring network will have ability to measure PM and VOC speciation, black carbon, H2S
- Air monitoring trailer will have most expansive air monitoring capabilities
  - Equivalent to a fixed air monitoring station but with greater mobility
# Platform Capabilities for Initial Community Air Monitoring Network

<table>
<thead>
<tr>
<th>Pollutants</th>
<th>Example Sources</th>
<th>Trailer</th>
<th>Van</th>
<th>Compact System</th>
<th>Stand Alone PM2.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM2.5</td>
<td>Mobile, industry, residential</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Black Carbon</td>
<td>Mobile, industry, residential</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>NO, NO2, NOx</td>
<td>Mobile, industry</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>CO</td>
<td>Mobile</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Ozone</td>
<td>Regional, formed from VOC and NOx</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>SO2, H2S</td>
<td>Industry</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>VOC (BTEX)</td>
<td>Gasoline distribution and marketing</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Hourly VOC Speciation</td>
<td>Industry, mobile</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toxics</td>
<td>Industry, mobile</td>
<td>x</td>
<td></td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Meteorology</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*San Joaquin Valley AIR POLLUTION CONTROL DISTRICT*
# Exercise and Discussion

## Maps

1. Current Monitors and Wind Direction
2. Sources of Emissions: NOx
3. Sources of Emissions: PM2.5
4. Sources of Emissions: VOC
5. Diesel Particulate Exposure
6. Asthma Percentile (CalEnviroScreen)
7. Cardiovascular (CalEnviroScreen)
8. Sensitive Receptors

## Tools

1. Monitoring Objectives
2. Pollutant Glossary
3. Monitor Capabilities
4. Worksheet
Exercise and Discussion

• Subcommittee members provided materials to review for group and individual exercises

1. Group exercise to discuss pollutants and priority areas for community air monitoring
2. Individual exercise to prioritize pollutants to measure and community air monitoring locations
3. Individual exercise to place stickers on community map to represent their network design preferences
4. Review results and group discussion
Contact Information

Contact the Valley Air District at:
AB617@valleyair.org
Fresno office (559) 230-6000
Modesto office (209) 557-6400
Bakersfield office (661) 392-5500
Jaime Holt Cell: (559) 309-3336
For information visit:
www.valleyair.org/community
www.valleyair.org

Follow us on social media

Use the Valley Air App for the latest air quality info.
Ejercicio y Discusión en Grupo sobre el Plan de Monitoreo del Aire Comunitario de Shafter

26 de Agosto de 2019
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín
Metas de la Reunión

• Las reuniones del comité directivo de Shafter de la primavera 2019 incluyeron discusiones sobre el monitoreo del aire
  - Los miembros del comité directivo solicitaron recientemente que se lleve a cabo una discusión adicional sobre el monitoreo del aire comunitario
• El ejercicio y la discusión de hoy del subcomité ayudarán a enfocar y diseñar el sistema inicial de monitoreo del aire de la comunidad
• Proporciona la base para el plan de monitoreo del aire de la comunidad para Shafter
Monitoreo del Aire Actual en el Área de Shafter

<table>
<thead>
<tr>
<th>Sitio de Monitoreo del Aire</th>
<th>Contaminantes Medidos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shafter-DMV</td>
<td>Ozono, NOx, VOC, PM2.5, PM10 (próximamente)</td>
</tr>
<tr>
<td>Shafter-Grimmway</td>
<td>PM2.5</td>
</tr>
<tr>
<td>Sequoia Elementary School</td>
<td>Pesticidas (DPR)</td>
</tr>
</tbody>
</table>

- Las continuas operaciones de monitoreo de aire en estos sitios existentes proporcionarán datos valiosos junto con el sistema de monitoreo del aire de la comunidad
- Sitios fijos como Shafter-DMV son parte del Sistema regulatorio de monitoreo del aire ya existente
  - Estructuras inmóviles instaladas permanentemente y no se pueden desplegar en áreas de preocupación

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Monitoreo del Aire Actual en Shafter
Planes Actuales para Monitoreo del Aire Expandido en Shafter

• Escuela Primaria Sequoia: Sistema de Monitoreo de Múltiples Contaminantes (planeado)

• Escuela Primaria Golden Oak: Monitor de PM2.5 (planeado)
Área de Estudio de Monitoreo del Aire para la Comunidad de Shafter

- El ejercicio considerará dónde monitorear dentro del límite de Shafter y dentro de un radio de 7 millas.
- Los recursos están limitados para cubrir un área expansiva dentro de un radio de 7 millas, por lo que debe ser considerado con las recomendaciones.
Capacidades de Monitoreo del Aire Ampliadas

<table>
<thead>
<tr>
<th>Remolque de Monitoreo del Aire</th>
<th>PM2.5, Ozono, Negro de Carbón, CO, NO/NO2/NOx, VOC, SO2, H2S, Tóxicos, VOCs Especiado, Meteorología</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sistemas Compactos de Monitoreo del Aire Multi-Contaminantes</td>
<td>PM2.5, Ozono, Negro de Carbón, CO, NO/NO2/NOx, VOC, Meteorología</td>
</tr>
<tr>
<td>Monitores PM2.5 Independiente</td>
<td>PM2.5</td>
</tr>
<tr>
<td>Furgoneta de Monitoreo del Aire Móvil</td>
<td>PM2.5, Ozono, Negro de Carbón, CO, NO/NO2/NOx, VOCs, SO2, Tóxicos, Meteorología</td>
</tr>
</tbody>
</table>
Habilidades de los Nuevos Recursos de Monitoreo del Aire

- Los recursos de monitoreo de aire planificados para Shafter tendrán las mismas capacidades que el sistema regulatorio estacionario actual
  - Alta precisión y grado regulatorio
  - Muchos instrumentos serán los mismos modelos utilizados en las estaciones regulatorias
  - Monitoreará más tipos de contaminantes que las estaciones regulatorias

- El beneficio de los recursos comunitarios de monitoreo del aire será una mayor movilidad y un despliegue más rápido

- Las capacidades del sistema de monitoreo del aire comunitario serán similares a las capacidades de las estaciones fijas de monitoreo de aire
  - Más allá de las mediciones de rutina de gases y contaminantes de PM, el sistema comunitario de monitoreo del aire tendrá la capacidad de medir la especiación de PM y VOC, negro de carbón, H2S

- El remolque de monitoreo del aire tendrá la capacidad de monitoreo del aire más expansiva
  - Equivalente a una estación de monitoreo de aire fija pero con mayor movilidad
<table>
<thead>
<tr>
<th>Contaminantes</th>
<th>Fuentes de Ejemplo</th>
<th>Plataforma</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM2.5</td>
<td>Móvil, industria, residencial</td>
<td>Remolque</td>
</tr>
<tr>
<td>Negro de Carbón</td>
<td>Móvil, industria, residencial</td>
<td>Remolque</td>
</tr>
<tr>
<td>NO, NO2, NOx</td>
<td>Móvil, industria</td>
<td>Remolque</td>
</tr>
<tr>
<td>CO</td>
<td>Móvil</td>
<td>Remolque</td>
</tr>
<tr>
<td>Ozono</td>
<td>Regional, formado por VOC y NOx</td>
<td>Remolque</td>
</tr>
<tr>
<td>SO2, H2S</td>
<td>Industria</td>
<td>Remolque</td>
</tr>
<tr>
<td>VOC (BTEX)</td>
<td>Distribución y Comercialización de Gasolina</td>
<td>Remolque</td>
</tr>
<tr>
<td>Especificación de VOC por hora</td>
<td>Industria, móvil</td>
<td>Remolque</td>
</tr>
<tr>
<td>Tóxicos</td>
<td>Industria, móvil</td>
<td>Remolque</td>
</tr>
<tr>
<td>Meteorología</td>
<td></td>
<td>Remolque</td>
</tr>
<tr>
<td>Mapas</td>
<td>Herramientas</td>
<td></td>
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<tr>
<td>-------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td>1. Monitores Actuales y Dirección del Viento</td>
<td>1. Objectivos de Monitoreo</td>
<td></td>
</tr>
<tr>
<td>2. Fuentes de Emisiones: NOx</td>
<td>2. Glosario de Contaminantes</td>
<td></td>
</tr>
<tr>
<td>3. Fuentes de Emisiones: PM2.5</td>
<td>3. Capacidades del Monitor</td>
<td></td>
</tr>
<tr>
<td>5. Exposición a Partículas Diesel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Percentil de Asma (CalEnviroScreen)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Cardiovascular (CalEnviroScreen)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Receptores Sensibles</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Ejercicio y Discusión

• Los miembros del subcomité fueron proporcionados materials para revisar los ejercicios en grupo e individual
  1. Ejercicio en grupo para discutir contaminantes y áreas de prioridad para el monitoreo del aire
  2. Ejercicio individual para priorizar contaminantes para medir y ubicaciones de monitoreo del aire comunitario
  3. Ejercicio individual para colocar calcomanías en el mapa de la comunidad para representar sus preferencias del diseño del sistema
  4. Repasar resultados y discusión en grupo
Información del Contacto

Comuníquese con el Distrito del Aire del Valle en:

**AB617@valleyair.org**

Oficina en Fresno (559) 230-6000
Oficina en Modesto (209) 557-6400
Oficina en Bakersfield (661) 392-5500
Jaime Holt Cell: (559) 309-3336

Para información visite:

**www.valleyair.org/community**

**www.valleyair.org**

Síguenos en las redes sociales

Use la aplicación *Valley Air* para obtener la información más reciente sobre la calidad del aire.
Agenda:

1. Doors Open/Meet and Greet/Refreshments 5:00 p.m.

2. Welcome and Introductions 5:30 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitator
   • Review of meeting goals

3. Ongoing Community Emission Reduction Plan Development: 5:40 p.m.
   Steering Committee Final Recommendations
   Christal Love Lazard, Facilitator

4. Wrap-up and Next Steps 7:00 p.m.
   Christal Love Lazard, Facilitator
   • Meeting takeaways and next steps
   • District Governing Board Meeting: September 19, 2019
   • Next Steering Committee meeting: October 21, 2019

5. Public Comment 7:15 p.m.

Learn more: community.valleyair.org
Agenda para el Comité Directivo Comunitario de Shafter
Reunión #14
9 de septiembre de 2019, Sala de Veteranos de Shafter
309 California Ave, Shafter, CA 93263

Agenda:

1. Puertas abren/Dar la Bienvenida/Refrescos 5:00 p.m.

2. Bienvenida e Introducciones 5:30 p.m.
   Christal Love Lazard, Institute for Local Government, Facilitadora
   • Repaso de objetivos de la reunión

3. Desarrollo Continuo del Plan de Reducción de Emisiones de la Comunidad: Recomendaciones Finales del Comité Directivo 5:40 p.m.
   Christal Love Lazard, Facilitadora

4. Conclusión y Próximos Pasos 7:00 p.m.
   Christal Love Lazard, Facilitadora
   • Puntos importantes de la reunión y próximos pasos
   • Reunión de la Mesa Directiva del Distrito: 19 de septiembre de 2019
   • Próxima reunión del Comité Directivo: 21 de octubre de 2019

5. Comentario Público 7:15 p.m.

Aprende más: community.valleyair.org
City of Shafter
Community Emissions Reduction Program (CERP)
Development

September 9, 2019
San Joaquin Valley Air Pollution Control District
Steering Committee Effort in Developing Community Emission Reduction Program

• Huge thanks to Steering Committee and other community members for hard work and involvement to date
• Community Emission Reduction Program (CERP) comprised of wide-ranging measures developed through cooperative community-driven process
• Significant community investment through regulatory, incentive-based, enforcement, workforce development, education, and other measures
• Reduces over 265 tons of PM2.5, 1,700 tons of NOx, and associated air toxics over project lifetimes
Presenting Proposed CERP for Committee Input and Support

• Last meeting before Governing Board consideration of CERP
• Tonight's Goal: Present final draft CERP and seek Steering Committee input and support on clean air measures for Shafter Community
• Steering Committee perspective important for Governing Board's upcoming consideration of CERP
Submitted CERP Comments from Steering Committee Members

Shafter AB 617 CERP Comments by Committee Members not aligned with Environmental Justice Groups
August 2, 2019

Air quality is extremely important to the health, well-being and economy of the residents of Shafter. The Shafter AB 617 Committee has been meeting since December 2018. Over the past 7 months we have had 12 meetings and covered a vast array of topics. This legislation has very aggressive time schedules which do not provide the committee enough meaningful data to make reasonable recommendations. From the time we started until October 2019 (10 months) the committee is to have established an air monitoring program as well as a Responsible Community Emissions Reduction Program (CERP).

