AB 617 - SELA

COMMUNITY STEERING COMMITTEE
QUARTERLY MEETING #3 (2022)

VIRTUAL MEETING
AUGUST 4, 2022

Gina Triviso
Senior Public Affairs Specialist
SELA CSC
2022
Member Updates
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<th>Date</th>
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| January 20, 2022   | Community Steering Committee Meeting  
Virtual Meeting  
4:00 – 6:00 pm | August 4, 2022 | Community Steering Committee Meeting  
Virtual Meeting  
4:00 – 6:00 pm |
| April 21, 2022     | Community Steering Committee Meeting  
Virtual Meeting  
4:00 – 6:00 pm | December 8, 2022 | Community Steering Committee Meeting  
Virtual Meeting  
4:00 – 6:00 pm |
California Air Resources Board (CARB) Updates:

- **Listening Sessions on Draft 2022 Scoping Plan**
  - Started on July 28th, 2022

- **Incentive Program Advisory Group (IPAG) Public Meetings**
  - Memo to the Board in November 2022. Contact IPAG at IPAG2022@arb.ca.gov

- **Zero-Emission Trucks – How Do We Get There?**
  - Listening sessions started July 28th, 2022. Contact us at movingca@arb.ca.gov

- **CARB Governing Board Hearing, August 25th**
  - Proposed Advanced Clean Cars II (ACC II) Regulations
  - AB 617 Community Air Protection Program-South Los Angeles (Selected 2021) CERP will be presented to the Board for action
2023 California Freight Mobility Plan
Did you know…

The San Pedro Bay Ports…

- One in nine jobs in L.A., Orange, Riverside, San Bernardino and Ventura counties are related to the ports of L.A. and Long Beach. And overall, the twin ports create 3 million jobs nationwide.
- Top 4 Imports include
  - Furniture
  - Apparel
  - Electronics
  - Plastics
- Combined moved roughly 19 million containers, or twenty foot equivalent units (TEUs) in 2021

Source:
https://kentico.portoflosangeles.org/getmedia/c39cbb51-d52e-44bd-89c8-41eba408ab12/2021-facts-figures
Freight in our Communities

- Food
- Cars
- Medicine
- Vaccines
- PPE for Hospitals
Freight in our Communities

Communities, like yours, close to heavy freight industry activity are disproportionately impacted by freight through:

- **Emissions**: impacts include health problems such as asthma, cancer, and cardiovascular disease.
- **Congestion**: impacts include increased idling and emissions, reduced economic productivity, and increased fuel costs.
- **Noise**: impacts include hearing loss, sleep disruption, and interference with learning processes.
- **Parking**: Trucks parked in neighborhoods

In order to create a functioning freight system for all...

We need your help!
2023 CA Freight Mobility Plan

Vision: As the national gateway for international trade and domestic commerce, California exemplifies the world’s most innovative, economically-competitive multimodal freight network that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where social and environmental impacts are considered equally.

The purpose of the plan is to:

• Propose a long-term vision, goals, and objectives for California's freight future;
• Identify the immediate and long-range planning activities and capital investments by the state with respect to freight movement;
• Reduce freight impacts to communities while maintaining California’s economic competitiveness.
Why are we here?

Your input will help develop strategies that:

• Reduce freight impacts to communities (such as air and noise)
• Improve freight efficiency and competitiveness
• Create education programs that support the freight workforce
• Inform project nominations and funding
Which of the following freight impacts do you experience in your community?

- Truck traffic congestion
- Truck parking on residential streets
- Air pollution
- Truck driver safety (sharing public roads)
- Damaged road/pavement caused by trucks
- Noise Pollution
What other ways does freight affect your community?
What projects do you think should be a priority in your community?

- Rail crossing safety projects
- Air quality improvement
- Freight job creation/job training programs
- Increase zero emission charging stations/infrastructure
- Truck congestion relief
- Truck parking
What other projects or improvements related to freight would you like to see in your community?
Thank you

Riley Keller
Branch Chief, Freight Planning
Caltrans

Email: CFMP@dot.ca.gov
2022 SELA CSC MEETING TIMELINE

CSC Meeting #1
- General Industrial Facilities
- Truck Traffic & Freeways
- Metal Processing Facilities

CSC Meeting #2
- School Air Filtration Systems
- CAMP Update
- Regulation for the Reporting of Criteria Air Pollutants and Toxics Air Contaminants (CTR)

CSC Meeting #3
- California Freight Mobility Plan
- Annual Progress Report
- Sterigenics / Ethylene Oxide
- Proposed Rule 1460 Update
- Air Quality Management Plan

CSC Meeting #4
- TBD
OVERVIEW

Assembly Bill (AB) 617* requires an annual report on the progress of CERP implementation.

