QUARTERLY 2022 CSC MEETING #4

EAST LOS ANGELES, BOYLE HEIGHTS, WEST COMMERCE

NOVEMBER 17, 2022

Bernard Tolliver
Senior Public Affairs Specialist

AGENDA

- CSC Member Updates
- Joint Electric Truck Scaling Initiative
- CERP Update:
  - Home Air Filtration Plan Overview and Update
- CAMP Update
- Baker Commodities Update

South Coast AQMD

ELA, BH, WC, CSC 2022

Member Updates

South Coast AQMD


CALIFORNIA
AIR RESOURCES BOARD

California Air Resources Board(CARB) Updates:

1. Environmental Justice Blog: CARB Board Approves the Arvin/Lamont Community Emissions Reduction Program (SJVAPCD, 2020).

2. 2022 Draft Community Air Grants Workshop recording.

3. Community Air Protection Incentives Project Dashboard has launched.

4. Next Generation Technology - Request Evaluation

5. Heavy-Duty Inspection and Maintenance Program is replacing the Periodic Smoke Inspection Program beginning 2023.

6. 2022 Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate (Dec 31st, 2022).

7. Virtual Public Workshop on Program Blueprint 2.0 Revision and Fifth Annual Community Recommendations (Dec 6th, 4-7pm).

CARB

COMMUNITY LIAISON

EAST LOS ANGELES, BOYLE HEIGHTS, WEST COMMERCE

http://www.aqmd.gov/ab617/elabhwc

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South Coast AQMD

NEIGHBORHOOD AND FREEWAY TRAFFIC FROM TRUCKS

South Coast AQMD

HEAVY-DUTY TRUCKS – BACKGROUND

- Chapter 5b – Neighborhood and Freeway Traffic from Trucks, Action 2*
  - **Action**: Reduce emissions from heavy-duty trucks
  - **Goal**: Identify additional funding opportunities for cleaner trucks
  - **Purpose**: Provide update on the Joint Electric Truck Scaling Initiative (JETSI**) pilot program to deploy heavy-duty electric trucks to better understand challenges and how to address them

*http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/cerp/carb-submittal/final-cerp.pdf?sfvrsn=8#page=121
**Initially presented at the 2022 ELABHWC Quarter #1 CSC Meeting: https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/presentation-feb17-2022.pdf?sfvrsn=8#page=30

Joint Electric Truck Scaling Initiative (JETSI)

Coalition for Clean Air

Gladstein, Neandross & Associates (GNA)

Agenda

Introduction

Project Background

Deployment

Project Focus

Survey

Next Steps

Introduction

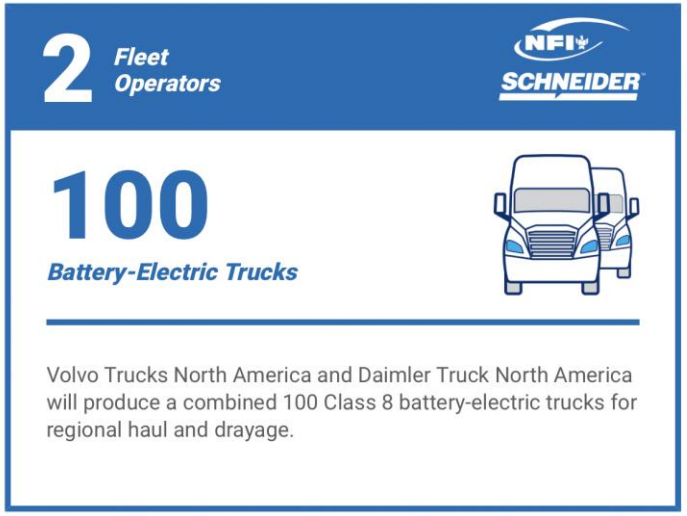
Lawren Markle

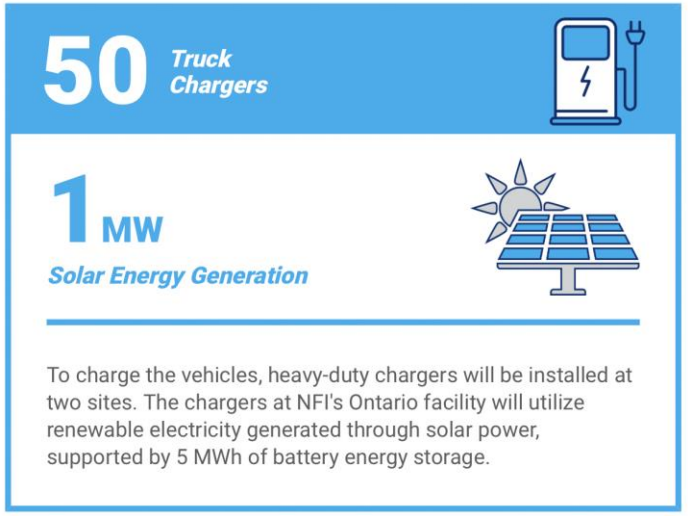
Gladstein, Neandross & Associates (GNA)

Kareem Gongora,

Coalition for Clean Air

Project Background





- JETSI is the largest deployment of battery-electric trucks in North America to date, significantly increasing the number of zero-emission heavy-duty trucks available for goods movement while achieving necessary emission reductions.
- CARB and CEC together awarded $27M to JETSI, with additional funding from South Coast AQMD and MSRC. JETSI is part of California Climate Investments, putting billions of cap-and-trade dollars to work reducing GHG emissions, strengthening the economy and improving public health and the environment – particularly in disadvantaged communities.