Actually, the time allowed is shorter as our committee must have our CERP recommendation completed sometime in August to meet the scheduling deadlines of the San Joaquin Valley Air Pollution Control District (district) board meeting requirements. It is difficult to imagine that a responsible CERP can be recommended without any real data available from the monitoring program. The legislation provides substantial funding to incentivize changes in operations that are otherwise operating within existing laws and regulations and does not enable the AB 617 Committee, Air Districts or CARB to enact new laws or regulations without complying with appropriate public notifications and other processes currently required by law. Although we believe establishing an emissions reduction program without meaningful data is somewhat irresponsible and potentially wasteful of public funds we understand that any changes in operations or behaviors to accomplish the CERP is to be based on the requirements of existing regulations and financial incentives provided through the legislation.

No car fuel mix ratio. The diesel manufacturers are among the biggest polluters in the area but they are installing their own solar panels because they know it will save them money. They can electrify their fuel mix and make money as well. We are also waiting for dairy monitoring to be part of the CFAP. Here we additionally request that $250,000 dollars be allocated from the A1 3 proposed mission to support the development and implementation of the Pesticides Notification System.

$3.9 million removed from the proposed CERP
A1 Replacing Ag tractors is already an ongoing program valley-wide for many years. It is impossible to spend $5 million extra in the 7 month notice. This amount should be reduced to $2 million.

$3.3 million removed from the proposed CERP
A1 For the Pesticides Measure we request that a notification process be added and deployed in Shafter.
Submitted CERP Comments from Local Government and Businesses

August 19, 2019
San Joaquin Valley APCD
Admin. - Jessica Olsen
1960 E. Galtsburg Avenue
Fresno, CA 93728

RE: Comments - Draft Community Emissions Reduction Plan for Shafter

Dear Ms. Olsen,

Kern County Planning and Natural Resources invites community members to comment on the Draft Community Emissions Reduction Plan (CERP) for Shafter. Comments will be incorporated to improve the CERP. Please see the attached comments for additional information.

Sincerely,

[Signature]

August 23, 2019
San Joaquin Valley AECICP, Director
San Joaquin Valley Air Pollution Control District
590 E. Galtsburg Ave
Fresno, CA 93728

RE: AECICP Shafter Draft CERP Comments

Dear Ms. Olsen,

Thank you for the opportunity to comment on the Draft (CERP) for Shafter. The Steering Committee has reviewed the comments received and will incorporate them into the final CERP.

Sincerely,

[Signature]
Changes to Measures: Community Comments

- Comment letters from Steering Committee and community recommending increased or decreased funding amounts for some measures, or indicated less support for other measures

- Progressive changes to measures and additional new measures presented & discussed at Aug 5, Aug 26 meetings

- Draft "CERP Update" posted on Sept 6
  - Included updates discussed on August 26, as well as the updates we will be reviewing in this presentation

- Final proposed measures presented for review and comment tonight
Increased Funding for Electric Vehicle Incentives (Measure C.2)

- **Suggestions:** Some Committee members commented that incentives for the ‘Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles’ measure should be increased.

- **Proposed Measure Updates:**
  - Increased funding amount for Measure C.2 (Incentive Program for the Replacement of Passenger Vehicles with Battery Electric or Plug-in Hybrid Vehicles) from originally proposed $725,000 to $6 million.
Increased Funding for EV Charging Infrastructure (Measure C.3)

- **Suggestions:** Some Committee members commented that additional funding should be made available for the installation of Level 2 and Level 3 EV Chargers in and around Shafter.

- **Proposed Measure Update:**
  - Increased funding for Measure C.3 (Incentive Program for Installation of EV Charging Infrastructure) from the originally proposed $100,000 with a goal of installing 17 chargers, to $850,000 to fund approximately 78 Level 2 and Level 3 chargers.
Electric School Buses (HD.4)

• **Suggestions:** Many Committee members supported this measure, and suggested increasing $3,200,000 initially proposed funding to increase availability of electric school buses to additional local schools.

• **Proposed Measure Update:**
  - Increased goal to replacing 10 buses in and around Shafter, with targeted outreach to Maple School and Rio Bravo School
  - Increased funding for measure to $4,000,000
School Filtration Systems (SC.1)

• **Suggestions:** Many Committee members have commented that they would recommend increased funding for this measure.

• **Proposed Measure Update:**
  - Increased funding to support pilot program for local schools to install HVAC filtration systems with a MERV rating of 14 or greater
  - Based on programs in other regions, ~$25,000 per school
  - Funding proposed to be increased from $100,000 up to $250,000 to fund upgrades at all interested schools in community
Solar Deployment in Shafter (SD.1)

- **Suggestions:** Some Committee members have expressed strong interest in directly funding residential solar and electric appliance installations in Shafter.

- **Proposed Measure Update:**
  - State and District funding under this proposal would total $15 million for residential solar in Shafter, contingent on successful advocacy for state funding.
  - District will consider providing $1.5 million in District funding as 10% match towards new State program ($15 million total) for community solar deployment.
  - Funding proposal would leverage new CARB/PUC/CEC programs to provide incentives for residential solar (DAC-SASH, DAC-GT) and zero/near-zero emission appliances (new BUILD, TECH, and other programs).
  - District will work with Steering Committee and other partners to advocate for new state funding to support proposed measure.
  - District to convene community meeting with PG&E and community partners to discuss available resources and potential strategies.
Summary of State Solar Programs Available to Shafter Community

• **DAC-Single Family Solar Homes (DAC-SASH)** - Up-front financial incentives for installation of rooftop solar generating systems for income-qualified owners of single family homes in disadvantaged communities
  - Administered by GRID Alternatives with annual budget of $10 million from 2019 through 2030.

• **Solar on Multifamily Affordable Housing (SOMAH)** - Financial incentives for installing solar energy systems on multifamily housing in disadvantaged communities
  - $100 million annually and goal of installing 300 megawatts of generating capacity by 2030
  - Administered by the SOMAH Nonprofit Administrative Partnership (SNAP)

• **DAC-Green Tariff (DAC-GT)** - Program procures 100% renewable energy on behalf of customers while providing a 20 percent discount on their otherwise applicable utility rate. The 20% discount can be applied as a discount to CARE rates
  - Program will begin in 2020 and will be run through the utility company (Pacific Gas and Electric)

• **Community Solar Green Tariff (CSGT)** - Procures 100 percent renewable energy on behalf of customers while providing a 20% rate reductions
  - Must be sited within a top 25 percent DAC and live within 5 miles of the solar project
  - Program is approved to serve up to 41 megawatts of power and serve 6,800 customers
Ag Pump Electrification (A.5)

- **Suggestions:** Committee members have requested that natural gas-powered agricultural pump engines be eligible for incentive funding for electrification, in addition to diesel-powered engines.

- **Proposed Measure Updates:**
  - District staff will expand Measure A.5 (Incentive Program for Replacing Older Diesel Agricultural Irrigation Pump Engines with Electric Motors) to include the electrification of natural gas-powered ag pump engines.
Funding for Clean Engine Locomotive Technology (Measures HD.6 and HD.7)

- **Suggestions:** Community members commented that they did not support funding for clean engine technology locomotives, as these sources may operate outside of the Shafter community.

- **Proposed CERP Update:**
  - Removed Funding for Clean Engine Locomotives (HD.6) - Measure deleted from Proposed CERP
  - Kept proposed funding amount of $4,100,000 for clean-engine technology rail car movers and switchers (HD.7) due to cost-effective localized emission reductions
Heavy Duty Truck Replacement (HD.1)

- **Suggestions:** Some Committee members commented that funding for this measure be reduced from the initially proposed $6,000,000.

- **Proposed Measure Update:**
  - Funding for heavy duty trucking reduced to $4,000,000, with a goal of replacing 40 heavy duty trucks that operate in and around the community of Shafter.
Zero Emission Yard Trucks/TRUs (HD.2)

• **Suggestions:** Some Committee members suggested reducing from an initially proposed $4,000,000 to replace 30 units to only incentivize the electrification of two units.

• **Proposed Measure Update:**
  - Funding for this measure will be reduced to $1,500,000; goal of replacing 10 units that operate in or around Shafter
  - Specific outreach to local operations as suggested by Steering Committee
Dairy Truck Replacement (A.7)

• **Suggestions:** Some Committee members commented that they did not recommend inclusion of the measure to provide incentives for the replacement of dairy trucks with zero or near-zero emission trucks (allocated funding of $2,000,000).

• **Proposed Measure Updates:**
  – Removed funding for Measure A.7 - Measure deleted from Proposed CERP
Removal of Dairy Digester Measure (A.8)

• **Suggestions:** Some Steering Committee members have expressed lack of support for this measure to work with CDFA in supporting the installation of dairy digesters to reduce air pollutants and methane emissions, and generate renewable natural gas fuel.

• **Proposed Measure Update:**
  – Measure A.8 deleted from Proposed CERP
Commercial Charbroiling (CC.1)

- **Suggestions:** Some Steering Committee members suggested reducing the funding provided for this measure (Initial proposed funding was $300,000 with goal of 1-2 restaurant control devices installed).

- **Proposed Measure Update:**
  - Measure CC.1 (Commercial Charbroiling) updated based on comments received
  - Goal of 1 restaurant; $150,000 funding allocation
Removal of Funding for Electric Dairy Feed Mixing Equipment (A.1)

- **Suggestions:** Some Committee members expressed lack of support for the inclusion of funding for the electrification of dairy feed mixing equipment. On August 26, District staff proposed reducing funding for this measure from the initially proposed $6.5 million to $3.9 million. Further comments were received recommending that this measure not be included in the CERP.

