



South Coast Air Quality Management District



21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

YOUNG LEADERS ADVISORY COUNCIL

August 17, 2022 ♦ 12:30 p.m.

Derrick Alatorre, Chair

Advisory Council Members

Roxana Barrera
Monica Cantoran
José Trinidad Castañeda III
Isis Frausto-Vicencio
Ana Gonzalez
Larysha Green
Kyla Kelly
Cassie Nguyen
Nithya Palani

Maya Prasad
Michael Rodriguez
Paije Rush
Alexandra Rae Santora
Lizbeth Sierra
Jack Symington
Priya Vedula
Mikayla Winfery

♦ PLEASE NOTE THE LOCATION CHANGE ♦

Pursuant to AB 361, South Coast AQMD's Young Leaders Advisory Council meeting will only be conducted via video conferencing and by telephone on Wednesday, August 17, 2022, 12:30 p.m. Please follow the instructions below to join the meeting remotely.

TELECONFERENCE LOCATION

Per AB 361, teleconference locations do not need to be disclosed nor open to the public.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting – from PC or Laptop

<https://scaqmd.zoom.us/j/93009064001>

Webinar ID: 930 0906 4001

Teleconference Dial In

+1 669 900 6833

Audience will be allowed to participate during public comment periods.

Computer controls for participants:

The following commands can be used on your computer's Zoom application during the meeting:

- ◆ Toggle mute/unmute by selecting **Mute** on the bottom-left
- ◆ Select **Participants** followed by **Raise Hand** on the right-hand side to raise hand

Phone controls for participants:

The following commands can be used on your phone's dial pad while in Zoom meeting:

- ◆ *6 – Toggle mute/unmute
- ◆ *9 – Raise hand

AGENDA

Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't Code Section 54954.3(a)). If you wish to speak, raise your hand on Zoom or press Star 9 if participating by telephone. All agendas for regular meetings are posted at South Coast AQMDs Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes total for all items on the agenda.

CALL TO ORDER

Call to Order/Opening Remarks
(No Motion Required)

Derrick Alatorre
*Deputy Executive Officer,
Legislative, Public Affairs & Media*

ACTION ITEMS (Item 1 through 1)

1. Approval of May 26, 2022 Meeting Minutes
(Motion Required)
[Attachment 1]

Derrick Alatorre

DISCUSSION ITEMS (Items 2 through 3)

2. Draft 2022 Air Quality Management Plan Overview
(No Motion Required)
Staff will provide a summary of the Draft 2022 AQMP development and the strategy to attain the 2015 8-hour ozone National Ambient Air Quality Standard by 2037.
[Attachment 2]

Britney Gallivan
*AQ Specialist
Planning, Rule Development &
Implementation*

3. Zero Emission Drayage Truck Projects
(No Motion Required)

Patricia Kwon
*Program Supervisor
Science & Technology Advancement*

*Staff will provide an update on the Jetsi and Hyundai Fuel Cell Drayage Truck Projects deploying Class 8 battery electric and fuel cell trucks at fleets.
[Attachment 3]*

OTHER MATTERS

4. Member Updates/Other Business

Any member of this body, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Gov't Code Section 54954.2)

5. Public Comment Period

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Young Leader Advisory Council's authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

Next Meeting Date – Wednesday, November 16, 2022 at 12:30 p.m.

ADJOURNMENT

Pursuant to SB 343

All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Council after the agenda is posted, are available by contacting Aisha Reyes at (909) 396-3074 or send the request to areyes2@aqmd.gov.

Americans with Disabilities Act and Language Accessibility

Disability and language-related accommodations can be requested to allow participation in the Young Leaders Advisory Council meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language-related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to South Coast AQMD. Please contact Aisha Reyes at (909) 396-3074 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to areyes2@aqmd.gov.



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YOUNG LEADERS ADVISORY COUNCIL WEDNESDAY, MAY 26, 2022 MEETING MINUTES

Members Present:

Roxana Barrera
José Trinidad Castañeda III
Isis Frausto-Vicencio
Ana Gonzales
Larysha Green
Kyla Kelly
Cassie Nguyen
Nithya Palani
Michael Rodriguez
Alexandra Rae Santora
Jack Symington
Priya Vedula

Members Absent:

Monica Cantoran
Maya Prasad
Paije Rush
Lizbeth Sierra
Janielle Vidal
Mikayla Winfery

South Coast AQMD Staff:

Derrick Alatorre, Chair, DEO/Public Advisor/Legislative, Public Affairs & Media
Dylan Plautz, AQ Specialist/Area Sources
Aisha Reyes, Senior Administrative Assistant /Legislative, Public Affairs & Media
Daphne Hsu, Senior Deputy District Counsel/Legal
Nicholas Sanchez, Assistant Chief Deputy Counsel/Legal
Elaine Shen, Planning & Rules Manager/Planning
Lisa Tanaka O'Malley, Assistant Deputy Executive Officer/Legislative, Public Affairs & Media

Agenda Item #1: Approval of October 20, 2021 Minutes

Ms. Ana Gonzalez moved to approve the October 20, 2021 meeting minutes. Ms. Kyla Kelly seconded the motion. The minutes were approved.

Agenda Item #2: Approval of February 16, 2022 Minutes

Michael Rodriguez moved to approve the February 16, 2022 meeting minutes. Cassie Nguyen seconded the motion. The minutes were approved.

Agenda Item #3: Update on proposed Rule 2306: Indirect Source Rule (ISR) for New Intermodal Facilities

Mr. Dylan Plautz presented an update on proposed Rule 2306: Indirect Source Rule for New Intermodal Facilities.

Ms. Isis Frausto-Vicencio inquired whether air pollutants would be measured with air monitors at the proposed facilities. Ms. Elaine Shen responded there is currently a large monitoring station installed as part of the air monitoring program near the facilities.

Mr. Jack Symington asked if Rule 2306 would be separate from the On-Dock Rail Project at the Port of Los Angeles and Port of Long Beach. Mr. Plautz responded they are currently assessing the On-Dock Rail Project at the ports as well as new intermodal facilities which are removed from the ports. Ms. Shen added all On-Dock Rail facilities are on the port complex and would put the facilities under the Port ISR regulation rulemaking effort.

Mr. Harvey Eder, Public Solar Power Coalition, provided public comment on batteries for the railroads and how fuel cells for solar hydrogen and other technologies should be included.

Agenda Item #4: South Coast AQMD Sponsored and High-Priority State Legislation

Mr. Derrick Alatorre presented an update on South Coast AQMD Sponsored and High-Priority State Legislation.

Mr. Jack Symington asked if AB 2141 identifies programs that could be deprioritized in order for AB 617 programs to receive 20 percent of Greenhouse Gas Reduction Funds (GGRF). Mr. Alatorre responded there are negotiations in Sacramento to draw funds from the General fund rather than GGRF. What's most important is sustained funding. Mr. Symington also inquired if there is a current percentage of funds from GGRF that go towards AB 617. Mr. Alatorre explained no GGRF funding is currently utilized for AB617.

