

AB 617 - SELA

COMMUNITY STEERING COMMITTEE
QUARTERLY MEETING #3 (2022)

VIRTUAL MEETING

AUGUST 4, 2022

Gina Triviso
Senior Public Affairs Specialist



SELA CSC 2022

Member Updates

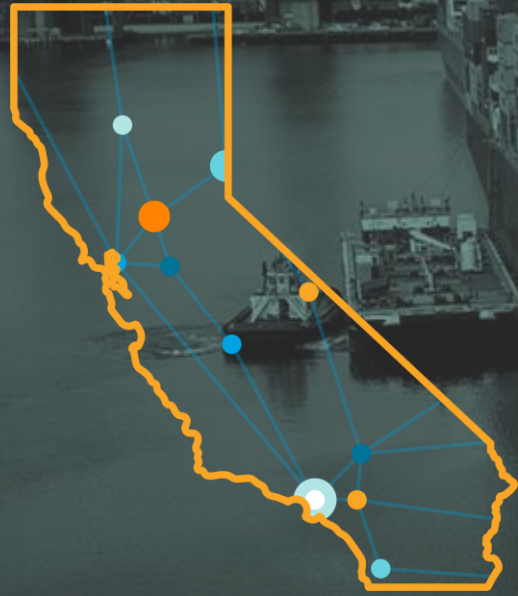


AB 617 – 2022 COMMUNITY STEERING COMMITTEE SCHEDULE (SELA)

January 20, 2022	Community Steering Committee Meeting Virtual Meeting 4:00 – 6:00 pm	August 4, 2022	Community Steering Committee Meeting Virtual Meeting 4:00 – 6:00 pm
April 21, 2022	Community Steering Committee Meeting Virtual Meeting 4:00 – 6:00 pm	December 8, 2022	Community Steering Committee Meeting Virtual Meeting 4:00 – 6:00 pm

California Air Resources Board(CARB) Updates:

- [Listening Sessions on Draft 2022 Scoping Plan](#)
 - Started on July 28th, 2022
- [Incentive Program Advisory Group \(IPAG\) Public Meetings](#)
 - Memo to the Board in November 2022. Contact IPAG at IPAG2022@arb.ca.gov
- [Zero-Emission Trucks – How Do We Get There?](#)
 - Listening sessions started July 28th, 2022. Contact us at movingca@arb.ca.gov
- [CARB Governing Board Hearing, August 25th](#)
 - Proposed Advanced Clean Cars II (ACC II) Regulations
 - AB 617 Community Air Protection Program-South Los Angeles (Selected 2021) CERP will be presented to the Board for action



2023 California Freight Mobility Plan





Did you know...

The San Pedro Bay Ports...

- One in nine jobs in L.A., Orange, Riverside, San Bernardino and Ventura counties are related to the ports of L.A. and Long Beach. And overall, the twin ports create 3 million jobs nationwide.
- Top 4 Imports include
 - Furniture
 - Apparel
 - Electronics
 - Plastics
- Combined moved roughly 19 million containers, or twenty foot equivalent units (TEUs) in 2021

Source:

<https://kentico.portoflosangeles.org/getmedia/c39cbb51-d52e-44bd-89c8-41eba408ab12/2021-facts-figures>

<https://polb.com/port-info/port-facts-faqs/#facts-at-a-glance>

Freight in our Communities

- Food
- Cars
- Medicine
- Vaccines
- PPE for Hospitals





Freight in our Communities

Communities, like yours, close to heavy freight industry activity are disproportionately impacted by freight through:

- **Emissions:** impacts include health problems such as asthma, cancer, and cardiovascular disease.
- **Congestion:** impacts include increased idling and emissions, reduced economic productivity, and increased fuel costs.
- **Noise:** impacts include hearing loss, sleep disruption, and interference with learning processes.
- **Parking:** Trucks parked in neighborhoods

In order to create a functioning freight system for all...
We need your help!



2023 CA Freight Mobility Plan

Vision: As the national gateway for international trade and domestic commerce, California exemplifies the world's most innovative, economically-competitive multimodal freight network that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where social and environmental impacts are considered equally.

The purpose of the plan is to:

- Propose a long-term vision, goals, and objectives for California's freight future;
- Identify the immediate and long-range planning activities and capital investments by the state with respect to freight movement;
- Reduce freight impacts to communities while maintaining California's economic competitiveness.



Why are we here?

Your input will help develop strategies that:

- Reduce freight impacts to communities (such as air and noise)
- Improve freight efficiency and competitiveness
- Create education programs that support the freight workforce
- Inform project nominations and funding

When poll is active, respond at pollev.com/freightplanning

Text **FREIGHTPLANNING** to **22333** once to join

Which of the following freight impacts do you experience in your community?

Truck traffic congestion

Truck parking on residential streets

Air pollution

Truck driver safety (sharing public roads)

Damaged road/pavement caused by trucks

Noise Pollution

Powered by  **Poll Everywhere**

Start the presentation to see live content. For screen share software, share the entire screen. Get help at pollev.com/app

What other ways does freight affect your community?

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When poll is active, respond at pollev.com/freightplanning

Text **FREIGHTPLANNING** to **22333** once to join

What projects do you think should be a priority in your community?

Rail crossing safety projects

Air quality improvement

Freight job creation/ job training programs

Increase zero emission charging stations/infrastructure

Truck congestion relief

Truck parking

Powered by  **Poll Everywhere**

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**What other projects or improvements related to freight
would you like to see in your community?**

