CERP IMPLEMENTATION

UPDATE – 1ST QUARTER 2020

Wilmington, Carson, West Long Beach
January 16, 2020
Partnerships are key for a successful CERP implementation

CSC involvement and input is critical

Thank you for your continued commitment!
Participate in CARB and South Coast AQMD rule development process

Disseminate information on how to report idling trucks in the community

Prioritize which schools receive air filtration systems
AIR QUALITY PRIORITY: REFINERIES

MICHAEL KRAUSE
PLANNING AND RULES MANAGER
Rule 1180 mandates the implementation of real-time observations of air quality:

- At the fenceline of all major petroleum refineries in the SCAB
- In nearby communities

This will allow for quick identification of leaks and unplanned fugitive emissions of VOC and other air toxics.
**Fenceline Air Monitoring**

- Refineries to submit a Fenceline Air Monitoring Plan in accordance with approved Guidelines
- Refineries to install and operate near real-time and continuous fenceline air monitoring systems one year after Plan approval
- Refineries to make data available to the public through a dedicated website

**Community Air Monitoring**

- South Coast AQMD to operate a network of air monitoring stations in accordance to a Community Air Monitoring Plan (CAMP)
- Near real-time and continuous air monitoring in communities neighboring refineries
- Data made available to the public through a dedicated website

Requirements for data notification and quality assurance/quality control for both fenceline and community monitoring
South Coast AQMD hosted two community workshops

- Update on the implementation of the refinery fenceline air monitoring plans
- Collected public feedback on the draft Rule 1180 CAMP

For more information visit [www.aqmd.gov/Rule1180](http://www.aqmd.gov/Rule1180)
COMMUNITY SITE SELECTION CRITERIA (WILMINGTON / CARSON / LONG BEACH)

- 5 refineries
  - Marathon Carson & Wilmington
  - Phillips 66 Carson & Wilmington
  - Valero Wilmington
- Complex wind patterns
- South Coast AQMD staff evaluated ~30 potential sites
- Six sites have been secured

AQ Priority: Refineries
COMMUNITY AIR MONITORING TIMELINE

- June 2019: Community meetings to collect public feedback on refinery and community monitoring.
- December 2019: Public Meetings to collect additional feedback.
- January 2020: Community air monitoring began.
- March 2020: Community air monitoring network fully implemented.

Set-up Rule 1180 community air monitoring network
Ongoing dialogue with community groups and other stakeholders

AQ Priority: Refineries

www.aqmd.gov/Rule1180
Issued partial approval of fenceline air monitoring system for each refinery.

Fenceline coverage was greatly improved from the plans released for public review in December 2018.

Continued work with refineries on data presentation, notification and quality assurance.

Revised fenceline air monitoring plans released for additional public review (comment period closed December 20, 2019).

Pending approval of a plan does not prevent a refinery from beginning fenceline monitoring. Marathon and Valero partial fenceline systems online on January 1, 2020.

Continue working with refineries to improve and implement community notification and QA/QC.

March 2019

November 2019

January 2020
NEXT STEPS

- Partial refinery and community monitoring have already begun
- Email announcements
  - When community air monitoring is fully deployed and implemented
  - Instructions on how to sign-up for notifications
- Continue working with refineries to improve and finalize community notification and QA/QC
- Additional information on refinery fenceline and community air monitoring can be found at www.aqmd.gov/Rule1180

Contacts

Dr. Andrea Polidori
Advanced Monitoring Technologies Manager
909-396-3283
apolidori@aqmd.gov

Dr. Olga Pikelnaya
Program Supervisor
909-396-3157
opikelnaya@aqmd.gov
Rule 1118 requires refineries to notify planned and unplanned flare events that exceed certain thresholds.

Interested public subsequently gets notified (via e-mail, subscribe: http://www.aqmd.gov/sign-up)
A new public portal has been created and is accessible through www.aqmd.gov/FENS

FENS includes a web-based Flare Map:
- Displays all the South Coast AQMD facilities with flares
- Provides current information as it is submitted to South Coast AQMD
- Provides historical information for each facility’s flaring notification submitted
Similar to current email system, notifications will be sent for flare events exceeding rule thresholds.

Those already signed up to receive flare event notifications will automatically receive email notifications in FENS.

Those interested in signing up for notifications can do so by visiting: http://www.aqmd.gov/sign-up.