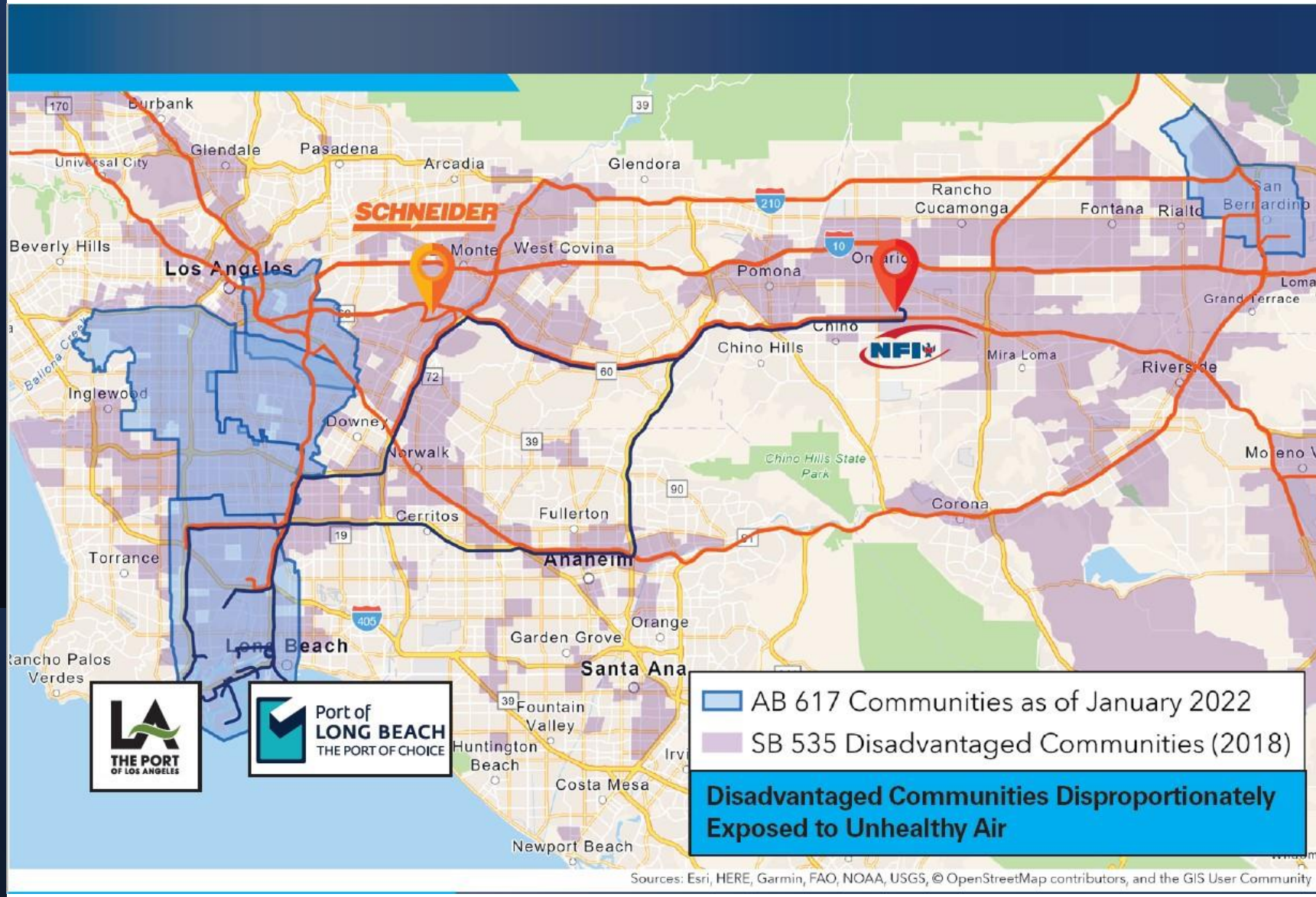
Deployment

- Project partners Daimler Truck North America (DTNA) and Volvo Trucks North America (Volvo Trucks) will produce and deliver the Class 8 battery-electric trucks (BETs) for deployment in Schneider and NFI's Southern California fleet operations.
- Operating in disadvantaged communities, the zero-emission trucks will replace the equivalent of over 690,000 diesel-gallons annually while accelerating commercialization of battery-electric trucks.

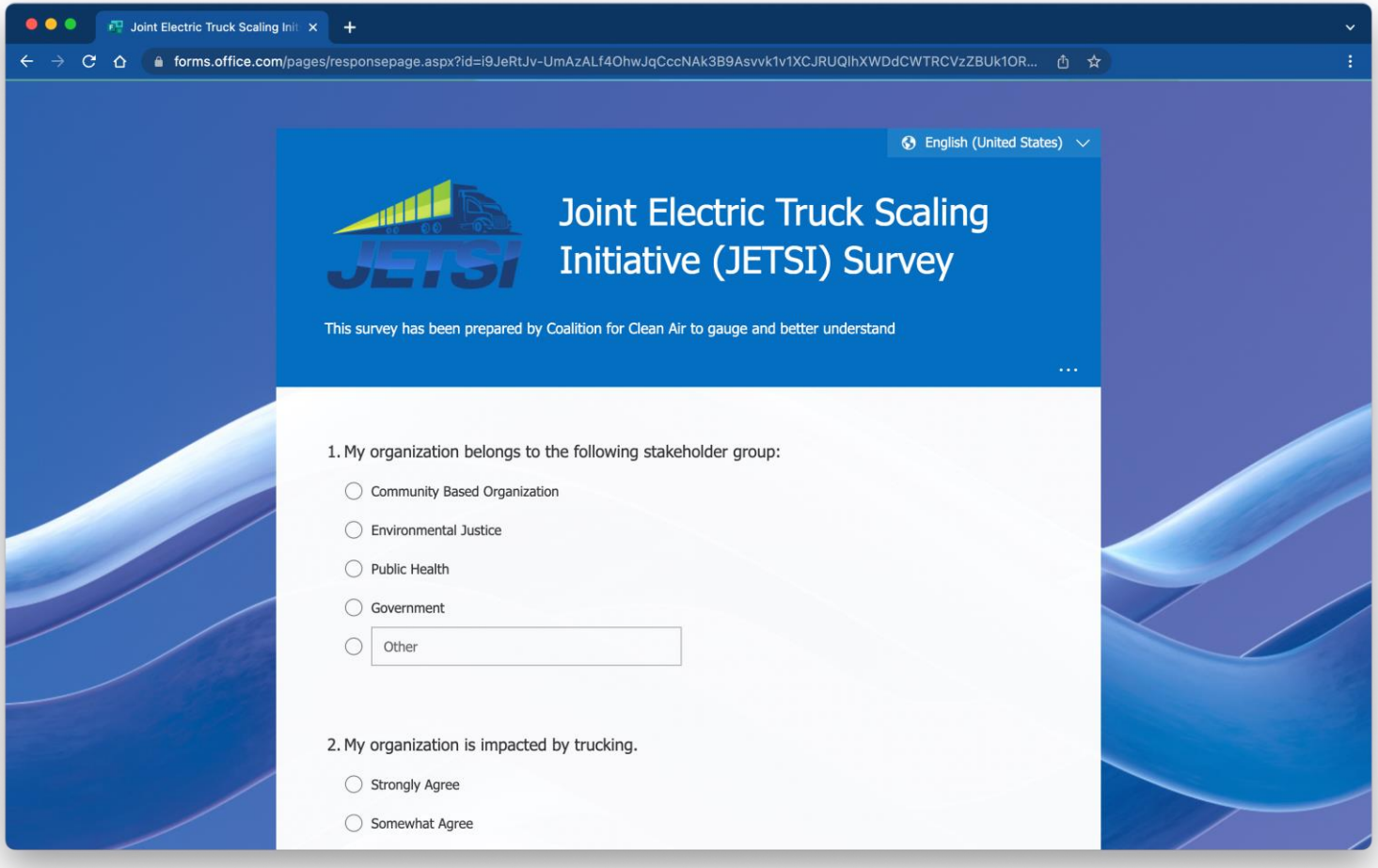
Project Focus

- The project is poised to eliminate five tons of pollutants such as nitrogen oxides (NOx) and particulate matter (PM) annually along Southern California's I-710 and other freight corridors, as well as eliminate 8,247 metric tons of greenhouse gas emissions.
- Trucks will move freight from the San Pedro Bay Port complex to inland distribution centers and warehouses, serving drayage and regional freight hauls.

