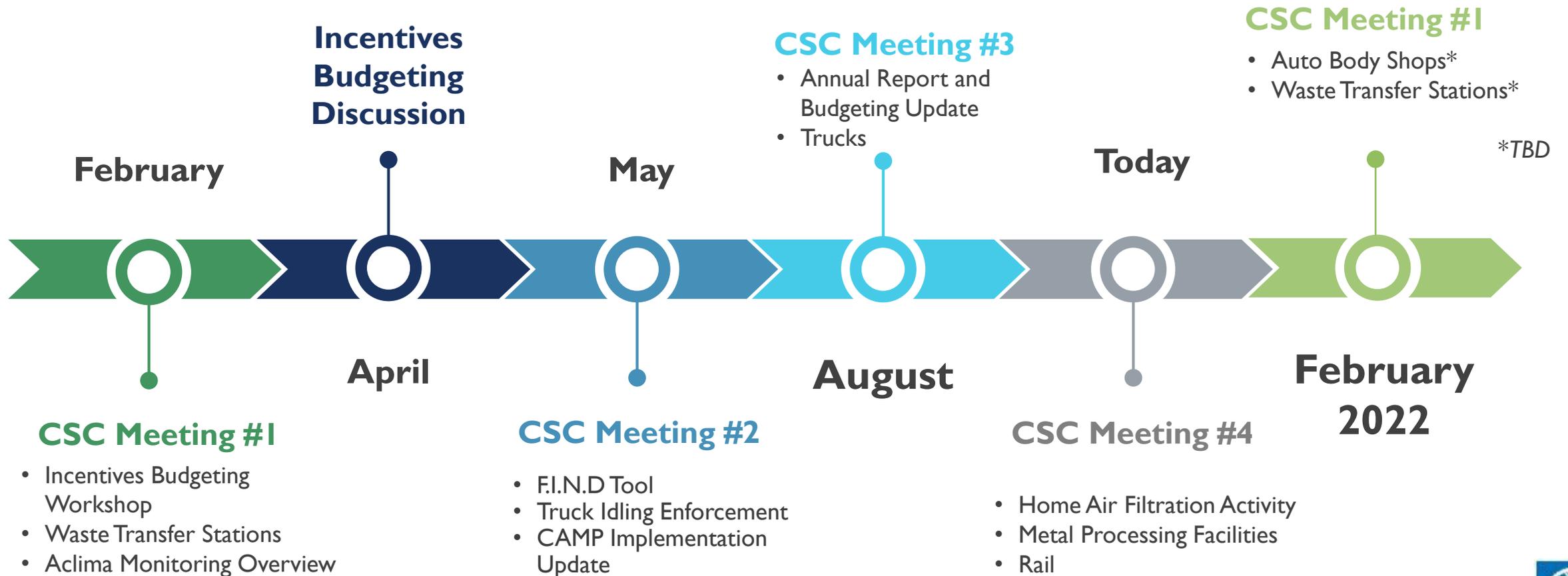


QUARTERLY 2021 CSC MEETING #4

EAST LOS ANGELES, BOYLE HEIGHTS,
WEST COMMERCE
NOVEMBER 18, 2021



ELABHWC CSC MEETING TIMELINE



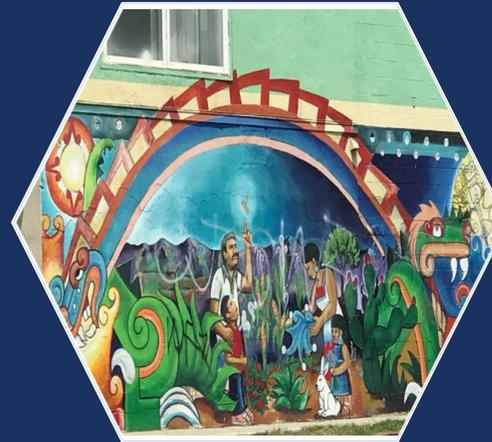
AGENDA



- 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



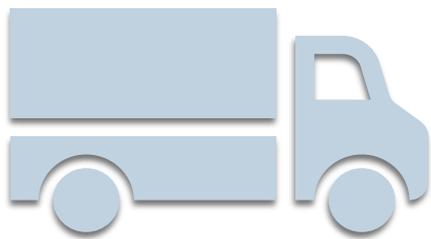
Nish Krishnamurthy, Ph.D.
Air Quality Specialist



