QUARTERLY 2021 CSC MEETING #3

EAST LOS ANGELES, BOYLE HEIGHTS, WEST COMMERCE
AUGUST 26, 2021

ELABHWC CSC MEETING TIMELINE

February
CSC Meeting #1
- Incentives Budgeting Workshop
- Waste Transfer Stations
- Aclima Monitoring Overview

April

Incentives
Budgeting
Discussion

May
CSC Meeting #2
- F.I.N.D Tool
- Truck Idling Enforcement
- CAMP Implementation Update

Today
CSC Meeting #3
- Annual Report and Budgeting Update
- Trucks

October
CSC Meeting #4
(tentative)
- Metal Processing Facilities
- Rail
AGENDA

- Annual Report & Budgeting Update
- CERP & CAMP Updates:
  - Neighborhood and Freeway Traffic from Trucks

ANNUAL PROGRESS REPORT

DR. NISH KRISHNAMURTHY
AIR QUALITY SPECIALIST
OVERVIEW

AB 617 requires air districts to annually report the progress of CERP implementation.

Report will be updated to include implementation totals to-date.

Annual reports sent to CSC and CARB for review.

CARB may suggest plan revisions to air districts.

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

OVERVIEW OF REPORT ELEMENTS

Annual Progress Report Released

CERP Implementation Accountability

CSC and CARB Input

Refine Report & Continue CERP Implementation

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

PURPOSE

Annual Progress Report Released

CERP Implementation Accountability

CSC and CARB Input

Refine Report & Continue CERP Implementation
ELABHWC IMPLEMENTATION HIGHLIGHTS (2020 – 2021)

- Adoption of Rule 2305 - Warehouse Indirect Source Rule (ISR) by South Coast AQMD Board
- Adoption of Amended Rules 1426, 1469, and 1469.1 to reduce toxic metal fugitive dust and hexavalent chromium emissions from metal finishing and chromium electroplating and spray coating operations
- $5.57 million in Year 2 Community Air Protection Program (CAPP) incentive funds for CSC-prioritized projects including zero-emission trucks and school/home air filtration systems
- South Coast AQMD key recommendations incorporated into LA County's Draft Green Zones Ordinance
- ~$27 million in incentives allocated for cleaner technology mobile source projects

TOTAL INVESTMENT IN INCENTIVES

- Future incentive based emission reductions dependent on program funding

Approximate Emission Reductions (tons/year) to date based on Pollutant and Total Investment

*Actual totals will be reflected in the annual report
ANNUAL PROGRESS REPORT TIMELINE

**August 24**
- Draft report release

**August 31**
- CSC comment deadline

**September 17**
- Stationary Source Committee (Additional public comment)

**October 1**
- Governing Board Meeting

**Mid-October**
- Submit report to CARB staff

**December 2021**
- Report submitted to CARB Board for consideration


QUESTIONS OR COMMENTS?

- Please submit comments by **August 31, 2021**

Please contact:
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AB 617 BUDGET OVERVIEW

Incentives

• Total amount awarded since 2017
• Community Air Protection Program
  o Mobile Source Projects
  o Community Identified Projects
• Carl Moyer Program
• Prop 1B
• 1st and 2nd quarter discussions

Implementation

• Total amount awarded since 2017
• CSC Stipends
• Air monitoring equipment, contractors (e.g., ACLIMA), and data visualization
• Interpretation and facilitation services
• Staff salaries
• Today’s discussion

For a review of incentives budget please see:

~$260 Million

~$50 Million
**AB 617 IMPLEMENTATION BUDGET**

- Grant funds awarded through June 2021 total $52.7 Million
- Grant funds awarded for implementation across all South Coast AQMD AB 617 communities
- Grant 2020 was received July 2021 for $21.9 Million

**AB 617 IMPLEMENTATION EXPENDITURES BY COMMUNITY**

- Total AB 617 expenditures through June 2021: $51,648,938*
- Cross community expenditures totaled $16,880,200
- Remaining balance: $1,031,062†

*Expenditures are currently unaudited
†Remaining balance as of 6/30/21 equal to: $52,680,000 - $51,648,938
ELABHWC IMPLEMENTATION EXPENDITURES

Staff Salaries
- Rule development
- Project plan development
- Collaborations with agencies and organizations
- Other

Services and Supplies
- Facilitator and Interpreter services
- Aclima contract (VOC and BC measurements)
- CSC Stipends
- Cloud data storage
- Rent and leases

Capital outlays
- Lab supplies
- Data visualization
- Air pollution instrumentation (e.g., BC, ozone, NOx, particle counters)

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Indirect Costs
- Overhead costs
- Legal, finance, administration, etc.