Emails contain similar information; however, new system now requires refineries to include the *reason for flaring*. 
<table>
<thead>
<tr>
<th>System Feature</th>
<th>Current System</th>
<th>New Web Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public E-mail Generated*</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Single E-mail Notification per Flare Event but Updates Provided via Flare Event Map</td>
<td>x</td>
<td>✓</td>
</tr>
<tr>
<td>Flare Event Map Displays all Current Flare Events</td>
<td>x</td>
<td>✓</td>
</tr>
<tr>
<td>Flare Event Map Includes Links to Facility Flare History (Past, Current, and Future Flare Events)</td>
<td>Public Records Request</td>
<td>✓</td>
</tr>
<tr>
<td>Staff is Requesting Refineries include the Reason for Flare Event in the Notification</td>
<td>Public Records Request</td>
<td>✓</td>
</tr>
</tbody>
</table>
NEXT STEPS

- Staff will hold meetings with members of the public after the launch of FENS to solicit input on areas of improvement
- Implementation of future enhancements plan to deploy in the fourth quarter of 2020

Contact

Michael Krause
Planning and Rules Manager
909-396-2706
mkrause@aqmd.gov
AIR QUALITY PRIORITY: RAILYARDS

DR. SARAH REES, PH.D.
ASSISTANT DEPUTY EXECUTIVE OFFICER
Proposed Indirect Source Rule (ISR) for Locomotives

- CARB & South Coast AQMD jointly held community workshops to discuss concepts to reduce emissions from locomotives and railyards (Nov. & Dec. 2019)
  - Video from San Bernardino meeting available: https://youtu.be/uWrCDZEFvII

Different Authorities:

**U.S. EPA**
- Can regulate locomotive engine emission standards

**CARB**
- Can regulate locomotive activities within California
- Primary Mobile Source Authority

**South Coast AQMD**
- Primarily Stationary and Indirect Source Authority (facilities that attract mobile sources)
PROPOSED NEW STRATEGIES

CARB Concepts
1. Establish a Locomotive Emissions Reduction Spending Account
   ➢ Funding provided by railroads
2. In-Use Locomotive Remanufacture Limit
   ➢ Would allow only one remanufacture using older engine technologies
3. Adopt U.S. EPA 30 Minute Idling Limit
   ➢ U.S. EPA rule becomes enforceable by state (and potentially air districts)
4. Genset Repurposing
   ➢ Replace older switchers at smaller railroads with cleaner, used switchers from BNSF/UP

South Coast AQMD Concepts
1. Indirect Source Rule (ISR) to Reduce Exposures from Locomotive Maintenance and Service Emissions
2. ISR to Require Facility-Specific Engineering Plans for Zero Emissions Operations
3. New Incentive Program Focused on Cleanest Locomotive Use Rather than Locomotive Replacement
4. Evaluate New Monitoring Approaches for In-Use Locomotives
NEXT STEPS - RAIL

- Continue stakeholder outreach
  - CARB plans to hold additional workshops statewide
- ISR to South Coast AQMD Board for consideration in Dec. 2020
- Air Resource Board considers locomotive rules in 2021

Contacts:
CARB Freight Team
916-322-8382
freight@arb.ca.gov
www.arb.ca.gov/rail_concepts

South Coast AQMD
Ian MacMillan
Planning and Rules Manager
909-396-3244
imacmillan@aqmd.gov
www.aqmd.gov/fbmsm
AIR QUALITY PRIORITY: PORTS

DR. SARAH REES, PH.D.
ASSISTANT DEPUTY EXECUTIVE OFFICER
### CARB OCEAN GOING VESSEL AT-BERTH REGULATION

- Proposed regulation to further reduce emissions from ocean going vessels while at berth
- Key changes to existing regulation
  - Expand applicability to additional vessel types (RoRos and tankers)
    - Container, cruise and reefer vessels covered under existing regulation
  - Flexibility in emission control technologies
    - Shore power, capture and control systems, alternative fuels, on-board technologies
  - Additional compliance options (terminal/vessel incident events, remediation fund)
  - To take effect January 1, 2021

AQ Priority: Ports
South Coast AQMD Governing Board directed staff to pursue Memorandum of Understanding (MOU) approach for marine ports

- Contractual agreement between South Coast AQMD and Ports of Los Angeles and Long Beach to reduce emissions
- Based on the 2017 San Pedro Bay Ports Clean Air Action Plan (CAAP) measures
- MOU measures to quantify emission reductions from implementation of the CAAP
1 - Drayage Trucks
  ▪ Implement Clean Trucks Program

2 - Cargo Handling Equipment (CHE)
  ▪ Accelerate Zero Emission (ZE) and Near Zero Emission (NZE) CHE deployment with a 100% ZE CHE goal by 2030

3 - Ocean-Going Vessels (OGV)
  ▪ Reduce OGV emissions through new and enhanced incentive programs: Vessel Speed Reduction, Green Ship Incentives and Clean Ship Program

4 - Harbor Craft
  ▪ Develop incentive program to upgrade harbor crafts with cleanest engines

5 - Locomotives
  ▪ Increase on-dock rail cargo moves to 35% and seek to utilize cleanest locomotives
CLEAN TRUCKS PROGRAM

