QUARTERLY 2021
CSC MEETING #4

EAST LOS ANGELES, BOYLE HEIGHTS,
WEST COMMERCE

NOVEMBER 18, 2021
ELABHWC CSC MEETING TIMELINE

February

- Incentives Budgeting Discussion

April

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

May

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

May

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

Today

CSC Meeting #4
- Home Air Filtration Activity
- Metal Processing Facilities
- Rail

February 2022

*TBD
AGENDA

- Home Air Filtration System Activity
- CERP & CAMP Updates:
  - Metal Processing Facilities
  - Railyards
- Aclima Air Monitoring Update
HOME AIR FILTRATION PROJECT DISCUSSION

EAST LOS ANGELES, BOYLE HEIGHTS, WEST COMMERCE (ELABHWC)
NOVEMBER 18, 2021

Nish Krishnamurthy, Ph.D.
Air Quality Specialist
CSC prioritized zero-emission trucks and home and school air filtration systems to receive Community Air Protection Program (CAPP) incentive funds in January meeting.

CSC chose to distribute $5.57M in CAPP funds equally between the three types of incentive projects during Incentives Budgeting Discussion in April.

Focusing on home air filtration systems today.

- 33% Zero-Emission Trucks: ~ $1.86M
- 33% Home Air Filtration Systems: ~ $1.86M
- 33% School Air Filtration Systems and Replacement Filters: ~ $1.86M
OVERVIEW OF PROJECT PLANS FOR COMMUNITY-IDENTIFIED PROJECTS

1. **Determine Community-Identified Projects and Distribution of Funds**
2. **Establish Criteria and/or Process to Develop a Project Plan**
3. **Submit Project Plan to CARB for Approval**
4. **Program Announcement and Update Website**
5. **Implement Community-Identified Projects**
ELIGIBILITY OPTIONS
FOR PORTABLE AIR FILTRATION UNITS

OPTION 1: First Come, First Serve
• Simpler application process
• Receive units sooner

OPTION 2: Criteria-based Options
• Targeted towards CSC input such as:
  • Proximity to sources (freeways, railyards, etc.)
  • CalEnviroScreen 4.0
  • California Healthy Places Index
DISCUSSION
ELIGIBILITY METHOD POLL

- Questions?
- Poll

Eligibility Method Poll

- First Come, First Serve
- Criteria-based

Submit
NEXT STEPS

November 2021
• CSC selects eligibility method for portable air filtration units*

December 2021
• Follow-up with CSC on eligibility method decided at November meeting

February 2022
• South Coast AQMD updates CSC

Questions or feedback can be provided to nkrishnamurthy@aqmd.gov by December 3, 2021
CERP & CAMP IMPLEMENTATION UPDATE

4TH QUARTER 2021

East Los Angeles, Boyle Heights, West Commerce
November 18, 2021
METAL PROCESSING FACILITIES
METAL PROCESSING FACILITIES RULES OVERVIEW

- CERP Chapter 5d – Action 2: Reduce Emissions from Metal Processing Facilities through Rules
  - **CSC Input:** Included in CERP to reduce toxic metal emissions through rules
  - **Purpose:** To provide an update on recent rules adopted by South Coast AQMD Board
  - **Key takeaway:** South Coast AQMD adopted Amended Rules 1426, 1469, and 1469.1 in the spring to reduce emissions of toxic metal fugitive dust and/or hexavalent chromium from metal finishing, electroplating, and spray coating operations
  - **Presentation by Uyen-Uyen Vo, Planning, South Coast AQMD**
South Coast AQMD
Metal Processing Rules

AB 617 Community Steering Committee Meeting
East LA/Boyle Heights/West Commerce (ELABHWC)
November 18, 2021
Over the past ten years, South Coast AQMD has been adopting and amending rules to better address metal particulates.

Ambient monitoring near certain facilities have revealed air quality issues that were not previously known.

