

QUARTERLY 2023 CSC MEETING #1

EAST LOS ANGELES, BOYLE HEIGHTS,
WEST COMMERCE

JANUARY 19, 2023

Bernard Tolliver
Senior Public Affairs Specialist



AGENDA



- CSC Member Updates
- Carl Moyer and Commercial Lawn & Garden Update
- CERP Updates:
 - Rail ISR
 - California Air Resources Board (CARB) Updates

ELA, BH, WC, CSC 2023

Member Updates



COMMUNITY LIAISON

EAST LOS ANGELES, BOYLE HEIGHTS, WEST COMMERCE

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

Bernard Tolliver

Sr. Public Affairs Specialist

btolliver@aqmd.gov

(909) 396-2029

General AB 617 inquiries:

ab617@aqmd.gov





Carl Moyer Program and Commercial Lawn & Garden

SOUTH COAST AQMD

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Carl Moyer Program

- ▶ Carl Moyer, FARMER and SOON Programs provide funding for cleaner-than-required heavy-duty engines/equipment
- ▶ 25th year of implementation supporting deployment of advanced, cleaner technologies and air quality goals



24 Years - Historic Summary



South Coast AQMD has successfully provided over \$570 Million Dollars in incentives through the Carl Moyer Program



Funded 8700 On- and Off-road Vehicles



Reduced a total of 10,100 tons/year of weighted NOx, ROG & PM emissions in the South Coast Air Basin

Funding Available

Other funding sources may be used:

- ▶ Unused Moyer funds from previous years, accrued interest
- ▶ Community Air Protection Program (CAPP) incentives, State Reserve and FARMER funds

Source	Tentative Allocations	Amount
CARB	Carl Moyer Project Funds	\$44,037,808
	FARMER Funds	\$1,413,500
South Coast AQMD	Required Local Match (AB 923)	\$7,046,049
	Total	\$52,497,357

Proposed FY 2022-23 Carl Moyer Project Categories

Project Category	Examples
On-Road	<ul style="list-style-type: none"> • Trucks (drayage and other) • Transit buses • Solid waste • Public agency/utility vehicles • Emergency vehicles (e.g., fire apparatus)
Off-Road	<ul style="list-style-type: none"> • Construction Equipment • Agricultural Equipment • Cargo Handling Equipment • Marine Engine Repower • Locomotive • Ship-Side Shore Power
Infrastructure	<ul style="list-style-type: none"> • Electric chargers • Alternative fueling stations for zero-emission and near zero-emission vehicles



Funding Overview

Project Category	Funding
On-Road	<ul style="list-style-type: none">• Up to \$410,000 for Zero-Emission Truck Replacement• Up to \$160,000 for Low NOx Truck Replacement
Off-Road	<ul style="list-style-type: none">• Up to 80% - Replacement• Up to 85% - Engine Repower
Infrastructure	<ul style="list-style-type: none">• Up to 50% for all projects• Up to 100% for Public School Buses (Battery Charging and Alternative Fuel)



Schedule

Event	Date
Application Period	January 10 to May 9, 2023
Awards Considered by our Board	Fall 2023

Apply Online Only at:
<https://gms.aqmd.gov>

Projects will be evaluated based on the 2017 Carl Moyer Program Guidelines (including any subsequent updates or changes) and other applicable funding requirements





Commercial Electric Lawn & Garden Exchange Program

Coming
March 2023



Program Information

- ▶ Replacement of gasoline- or diesel-powered commercial lawn and garden equipment with Electric zero-emission equipment
- ▶ Who is eligible?
 - ▶ Commercial gardeners and Landscapers
 - ▶ Local governments
 - ▶ School district, colleges and non-profits
- ▶ Must have operable gasoline or diesel-powered commercial lawn and garden equipment to scrap



Historical Funding- L&G Equipment Replaced



South Coast AQMD has successfully provided over \$4 million in incentives in the Commercial Electric Lawn & Garden Equipment Exchange Program



Funded over 7,300 electric zero-emission lawn and garden equipment



Reduced a total of 197 tons/year of emissions in the South Coast Air Basin

Eligible Equipment Types

- ▶ Backpack and Hand-held Leaf-Blowers
- ▶ Stand-on, Ride-On, Walk-behind Lawn Mowers
- ▶ Chainsaws
- ▶ Trimmers, Edgers, Brush-Cutters