Total expenditures through June 2021
- Staff salaries
- Services & supplies
- Capital outlays
- Indirect costs

AB 617 COMMUNITY EXPENDITURES

Community Needs
- Community expenditures differ based on community needs, for example:
  - Unique air quality concerns – WCWLB Ports and Refineries require special monitoring contracts
  - Approach to community engagement – ECV had additional community working groups
  - Air quality information – establishment of air monitoring station at Resurrection Church

Years in AB 617 Program
- Year 1, 2, and 3 communities have different implementation budgets due to the amount of time they have been in the program
  - Year 1 communities have been under implementation since 2019
  - Year 2 communities have been under implementation since 2021
  - Year 3 communities are still in development phase
CERP & CAMP IMPLEMENTATION UPDATE
3RD QUARTER 2021

East Los Angeles, Boyle Heights, West Commerce
August 26, 2021

NEIGHBORHOOD AND FREEWAY TRAFFIC FROM TRUCKS
TRUCK TOPICS COVERED TODAY

**Truck Incentives Workshop Announcement**
- **Purpose**: Seek community feedback for project plans involving zero-emission truck incentive projects
- **CERP Chapter 5b, Action 2: Reduce Emissions from Heavy-Duty Trucks**

**Truck No Idling Signs**
- **Purpose**: Reduce emissions from idling trucks
- **CERP Chapter 5b, Action 1: Reduce Truck Idling**

**Air Monitoring**
- **Purpose**: Identify potential truck idling hotspots for future enforcement actions
- **CERP Chapter 5b, Action 1: Reduce Truck Idling**

**ALPR + PEAQS Pilot Program**
- **Purpose**: Identify and target truck operators for incentive opportunities
- **CERP Chapter 5b, Action 3: Utilize New Technology to Identify Older Trucks for Incentive Programs**

**CARB Regulations**
- **Purpose**: Reduce truck emissions by requiring truck emission standards and ZE and NZE fleet requirements
- **CERP Chapter 5b, Action 2: Reduce Emissions from Heavy-Duty Trucks**

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TRUCK INCENTIVES WORKSHOP ANNOUNCEMENT OVERVIEW

- **CERP Chapter 5b – Action 2: Reduce Emissions from Heavy-Duty Trucks**
  - **CSC Input**: Prioritized zero-emission truck projects to receive Community Air Protection Program incentive funds
  - **Purpose**: Seek CSC feedback to help develop project plans for zero-emission truck incentive projects
  - **Key takeaway**: South Coast AQMD will hold 3 zero-emission truck incentives workshops this fall
  - **Announcement by Walter Shen, Science & Technology Advancement, South Coast AQMD**
AB 617 TRUCK INCENTIVES WORKSHOP
FOR HEAVY-DUTY TRUCKS
WALTER SHEN
PLANNING AND RULES MANAGER

BACKGROUND AND RECAP

Why a project plan for truck incentives?

- Existing incentive programs are not working for certain fleets and small businesses in AB 617 communities
- Incentive program changes are needed to attract more participants
- Customize incentives to meet the needs of the community (e.g., prioritize small businesses)
- Prioritize funding for trucks in the AB 617 communities
TRUCK INCENTIVES WORKSHOP (OBJECTIVES AND DATES)

- Develop a Project Plan for heavy-duty trucks that includes criteria established by the AB 617 communities
- Reduce barriers to access the incentive funds for cleaner trucks in the AB 617 communities
- Develop a process for entities seeking funding for cleaner trucks
- Customize, as needed, for each AB 617 community
- Modify incentive program for cleaner trucks in the AB 617 communities

Workshop Dates
1st October 20, 2021
2nd December 1, 2021
3rd January 26, 2022

WHAT'S NEXT

- Upcoming workshop information will be provided
  - Agenda
  - ZOOM link
- Evangelina Barrera (ebarrera@aqmd.gov)
TRUCK NO IDLING SIGNS OVERVIEW

- CERP Chapter 5b – Action 1: Reduce Truck Idling
  - **CSC Input:** Concern with truck idling in the community, particularly near sensitive receptors
  - **Purpose:** Update CSC on the status of the posting of truck no idling signs
  - **Key takeaway:** Truck no idling signs are to be posted at locations of concern in Boyle Heights by LADOT
  - **Presented by Dr. Crystal Ruel-Chen, CARB**

CERP Implementation Enforcement Update

East Los Angeles – Boyle Heights – West Commerce
Crystal Reul-Chen (crystal.reul-chen@arb.ca.gov)
August 26, 2021
CERP No Idling Sign Commitment in City of LA