- **Proposed Measure Update:**
  - Measure A.1 deleted from Proposed CERP and funding reallocated to other community-identified priorities
Increased Funding for Car Share Program (Measure C.5)

• **Suggestions:** On August 26, District staff proposed to increase funding for this measure from $250,000 to $300,000. Some Committee members commented to recommend increased funding to further subsidize the cost of EV car share rental.

• **Proposed Measure Update:**
  - Increased funding allocation for Car Share Program from originally proposed $250,000 to $500,000 to support the launch of a car share program, and to support reduced ridership costs
Funding Match to Support Urban Greening (Measure UG.1)

• **Suggestions:** Some Committee members recommended inclusion of funding to support urban greening projects, in addition to the proposed measure to work to direct existing State funding to Shafter to support urban greening.

• **Proposed Measure Update:**
  - $250,000 for urban greening projects, including planting and maintenance (District 20% funding match, up to $50,000)
  - $5,000 for study by San Joaquin Green (formerly Tree Fresno) and Tree Foundation of Kern to identify planting locations/irrigation plans
  - District will work directly with Shafter residents, community groups, and other partners to support efforts to obtain currently available state funding (Natural Resources Agency, Caltrans, etc.)
Funding for Bicycle Lanes 
(New Measure LU.5)

• **Suggestion:** Some Committee members advocated for funding for increased bicycle lanes in Shafter.

• **Proposed CERP Update:**
  - New measure added to CERP (LU.5)
  - Allocation of $1 million to support City of Shafter efforts to implement bicycle lanes
  - Coordination with City of Shafter and community members to identify locations for bicycle lane installation projects, consistent with City of Shafter General Plan and Bicycle Plan, and inform public about project implementation status
Funding for Road Paving, Sidewalk Installations, Reducing VMTs (RD.2)

• **Suggestions:** Many Committee members commented that increased sidewalk installations, road paving efforts, and other street infrastructure is needed in neighborhoods in and around Shafter.

• **Proposed Measure Update:**
  - Collaboration with Kern County Public Works Department, City of Shafter, and Kern County Planning Department
  - New allocation of $2,775,000 to leverage additional local, state, and federal funds for the installation of sidewalks, road paving efforts, and other projects that reduce vehicle miles traveled in and around the community
New State Pesticide Commitments (Measure A.10)

• **Suggestions:** Many Committee members expressed support for the implementation of additional pesticide measures.

• **Proposed Measure Update:**
  - DPR released measures to reduce community exposure to pesticides
  - DPR/CARB committed to ongoing/expanded monitoring
  - Notification System Funding: $250,000 added to CERP
    • District will allocate $125,000
    • CARB/DPR to commit $125,000
  - Updates to Steering Committee and community members will be ongoing by CARB and DPR
Additional CERP Measures
LU.1 New Development: Provide assistance during the CEQA process

- **Type of Strategy:** Land use
- **Purpose:** To provide assistance during the California Environmental Quality Act (CEQA) process with guidance on how the project may impact air quality in the Valley, and information on how air pollution impacts can be reduced
- **Goal:** Work with Lead Agencies and project proponents to enhance project designs in the early stages of the planning process for a better overall project with minimized impact on air quality, by early identification of feasible mitigation measures
- **Target:** Reductions in criteria pollutants and/or Toxic Air Contaminants
LU. 2 Land Use/Sustainable Development: Implement Projects that Reduce VMT

• Type of Strategy: Partnership
• Purpose: To reduce vehicle miles traveled (VMT) in the community through measures that promote active transport and increase the walkability of community neighborhoods.
• Goal: Work with City of Shafter to obtain feedback on opportunities for community members to be involved in land use planning processes. City of Shafter has committed to notify community members about upcoming meetings that address the development of the Environmental Justice element of the City’s General Plan.
• Target: To be determined by City of Shafter through public planning process.
LU.3 Setbacks for Oil and Gas Drilling

- Type of Strategy: Land Use, Partnership
- Implementing Agency: City, County
- Purpose: Address suggestion by some Committee members that no new oil wells be drilled within 2,500 feet of residents, schools, and sensitive use locations.
- Goal: Work with the City, County, and DOGGR to communicate this Steering Committee suggestion.

  - City of Shafter responded that Kern County has adopted an ordinance establishing setback requirements based on health risks evaluated in the Environmental Impact Report (EIR) prepared for the County. Mitigation measures are required to avoid potential significant impacts from oil production facilities on sensitive uses. The City of Shafter Zoning Ordinance also establishes setback requirements.
  - City of Shafter has committed to review the EIR and health studies prepared by the County and to consider standards for preparation of health risk assessments to avoid creation of significant impacts from oil production facilities on sensitive uses.
  - Kern County Department of Planning and Natural Resources also responded and referenced technical, peer-reviewed data in EIR for further information about impacts of oil and gas permitting in Kern County: https://kernplanning.com/planning/kern-county-oil-gas-permitting-3
LU. 4 Construction Emissions: High Speed Rail Construction

- Type of Strategy: Partnership
- Purpose: To reduce emissions from High Speed Rail (HSR) construction equipment operating within 7-mile radius
- Goal: Work with CARB and California High Speed Rail Authority to communicate community concerns and receive feedback on appropriate processes to address suggestion that HSR construction within the 7-mile radius use Tier 4 engines in all off-road construction equipment
- Target: Reductions in criteria pollutants and/or Toxic Air Contaminants
RD. 1 Road Dust: Evaluate increasing frequency of street sweeping

- Type of Strategy: Partnership
- Purpose: To evaluate air quality impacts and feasibility of increasing frequency of street sweeping along freeways and streets
- Goal: If found to be effective in reducing particulate emissions, partner with other entities (i.e. City of Shafter, Kern County, and California Department of Transportation) to identify opportunities to increase street sweeping efforts in the community
LG.1 Lawn and Garden: Provide Enhanced Incentives for Replacement of Residential Lawn and Garden Equipment

• Type of Strategy: Incentive
• Purpose: To provide increased incentives for the replacement of residential lawn and garden equipment in the community through the District’s Clean Green Yard Machines Program
• Goal: Increase outreach and access to incentive funding for 100% of equipment cost, resulting in increased participation in the program to replace 280 gas powered lawn and garden equipment units in the community with zero emission alternatives
• Target: 0.07 tons PM2.5, 0.1 tons NOx (based on average emission reductions per project)
• Incentives to be invested: $100,000 to replace 280 units
LG.2 Lawn and Garden: Provide Enhanced Incentives for Replacement of Commercial Lawn and Garden Equipment

- Type of Strategy: Incentive
- Purpose: To provide enhanced outreach and access to incentive program for the replacement of commercial-scale lawn and garden equipment in the community through the District's Clean Green Yard Machines program (available to lawn care providers and public agencies)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace 30 commercial grade gas powered lawn equipment units with zero emission alternatives
- Target: Reductions in PM and NOx (quantity of emission reductions to be determined)
- Incentives to be invested: $40,000 to replace 30 units
PF.1 Public Fleets: Enhance Outreach and Access to Incentive Funding for Public Fleet Vehicles

- **Type of Strategy:** Incentive
- **Purpose:** To provide increased outreach and access to incentive funding for the replacement of older, high polluting public fleet vehicles with cleanest available vehicles operating within and surrounding Shafter.
- **Goal:** Work closely with public agencies, including City of Shafter and Kern County, to replace light-duty vehicles through existing District incentive programs, including the Public Benefit Grants Program.
- **Target:** Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions dependent on vehicle type and program)
- **Incentives to be invested:** $100,000 to replace approximately 5 vehicles (per-vehicle incentives will be dependent on vehicle type and program)
C. 1 Passenger Cars: Host Local Tune-In Tune-Up Events Within Community

- Type of Strategy: Incentive
- Purpose: To host local Tune In Tune Up events with the community to reduce emission from older, high polluting cars
  - Program provides incentives for emission related repairs of high emitting vehicles through weekend Tune In Tune Up events
- Goal: Funding currently available in District Budget for at least one event in community, increase community participation in the program to repair high emitting vehicles, find funding to hold additional events within community boundaries
- Target: 4.6 tons NOx, 3.1 tons VOCs (based on average emission reductions expected per project)
- Incentives to be invested: $400,000 for events and 500 vehicle repairs
C.4 Passenger Cars: Increase Educational Training for Electric Vehicle Mechanics

- Type of Strategy: Incentive
- Purpose: To increase educational training for electric vehicle mechanics and to support the deployment of additional electric vehicle repair facilities in the community as feasible
- Goal: Increase participation in electric vehicle mechanics training that would provide services to vehicles operating within the community
- Target: Support emission reductions associated with electric vehicle deployment
- Incentives to be invested: $30,000 for 2 training sessions
RB.1 Residential Wood Burning: Provide Enhanced Incentives to Replace Wood Burning Devices

- Type of Strategy: Incentive
- Purpose: To provide enhanced financial incentives to replace existing wood burning devices and pellet stoves with natural gas or electric technologies (including electric heat pumps)
- Goal: Increase outreach and access to incentive funding resulting in increased participation in the program to replace up to 200 wood burning devices in the community with either electric or natural gas units (no wood burning device installations will be funded through this program)
- Target: 98 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $600,000
RB.2 Residential Wood Burning: Educate Public About Harmful Impacts

• Type of Strategy: Outreach & Education
• Purpose: To educate community residents about the impacts of wood burning and resources available to help transition to natural gas and electric devices
  – Includes information on Check Before You Burn program/Rule 4901
• Goal:
  – Increase in Burn Cleaner applications in Shafter
  – Host 4 public workshops at Shafter branch of Kern County Library/Shafter Learning Center
  – Circulation of infographics in at least 6 community spaces
RB. 3 Wood Burning Fireplaces/Heaters: Enhanced Enforcement of Wood Burning Curtailments

- Type of Strategy: Enforcement
- Purpose: To limit the potential for localized PM2.5 impacts associated with the failure to comply with mandatory episodic wood burning curtailments under District Rule 4901
- Goal: District staff will conduct at least four hours of surveillance within the Shafter community on each declared curtailment day for the next 5 winter seasons to enforce the requirements of Rule 4901
RB. 4 Residential Open Burning: Reduce Illegal Activity

• Type of Strategy: Outreach
• Purpose: To reduce illegal burning of residential waste through outreach and education
• Goal:
  - Host 4 workshops at libraries, community centers, health centers, and schools on the health effects/air quality impacts of burning trash
  - Invest in geo-targeted outdoor ads in areas with frequent violations
    • 2 billboards
    • 2 street furniture (bus shelters, kiosks, benches, phone booths, etc.)
    • 1 bus routed through relevant areas (zero-emissions preferred)
  - 2 postcard mailers to county residents in rural areas
RB.5 Residential Open Burning: Enhanced Enforcement to Reduce Illegal Burning of Residential Waste