South Coast
AQMD

ELABHWC COMMUNITY-IDENTIFIED PROJECTS REFRESHER

- 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



DETERMINE
COMMUNITY-
IDENTIFIED
PROJECTS AND
DISTRIBUTION OF
FUNDS



ESTABLISH
CRITERIA AND/OR
PROCESS TO
DEVELOP A
PROJECT PLAN



SUBMIT PROJECT
PLAN TO CARB
FOR APPROVAL



PROGRAM
ANNOUNCEMENT
AND UPDATE
WEBSITE



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

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

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





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)**

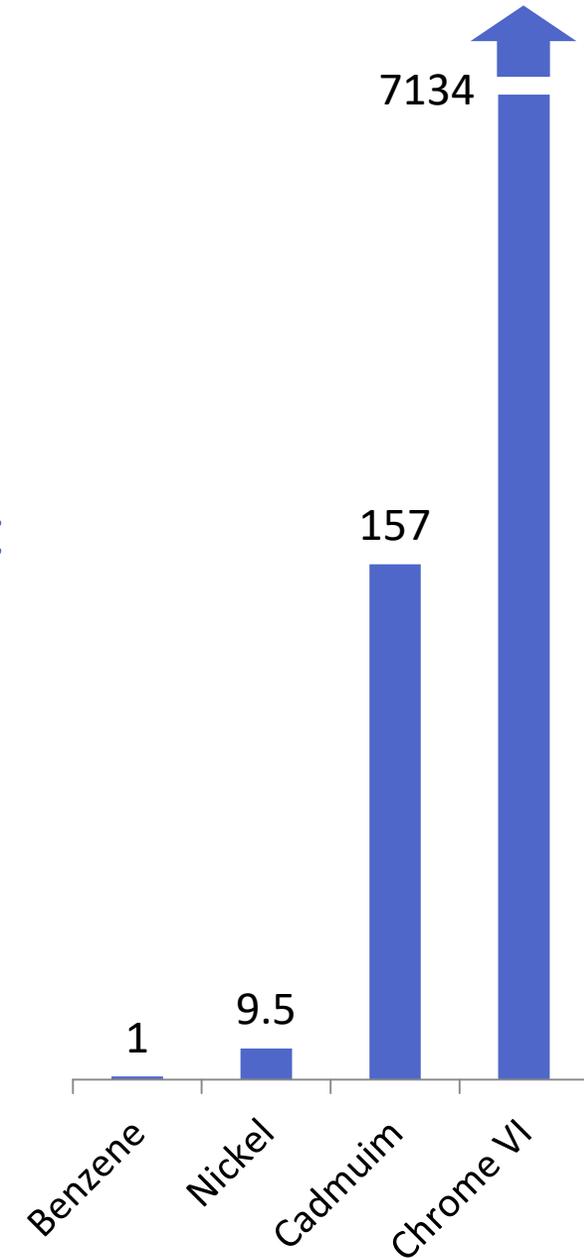
November 18, 2021

Background

- ▶ 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

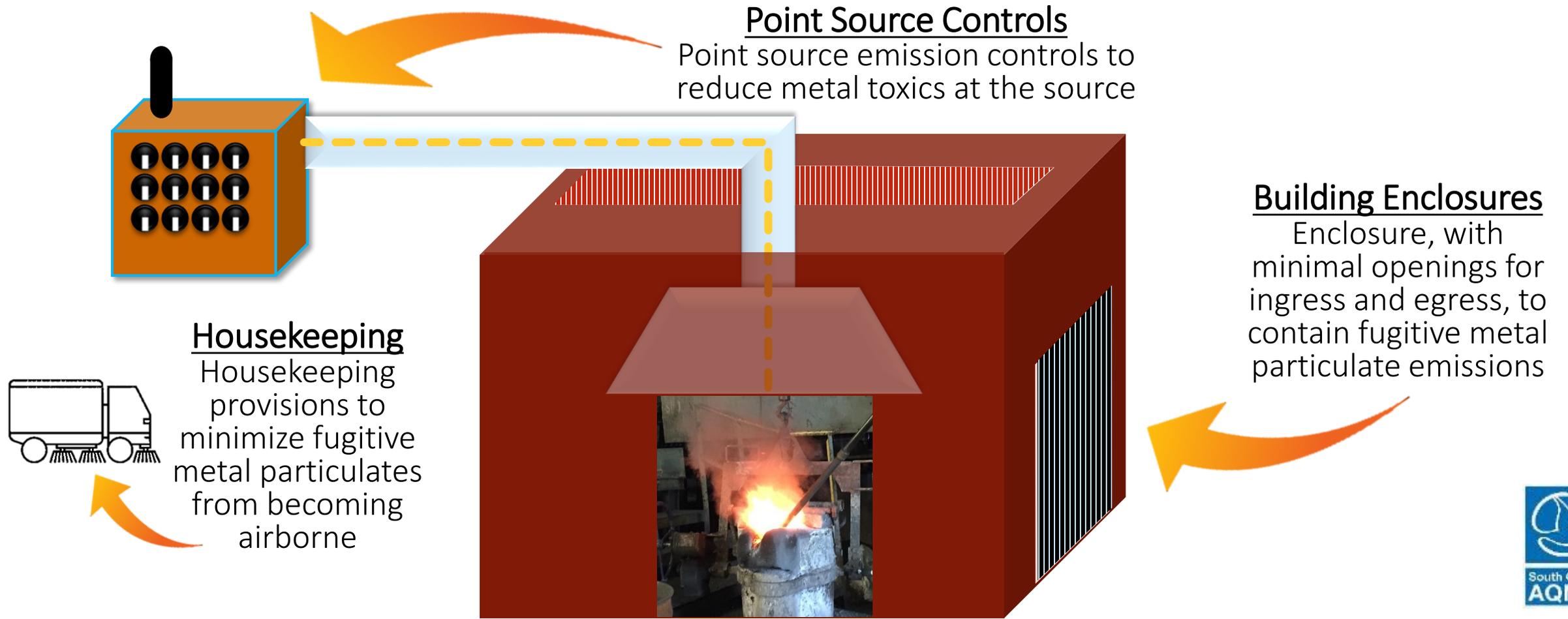
- ▶ Health risks from metal toxic air contaminants are generally much higher than other toxic air contaminants such as benzene