Annual Progress Report (Report) will be updated to include implementation to-date.

Report sent to each CSC and CARB for review.

CARB may provide suggestions on CERP implementation.

PURPOSE

CERP Implementation Accountability

Report Released

CSC and CARB Input

Refine Report & Continue CERP Implementation

*Health and Safety Code §44391.2(c)(7)
OVERVIEW OF ANNUAL PROGRESS REPORT ELEMENTS

- 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
Rule Development

- Initiated **Proposed Rule 1460** – Control of Particulate Emissions from Metal Recycling and Shredding Operations*; conducted 3 Working Group Meetings
  - Anticipated Board Hearing Date: November 3, 2022
- Initiated **Proposed Rule 2306** – Railyard ISR for New Intermodal Facilities**; commented 5 Working Group Meetings
  - Anticipated Board Hearing Date: 1st quarter 2023

Enforcement

- Continued CARB/South Coast AQMD quarterly **truck idling sweeps**, totaling 1,199 inspections, resulting in 31 violations
- Conducted 75 inspections at **metal processing facilities** resulting in 3 Notices of Violations (NOVs)
- Conducted 13 inspections at **rendering facilities**, resulting in 9 NOVs

Monitoring

- Established fixed-site **air monitoring station** at Gage Middle School
- Continued **mobile air measurements** to detect emissions from heavy-duty trucks, railyards, metal processing facilities, rendering facilities, and general industrial facilities

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Incentives

- Held 3 **Truck Incentives Workshops** to help develop project plans for distribution of $5 million towards zero-emission trucks; released Draft AB 617 Truck Incentives Workplan*

- CARB approved **Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC**) project plan** to help distribute $2.5 million for school air filtration system projects

Collaboration

- Collaborated with Gateway Cities Council of Government to identify opportunities for **green space projects**

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TOTAL INVESTMENT IN INCENTIVES

- Future incentive-based emissions reductions dependent on amount of program funding

Approximate Emissions Reductions* Based on Total Investment

*Emissions reductions resulting from community-identified projects will be quantified at a later time, where feasible
ANNUAL PROGRESS REPORT TIMELINE

- **Late August**: Draft Report release*
- **Early September**: Written comment deadline
- **September 16**: Stationary Source Committee (Opportunity for verbal comments)
- **October 7**: Governing Board Meeting
  - (Opportunity for verbal comments)
- **Mid-October**: Submit Report to CARB staff
- **December 2022**: Report submitted to CARB Board for consideration

*https://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/southeast-los-angeles
Questions and/or Comments?

Please submit questions and comments to
ab617@aqmd.gov
Sterigenics Emissions Investigation in Vernon

Andrea Polidori, PhD
Director of Monitoring and Analysis
**BACKGROUND**

- Ethylene oxide (EtO) is a flammable and colorless gas
  - Short-term exposure may cause headaches, weakness, nausea, difficulty breathing, eye/skin burns, and other effects
  - Long-term exposure increases the risk of certain type of cancers

- US EPA and OEHHA are reassessing the toxicity of EtO. This prompted us to conduct air monitoring near Sterigenics US, Inc. (Sterigenics) and other large sterilization facilities

- Sterigenics conducts sterilization of medical equipment using EtO at two facilities in Vernon and one facility in Ontario
MONITORING NEAR RESIDENTIAL AREA

- Nearest residential area is ~500 ft away; nearest school is ~1,700 ft away

- Conducted air sampling and monitoring at closest residential area and school

- Air sampling in this community showed that EtO concentrations are within typical background levels
AIR MONITORING:
24-HR TIME-INTEGRATED ETO SAMPLE RESULTS

Sampling Locations

Background EtO: less than 0.17 ppbv

Initial emission reduction efforts

100 in a million cancer risk for workers (OEHHA) = 3.18 ppbv
Elevated health risk at neighboring off-site worker locations

Long-term exposure to EtO over a number of years increases the risk of certain cancers

Air monitoring results show that EtO levels drop off significantly a few hundred feet away from the source

EtO levels at Site 4 near the residential community is at background levels
South Coast AQMD took several actions to identify and reduce emissions as quickly as possible, including:

- Continued air monitoring efforts at the facilities and near the surrounding community
- Proposition 65 notice
- Designation as a Potentially High Risk Level Facility under Rule 1402
- A complete investigation into the facilities’ equipment and compliance with South Coast AQMD rules, regulations and permit requirements
- Evaluation of immediate actions to be taken by the facilities to reduce leaks or fugitive emissions, including increased leak checks and source testing
- Filed a petition for Order for Abatement against Sterigenics US, LLC
SOUTH COAST AQMD RESOURCES

- EtO Emissions Investigation: http://www.aqmd.gov/home/eto

  (here you can also sign up for updates on this issue)