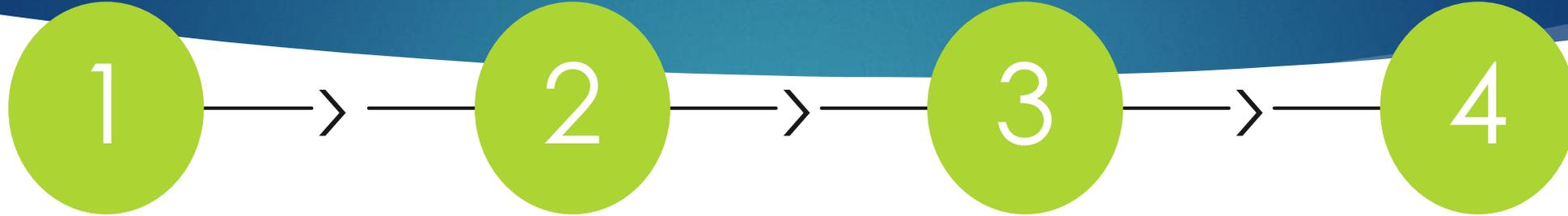


Incentive Amount

- Up to 85% Discount or Funding Cap (whichever is lesser)

Equipment	Funding Cap (Up to)
Chainsaws/Trimmers/Edgers/Brush-Cutters	\$700
Leaf Blowers/Vacuums	\$1,400
Walk Behind Mowers	\$1,500
Ride-On or Stand-On Mowers	\$15,000

How It Works



Head to a Pre-Authorized Retailer

- Help Determine Eligibility
- Assist in Selecting Eligible Equipment

Retailer Helps Submit Application for Approval

- Additional participant information and documentation will be requested for the application

Receive Notice of Approval

Purchase Equipment at a Discount

- Bring Operable Gas or Diesel Equipment to Retailer
- Discount Applied at Point of Purchase

Opening March 2023

Check Online for List of Eligible Equipment and Pre-
Authorized Retailers:

<http://www.aqmd.gov/LawnGarden>



CERP IMPLEMENTATION UPDATE

1ST QUARTER 2023

East Los Angeles, Boyle Heights, West Commerce
January 19, 2023

Nish Krishnamurthy, Ph.D.
Air Quality Specialist

AB 617 COMMUNITY AIR MONITORING PLAN (CAMP)

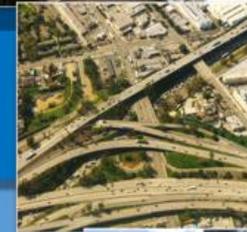
ASSEMBLY BILL (AB) 617
COMMUNITY AIR INITIATIVES

COMMUNITY EMISSIONS REDUCTION PLAN

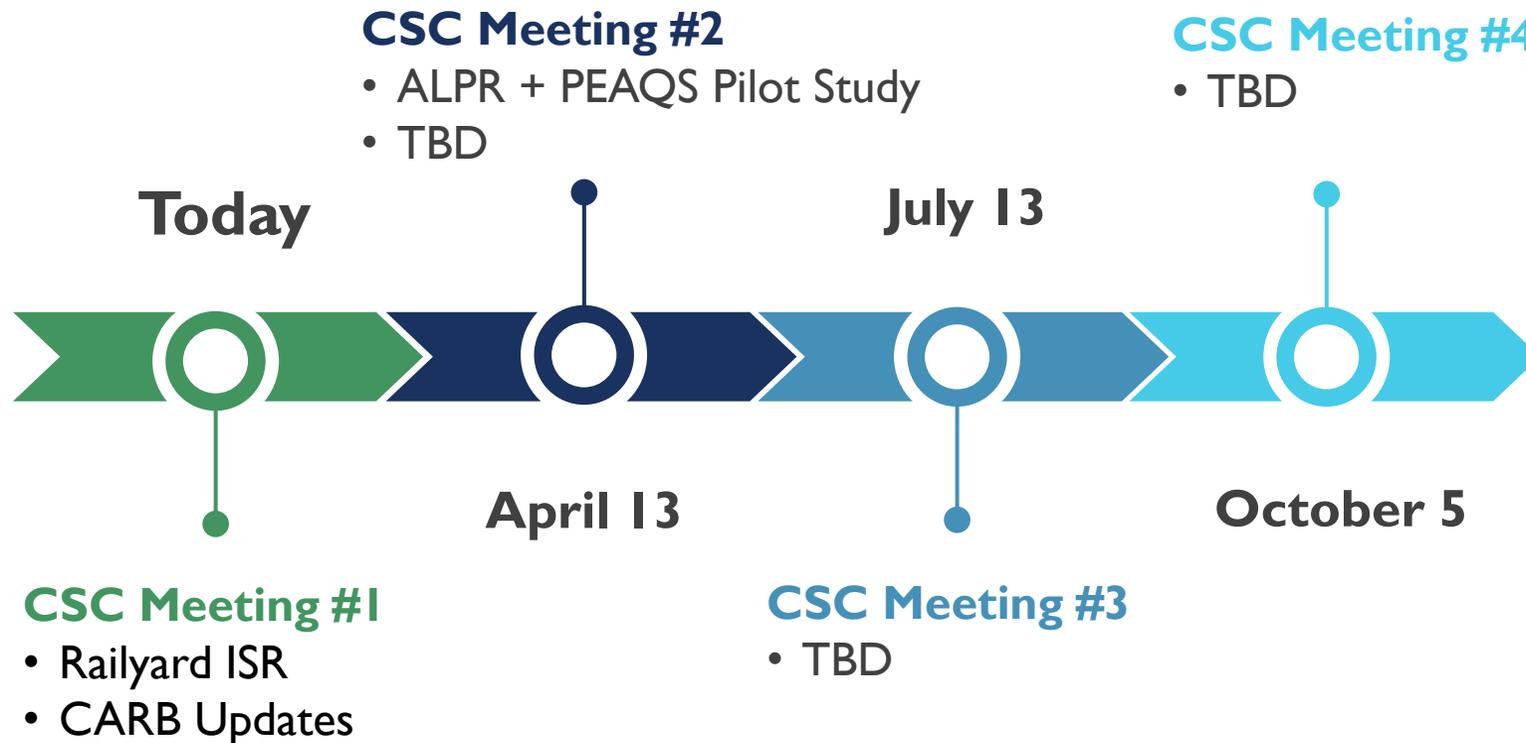
EAST LOS ANGELES,
BOYLE HEIGHTS,
WEST COMMERCE