• Type of Strategy: Enforcement
• Purpose: To limit the potential for localized PM2.5 and toxic impacts associated with illegal open burning of residential waste
• Goal: In addition to the District's existing surveillance and complaint response efforts, District staff will conduct targeted surveillance efforts within the Shafter community and surrounding areas at least once per quarter for the next 5 years
HD.3 Heavy Duty Diesel Trucks: Enhanced Enforcement of the Statewide Anti-Idling Regulation

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

• Type of Strategy: Incentive
• Purpose: To reduce emissions in PM2.5 and Toxic Air Contaminants by supporting the use of zero-emission vehicle technology for public transit.
• Goal: Provide incentives to replace 2 electric vehicles for Dial-a-ride in Shafter, including funding for necessary supporting infrastructure.
• Target: Reductions in PM2.5 and/or Toxic Air Contaminants (quantity of reductions to be determined)
• Incentives to be invested: Up to $400,000
HD. 8 Support Planning and Development of Clean Fueling Infrastructure

- Type of Strategy: Advocacy/Incentives
- Purpose: To provide support for planning and development of fueling infrastructure for zero and near-zero emission vehicles to support broader deployment of clean vehicles
- Goal: Provide District support to broaden fueling infrastructure network for zero and near-zero-emission vehicles to facilitate broader deployment and prioritize funding through existing District programs to install one alternative fuel fueling station in/near Shafter
- Incentives to be invested:
  - Alternative Fuel Fueling Station: 1 station @ up to $1,000,000
HD.9 Heavy Duty Truck Rerouting

• Type of Measure: Partnership

• Implementing Agency: City of Shafter, SJVAPCD

• Purpose: Evaluate heavy duty truck trips through AB 617 community in response to Committee suggestions that trucks be rerouted off of Lerdo Highway to other streets to reduce exposure at Golden Oaks Elementary

• Goal: City of Shafter committed to evaluate truck routing as a part of the development of the Environmental Justice Element of the General Plan.
IS.1 Amend District Rule 4311 (Flares)

- Type of Strategy: Regulatory
- Purpose: To amend Rule 4311 to require ultra-low NOx flare emission limitations for existing and new flaring activities to the extent that such controls are technologically achievable and economically feasible
  - District has already initiated rule development process, with rule adoption anticipated in 2020
- Goal: Reduce NOx emissions from flares subject to requirements of amended Rule 4311 in Shafter
- Target: Estimated reduction of 1.5 tons NOx per year (flares do not produce significant PM2.5 emissions)
IS.2 Evaluate feasibility of funding further emissions reductions from oil and gas production operations

- Type of Strategy: Incentive
- Purpose: To evaluate the feasibility of an incentive program for oil and gas production operations to fund installation of technologies that further reduce emissions
- Goal: Work with oil and gas production operations in the Shafter area to identify potential emission reduction opportunities, through examining the feasibility of the following strategies, identifying available grant funding to assist implementation:
  - Electrifying pump jacks that are currently operating with internal combustion engines
  - Other emissions sources identified for committee consideration moving forward
- Target: Reductions in PM 2.5 and combustion air toxics
IS.3 Enhanced Inspection Frequency for Stationary Sources

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

- Type of Strategy: Compliance Assistance
- Purpose: To limit the potential for air quality impacts associated with the vapor recovery defects at gasoline dispensing stations
- Goal: Develop a new pilot training program to instruct gas station operators on conducting thorough self-inspections of the vapor recovery systems to aid in the identification and timely repair of vapor recovery system defects. The District will offer to provide the hands on training to each gas station operator in the community.
IS.5 Stationary Sources: Provide Incentives to Install Advanced Control Technology

• Type of Strategy: Outreach, Incentive
• Purpose: To provide incentives for stationary sources within the community to install advanced control technology, beyond existing controls and BACT and BARCT requirements, that would not otherwise be economically feasible to install
  - State currently developing funding guidance for such projects
  - Will identify types of facilities not otherwise identified in CERP, work with willing partners to implement controls
• Goal: Funding availability, and number and type of projects, will be developed, with input of Steering Committee, when state funding guidelines are available for stationary source funding
A.2 Nut Harvesting: Provide Incentives for Low-Dust Technology Nut Harvesters

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of conventional nut harvesting equipment operating on ag land surrounding Shafter with new, low-dust nut harvesting equipment
- Goal: Replace 25 pieces of conventional nut harvesting equipment with new, low-dust harvesting equipment
- Target: 42.5 tons NOx, 0.34 tons combustion PM2.5, 90 tons fugitive PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $2,500,000
A.3 Agricultural Open Burning: Provide Incentives for Alternatives to Agricultural Burning

• Type of Strategy: Incentive
• Purpose: To limit the potential for localized PM2.5 impacts associated with open agricultural burning by providing enhanced access to funding for the District’s Alternative to Agricultural Open Burning Incentive Program for growers within Shafter and the surrounding area
• Goal: Fund up to 2,000 acres of alternative practices
• Target: 210 tons PM2.5
• Incentives to be invested: $1,000,000

• Type of Strategy: Outreach and Education
• Purpose: To further reduce the potential for localized fugitive particulate matter (PM) emissions associated with on-field agricultural practices
• Goal: Work with local agricultural groups to conduct focused outreach to promote more widespread implementation of conservation tillage practices such as cover cropping, no till, low till, strip till, and precision agriculture
A.6 Provide Incentives to Replace Diesel Ag Equipment (Tractors) with the Cleanest Available Equipment

- Type of Strategy: Incentives
- Purpose: To provide increased outreach and access to incentive funding for the replacement of older, high polluting ag equipment (e.g. tractors) operating within and surrounding Shafter with new, cleaner equipment through the District’s existing Heavy-Duty Engine Incentive Program
- Goal: Replace 100 pieces of diesel ag equipment with new, cleanest available equipment
- Target: 750 tons NOx, 60 tons PM2.5 (based on average emission reductions expected per project)
- Incentives to be invested: $5,000,000

- Type of Strategy: Outreach and Incentive
- Purpose: Support dairy farms near Shafter with the implementation of alternative manure management strategies that help further reduce the emissions of VOCs, ammonia, and methane, through funding and educational outreach about programs available through state agencies
- Goal:
  - Number and type of projects, and funding availability, will be developed with steering committee input when state funding guidelines are available
  - The District will work with local agricultural groups to conduct outreach to promote alternative manure management strategies
SC.2 HAL Schools: Increase Participation

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

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
VB.1 Provide Incentives for Installation of Vegetative Barriers Around/Near Sources Of Concern

• Type of Strategy: Incentive, Exposure Reduction
• Purpose: To provide incentives for the installation of vegetative barriers around/near sources of concern to reduce particulate matter, odor, and other emissions, as feasible
• Goal: Work closely with the community, City, California Department of Transportation, Natural Resource Conservation Service and others to investigate and identify areas suitable for installation of vegetative barriers. Type and location of projects will be developed with the input of Steering Committee, and funded as funding sources are identified.
IAQ.1 Mitigate indoor exposure to air pollution through weatherization and enhanced energy efficiency

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

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

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

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

- Type of Strategy: Outreach and Advocacy
- Purpose: Ensure that AB 617 goals are met by securing continued state funding for community-driven air quality improvement programs
- Goal: CARB, the District, and local communities and other interested parties, to work together to advocate for continued/additional state funding to support the implementation of health protective local measures that reduce community exposure to criteria pollutants and toxic air contaminants
CERP Provides Framework for Ongoing Community-Driven Implementation

• CERP developed as a roadmap for emissions reductions and exposure reduction in the Shafter community
• Implementation of CERP measures will be adjusted as necessary in response to community needs
• Steering Committee input will be essential in guiding ongoing implementation efforts by District, CARB, other agencies, and community partners
  – Steering Committee meetings will be ongoing after CERP is adopted
Next Steps: CERP Development

<table>
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<th>Details</th>
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<tr>
<td>Monday, September 9</td>
<td>CSC Meeting (review updated CERP, prep for Governing Board meeting)</td>
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<tr>
<td>September 13</td>
<td>Final Proposed CERP Published (1-week prior to Governing Board meeting)</td>
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<tr>
<td>Thursday, September 19</td>
<td>District Governing Board meeting to adopt proposed CERPs</td>
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<tr>
<td>October/November</td>
<td>CARB Staff to co-host CSC meeting</td>
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<tr>
<td>February</td>
<td>CARB Governing Board meeting in Shafter to adopt Shafter &amp; SC Fresno CERPs</td>
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<tr>
<td>Ongoing</td>
<td>CSC meetings to review and discuss CERP implementation</td>
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Contact Information

AB 617 contacts and information at Valley Air District:
AB617@valleyair.org
Jaime Holt Cell: (559) 309-3336
www.valleyair.org/community

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Bakersfield office (661) 392-5500
www.valleyair.org

Follow us on social media

Use the Valley Air App for the latest air quality info.
Ciudad de Shafter
Desarrollo del Programa de Reducción de Emisiones de la Comunidad (CERP)

9 de septiembre de 2019
Distrito para el Control de la Contaminación del Aire del Valle de San Joaquín
Esfuerzo del Comité Directivo en el Desarrollo del Programa de Reducción de Emisiones de la Comunidad

• Muchas gracias al Comité Directivo y a otros miembros de la comunidad por su arduo trabajo y participación hasta la fecha

• El Programa de Reducción de Emisiones de la Comunidad (CERP, por sus siglas en inglés) constituye de medidas de amplio alcance desarrolladas a través de un proceso cooperativo impulsado por la comunidad

• Inversión comunitaria significativa a través de medidas regulatorias, basadas en incentivos, cumplimiento, desarrollo de la fuerza laboral, educación y otras medidas

• Reduce más de 265 toneladas de PM2.5, 1,700 toneladas de NOx, y tóxicos de aire asociados durante la vida útil del proyecto
Presentando el CERP Propuesto para el Aporte y Apoyo del Comité

• Última reunión antes de la consideración de la Mesa Directiva del CERP

• Objetivo de esta noche: Presentar el borrador final del CERP y buscar el aporte y el apoyo del Comité Directivo sobre medidas de aire limpio para la Comunidad de Shafter

• La perspectiva del Comité Directivo es importante para la próxima consideración del CERP por parte de la Mesa Directivo
Comentarios Enviados sobre el CERP de los Miembros del Comité Directivo

Propuesto CERP para Shafter

Introducción: la combustión de combustibles fósiles emite dióxido de carbono en la atmósfera. En Shafter, la mayor parte de la electricidad es generada por plantas de carbón, lo que contribuye a la emisión de dióxido de carbono. La combinación de la generación de electricidad y el transporte resulta en un alto consumo de combustibles fósiles. El CERP (Programa de Reducción de Emisiones de Carnavales) se propone reducir las emisiones de dióxido de carbono en la ciudad de Shafter.

Shafter AB 617 CERP Comentarios por Comité de miembros no agrupados con la Justicia en Justicia del Medio Ambiente

Agosto 2, 2019

La calidad del aire es fundamental para la salud, bienestar y economía de los residentes de Shafter. Los comentarios de la Comisión sobre el CERP de Shafter se han presentado desde diciembre de 2018. Durante las últimas 12 reuniones se han abordado varios temas, como la regulación de emisiones y la eficiencia energética. En particular, se han planteado recomendaciones para mejorar la eficiencia energética en la generación de electricidad y en el transporte.

