

COMMUNITY AIR PROTECTION PROGRAM IMPLEMENTATION IN THE VALLEY

The communities of Shafter, South Central Fresno, Stockton and Arvin/Lamont have been prioritized by the San Joaquin Valley Air Pollution Control District (District) and subsequently selected by the California Air Resources Board (CARB) as communities in the San Joaquin Valley to receive clean air resources available under AB 617. 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 Community Steering Committees (CSCs) for each AB 617-selected community.

2018

South Central Fresno & Shafter selected for AB 617

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2019

Stockton selected for AB 617

|

2020

South Central Fresno & Shafter CERPs approved by CARB

|

2021

Arvin/Lamont selected for AB 617

|

2021

Stockton CERP approved by CARB

|

2022

Arvin/Lamont CERP approved by CARB

The District continues to collaborate with each of the CSCs, made up of residents, and representatives from local non-profits, businesses, and agencies, to prioritize and implement the measures included in the District Governing Board-adopted, CARB-approved Community Emission Reduction Programs (CERPs). These efforts include engaging with Valley residents, businesses, agencies, and other stakeholders to identify and implement clean air measures and investments in the selected communities. Since adoption of the CERPs, the District has been working closely with the CSCs and local partners to implement CERP measures designed to reduce air pollution and exposure in the communities. In addition to the CERP implementation work, the District has worked diligently to implement the

Community Air Monitoring Plans in consultation with the CSCs, with extensive air monitoring now being deployed and conducted in each of the communities.

Continued Community Engagement

Since the District Governing Board's adoption of the South Central Fresno, Shafter, Stockton, and Arvin/Lamont CERPs, the District has utilized bilingual community engagement to continue to collaborate on implementation of CERP measures and community air monitoring within the community. The District has ensured that the CSC meetings continue to facilitate inclusive and balanced public engagement by providing:

- Real-time and simultaneous interpretation services in all languages requested by CSC members and members of the public, which to date is English and Spanish in South Central Fresno, Shafter, and Arvin/Lamont; and English and American Sign Language in Stockton
- Regular agenda-setting meetings with District, stakeholders, community co-hosts, CARB, and a third-party facilitator to collectively set expectations and plan for upcoming CSC meetings
- Extensive community-level participation and involvement by partner agencies and organizations, such as CARB, State Department of Pesticide Regulation (DPR), City of Fresno, City of Shafter, City of Stockton, City of Arvin, Kern County, Fresno County, San Joaquin County, Councils of Governments (COGs), Caltrans, Office of Environmental Health Hazard Assessment (OEHHA), California Geologic Energy Management (CalGEM), Pacific Gas and Electric, Grid Alternatives, Community Action Partnership of Kern, Tree Fresno, Tree Foundation of Kern, Port of Stockton, Housing Authority of the County of San Joaquin and others

2024 Valley Air District Community Emissions Reduction Program Annual Report

- Comprehensive and dedicated multilingual community specific webpage with tools to view real-time community air quality monitoring data, maps of emissions inventory in the community, CSC meeting materials, historical documents and email correspondence with CSC members, annual implementation and enforcement reports, and guidance documents
- Neutral meeting facilitation by a community-selected facilitation team to ensure meetings are inclusive and productive by bringing out different points of view and preventing individuals from monopolizing discussions
- Board-approved stipend program for volunteer resident members of AB 617 CSCs (subject to availability of state AB 617 funding and approved allocations in the District's Budget), to help encourage sustained and meaningful community engagement
- Virtual, accessible evening meetings and coordinated in-person meetings to ensure high levels of attendance and participation
- Bilingual PowerPoint presentations, whenever possible, when not Spanish versions mailed to CSC members prior to meetings
- Weekly phone calls and text exchanges with Spanish speaking CSC members to ensure they are engaged in the process
- Accessibility program that provides electronic equipment and internet access to members of the CSC to allow full participation

AB 617 and CARB Blueprint require air districts to prepare annual progress reports summarizing the results of implementing CERPs. District staff have developed annual progress reports for all four selected communities in the Valley, following the legislation and CARB Blueprint guidelines. The annual progress reports summarize CERP implementation progress in South Central Fresno, Shafter, Stockton, and Arvin/Lamont AB 617 communities from September 1, 2023 through November 23, 2024. The annual progress report below is a comprehensive summary of the individual CSC's and District's work implementing the strategies for each of the CERPs during these reporting periods. The interactive version of this report is available online at:

<https://community.valleyair.org/2024-annual-report-en/>

IMPLEMENTATION PROGRESS IN STOCKTON

Stockton is the largest metropolitan area in the Northern Region of the District, with a current estimated population over 310,000. A number of heavily trafficked freeways pass through the City of Stockton, including interstate 5 and highways 99 and 4, contributing a significant amount of PM_{2.5} emissions in the community. Specifically, the Stockton AB 617 area is a densely populated community within the City of Stockton directly impacted by large freeways, the Port of Stockton, freight locomotives, industrial sources, and emissions traveling downwind from the northern portion of the city.

CERP Implementation Overview

The Stockton CERP and Community Air Monitoring Plan (CAMP) were developed by the CSC, District, and CARB, with the support of local agency partners within the Stockton community. Since CERP adoption by the District Governing Board in February 2021 and by the CARB Governing Board in July 2021, the District has continued to meet with the Stockton CSC to prioritize and implement the community-developed clean air measures and solicit feedback on how to continue enhancing the CERP. The District has also invested significant staff time researching, developing, procuring, and deploying air monitoring equipment for the community air monitoring network within the Stockton community based on the community-developed CAMP, regularly informing the committee about community air monitoring results and efforts. Through the adopted CERP, the District is working with the CSC, CARB, agency partners, local businesses, and other community partners to invest over \$31.5 million in incentive funding for a variety of clean air projects in the Stockton area. As included in the CERP, these District and CARB commitments will reduce 66 tons of PM_{2.5}, 698 tons of NO_x, and 53 tons of VOCs in Stockton, as well as significant 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.

To date, the Stockton community has made significant progress in reducing emissions through implementation of various incentives, enforcement, regulatory, mitigation, and outreach measures. The District is working on implementing all CERP measures, with particular focus efforts on the measures that were highly prioritized by the CSC. This report summarizes the progress of CERP implementation in Stockton since September 1, 2023.

The CERP and the many air quality improvement strategies it includes would not be possible without the tremendous commitment and effort shown by the Stockton CSC members. This engaged group of individuals includes residents, community and faith-based organizations, local businesses, the City of Stockton, San Joaquin County, Port of Stockton, school representatives and other stakeholders in the Stockton AB 617 boundary. Additionally, the CARB staff, members of state and local agencies including the San Joaquin Council of Government, California Department of Transportation, and Housing Authority of the County of San Joaquin have also provided information and guidance to assist the CSC members in the development of the air quality improvement strategies in the CERP.

Event Successfully Exchanges 155 Mowers for Stockton Community Residents

On Thursday May 23, the District hosted a Lawn Mower Exchange event to exchange 155 old, polluting gas-powered lawn mowers with FREE zero-emission, electric Stihl lawnmowers to residents of the Stockton AB 617 community. In addition, staff was also on hand to distribute FREE residential air purifiers to community members through the AB 617 Clean Air Rooms program.

Gas-powered yard care equipment presents a significant source of localized air pollution in Valley neighborhoods. These small engines have no emission controls and pollute substantially more than newer passenger vehicles.



Statistically, one gas lawnmower produces the equivalent emissions of 12 late-model cars operating for the same amount of time.

Throughout the CERP implementation process, the District has worked closely with the CSC to assess interest, understand evolving priorities, and support reallocating funding to CERP measures when the need arises. Following the event, CSC members expressed interest in additional events and supported a funding reallocation to shift \$200,000 from the Diesel Switcher Locomotives measure to the Residential Lawn and Garden measure to allow for an additional 400 lawn mower replacements and an additional lawn mower exchange event. The District is currently working with partner organizations to hold the next event in early 2025.

Connecting with Community at the Port of Stockton

In April 2024, the District hosted an in-person CSC meeting at the Port of Stockton's Lindley House. In-person events are important opportunities to build stronger community relationships and create space for members to collaborate on important decision-making.