Mr. Harvey Eder, Public Solar Power Coalition, provided public comment on solar conversion.

Agenda Item #5: Member Updates

Mr. Jack Symington commented on Los Angeles Cleantech Incubator (LACI) hosting an event on July 8 focusing on the benefits of induction cookstoves. He also mentioned an RFI in South Los Angeles area for communities interested in an E-bike lending library program. Lastly, LACI is supporting Clean Air California.

Mr. Jose Trinidad Castañeda shared his last meeting will be on August 17, 2022.

Ms. Roxana Barrera shared a YouTube video, Fighting for Air, with a focus on San Bernardino's air pollution.

Agenda Item #6: Public Comment

Mr. Harvey Eder, Public Solar Power Coalition, provided public comment on supporting bill 2305.

Agenda Item #7: Next Meeting Date

The next regular YLAC meeting is scheduled for Wednesday, August 17, 2022 at 12:30 p.m.

Adjournment

Ms. Aisha Reyes adjourned the meeting at 1:26 p.m.



South Coast
AQMD



2022 DRAFT AIR QUALITY MANAGEMENT PLAN

Young Leaders Advisory Council Update

August 17, 2022

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
- The 2022 Draft AQMP and all supporting documents are available online at: <http://www.aqmd.gov/2022aqmp>



Our Challenge



Los Angeles c. 1950

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

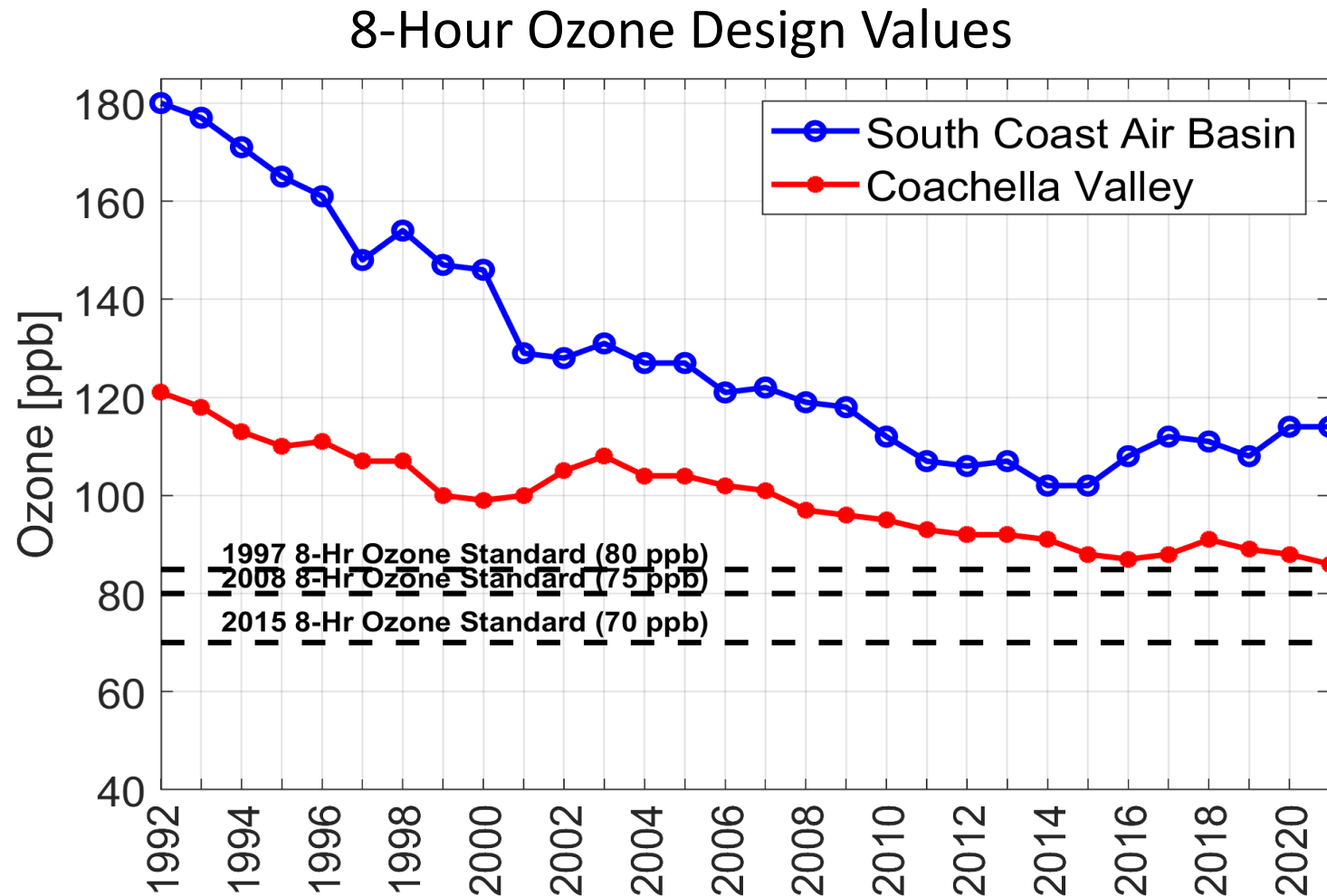


Los Angeles Recent Condition (2018)