Project Focus Map



Survey


Joint Electric Truck Scaling Init
forms.office.com/pages/responsepage.aspx?id=i9JeRtJv-UmAzALf4OhwJqCccNAk3B9Asvvk1v1XCJRUQlhXWDdCWTRCVzZBUk1OR...
English (United States)
Joint Electric Truck Scaling Initiative (JETSI) Survey
This survey has been prepared by Coalition for Clean Air to gauge and better understand
1. My organization belongs to the following stakeholder group:
Community Based Organization
Environmental Justice
Public Health
Government
Other
2. My organization is impacted by trucking.
Strongly Agree
Somewhat Agree

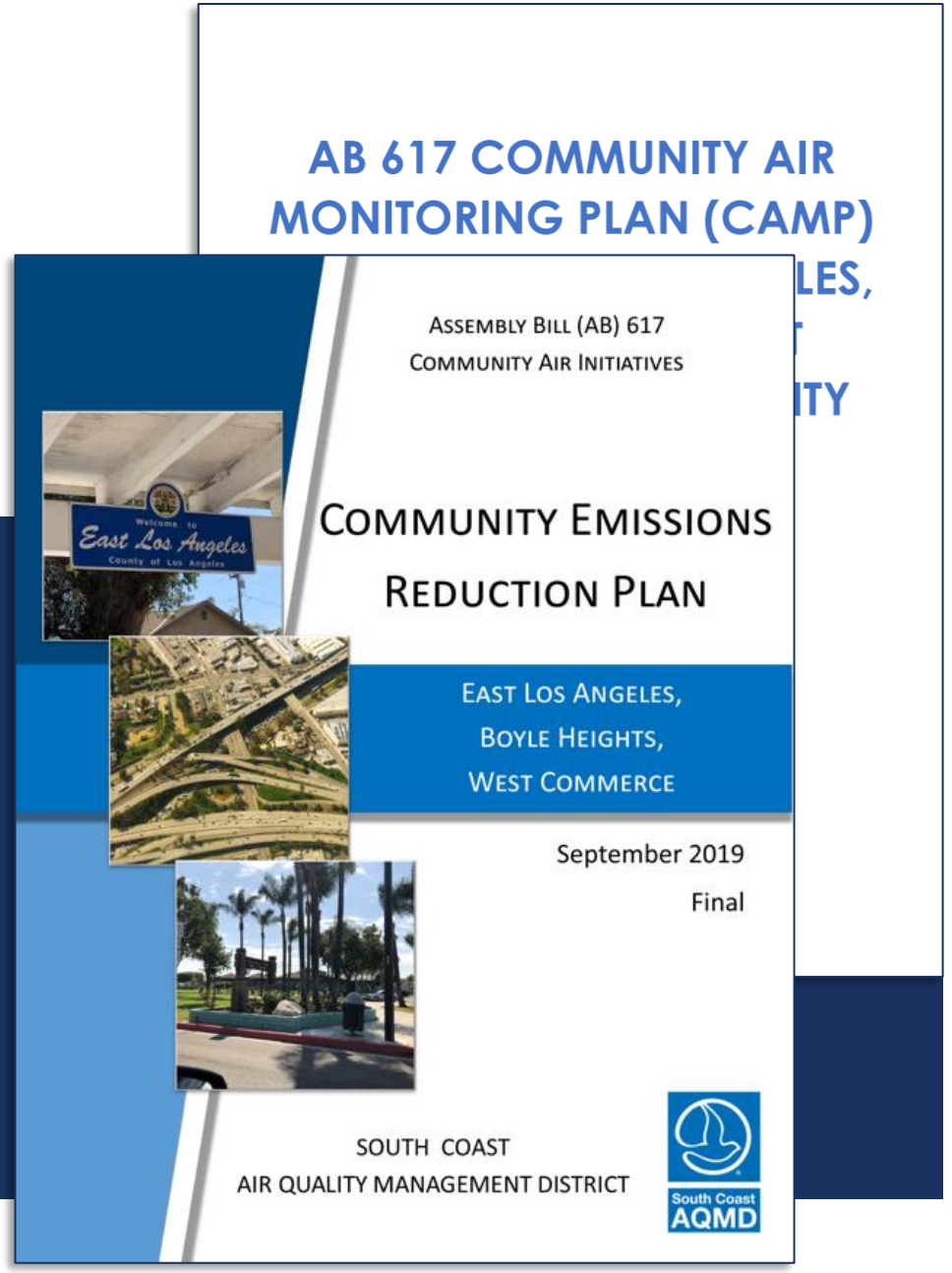
Next Steps

CERP IMPLEMENTATION UPDATE

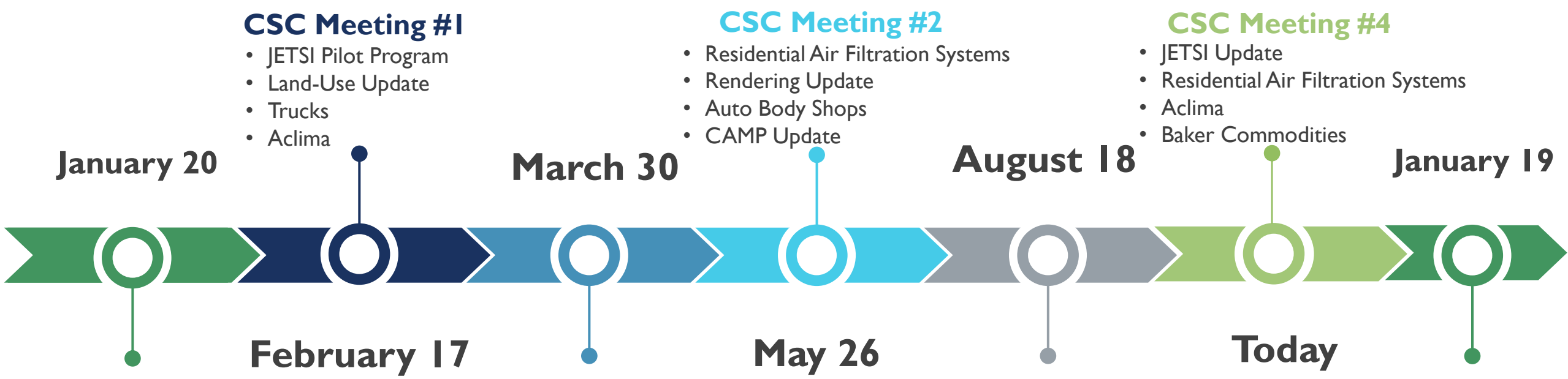
4TH QUARTER 2022

East Los Angeles, Boyle Heights, West Commerce
November 17, 2022

Dr. Nish Krishnamurthy
Air Quality Specialist



ELABHWC CSC MEETING TIMELINE



Trucks Incentives Workshop #2

CSC Meeting #1
- JETSI Pilot Program
- Land-Use Update
- Trucks
- Aclima

Trucks Incentives Workshop #3

CSC Meeting #2
- Residential Air Filtration Systems
- Rendering Update
- Auto Body Shops
- CAMP Update