Prior to the meeting, the Port of Stockton invited the CSC on a tour of the inland Port. Located by the Delta of the San Joaquin River, the tour highlighted the Port's history, wildlife, general operations, recent infrastructure improvements, and showcased their state-of-the-art cargo handling equipment upgrades. It was a great opportunity for community members to learn and see firsthand the work the Port is doing to improve air quality in the Stockton community.



This year, two community co-hosts helped design and lead the CSC meeting with 56 community members, including residents, local businesses, community-based organizations, and partner agencies. The meeting focused on advancing three important CERP commitments: bike lanes, passenger vehicle repair and replacement, and community outreach efforts, through soliciting feedback and recommendations.

The District will continue working with the CSC to incorporate these important in-person opportunities in the implementation efforts of the Stockton AB 617 Community.

New Bike Lanes to be Installed in Southwest Stockton

The CSC worked extensively with the District and City of Stockton to identify and support a bike lane project to ultimately reduce vehicle emissions by promoting active transportation.

The funding in the CERP offered a crucial opportunity to leverage funds with a City of Stockton project aimed at increasing safety and active transportation by constructing bike lanes, missing sidewalks, curb ramps, and safety features, such as high-visibility crosswalks with flashing beacons, in disadvantaged communities. This project is an important piece of the City's Master Bike Plan and aims to connect several elementary, middle and high schools in the area.

The funding allocated in the Stockton CERP for bike lanes will go specifically towards bike lane installation and includes removal and installation of striping, crack, and slurry sealing within the Stockton AB 617 boundary. In total, the project will cost an estimated \$3,073,410, of which the Stockton CERP allocation will cover \$500,000.

Tree Plantings for a Greener Stockton Community

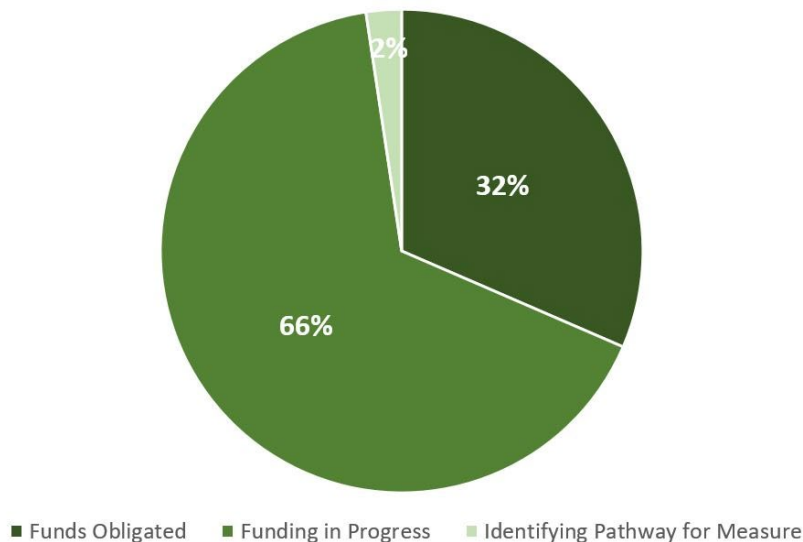
The CSC and District have taken a significant step forward on two highly-prioritized CERP measures: urban greening and vegetative barriers, by supporting proposals put forth by Little Manila Rising. Over the past couple of years, the Tree Subcommittee has worked with the District to develop and issue a Request for Proposal (RFP), to invite qualified organizations to implement urban greening and vegetative barrier projects through the Stockton AB 617 community. Through this process, the District worked closely with the CSC and applicant to develop proposals that meet the requirements of the AB 617 program and community.

During the October meeting, CSC members unanimously supported Little Manila Rising's urban greening and vegetative barrier proposals, totaling \$2 million in projects. This funding will pave the way for planting projects that can effectively mitigate air quality issues, enhance biodiversity, and create green spaces for residents to enjoy, while also supporting a broader vision of community empowerment and environmental stewardship through Little Manila Rising's workforce development efforts. As the next step, the District is working to contract with Little Manila Rising so they can begin planting trees next year. As the work is implemented, Little Manila Rising will provide quarterly updates to keep the CSC apprised of progress.

Tracking CERP Progress

The District and CSC established strong metrics to track progress in the Stockton CERP. Recognizing the CSC's desire to track and measure implementation progress, the District developed a measure tracker, updated monthly under "Track Stockton Progress" on the Stockton AB 617 Community Webpage. District staff have taken the opportunity to share the tracker with the community on multiple occasions and have continued to incorporate CSC feedback to refine and improve the tracker.

Of the 47 measures in the adopted CERP, 17 are incentives measures where the District and CSC worked to identify the number of units targeted for replacement throughout implementation of the CERP. Of those incentive-based measures, the majority of the funds (98%) are already obligated to projects or funding is currently in progress. A small remainder of the funds (2%) are tied to measures that the District is working with the CSC and CARB to identify pathways for moving forward the measure.



Stockton CERP Measures Tracker:
<https://community.valleyair.org/stockton-tracker/>

Annual Enforcement Report

During the development of the Stockton CERP, CSC members identified several primary sources of concern within the community. Based on the analysis of the District’s enforcement history within the AB 617 community, several focused enforcement and compliance assistance measures were included in the CERP aimed at enhancing enforcement and education efforts through existing District enforcement programs to address those areas of community concern. These enforcement measures continue to be implemented and a complete summary of complaints received and enforcement actions taken, by facility, over the past year are summarized and linked below.

Number of Permitted Facilities	
156	
Complaints by Type	Number of Complaints
Asbestos	3
Fugitive Dust	2
Odor	6
Open Burn	15
Other	4
Smoking Chimney	1
Visible Emission	1
Grand Total	32
Violations by Type	Number of Violations
Notice of Violation (NOV)	41
Notice to Comply (NTC)	12
Record of Corrective Action Taken (RCAT)	3
Grand Total	56
Inspection by Type	Number of Inspections
Breakdown/Deviation Investigation and Record Review	4
First Day of Annual Inspection	6
First Day of Routine Compliance Inspection	140
Multi-Day, Ongoing Inspection	3
Return to Compliance Verification Inspection	5
Source Test Observations	17
Standalone Startup Inspection	1
Grand Total	176

Annual Enforcement Report:

English: <https://community.valleyair.org/media/sgjdy24j/stockton-enf-2024.pdf>

IMPLEMENTATION PROGRESS IN SOUTH CENTRAL FRESNO

The community of Fresno is the largest metropolitan area in the San Joaquin Valley, the fifth largest city in California, and is the largest inland city in California. The current estimated population for Fresno is over 530,000. A number of heavily trafficked freeways transverse through the City of Fresno, including highways 99, 41, 180, and 168, contributing a significant amount to the mobile source emissions in the community. In addition to the area-wide sources of pollution, the large population in the area also contributes to emissions from a variety of consumer products. The southwest portion of Fresno also includes a number of industrial sources of emissions. Specifically, South Central Fresno is a densely populated community within the City of Fresno, and is downwind of emissions from the northern portion of Fresno. This community also includes the major roadways of

Highways 180 and 41, and their interchange. In addition, emissions reductions in this southern community of Fresno will improve air quality in other communities and cities downwind from the Fresno urban area. This defined community in Fresno also includes the disadvantaged areas of Calwa and Malaga.

The South Central Fresno Community Emission Reduction Program (CERP) and Community Air Monitoring Plan (CAMP) were developed by the CSC, District, and CARB, with the support of local agency partners within the South Central Fresno community. Since CERP adoption by the District Governing Board in September 2019, and CARB approval in February 2020, the District has continued to meet with the South Central Fresno CSC to prioritize and implement the community-developed clean air measures and solicit feedback on how to continue enhancing the CERP.

CERP Implementation Overview

The South Central Fresno CERP and CAMP were developed by the CSC, District, and CARB, with the support of local agency partners within the South Central Fresno community. Since CERP adoption by the District Governing Board in September 2019 and by the CARB Governing Board in February 2020, the District has continued to meet with the South Central Fresno CSC to prioritize and implement the community-developed clean air measures and solicit feedback on how to continue enhancing the CERP. The District has also invested significant staff time researching, developing, procuring, and deploying air monitoring equipment for the community air monitoring network within the South Central Fresno community based on the community-developed CAMP, regularly informing the committee about community air monitoring results and efforts. Through the adopted CERP, the District working with the CSC, CARB, agency partners, local businesses, and other community partners will look to invest over \$45 million in incentive funding for a variety of clean air projects in the South Central Fresno area.