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Thank you

Riley Keller
Branch Chief, Freight Planning
Caltrans

Email: CFMP@dot.ca.gov

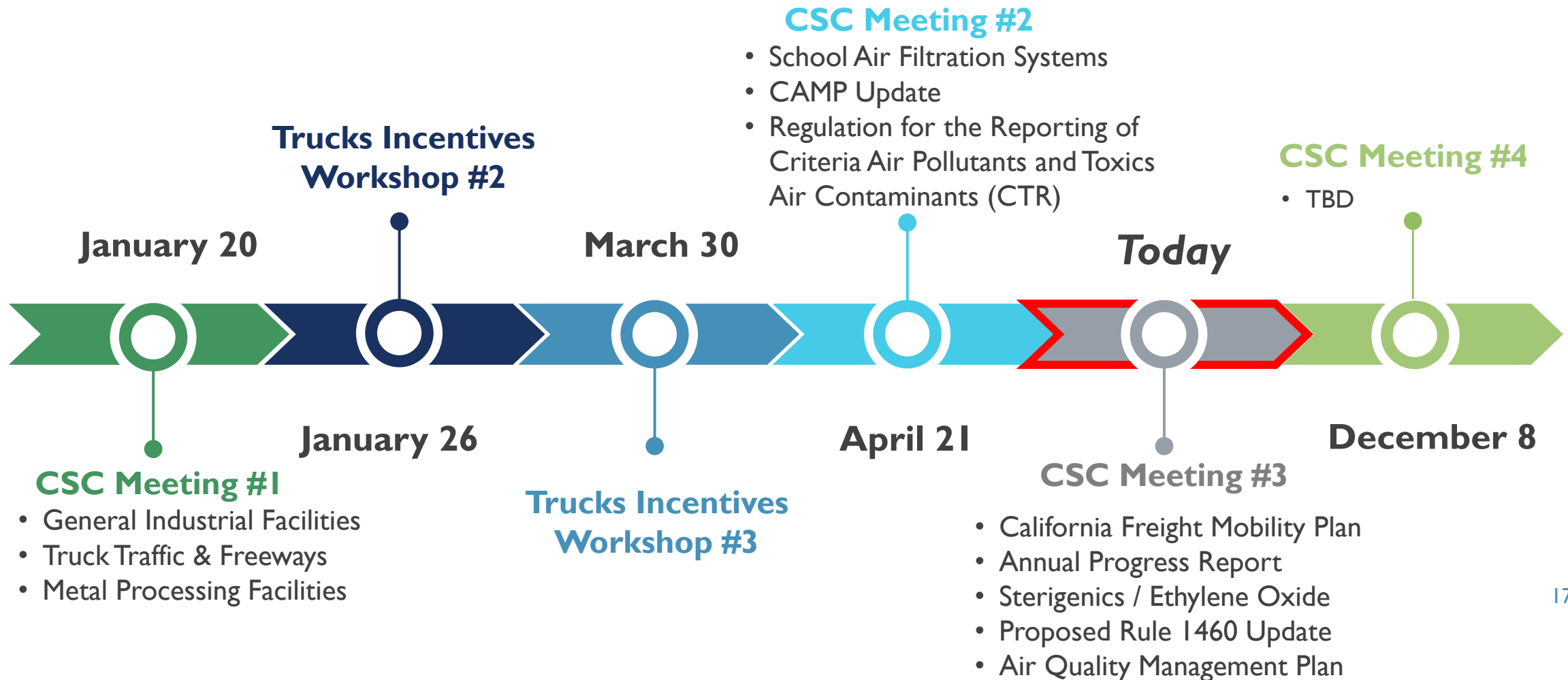
COMMUNITY EMISSIONS REDUCTION PLAN (CERP) IMPLEMENTATION: 2022

2022 SELA COMMUNITY STEERING COMMITTEE (CSC) QUARTERLY MEETING #3
AUGUST 4, 2022

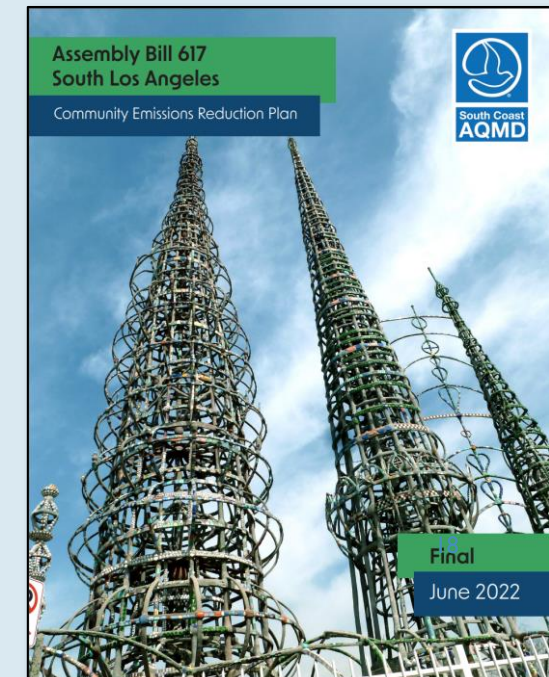
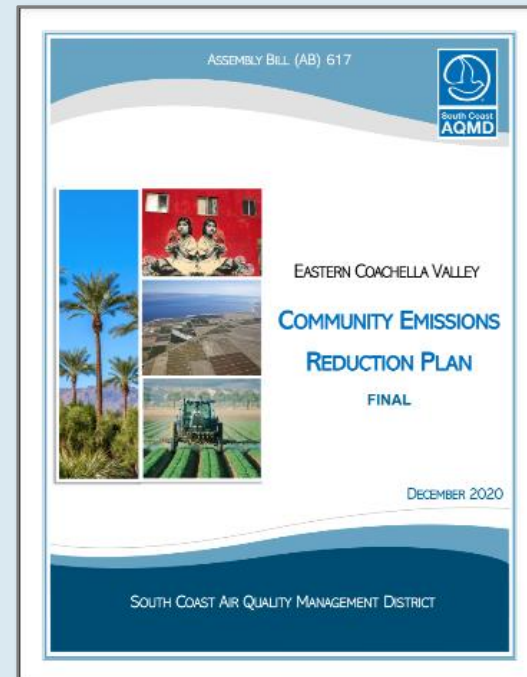
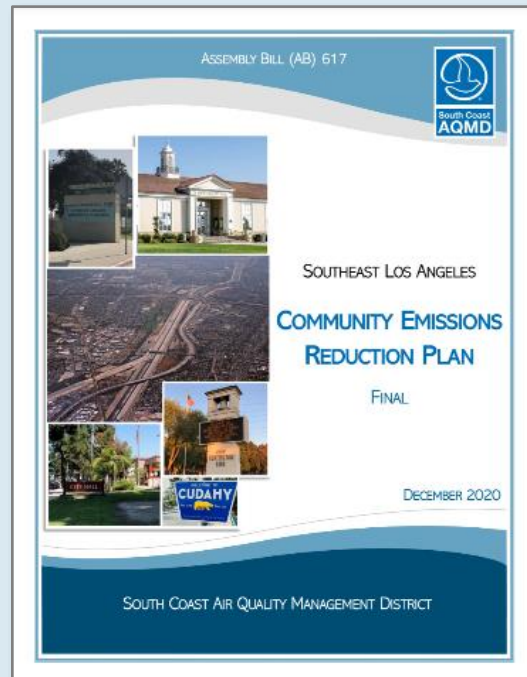
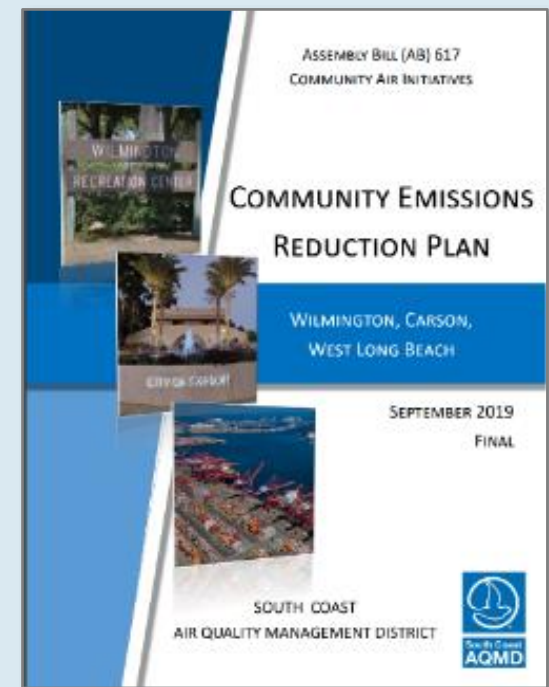
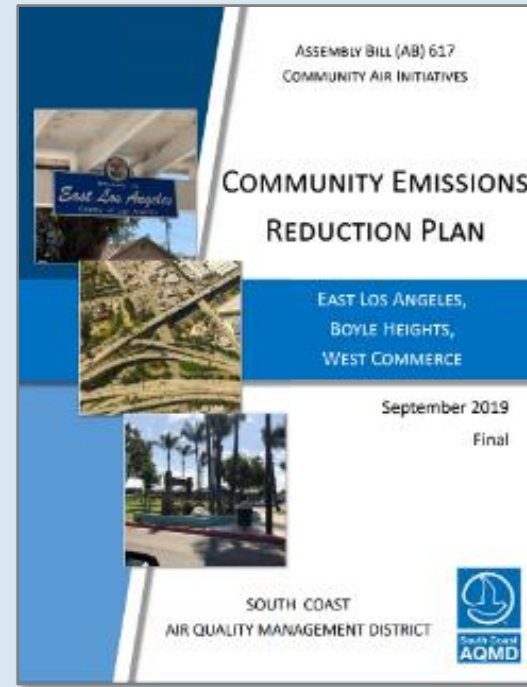
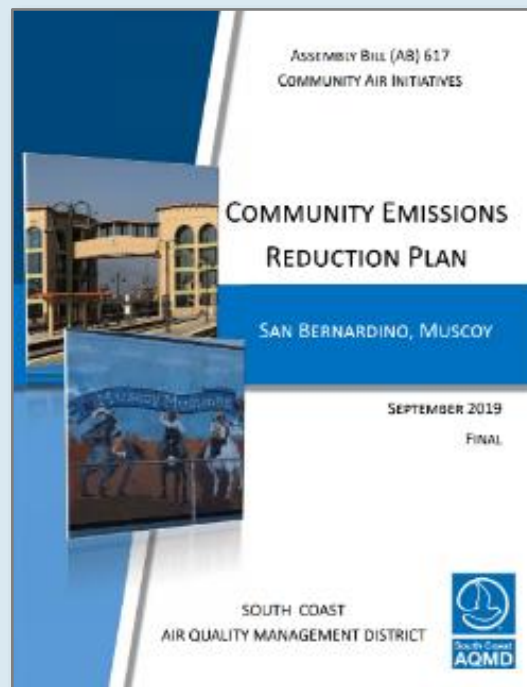


Nish Krishnamurthy, Ph.D. - Air Quality Specialist

2022 SELA CSC MEETING TIMELINE



2022 ANNUAL PROGRESS REPORT



OVERVIEW



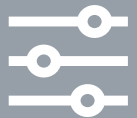
Assembly Bill (AB) 617* requires an annual report on the progress of CERP implementation



Annual Progress Report (Report) will be updated to include implementation to-date



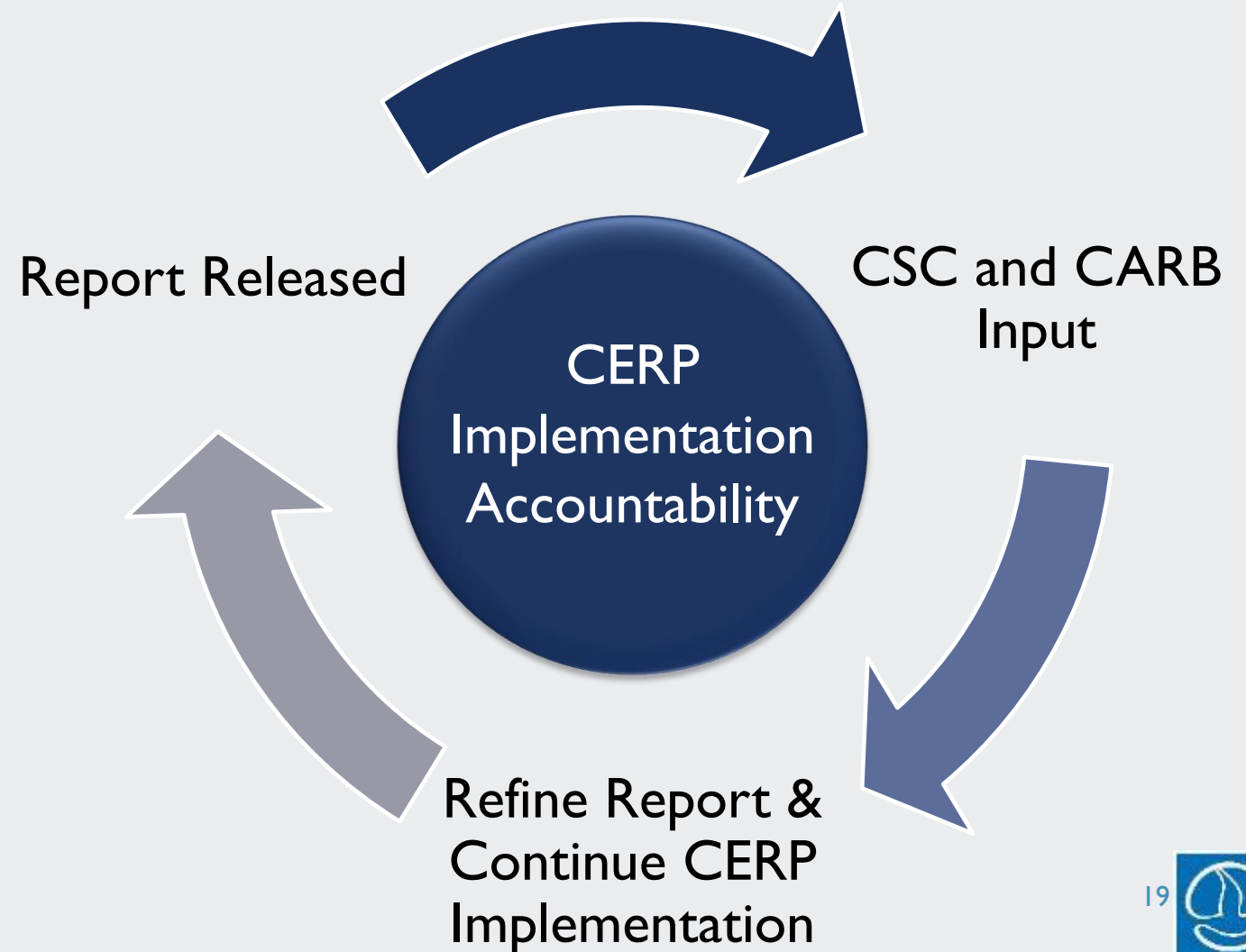
Report sent to each CSC and CARB for review



CARB may provide suggestions on CERP implementation

*Health and Safety Code §44391.2(c)(7)

PURPOSE



OVERVIEW OF ANNUAL PROGRESS REPORT ELEMENTS

ANNUAL PROGRESS REPORT FOR
ASSEMBLY BILL 617
COMMUNITY EMISSIONS
REDUCTION PLANS

October 2022



South Coast Air Quality Management District

Community Profile Updates

Overview of CERP Framework

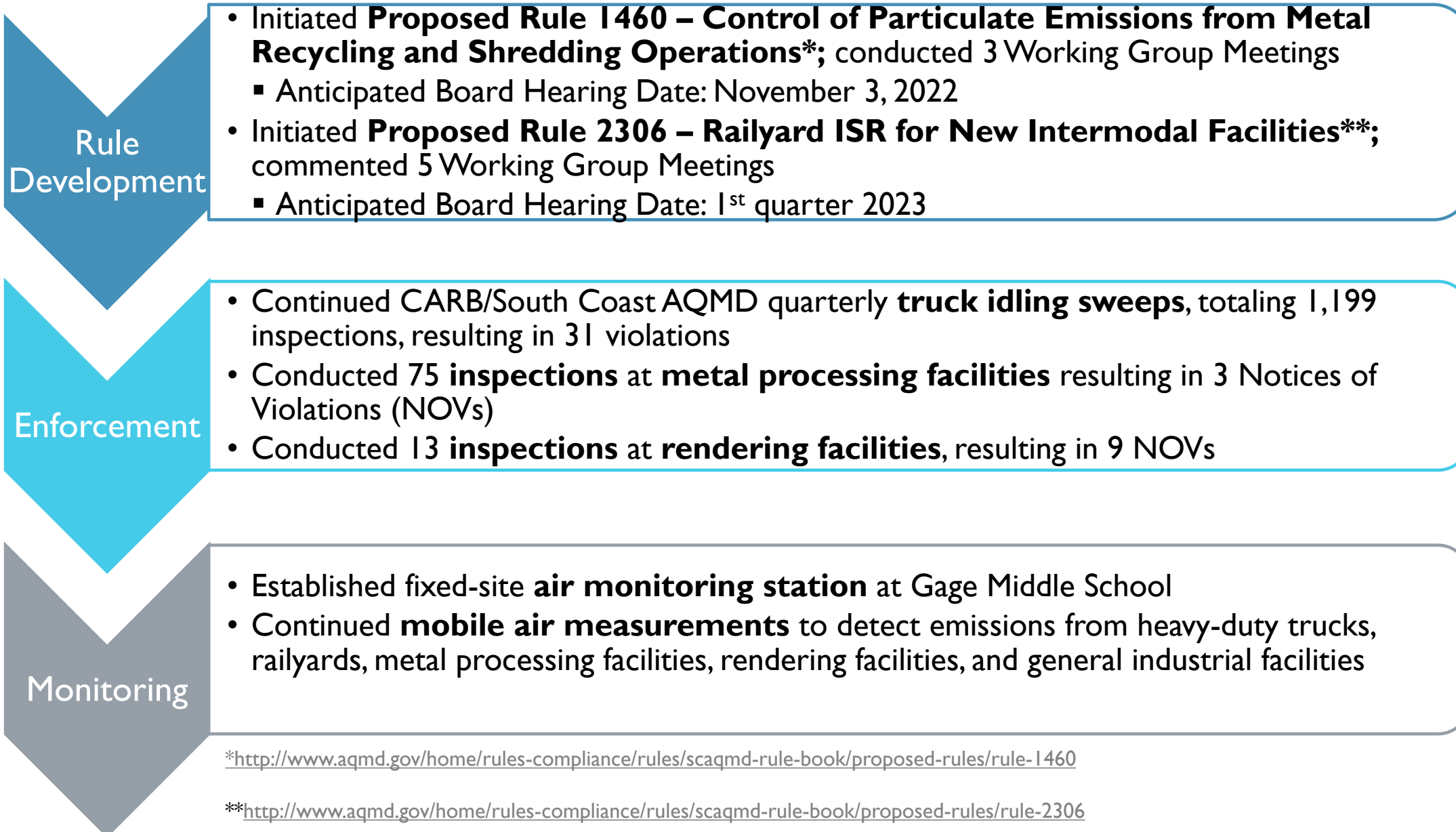
Status of CERP Actions, Goals, and Strategies