September 2019
Final

SOUTH COAST
AIR QUALITY MANAGEMENT DISTRICT



2023 ELABHWC CSC MEETING TIMELINE





RAILYARDS

BACKGROUND: PROPOSED RULE 2306 – INDIRECT SOURCE RULE FOR NEW INTERMODAL FACILITIES

- Chapter 5c – Railyards, Action I
 - **Action:** Reduce emissions from railyards
 - **Goal:** Continue to pursue an indirect source rule (ISR) for railyards
- **Objective:** Provide an update on the development and concepts for Proposed Rule 2306 - ISR for New Intermodal Facilities





AB 617 Community Steering Committee

PR 2306 Rule Development Update
*Indirect Source Rule for
New Intermodal Facilities*

Background

12 Working Group Meetings covering Railyards since March 2017

❑ Railyard Indirect Source Rule (ISR)

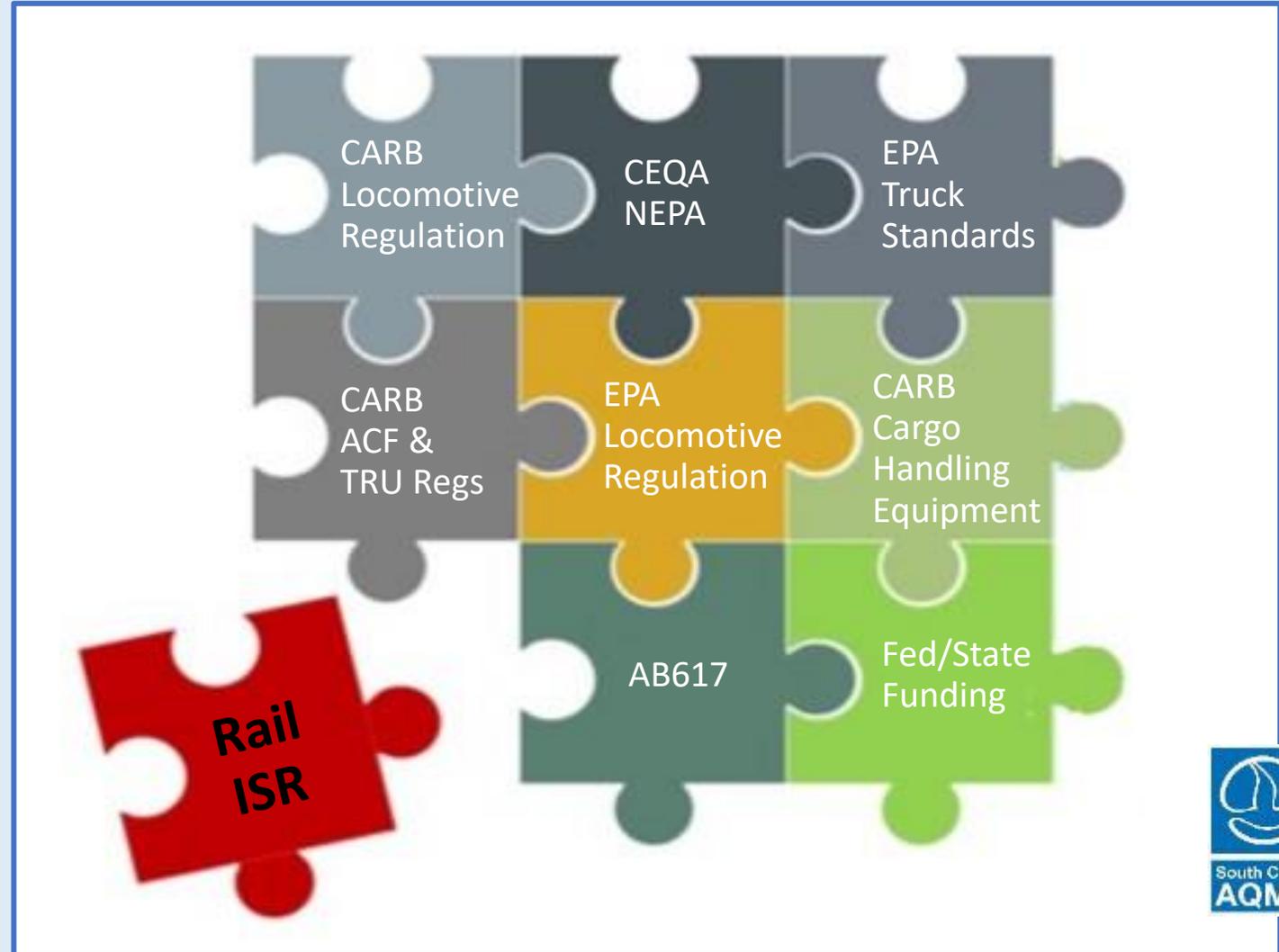
- Included in 2016 and 2022 Air Quality Management Plans (AQMPs)
 - Helps attain regional air quality standards
 - AQMPs include proposed CARB rules together with ISR
- Included in AB 617 CERPs for four communities
 - Addresses localized impacts

❑ Two new railyards proposed in late 2020 / early 2021

- Rulemaking approach updated in mid-2021 to focus on new railyards first

Goal of Indirect Source Rule for New Intermodal Facilities (Proposed Rule 2306)