- To receive notifications related to Sterigenics you can also fill out the form at www.aqmd.gov/sign-up
CONTACTS

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PROPOSED RULE 1460 – CONTROL OF PARTICULATE EMISSIONS FROM METAL RECYCLING AND SHREDDING OPERATIONS (PR 1460)

Community Steering Committee Update
August 2022
### Background

**Chapter 5e: Metal Processing Facilities**

**Control Action B**

Initiate rule development process to address housekeeping and best management practices at metal recycling facilities to reduce fugitive emissions

- Rule development process initiated for Proposed Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations (PR 1460) in March 2022
- Three working group meetings have been held
Rule Development Process

- **Information Gathering and Analysis**
  - Released 75 days before Public Hearing

- **Preliminary Draft Rule and Staff Report**
  - Public comment on Preliminary Draft Rule

- **Public Workshop**
  - Early September

- **Draft Rule and Staff Report**
  - Released 30 days before Public Hearing

- **Public Hearing**
  - Public comments and Board action
    - November 3rd

**Current Schedule**
- Mid-August
- Early September
- October 7th
- November 3rd
Purpose and Applicability

Intent is to reduce fugitive particulate emissions at:

- **Metal Recycling Facilities**
  - Generally, not subject to South Coast AQMD permits as they do not operate equipment which requires permits
  - Approximately 200 facilities

- **Metal Shredding Facilities**
  - Operate metal shredders that require permits to operate
  - Five facilities
Summary

- Registration
- Housekeeping
- Best Management Practices
- Signage for facility contacts
- Additional provisions for new facilities
Staying Updated

• Sign up to receive e-mail updates via http://www.aqmd.gov/sign-up

Subscribe by scrolling down the page and checking off the box for Proposed Rule 1460 to receive future meeting notices and links to documents.
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2022 DRAFT AIR QUALITY MANAGEMENT PLAN

South Coast Air Quality Management District
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.
Our Challenge

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

Los Angeles c. 1950

We have made significant progress, but still suffer from poor air quality:
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM$_{2.5}$)

Los Angeles Recent Condition (2018)
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
Over 80% of the NOx Emission in 2018 is from mobile sources.

2018 NOx Emission
351 tons per day

- Off-Road Mobile: 41%
- On-Road Mobile: 44%
- Stationary and Areawide: 15%

2037 NOx Emission
184 tons per day

- Off-Road Mobile: 58%
- On-Road Mobile: 20%
- Stationary and Areawide: 22%
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

![Graph showing NOx emission (tons per day) for 2037 with responsibility delineation between federal authorities and local and state authorities. The graph indicates significant overlap and the need for coordinated effort for attainment.]
NOx Reductions Needed for Attainment

- NOx Emission (tons per day)
- 200
- 180
- 160
- 140
- 120
- 100
- 80
- 60
- 40
- 20
- 0

- 2037

- 184
- 32
- 30
- 11
- 51
- 60

- South Coast AQMD
- CARB's Direct Authority
- CARB's Measures for Locomotives
- Federal Authority
- Remaining

67%
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
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<td>Co-Benefits from Greenhouse Gas Reductions</td>
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<td>Limited Strategic VOC Measures</td>
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<td>Other Measures</td>
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Draft Stationary and Area Sources
NOx 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

Facility-Based
- Airports
- Marine Ports
- Railyards
- Warehouses

Emissions Growth
- Clean Construction
- New and Re-development

Incentive and Partnership
- Incentive Funding
- PRIMER

PRIMER
Pacific Rim Initiative for Maritime Emission Reductions
Public Input and Outreach

‘Standard’ Comprehensive

- AQMP Advisory Group
- Working Group Meetings
- Public Workshops

Written Comments

State Agencies
- CARB
- Energy Comm.
- GoBIZ
- etc.

Additional Critical

- Federal Agencies
  - EPA
  - Dept. of Energy
  - Dept. of Transp.
  - Council Env. Qual.
  - etc.

Individual Stakeholder Meetings
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:

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<td>August 5, 2022</td>
<td>Status update on Draft 2022 AQMP development to South Coast AQMD Governing Board</td>
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<td>August 10, 2022</td>
<td>Advisory Council Meeting on Health Effects Appendix</td>
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<tr>
<td>Late August, 2022</td>
<td>Release Revised Draft 2022 AQMP</td>
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<tr>
<td>October 7, 2022</td>
<td>Status update on Draft 2022 AQMP development to South Coast AQMD Governing Board and Set Hearing</td>
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<td>Mid October, 2022</td>
<td>Regional Public Hearings</td>
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<td>December 2, 2022</td>
<td>South Coast AQMD Board Consideration of Draft Final AQMP</td>
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