Metrics for Tracking Progress

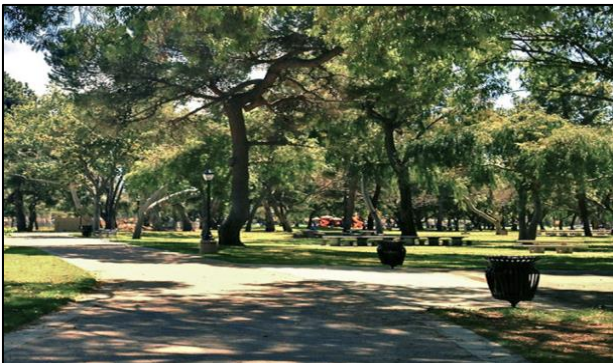
Qualitative Assessment

Summary of Key Plan Adjustments

SELA IMPLEMENTATION HIGHLIGHTS BY STRATEGY



SELA IMPLEMENTATION HIGHLIGHTS BY STRATEGY (CONT.)



Incentives

- Held 3 **Truck Incentives Workshops** to help develop project plans for distribution of \$5 million towards zero-emission trucks; released Draft AB 617 Truck Incentives Workplan*
- CARB approved **Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC**)** **project plan** to help distribute \$2.5 million for school air filtration system projects

Collaboration

- Collaborated with Gateway Cities Council of Government to identify opportunities for **green space projects**

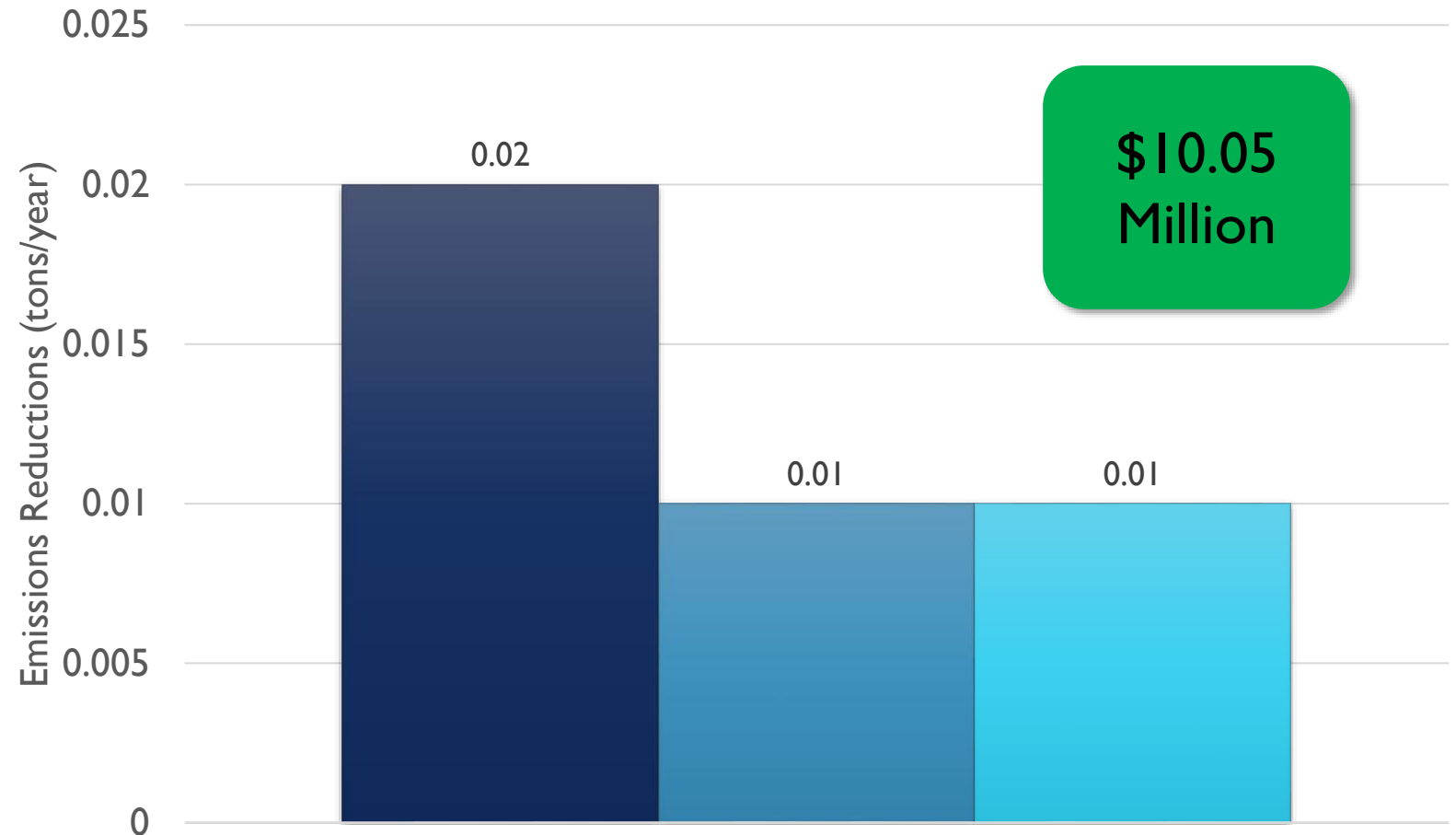
*http://www.aqmd.gov/docs/default-source/tao-capp-incentives/truck_incentives-draftfinal-ws.pdf?sfvrsn=17

**<http://www.aqmd.gov/docs/default-source/tao-capp-incentives/ab617---school-air-filtration-project-plan.pdf?sfvrsn=8>

TOTAL INVESTMENT IN INCENTIVES

- Future incentive-based emissions reductions dependent on amount of program funding

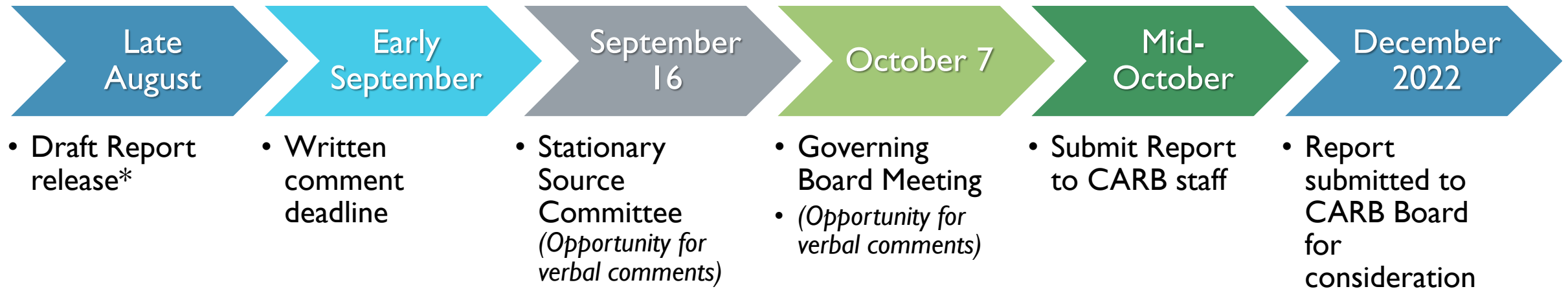
Approximate Emissions Reductions* Based on Total Investment



■ Nitrogen Oxides ■ Particulate Matter ■ Reactive Organic Gases

*Emissions reductions resulting from community-identified projects will be quantified at a later time, where feasible

ANNUAL PROGRESS REPORT TIMELINE



<https://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/southeast-los-angeles>

Questions and/or Comments?

Please submit questions and
comments to

ab617@aqmd.gov

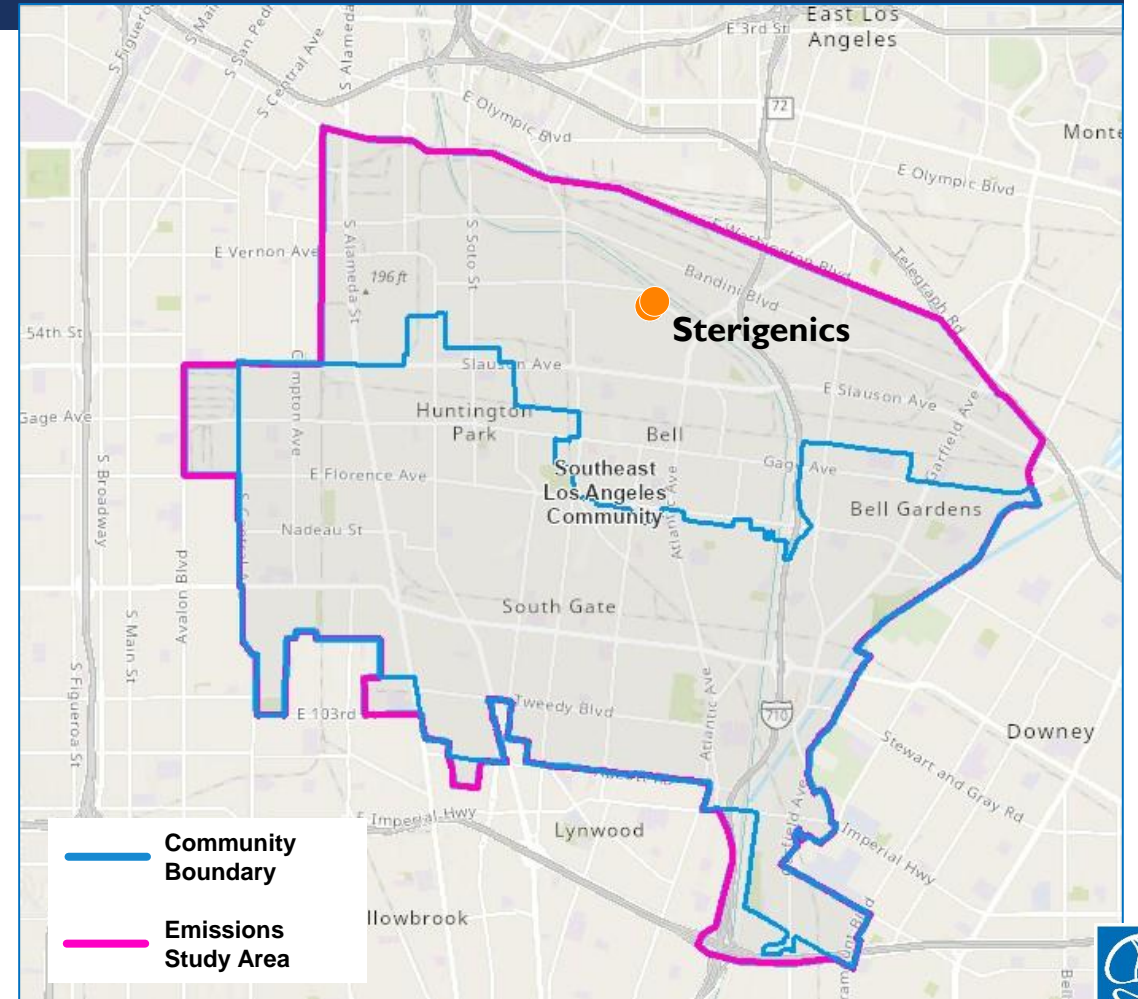
Sterigenics Emissions Investigation in Vernon