- ❑ Protect public health from railyard emissions sources and assist in meeting federal and state air quality standards
- ❑ Reduce air quality impacts to adjacent environmental justice communities near new railyards
- ❑ Potentially establish framework for existing railyards rule (PR 2306.1)



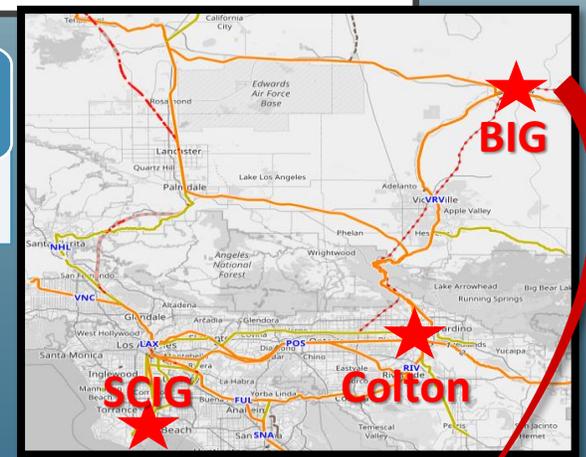
STATUS UPDATES FOR NEW INTERMODAL RAILYARDS

Southern California International Gateway (SCIG) and Colton Intermodal Facility

- No additional updates since previous staff presentation

Barstow International Gateway (BIG)*

- Newly announced intermodal railyard operated by Burlington Northern Santa Fe (BNSF) and transload facilities located in the city of Barstow, outside of South Coast AQMD jurisdiction
 - Announced to be approximately 4,500 acres
 - Near existing BNSF intermodal facility
- Full implication on how facility will impact new and existing rail operations in South Coast AQMD is uncertain at this time



* BNSF Press Release for Barstow International Gateway: <https://bnsfcalifornia.com/barstow-international-gateway-project/>



INITIAL RULE CONCEPTS

Proposed Rule 2306

Initial Applicability:

- Owner or operator of new intermodal railyards
- Local/state government agencies in contractual agreements with facility owner and/or operator