- ▶ Metal toxic air contaminants of greatest concern are:
 - ▶ Hexavalent chromium, Arsenic, Cadmium, Lead, and Nickel
- ▶ High health risks are generally attributed to multi-pathway 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



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 \(aqmd.gov\)](http://aqmd.gov/proposed-rules)
- ▶ To participate in Working Group Meetings visit [Sign Up \(aqmd.gov\)](http://aqmd.gov/sign-up) or contact staff directly (next slide)

Contacts

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To receive e-mail notifications, sign up at:

<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



SOUTH COAST AQMD RAILYARD RULES OVERVIEW

- CERP Chapter 5c – Action I: 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

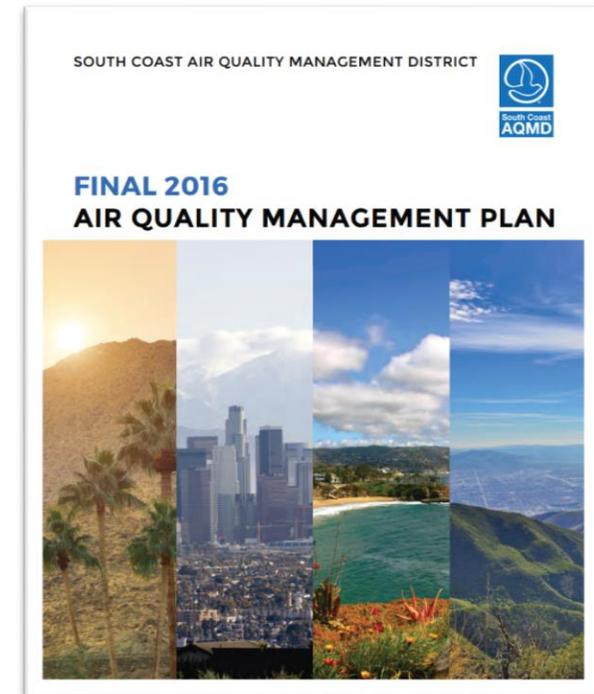
Proposed Rule 2306 - Indirect Source Rule for New Intermodal Facilities

