



Assembly Bill (AB) 617 Community Air Initiatives

Wilmington, Carson, West Long Beach Community Steering Committee Meeting #7

Thursday, June 13, 2019 — 6:00 p.m. – 8:30 p.m.
Wilmington Senior Center
1371 Eubank Ave, Wilmington, CA 90744

Time	Item	Presenter	Why is this important?
5:45 pm	Doors open		
6:00 pm	<ul style="list-style-type: none"> • Welcoming Remarks • Meeting #6 Recap & Current Progress: What we've done so far – 5 min 	Facilitator	<ul style="list-style-type: none"> • To understand where we are in developing the community plans
6:05 pm	<ul style="list-style-type: none"> • Committee Presenters <ul style="list-style-type: none"> ○ Port of Los Angeles (Port of LA) – 5 min ○ Coalition for a Safe Environment (CFASE) – 5 min Q & A on this agenda item – 10 min 	Tim DeMoss <i>(Air Quality Supervisor, Port of LA)</i> Jesse Marquez <i>(Executive Director, CFASE)</i> Committee Members	<ul style="list-style-type: none"> ○ To understand current efforts in the community by CSC members to address air quality concerns
6:30 pm	<ul style="list-style-type: none"> • Source Attribution: TAG Meeting Overview – 5 min 	Jill Johnston <i>(Assistant Professor, USC)</i> Uduak-Joe Ntuk <i>(Director of Petroleum Administration, City of Los Angeles)</i>	<ul style="list-style-type: none"> • To provide a brief overview of the last TAG meeting
6:35 pm	<ul style="list-style-type: none"> • Discuss the Discussion Draft Community Emissions Reduction Plan (CERP) and Measuring Success: Goals* – 10 min Committee Discussion – 40 min 	Jo Kay Ghosh <i>(Director of Community Air Programs, South Coast AQMD)</i> Committee Members	<ul style="list-style-type: none"> ○ To discuss elements of the Discussion Draft CERP and establish goals for measuring success
7:25 pm	<ul style="list-style-type: none"> • California Air Resources Board (CARB) Enforcement Actions – 15 min Committee Discussion – 35 min 	CARB Staff South Coast AQMD Staff; CARB Staff; Committee Members	<ul style="list-style-type: none"> ○ To understand current enforcement actions that will be taken by CARB to address the air quality concerns in this community
8:15 pm	Next Meeting Topics and Important Reminders – 5 min	Facilitator Committee Members	
8:20 pm	Public Comment – 10 min	Members of the Public	
8:30 pm	Adjourn		

* Staff is also available for questions after the meeting.



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Affiliation	Representative (Primary ¹ , Secondary ²)	Participant in the Committee Meeting Discussion
Category: Community Organization		
Century Villages at Cabrillo	Jeffery Tate	
Coalition for a Safe Environment	Jesse Marquez ¹ , Rick Pulido ²	Jesse Marquez
Communities for a Better Environment	Alicia Rivera ¹ , Ashley Hernandez ²	Alicia Rivera
Long Beach Alliance for Children with Asthma	Sylvia Betancourt ¹ , Maria Reyes ²	Sylvia Betancourt
Los Cerritos Neighborhood Association	Gary Hamrick ¹ , Joe Hower ²	Joe Hower
Philippine Action Group for the Environment	Fe P. Koons	
SBCC Thrive LA	Maribel Alejandre ¹ , Leticia Herrera ²	Maribel Alejandre
Category: Active Resident (city indicated below)		
Carson	Daniel Toledo	
Carson	Sergio Franco	
Carson	Joseph Luis Piñon ¹ , Yasaman Houshang ²	Joseph Luis Piñon
Carson	William Koons	William Koons
West Long Beach	Christopher Chavez ¹ , Pastor Anthony Quezada ²	Christopher Chavez
West Long Beach	Jacob Broderick ¹ , Emelio Ramirez ²	
West Long Beach	Ron Batiste	
West Long Beach	Whitney Amaya	Whitney Amaya
Wilmington	Salvador Lara ¹ , Victor Ibarra ²	Salvador Lara
Wilmington	Flavio Mercado	
Wilmington	Dulce Altamirano	Dulce Altamirano
Wilmington	Magali Sanchez-Hall ¹ , Sylvia Arredondo ²	Sylvia Arredondo
Category: Agency or School		
City of Carson	Saied Naaseh ¹ , McKina Alexander ²	McKina Alexander
City of Los Angeles	Uduak-Joe Ntuk ¹ , Erica Blyther ²	Uduak-Joe Ntuk
Gulf Avenue Elementary School	Linda Bassett ¹ , Esperanza Romero ²	Linda Bassett
LA County Public Health	Matt Baca, Janet Scully	
Long Beach Public Health	Nelson Kerr ¹ , Judeth Luong ²	
Long Beach Unified School District	Brooke Murray	
Port of Los Angeles	Tim DeMoss ¹ , Amber Coluso ²	Tim DeMoss
University of Southern California	Jill Johnston	Jill Johnston
Category: Business, Business Organization, or Labor Organization		
Carson Chamber of Commerce	John Wogan ¹ , Ken Dami ²	Ken Dami
Long Beach Area Chamber of Commerce	Jeremy Harris ¹ , Brissa Sotelo ²	Brissa Sotelo
Wilmington Chamber of Commerce	Dan Hoffman ¹ , Cecilia Moreno ²	
Marathon Petroleum Company	Olga Chavez ¹ , Susan Stark ²	
Rail - Union Pacific	Lupe Valdez	Lupe Valdez
Trucking - Yusen Logistics	Cameron D. Smith ¹ , Nikki Nguyen ²	
Labor - USW Local 675	Pat Patterson	