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

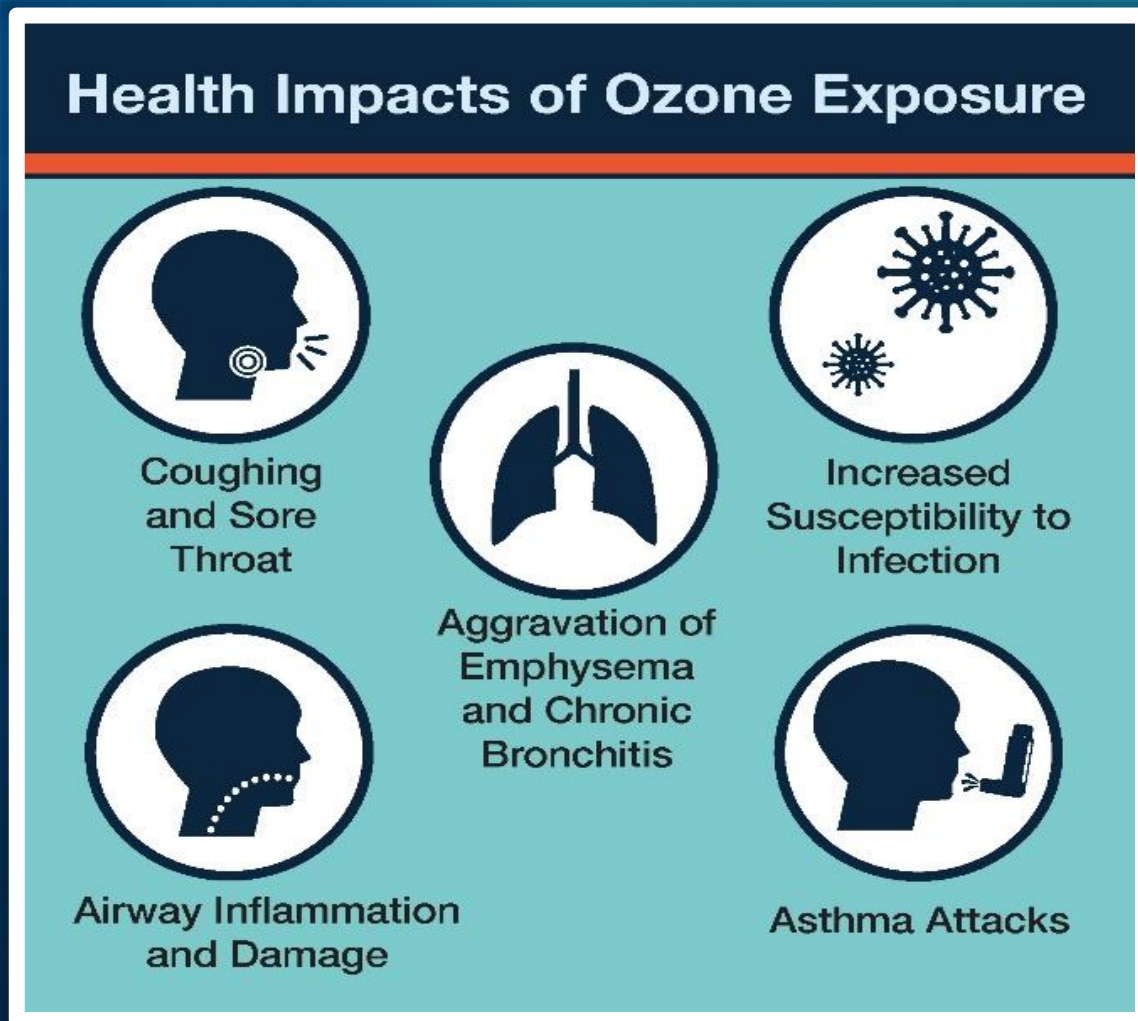
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM2.5)