CSC Meeting #3
- Sterigenics / Ethylene Oxide
- AB 617 Annual Progress Report
- Air Quality Management Plan (AQMP)
- California Freight Mobility Plan

CSC Meeting #4
- JETSI Update
- Residential Air Filtration Systems
- Aclima
- Baker Commodities

CSC Meeting #1

AB 617 RESIDENTIAL AIR FILTRATION PROJECT UPDATE – NOVEMBER 17, 2022

South Coast AQMD

RESIDENTIAL AIR FILTRATION SYSTEMS – BACKGROUND

- Chapter 5g – Exposure Reduction, Action 3*
  - **Action**: Reduce exposure to harmful air pollutants at homes
  - **Goal**: Identify and seek potential funding opportunities for residential air filtration systems
  - **Purpose**: Provide status update on residential air filtration systems incentive project

*http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/cerp/carb-submittal/final-cerp.pdf?sfvrsn=8#page=178

PROGRAM OVERVIEW

- Workshops
  - May 2022, project plan overview and eligibility requirements
  - August 2022, funding, budget and eligibility requirements
- June 2022, CARB approval of Residential Air Filtration Project Plan*
  - Establishes program framework
  - Allows staff to develop Request for Proposal (RFP) and Program Announcement (PA)
- November 2022, Board approval of RFP and PA
  - Accepting proposals until January 10, 2023
  - Anticipate opening Program Announcement in Spring 2023

*The Residential Air Filtration project plan can be found at: http://www.aqmd.gov/docs/default-source/tao-capp-incentives/project-plan-residential-air-filtration_6-28-2022.pdf?sfvrsn=6

PROGRAM IMPLEMENTATION

Request for Proposals

- Currently accepting proposals from vendors to supply portable air filtration units to residents
- Vendors must provide bulk purchase price for air filtration units, 3-year supply of replacement filters and delivery
- Proposals due January 10, 2023

Program Announcement

- Applications available in Spring 2023
- Residents within ELABHWC and ECV community boundaries are eligible
- Priority for ELABHWC residents near sources of Diesel Particulate Matter for first 30 days of program opening
- Outreach beginning early 2023

Delivery to Residents

- Direct delivery to residences
- No delivery cost to recipients
- Delivery expected to begin Summer 2023

PROGRAM DETAILS

- Air Filtration Units must be CARB-Certified* and approved under the Residential Air Filtration Program
- Funding Cap – Maximum $1,000 budget per residential applicant
- Approximately 1,600 homes in ELABHWC will be funded
- Application:
  - Available online in English and Spanish in Spring 2023
  - Requires basic information to confirm residential address in ELABHWC Community Boundary
  - Notify CSC when application period opens

*Complete list of CARB-Certified Air Cleaning Devices: https://ww2.arb.ca.gov/list-carb-certified-air-cleaning-devices

NEXT STEPS

- **Winter 2022**
  - Accepting vendor proposals for portable air filtration units
  - Staff conducting outreach to vendors
  - Proposals due **January 10, 2023**
  - More information available at: http://www.aqmd.gov/nav/grants-bids
  - Evaluate proposals and contract with selected vendor
- **Spring 2023**
  - Begin accepting applications from residents

CONTACT INFORMATION

To submit program suggestions or questions, please email:

617airfiltration@aqmd.gov

East Los Angeles, Boyle Heights, West Commerce

Community Air Quality Final Report-Out

November 17, 2022

Online Report: aq.aclima.io/ca/elabhwc

aclima

Overview

Aclima deployed its fleet of vehicles driven by local community members to measure air pollution on each block repeatedly from **July through September, 2021** to calculate average pollution levels throughout the community.

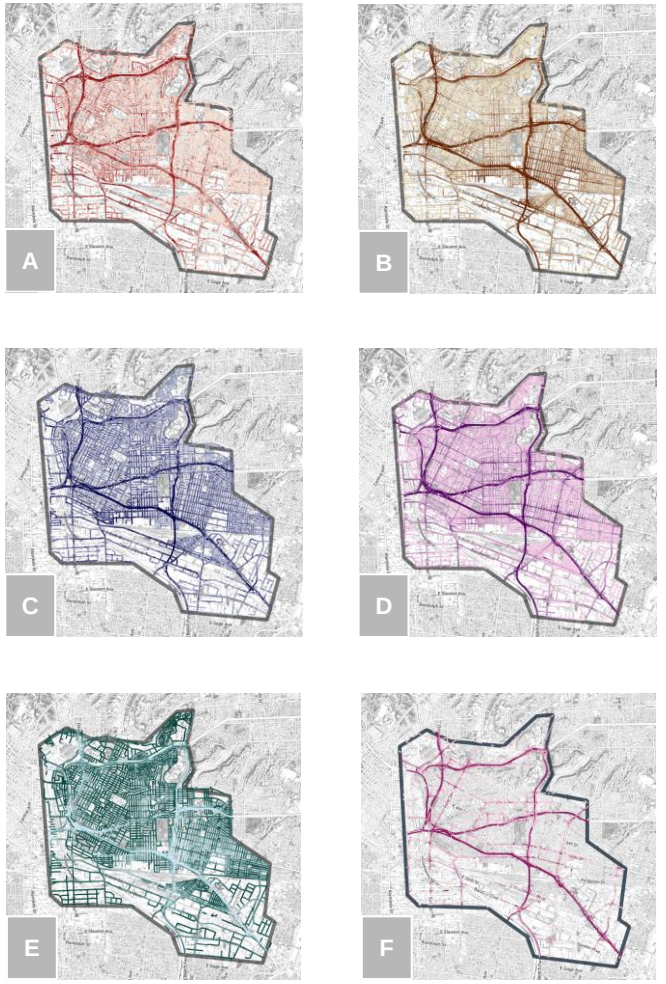
We looked at carbon monoxide (**CO**), carbon dioxide (**CO_2**), nitrogen dioxide (**NO_2**), ozone (**O_3**), methane (**CH_4**), fine particulate matter (**$PM_{2.5}$**), and black carbon (**BC**) levels. We analyzed nearly 21 million data points based on these pollutants and discovered patterns and areas with elevated air pollutant levels.