In the AB 617 community of East Los Angeles, Boyle Heights, West Commerce, there are approximately 25 metal processing facilities – additional facilities may be identified as new rules to address metal processing are developed.
Concerns for Metal Toxic Air Contaminants

- Health risks from metal toxic air contaminants are generally much higher than other toxic air contaminants such as benzene.

- Metal toxic air contaminants of greatest concern are:
  - Hexavalent chromium, Arsenic, Cadmium, Lead, and Nickel

- High health risks are generally attributed to multi-pathway impacts – such as inhalation, ingestion, dermal, etc.
• One of the key challenges with metal particulate emissions is controlling fugitive metal particulate emissions

• Fugitive metal particulate are any emissions not captured in a pollution control device
Three Key Regulatory Elements to Address Metal Toxic Air Contaminants

**Point Source Controls**
Point source emission controls to reduce metal toxics at the source

**Building Enclosures**
Enclosure, with minimal openings for ingress and egress, to contain fugitive metal particulate emissions

**Housekeeping**
Housekeeping provisions to minimize fugitive metal particulate emissions from becoming airborne
South Coast AQMD
Metal Processing Rules

Metal Melting Rules
- Rule 1407
- Rule 1407.1
- Rule 1420
- Rule 1420.1
- Rule 1420.2

Metal Heating Rules
- Proposed Rule 1435

Metal Processing Rules
- Rule 1426
- Rule 1430
- Rule 1469
- Rule 1469.1
- Proposed Rule 1426.1
- Proposed Rule 1445

Monitoring and Sampling
- Rule 1480
Recently Adopted Metal Processing Rules

Rule 1426
- Metal Finishing Operations
- Hexavalent Chromium, Nickel, Cadmium, and Lead

Rule 1469
- Chromium Electroplating and Chromic Acid Anodizing Operations
- Hexavalent Chromium

Rule 1407/1407.1
- Metal Melting Operations
- 1407: arsenic, cadmium, and nickel
- 1407.1: toxic air contaminants, including hexavalent chromium

Rule 1469.1
- Chromium spraying operations
- Hexavalent Chromium
Proposed Metal Processing Rules

- **Proposed Rule 1426.1**
  - Heated Metal Finishing Operations (Non Rule 1469 sources)
  - Hexavalent Chromium

- **Proposed Rule 1455**
  - Torch Cutting and Welding
  - Hexavalent Chromium

- **Proposed Rule 1445**
  - Toxic Emissions from Laser Arc Cutting
  - Hexavalent Chromium

- **Proposed Rule 1460**
  - Metal cutting and shredding
  - Metal particulate
Participating in the Rule Development Process

- Rules are developed through a public process.
- Each rule has a Working Group Meeting that includes all stakeholders – environmental and community groups, regulated industry, equipment vendors, agencies, and the general public.
- Information on all rulemaking efforts are posted on the South Coast AQMD website at: Proposed Rules (aqmd.gov).
- To participate in Working Group Meetings visit Sign Up (aqmd.gov) or contact staff directly (next slide).
Contacts

- **Uyen-Uyen Vo**
  - uvo@aqmd.gov
  - (909) 396-2238

- **Michael Morris**
  - mmorris@aqmd.gov
  - (909) 396-3282

- **Susan Nakamura**
  - snakamura@aqmd.gov
  - (909) 396-3105

To receive e-mail notifications, sign up at:
[http://www.aqmd.gov/sign-up](http://www.aqmd.gov/sign-up)
RAILYARDS
**RAILYARD TOPICS COVERED TODAY**

- **South Coast AQMD Rules**
  - *Purpose*: To provide an update on the development of the Railyard Indirect Source Rule for New Intermodal Facilities

- **CARB Regulations**
  - *Purpose*: To provide an update on the development of a regulation to reduce emissions from locomotives
CERP Chapter 5c – Action 1: Reduce Emissions from Railyards