As included in the CERP, these District and CARB commitments will reduce 278 tons of PM_{2.5}, 1662 tons of NO_x in Fresno, as well as significant 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. To date the South Central Fresno community has made significant progress in reducing emissions through implementation of various incentives, enforcement, regulatory, mitigation, and outreach measures. This report summarizes the progress of CERP implementation in South Central Fresno since September 1, 2023.

The District works with the South Central Fresno CSC members, members of the public, businesses, local, state, and federal agencies, and other stakeholders to implement the considerable number of air quality improvement measures included in the South Central Fresno CERP. The District is working on implementing all CERP measures, with particular focus efforts on the measures that were highly prioritized by the CSC.

Trees Planting Events Bring Together the South Central Fresno Community

The District, Fresno Unified School District, Central California Environmental Justice Network (CCEJN) and Tree Fresno worked alongside dozens of community volunteers (mostly youth) to plant nearly 60 trees at Computech Middle School in Southwest Fresno. This project is one of several projects to improve air quality and public health in South Central Fresno and will also include future trees for the adjacent Edison High School.



“As an organization that has been working to promote Environmental Justice and health equity for 23 years, CCEJN is excited about this opportunity to make South Central Fresno greener and healthier by planting drought-tolerant trees in the areas where residents need them and want them,” -Nayamin Martinez, Executive Director CCEJN

As a part of their adopted CERP, the CSC supported allocating funding for Urban Greening, a clean air measure that provides more tree canopy and a healthier environment for vulnerable residents. Trees help offset the urban heat island effect, in which dense concentrations of buildings and pavement absorb and retain heat. They also improve air quality by filtering out and dispersing pollutants.

Bringing Cleaner Cars to the Fresno Community

In May 2024, the South Central Fresno AB 617 Passenger Vehicle Replacement program opened, which aims to replace 2006 or older cars with newer plug-in hybrid or electric vehicles and supports low-income households who face financial challenges in transitioning to cleaner cars.

The District has partnered with Valley Clean Air Now (Valley CAN) to host in-person vehicle replacement workshops. In-person workshops serve an important role in the community as they provide an opportunity for people who may not have the resources or ability to apply for the program online or on their own through providing bilingual assistance.

To ensure community-centered implementation of incentive-based measures, the District is committed to providing updates on CERP implementation, particularly in the event of high demand or challenges, allowing the CSC to give feedback on necessary program or funding adjustments. As the AB 617 Fresno-specific program opened, the District quickly saw a demand in the Fresno community and worked with the CSC at the August CSC meeting to reallocate an additional \$3 million to support the measure. As of October 2024, 94 people have applied for the program and are on their way to driving a new, cleaner vehicle.



South Central Fresno Truck Reroute Study

Given that over 85% of criteria pollutants and the majority of toxic emissions in the South Central Fresno region come from mobile sources, including on-road heavy-duty diesel trucks, the highest priority concern outlined by the community throughout the Community Air Protection Program process was a need to assess the impacts of heavy-duty trucks in South Central Fresno.

In April 2022, the Fresno City Council approved the study to assess heavy-duty truck routes and associated health impacts on nearby residents in the South Central Fresno AB 617 community. The study aimed to identify, analyze and evaluate truck routes and associated health impacts to the South Central Fresno community.

After City Council approval, the City of Fresno coordinated closely with their subcontractor, Arcadis, to develop an outreach plan, Existing Conditions Analysis Report and Best Practices Report, all of which were key to ultimately

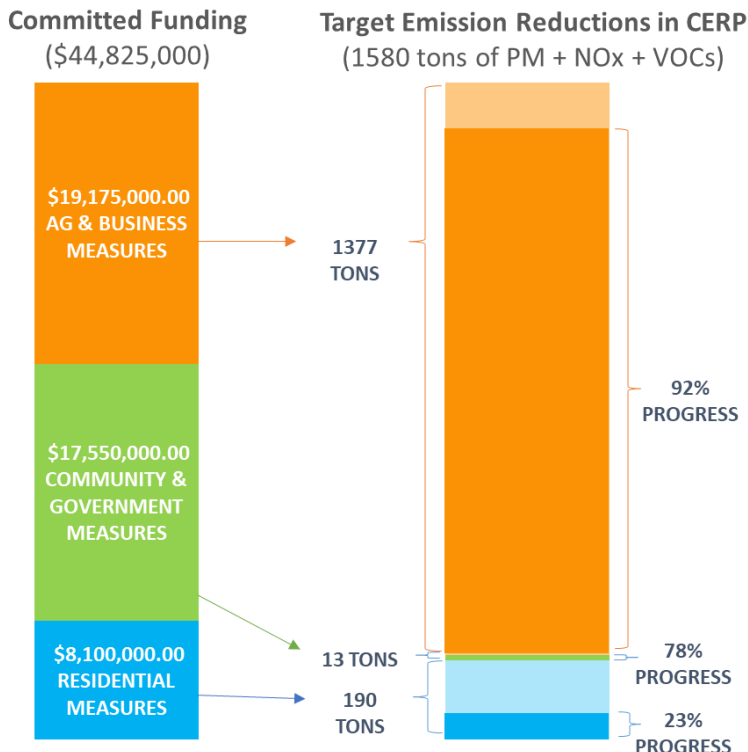
developing the Truck Reroute Study. Throughout this process, the City convened a Community Advisory Group (CAG), of which CSC members participated, and a Technical Steering Committee to advise on the development of the study. The City of Fresno also coordinated closely with UC Merced to conduct a Health Assessment, which noted several key recommendations that the City took into consideration in the development of the truck route recommendations. The comprehensive study recommends a variety of infrastructure, education and enforcement strategies, including the removal of approximately 43 miles of existing truck routes, some of which are within 1000 feet of residential areas and near other sensitive receptors and designating 13 Truck Bypass Restriction Zones designated to remove bypass travel for heavy-duty trucks along roadways near sensitive receptors.

As recommended by the CSC, the City of Fresno held several in-person and online community meetings to discuss the study findings, answer questions and hear additional feedback. In September 2024, the City of Fresno brought findings of Truck Reroute and Health Study to City Council for their review and in the coming months, City staff plan to bring an item to accept the Truck Reroute and Health Studies as well as an ordinance to accept the truck route recommendations. The District will continue to work with the City and project contractors as implementation begins to bring updates to the CSC.

Tracking CERP Progress

The District and CSC established strong metrics to track progress in the South Central Fresno CERP. Recognizing the CSC's desire to track and measure implementation progress, the District developed a measure tracker, updated monthly under “Track Fresno Progress” on the South Central Fresno AB 617 Community Webpage. District staff have taken the opportunity to share the tracker with the community on multiple occasions and have continued to incorporate CSC feedback to refine and improve the tracker.

South Central Fresno CERP Incentives Funding Commitments and Emissions Reductions Progress



The CSC has made it clear that having the ability to track and measure implementation progress in English and Spanish is very important. Towards that end, the District developed a measure tracker that is updated on a monthly basis in both English and Spanish on the top of the South Central Fresno AB 617 Community Webpage under the heading “Track South Central Fresno Progress”. District staff have taken the opportunity to share the tracker with the community on multiple occasions and have taken and incorporated feedback from CSC members.

South Central Fresno CERP Measures Tracker:

English: <http://community.valleyair.org/fresno-tracker/>
 Spanish: <http://community.valleyair.org/fresno-tracker-sp/>

Annual Enforcement Report

During the development of the South Central Fresno CERP, CSC members identified several primary sources of concern within the community. Based on the analysis of the District’s enforcement history within the AB 617 community, several focused enforcement and compliance assistance measures were included in the CERP aimed at enhancing enforcement and education efforts through existing District enforcement programs to address those areas of community concern discussed below. In addition to the implementation of the enforcement measures adopted in the CERP, the District’s Compliance Department has continued over the past year to promptly respond to public air pollution complaints in the community. These enforcement measures continue to be implemented and a complete summary of complaints received and enforcement actions taken, by facility, over the past year are summarized and linked below.