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

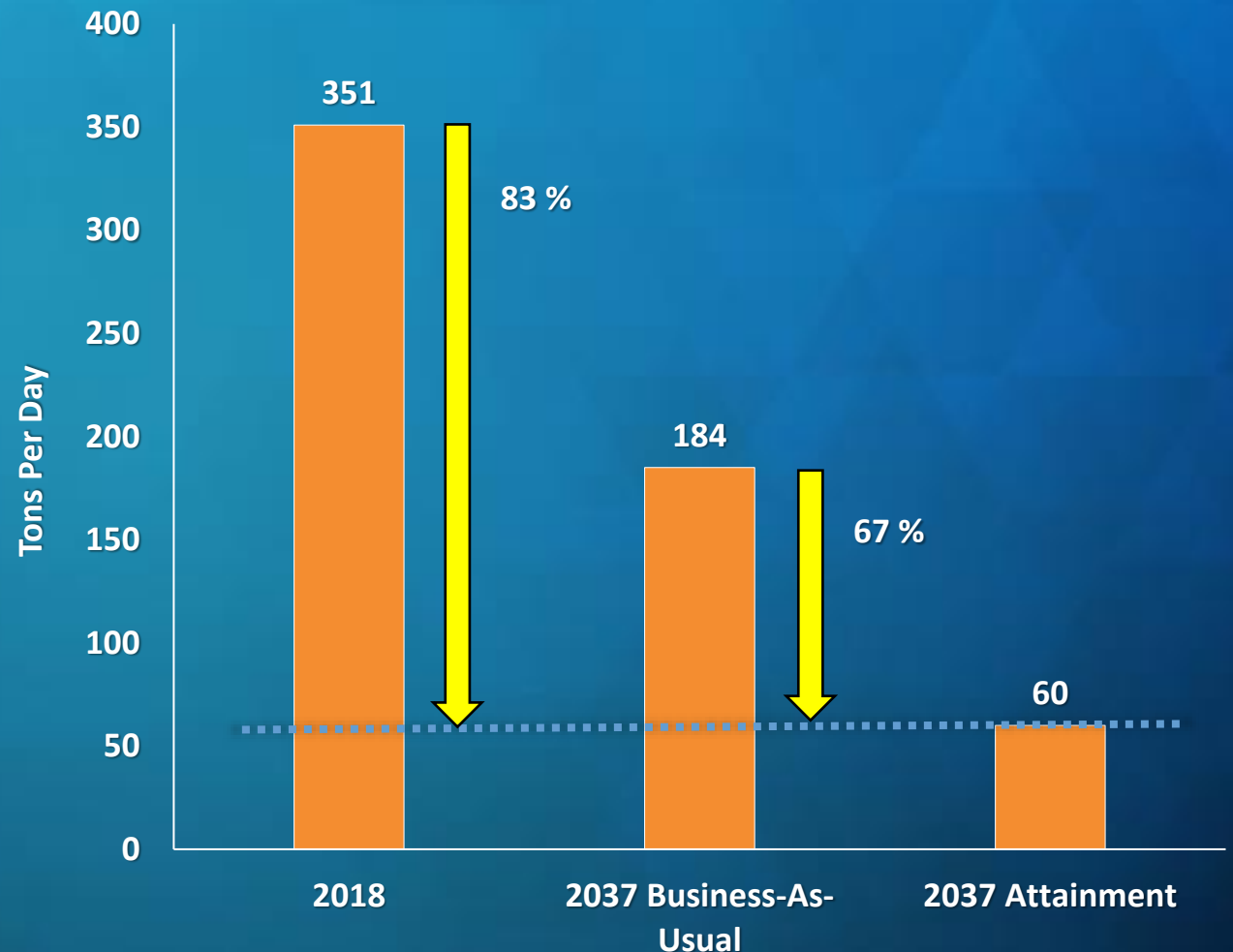
Health Impacts of Ozone



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

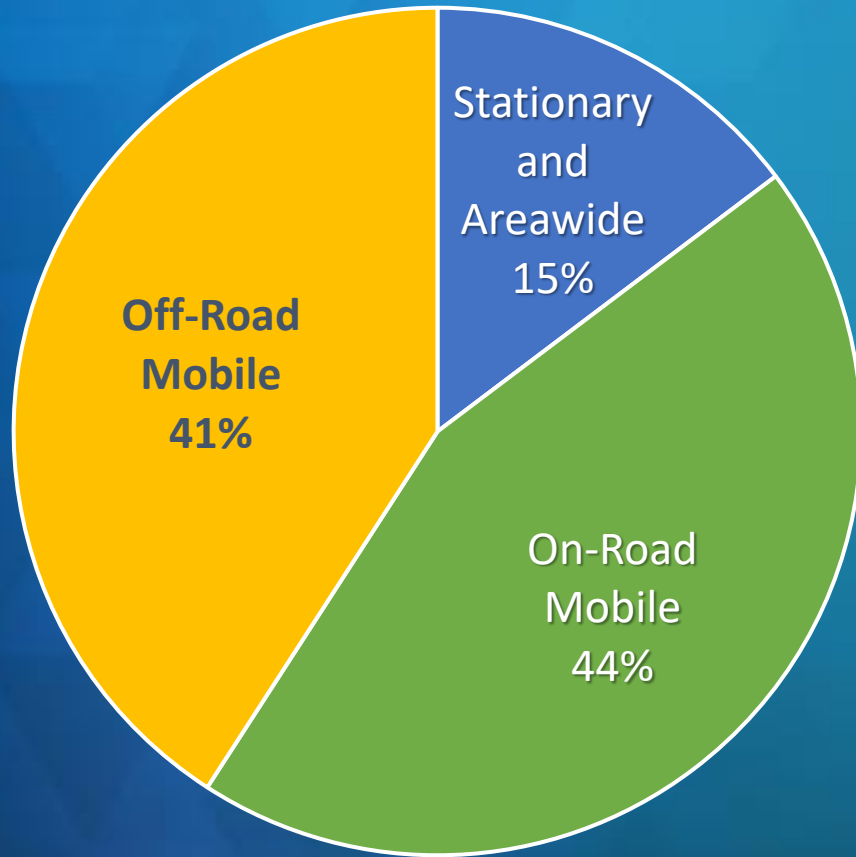
Need to Reduce NOx Emissions

- 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

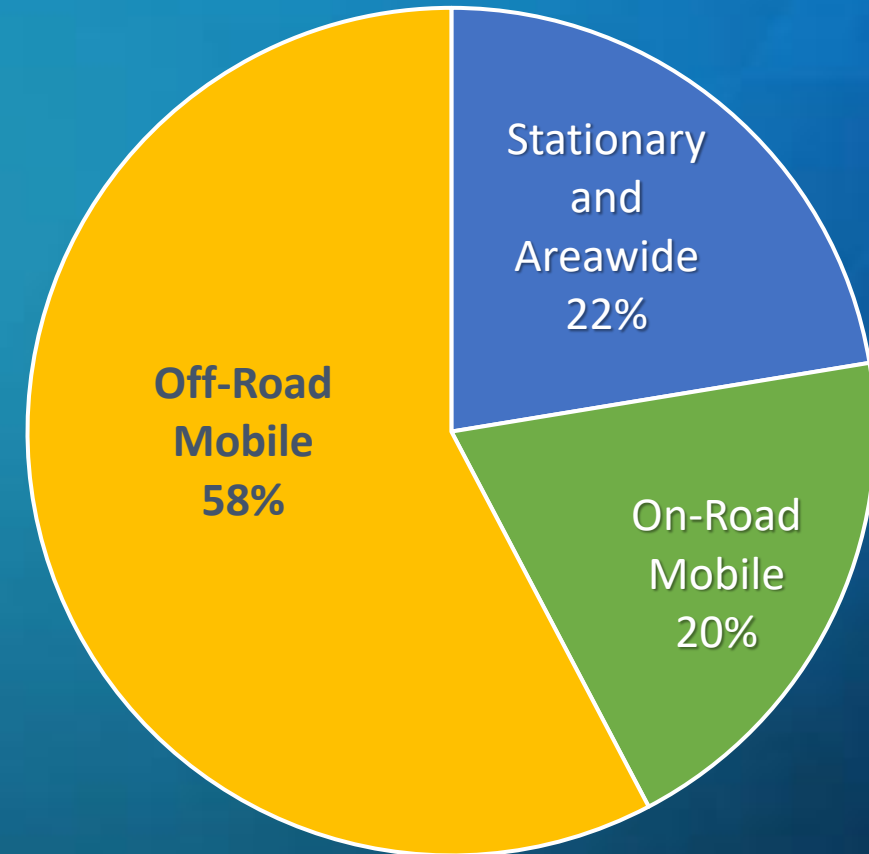


NOx Emission from Different Source Category

2018 NOx Emission
351 tons per day

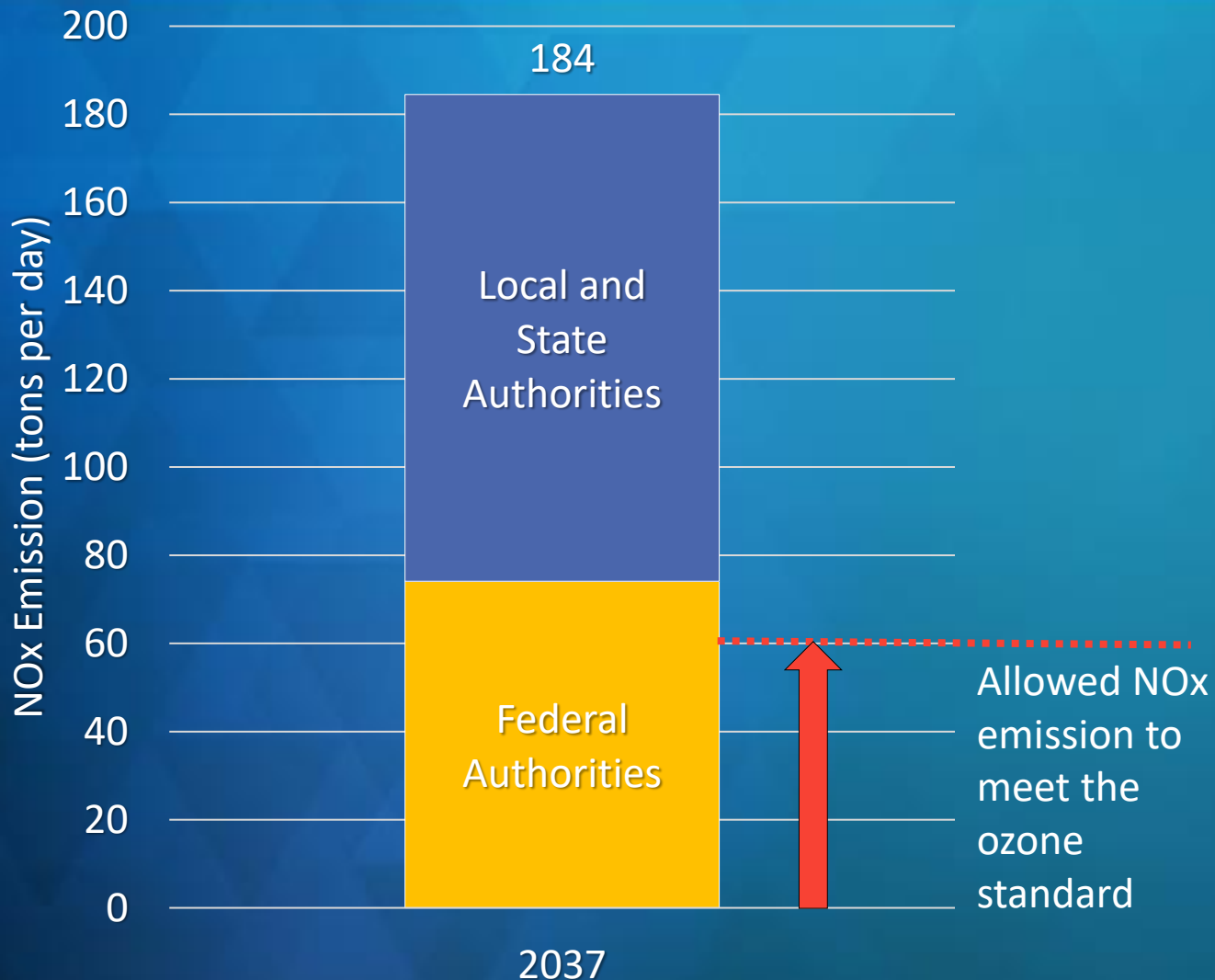