**Action**

Chapter 5B Action 1: County of Los Angeles, City of Los Angeles, City of Commerce Work with South Coast AQMD to install signage that prohibits truck idling in certain locations

- **2016**
  - Joint City of LA communities and non-profit groups effort began

- **2018**
  - CARB SEP project
  - California Safe Schools
  - Reduce children's exposure school routes

- **2020 – 2021**
  - Multiple multi-agency meetings

- **June 15, 2021**
  - City of LA council file #19-0454 approved

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**Agency Roles**

- **City of LA**
  - District 15 Councilman/Board member Buscaino's office
  - LADOT
  - LASAN – Clean Up/Green Up
  - LAPD/Port Police

- **South Coast AQMD**
  - Led prioritization activity in Fall 2019
  - Enforcement committed to responding to and putting 1-800-CUTSMOG on signs

- **CARB Enforcement**
  - New No Idling signs with SCAQMD contact info. CalTrans approved
  - Main conduit for No Idling sign posting request
Determination of No Idling Sign Locations in City of LA

CA Truck Idling Rules

When can trucks idle?
For up to 5 minutes in most other parts of California, and for longer in these conditions:
• With certified Clean Idle engine and while queuing in unrestricted areas.

Where can’t trucks idle?
Within 100 feet of these restricted areas, even with a certified Clean Idle engine/sticker:

- Homes
- Schools
- Hospitals
- Senior Care Facilities
- Childcare Facilities

CSC Prioritization Exercise Fall 2019

City of LA No Idling Signs in ELABHWC

Requested CSC locations:
- 800-900 S. Indiana St.
- 1400-1500 N. Indiana St.
- 2700 Alcazar St.
- 2800 Alcazar St.
- S. Lorena St. bet. E. 8th St. and Olympic Blvd.
- Union Pacific Ave. from S. Grande Vista
- Union Pacific Ave. from Los Palos to Rowan Ave.
- S. Soto St. between E. Pico Blvd and 26th St.
City of LA No Idling Signs in ELABHWC

Requested CSS locations:
- Clarence between 4th and 6th
- CSS: 60 freeway underpass on Whittier between Fresno and Lorena
- CSS: Multnomah Elementary
- CSS: Eastman Ave. Elementary

Boyle Heights No Idling Sign Locations Submitted to City of LA

- June 30, 2021: Formal request letter sent to LADOT
- July 4, 2021: Met with LADOT project manager
- August 2021 – Winter 2022: LADOT investigating listed sites and making the signs
- Future Requests
- CARB initiated formal request
Mobile PEAQS System for Enforcement

- PEAQS (Portable Emission AcQuisition System) measures vehicle exhaust as vehicles pass under
- Heavy duty trucks are directed out of traffic to pass under PEAQS
- CARB Enforcement staff monitor the emission readings
- Highest emitters are selected for full vehicle inspections and are pulled over down the road by CHP so CARB Enforcement staff can conduct a full inspection
- Every vehicle pulled over is inspected for Heavy Duty Vehicle Inspection Program (HDVIP), including tampering checks and smoke opacity measurements; Statewide Truck & Bus; SmartWay, and transport refrigeration unit (TRU) compliance when applicable

ELABHWC PEAQS Inspections

- CARB conducts PEAQS deployments for enforcement purposes throughout California
- PEAQS was deployed for four days in ELABHWC in 2021
- In total, CARB Enforcement staff screened 1,213 heavy duty trucks using PEAQS during this time
  - Staff flagged 55 trucks for full inspections
  - Staff cited 25 trucks and issued 28 citations.
    - 10 Smoke opacity
    - 9 Engine control label (ECL)
    - 2 Truck and bus (T&B)
    - 4 Transport refrigeration unit (TRU)
    - 3 Tampering
TRUCK AIR MONITORING OVERVIEW

- CERP Chapter 5b – Action 1: Reduce Truck Idling
  - **CSC Input:** Concern with truck idling in the community and associated emissions
  - **Purpose:** Update CSC on updated air monitoring results along truck corridors and Aclima’s air monitoring campaign in ELABHWC
  - **Key takeaway:** Pollutants associated with truck traffic (NO\(_2\), UFP, BC) are elevated along major trucking corridors such as freeways
  - **Presented by:**
    - Dr. Payam Pakbin, Monitoring, South Coast AQMD
    - Davida Herzl, Co-Founder & CEO, Aclima