Number of Permitted Facilities	
352	
Complaints by Type	Number of Complaints
Asbestos	1
Commercial/Industrial Open Burning	1
Fugitive Dust	10
Gasoline Dispensing Facility	1
Odor Nuisance	10
Other	10
Residential Fireplace / Outdoor Wood Burning Device	9
Residential Open Burning	33
Visible Emissions From Equipment	2
Grand Total	77
Violations by Type	Number of Violations
Notice of Violation (NOV)	102
Notice to Comply (NTC)	17
Grand Total	119
Inspection by Type	Number of Inspections
Breakdown/Deviation Investigation	7
Complaint Investigation	1
Multi-Day, Ongoing Inspection	8
One Day/First Day of Multi-Day Inspection	275
Return to Compliance Verification Inspection	4
Source Test Observation	57
Standalone Startup Inspection	9
Grand Total	361

Annual Enforcement Report:

English: <https://community.valleyair.org/media/1trmtjrt/2024-enforcement-report-en.pdf>
 Spanish: <https://community.valleyair.org/media/qscjddu1/2024-enforcement-report-sp.pdf>

IMPLEMENTATION PROGRESS IN SHAFTER

The rural community of Shafter in Kern County has a current estimated population of over 19,000, and is influenced by rural sources of emissions, including the agricultural and oil and gas production industries. In addition, major roadways in the community include Highway 43 and the Lerdo Highway, both crossing directly through Shafter and contributing to mobile source emissions in the area. Locomotive emissions also influence the community as railroad tracks run parallel to Highway 43. Local area-wide sources such as gas stations, commercial cooking, and consumer products also contribute to the community's emissions levels. Due to this, the community emissions reduction plans that will be developed for all of the recommended selected areas in the Valley will include strategies that address both urban sources of emissions as well as rural sources that contribute to Shafter's air quality challenges.

CERP Implementation Overview

The Shafter CERP and Community Air Monitoring Plan (CAMP) were developed by the CSC, District, and CARB, with the support of local agency partners within the Shafter community. Since CERP adoption by the District Governing Board in September 2019 and by the CARB Governing Board in February 2020, the District has continued to meet with the Shafter CSC to prioritize and implement the community-developed clean air measures and solicit feedback on how to continue enhancing the CERP. The District has also invested significant staff time researching, developing, procuring, and deploying air monitoring equipment for the community air monitoring network within the Shafter community based on the community-developed CAMP, regularly informing the committee about community air monitoring results and efforts. Through the adopted CERP, the District is working with the CSC, CARB, agency partners, local businesses, and other community partners to invest over \$38 million in incentive funding for a variety of clean air projects in the southern end of the Central Valley in Kern County.

As included in the CERP, these District and CARB commitments will reduce approximately 265 tons of PM2.5, and 1,718 tons of NOx as well as significant 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. To date, the Shafter community has made significant progress in reducing emissions through implementation of various incentives, enforcement, regulatory, mitigation, and outreach measures. The District is working on implementing all CERP measures, with particular focus efforts on the measures that were highly prioritized by the CSC. This report summarizes the progress of CERP implementation in Shafter since September 1, 2023.

The CERP and the many air quality improvement strategies it includes would not be possible without the tremendous commitment and effort shown by the Shafter CSC members. This engaged group of individuals includes residents, community based organizations, local businesses, the City of Shafter, Kern County, and other stakeholders in the Shafter AB 617 boundary. Additionally, the CARB staff, members of state and local agencies including the Kern Council of Government (Kern COG), California Geologic Energy Management Division (CalGEM), and the California Department of Transportation (Caltrans) have also provided information and guidance to assist the CSC members in the development of the air quality improvement strategies in the CERP.

Community Event Served Over 500 Shafter Residents

On Saturday, November 2, Valley CAN hosted its first ever, combined Tune-In Tune-Up + Lawnmower Trade-in Event at the City of Shafter Public Works. 322 Shafter residents replaced their old, polluting gas-powered lawn mowers with a new FREE zero-emission, electric Stihl lawn mower and 206 residents participated in the Tune-In Tune-Up smog repair event where their vehicle got a FREE emissions test and residents received a repair voucher up to \$500 for emissions related repairs, if needed.

This event was made possible through all of the work of the Shafter CSC. At the March in-person CSC meeting, the CSC voted to reallocate \$150,000 to support the residential lawn and garden measure to add more units and

hold a second lawn mower trade-in event in Shafter. Throughout the CERP implementation process, the District works closely with the CSC to assess interest, understand evolving priorities, and support reallocating funding to CERP measures when the need arises.

Gas-powered yard care equipment presents a significant source of localized air pollution in

Valley neighborhoods. These small engines have no emission controls and pollute substantially more than newer passenger vehicles. Statistically, one gas lawn mower produces the equivalent emissions of 12 late-model cars operating for the same amount of time. This is just one example of the great work being done in partnership with the community under AB 617.



Cutting Emissions by Designing Safer, More Walkable and Bikeable Roads

Over the past several years, the District has worked closely with the CSC, City of Shafter and Kern County to identify and support two road paving and sidewalk installation projects, including a City of Shafter project along State Route 43 and a Kern County project in La Colonia, for a total of \$2.5 million, with \$1.3 million remaining for other priority projects.

This year, the City of Shafter proposed a project to install bike lanes along Lerdo Highway and its adjacent avenues to link schools, parks, transit centers and downtown businesses. Through the engineering and design phase of the La Colonia project, Kern County also identified an opportunity to leverage and improve the project by paving the ½ width road to a standard full width road along Mannel Avenue. These projects would provide several benefits, including, limiting dust emissions and exposure, reducing vehicle miles traveled, providing mud control and improved drainage and improve accessibility. Additionally, with the construction of dedicated bicycle lanes and new sidewalks these projects will facilitate the use of safe, alternate modes of transportation.

After reviewing the projects and providing feedback in the February and March in-person meetings, the CSC supported both projects during the April CSC meeting. The District is continuing to work with the City and the County to move forward all of these road paving, sidewalk installation and bike lane projects to ensure residents can enjoy safer roads and opt for cleaner modes of transportation.

Community of Shafter Gathers to Plant Trees at Veterans Park

On May 11, 2024, Shafter community members came together to plant 12 large box trees at Veterans Park. Through the funding allocated in the CERP, the District partnered with the City of Shafter and Tree Foundation of Kern on this urban greening project to improve air quality, mitigate the urban heat island effect and create green spaces for residents to enjoy. Tree Foundation of Kern brought their expertise to successfully plant these trees and will maintain the trees to assure they provide long-term benefits to the Shafter community.



Bringing Cleaner Cars to the Shafter Community

In May 2024, the Shafter AB 617 Passenger Vehicle Replacement program opened, which aims to replace 2006 or older cars with newer plug-in hybrid or electric vehicles and supports low-income households who face financial challenges in transitioning to cleaner cars. Since the program opened, Valley CAN has hosted monthly weeknight workshops to assist interested applicants, with many households in attendance. As of October 2024, 72 people have applied for the program and are on their way to driving a new electric vehicle.



Vegetative Barriers Planted to Improve Air Quality

Over the past several years, the Shafter CSC has worked with the District to identify high-priority locations to plant vegetative barriers to benefit residents in the community. Based on this feedback, the District worked with the CSC to develop and issue a Request for Proposal (RFP), to invite qualified organizations to implement urban greening and vegetative barrier projects through the Shafter AB 617 community. Through this process, the District was able to partner with The Wonderful Company to install vegetative barriers on 7th Standard Rd, Burbank St, and Lerdo Hwy.

Vegetative barriers are composed of one or more rows of trees or shrubs that are planted strategically near areas of concern to block pollution, dust, chemicals or odor to improve air quality. In addition to creating an air quality buffer, vegetative barriers also reduce near-road air pollution, reduce heat, improve aesthetics and use natural solutions to mitigate air quality impacts and improve public health.

As part of continued outreach on this measure, the District reached out to growers, businesses and schools near community-recommended sites for vegetative barriers projects. CSC members also worked closely with the Kern County Agricultural Commissioner to obtain contact information for sites the CSC was interested in seeing vegetative barriers planted. As funding remains in this measure, the District will continue conducting outreach to schools, businesses and agencies, including the City of Shafter, Kern County Ag Commissioner and Kern County Farm Bureau, to identify opportunities to plant additional vegetative barriers in the Shafter community.