La legislación proporciona recursos para incentivar cambios en operaciones que sean útiles para la reducción de emisiones. Los Comités de miembros no agrupados han identificado varias áreas para mejorar la eficiencia energética, como la demanda de electricidad y la eficiencia del transporte.

Shafter AB 617 CERP se presenta en el Salón de Comité de miembros no agrupados, un evento de educación en la ciudad de Shafter.

Shafter AB 617 CERP se presenta en el Salón de Comité de miembros no agrupados, un evento de educación en la ciudad de Shafter.
Comentarios Enviados sobre el CERP de Gobiernos Locales y Negocios

August 19, 2019
San Joaquin Valley APCD
Mail: Regional Office
1960 E. Gandyburg Avenue
Fresno, CA 93726

RE: Comentarios - Draft CERP - Shafter - AB 617

Dear Ms. Holt,

Kern County Planning and Natural Resources Department commented on the Draft Community Emissions Reduction Plan (CERP) for Shafter. The following comments are for your consideration:

1. The CERP is critical for the community to address the regional issue of air quality. The Shafter area is the most polluted in the San Joaquin Valley and has a high level of pollution. The CERP should address the community's concerns and provide solutions to improve air quality.

2. The CERP should include specific measures to reduce emissions from industries and transportation.

3. The CERP should also address the needs of low-income communities and ensure that the benefits of the plan are distributed fairly.

4. The CERP should be supported by the local government and the community to ensure its implementation.

5. The CERP should be monitored and updated regularly to reflect changes in the community's needs.

Sincerely,

[Signatures]

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

August 25, 2019
Ms. Janet Holt
San Joaquin Valley Air Pollution Control District
1960 E. Gandyburg Ave
Fresno, CA 93726

Subject: Comments on the Draft Community Emissions Reduction Plan for Shafter

Dear Ms. Holt,

The CERP is an important tool for reducing emissions in the Shafter area. It should include specific measures to reduce emissions from industries and transportation. The CERP should also address the needs of low-income communities and ensure that the benefits of the plan are distributed fairly.

Sincerely,

[Signature]
Cambios a las Medidas: Comentarios de la Comunidad

- Cartas con comentarios del Comité Directivo y la comunidad recomendando mayores o menores montos de financiamiento para algunas medidas, o indicaron menos apoyo para otras medidas
- Cambios progresivos a las medidas y nuevas medidas adicionales presentadas y discutidas en las reuniones del 5 y 26 de agosto
- Borrador del “CERP Actualizado” publicado el 6 de septiembre
  - Las actualizaciones incluidas se discutieron el 26 de agosto, así como las actualizaciones que revisaremos en esta presentación
- Medidas propuestas finales presentadas para revisión y comentarios esta noche
Mayor Financiamiento para Incentivos de Vehículos Eléctricos (Medida C.2)

• **Sugerencias:** Algunos miembros del Comité comentaron que deberían aumentarse los incentivos para el ‘Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros con Baterías Eléctricas o Vehículos Híbridos Enchufables’.

• **Actualizaciones de Medidas Propuestas:**
  - Aumento de la cantidad de fondos para la Medida C.2 (Programa de Incentivos para el Reemplazo de Vehículos de Pasajeros con Baterías Eléctricas o Vehículos Híbridos Enchufables) de $725,000 propuestos originalmente a $6 millones
Mayor Financiamiento para Infraestructura de Cargadores EV (Medida C.3)

- **Sugerencias:** Algunos miembros del Comité comentaron que debería haber fondos adicionales disponibles para la instalación de cargadores EV de Nivel 2 y Nivel 3 en Shafter y sus alrededores.

- **Actualización de Medida Propuesta:**
  - Mayor financiamiento para la Medida C.3 (Programa de Incentivos para la Instalación de Infraestructura de Cargadores EV) de los $100,000 propuestos originalmente con el objetivo de instalar 17 cargadores, a $850,000 para financiar aproximadamente 78 cargadores de Nivel 2 y Nivel 3
Autobuses Escolares Eléctricos (HD.4)

- **Sugerencias:** Muchos miembros del Comité apoyaron esta medida, y sugirieron aumentar los fondos propuestos inicialmente por $3,200,000 para aumentar la disponibilidad de autobuses escolares eléctricos para escuelas locales adicionales.

- **Actualización de Medida Propuesta:**
  - Mayor objetivo para reemplazar 10 autobuses en Shafter y sus alrededores, con alcance dirigido a la Escuela Maple y la Escuela Rio Bravo.
  - Se aumentó el financiamiento para la medida a $4,000,000.
Sistemas de Filtración Escolar (SC.1)

- **Sugerencias**: Muchos miembros del Comité han comentado que recomendarían aumentar los fondos para esta medida.

- **Actualización de Medida Propuesta**:
  - Mayor financiamiento para apoyar el programa piloto para que las escuelas locales instalen sistemas de filtración HVAC con una calificación MERV de 14 o más
  - Basado en programas en otras regiones, ~ $25,000 por escuela
  - Se propone aumentar los fondos de $100,000 hasta $250,000 para financiar actualizaciones en todas las escuelas interesadas en la comunidad
Despliegue Solar en Shafter (SD.1)

• Sugerencias: Algunos miembros del Comité han expresado un gran interés en financiar directamente las instalaciones solares residenciales y aparatos eléctricos en Shafter

• Actualización de Medida Propuesta:
  - Fondos Estatales y del Distrito bajo esta propuesta totalizarían $15 millones para energía solar residencial en Shafter, dependiendo de la abogacía exitosa de fondos estatales
  - Distrito considerará proporcionar $1.5 millones en fondos del Distrito como un 10% de igualación para el nuevo programa del Estado ($15 millones en total) para el despliegue solar comunitario
  - La propuesta de financiamiento aprovecharía los nuevos programas de CARB/PUC/CEC para proporcionar incentivos para la energía solar residencial (DAC-SASH, DAC-GT) y los aparatos de cero/casi cero emisión (BUILD, TECH y otros nuevos programas)
  - Distrito trabajará con el Comité Directivo y otros socios para abogar por nuevos fondos estatales para apoyar la medida propuesta
  - Distrito convocará una reunión comunitaria con PG&E y socios de la comunidad para discutir los recursos disponibles y las estrategias potenciales
Resumen de Programas Solares Estatales Disponibles para la Comunidad de Shafter

- **DAC-Single Family Solar Homes (DAC-SASH)** - Incentivos financieros iniciales para la instalación de sistemas de generación solar en el techo para propietarios calificados de ingresos de viviendas unifamiliares en comunidades desfavorecidas  
  - Administrado por GRID Alternatives con un presupuesto anual de $10 millones desde 2019 hasta 2030.
- **Solar on Multifamily Affordable Housing (SOMAH)** - Incentivos financieros para instalar sistemas de energía solar en viviendas multifamiliares en comunidades desfavorecidas  
  - $100 millones anuales y el objetivo de instalar 300 megavatios de capacidad de generación para 2030  
  - Administrado por la Asociación Administrativa sin fines de lucro (SNAP) de SOMAH
- **DAC-Green Tariff (DAC-GT)** - El programa adquiere energía 100% renovable en nombre de los clientes al tiempo que ofrece un descuento del 20 por ciento en su tarifa de servicios públicos que de otro modo sería aplicable. El 20% de descuento se puede aplicar como un descuento a las tarifas de CARE  
  - Programa comenzará en 2020 y se ejecutará a través de la compañía de servicios públicos (Pacific Gas and Electric)
- **Community Solar Green Tariff (CSGT)** - Adquiere energía 100 por ciento renovable en nombre de los clientes al tiempo que proporciona una reducción de la tarifa del 20%  
  - Debe ubicarse dentro de un DAC del 25 por ciento superior y vivir a 5 millas del proyecto solar  
  - El programa está aprobado para servir hasta 41 megavatios de potencia y atender a 6,800 clientes
Electrificación de Bomba Agrícola (A.5)

- **Sugerencias:** Los miembros del comité han solicitado que los motores de bombas agrícolas que funcionan con gas natural sean elegibles para la financiación de incentivos para la electrificación, además de los motores diésel.

- **Actualizaciones de Medidas Propuestas:**
  - El personal del Distrito ampliará la Medida A.5 (Programa de Incentivos para Reemplazar Motores de Bombas de Riego Agrícolas Diésel Antiguos con Motores Eléctricos) para incluir la electrificación de motores de bombas agrícolas de gas natural.
Financiamiento para Tecnología de Locomotoras de Motores Limpios (Medidas HD.6 y HD.7)

• Sugerencias: Miembros de la comunidad comentaron que no apoyaban la financiación de locomotoras con tecnología de motores limpios, ya que estas fuentes pueden operar fuera de la comunidad de Shafter.

• Actualización Propuesta del CERP:
  - Financiación Eliminada para Locomotoras de Motor Limpio (HD.6)- Medida eliminada del CERP propuesto
  - Se mantuvo un monto de financiamiento propuesto de $4,100,000 para motores y conmutadores de vagones de ferrocarril de tecnología limpia (HD.7) debido a reducciones de emisiones localizadas rentables.
Reemplazo de Camiones de Servicio Pesado (HD.1)

**Sugerencias:** Algunos miembros del Comité comentaron que los fondos para esta medida se reducirán de los $6,000,000 propuestos inicialmente.

**Actualización de Medida Propuesta:**

- La financiación para camiones de servicio pesado se redujo a $4,000,000, con el objetivo de reemplazar 40 camiones de servicio pesado que operan en y alrededor de la comunidad de Shafter.
Camiones de Patio de Cero Emisiones/TRUs (HD.2)

**Sugerencias:** Algunos miembros del Comité sugirieron reducir de una propuesta inicial de $4,000,000 para reemplazar 30 unidades para incentivar solo la electrificación de dos unidades.

**Actualización de Medida Propuesta:**

- Financiamiento para esta medida se reducirá a $1,500,000; objetivo de reemplazar 10 unidades que operan en o alrededor de Shafter
- Alcance específico a las operaciones locales como lo sugiere el Comité Directivo
Reemplazo de Camiones Lácteos (A.7)

- **Sugerencias:** Algunos miembros del Comité comentaron que no recomendaron la inclusión de la medida para proporcionar incentivos para el reemplazo de camiones de productos lácteos por camiones con cero o casi cero emisiones (fondos asignados de $2,000,000)

- **Actualizaciones de Medidas Propuestas:**
  - Se eliminó el financiamiento para la Medida A.7 - Medida eliminada del CERP propuesto
Eliminación de la Medida del Digestor de Productos Lácteos (A.8)

• **Sugerencias:** Algunos miembros del Comité Directivo han expresado la falta de apoyo para que esta medida trabaje con CDFA para apoyar la instalación de digestores lácteos para reducir los contaminantes del aire y las emisiones de metano, y generar combustible renovable de gas natural.