COMMUNITY STEERING COMMITTEE

NOVEMBER 2021

Background

- ❑ 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



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 \(aqmd.gov\)](https://www.aqmd.gov/pr-2306)



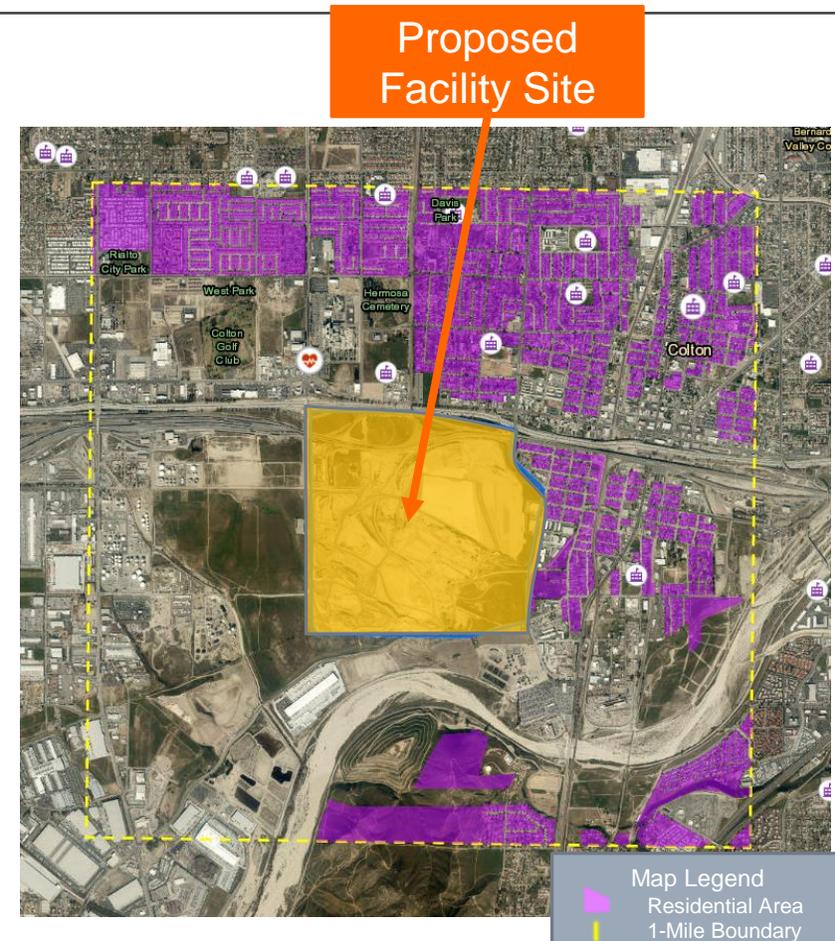
Working Group Meetings held general once every one to two months

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 Facility¹

- ❑ 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 boundaries²



¹ South Coast AQMD Staff. ArcGIS and CalEnviroScreen 3.0 tool. June 2021.

² Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. California Environmental Protection Agency and California Air Resources Board. Accessed at: <https://ww3.arb.ca.gov/ch/handbook.pdf>

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 feet⁴ 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.
⁴ Recommended distance of at least 1,000 feet for siting new sensitive land uses next to a major service and maintenance rail yard. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. California Environmental Protection Agency and California Air Resources Board. Accessed at: <https://ww3.arb.ca.gov/ch/handbook.pdf>

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 8th, 2021 at 10:00 AM
- ❑ Will continue Working Group Meetings
- ❑ Public Hearing tentatively scheduled for third quarter of 2022

Staff Contacts

General Questions	Proposed Rule 2306	
Susan Nakamura Assistant Deputy Executive Officer 909-396-3105 SNakamura@aqmd.gov	Shawn Wang Air Quality Specialist 909-396-3319 SWang@aqmd.gov	Yunnie Osias Air Quality Specialist 909-396-3219 YOsias@aqmd.gov
	Lijin Sun Program Supervisor 909-396-3308 LSun@aqmd.gov	Michael Morris Planning and Rules Manager 909-396-3282 MMorris@aqmd.gov

Sign up for the mailing list at: <http://www.aqmd.gov/sign-up> (select Rule 2306)