Representative Air Quality Measurements

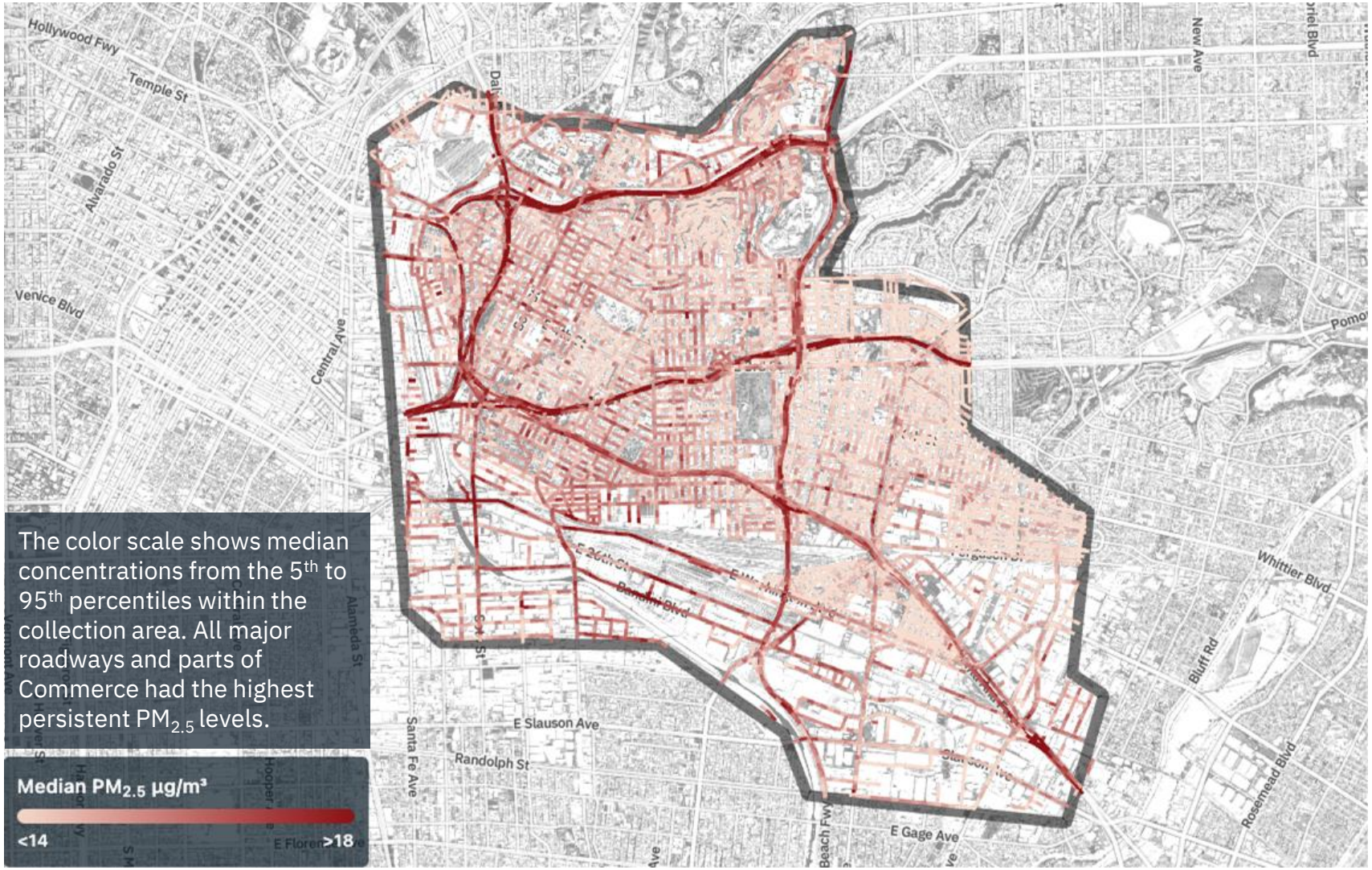
Each block was measured over 20 times, for representative air quality at a given location during the measurement period. This data can help people better assess potential exposure where they live, work, and play.

A. Fine Particulate Matter ($PM_{2.5}$)
B. Nitrogen Dioxide (NO_2)
C. Black Carbon (BC)
D. Carbon Monoxide (CO)
E. Ozone (O_3)
F. Carbon Dioxide (CO_2)

The strongest winds during the period were between 7-10 mph. They were most prevalent in the morning, and came most often from the south and southwest.



Fine Particulate Matter ($PM_{2.5}$)



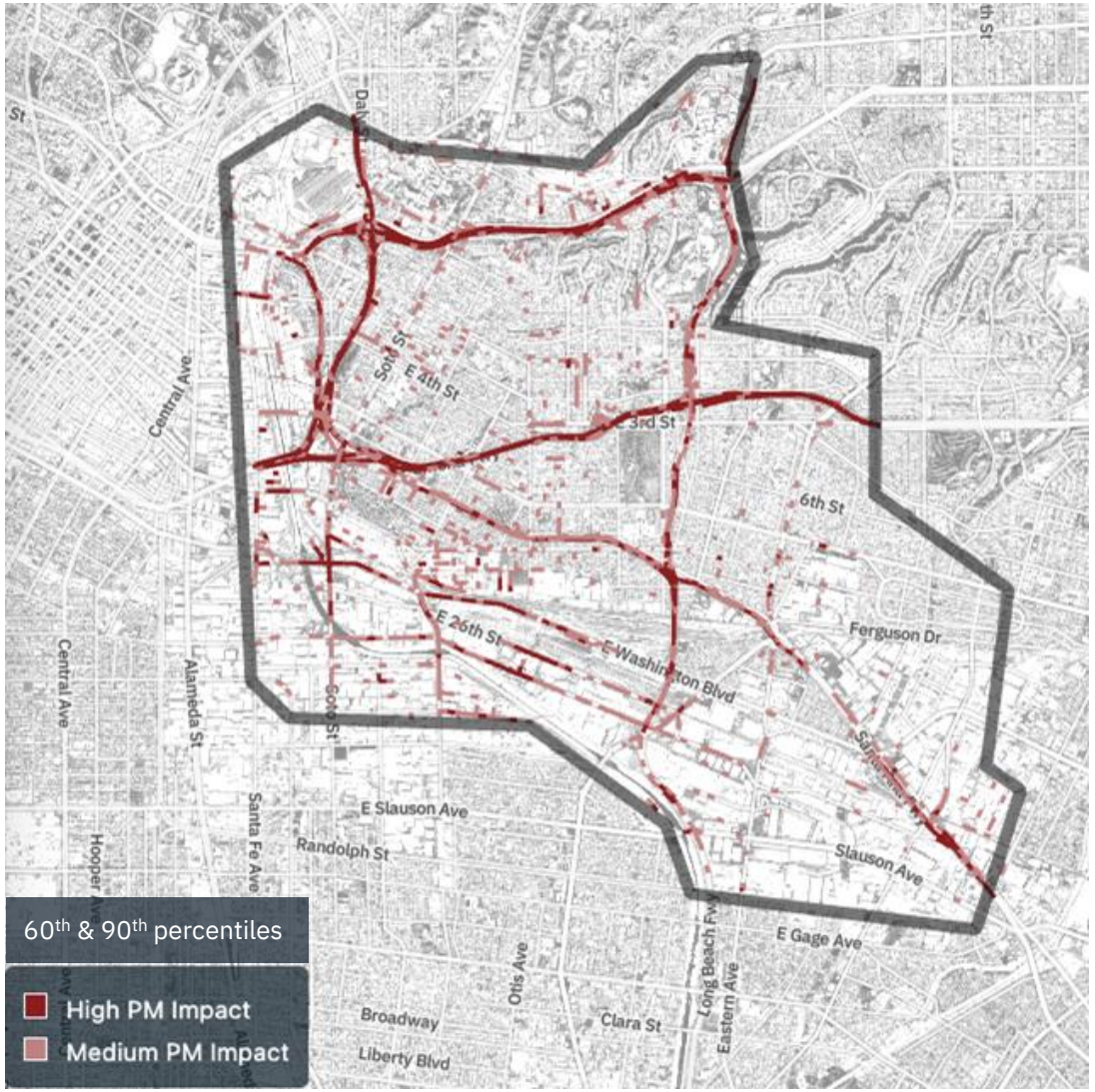
The color scale shows median concentrations from the 5th to 95th percentiles within the collection area. All major roadways and parts of Commerce had the highest persistent $PM_{2.5}$ levels.