2037 NOx Emission
184 tons per day



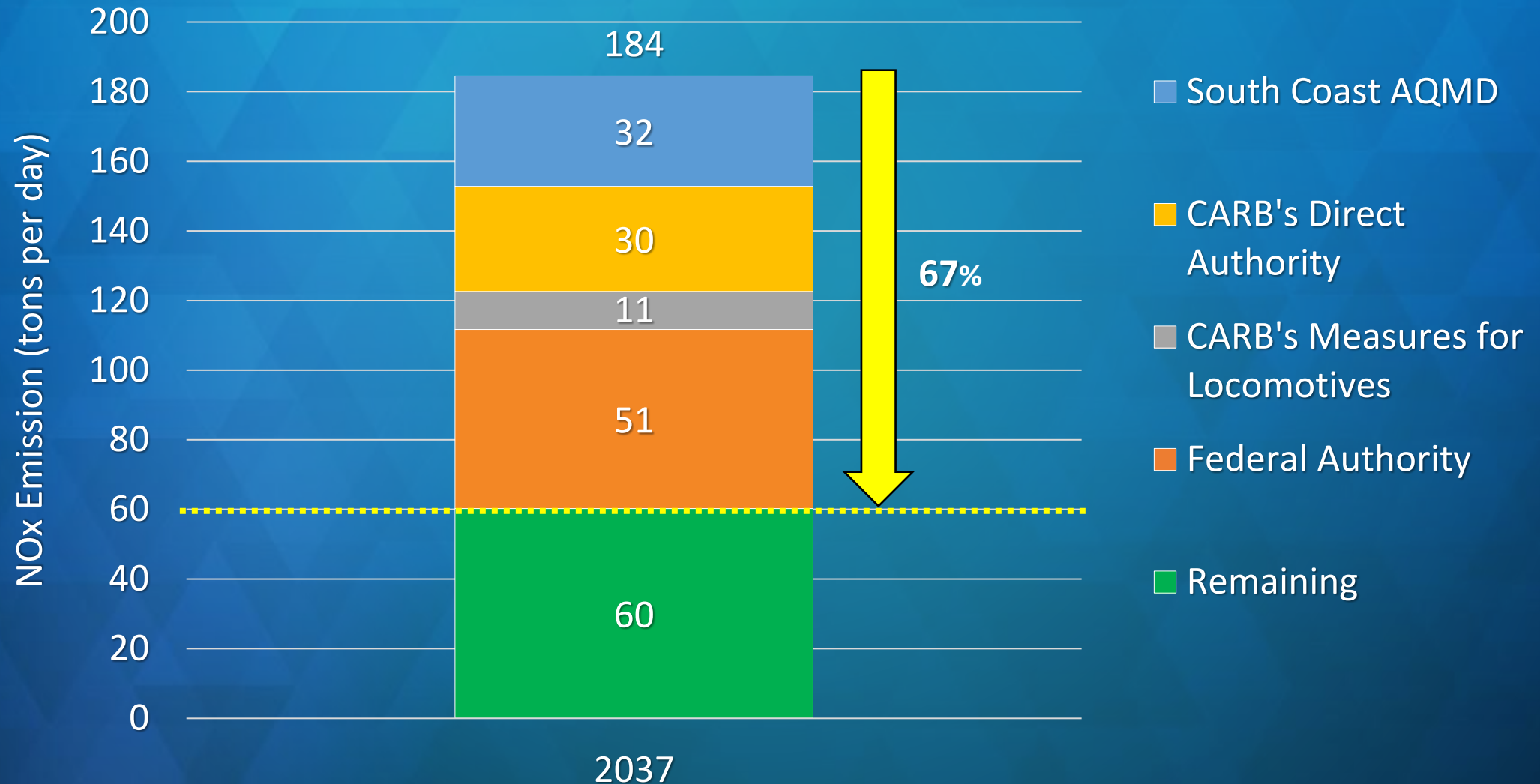
Over 80% of the NOx Emission in 2018 is from mobile sources

Shared Responsibility for Emission Reductions



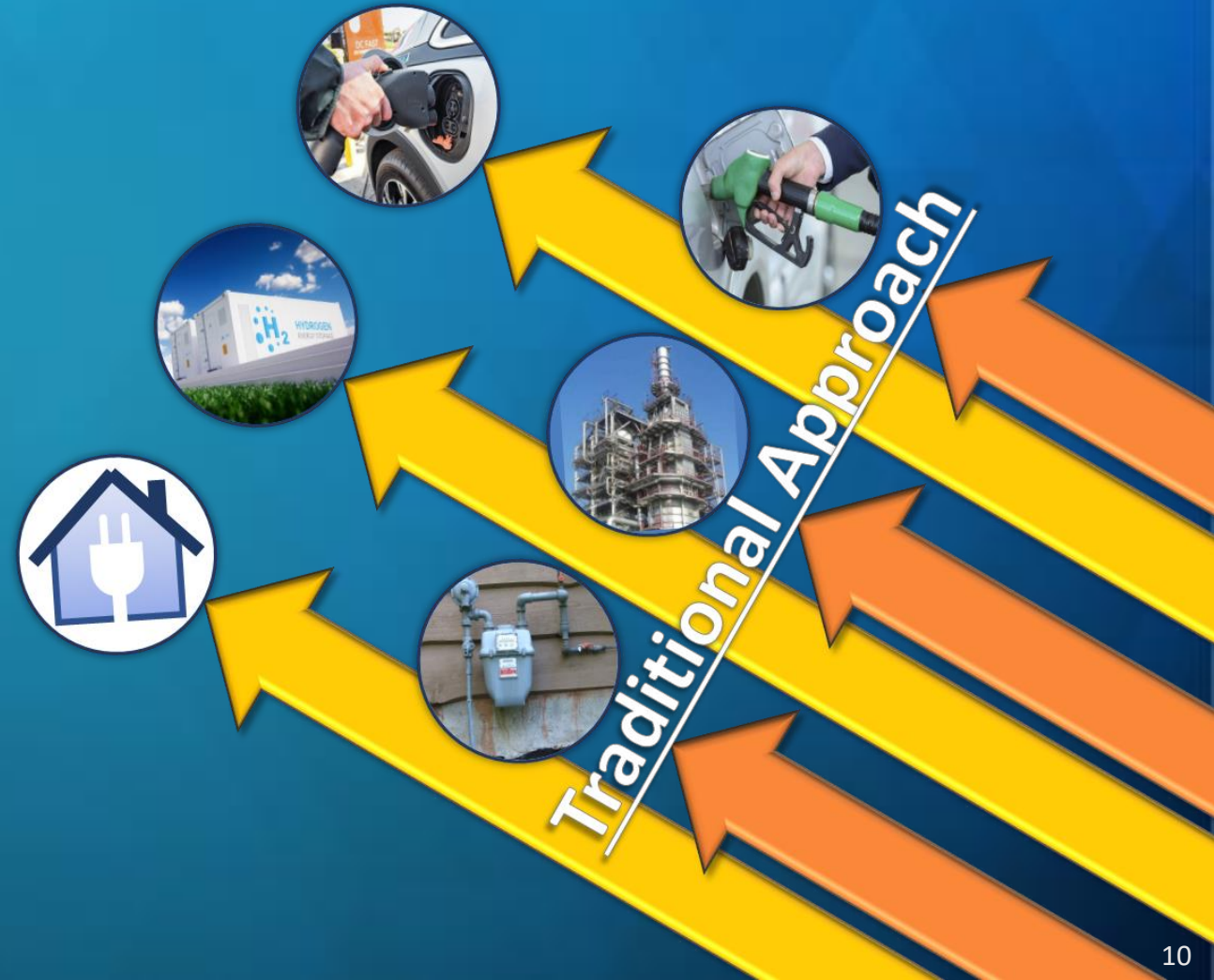
- More than 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
 - Ships, aircraft, locomotives, etc
- Cannot assign responsibility to federal government to reduce emissions, even from federal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