• **Actualización de Medida Propuesta:**
  - Medida A.8 eliminada del CERP Propuesto
**Parillas Comerciales (CC.1)**

- **Sugerencias:** Algunos miembros del Comité Directivo sugirieron reducir el financiamiento proporcionado para esta medida (el financiamiento inicial propuesto fue de $300,000 con la meta de 1-2 aparatos de control de restaurantes instalados)

- **Actualización de Medida Propuesta:**
  - Medida CC.1 (Parillas Comerciales) actualizada en base a los comentarios recibidos
  - Objetivo de un (1) restaurante; Asignación de fondos de $150,000
Eliminación de Fondos para Equipos Eléctricos de Mezcla de Alimentos Lácteos (A.1)

- **Sugerencias:** Algunos miembros del Comité expresaron falta de apoyo para la inclusión de fondos para la electrificación de equipos de mezcla de alimentos lácteos. El 26 de agosto, el personal del Distrito propuso reducir los fondos para esta medida de los $6.5 millones propuestos inicialmente a $3.9 millones. Se recibieron comentarios adicionales que recomendaban que esta medida no se incluyera en el CERP.

- **Actualización de Medida Propuesta:**
  - Medida A.1 eliminada del CERP Propuesto y financiamiento reasignado a otras prioridades identificadas por la comunidad.
Mayor financiamiento para el programa Car Share/Vehículo Compartido (Medida C.5)

- **Sugerencias:** El 26 de agosto, el personal del Distrito propuso aumentar los fondos para esta medida de $250,000 a $300,000. Algunos miembros del Comité comentaron recomendar una mayor financiación para subsidiar aún más el costo del alquiler de vehículos EV compartidos.

- **Actualización de Medida Propuesta:**
  - Aumento de la asignación de fondos para el Programa Car Share/Vehículo Compartido de $250,000 propuestos originalmente a $500,000 para apoyar el lanzamiento de un programa de vehículo compartido y para reducir los costos de pasajeros.
Igualación de Fondos para apoyar Ecologización Urbana (Medida UG.1)

- **Sugerencias:** Algunos miembros del Comité recomendaron la inclusión de fondos para apoyar proyectos de ecologización urbana, además de la medida propuesta para trabajar para dirigir los fondos estatales existentes a Shafter para apoyar la ecologización urbana.

- **Actualización de Medida Propuesta:**
  - $250,000 para proyectos de ecologización urbana, incluyendo la plantación y mantenimiento (Distrito 20% de igualación de fondos, hasta $50,000)
  - $5,000 para estudio de San Joaquin Green (anteriormente Tree Fresno) y Tree Foundation of Kern para identificar ubicaciones de plantación/planes de riego
  - El Distrito trabajará directamente con los residentes de Shafter, grupos comunitarios y otros socios para apoyar los esfuerzos para obtener los fondos estatales disponibles actualmente (Agencia de Recursos Naturales, Caltrans, etc.)
Financiamiento para Carriles para Bicicletas (Nueva Medida LU.5)

• **Sugerencia:** Algunos miembros del Comité abogaron por fondos para aumentar los carriles para bicicletas en Shafter.

• **Actualización Propuesta del CERP:**
  - Nueva medida agregada al CERP (LU.5)
  - Asignación de $1 millón para apoyar los esfuerzos de la Ciudad de Shafter para implementar carriles para bicicletas
  - Coordinación con la Ciudad de Shafter y miembros de la comunidad para identificar ubicaciones para proyectos de instalación de carriles para bicicletas, de acuerdo con el Plan General y el Plan de Bicicletas de la Ciudad de Shafter, e informar al público sobre el estado de implementación del proyecto
Financiamiento para Pavimentación de Carreteras, Instalaciones de Banquetas, Reducción de VMTs (RD.2)

- **Sugerencias:** Muchos miembros del Comité comentaron que se necesitan mayores instalaciones de banquetas, esfuerzos de pavimentación de carreteras y otra infraestructura de calles en los vecindarios de Shafter y sus alrededores.

- **Actualización de Medida Propuesta:**
  - Colaboración con el Departamento de Obras Públicas del Condado de Kern, la Ciudad de Shafter y el Departamento de Planificación del Condado de Kern
  - Nueva asignación de $2,775,000 para aprovechar fondos locales, estatales y federales adicionales para la instalación de banquetas, esfuerzos de pavimentación de carreteras y otros proyectos que reducen las millas recorridas en vehículos dentro y alrededor de la comunidad.
Nuevos Compromisos Estatales de Pesticidas
(Medida A.10)

• **Sugerencias:** Muchos miembros del Comité expresaron su apoyo a la implementación de medidas de pesticidas adicionales.

• **Actualización de Medida Propuesta:**
  - DPR lanzó medidas para reducir la exposición de la comunidad a los pesticidas
  - DPR/CARB estan comprometidos al monitoreo expandido/ampliado
  - Financiamiento del Sistema de Notificación: $250,000 agregados al CERP
    • Distrito asignará $125,000
    • CARB/DPR para comprometer $125,000
  - CARB y DPR realizarán actualizaciones al Comité Directivo y a los miembros de la comunidad
Medidas del CERP Adicionales
LU.1 Nuevo Desarrollo: Proporcionar asistencia durante el proceso de CEQA

- Tipo de Estrategia: Uso del suelo
- Propósito: Brindar asistencia durante el proceso de la Ley de Calidad Ambiental de California (CEQA) con orientación sobre cómo el proyecto puede afectar la calidad del aire en el Valle e información sobre cómo se pueden reducir los impactos de la contaminación del aire
- Objetivo: Trabajar con Agencias Líderes y proponentes de proyectos para mejorar los diseños de proyectos en las primeras etapas del proceso de planificación para un mejor proyecto general con un impacto mínimo en la calidad del aire, mediante la identificación temprana de medidas de mitigación factibles
- Meta: Reducciones de contaminantes de criterio y/o Contaminantes Tóxicos del Aire
LU.2 Uso del Suelo/Desarrollo Sostenible: Implementar Proyectos que Reduzcan VMT

- Tipo de Estrategia: Colaboración
- Propósito: Para reducir las millas recorridas de vehículos (VMT, por sus siglas en inglés) en la comunidad a través de medidas que promueven el transporte activo y aumentan la capacidad de caminar de los vecindarios de la comunidad.
- Objetivo: Trabajar con la Ciudad de Shafter para obtener comentarios sobre las oportunidades para que los miembros de la comunidad se involucren en los procesos de planificación del uso del suelo. La Ciudad de Shafter se ha comprometido a notificar a los miembros de la comunidad sobre las próximas reuniones que abordan el desarrollo del elemento de Justicia Ambiental del Plan General de la Ciudad.
- Meta: A determinar por la Ciudad de Shafter a través del proceso de planificación pública.
LU.3 Contratiempos para la Perforación de Petróleo y Gas

- Tipo de Estrategia: Uso del Suelo, Colaboración
- Agencia que implementa: Ciudad, Condado
- Propósito: Abordar la sugerencia de algunos miembros del Comité de que no se perforarán nuevos pozos de petróleo dentro de los 2,500 pies de los residentes, las escuelas y otros lugares de uso sensible.
- Objetivo: Trabajar con la Ciudad, el Condado y el DOGGR para comunicar esta sugerencia del Comité Directivo.

- La Ciudad de Shafter respondió que el Condado de Kern ha adoptado una ordenanza que establece requisitos de retroceso basados en los riesgos para la salud evaluados en el Informe de Impacto Ambiental (EIR) preparado para el Condado. Se requieren medidas de mitigación para evitar posibles impactos significativos de las instalaciones de producción de petróleo en usos sensibles. La Ordenanza de Zonificación de la Ciudad de Shafter también establece requisitos de contratiempos.
- La Ciudad de Shafter se ha comprometido a revisar los estudios EIR y de salud preparados por el Condado y a considerar los estándares para la preparación de evaluaciones de riesgos de salud para evitar la creación de impactos significativos de las instalaciones de producción de petróleo en usos sensibles.
- El Departamento de Planificación y Recursos Naturales del Condado de Kern también respondió y hizo referencia a datos técnicos revisados por pares en EIR para obtener más información sobre los impactos de los permisos de petróleo y gas en el Condado de Kern: https://kernplanning.com/planning/kern-county-oil-gas-permitting-3
LU.4 Emisiones de Construcción:
Construcción de Tren de Alta Velocidad

- Tipo de Estrategia: Colaboración
- Propósito: Para reducir las emisiones de los equipos de construcción de trenes de alta velocidad (HSR, por sus siglas en inglés) que operan dentro de un radio de 7 millas
- Objetivo: Trabajar con CARB y la Autoridad de Ferrocarriles de Alta Velocidad de California para comunicar las preocupaciones de la comunidad y recibir comentarios sobre los procesos apropiados para abordar la sugerencia de que la construcción HSR dentro del radio de 7 millas use motores Nivel 4 en todos los equipos de construcción todoterreno
- Meta: Reducciones de contaminantes de criterio y/o Contaminantes Tóxicos del Aire
RD.1 Polvo de Carretera: Evaluar la Frecuencia Creciente de Barrido de Calles

• Tipo de Estrategia: Colaboración
• Propósito: Evaluar los impactos en la calidad del aire y la factibilidad de aumentar la frecuencia del barrido de calles a lo largo de autopistas y calles
• Objetivo: Si se determina que es eficaz para reducir las emisiones de partículas, colaborar con otras entidades (es decir, la Ciudad de Shafter, el Condado de Kern y el Departamento de Transporte de California) para identificar oportunidades para aumentar los esfuerzos de barrido de calles en la comunidad
LG.1 Césped y Jardín: Brindar Incentivos Mejorados para el Reemplazo de Equipos Residenciales de Césped y Jardín

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar mayores incentivos para el reemplazo de equipos residenciales de césped y jardín en la comunidad a través del Programa Clean Green Yard Machines del Distrito
- Objetivo: Aumentar el alcance y el acceso a fondos de incentivos para el 100% del costo del equipo, lo que resulta en una mayor participación en el programa para reemplazar 280 unidades de equipos de césped y jardín a gas en la comunidad con alternativas de cero emisiones
- Meta: 0.07 toneladas de PM2.5, 0.1 toneladas de NOx (basado en reducciones de emisiones promedio por proyecto)
- Incentivos para ser invertidos: $100,000 para reemplazar 280 unidades
LG.2 Césped y Jardín: Brindar Incentivos Mejorados para el Reemplazo de Equipos Comerciales de Césped y Jardín

- Tipo de Estrategia: Incentivo
- Propósito: Brindar un mayor alcance y acceso al programa de incentivos para el reemplazo de equipos de césped y jardín a escala comercial en la comunidad a través del programa Clean Green Yard Machines del Distrito (disponible para proveedores de cuidado del césped y agencias públicas)
- Objetivo: Aumentar el alcance y el acceso a fondos de incentivos, lo que resulta en una mayor participación en el programa para reemplazar 30 unidades de equipos de césped a gas de grado comercial con alternativas de cero emisiones
- Meta: Reducciones en PM y NOx (cantidad de reducciones de emisiones por determinar)
- Incentivos para ser invertidos: $40,000 para reemplazar 30 unidades
PP.1 Flotillas Públicas: Mejorar el Alcance y el Acceso a la Financiación de Incentivos para Vehículos de Flotillas Públicas