CARB LOCOMOTIVE REGULATIONS OVERVIEW

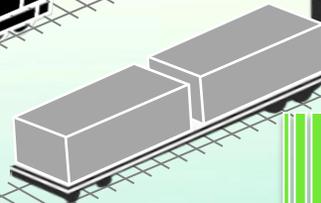
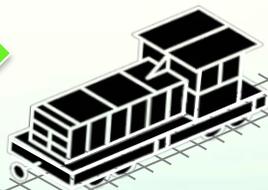
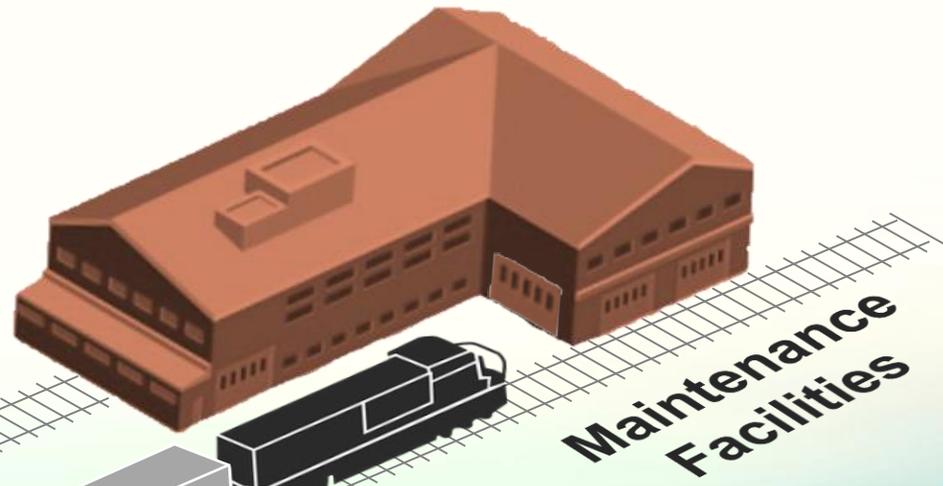
- CERP Chapter 5c – Action I: Reduce Emissions from Railyards
 - **CSC Input:** Included in CERP to reduce emissions from locomotives
 - **Purpose:** To provide an update on the development of a regulation to reduce emissions from locomotives
 - **Key takeaway:** The Draft In-Use Locomotives Regulation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