Andrea Polidori, PhD
Director of Monitoring and Analysis

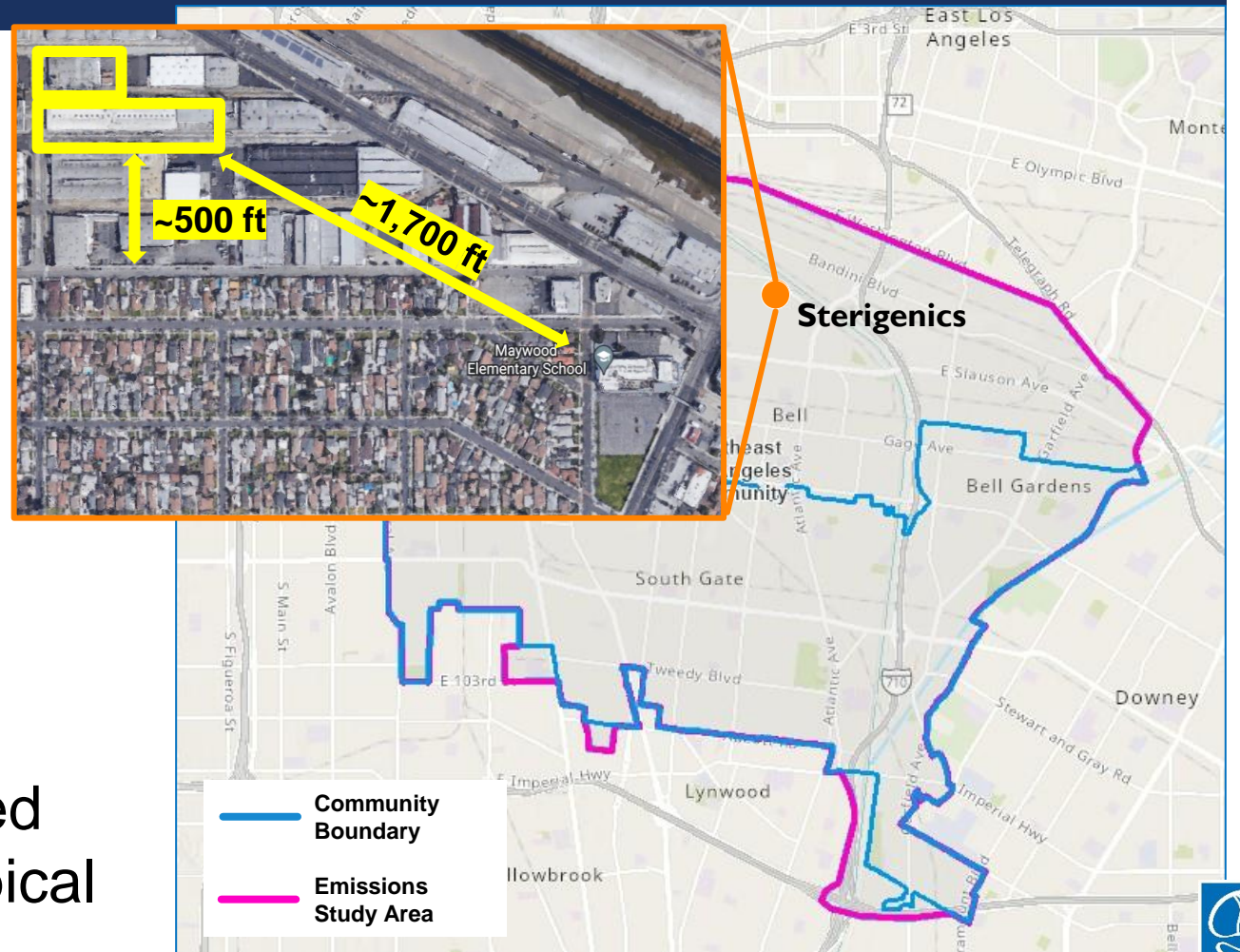
BACKGROUND

- Ethylene oxide (EtO) is a flammable and colorless gas
 - Short-term exposure may cause headaches, weakness, nausea, difficulty breathing, eye/skin burns, and other effects
 - Long-term exposure increases the risk of certain type of cancers
- US EPA and OEHHA are reassessing the toxicity of EtO. This prompted us to conduct air monitoring near Sterigenics US, Inc. (Sterigenics) and other large sterilization facilities
- Sterigenics conducts sterilization of medical equipment using EtO at two facilities in Vernon and one facility in Ontario



MONITORING NEAR RESIDENTIAL AREA

- Nearest residential area is ~500 ft away; nearest school is ~1,700 ft away
- Conducted air sampling and monitoring at closest residential area and school
- Air sampling in this community showed that EtO concentrations are within typical background levels