Emissions Reduction Targets and Metrics for Tracking Progress

The District and CSC included a robust set of metrics to track progress in the Shafter CERP. The CSC has made it clear that having the ability to track and measure implementation progress in English and Spanish is very important. Towards that end, the District developed a measure tracker while working with the CSC members that is updated on a monthly basis in both English and Spanish on the top of the Shafter AB 617 Community Webpage under the heading “Track Shafter Progress.” District staff have taken the opportunity to share the tracker with the community on multiple occasions and have taken and incorporated CSC member feedback to continue to refine and improve the tracker.

Shafter CERP Measures Tracker:

English: <http://community.valleyair.org/shafter-tracker/>
Spanish: <http://community.valleyair.org/shafter-tracker-sp/>

Annual Enforcement Report

During the development of the Shafter CERP, CSC members identified several primary sources of concern within the community. Based on the analysis of the District’s enforcement history within the AB 617 community, several focused enforcement and compliance assistance measures were included in the CERP aimed at enhancing enforcement and education efforts through existing District enforcement programs to address those areas of community concern. These enforcement measures continue to be implemented and a complete summary of complaints received and enforcement actions taken, by facility, over the past year are summarized and linked below.

2024 Valley Air District Community Emissions Reduction Program Annual Report

Number of Permitted Facilities	
	102
Inspection by Type	
Inspection by Type	Number of Inspections
Aborted Inspection	1
Aborted Inspection (no part of inspection started)	5
Breakdown/Deviation Investigation and Record Review (In Office or In Field)	1
First Day of Annual Inspection	1
First Day of Routine Compliance Inspection	5
First Day of Routine Compliance Inspection (includes ATC startup)	84
Group Inspection (For Use When Assisting in an Inspection, Excluding Training)	11
Multi-Day, Ongoing Inspection (Includes Completion of Incomplete Inspection)	13
Post-Inspection (Old Equipment Destruction, New Purchased Equipment, Etc)	3
Record Review (Office Review of Records Submitted as Part of an Inspection)	1
Return to Compliance Verification Inspection	5
Source Test Observations	6
Standalone Startup Inspection (Not Part of a Routine Compliance Inspection)	4
Grand Total	140
Complaints by Type	
Complaints by Type	Number of Complaints
Open Burn	15
Other	3
Grand Total	18
Violations by Type	
Violations by Type	Number of Violations
Notice of Violation (NOV)	36
Notice to Comply (NTC)	2
Grand Total	38

Annual Enforcement Report:

English: <https://community.valleyair.org/media/v3yig5vu/2024-shafter-enforcement-reporteng.pdf>

Spanish: https://community.valleyair.org/media/yianpztg/2024-shafter-enforcement-report_spanish.pdf

IMPLEMENTATION PROGRESS IN ARVIN/LAMONT

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

CERP Implementation Overview

The Arvin/Lamont CERP and Community Air Monitoring Plan (CAMP) were developed by the CSC, District, and CARB, with the support of local agency partners within the Arvin/Lamont community. Since CERP adoption by the District Governing Board in June 2022 and by the CARB Governing Board in October 2022, the District has continued to meet with the Arvin/Lamont CSC to prioritize and implement the community-developed clean air measures and solicit feedback on how to continue enhancing the CERP. The District has also invested significant staff time researching, developing, procuring, and deploying air monitoring equipment for the community air monitoring network within the Arvin/Lamont community based on the community-developed CAMP, regularly informing the committee about community air monitoring results and efforts. Through the adopted CERP, the District working with the CSC, CARB, agency partners, local businesses, and other community partners will look to invest over \$30 million in incentive funding for a variety of clean air projects in the South Kern area.

As included in the CERP, these District and CARB commitments will reduce 136 tons of PM2.5, 421 tons of NOx, and 161 tons of VOCs in Arvin/Lamont, as well as significant 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. To date the Arvin/Lamont community has made significant progress in reducing emissions through

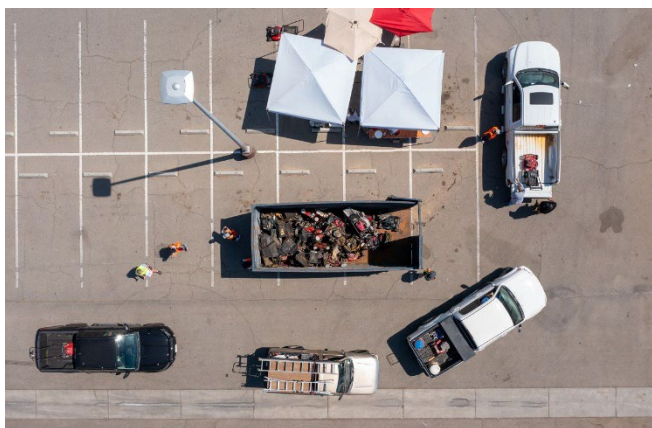
implementation of various incentives, enforcement, regulatory, mitigation, and outreach measures. This report summarizes the progress of CERP implementation in Arvin/Lamont since September 1, 2023.

The District works with the Arvin/Lamont CSC members, members of the public, businesses, local, state, and federal agencies, and other stakeholders to implement the considerable number of air quality improvement measures included in the Arvin/Lamont CERP. The District is working on implementing all CERP measures, with particular focus efforts on the measures that were highly prioritized by the CSC.

Lawn Mower Exchange Event brings new, cleaner mowers to the Arvin/Lamont Community

The District hosted a Lawn Mower Exchange Event at the Bear Mountain Recreation Center in Lamont on June 6, 2024. Nearly 200 residents of the Arvin/Lamont AB 617 Community exchanged their old, polluting lawn mowers for new, cordless electric mowers while also receiving information about other District resources and incentive funding.

Gas-powered yard care equipment presents a significant source of localized air pollution in Valley neighborhoods.



These small engines have no emission controls and pollute substantially more than newer passenger vehicles. Statistically, one gas lawnmower produces the equivalent emissions of 12 late-model cars operating for the same amount of time. This is just one example of the great work being done in partnership with the community under AB 617.

Community works together at annual in-person meeting to move forward clean air programs

In December 2023, the District hosted its annual in-person CSC meeting at the Bear Mountain Recreation Center. With more than 50 community participants, including residents, local businesses, community-based organizations, and partner agencies, the meeting focused on advancing the implementation of two highly prioritized CERP measures: vegetative barriers and passenger vehicle replacement, through soliciting meaningful community input.

As part of the meeting, the CSC was encouraged to invite community members who live in the AB 617 boundary to a Community Open House to learn about the AB 617 program, how to access air quality information, and available programs and resources, including those offered through the California Air Resources Board (CARB) and Department of Pesticide Regulation (DPR). Participants were also invited to tour the District's air monitoring van, which performs mobile air monitoring throughout the San Joaquin Valley.

To ensure an inclusive and successful meeting, the District arranged for simultaneous Spanish interpretation, children's activities, and dinner catered by a local restaurant. The District also partnered with Toys for Tots to give away toys to parents and children that attended the meeting in celebration of the holiday season.

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Bringing cleaner cars to the Arvin/Lamont Community

In June, the District, in partnership with the CSC, opened the Passenger Vehicle Replacement Program in the Arvin/Lamont Community. Highly prioritized by the community, this program aims to replace older, high-polluting vehicles with newer hybrid or electric vehicles, supporting low-income families who would otherwise be unable to make the transition to cleaner vehicles.

As part of the outreach efforts for the Passenger Vehicle Replacement Program, the District has partnered with Valley Clean Air Now (Valley CAN) to host vehicle replacement workshops that provide bilingual assistance to residents interested in applying to the program. These workshops are held at local restaurants and community hubs in Arvin and Lamont, allowing Valley CAN staff can answer questions and assist applicants while also providing dinner. The support provided at these workshops significantly reduces barriers to program participation and has proved successful in helping residents transition from their older, polluting vehicles to cleaner alternatives.