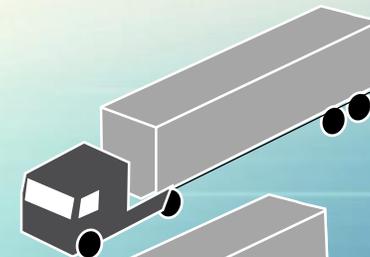
Draft In-Use Locomotive Regulation

November 18, 2021

Locomotives
Reduce older engine use
Reduce Idling



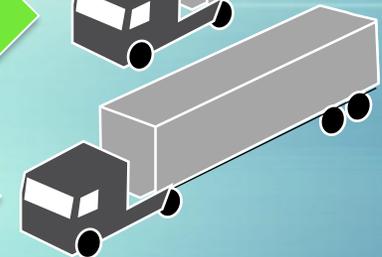
Truck Fleets
Transitioning to ZE



Cargo Handling Equipment
Transitioning to ZE



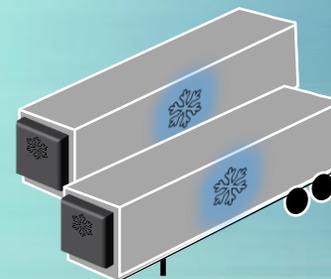
Drayage Trucks
Transitioning to ZE



Forklifts
Transitioning to ZE



TRUs
Transitioning to ZE



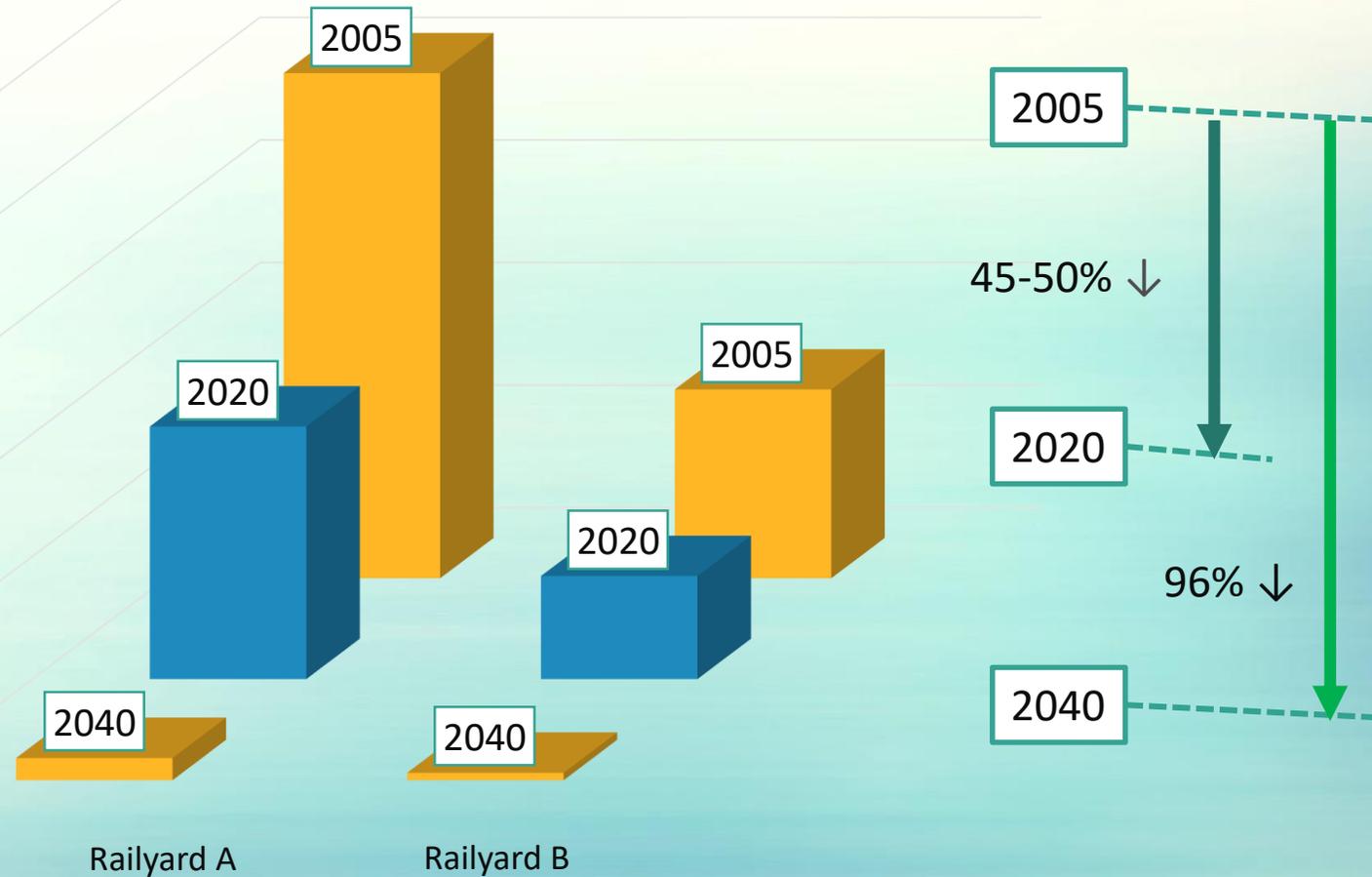
Previous Class 1 Railroad Agreements



- 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



Locomotives

New Regulation for Board Consideration in 2022

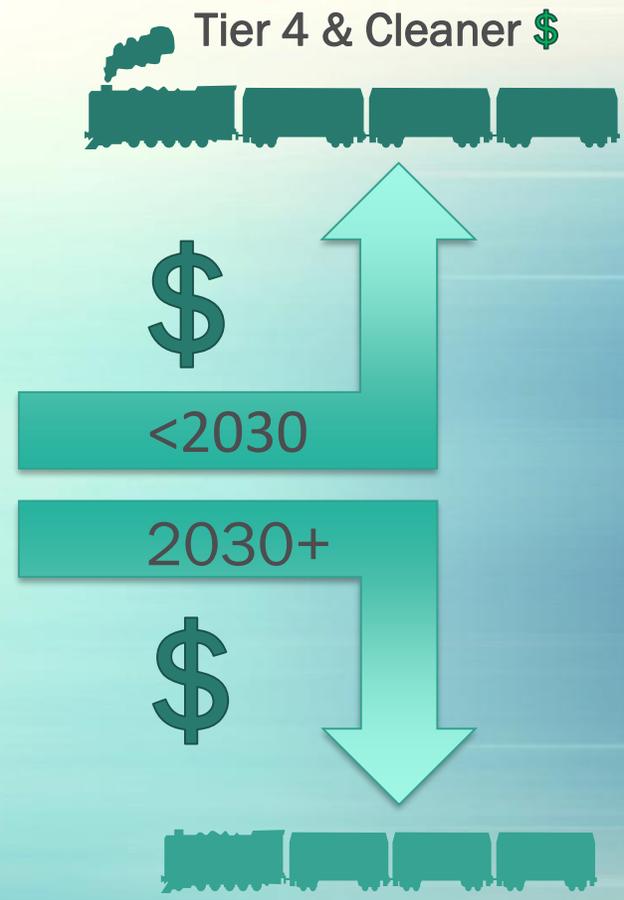


- No current California regulation for locomotives
- A California regulation is needed to provide emissions reductions in rail communities
- CARB staff regulatory concepts (still in development):
 - Spending Account
 - In-Use Operational Requirements
 - Idling Limit
 - District Level Reporting

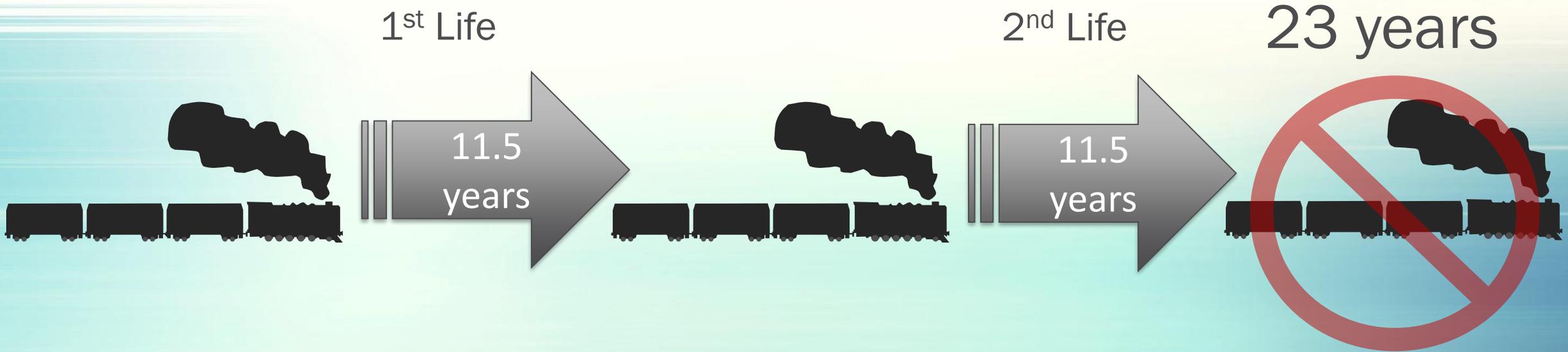
Spending Account



Trust Fund



In-Use Operational Requirements



- Can operate over 23 years if it meets requirements

More Information

The screenshot shows the California Air Resources Board (CARB) website page for 'Reducing Rail Emissions in California'. The page features a navigation bar with links for 'ABOUT', 'OUR WORK', 'RESOURCES', 'SERVICES', 'RULEMAKING', 'NEWS', and 'EQUITY'. The main content area includes a sidebar with links for 'About', 'Resources', 'Concepts to Reduce Emissions', 'Meetings & Workshops', 'Verifications, Demonstrations, and Incentives', and 'Subscribe'. The main text describes CARB's efforts to understand and reduce locomotive and railyard emissions, including studies, regulations, and funding. A 'LEARN MORE' button is present. Below the text are three featured articles: 'Draft Truck vs. Train Emissions Analysis', 'Beyond Tier 4 Locomotives', and 'Enforceable Agreements'.

- Website: <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california>
- Contact: Layla.Gonzalez@arb.ca.gov or Freight@arb.ca.gov

ACLIMA AIR MONITORING UPDATE OVERVIEW

- 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*