

# San Joaquin Valley Air Pollution Control District AB 617 Community Emission Reduction Program

## Drive Clean in the San Joaquin Repair Emission Reduction Program Plan

*South Central Fresno Community  
Shafter Community  
Stockton Community  
Arvin/Lamont Community*

### **PROJECT IDENTIFICATION**

- **SOUTH CENTRAL FRESNO COMMUNITY**
  - C.1: INCENTIVE PROGRAM TO HOST A LOCAL TUNE IN TUNE UP EVENT TO REDUCE EMISSIONS FROM OLDER, HIGH POLLUTING CARS
- **SHAFTER COMMUNITY**
  - C.1: INCENTIVE PROGRAM TO HOST LOCAL TUNE IN TUNE UP EVENTS TO REDUCE EMISSIONS FROM OLDER, HIGH POLLUTING CARS
- **STOCKTON COMMUNITY**
  - TP.1: INCENTIVE PROGRAM TO HOST LOCAL TUNE IN TUNE UP EVENTS TO REDUCE EMISSIONS FROM OLDER, HIGH POLLUTING CARS
- **ARVIN/LAMONT COMMUNITY**
  - 2.C: INCENTIVES FOR PASSENGER VEHICLE REPAIR

This is a Community Identified Project included and prioritized in the California Air Resources Board (CARB) and District adopted South Central Fresno, Shafter, Stockton, and Arvin/Lamont Community Emission Reduction Programs (CERP). The Drive Clean in the San Joaquin Repair Emission Reduction Program is part of [California Climate Investments](#), a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities.

This measure will reduce oxides of nitrogen (NO<sub>x</sub>) emissions from passenger vehicles by providing incentives for residents to repair their high emitting vehicles.

### **COMMUNITY SUPPORT**

This measure received support from the South Central Fresno, Shafter, Stockton, and Arvin/Lamont Community Steering Committees (CSC) and was included in the adopted CERP. This plan was developed and modeled after existing plans and resources for similar projects within the Air District and includes feedback received from the CSC to

create a plan to address the unique needs of the community. Information about the Steering Committees is included below:

- (1) Name(s) of the community group(s):**
  - a. South Central Fresno Steering Committee [Map](#)
  - b. Shafter Steering Committee [Map](#)
  - c. Stockton Steering Committee [Map](#)
  - d. Arvin/Lamont Steering Committee [Map](#)
- (2) Purpose of community group(s)**
  - a. AB617 Community Engagement and Public Input
- (3) Total number of members in the community group(s)**
  - a. South Central Fresno – 20 members
  - b. Shafter – 21 members
  - c. Stockton – 34 members
  - d. Arvin/Lamont – 51 members
- (4) Date(s) of formation/establishment**
  - a. South Central Fresno – December 2018
  - b. Shafter – December 2018
  - c. Stockton – March 2020
  - d. Arvin/Lamont – February 2021
- (5) A description of the decision-making process must be included.**
  - a. South Central Fresno Steering Committee [Charter](#)
  - b. Shafter Steering Committee [Charter](#)
  - c. Stockton Steering Committee [Charter](#)
  - d. Arvin/Lamont Steering Committee [Charter](#)
- (6) Community Support Demonstration**
  - a. South Central Fresno [CERP](#)
  - b. Shafter [CERP](#)
  - c. Stockton [CERP](#)
  - d. Arvin/Lamont [CERP](#)

### ***MECHANISM FOR INFORMING COMMUNITY***

Once this measure is approved by CARB and available for implementation the measure will be discussed at Community Steering Committee (CSC) meetings in addition to outreach activities to inform residents of the program and requirements for participation. The outreach conducted has and will continue to be the following:

- Social media
- Mailers
- Print ads
- Press releases and press events
- Events, town halls, webinars etc.
- Other ideas as brought up by committee

Additionally, the District and CSC have jointly developed a tool to track progress of each measure adopted within the CERP for each community;

- South Central Fresno Community [tracker](#)
- Shafter Community [tracker](#)
- Stockton Community [tracker](#)
- Arvin/Lamont Community [tracker](#)

The tracker for each community is updated monthly and includes updates such as number of projects contracted, funding allocated, project-associated benefits to the community, and other information specific to each measure. The trackers are shared directly with members of each CSC community ahead of regularly scheduled CSC meeting and are available on the community webpage in both English and Spanish.