Cap level in development – will be no less stringent than CARB proposed rules

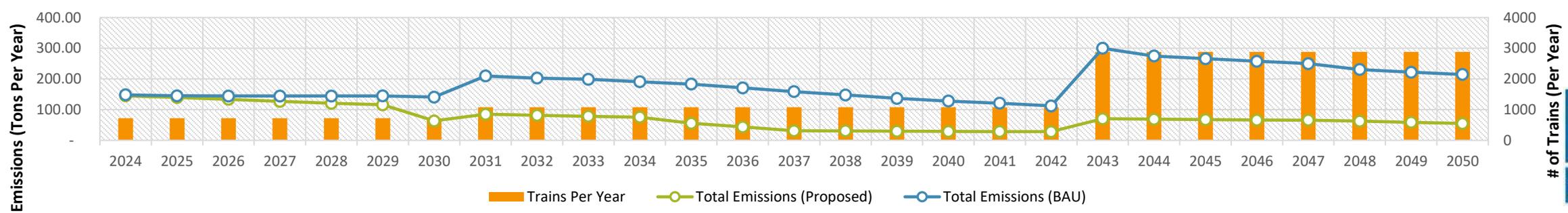
Initial Rule Concept:

- Facility-specific mass emissions cap
 - Established based on standardized emission inventory calculation methods
 - Initial compliance plan prior to facility operation
 - Periodic reporting to demonstrate compliance in operation
- Sufficient fueling/charging infrastructure to support 100% ZE operation for onsite activities (cargo handling equipment, transportation refrigeration units, switchers)
 - Early and extra investments towards ZE infrastructure may serve as temporary credit towards emission cap compliance

STANDARDIZED EMISSION INVENTORY METHODOLOGY FACILITATES RULE CONCEPT DEVELOPMENT

- ❑ Staff developed emission inventory methodology to reflect the latest 2022 AQMP/SIP projections and assumptions for railyard emission sources
 - The graph below shows SCIG emission inventory*, including all source categories
- ❑ Preliminary rule concept: facility-wide emissions cap
 - Annual cap will reflect projected statewide emission reductions
 - Cap will ensure local implementation of the projected reductions
 - Cap will go beyond statewide average targets due to stronger reduction needs here
- ❑ Additional ZE infrastructure requirements to support projected onsite activities

EXAMPLE: Comparison of SCIG Emissions Between Business as Usual (BAU) and Proposed CARB Regulations**



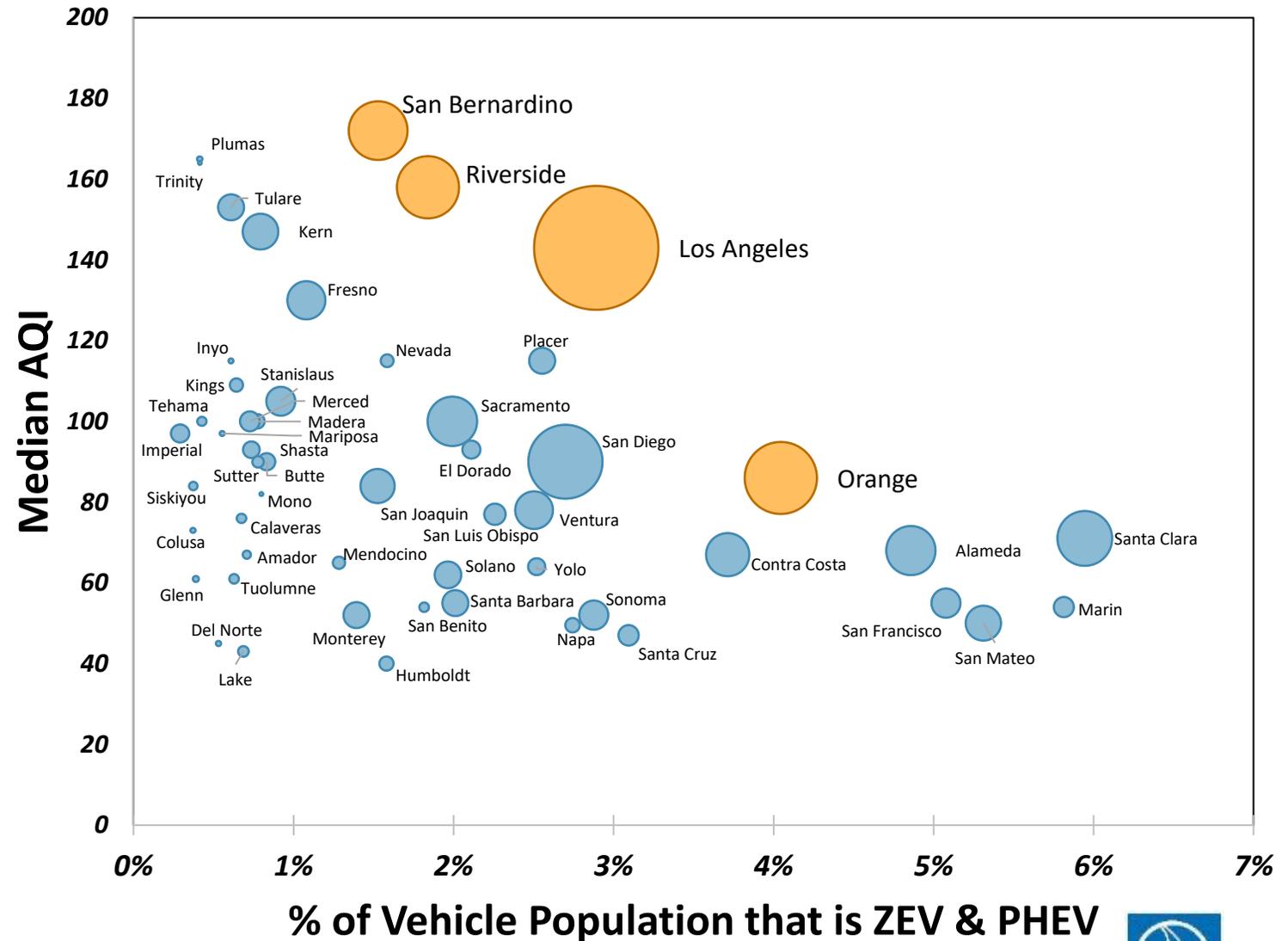
* Activity data obtained from 2012 SCIG Final EIR: <https://www.portoflosangeles.org/environment/environmental-documents>