Sharing Air Quality Information, One Family at A Time

In September, the District took part in a back-to-school outreach campaign in the Arvin/Lamont boundary, where staff connected with school personnel, parents, and students, to share information on air quality resources and District programs. The outreach took place during morning drop-offs and afternoon pick-ups, during which District staff connected with over 300 parents.

This year, the District visited Myrtle Avenue Elementary, Lamont Elementary, Sierra Vista Elementary, and Bear Mountain Elementary. Alongside this event, the District also visited local libraries and family resource centers to drop off additional air quality information for the community.



Partnering with Agricultural and Agency Partners to Address Community Pesticide Concerns

As part of the pesticide commitments outlined in the CERP, the CSC, CARB, DPR, the Kern County Agricultural Commissioner, and the District worked collaboratively in the Pesticide Subcommittee to develop and implement a plan for new pesticide monitoring in the community. To help identify which pesticides to monitor, DPR and the Agricultural Commissioner worked together to share information about pesticide use in the Arvin/Lamont community, including active ingredients, pounds of use and timing of application. Based on this information, it was determined that Metam-Sodium and Metam-Potassium (MITC) and 1,3-Dichloropropene (1,3-D) would be good candidates for pesticide monitoring. Throughout the development of the CAMP and in the Pesticide Subcommittee, the CSC provided feedback on recommended areas for pesticide monitoring. CARB then used this map to identify feasible sites for conducting the pesticide monitoring, which would help the Kern County

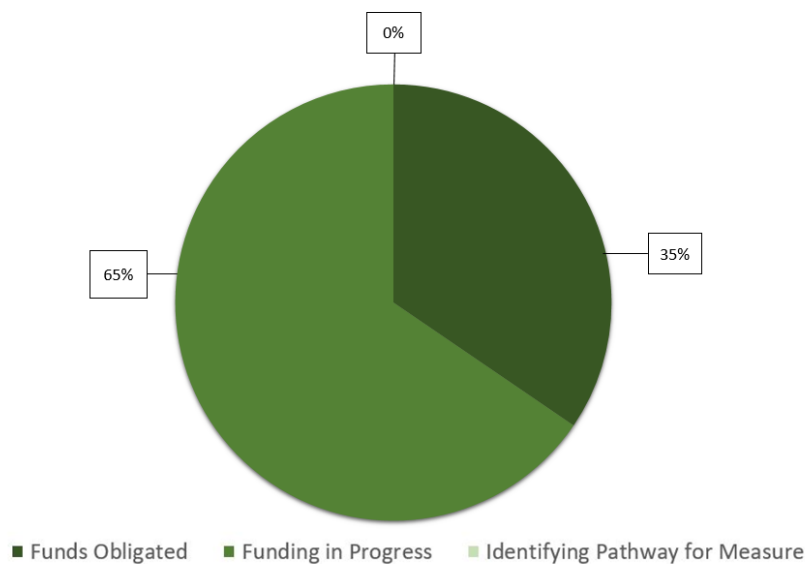
Agricultural Commissioner, the District, CARB, DPR, and other stakeholders understand whether pesticide exposure is an issue in the community.

A successful 13-week monitoring campaign was completed in September 2024, and CARB is currently analyzing the data gathered during this effort. A comprehensive report detailing the findings will be shared with the community to ensure transparency and inform future actions. In the meantime, the Kern County Agricultural Commissioner, CARB, DPR, and the District continue to meet with the CSC in the Pesticide Subcommittee every other month to discuss reporting, monitoring, notification, and other regulatory topics.

Tracking CERP Progress

The District and CSC included a robust set of metrics to track progress in the Arvin/Lamont CERP. The CSC has made it clear that having the ability to track and measure implementation progress in English and Spanish is very important. Towards that end, the District developed a measure tracker while working with the CSC members that is updated on a monthly basis in both English and Spanish on the top of the Arvin/Lamont AB 617 Community Webpage under the heading “Track Arvin/Lamont Progress.” District staff have taken the opportunity to share the tracker with the community on multiple occasions and have taken and incorporated CSC member feedback to continue to refine and improve the tracker.

Of the 31 measures in the adopted CERP, 12 are incentives measures where the District and CSC worked to identify the number of units targeted for replacement throughout implementation of the CERP. Of those incentive-based measures, all of the funds (100%) are already obligated to projects and funding is currently in progress. At this time there are no funds (0%) that the District is working with the CSC or CARB to develop project plans for approval.



Arvin/Lamont CERP Measures Tracker:

English: <http://community.valleyair.org/arvinlamont-tracker/>
Spanish: <http://community.valleyair.org/arvinlamont-tracker-sp/>

Annual Enforcement Report

During the development of the Arvin/Lamont CERP, CSC members identified several primary sources of concern within the community. Based on the analysis of the District’s enforcement history within the AB 617 community,

several focused enforcement and compliance assistance measures were included in the CERP aimed at enhancing enforcement and education efforts through existing District enforcement programs to address those areas of community concern. These enforcement measures continue to be implemented and a complete summary of complaints received and enforcement actions taken, by facility, over the past year are summarized and linked below.

Number of Permitted Facilities	
	81
Complaints by Type	Number of Complaints
Ag Burn	3
Fugitive Dust	2
Odor	7
Open Burn	4
Other	7
Visible Emissions	16
Grand Total	39
Violations by Type	Number of Violations
Notice of Violation (NOV)	79
Notice to Comply (NTC)	6
Grand Total	85
Inspection by Type	Number of Inspections
Aborted Inspection (no part of inspection started)	3
Breakdown/Deviation Investigation and Record Review (In Office or In Field)	31
First Day of Annual Inspection	11
First Day of Routine Compliance Inspection	14
First Day of Routine Compliance Inspection (includes ATC startup)	67
Group Inspection (For Use When Assisting in an Inspection, Excluding Training)	14
Multi-Day, Ongoing Inspection (Includes Completion of Incomplete Inspection)	18
Return to Compliance Verification Inspection	14
Source Test Observations	6
Grand Total	178

Annual Enforcement Report:

English: https://community.valleyair.org/media/l5gpigs3/2024-arvinlamont-enforcement-report_final-english.pdf

Spanish: https://community.valleyair.org/media/hlseybfz/2024-arvinlamont-enforcement-report_final-spanish.pdf

DISTRICT REGULATORY MEASURES

During CERP development, and throughout implementation, the communities have placed a high priority on reducing PM2.5 and toxic air contaminant emissions that originate from industrial sources in and around the community. Beyond the stringent regulations and permitting requirements that are already implemented Valley-wide, the District worked with the CSC to incorporate and implement additional CERP regulatory strategies pertaining to stationary sources. Two of the measures describe stationary source regulatory actions in detail, including evaluation of BARCT requirements for rules that apply to Cap and Trade Facilities; and evaluation of rules to determine whether additional reductions are possible for sources of NOx and PM2.5. Both measures specifically list several rules that are scheduled to be evaluated in coordination with the CSC throughout the life of the CERP and are discussed more below. CARB’s Board took additional action during the approval hearing to support the District and CARB’s commitments to conduct reviews of stationary and mobile source rules and discuss permitting and rule-making processes, in a transparent and expeditious manner. Towards this end, the District has prioritized CSC discussion and community input on the District’s regulatory review and has been providing opportunities for the CSC and community members to provide feedback as part of the rule development process, including email notifications of upcoming workshops, updates during steering committee meetings, and one-on-one conversations with steering committee members.

To address CSC concerns regarding progress towards updating rules and regulations affecting sources of concern in the community, the District presented a detailed rule development schedule during the July 2020 steering committee meeting and have implemented a process to notify CSC members of all rule development processes so they can participate and provide valuable input into the process. The CSC has identified primary sources of concern and the District has prioritized rule development on rules that these facilities are subject to, specifically the glass melting furnaces, solid fuel-fired boilers (biomass boilers), and petroleum bulk storage. These rules were amended in 2021, as described in the table below. During the rule amendment process, dates and timeframes that stationary sources including compliance dates are established as part of the process. CSC members will be provided be able to fully participate in the rule development process and their insight will not only be welcomed but encouraged through advance notice of public meetings and will be an excellent opportunity for them to provide their knowledge and experience in helping to develop these rules.