Fine Particulate Matter ($PM_{2.5}$)

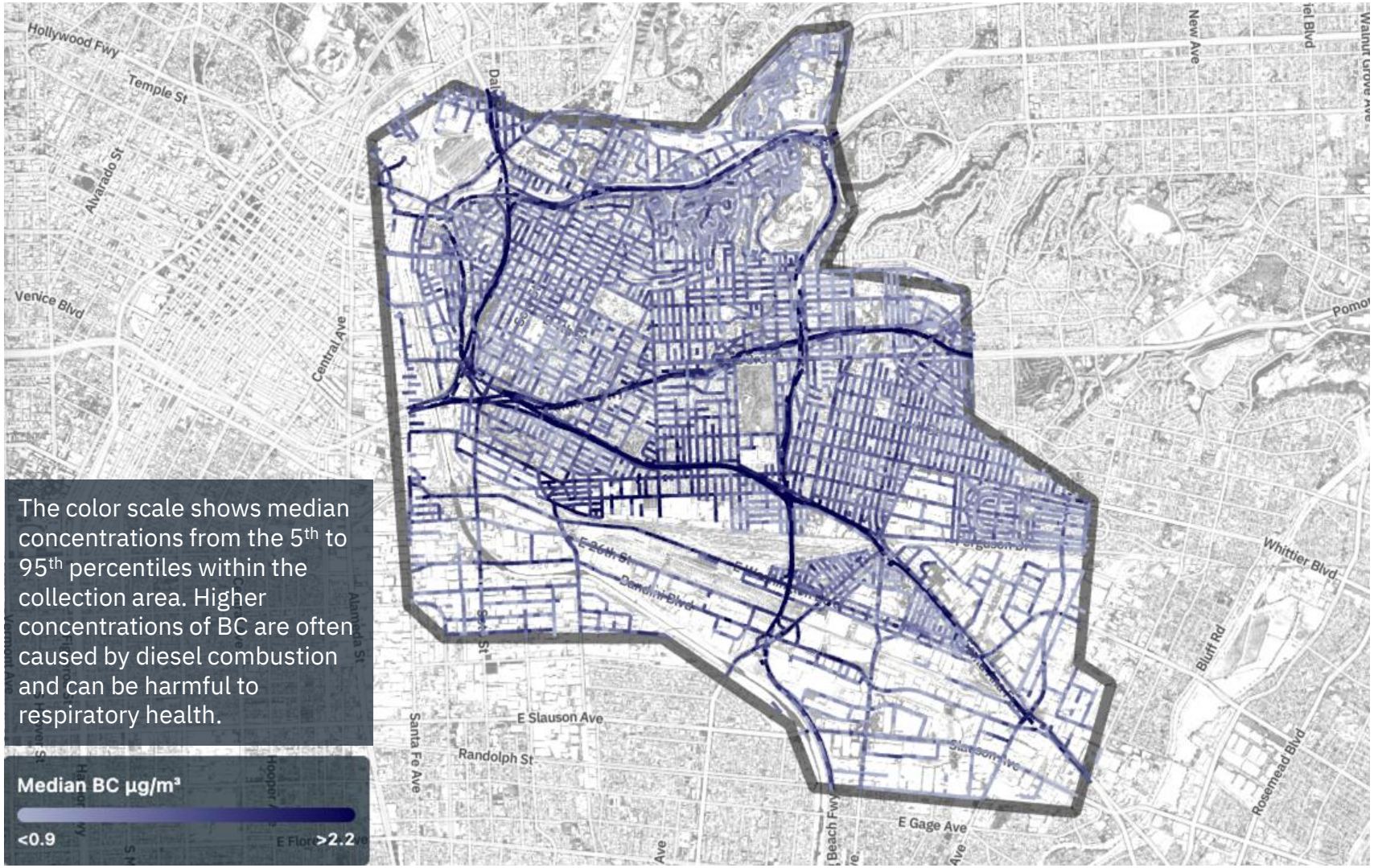
Despite the large number of regulated stationary sources in the area, fugitive emissions can make up a significant portion of primary emissions, especially for $PM_{2.5}$. **All major roadways showed higher $PM_{2.5}$ values compared to the rest of the area**, including the five major freeways in the community (I-5, I-10, I-710, SR-60, and SR-101).

Areas around warehouses and rendering facilities also showed higher levels of $PM_{2.5}$, especially where Atlantic and Bandini Boulevards meet.