** Step function in activity and emissions based on EIR analysis expected to be more gradual transitions

DO STATEWIDE RULES HAVE EQUAL EFFECT EVERYWHERE?

- ❑ Data from Zero Emission Vehicles (ZEV) and Plug-in Hybrid Electric Vehicles (PHEV) show that emission benefits don't necessarily occur in areas that need it the most*
- ❑ Mass cap for PR 2306 will seek to ensure statewide emission benefits occur in communities most in need

County-Level Median Air Quality Index (AQI) vs. ZEV & PHEV % of Vehicle Population in 2021*



*Figure updated from 11/15/22 PR 2306 Working Group slide to correct a calculation error

STATUS OF PR 2306 RULEMAKING

➤ Progress made to date

- Updated entire emissions inventory consistent with 2022 SIP and AQMP
 - Significant progress on development of standardized emissions inventory methodology document
- Developed rule concept
 - Preliminary first draft rule language to be released at next Working Group meeting in early February
 - Preliminary first draft rule language will be available at:
<http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-2306>

➤ Key remaining activities

- Multiple workshops in the communities affected by the rule
- Revising rule language based on stakeholder feedback
- Drafting and revising rulemaking documents: CEQA, socioeconomic analysis, staff report

PROPOSED REVISED PR 2306 TIMELINE



January 2023

Release initial preliminary draft rule language



February 2023

- Working Group Meeting #8 February 1
- First round of Community Workshops for public feedback
- West Long Beach and Colton



April 2023

- Update to Mobile Source Committee (MSC)
- Working Group Meeting #9
- Release revised preliminary draft rule language



Summer 2023

- Second round of Community Workshops
- Public Workshop
- Release Preliminary Draft Rule / Staff Report / Socioeconomic Report
- Update to MSC



September 2023

- Release Draft Rule / Staff Report / CEQA analysis



Public Hearing

Staff Contacts

Proposed Rule 2306

Dylan Plautz
Air Quality Specialist
909-396-2108
Dplautz@aqmd.gov

Shawn Wang
Program Supervisor
909-396-3319
Swang@aqmd.gov

Elaine Shen
Planning and Rules
Manager
909-396-2715
Eshen@aqmd.gov

Ian MacMillan
Assistant
Deputy Executive Officer
909-396-3244
Imacmillan@aqmd.gov

Sign up for the mailing list at: <https://www.aqmd.gov/sign-up> (select “Proposed Rule 2306”)
Email us at: RailyardISR@aqmd.gov. For more information, visit: www.aqmd.gov/fbmsm (click into “Railyard and Intermodal Facilities”)





Update on Statewide Strategies

**East Los Angeles, Boyle Heights, West Commerce
Community Steering Committee Meeting**

January 19, 2023

Today's Presentation

Update to CARB Statewide Strategies

- Heavy Duty Trucks
- Cars
- Locomotives

CARB's regulatory staff available to provide clarification and answer questions



Heavy Duty Vehicle Inspection and Maintenance (HD I/M) Regulation

What is it?