Meeting Summary: During CSC Meeting # 7, several CSC members presented on their efforts in the community to address air quality concerns. Members of the TAG Committee gave a brief overview of the last TAG meeting. Jo Kay Ghosh, Director of Community Air Programs at South Coast AQMD, presented information about the key elements of the Discussion Draft Community Emissions Reduction Plan (CERP) and led a discussion of the goals in the CERP. California Air Resources Board (CARB) staff did not have enough time to present their current enforcement actions to address the air quality concerns in the Wilmington, Carson, West Long Beach community; however, they provided their contact information.

- **Welcoming Remarks, Meeting #6 Recap & Current Progress: What We've Done So Far, Announcements** – Facilitator and Ryan Stomar (South Coast AQMD Community Liaison)
 - Valerie Martinez (Facilitator) began the meeting and provided housekeeping announcements. She also announced that Mayor Judith Mitchell, who serves on the Boards of both South Coast AQMD and CARB, was in attendance.
 - Ryan Stomar (South Coast AQMD Community Liaison) made an announcement that he is looking for CSC members to help organize the community tour. The purpose of the community tour is for CSC members to show South Coast AQMD staff the community concerns, to help inform the CERP. He asked for CSC members to serve as presenters for the community tour. He passed out a sign-up sheet and mentioned that South Coast AQMD will provide a bus for the tour.
 - Valerie announced that today's discussion will focus on the discussion draft of the CERP, which was posted online last week and stated that printed copies were available at the registration table.
- **Committee Presenters** – Tim DeMoss (Air Quality Supervisor, Port of LA) and Jesse Marquez, (Executive Director, CFASE)
 - Tim DeMoss (Air Quality Supervisor, Port of LA) presented information about the Ports' Clean Air Action Plan (CAAP), which contains the Ports' strategies for reducing emissions. The most recent CAAP update was in 2017. He presented data on the improvements to air pollution emissions at the Ports (Port of Long Beach and Port of Los Angeles) from 2005-2017 and acknowledged the importance of continuing to reduce emissions even further by 2023, specifically nitrogen oxides and greenhouse gases. He provided examples of the work they are doing to try to reduce emissions from ocean-going vessels, including working with the shipping companies to get them to slow down as they approach the Ports, implementing emission reduction technologies, and implementing design features that make ships more fuel efficient. Tim DeMoss also described the actions through the Clean Trucks program, including transitioning to zero-emission trucks by 2035 and adopting a reservation system at terminals to improve truck turn times. For terminal equipment (cargo handling equipment), the Port is trying to transition to zero-emission by 2030 and limit idling. He discussed additional 2017 CAAP update highlights, which include expanding the use of on-dock rail, accelerating deployment on cleaner harbor craft engines, encouraging improvements in freight efficiencies, developing a green terminal recognition program, and ensuring energy infrastructure is available to support the use of cleaner technologies. He also stated that they are looking at improvements in technology development, including some current projects to develop harbor craft technology, zero-emission switchers, technology to improve vessel energy efficiency and demonstrations of zero-emission terminal equipment.