CAMP IMPLEMENTATION UPDATE

AUGUST 2021
PAYAM PAKBIN, Ph.D.
PROGRAM SUPERVISOR
AIR MONITORING PROGRESS UPDATE

Air monitoring updates for the period of June 2019 to August 2021 are now available online:
http://www.aqmd.gov/ab617/monitoring/elabhwc

Air monitoring activities are ongoing

An interactive progress update is now available

It provides an interpretation of the air monitoring results so far

CAMP IMPLEMENTATION ACTIVITIES

Fixed Air Monitoring
- Measurements at Resurrection Church and Central LA monitoring stations

Community Wide Mobile Monitoring
- Mobile measurements in ELABHWC community to identify pollution hotspots

Targeted Mobile Monitoring
- Specialized mobile monitoring for measurements of air toxics and odorous compounds
New Interactive Progress Update is Now Available!

**INTERACTIVE PROGRESS UPDATE**

WHAT TO EXPECT?

- **Concentration maps** help identify air pollution hotspots
- **Interactive dashboards** allow data visualization and comparison, as well as access to air monitoring data
- **Progress reports** provide an update on CAMP implementation
WHERE TO FIND THE PROGRESS REPORTS AND DATA VISUALIZATION TOOLS?

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

AB 617 AIR MONITORING PAGE FOR ELABHWC COMMUNITY

Air monitoring updates for the period of June 2019 to August 2021 is now available online:
http://www.aqmd.gov/ab617/monitoring/elabhwc
WANT TO LEARN MORE?

Please get in touch

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ALPR + PEAQS PILOT STUDY OVERVIEW

- CERP Chapter 5b – Action 3: Utilize New Technology to Identify Older Trucks for Incentives
  - CSC Input: Concern with emissions from older trucks in community
  - Purpose: Update CSC on CARB’s ALPR + PEAQS pilot study. Data collected will be used to direct incentives information to truck operators
  - Key takeaway: CARB to conduct pilot study in ELABHWC during the fall
  - Presented by Dr. Jeremy Smith, CARB
Portable Emission Acquisition System (PEAQS)/Automated License Plate Recognition (ALPR) Pilot Study

East LA/Boyle Heights/West Commerce Community Steering Committee Meeting

August 26, 2021

PEAQS and ALPR

• PEAQS:
  • Portable Emission Acquisition System
  • Roadside emission snapshot

• ALPR:
  • Automated License Plate Recognition
  • Collects images of passing vehicles
  • Automated algorithm transcribes license plate images to a searchable text file
PEAQS and ALPR Pilot Project

- **Objective:** Collect heavy-duty vehicle information and assess ability to achieve desired CERP actions prior to larger scale monitoring
  - Identify older trucks to support directing incentive funds
  - Support truck routes planning
- **Details**
  - Pilot will last for 1 week, Monday – Friday
  - Location based on CSC input, operation logistics and previous monitoring
- **Proposed Timeline**

  - **July**
    - CARB prepared instrumentation
  - **August-September**
    - Determine location in partnership with CSC; Obtain permissions
  - **October**
    - Deploy pilot
  - **Through early 2022**
    - Cross reference with DMV; Data analysis

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Data Privacy and Use

- Monitoring and Laboratory Division led project
- ALPR data will be used for CERP objectives
- Collected data is subject to CARB ALPR Privacy Policy* and adheres to DMV requirements

*Data Privacy Policy: [https://ww2.arb.ca.gov/sites/default/files/2021-07/arb_alpr_privacy_usage_policy_050317.pdf](https://ww2.arb.ca.gov/sites/default/files/2021-07/arb_alpr_privacy_usage_policy_050317.pdf)
Pilot Study: Proposed ALPR ONLY Locations

- Eastman Ave and Union Pacific Ave
- Lorena St south of SR-60
- E Washington Blvd

Pilot Study: Proposed PEAQS & ALPR Locations

- Pennington Way Overpass
- Eastern Way Railroad Overpass
- E Washington Blvd
Pilot Study: Proposed Locations

ALPR Only: East Washington Blvd near Esperanza

Emissions and ALPR: East Washington Blvd

For More Information

What is PEAQS and ALPR?

• Informational video available on Youtube: https://www.youtube.com/watch?v=5kdsRR7_VVE

MLD Monitoring Liaison
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MLD PEAQS/ALPR Contact
Jeremy Smith: jeremy.smith@arb.ca.gov
CARB TRUCK REGULATIONS OVERVIEW

- CERP Chapter 5b – Action 2: Reduce Emissions from Heavy-Duty Trucks
  - **CSC Input:** Further reduce emissions through statewide mobile source regulations
  - **Purpose:** Update CSC on recent and upcoming CARB truck regulations
  - **Key takeaway:** Advanced Clean Trucks regulation approved by CARB in June 2020. Proposed Amendments to the TRU Regulation anticipated for CARB approval by 2022. Proposed Advanced Clean Fleets regulation currently in development.