- A new, comprehensive program – like Smog Check for big trucks

Who is regulated?

- Applies to diesel and alternative fuel heavy-duty vehicles over 14,000 lbs. operating in California, including out-of-state vehicles

How are they regulated?

- 1st phase starts in January 2023 with high-emitter screening and follow up compliance testing
- 2nd phase starts in mid-2023 with reporting and compliance fee payments
- 3rd phase (full implementation) starts in 2024 with periodic compliance testing



Advanced Clean Truck Regulation

What is it?

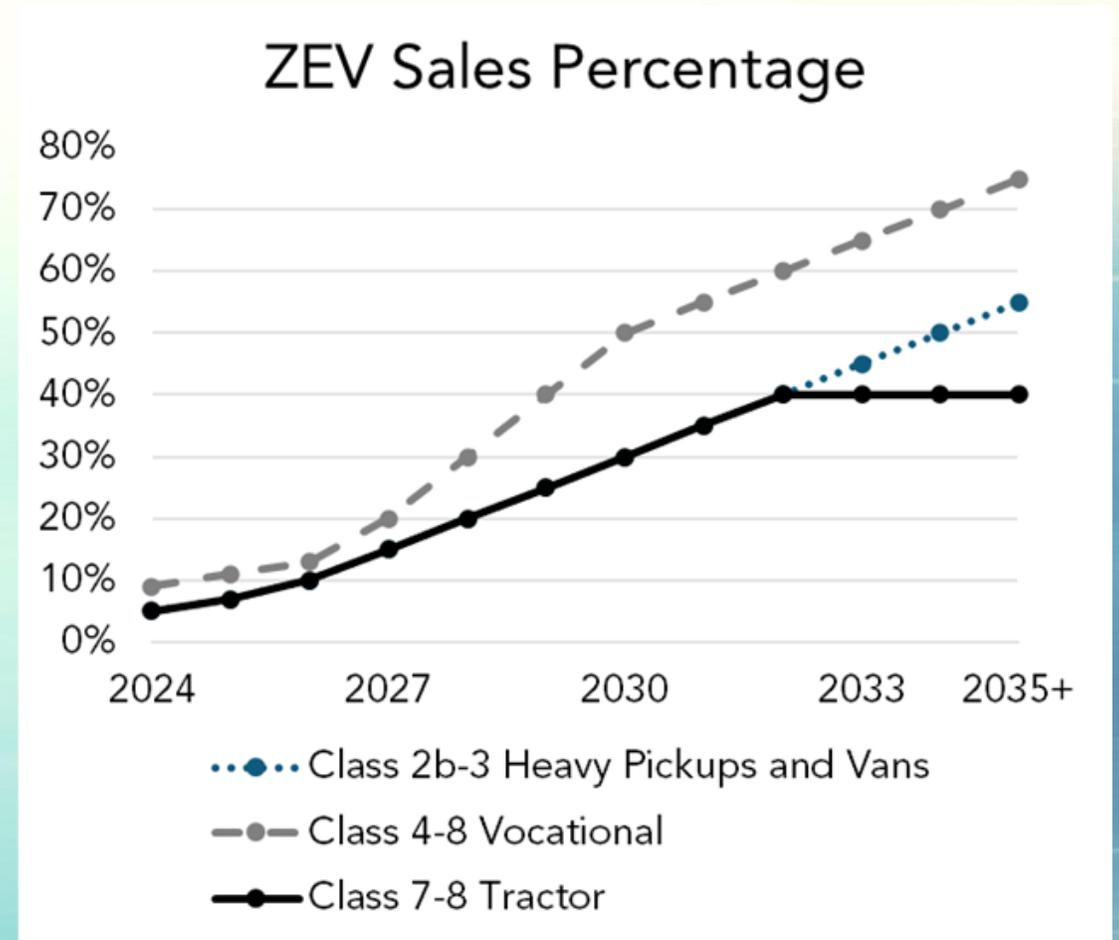
- The regulation is part of a holistic approach to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8

Who is regulated?

- Any manufacturer that certifies and sells on-road vehicles over 8,500 lbs. GVWR in California

How are they regulated?

- Requires manufacturers to sell zero-emission trucks beginning with 2024 MY – sales % increases over time



Proposed Advanced Clean Fleets 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 fleets that own or control trucks, buses, and shuttles

How are they regulated?