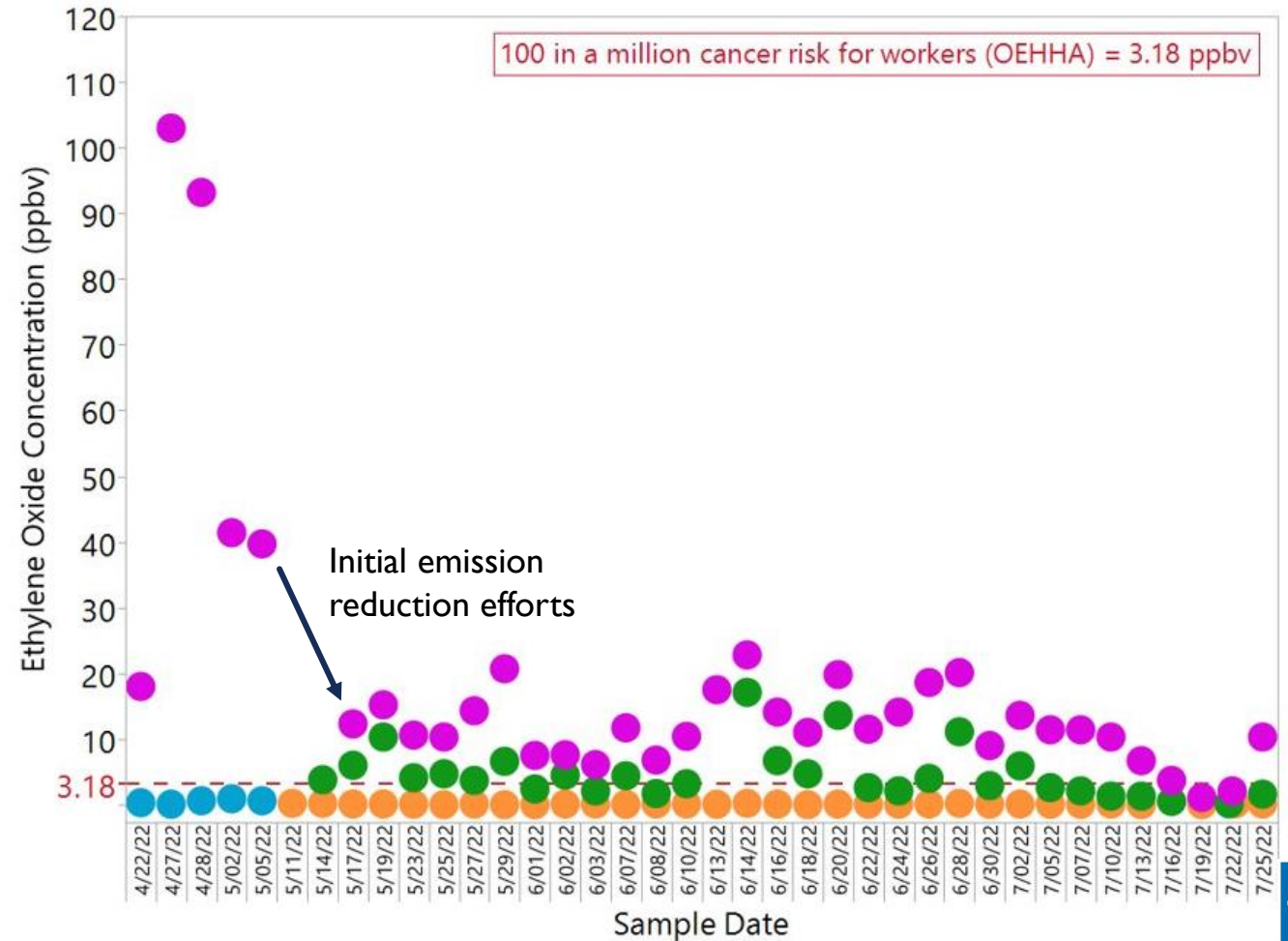


AIR MONITORING: 24-HR TIME-INTEGRATED ETO SAMPLE RESULTS

Sampling Locations



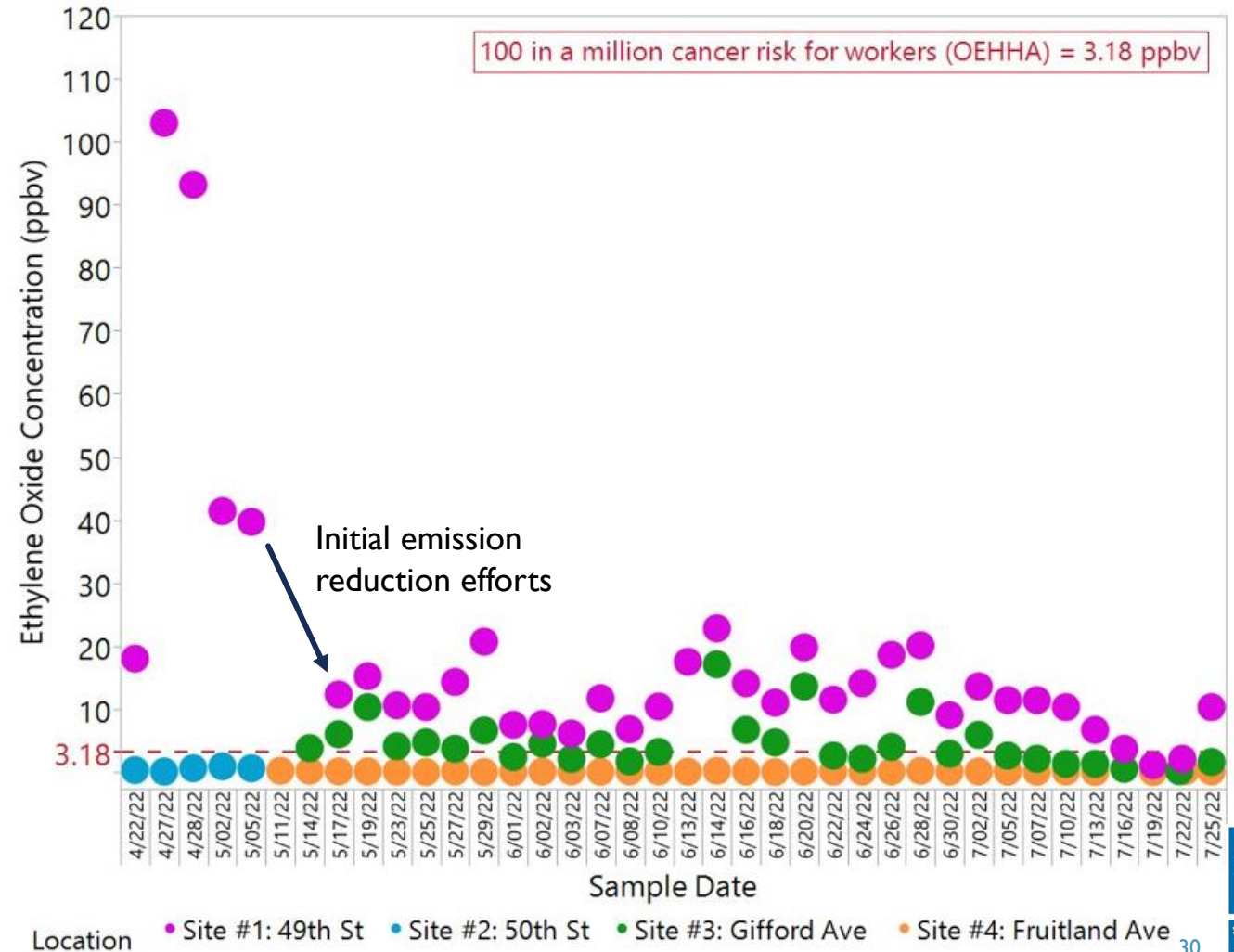
Background EtO: less than 0.17 ppbv



Location • Site #1: 49th St • Site #2: 50th St • Site #3: Gifford Ave • Site #4: Fruitland Ave

AIR MONITORING: 24-HR TIME-INTEGRATED ETO SAMPLE RESULTS

- Elevated health risk at neighboring off-site worker locations
- Long-term exposure to EtO over a number of years increases the risk of certain cancers
- Air monitoring results show that EtO levels drop off significantly a few hundred feet away from the source
- EtO levels at Site 4 near the residential community is at background levels



SOUTH COAST AQMD'S ACTIONS AND ONGOING ACTIVITIES

- South Coast AQMD took several actions to identify and reduce emissions as quickly as possible, including:
 - Continued air monitoring efforts at the facilities and near the surrounding community
 - Proposition 65 notice
 - Designation as a Potentially High Risk Level Facility under Rule 1402
 - A complete investigation into the facilities' equipment and compliance with South Coast AQMD rules, regulations and permit requirements
 - Evaluation of immediate actions to be taken by the facilities to reduce leaks or fugitive emissions, including increased leak checks and source testing
 - Filed a petition for Order for Abatement against Sterigenics US, LLC

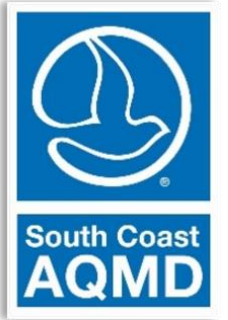
SOUTH COAST AQMD RESOURCES

- EtO Emissions Investigation:
<http://www.aqmd.gov/home/eto>
- Sterigenics Emissions Investigation in Vernon:
<http://www.aqmd.gov/home/news-events/community-investigations/sterigenics>
(here you can also sign up for updates on this issue)
- To receive notifications related to Sterigenics you can also fill out the form at www.aqmd.gov/sign-up

CONTACTS



- ❑ Andrea Polidori, PhD
Director of Monitoring and Analysis
Monitoring and Analysis Division
apolidori@aqmd.gov
909-396-3283
- ❑ Terrence Mann
Deputy Executive Officer
Compliance and Enforcement Division
tmann@aqmd.gov
909-396-3023



PROPOSED RULE 1460 – CONTROL OF PARTICULATE EMISSIONS FROM METAL RECYCLING AND SHREDDING OPERATIONS (PR 1460)

**Community Steering Committee Update
August 2022**

Background



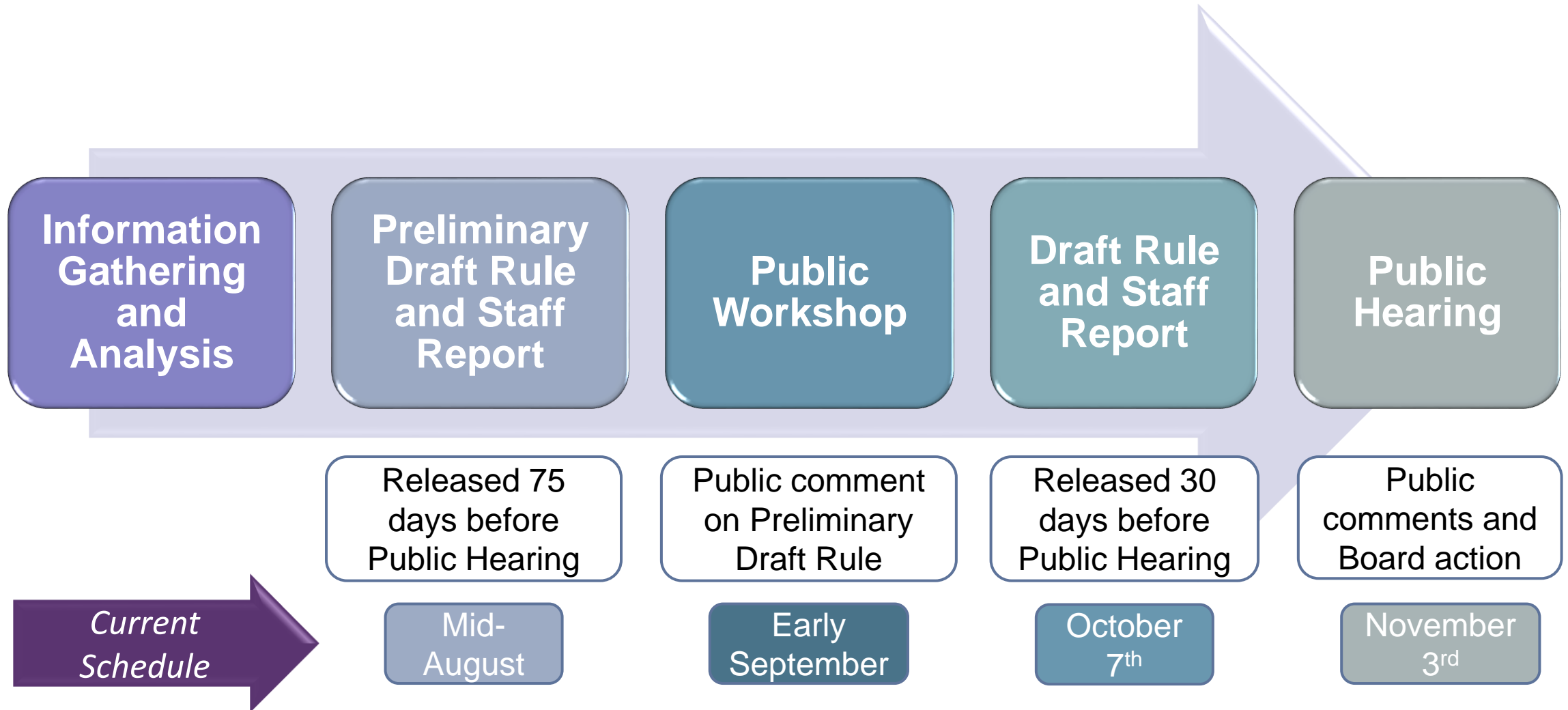
Chapter 5e: Metal Processing Facilities

Control Action B

Initiate rule development process to address housekeeping and best management practices at metal recycling facilities to reduce fugitive emissions

- Rule development process initiated for Proposed Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations (PR 1460) in March 2022
- Three working group meetings have been held
- For more information, please visit: <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-1460>

Rule Development Process



PR 1460 – Purpose and Applicability



Intent is to reduce fugitive particulate emissions at:

- Metal Recycling Facilities

- Generally, not subject to South Coast AQMD permits as they do not operate equipment which requires permits
- Approximately 200 facilities



- Metal Shredding Facilities

- Operate metal shredders that require permits to operate
- Five facilities



PR 1460 - Summary



Staying Updated

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<input type="checkbox"/> South Coast AQMD Advisor	South Coast AQMD's comprehensive bi-monthly newsletter containing the latest news, including rule updates, the latest on programs for businesses

Subscribe by scrolling down the page and checking off the box for Proposed Rule 1460 to receive future meeting notices and links to documents

↓

<input type="checkbox"/> Rule 1426	Emissions from Metal Finishing Operations
<input type="checkbox"/> Rule 1435	Control of Emissions from Metal Heat Treating Processes
<input checked="" type="checkbox"/> Rule 1460	Control of Particulate Emissions from Metal Recycling and Shredding Operations
<input type="checkbox"/> Rule 1466	Toxic Air Contaminant Emissions from Decontamination of Soil
<input type="checkbox"/> Rule 1469	Hexavalent Chromium Emission from Chrome Plating and Chromic Acid Anodizing Operations

Staff Contacts

Tiffani To

Air Quality Specialist

 (909) 396-2738

 tto@aqmd.gov

Heather Farr

Planning and Rules Manager

 (909) 396-3672

 hfarr@aqmd.gov

Michael Krause

Assistant Deputy Executive Director

 (909) 396-2706

 mkrause@aqmd.gov

Michael Laybourn


Program Supervisor

 (909) 396-3066

 mlaybourn@aqmd.gov

Kalam Cheung

Planning and Rules Manager

 (909) 396-3281

 kcheung@aqmd.gov

2022 DRAFT AIR QUALITY MANAGEMENT PLAN



South Coast Air Quality
Management District

2022 Air Quality Management Plan (AQMP)

- AQMP is a blueprint to improve air quality and achieve federal air quality standards in the South Coast Air Basin and Coachella Valley
- In 2015, the U.S. EPA tightened the ozone air quality standard to 70 parts per billion (ppb), triggering the need to develop an AQMP.
- The 2022 AQMP addresses control strategy to meet the ozone standard by 2037



Our Challenge



Los Angeles c. 1950

Our region has historically suffered from some of the worst air quality in the United States