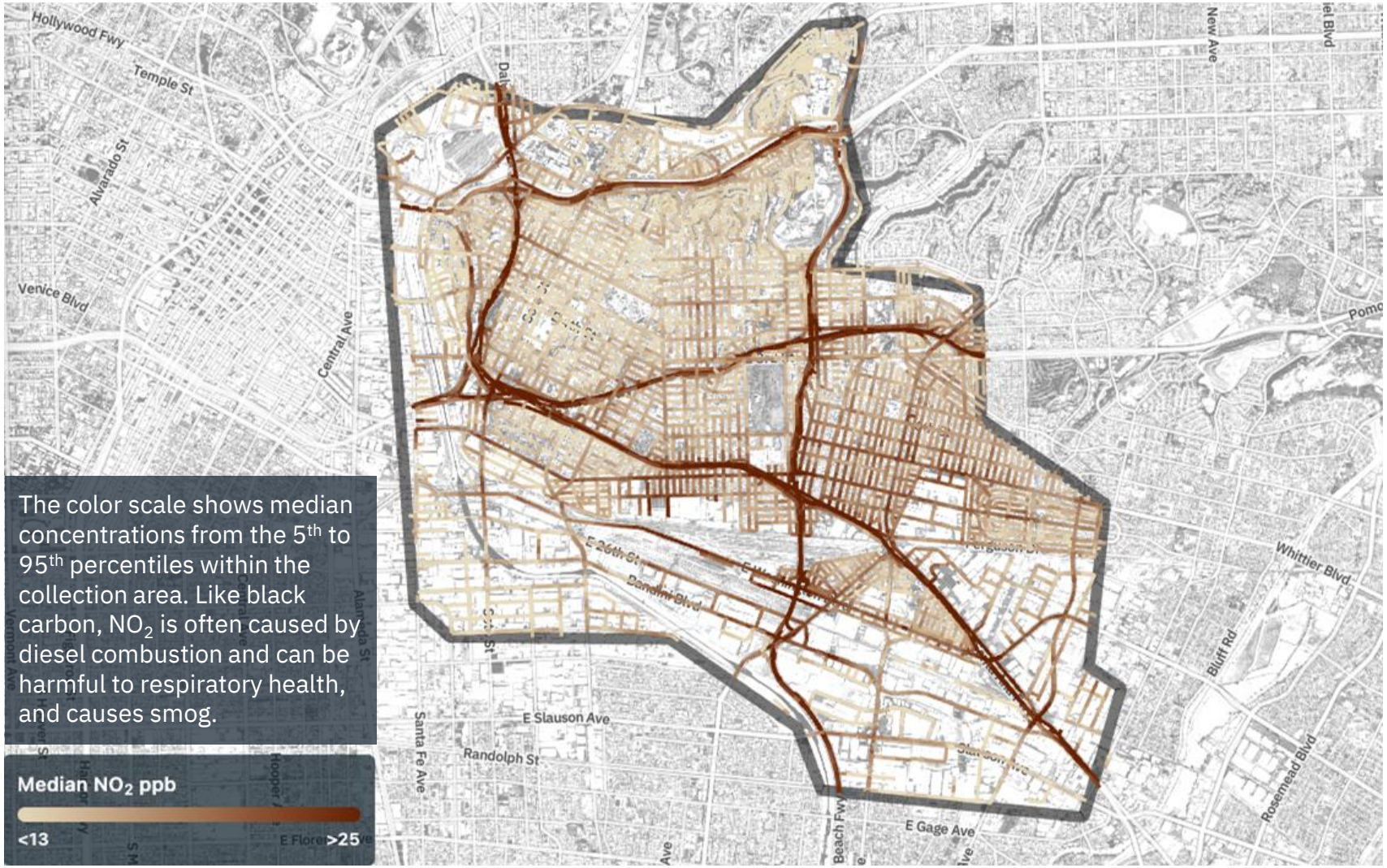
"High" ≥ 90th percentile
"Medium" ≥ 60th percentile



Black Carbon (BC)



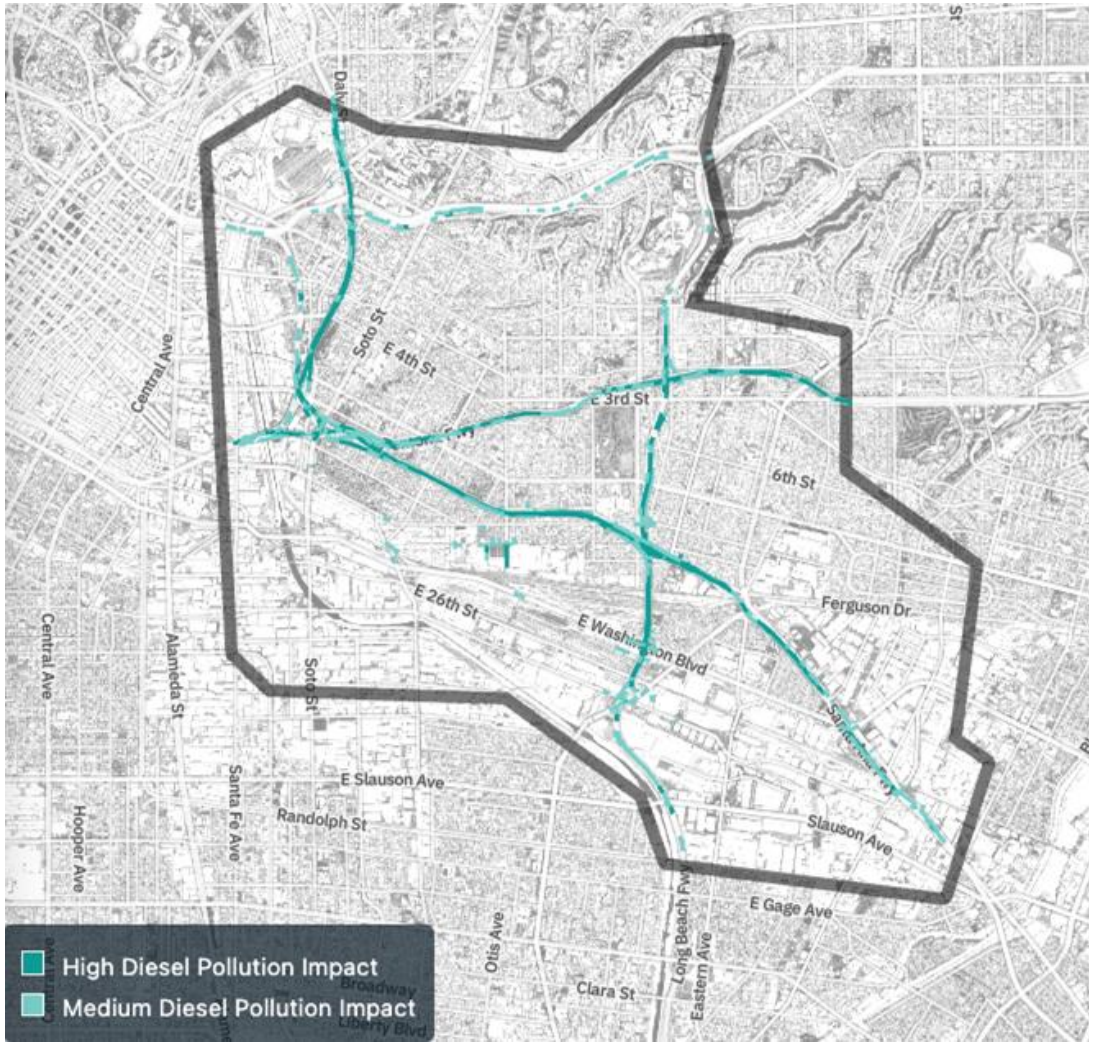
Nitrogen Dioxide (NO_2)



Diesel Pollution Indicator

The Diesel Pollution Indicator identifies diesel emissions by combining nitrogen dioxide (NO_2) and black carbon (BC), a component of fine particulate matter ($PM_{2.5}$).