- **CSC Input:** Included in CERP to reduce emissions at railyards
- **Purpose:** To provide an update on the development of the Railyard Indirect Source Rule for New Intermodal Facilities
- **Key takeaway:** The ISR addressing new intermodal facilities will be presented before the South Coast AQMD Board in third quarter of 2022
- **Presentation by Mike Morris, Rules, South Coast AQMD**
South Coast Air Quality Management District

Proposed Rule 2306 - Indirect Source Rule for New Intermodal Facilities

COMMUNITY STEERING COMMITTEE
NOVEMBER 2021
2016 AQMP included control measure MOB-02: Rail Yard and Intermodal Facilities

Goal of MOB-02 is to assist in implementing the State SIP Strategy “Further Deployment of Clean Technologies” measures In May 2018 the South Coast AQMD Governing Board directed staff to initiate rulemaking for MOB-02

AB 617 requires air agencies to identify priorities and actions to reduce toxic air contaminants and criteria pollutants in disproportionately affected communities

Emissions from railyards have been identified as areas of concern and an air quality priority in the CERPs in four of the AB 617 communities
Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities

- PR 2306 is designed to partially implement MOB-02 by focusing on new intermodal facilities
- In general, new intermodal facilities include new facilities where locomotives and truck transportation modes are used for conveying goods
- Through the rulemaking process staff will work with stakeholders to identify criteria to identify new intermodal facilities that would be applicable to PR 2306
- Considerations include:
  - Number of containers moved
  - Potential emissions related to federal NO2 standards, attainment of federal ambient air quality standards, and/or general conformity
  - Proximity to Environmental Justice communities
Overview of Rule Development Process

Working Group Meetings

- Information Gathering and Analysis
- Rule Development Concepts
- Draft Proposed Rule Language
- Public Workshop
- Public Hearing
About PR 2306 Working Group Meetings

Includes all environmental and community representatives, businesses, agencies, equipment vendors

Objective is to build consensus and to work through key issues through communication

All information about PR 2306 and Working Group Meetings is on website at: [PR 2306 - Indirect Source Rule for New Intermodal Facilities (aqmd.gov)]

Working Group Meetings held general once every one to two months
Two New Proposed Intermodal Facilities in the South Coast Air Basin

- There are two new proposed intermodal facilities:
  - Freight Component of the California High-Speed Rail Project in Colton
  - Southern California International Gateway (“SCIG”) by the Port of Los Angeles

- Both facilities would be operated by Burlington Northern Santa Fe (“BNSF”) and are currently under environmental review

- Unique opportunity exists now to ensure that these new proposed intermodal facilities:
  - Implement the cleanest technologies feasible
  - Incorporate infrastructure to support zero emission technologies
  - Include measures that minimize air quality and public health impacts
  - Address community air quality priorities identified in CERPs
Communities Near Colton Intermodal Facility

- Communities immediately northeast and east of the facility all score in the top 95th percentile, meaning they experience the greatest pollution burden compared to other areas in the state.
- 45,600 residents, one hospital, and ten schools are within a one-mile radius.
  - Average 69% of population are reported to be below the poverty level.
  - Average 77% of population are Hispanic or African American.
- 18,100 residents are located in census tracts within 1,000 feet of the proposed facility boundaries

Communities Near SCIG³

- Multiple communities within a one-mile radius score in the top 95th percentile
  - Communities experience the greatest pollution burden compared to other areas in the state
  - One community to the immediate east of the proposed facility score in the top 99th percentile

- 50,200 residents, seven schools and a Veteran Housing Facility are within a one-mile radius from the facility

- 12,000 residents are located in census tracts within 1,000 feet of the proposed facility boundaries

- Average 71% of population are reported to be below the poverty level

- Average 61% of population are Hispanic or African American

---

³ South Coast AQMD Staff, ArcGIS and CalEnviroScreen 3.0 tool. June 2021.
Need for PR 2306