NOx Reductions Needed for Attainment

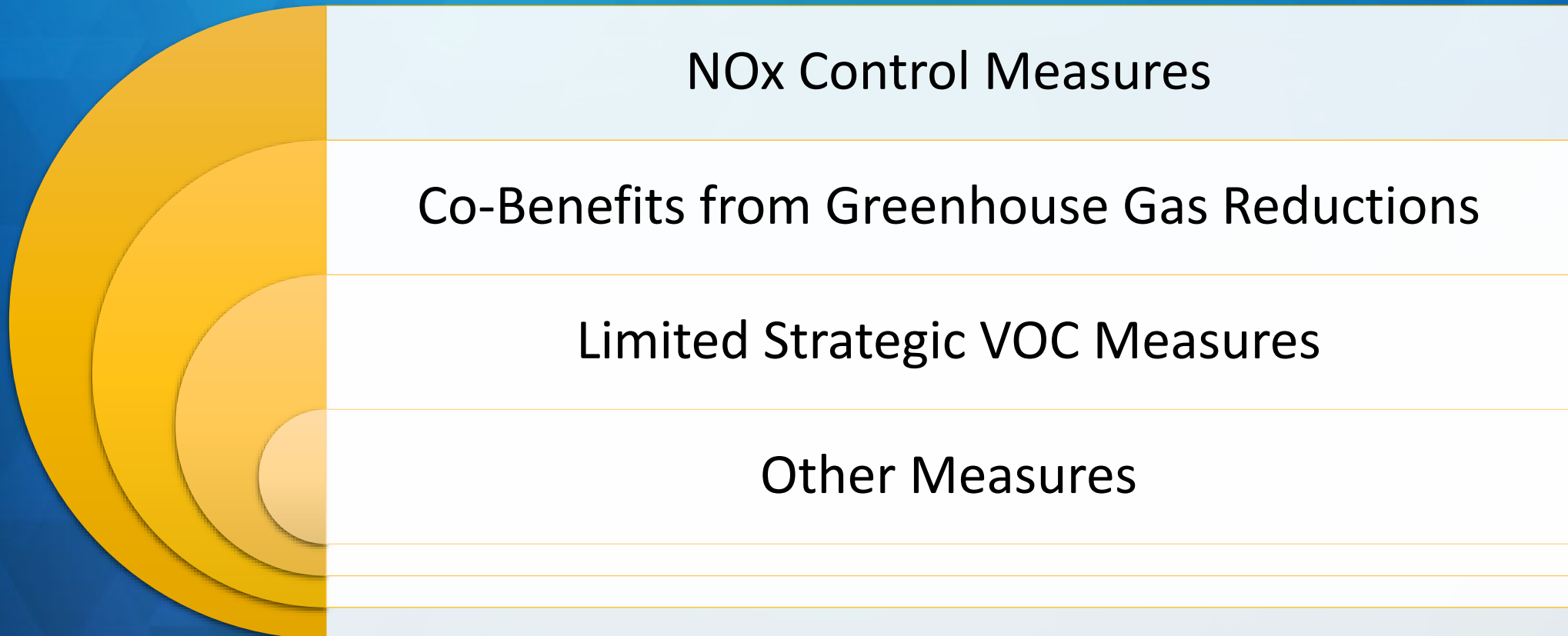


Innovative Approaches Needed

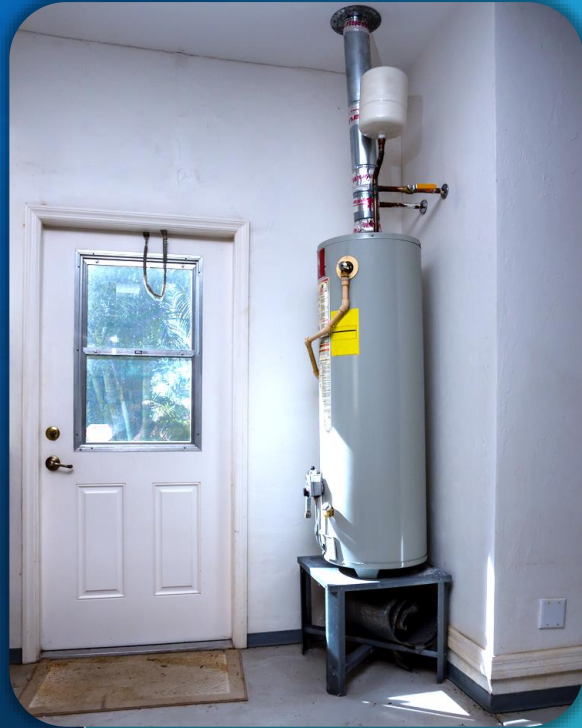
- Traditional approach relies on additional tailpipe/exhaust stack controls, new engines technology, or fuel improvements tailored to individual use cases
- These traditional approaches will not reduce emissions by the amount needed
- We must turn to zero emission and advanced technologies wherever possible



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



Draft Stationary and Area Sources NO_x 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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**2022 AQMP
Interested Parties**