Tune In Tune Up (TITU) events are a component of the Drive Clean in the San Joaquin Repair Program and are administered by the District's program partner Valley Clean Air Now (Valley CAN). These are in-person events that take place at regional community facilities in which a resident can bring their vehicle for a free emissions screening to determine eligibility in the program. In addition to the outreach mechanisms identified, grassroots outreach efforts by Valley CAN will also be employed to ensure maximum attendance at these events. Only the designated AB 617 events funded with this funding allocation will limit participant eligibility using the criteria from this project plan. Once AB 617 specific project funds are exhausted, South Central Fresno, Shafter, Stockton, and Arvin/Lamont residents would still be eligible to receive vouchers at other TITU events hosted throughout the San Joaquin Valley or through the contactless process as outlined below.

## ***PROGRAM REQUIREMENTS***

### **(A) Drive Clean in the San Joaquin Repair Program Eligibility**

The Drive Clean in the San Joaquin Repair Program guidelines for each community are attached to this program plan as Exhibit A. In implementing this CERP measure, the District will follow existing program guidelines and eligibility criteria with the incorporation of additional requirements to ensure that participants reside within the South Central Fresno, Shafter, Stockton, or Arvin/Lamont community through the use of a utility bill, DMV registration, or other similar documentation to verify residence within the community. The participant must reside within the boundaries of the South Central Fresno, Shafter, Stockton, or Arvin/Lamont Communities, and must have owned their vehicle for at least six months. Due to the challenges involved in transferring ownership of vehicles that do not pass smog tests, participants will be asked to self-certify that they have owned the vehicle for at least 6 months. The vehicle must not have gone through the Repair Program within the previous 12 months. Vehicle repairs must be completed at a program participating smog shop and incentive funding can only be used towards the cost of emissions-related repairs.

Attendance at Tune In Tune Up (TITU) events is normally a requirement for incentive eligibility, and these weekend events are now resuming as allowed for by public health and safety recommendations. In addition to in-person events, participants can participate in the program through a contactless process by applying online, or by calling Valley CAN who can help determine their eligibility. The implementation of the program for the South Central Fresno, Shafter, Stockton, and Arvin/Lamont Communities will allow for participants to participate through in-person events, and the contactless process.

## (B) Participant Requirements

- (1) Application: The participant must apply for the program via one of the following two methods:
  - a. A participant may apply online by completing the online interest form at <https://valleycan.org/smog-repair-interest-form>, or by calling Valley CAN at 1-800-806-2004. A Valley CAN representative then screens the participant and vehicle information to determine program eligibility. If eligible based on length of ownership, an electronic voucher is awarded to the participant where it can be redeemed for use at a TITU program participating STAR certified smog shop. Once at a smog shop, the vehicle will undergo a pre-smog test. If the pre-smog test indicates an emission failure, a diagnostic will be performed to determine the types of repairs that may be needed, the eligibility of those repairs and the estimate cost of needed repairs.
  - b. A participant can attend an in-person TITU event where Valley CAN will help determine their eligibility in the program. At the event, a free emissions screening is performed on the participant's vehicle. If the vehicle fails the screening, Valley CAN will provide a program voucher to the participant to be redeemed at a TITU program participating STAR certified smog shop. Once at a smog shop, the vehicle will undergo a pre-smog test. If the pre-smog test indicates an emission failure, a diagnostic will be performed to determine the types of repairs that may be needed, the eligibility of those repairs and the estimate cost of needed repairs.
- (2) Repairs: The participant must complete vehicle repairs at a program participating smog shop. The smog shop first runs a pre-smog test to diagnose whether or not a participant's vehicle is in need of emissions-related repairs based on the results of the pre-smog test. If the vehicle is determined to not require emissions-related repairs, the vehicle is not eligible for repair funding through the program. However, in either situation, the initial pre-smog test performed by the participating smog shop, is covered by program funding. For vehicles that require emissions-related repairs, a diagnostic exam will determine the types of emissions-related repairs the vehicle may need. The diagnostic time is covered by program funding. Once the diagnostic exam is complete, the

participant is informed of the emission-related repairs necessary and any estimated out of pocket costs, prior to beginning work on the vehicle. Upon consent from the participant, the voucher will be used to have the smog shop complete emissions-related repairs. Once repairs are completed, a post-smog test is performed to ensure that the vehicle passes emissions test standards. The post-smog test is covered by program funding.