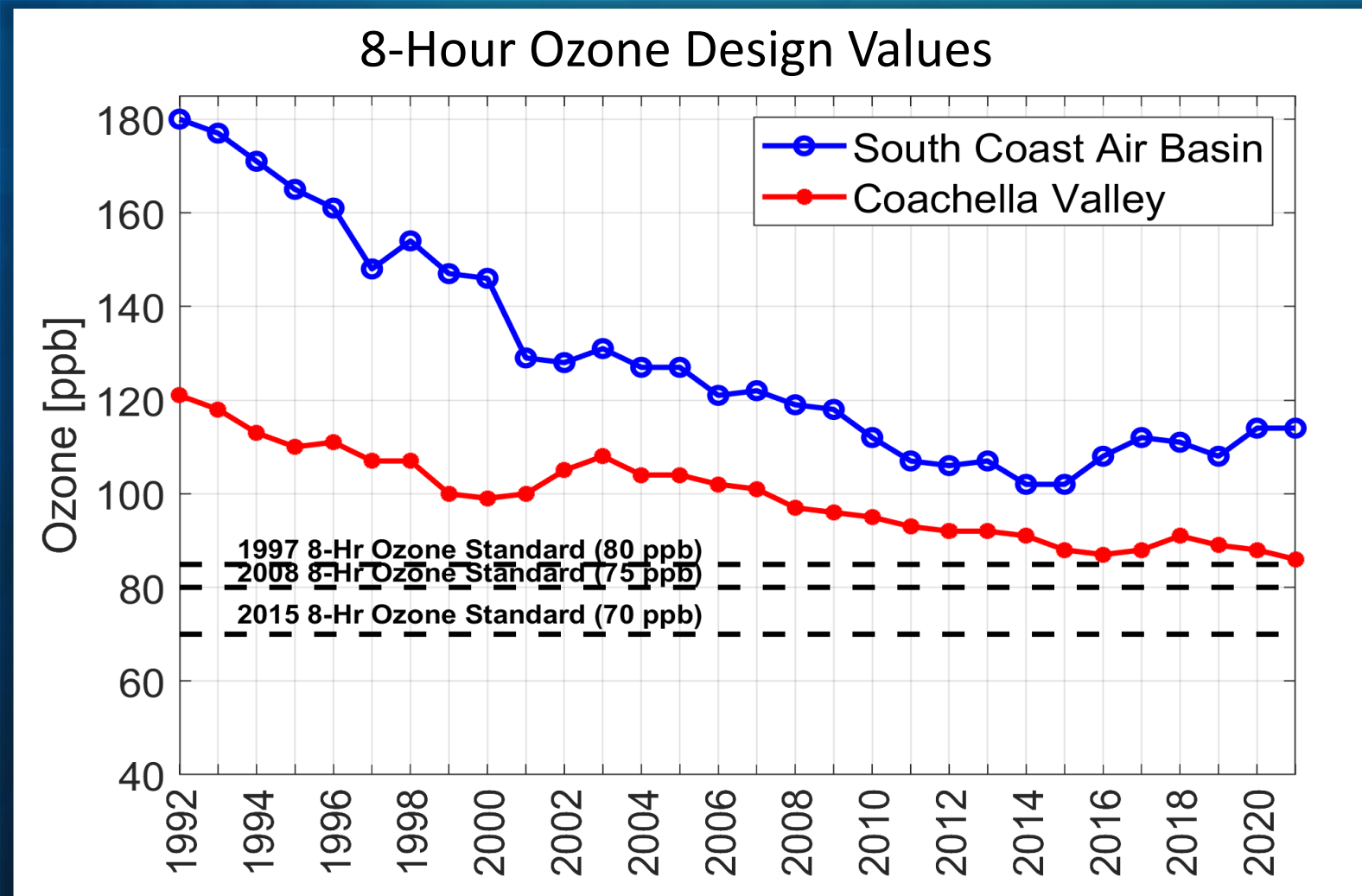


Los Angeles Recent Condition (2018)

We have made significant progress, but still suffer from poor air quality

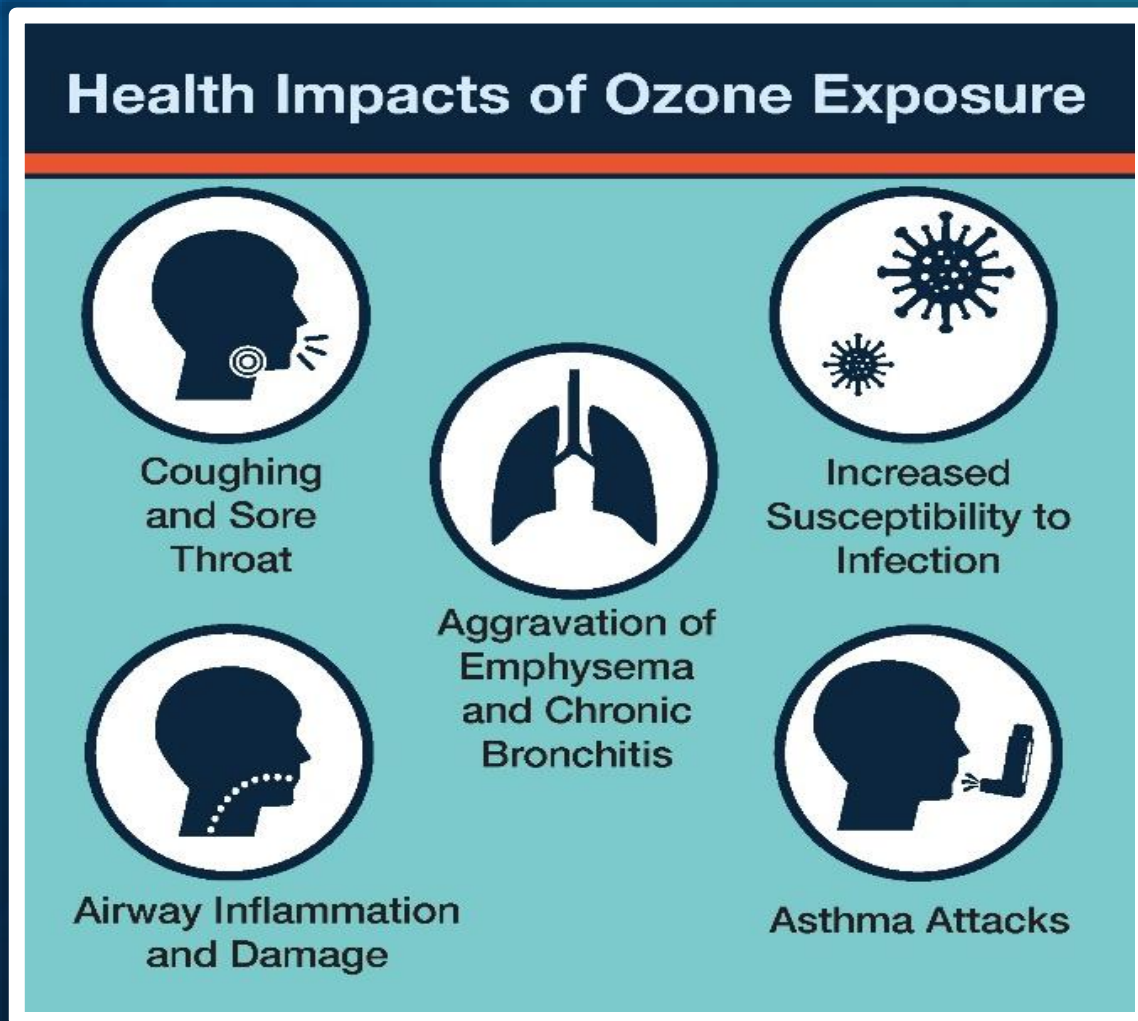
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM_{2.5})

Ozone Trends in the South Coast Air Basin



- Overall air quality has dramatically improved
- High ozone in recent years were due to adverse meteorology. Continued emission reductions will improve ozone

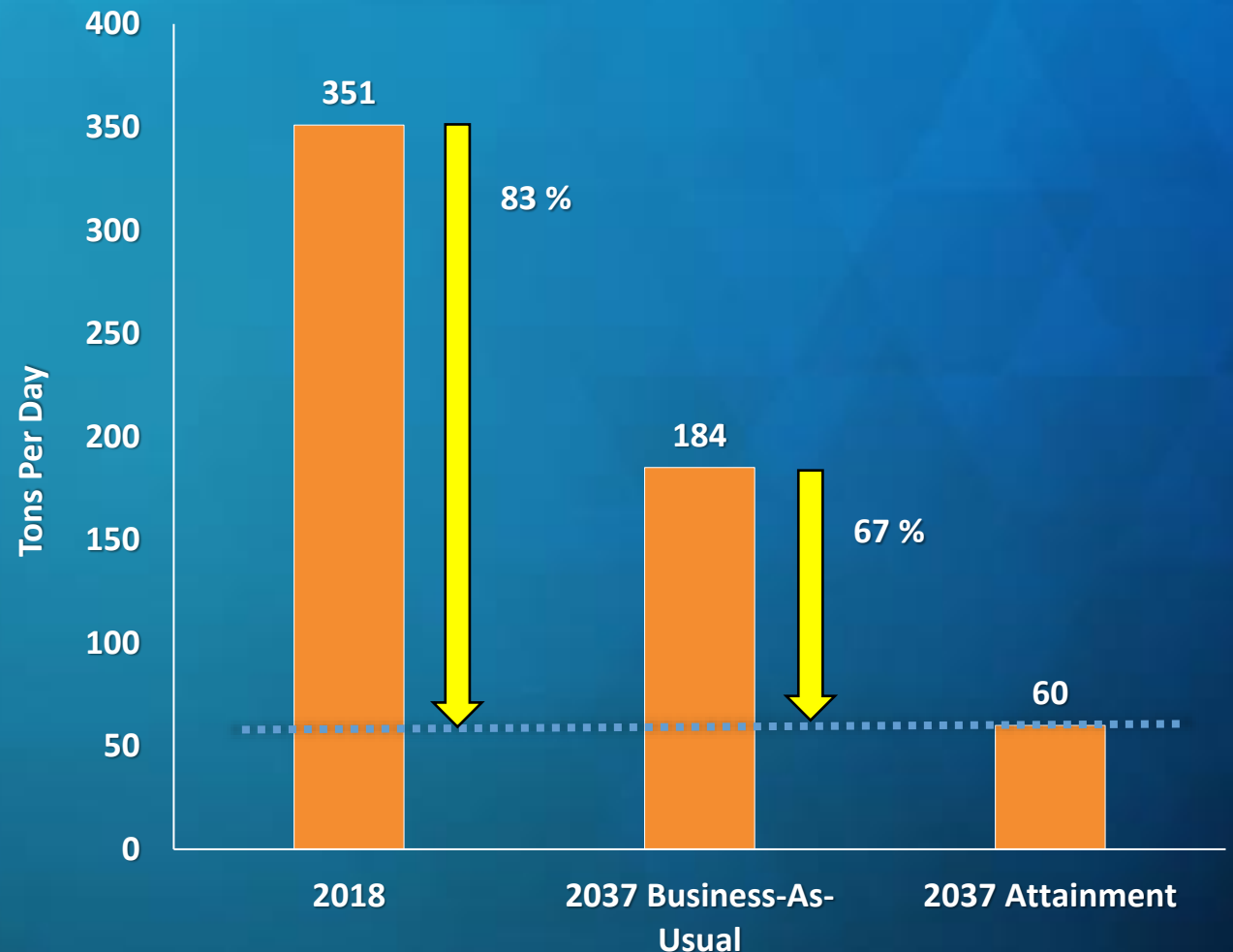
Health Impacts of Ozone



- Ozone precursor pollutants also increase fine particulate (PM2.5) pollution
- PM2.5 can cause **premature death** in addition to other serious health effects