High Priority Fleets

- Begin phase-in zero-emission vehicles 2025 and achieve 100% zero-emission for all box trucks, vans, buses & yard tractors by 2035

Public fleets

- New vehicle purchases must be zero-emission 50% in 2024; 100% in 2027

Manufacturers

- 100% zero-emission vehicle sales requirement by 2040

Drayage trucks

- Starting in 2024, newly added drayage trucks must be zero-emissions
- By 2035, all drayage trucks must be zero-emissions



Advanced Clean Cars 2

What is it?

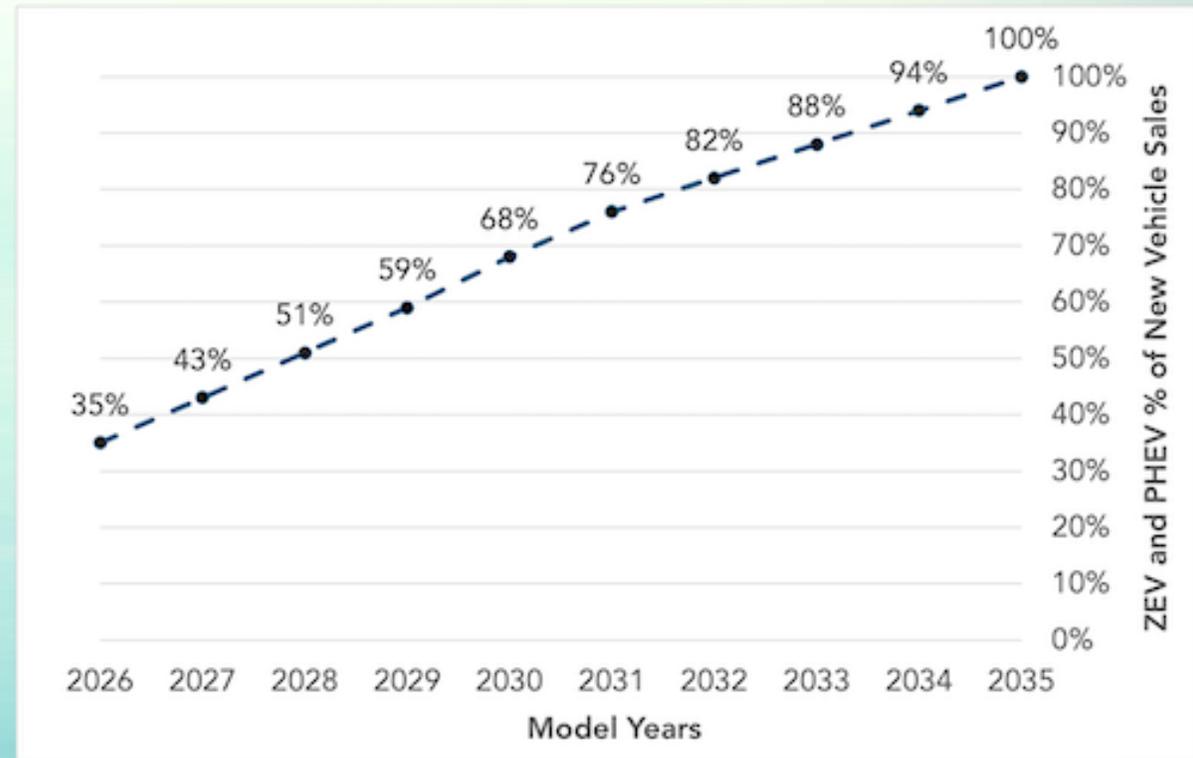
- Smog-forming emissions standards for gas cars and trucks
- Increasing zero emission sales requirements to 100% by 2035
- Assurance measures for ZEVs that help protect consumers

Who is regulated?

- Manufacturers who sell new vehicles in California

What are the requirements

- By 2035 all new passenger cars, trucks and SUVs sold in California will be zero emissions.



Advanced Clean Cars 2

EJ incentives

Option 1

**Discounted
ZEVs in
Community
Programs**

Option 2

**Lower MSRP
ZEVs**

Option 3

**More Used
ZEVs to
Participating
Dealerships**

Proposed In-Use Locomotive Regulation

What is it?

- The regulation is a comprehensive plan to reduce emissions from locomotives and increase the use of zero emissions technology.

How would they be regulated?

- Starting in 2024 – limits on idling, new reporting requirements, and Spending Accounts for new equipment
- Starting in 2030 – In-Use Operational Requirements for locomotives, new engines require ZE configuration



Questions for CARB?



Contact:

**Adrianna Hernandez- CARB Community
Liaison For ELA**

Adrianna.Hernandez@arb.ca.gov

Or

Community Air Protection Program

CommunityAir@arb.ca.gov

AireComunitario@arb.ca.gov



Public Comments