PM2.5 Plan Rule Updates

District staff have continued moving forward with technical evaluation and public engagement efforts for scheduled regulatory measures, with several District rules scheduled for proposed amendments in the 2021-22 timeframe. Emissions reductions achieved through the implementation of more stringent limits potentially required through these rule amendments will further contribute to reduced exposure to air pollution in the community. CSC members, members of the AB 617-selected community, and the general public are encouraged to be involved in the upcoming rulemaking process for these rules.

Rule	Stationary/Area Source Category	Rule Development Status
4901	Wood burning fireplaces and heaters	Rule Amended June 20, 2019
4311	Flares	Rules amended December 17, 2020
4306 & 4320	Boilers, steam generators, and process heaters	
4702	Internal combustion engines	Rule amended August 19, 2021
4692	Under-fired charbroilers at commercial restaurants	Rule amendment evaluation ongoing
4354	Glass Melting Furnaces	Rule amended December 16, 2021
4352	Solid-Fuel Fired Boilers	Rule amended December 16, 2021

Best Available Retrofit Control Technology (BARCT)

AB 617 required districts that are in nonattainment for one or more air pollutants to adopt expedited schedules by January 2019 for the implementation of Best Available Retrofit Control Technology (BARCT). Significant work was necessary to demonstrate that existing rules met BARCT requirements or, where it was not clear that BARCT requirements were met, identify potential gaps in the existing rules, establish a rule-review schedule, and take the schedule to the District’s Governing Board for approval before the deadline. The Board adopted the District’s BARCT Analysis Schedule on December 20, 2018. The District is now implementing the plan, and, where necessary, develop rule amendments consistent with state BARCT requirements. The District must also share its findings with the state as CARB compiles the BARCT clearinghouse.

District’s expedited BARCT Schedule: <http://community.valleyair.org/best-available-retrofit-control-technology-barct>

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Since 2019, the District began performing a further BARCT analysis of 15 of the 16 rules identified, typically in the order of documented priority. Each District rule and source category is evaluated in comparison to federal and state air quality regulations and the regulations of other air districts in California and throughout the country.

The District held a public workshop on April 20, 2021 and provided a update to the public on the progress the District has made on the BARCT evaluations for 4 rules conducted in 2020 (see published report – [link](#)) and discussed the next steps associated with further evaluating the remaining District Rules for satisfying BARCT requirements. The following table summarizes the status of the BARCT rule evaluations.

Rule	Title	BARCT Status
4454	Refinery Process Unit Turnaround	Meets BARCT
4641	Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations	Meets BARCT
4104	Reduction of Animal Matter	Meets BARCT
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	Rule amended June 15, 2023
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	Rule amended June 15, 2023
4623	Storage of Organic Liquids	Rule amended June 15, 2023
4624	Transfer of Organic Liquids	Rule amended June 15, 2023
4401	Steam-Enhanced Crude Oil Production Wells	Rule amended June 15, 2023
4702	Internal Combustion Engines (VOC only)	Rule amended August 19, 2021
4694	Wine Fermentation and Storage Tanks	Removed from Expedited BARCT Schedule
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	Meets BARCT
4601	Architectural Coatings	BARCT Rule Adopted April 16, 2020
4566	Organic Material Composting Operations	Removed from Expedited BARCT Schedule
4625	Wastewater Separators	Meets BARCT
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	Removed from Expedited BARCT Schedule
4402	Crude Oil Production Sumps	Rule Amended December 21, 2023

The District is also working with the affected facilities to identify the potential control options that may result in additional emissions reductions. The affected facilities are providing the District with technical information and costs related to potential control options to determine the feasibility of implementing each option identified.

Technology Clearinghouse

AB 617 requires CARB to establish and maintain a statewide clearinghouse that identifies the best available control technology, best available retrofit control technology for criteria air pollutants, and related technologies for the control of TACs.

Since 2019, District staff have been participating in bi-weekly conference calls with CARB and other air district staff to discuss the proposed changes to the statewide clearinghouse and the new database and website interface that CARB and their programming consultant is creating. Through collaborative discussions, the District has provided input on facility and pollutant definitions; source category, subcategory, and classification differences; public usability and device specificity; and many other topics. To date, CARB has published an initial Technology Clearinghouse webpage ([link](#)) and has published, the following prototype tools to support public needs while the remainder of the Technology Clearinghouse system is developed:

- Next Generation Technology (Released November 2019) - [Emergency Back-up Power Options for Residential Applications](#)
- Rules (Released March 2020) - [Current Air District Rules Tool](#)
- Next Generation Technology (Released June 2020) - [Emergency Back-up Power Options for Commercial Applications](#)

Additional meetings have been scheduled and significant work and testing of the new database, tools, and website is still being performed.

AB 2588 Air Toxic Hot Spots

The District's integrated air toxics program fulfills the state AB 2588, California Air Toxics Hot Spots, mandates, which are aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. The state Hot Spots Act is only one part of the District's comprehensive program to regulate air toxics in Valley communities. To achieve maximum efficiency and effectiveness, the District operates an integrated air toxics program that implements local, state, and federal mandates.

Since 2021, the District has been implementing a plan designed to expedite the assessment of the health risk associated with each of the facilities located in South Central Fresno. To date, the District has assessed the health risk for 352 facilities within the Community and none of the facilities that have been assessed pose a significant health risk.

The District has a summary of the expedited facility risk assessment and risk reduction under the implementation of AB 2588: <https://community.valleyair.org/fresno-ab2588/>.

Implementation of New Criteria and Toxics Report (CTR) Regulation

Under AB 617, CARB is tasked with developing a uniform statewide system for reporting inventories for criteria and air toxic emissions for stationary sources to the public. The uniform statewide system is currently under development. The state's *Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants* went into effect on January 1, 2020. This regulation requires certain facilities to report their criteria and toxic emissions to the District annually starting with the 2019 emissions year.

Community Air Monitoring Implementation

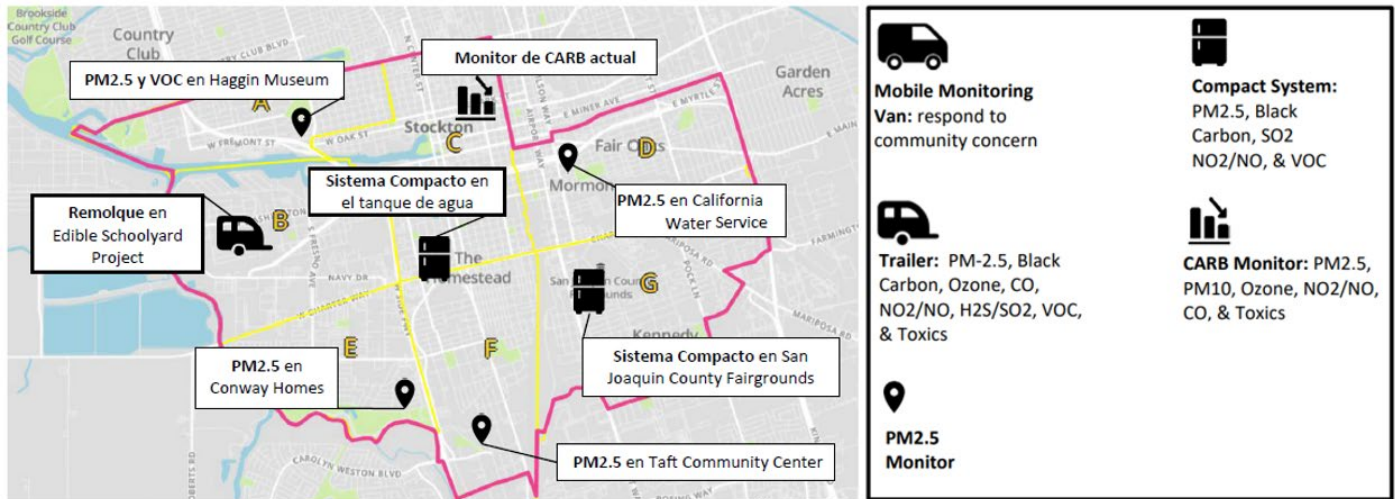
The District has invested an extensive amount of work into implementing the Community Air Monitoring Plan (CAMP), including researching, developing, configuring, deploying, trouble-shooting, and maintaining new state-of-the-art high precision air monitoring equipment. The District has also contracted with analytical laboratories to conduct the needed analysis to speciate the Volatile Organic Compounds (VOCs) and PM2.5 samples being taken

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in the community. In addition, the District has worked closely with the CSC and local organizations to negotiate leases to authorize the deployment of the equipment on site.