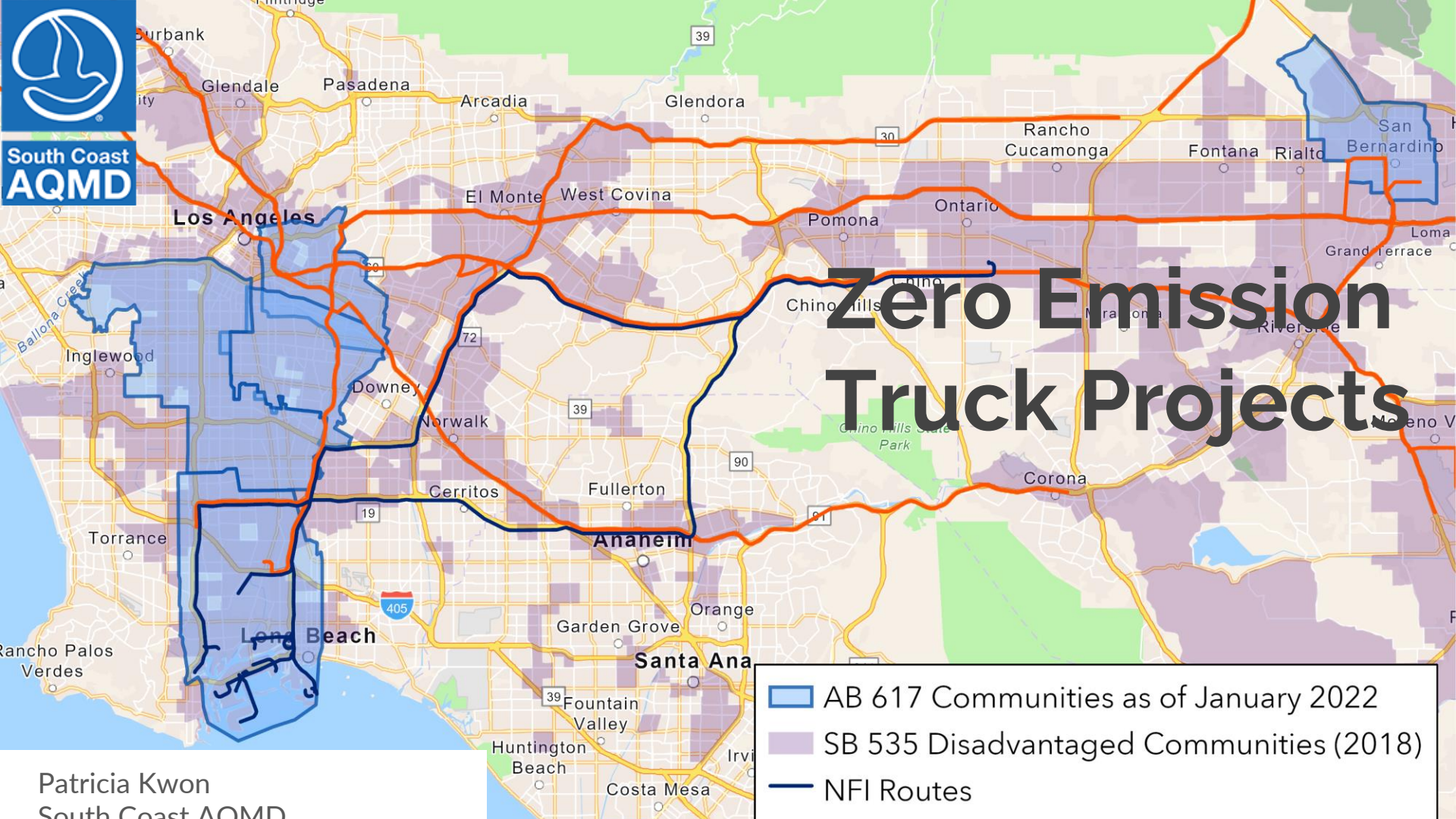


For comments or questions,
please email:




AQMPteam@aqmd.gov



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Zero Emission Truck Projects

-  AB 617 Communities as of January 2022
-  SB 535 Disadvantaged Communities (2018)
-  NFI Routes

Patricia Kwon
South Coast AQMD

Project Overview

CALIFORNIA
JOINT ELECTRIC TRUCK
SCALING INITIATIVE



South Coast AQMD awarded \$27M from CARB and CEC to deploy 100 battery electric trucks

- 50 trucks per fleet (Ontario, South El Monte)
- Heavily utilize I-710 freight corridor
- Located and operate in disadvantaged communities
- Drayage & regional short haul
- Leverage past & current demonstrations

	NFI	Schneider
Duty Cycle	Drayage	Drayage & Regional Haul
Number of Trucks	50*	50*
Number of Chargers	38	16
Solar	1 MW	
Battery Storage	5 MWh	
Truck Deployment	10 in Q4 2022 40 in Q1 2023	10 in Q4 2022 40 in Q2 2023
Fleet Location	Ontario	South El Monte

*Volvo and Daimler Class 8 battery electric trucks are CARB and EPA certified

Project Benefits

- Feasibility of large truck deployments
- Understand fleet needs
- Develop fleet tools
- Technology improvements in electric range and fast charging
- Equity and scale priorities in disadvantaged communities



**5 Weighted
Tons**

of criteria pollutants
will be avoided
each year by
displacing diesel



**8,200 Metric
Tons**

of greenhouse gas
emissions (GHGs) will
be reduced each year



**5.5 Million
DGEs**

of diesel fuel will be
displaced over the
eight-year project



**239 Long-Term
Jobs**

sustained, including drivers
and service technicians



\$16.8+ Million

in regional economic
activity as result of
site construction

Project Funding

	Amount	Percent
CARB	\$16.0M	24%
CEC	\$11.0M	17%
NFI	\$9.5M	14%
Schneider/DTNA	\$8.7M	13%
MSRC	\$8.0M	12%
South Coast AQMD	\$5.4M	8%
SCE	\$5.0M	8%
POLA	\$1.5M	2%
POLB	\$1.5M	2%
Project Total	\$66.6M	100%



Project Partner Roles

- Daimler/Volvo: Trucks
- Black & Veatch, Electrify Commercial, Power Electronics: chargers
- Ricardo: Truck data collection
- CALSTART: Charger data collection
- EPRI: Fleet uptime dashboard
- UCR CE-CERT: Truck eco-routing
- GPCI: project implementation assistance
- LACI: Zero emission vehicle workforce plan
- CCA: Community outreach
- Rio Hondo & San Bernardino Valley College: Truck education and training