- Only CAAP measure in the MOU with potential SIP creditable emission reductions in 2023
- Truck rate ($/TEU) will be charged on trucks with loaded containers at port terminal gates
- Revenues collected will be used to fund truck replacements with clean trucks (zero and near-zero emission trucks)
SOUTH COAST AQMD’S ENFORCEABLE COMMITMENT

- Commit to achieve projected NOx reductions in 2023
- Monitor implementation of the CAAP measures in the MOU based on annual reports submitted by the Ports
- Report to EPA on implementation of SIP creditable CAAP measures and actual emission reductions achieved
- Make annual reports and relevant data publicly available
- Adopt and submit substitute measure to U.S. EPA in the event of any shortfall through public process
**MOU TENTATIVE DEVELOPMENT TIMELINE**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ports MOU Working Group Meeting #4</td>
<td>Feb 2020</td>
</tr>
<tr>
<td>Mobile Source Committee Meeting</td>
<td>Spring 2020</td>
</tr>
<tr>
<td>Ports Boards MOU Adoption</td>
<td>Spring 2020</td>
</tr>
<tr>
<td>South Coast AQMD Board Adoption</td>
<td>Spring 2020</td>
</tr>
</tbody>
</table>

**Contact**

Zorik Pirveysian  
Planning and Rules Manager  
909-396-2431  
zpirveysian@aqmd.gov
AIR QUALITY PRIORITY: SCHOOLS, CHILDCARE CENTERS, HOMES

NICOLE SILVA
PROGRAM SUPERVISOR
Reduce Exposure to Harmful Air Pollutants at Schools (Chapter 5g, Action 2 of the CERP)

- Continue installation of air filtration systems at schools identified by the CSC
- Priority given to schools near truck routes, railyards and/or major freeways
- Explore opportunities for funding of filtration systems and filter replacements
Establish Criteria

Develop Prioritized List

Distribute Funds for Installation*

*Installation of air filtration systems is dependent on funding criteria, potentially affecting the order of the prioritized list.
PURPOSE OF DEVELOPING A PRIORITIZED LIST

- To seek community input on school site selection within the CERP boundary
- Reduce the time necessary for site selection as funding becomes available
- Continue to demonstrate the need for additional funding
Some public school districts use the following criteria or information to prioritize school locations in greatest need of air filtration systems:

**Existing Criteria:**

- Multiple Air Toxics Exposure Study (MATES) III – 2008
- Proximity to Major Stationary Sources of Air Pollution
- Proximity to Freeways
MULTIPLE AIR TOXICS EXPOSURE STUDY (MATES)

For more information on MATES IV visit: www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv
PROXIMITY TO SOURCES OF AIR POLLUTION OR FREEWAYS

AQ Priority: Schools
ADDITIONAL PRIORITIZATION CRITERIA

CalEnviroScreen 3.0

CalTrans Traffic Data

School Characteristics

AQ Priority: Schools
CALENIROSCREEN 3.0 (OEHHA)

For more information about CalEnviroScreen visit: oehha.ca.gov/calenviroscreen/report/calenviroscreen-3.0

OEHHA: Office of Environmental Health Hazard Assessment (State agency)
TRAFFIC CONGESTION SURROUNDING SCHOOL
SCHOOL CHARACTERISTICS

- Type of school (e.g. preschool, elementary, middle, or high school)
- Total students enrolled
- Student enrollment in free or reduced-price meal program
**Example:**

**PRIORITIZATION FOR AIR FILTRATION SYSTEMS ACTIVITY**

<table>
<thead>
<tr>
<th>Criteria and Brief Description</th>
<th>Rank # (1-5)*</th>
</tr>
</thead>
</table>
| **Multiple Air Toxics Exposure Study IV (MATES IV)**  
Focused on the cancer risk from exposure to air toxics across the South Coast Air Basin. | 2 |
| **CalEnviroScreen 3.0**  
Identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. | 5 |
| **CalTrans Traffic Data**  
Traffic data can show where congestion occurs. Congestion can result in idling vehicles and create an increase in emissions around nearby schools. | 3 |

**School Characteristics**  
(Please check the box next to the school characteristic you think should be included)

- ☑ Highest priority for preschools, followed by elementary, middle, then high schools
- ☐ Higher priority for schools that have more students
- ☐ Higher priority for schools with higher percent of students enrolled in free or reduced-price meal program

**Nearby Sources of Air Pollution**  
Please list which three sources of air pollution that are of most concern when they are near schools. For example, air pollution sources can be refineries, railyards, industrial facilities, and freeways.

1. Freeways
2. Railyards
3. Industrial Facilities

*There should be no duplicate values in your ranking.*
South Coast AQMD’s AB 617 web page:
www.aqmd.gov/AB617

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