The District works to ensure that the community is fully apprised of the ongoing air monitoring efforts and are receiving the latest air quality information. This includes access to real-time air quality information, regular updates to the community during the public CSC meetings, and weekly updates posted to the Community Air Monitoring Page.

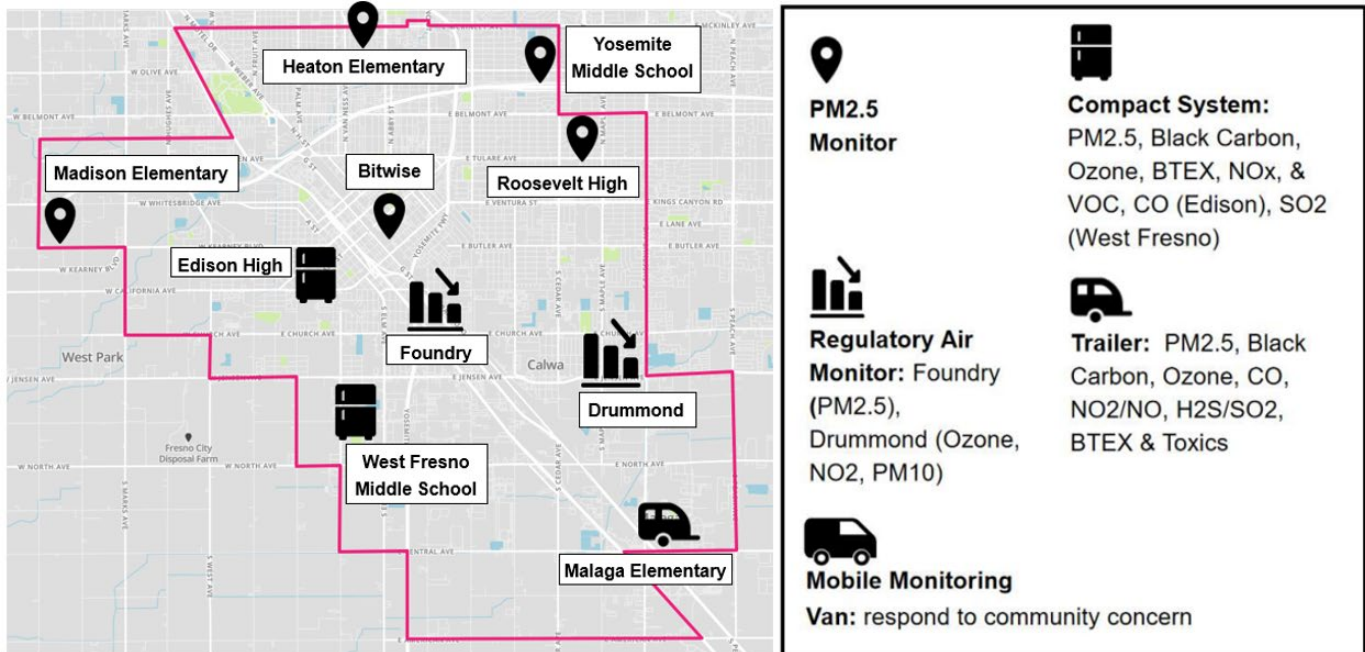
Air Monitoring Locations in Stockton



Stockton Air Monitoring Page

<https://community.valleyair.org/selected-communities/stockton/community-air-monitoring/>

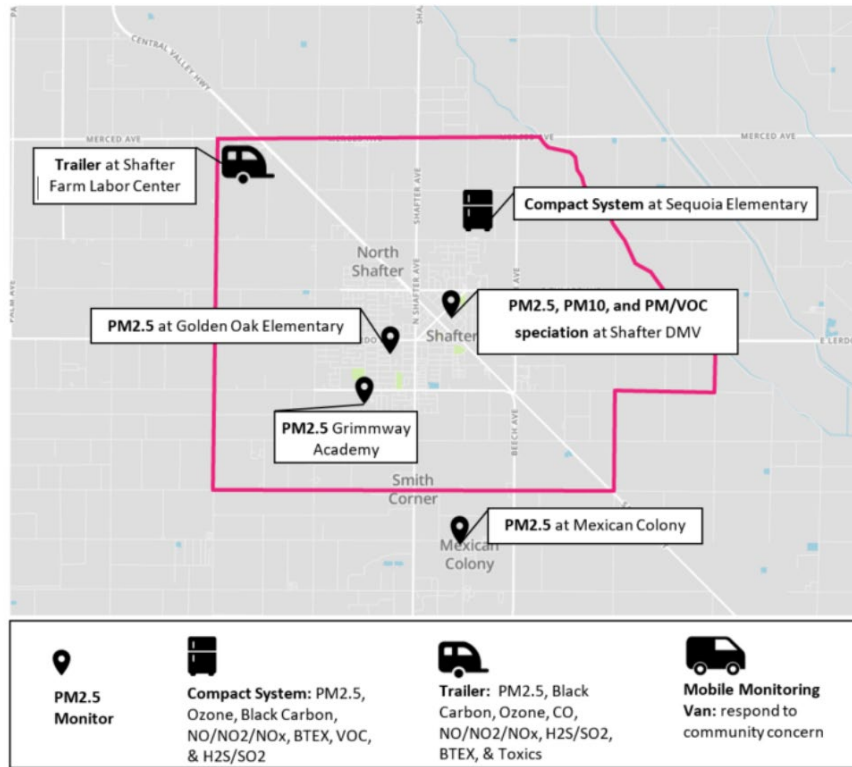
Air Monitoring Locations in South Central Fresno



Fresno Air Monitoring Page

<http://community.valleyair.org/selected-communities/south-central-fresno/community-air-monitoring/>

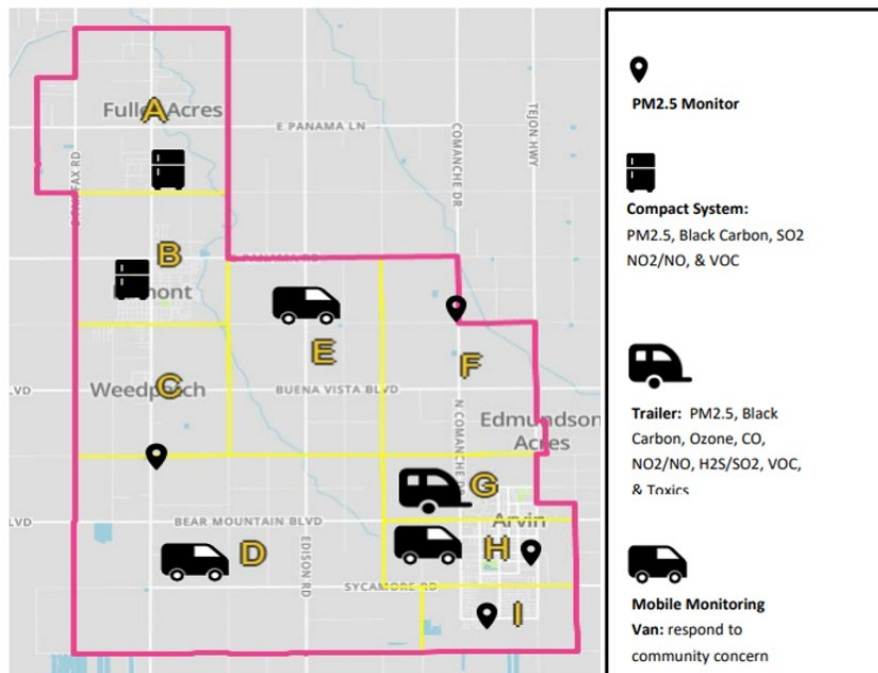
Air Monitoring Locations in Shafter



Shafter Air Monitoring Page

<http://community.valleyair.org/selected-communities/shafter/community-air-monitoring/>

Air Monitoring Locations in Arvin/Lamont



Arvin/Lamont Air Monitoring Page

<https://community.valleyair.org/selected-communities/arvin-lamont/community-air-monitoring/>