Residential blocks north of East Washington Boulevard east of the Long Beach Freeway around the Santa Ana Freeway interchange (north of Bristow Park) were significantly impacted by diesel exhaust.

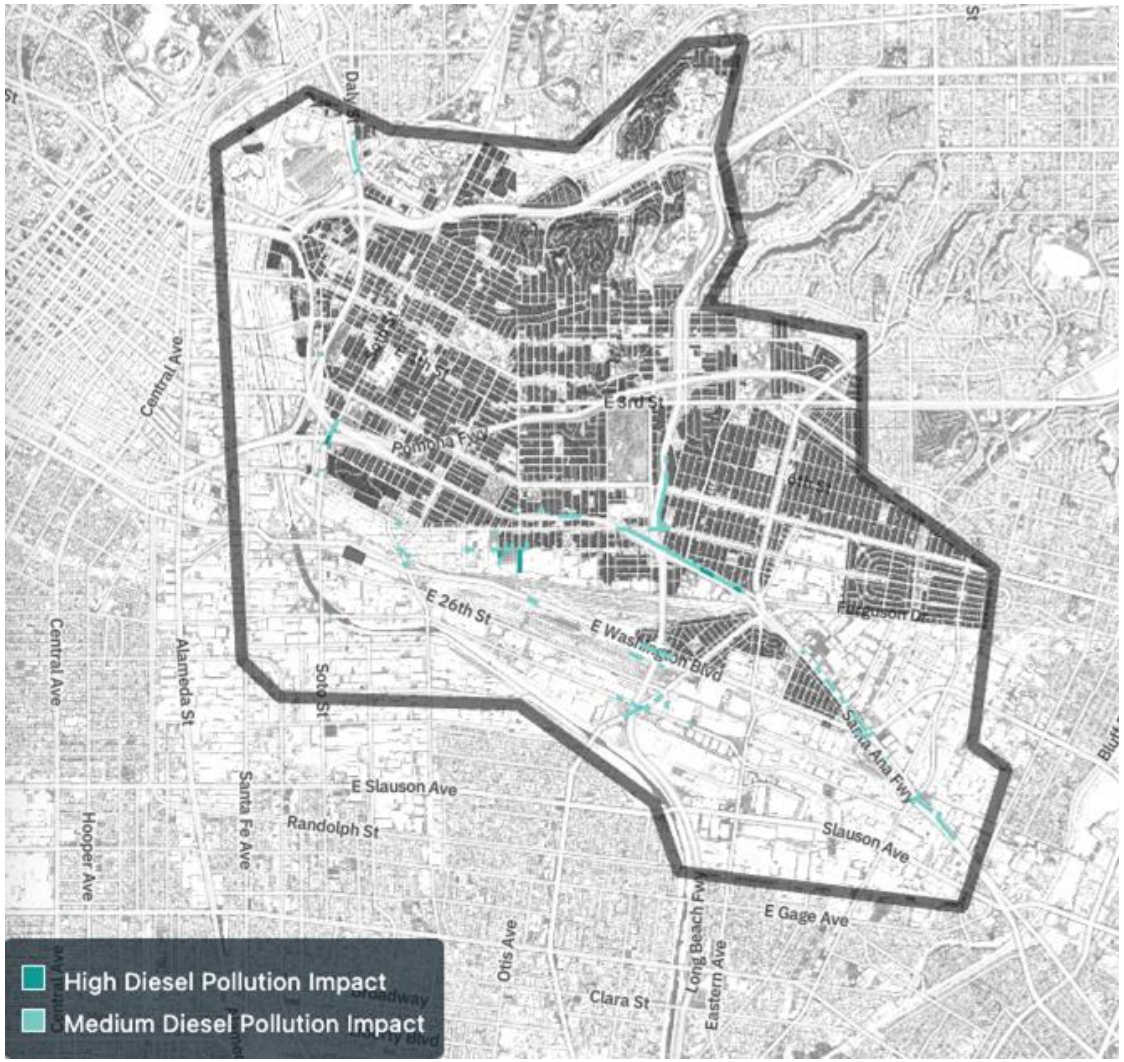


"High" ≥ 90th percentile
"Medium" ≥ 60th percentile

Diesel Pollution in Residential Zoning

Since winds were consistently blowing from the southwest and south, we can infer that residential areas downwind (north and north east) of the railyards and major freeways may experience higher diesel pollution than areas farther away from these sources.

Homes and other key buildings like schools located in close proximity to major roads could be prioritized for mitigation measures.



"High" ≥ 90th percentile
"Medium" ≥ 60th percentile

Summary of Key Takeaways

Sites located near major roads and freeways were found to have the highest concentrations (>90th percentile) of most pollutants, including diesel pollution. People sheltering near freeways are highly exposed.

The areas directly north and northeast (downwind) of the BNSF and Union Pacific railyards were found to have a higher than average (>60th percentile) diesel pollution concentrations, suggesting that this area is impacted by sources like heavy-duty trucks, train locomotives, and drayage trucks. Diesel impacts were highest in Winter Gardens on blocks between East Olympic Boulevard and Union Pacific Avenue near South Indiana Street and the surrounding area (this area also has multiple warehouses).

Areas like the East LA interchange and sections of the I-10 freeway and commuter rail tracks near Ramona Gardens could be good candidates for priority interventions. The “ABC'' neighborhood west of Bandini may also benefit from barriers to mitigate particulate matter generated within the adjacent railyard.

The highest non-diesel traffic impacts within residential areas were found to be along major thoroughfares like Cesar Chavez Avenue, Soto Street, and Whittier Boulevard, as well as all freeways. Several multi-family housing units like Ramona Gardens, Pico Gardens, LA Family Housing, and Found Inc. are adjacent or in close proximity to busy freeways.

Thank you.

View the interactive report online at:
aq.aclima.io/ca/elabhwc

Got Feedback?

To contact us, email scott.andrews@aclima.io, or visit our website at www.aclima.io to learn more.

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Public Comments