DAIMLER



Timeline

CALIFORNIA JOINT ELECTRIC TRUCK SCALING INITIATIVE



Trucks

Chargers
Solar

Data Collection

Community Outreach

Stakeholder Outreach

Final Report

Truck Eco-Routing

Workforce

Charger Pricing

Plan

Charger Performance

Fleet Case Studies

Fleet Uptime Dashboard

Media & Communications

2021

2022

2023

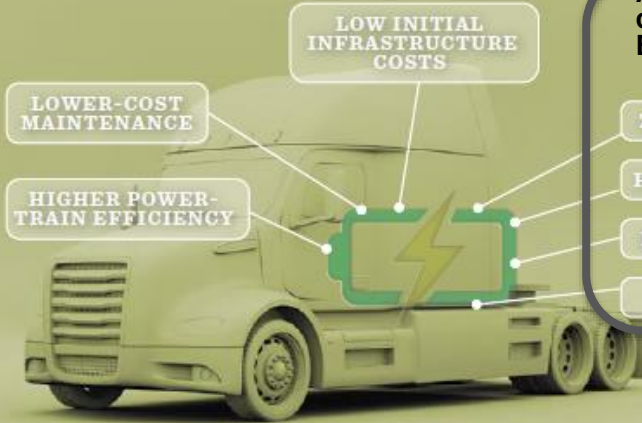
2024

2025

Next Steps

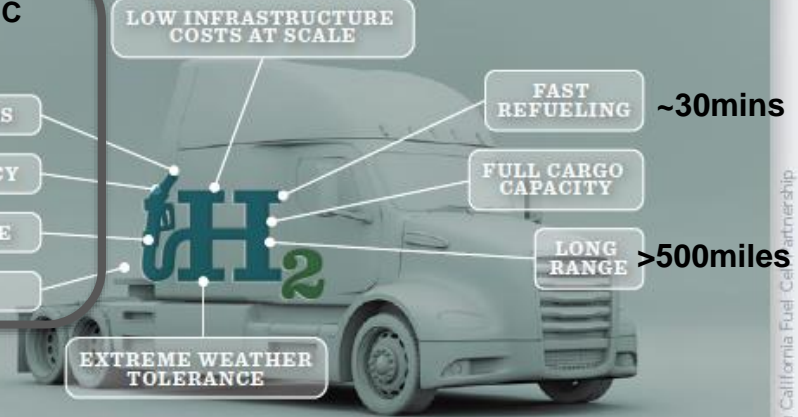
- Install chargers and deploy trucks
- Data collection plans on trucks, chargers
- Meetings with community organizations in disadvantaged communities
- Conduct workforce training programs at local colleges, fleets
- Develop zero emission vehicle workforce plan to look at job impacts

Comparing Battery Electric/Fuel Cell Trucks



Advantages over conventional IC Engine

- ZERO EMISSIONS
- HIGH EFFICIENCY
- ELECTRIC DRIVE
- LOW NOISE



- Slow charging time (3-4 hours)
- Limited range (150-200 miles)
- Installing chargers is expensive, time consuming, and takes up space
- Heavy battery weight
- How to handle battery recycling

- Least commercial option with few vehicles on the road
- High vehicle cost
- High fuel cost (\$10-15/kg_{H2})
- Limited fueling infrastructure

Hyundai Fuel Cell Drayage Truck Pilot Project

- Fuel-cell technology better for longer distances
- Trucks will be demonstrated for 12 months in regional and long-haul routes for up to 500-mile range
- South Coast AQMD awarded \$500,000 from U.S. EPA Clean Air Technology Initiative Program
- Project partner, FirstElement Fuel, will retrofit existing fueling stations



A Vision for Freight Movement in California – *and Beyond*

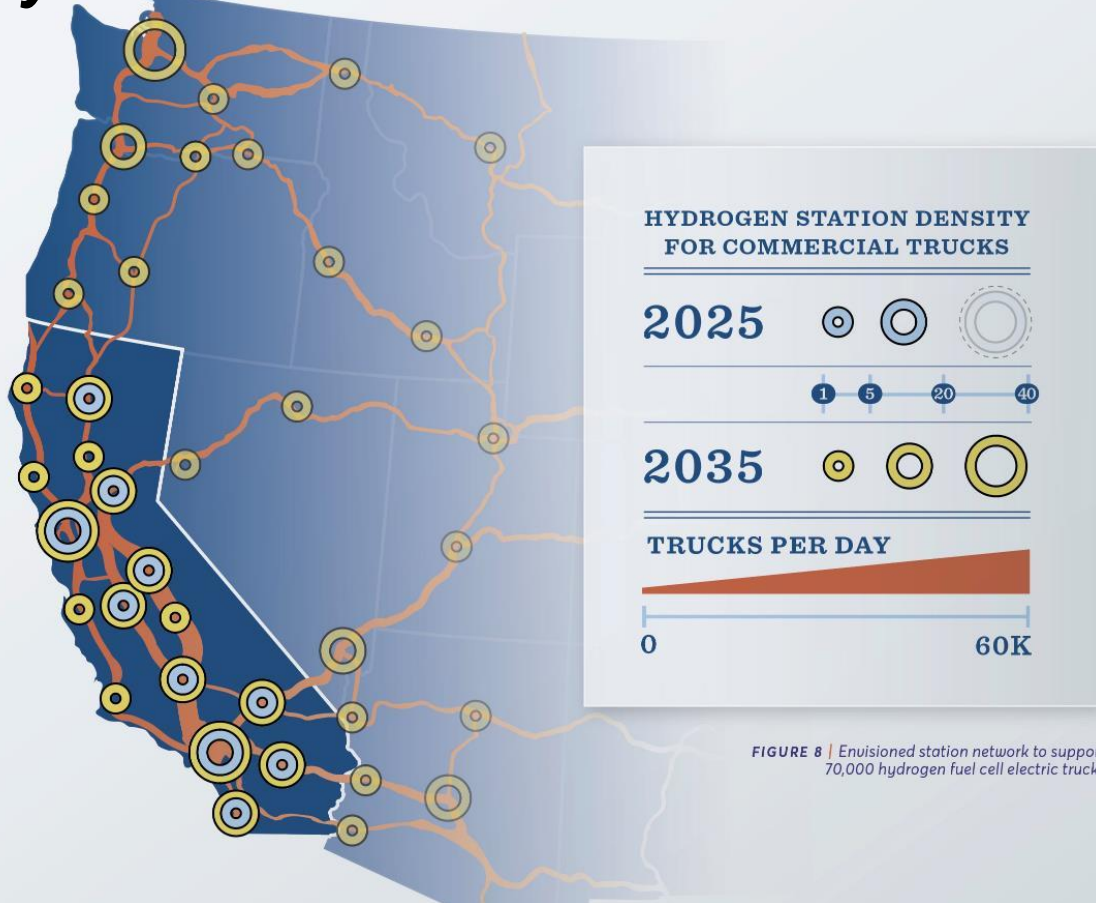
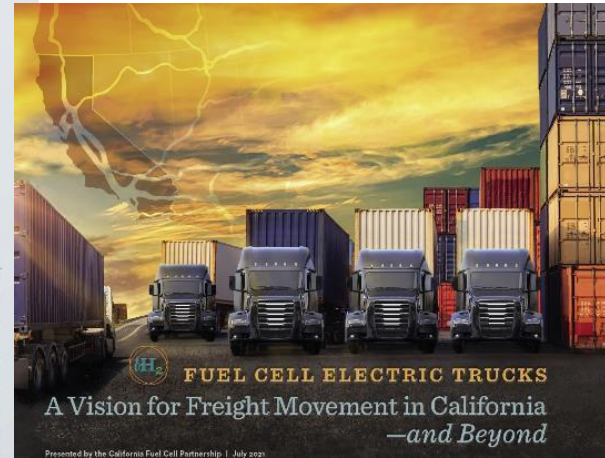


FIGURE 8 | Envisioned station network to support 70,000 hydrogen fuel cell electric trucks



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