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de vehículos de flotillas públicas más antiguas y altamente contaminantes con vehículos disponibles más limpios que operan dentro y alrededor de Shafter.
- Objetivo: Trabajar en colaboración con las agencias públicas, incluyendo la Ciudad de Shafter y el Condado de Kern, para reemplazar los vehículos de servicio ligero a través de los programas de incentivos existentes del Distrito, incluyendo el Programa de Subvenciones de Beneficios Públicos.
- Meta: Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (la cantidad de reducciones depende del tipo y programa del vehículo)
- Incentivos para ser invertidos: $100,000 para reemplazar aproximadamente 5 vehículos (los incentivos por vehículo dependerán del tipo y programa del vehículo)
C.1 Vehículos de Pasajeros: Organizar Eventos Locales de Tune-In Tune-Up dentro de la Comunidad

- Tipo de Estrategia: Incentivo
- Propósito: Organizar eventos locales de Tune In Tune Up con la comunidad para reducir las emisiones de los vehículos más antiguos y altamente contaminantes
  - Programa ofrece incentivos para reparaciones relacionadas con emisiones de vehículos de alta emisión a través de eventos Tune In Tune Up de fin de semana
- Objetivo: Fondos disponibles actualmente en el Presupuesto del Distrito para al menos un evento en la comunidad, aumentar la participación comunitaria en el programa para reparar vehículos de alta emisión, encontrar fondos para celebrar eventos adicionales dentro de los límites de la comunidad
- Meta: 4.6 toneladas de NOx, 3.1 toneladas de VOCs (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $400,000 para eventos y para 500 reparaciones de vehículos
C.4 Vehículos de Pasajeros: Aumentar la Capacitación Educativa para Mecánicos de Vehículos Eléctricos

- Tipo de Estrategia: Incentivo
- Propósito: Para aumentar la capacitación educativa para mecánicos de vehículos eléctricos y para apoyar el despliegue de instalaciones adicionales de reparación de vehículos eléctricos en la comunidad como sea posible
- Objetivo: Aumentar la participación en la capacitación de mecánicos de vehículos eléctricos que proporcionaría servicios a vehículos que operan dentro de la comunidad
- Meta: Apoyar las reducciones de emisiones asociadas con el despliegue de vehículos eléctricos
- Incentivos para ser invertidos: $30,000 para 2 sesiones de entrenamiento
RB.1 Quema de Leña Residencial: Brindar Incentivos Mejorados para Reemplazar los Aparatos de Leña

- Tipo de Estrategia: Incentivo
- Propósito: Proporcionar incentivos financieros mejorados para reemplazar los aparatos de leña y las estufas de combustible granulado existentes con tecnologías de gas natural o eléctricas (incluyendo las bombas de calor eléctricas)
- Objetivo: Aumentar el alcance y el acceso a fondos de incentivos, lo que resulta en una mayor participación en el programa para reemplazar hasta 200 aparatos de leña en la comunidad con unidades eléctricas o de gas natural (este programa no financiará instalaciones de aparatos de leña)
- Meta: 98 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $600,000
RB.2 Quema de Leña Residencial: Educar al Público sobre los Impactos Dañinos

- **Tipo de Estrategia:** Alcance y Educación
- **Propósito:** Educar a los residentes de la comunidad sobre los impactos de la quema de leña y los recursos disponibles para ayudar a la transición al gas natural y los aparatos eléctricos
  - Incluir información a cerca del programa de Confirmar Antes de Quemar/Regla 4901
- **Objetivo:**
  - Aumentar las solicitudes de Burn Cleaner en Shafter
  - Organizar 4 talleres públicos en la sucursal de Shafter de la Biblioteca del Condado de Kern/Centro de Aprendizaje de Shafter
  - Circulación de infografías en al menos 6 espacios comunitarios
RB.3 Chimeneas/Calentadores de Leña: Cumplimiento Mejorado de las Restricciones de Quema de Leña

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos localizados de PM2.5 asociados con el incumplimiento de las restricciones obligatorias episódicas para la quema de leña según la Regla 4901 del Distrito
- Objetivo: El personal del Distrito llevará a cabo al menos cuatro horas de vigilancia dentro de la comunidad Shafter en cada día de restricción declarado durante las próximas 5 temporadas de invierno para hacer cumplir los requisitos de la Regla 4901
RB.4 Quema Abierta Residencial: Reducir la Actividad Ilegal

• Tipo de Estrategia: Alcance
• Propósito: Reducir la quema ilegal de residuos residenciales a través del alcance y la educación
• Objetivo:
  - Organizar 4 talleres en bibliotecas, centros comunitarios, centros de salud y escuelas sobre los efectos en la salud/impactos en la calidad del aire de la quema de basura
  - Invertir en anuncios al aire libre con orientación geográfica en áreas con infracciones frecuentes
    • 2 vallas publicitarias
    • 2 mobiliario urbano (paradas de autobuses, quioscos, bancos, cabinas telefónicas, etc.)
    • 1 autobús enrutado a través de áreas relevantes (se prefieren emisiones cero)
  - 2 tarjetas postales para residentes del condado en áreas rurales
RB.5 Quemas Abiertas Residenciales: Cumplimiento Mejorado para Reducir la Quema Ilegal de Residuos Residenciales

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos asociados con la quema ilegal abierta de residuos residenciales
- Objetivo:
  Además de los esfuerzos de vigilancia y respuesta a quejas existentes del Distrito, el personal del Distrito llevará a cabo esfuerzos de vigilancia específicos dentro de la comunidad Shafter y las áreas circundantes al menos una vez por trimestre durante los próximos 5 años
HD.3 Camiones Diesel de Servicio Pesado: Cumplimiento Mejorado de la Regulación Estatal Contra el Ralentí

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de PM2.5 localizado y los impactos tóxicos de la calidad del aire asociados al incumplimiento de la regulación estatal contra el ralentí
- Objetivo: Colaborar con CARB y la comunidad para identificar zonas conflictivas de inactividad de los camiones diésel de servicio pesado, especialmente aquellos cerca de receptores sensibles como las escuelas, para enfocarse en los esfuerzos de cumplimiento de la regulación estatal dentro de la comunidad. Al menos un barrido de cumplimiento anti-ralentí se llevará a cabo cada trimestre durante los próximos 5 años.
HD.5 Programa de Incentivos para el Reemplazo del Autobús de Tránsito para Dial-A-Ride

- **Tipo de Estrategia:** Incentivo
- **Propósito:** Para reducir las emisiones en PM2.5 y contaminantes tóxicos del aire apoyando el uso de tecnología de vehículos de cero emisiones para el transporte público.
- **Objetivo:** Ofrecer incentivos para reemplazar 2 vehículos eléctricos para Dial-a-ride en Shafter, incluyendo la financiación para la infraestructura de apoyo necesaria.
- **Meta:** Reducciones en PM2.5 y/o Contaminantes Tóxicos del Aire (cantidad de reducciones por determinar)
- **Incentivos para ser invertidos:** Hasta $400,000
HD. 8 Planificación de Apoyo y Desarrollo de Infraestructura de Combustible Limpio

- Tipo de Estrategia: Abogación/Incentivos
- Propósito: Brindar apoyo para la planificación y el desarrollo de la infraestructura de abastecimiento de combustible para vehículos con emisiones cero y casi cero para apoyar un despliegue más amplio de vehículos limpios
- Objetivo: Brindar apoyo del Distrito para ampliar la red de infraestructura de abastecimiento de combustible para vehículos con cero y casi cero emisiones para facilitar un despliegue más amplio y priorizar la financiación a través de los programas existentes del Distrito para instalar una estación de abastecimiento de combustible alternativo en/cerca de Shafter
- Incentivos para ser invertidos:
  - Estación de combustible alternativo: 1 estación @ hasta $ 1,000,000
HD.9 Cambio de Ruta de Camiones de Servicio Pesado

- Tipo de Medida: Colaboración
- Agencia que Implementa: Ciudad de Shafter, SJVAPCD
- Propósito: Evaluar los viajes de camiones de servicio pesados a través de la comunidad AB 617 en respuesta a las sugerencias del Comité de que los camiones se desvíen de la carretera de Lerdo a otras calles para reducir la exposición a Golden Oaks Elementary
- Objetivo: La Ciudad de Shafter se comprometió a evaluar la ruta de los camiones como parte del desarrollo del Elemento de Justicia Ambiental del Plan General.
IS.1 Enmendar la Regla 4311 del Distrito (Llamaradas)

- Tipo de Estrategia: Regulatoria
- Propósito: Enmendar la Regla 4311 para exigir limitaciones de emisión de llamaradas de NOx ultra bajas para las actividades de quema de llamaradas existentes y nuevas en la medida en que dichos controles sean tecnológicamente alcanzables y económicamente viables
  - El Distrito ya ha iniciado el proceso de desarrollo de reglas, y se anticipa la adopción de reglas en 2020
- Objetivo: Reducir las emisiones de NOx de las llamaradas sujetas a los requisitos de la Regla 4311 modificada en Shafter
- Meta: Reducción estimada de 1.5 toneladas de NOx por año (las llamaradas no producen emisiones significativas de PM2.5)
IS.2 Evaluar la viabilidad de financiar más reducciones de emisiones de las operaciones de producción de petróleo y gas

- Tipo de Estrategia: Incentivo
- Propósito: Evaluar la viabilidad de un programa de incentivos para las operaciones de producción de petróleo y gas para financiar la instalación de tecnologías que reducen aún más las emisiones
- Objetivo: Trabajar con las operaciones de producción de petróleo y gas en el área de Shafter para identificar posibles oportunidades de reducción de emisiones, mediante el examen de la viabilidad de las siguientes estrategias, identificando los fondos de subvención disponibles para ayudar a la implementación:
  - Conectores de bomba electricizantes que actualmente funcionan con motores de combustión interna
  - Otras fuentes de emisiones identificadas para consideración del comité avanzan
- Meta: Reducciones en PM 2.5 y tóxicos del aire de combustión
IS.3 Frecuencia de Inspección Mejorada para Fuentes Estacionarias

- Tipo de Estrategia: Cumplimiento
- Propósito: Para limitar el potencial de impactos en la calidad del aire asociados con el incumplimiento de los estándares de emisión establecidos por el permiso, regla o regulación del Distrito
- Objetivo: El personal del distrito inspeccionará cada instalación que haya tenido una violación de emisiones durante los últimos 3 años al menos dos veces por año calendario durante los próximos 5 años o hasta que la instalación tenga 4 inspecciones consecutivas sin una violación de emisiones, lo que ocurra primero

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
IS.4 Programa Piloto de Capacitación para Realizar Auto-inspecciones en Gasolineras

• Tipo de Estrategia: Asistencia de Cumplimiento

• Propósito: Para limitar el potencial de impactos en la calidad del aire asociados con los defectos de recuperación de vapor en las estaciones dispensadoras de gasolina