- (3) Final Transaction: Once a smog shop has completed the vehicle's emissions-related repairs, the value of the voucher is deducted from the total cost of the repairs, smog tests and diagnostic time. The participant is responsible for any out of pocket costs that exceed the voucher amount or costs associated with non-emissions-related repairs. After the voucher has been redeemed and, if applicable, costs exceeding the voucher amount have been paid, the participant will receive a smog certificate. At such time, their project will be deemed complete under the program. The smog shop will submit participant vouchers to the District to be reimbursed directly for the amount in which the voucher was used towards emissions-related repairs.

## **FUNDING AMOUNTS**

The approved CERP's for the below communities include the following funding for the implementation of this measure and estimated repairs:

- \$1,000,000 for the South Central Fresno community, estimated to repair 1,250 vehicles
- \$400,000 for the Shafter community, estimated to repair 500 vehicles
- \$300,000 for the Stockton community, estimated to repair 375 vehicles
- \$360,000 for the Arvin/Lamont community, estimated to repair 450 vehicles

In addition to vehicle repairs, this funding will provide for TITU administrative expenses such as costs incurred to administer the TITU program through the online model, and scheduled in-person events.

Eligible participants may receive a maximum incentive amount of \$850 for emissions-related vehicle repairs. The \$850 incentive can be used towards the following: a pre-smog test to verify the vehicle has an emissions-related failure, a diagnostic to identify required repairs, and a post-smog test to confirm repairs performed have resolved the emissions-related failure. If the total cost of the emissions-related repairs (including the pre- and post-smog tests and the diagnostic) are greater than \$850, the remaining balance is an out-of-pocket expense that shall be paid by the participant. The participant has the option to not proceed with repairs if the estimated costs are infeasible. There are no minimum match requirements from the participant for participating in the program.

## ***PROJECT SELECTION AND REPORTING***

Projects will be approved on a first-come, first-served basis until program funds are exhausted.

The District will report program information in accordance with Community Air Protection program guidelines found at:

[https://ww3.arb.ca.gov/msprog/cap/docs/cap\\_incentives\\_2019\\_guidelines.pdf](https://ww3.arb.ca.gov/msprog/cap/docs/cap_incentives_2019_guidelines.pdf)

## ***EMISSION REDUCTION TARGETS AND QUALITATIVE BENEFITS***

The goal of this measure for each community is as follows:

- **South Central Fresno:** to repair 1,250 vehicles with an estimated emission reduction of 11.6 tons of NO<sub>x</sub>
- **Shafter:** to repair 500 vehicles with an estimated emission reduction of 4.6 tons of NO<sub>x</sub>
- **Stockton:** to repair 375 vehicles with an estimated emission reduction of up to 3.7 tons of NO<sub>x</sub>
- **Arvin/Lamont:** to repair 450 vehicles with an expected emission reduction of up to 4.1 tons of NO<sub>x</sub>.

Mobile source emissions account for over 85% of the overall NO<sub>x</sub> inventory in the San Joaquin Valley. With no regulatory authority over these sources, the District has relied on voluntary incentive programs to repair high emitting vehicles. Reducing emissions from passenger vehicles is important due to their contribution to the formation of ozone in the Valley.

The District is currently unaware of any CARB approved CCI calculation methodology for projects such as vehicle repairs. The District is committed to reporting emission reduction information in a manner that is consistent with State guidelines and will continue to work with CARB on ensuring that emission reductions associated with these projects are acceptable.

These repair projects provide incentives for vehicles that reduce criteria air pollutant emissions. Emissions reductions are equivalent to Smog Check program emissions reductions but are achieved earlier than would be caught in the course of the usual biennial inspection routine, and/or enhance the compliance rate. As a result, this provides a direct, meaningful, and assured benefit to the priority populations where these projects are located, in accordance with CCI Benefit Criteria Table found at: <https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/ccidoc/criteriatable/criteria-table-cte.pdf>.