Minimize emissions from equipment used at New Intermodal Facilities

Minimize Public Health Impacts to Surrounding Environmental Justice Communities from New Intermodal Railyards

Ensure Project Will Not Interfere with Attainment of Federal Air Quality Standards

Ensure Project will Meet Federal Conformity Requirements
Next Steps

- Third Working Group Meeting scheduled for Wednesday December 8\textsuperscript{th}, 2021 at 10:00 AM
- Will continue Working Group Meetings
- Public Hearing tentatively scheduled for third quarter of 2022
## Staff Contacts

<table>
<thead>
<tr>
<th>General Questions</th>
<th>Proposed Rule 2306</th>
</tr>
</thead>
<tbody>
<tr>
<td>Susan Nakamura</td>
<td>Shawn Wang</td>
</tr>
<tr>
<td>Assistant Deputy</td>
<td>Air Quality Specialist</td>
</tr>
<tr>
<td>Executive Officer</td>
<td></td>
</tr>
<tr>
<td>909-396-3105</td>
<td>Yunnie Osias</td>
</tr>
<tr>
<td></td>
<td>Air Quality Specialist</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lijin Sun</td>
</tr>
<tr>
<td></td>
<td>Program Supervisor</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Michael Morris</td>
</tr>
<tr>
<td></td>
<td>Planning and Rules Manager</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sign up for the mailing list at: [http://www.aqmd.gov/sign-up](http://www.aqmd.gov/sign-up) (select Rule 2306)
CARB LOCOMOTIVE REGULATIONS OVERVIEW

- CERP Chapter 5c – Action 1: Reduce Emissions from Railyards
  - **CSC Input:** Included in CERP to reduce emissions from locomotives
  - **Purpose:** To provide an update on the development of a regulation to reduce emissions from locomotives
  - **Key takeaway:** The Draft In-Use Locomotives Regulation will be brought before the CARB Board in 2022
  - **Presentation by Layla Gonzalez, Transportation & Toxics Division, CARB**
Locomotives
Reduce older engine use
Reduce Idling

Cargo Handling Equipment
Transitioning to ZE

Forklifts
Transitioning to ZE

Truck Fleets
Transitioning to ZE

Drayage Trucks
Transitioning to ZE

TRUs
Transitioning to ZE
Previous Class 1 Railroad Agreements

• 1998 Locomotive NOx Fleet Average Emissions Agreement in the South Coast Air Basin – **through 2030**

• 2005 Statewide Railyard Agreement - **Completed**
  • HRAs, CARB diesel, and idling
Cancer Risk From Locomotives

Average Risk within 1 Mile of the Railyard

- Railyard A
  - 2005: 45-50%
  - 2020: 96%
  - 2040: 42%

- Railyard B
  - 2005: 96%
  - 2020: 45-50%
  - 2040: 96%

CARB
• No current California regulation for locomotives
• A California regulation is needed to provide emissions reductions in rail communities
• CARB staff regulatory concepts (still in development):
  • Spending Account
  • In-Use Operational Requirements
  • Idling Limit
  • District Level Reporting
Spending Account

Tier 0 $$$$$
Tier 1 $$
Tier 2 $$$
Tier 3 $$
Tier 4 $
Zero Emission $Credit

Trust Fund

Tier 4 & Cleaner $
<2030
2030+
Zero Emission

CARB
In-Use Operational Requirements

- Can operate over 23 years if it meets requirements
More Information

- Website: https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california

- Contact: Layla.Gonzalez@arb.ca.gov or Freight@arb.ca.gov
Air quality priorities with air monitoring actions:
- Trucks
- Railyards
- Metal Processing Facilities
- Rendering Facilities
- Auto Body Shops
- Waste Transfer Stations

CSC Input: Incorporated air monitoring actions into all CERP air quality priorities

Purpose: To provide an update on Aclima’s ELABHWC air monitoring campaign

Presentation by Aclima