• Objetivo: Desarrollar un nuevo programa de capacitación de pilotos para instruir a los operadores de estaciones de servicio en la realización de auto-inspecciones exhaustivas de los sistemas de recuperación de vapor para ayudar en la identificación y reparación oportuna de los defectos del sistema de recuperación de vapor. El Distrito ofrecerá brindar capacitación práctica a cada operador de estación de servicio en la comunidad.
IS.5 Fuentes Estacionarias: Proporcionar Incentivos para Instalar Tecnología de Control Avanzada

- Tipo de Estrategia: Alcance, Incentivo
- Propósito: Para proporcionar incentivos a las fuentes estacionarias dentro de la comunidad para instalar tecnología de control avanzada, más allá de los controles existentes y los requisitos de BACT y BARCT, que de otro modo no sería económicamente factible instalar
  - El Estado actualmente está desarrollando una guía de financiamiento para tales proyectos
  - Identificará tipos de instalaciones no identificadas de otra manera en el CERP, trabajará con socios dispuestos a implementar controles
- Objetivo: La disponibilidad de fondos, y el número y tipo de proyectos, se desarrollarán, con el aporte del Comité Directivo, cuando las pautas estatales de financiamiento estén disponibles para el financiamiento de fuentes estacionarias
A.2 Cosecha de nueces: Proporcionar incentivos para las Cosechadoras de Nueces con Tecnología de Bajo Polvo

- Tipo de Estrategia: Incentivos
- Propósito: Proporcionar un mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos convencionales de cosecha de nueces que operan en tierras agrícolas que rodean a Shafter con nuevos equipos de cosecha de nueces de bajo polvo
- Objetivo: Reemplazar 25 piezas de equipos de cosecha de nueces convencionales con equipos nuevos de cosecha de bajo polvo
- Meta: 42.5 toneladas de NOx, 0.34 toneladas de PM2.5 de combustión, 90 toneladas de PM2.5 fugitivas (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $2,500,000
A.3 Quema Agrícola Abierta: Proporcionar Incentivos para Alternativas a la Quema Agrícola

- Tipo de Estrategia: Incentivo
- Propósito: Para limitar el potencial de impactos localizados de PM2.5 asociados con la quema agrícola abierta al proporcionar un mejor acceso a fondos para el Programa de Incentivos Alternativos a la Quema Abierta Agrícola del Distrito para los productores dentro de Shafter y el área circundante
- Objetivo: Financiar hasta 2,000 acres de prácticas alternativas
- Meta: 210 toneladas de PM2.5
- Incentivos para ser invertidos: $1,000,000
A.4 Prácticas Agrícolas en el Campo: Promover la Implementación de Prácticas de Cultivo de Conservación

• Tipo de Estrategia: Alcance y Educación

• Propósito: Para reducir aún más el potencial de emisiones localizadas de partículas fugitivas (PM) asociadas con prácticas agrícolas en el campo

• Objetivo: Trabajar con grupos agrícolas locales para llevar a cabo actividades de alcance enfocadas para promover una implementación más generalizada de prácticas de cultivo de conservación, tales como cultivos de cobertura, cultivo cero, cultivo baja, cultivo en franjas y agricultura de precisión
A.6 Proporcionar Incentivos para Reemplazar el Equipo Agrícola de Diésel (Tractores) con el Equipo más Limpio Disponible

- Tipo de Estrategia: Incentivos
- Propósito: Para proporcionar mayor alcance y acceso a fondos de incentivos para el reemplazo de equipos agrícolas antiguos y altamente contaminantes (por ejemplo, tractores) que operan dentro y alrededor de Shafter con equipos nuevos y más limpios a través del Programa de Incentivos para Motores de Servicio Pesado existente en el Distrito
- Objetivo: Reemplazar 100 piezas de equipos diésel con equipos nuevos y más limpios disponibles
- Meta: 750 toneladas de NOx, 60 toneladas de PM2.5 (basado en las reducciones de emisiones promedio esperadas por proyecto)
- Incentivos para ser invertidos: $5,000,000
A.9 Prácticas Alternativas para el Manejo del Estiércol: Apoye a las Granjas Lecheras Cercanas a Shafter en la Implementación de Estrategias Alternativas para el Manejo del Estiércol

- Tipo de Estrategia: Alcance e Incentivo
- Propósito: Apoyar las granjas lecheras cerca de Shafter con la implementación de estrategias alternativas de manejo del estiércol que ayudan a reducir aún más las emisiones de VOC, amoníaco y metano, a través de financiamiento y alcance educativa sobre programas disponibles a través de agencias estatales
- Objetivo:
  - El número y tipo de proyectos, y la disponibilidad de fondos, se desarrollarán con el aporte del comité directivo cuando las pautas de financiamiento estatales estén disponibles
  - El Distrito trabajará con grupos agrícolas locales para llevar a cabo actividades de alcance para promover estrategias alternativas de manejo del estiércol
SC.2 HAL Schools: Aumentar la Participación

- Tipo de Estrategia: Alcance, Reducción a la Exposición
- Propósito: Para reducir la exposición de los niños al aire no saludable aumentando la inscripción de las escuelas en el programa Healthy Air Living Schools
- Objetivo:
  - Reunirse con el personal de ambos distritos escolares en Shafter
  - Buscar la adopción de Pautas ROAR en ambos distritos escolares en el área
  - Asistir a 4 eventos escolares, reuniones de organizaciones de padres
  - Colaborar con los servicios familiares del distrito para ofrecer información y materiales
VB.1 Proporcionar Incentivos para la Instalación de Barreras Vegetativas Alrededor/Cerca de las Fuentes de Preocupación

- Tipo de Estrategia: Incentivo, Reducción a la Exposición
- Propósito: Brindar incentivos para la instalación de barreras vegetativas alrededor/cerca de fuentes de preocupación para reducir las partículas, el olor y otras emisiones, según sea posible
- Objetivo: Trabajar en colaboración con la comunidad, la Ciudad, el Departamento de Transporte de California, el Servicio de Conservación de Recursos Naturales y otros para investigar e identificar áreas adecuadas para la instalación de barreras vegetativas. El tipo y la ubicación de los proyectos se desarrollarán con el aporte del Comité Directivo y se financiarán a medida que se identifiquen las fuentes de financiamiento.
IAQ.1 Mitigar la Exposición Interior a la Contaminación del Aire a través de la Climatización y la Eficiencia Energética Mejorada

- Tipo de Estrategia: Incentivo, Reducción a la Exposición
- Propósito: Para reducir la exposición interior a la contaminación del aire en las residencias al incentivar las actualizaciones de climatización energéticamente eficientes
- Objetivo: Distrito trabajará con socios del Departamento de Servicios y Desarrollo de la Comunidad de California para ayudar a los miembros de la comunidad de bajos ingresos a acceder a los incentivos del Programa de Climatización de Bajos Ingresos (LIWP) y del Programa de Asistencia de Climatización (WAP) del estado
- Meta: Organizar 1 reunión comunitaria donde el Departamento de Servicios y Desarrollo de la Comunidad de California asiste y educa a la comunidad sobre los beneficios de la climatización y ayuda a inscribir a los miembros de la comunidad en LIWP o WAP
IR.1 Estrategia de Reducción del Ralentí: Proteger los Receptores Sensibles

• Tipo de Estrategia: Alcance, Reducción a la Exposición
• Propósito: Para reducir la exposición de las personas sensibles a las emisiones de vehículos en las escuelas y otras áreas que atienden a niños y ancianos
• Objetivo:
  - Distribuir 10 juegos de letreros en inglés/español "No Ralentí" a escuelas, bibliotecas, centros para ancianos, parques, hogares de ancianos, pediatras, guarderías y centros médicos
  - Desarrollar y distribuir infografías de reducción del ralentí en cada ubicación
  - Desarrollar y presentar 4 presentaciones sobre los impactos del escape de vehículos, las escuelas HAL y los recursos disponibles
0.1 Estrategia Comunitaria de Alcance de la Calidad del Aire

- Tipo de Estrategia: Alcance, Reducción a la Exposición
- Propósito: Para proporcionar información adicional a la comunidad sobre las condiciones de calidad del aire en tiempo real y las medidas que el público puede tomar para protegerse durante los episodios de mala calidad del aire
- Objetivo:
  - Lanzar campañas de redes sociales basadas en myRAAN, educación de calidad del aire (Facebook, Twitter, Instagram)
  - Colaborar con organizaciones cívicas locales y otras organizaciones comunitarias para organizar talleres sobre una variedad de temas de calidad del aire en bibliotecas, centros comunitarios, centros de salud y escuelas.
- Meta: Mayor conciencia de la comunidad sobre las condiciones de calidad del aire y las herramientas disponibles a través de registros de myRAAN, descargas de aplicaciones, seguidores de redes sociales
0.2 Compartir Esfuerzos de Aire Limpio y Cómo las Comunidades Pueden Involucrarse

• Tipo de Estrategia: Alcance
• Propósito: Para aumentar la conciencia sobre los programas de mejora de la calidad del aire de la comunidad y los incentivos disponibles al organizar eventos de alcance dentro de la comunidad
• Objetivo:
  - Distrito trabajará con la comunidad para organizar talleres y simposios para compartir información sobre la calidad del aire sobre temas de mejora de la calidad del aire en bibliotecas, centros comunitarios o de ancianos, centros de salud y escuelas. Los temas pueden incluir CGYM, Burn Cleaner, DCSJ, TITU, HAL Schools
0.3 Abogacía Conjunta para la Financiación Continua/Adicional para Apoyar las Medidas de Mejora de la Calidad del Aire

- Tipo de Estrategia: Alcance y Abogacía
- Propósito: Asegurar que se cumplan las metas de AB 617 asegurando fondos estatales continuos para programas de mejora de la calidad del aire impulsados por la comunidad
- Objetivo: CARB, el Distrito, y las comunidades locales y otras partes interesadas, trabajar juntas para abogar por la financiación estatal continua/adicional para apoyar la implementación de medidas locales de protección de la salud que reduzcan la exposición de la comunidad a contaminantes de criterio y contaminantes tóxicos del aire
CERP Proporciona un Marco para la Implementación Continua Dirigida por la Comunidad

- CERP desarrollado como una hoja de ruta para la reducción de emisiones y la reducción de la exposición en la comunidad de Shafter
- Implementación de las medidas CERP se ajustará según sea necesario en respuesta a las necesidades de la comunidad
- Aporte del Comité Directivo será esencial para guiar los esfuerzos de implementación en curso por parte del Distrito, CARB, otras agencias y socios de la comunidad
  - Reuniones del Comité Directivo continuarán después de que se adopte el CERP
Próximos Pasos: Desarrollo del CERP

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Información del Contacto

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

AB617@valleyair.org
Jaime Holt Celí: (559) 309-3336
www.valleyair.org/community

Contactos e información general del Distrito del Aire:

Oficina en Fresno (559) 230-6000
Oficina en Modesto (209) 557-6400
Oficina en Bakersfield (661) 392-5500

www.valleyair.org

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

Síguenos en las redes sociales:

Facebook, Twitter, Instagram.
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<td>Byanka Samayo</td>
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<tr>
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<td>Salt Moretti</td>
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<td>Cathy Provit</td>
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- = Non Attendance
X = Attended
Alt = Alternate Attended