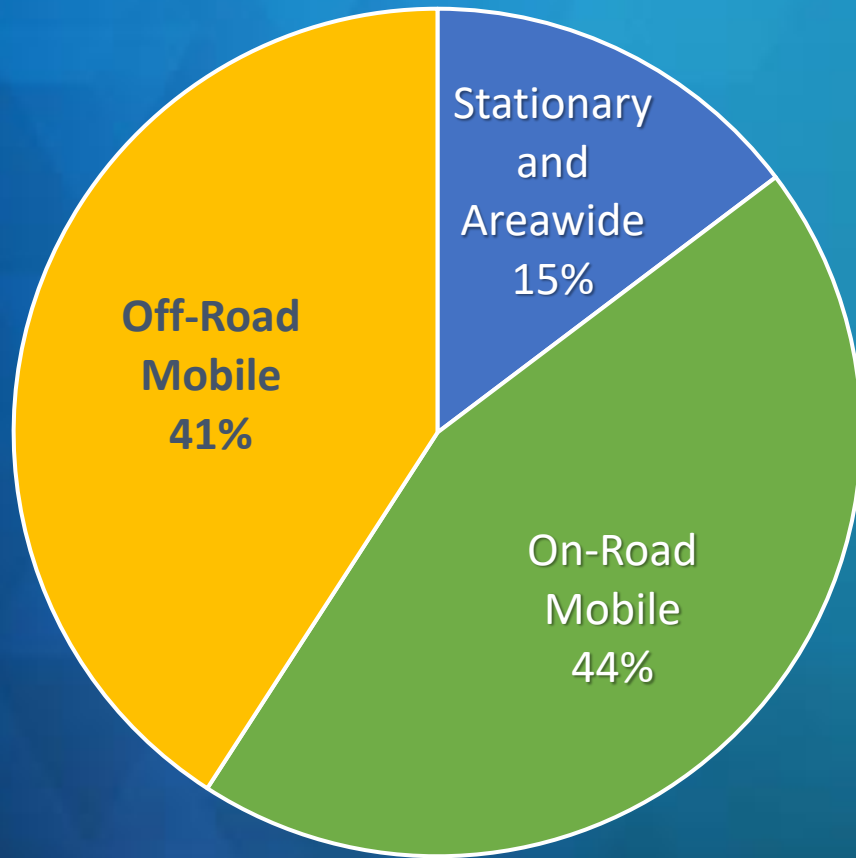
Need to Reduce NOx Emissions

- The primary pollutant that must be controlled to reduce ozone in our region is nitrogen oxides (NOx)
- NOx is formed during processes that burn fuels
- NOx must be reduced to 60 tons per day to meet the ozone standard
 - 83% below current conditions
 - 67% below Business-As-Usual conditions in 2037

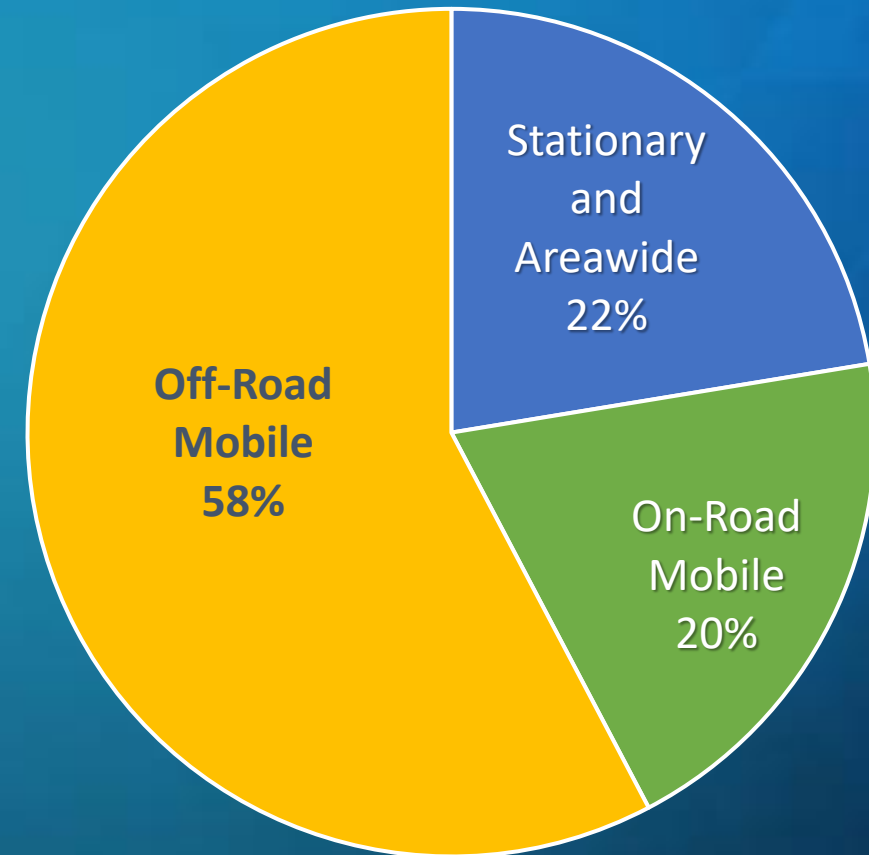


NOx Emission from Different Source Category

2018 NOx Emission
351 tons per day

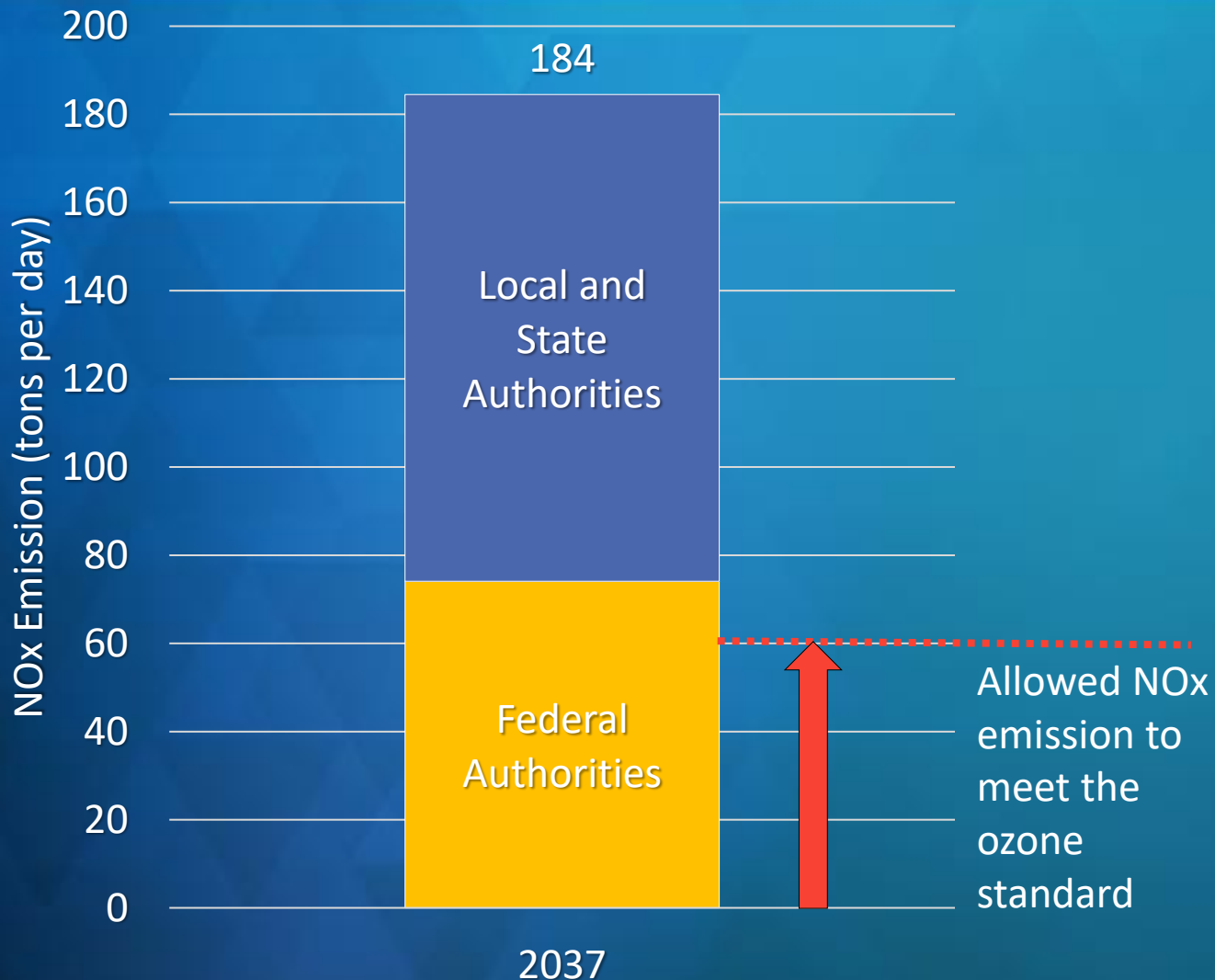


2037 NOx Emission
184 tons per day



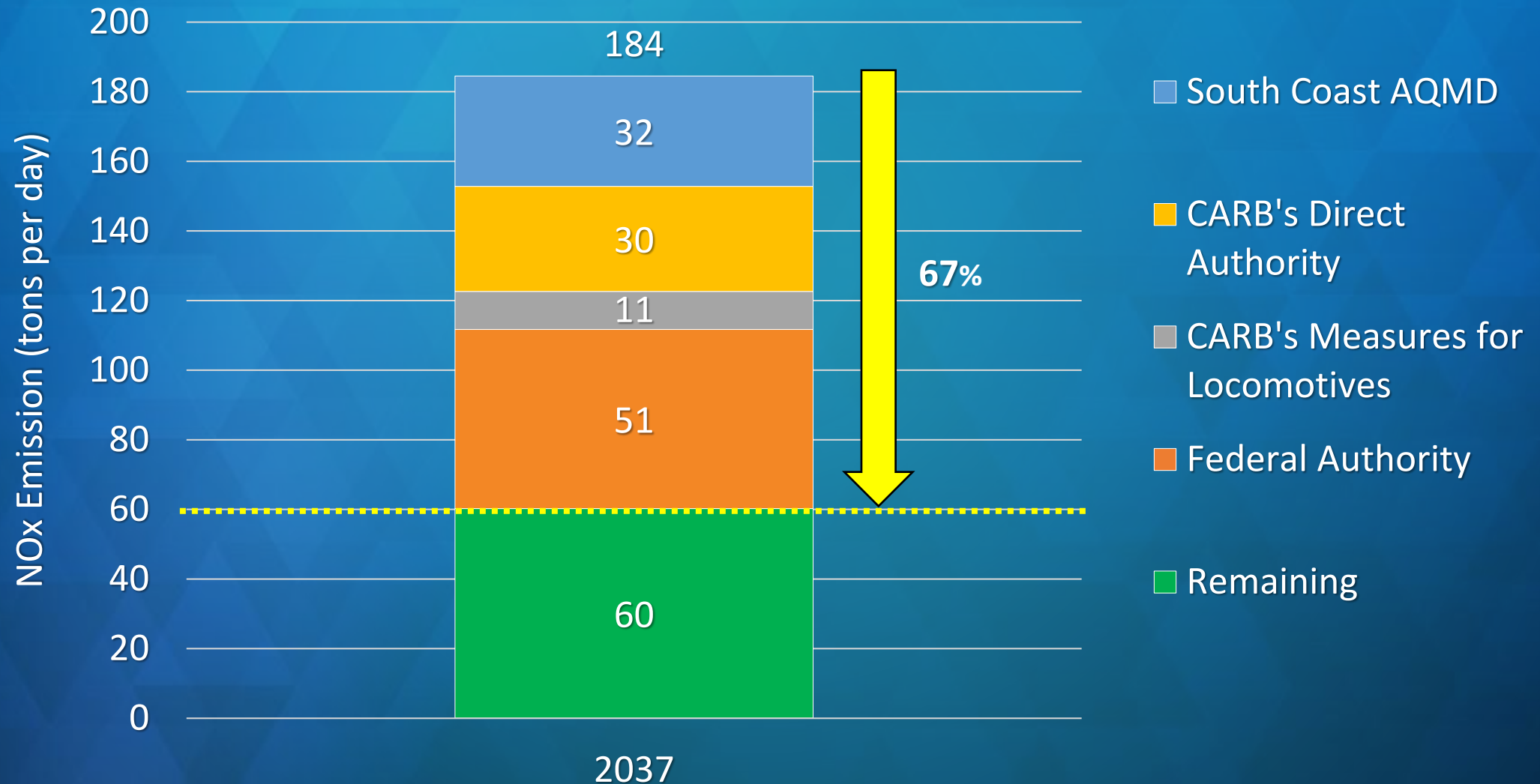
Over 80% of the NOx Emission in 2018 is from mobile sources