- **Presented by:**
  - Olivia Lane, CARB
  - Kevin Robison, CARB
Aligning with East LA, Boyle Heights, West Commerce Community goals

Neighborhood and freeway traffic (trucks and automobiles)

- **Action 2**: Reduce Emissions from Heavy-Duty Trucks
- **Action 4**: Encourage Replacement of Older Polluting Vehicles with Cleaner Vehicles, including Zero-Emission Vehicles

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**Suite of CARB Regulations**

- **Zero-Emission Requirements**
  - 2018: Innovative Clean Transit, ZE Airport Shuttle, ZE Powertrain Cert
  - 2019: Ocean-Going Vessels at Berth, Advanced Clean Trucks
  - 2020: Zero-Emission Transport Refrigeration Units (Trucks), Locomotives
  - 2021: Advanced Clean Fleets (Including Drayage), Forklifts
  - 2022: Seaport and Railyard Cargo Handling Equipment
  - 2023: Commercial Harbor Craft Heavy-Duty I/M

- **Cleaner Combustion Requirements**

Updated 7/13/21
Advanced Clean Truck Regulation

• What is it?
  • Requires manufacturers to sell zero-emission trucks beginning with 2024 model year – sales % increases over time

• Who is regulated?
  • Any manufacturer that certifies on-road vehicles over 8,500 lbs. gross vehicle weight rating for sale in California

ACT Regulation [link](https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks)
Proposed Advanced Clean Fleets (ACF) Regulation

• What is it?
  • A medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 wherever feasible
  • 100% zero-emission vehicle sales requirement by 2040

• Who is regulated?
  • Drayage trucks, public agencies, federal governments, and high-priority private companies that own or control trucks, buses, and shuttles

CARB ACF Regulation https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets

Proposed Key Milestones in ACF

• Drayage trucks
  • 2023 – Newly registered vehicles must be zero-emission
  • 2035 – 100% zero-emission operations in intermodal railyards and seaports

• High Priority Fleets
  • 2025 – Phase-in zero-emission vehicles by body type and suitability
  • 2035 – 100% zero-emission for box trucks, vans, buses & yard tractors

• Public fleets
  • 2024 – 50% of new vehicle purchases must be zero-emission
  • 2027 – 100% of new vehicle purchases must be zero-emission

• Manufacturers
  • 2040 – 100% zero-emission vehicle sales requirement
How to Get More Information

• Email – zevfleet@arb.ca.gov

• Advanced Clean Fleet Rule website: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets
Current TRU ATCM

- Adopted in 2004 (amended in 2010 and 2011)
- Requires TRU engines to meet in-use particulate matter (PM) standards by the end of the 7th year after the engine model year
  - All TRUs ultimately required to meet the Ultra-Low-Emission TRU (ULETRU) In-Use Performance Standard (85% diesel PM reduction)
- Requires CARB registration of California-based TRUs

Need for Additional TRU Emission Reductions

- Elevated health risk to nearby communities
- SIP attainment (South Coast, San Joaquin Valley)
- Multiple risk reduction, air quality, and climate goals
- Executive Order N-79-20
Assembly Bill 617
Communities with TRU Concerns
- Boyle Heights
- Carson
- Eastern Coachella Valley
- East Los Angeles
- Muscoy
- San Bernardino
- San Diego Portside Environmental Justice Neighborhoods
- Shafter
- South Central Fresno
- Southeast Los Angeles
- West Commerce
- West Long Beach
- West Oakland
- Wilmington

CARB

Staff Propose to Transition TRUs to Zero-Emission in Two Rulemakings

Part 1: Truck TRUs (Board consideration in September 2021)
- California-based
- Local and regional operations
- Return-to-base operations

Part 2: Trailer TRUs, container TRUs, railcar TRUs, TRU generator sets (Board consideration in 2024)
- California and out-of-state-based
- Often used in long-haul operations
- Typically do not return-to-base each day
- Staff also plan to address direct-drive refrigeration units in Part 2
Next Steps

• Part 1
  • September 13, 2021 – Public comment period ends
    https://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=tru2021
  • September 23, 2021 – First Board Hearing
  • Early 2022 – Second Board Hearing
  • Part 2 technology assessment

Additional Information

• TRU webpage: https://www.arb.ca.gov/TRU

• Contacts:

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