Shared Responsibility for Emission Reductions



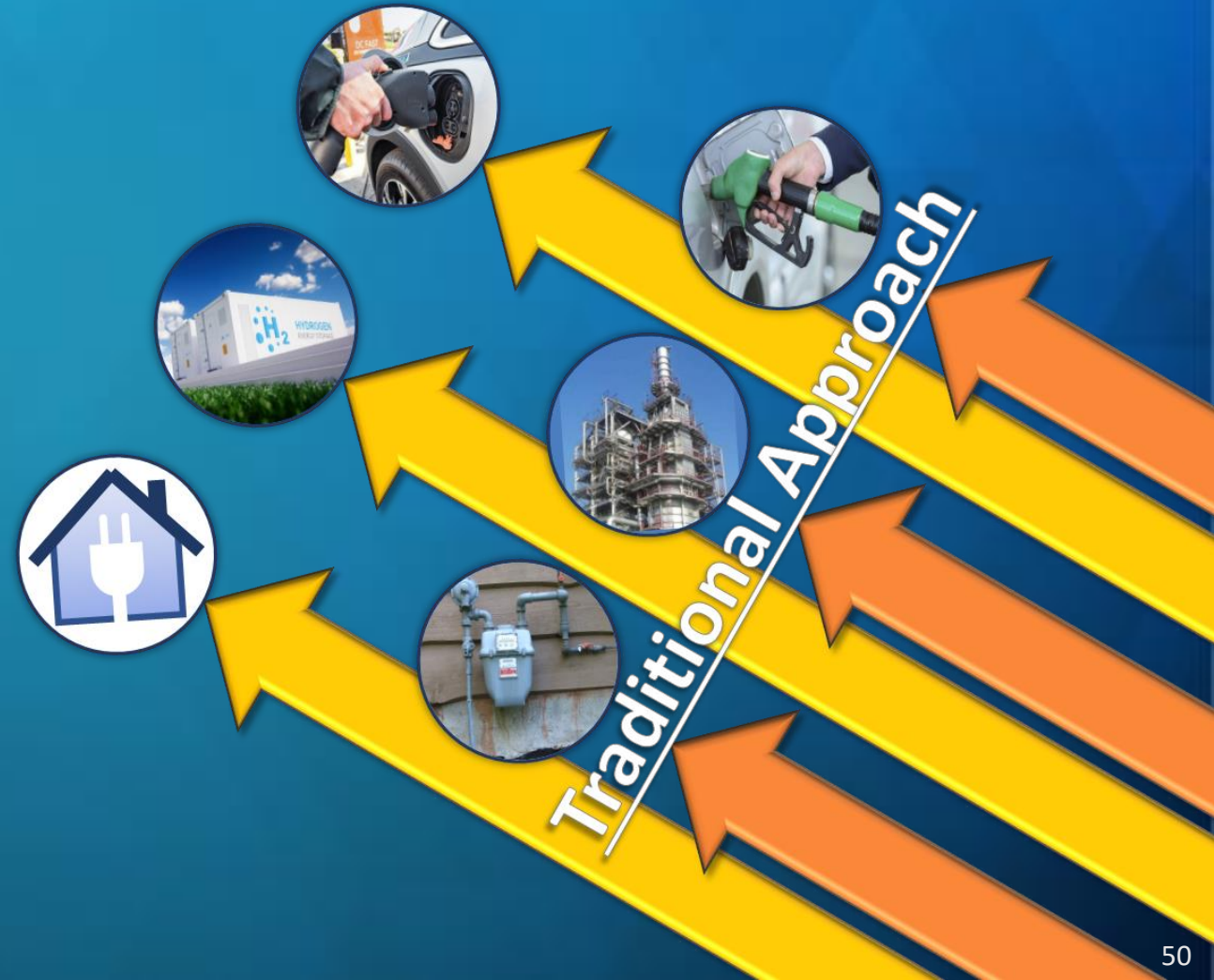
- More than 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
 - Ships, aircraft, locomotives, etc
- Cannot assign responsibility to federal government to reduce emissions, even from federal sources
- Attainment is not possible without significant reductions from these sources

NOx Reductions Needed for Attainment

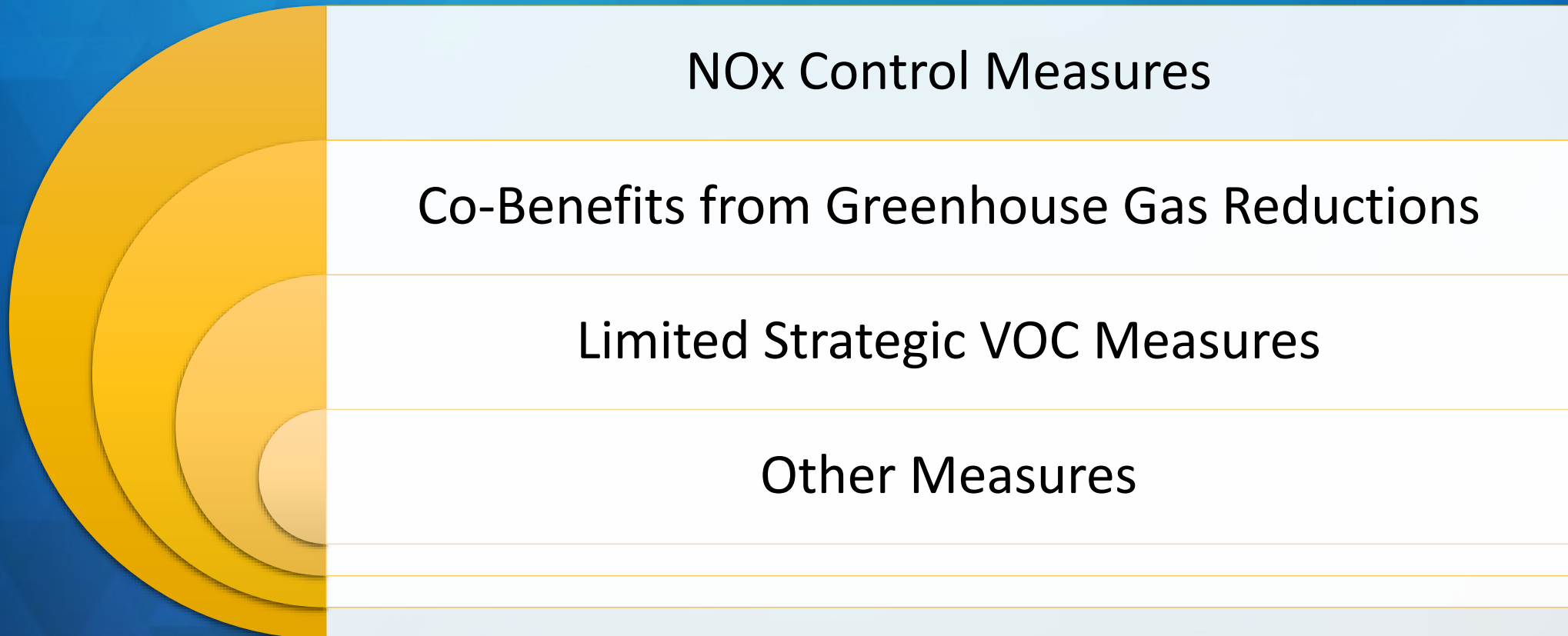


Innovative Approaches Needed

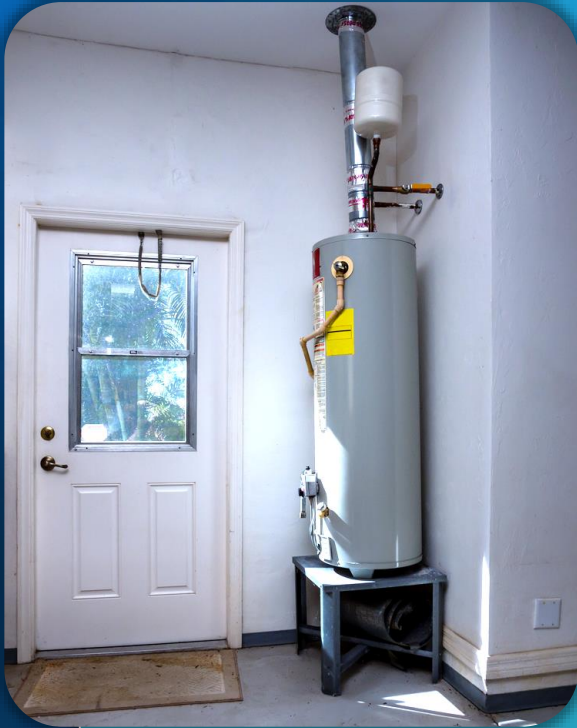
- Traditional approach relies on additional tailpipe/exhaust stack controls, new engines technology, or fuel improvements tailored to individual use cases
- These traditional approaches will not reduce emissions by the amount needed
- We must turn to zero emission and advanced technologies wherever possible



Overview of Draft South Coast AQMD Stationary and Area Source Control Strategy



Draft Stationary and Area Sources NOx Control Measures



Residential Combustion
Water/Space/Heating/
Cooking/Others



Commercial Combustion
Water/Space/Heating/Cooking/
Others



Industrial Combustion
Boilers/Process Heaters/
Refineries/EGUs/Etc.

Overview of Draft South Coast AQMD Mobile Source Control Strategy



Public Input and Outreach

'Standard' Comprehensive



Development Process

- Release of the Draft 2022 AQMP: May 6, 2022
- Public comments were received during May 6 – July 22, 2022
- Revised 2022 AQMP to be released in late Summer
- Upcoming public meetings and schedule:

Timeline	Milestone
August 5, 2022	Status update on Draft 2022 AQMP development to South Coast AQMD Governing Board
August 10, 2022	Advisory Council Meeting on Health Effects Appendix
Late August, 2022	Release Revised Draft 2022 AQMP
October 7, 2022	Status update on Draft 2022 AQMP development to South Coast AQMD Governing Board and Set Hearing
Mid October, 2022	Regional Public Hearings
December 2, 2022	South Coast AQMD Board Consideration of Draft Final AQMP

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SCAQMD Advisor

SCAQMD's comprehensive bi-monthly newsletter containing the latest news, including rule

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2022 AQMP

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