- Jesse Marquez, (Executive Director, CFASE), works at a non-profit organization based in Wilmington. He described a grant-funded project to install an air monitoring station in 2014. He emphasized the importance of organizations collaborating with agencies, as well as other organizations and colleges. He talked about what types of air pollution impacts the environment and health, such as the Ports, freeways, etc. Jesse Marquez mentioned that residents from Wilmington, Carson, and San Pedro volunteered their roofs to test out the Airbase Multi-Sensor Air Quality Monitoring Station, which includes a solar panel and battery backup. In 2019, CFASE installed the Maxi Met advanced compact weather station on the roof of their office. They conducted classes on how to do air quality monitoring. A huge grant helped them buy instruments; including an instrument that measures different sizes of particulate matter and another one that measures volatile organic compounds (VOCs). He described how he would like to expand his Wilmington network to five other locations, and that his plan is to create the first low-cost VOC sensor that measures several chemicals. He has designed this sensor and also teamed up with professors, and wants to build a network because he would like everyone to have a VOC monitor. He said that he is working with others to build a methane sensor. He emphasized the importance of working hard and working together to identify technologies that can reduce pollution. He mentioned hydrogen fuel cells that can replace existing batteries and fossil fuel engines, and offered to CSC members a video on a USB drive that describes these fuel cells.
- Rick Pulido thanked South Coast AQMD and Supervisor Janice Hahn for their efforts and mentioned the importance of the bill to implement truck smog checks so that the trucks pay their fair share.
- Q and A on Committee Presentations:
 - William Koons asked for clarification from Tim DeMoss on the difference between Tier 1 and Tier 2 ship engines, and asked why there is less pollution when you reduce the speed of the ships.
 - Tim DeMoss said that the tier depends on the type of equipment. It has to do with the age and the standards that were made around those tier levels. The higher tier engines have lower emissions, on the scale of cutting emissions in half or more. Regarding ship speeds, he explained that there is a “sweet spot” for ship speeds where the ship gets the best fuel efficiency. Reducing fuel combustion will reduce emissions. He mentioned that slowing down the ships also reduces the likelihood of whales getting hit by ships.
 - Sylvia Betancourt wanted to know about off-port impacts, such as the 710 freeway. She wanted to know the number of trucks that go through the community. She asked whether the port is thinking about a way to leverage some of their power over trucks that are idling in the communities, perhaps by diverting truck traffic.
 - Tim DeMoss described the Ports’ position to move towards near-zero and zero-emission trucks. He mentioned that while the Ports don’t have a lot of control, there are a lot of trucks signing into their program. He said that the Ports may move towards charging a rate on any truck that is not near zero-emissions, but the details of such a plan need to be worked out, and there is the potential that they may

get sued on such a plan. When it comes to idling, he said there are certain restrictions in neighborhoods that restrict trucks. The local Police or CHP patrol those areas, but the best the Ports can do is put up “no idling” signs in neighborhoods around the schools.

- Brissa Sotelo wanted to know what the main actions are that helped reduce emissions and what were the greatest reductions, based on the experience from the San Pedro Ports.
 - Tim DeMoss stated that said the Ports’ aggressive strategy included slowing ships down, low sulfur fuel, the clean truck program, and plugging in ships at berth. Other strategies include the cargo handling equipment rule, moving towards tier 4 equipment and zero-emission technology.
- Brissa Sotelo asked if Jesse could share what data was collected and who interpreted the data?
 - Jesse Marquez said he takes a portable device with him and when he looks at the data, it is averaged out. When looking at specific neighborhoods, he is concerned if concentrations are higher. He mentioned that concentrations depend on the wind direction, how close people are to the source, and how far the pollution travels. He stated that the data says that air pollution warning systems help families take precautions, such as closing windows. He said in the last few years, air purifications were installed in some elementary schools, including in the San Pedro area, so during the day, the kids are breathing in less pollution. To address home-based allergens, which can trigger asthma, grants were issued to organizations to do outreach to families with children with asthma, including educational programs about allergens in rugs and fabric curtains. He talked about ways to improve the air and determine what precautions to take, and says he is petitioning for stronger actions. He said he has discovered that some activities that used to be done on port property are now in Wilmington at container storage yards, where trucks take their empty containers. He stated that streets are becoming transportation quarters, and right now there are no regulations for container storage yards. By meeting with professors, they can learn how to address these issues as partners, and most of the time it is new technologies that can help.
- Sylvia Arredondo asked Tim, “With regard to helping reach zero-emission technologies, what support is available for independent contractors to ensure that independent truck drivers are not pushed out or penalized?” She also commented that near-zero should not be a goal to be reached (our goal should be zero-emissions). She emphasized that we should be exploring zero-emissions and being able to utilize these opportunities in technologies to reach zero-emissions and become renewable.
 - Tim DeMoss said that the Ports may collect a rate, which will then be able to be used for funding assistance to get cleaner (more expensive) trucks to owners. He stated that he will have truck drivers

in mind when it comes to funding. Regarding near-zero versus zero-emissions, he said that right now, they have to go to near-zero because no zero-emission truck is ready for prime time at this moment. He mentioned that the Ports are emphasizing infrastructure for zero-emission technologies.

- Jo Kay talked about opportunities that South Coast AQMD has for small businesses that own less than 10 trucks. The Voucher Incentive Program provides incentive funding support specifically to these small fleet owners to change out the old dirty trucks for cleaner trucks; large fleets are not eligible for this incentive program.
- Linda Bassett asked about the impact of the truck rate on truckers, and would be interested in a system that does not penalize the small business owners.
 - Tim DeMoss clarified that the rate will not be charged on the trucker themselves, but whoever owns the equipment. Tim said that they are looking at different strategies for this rate system.
- Valerie (Facilitator) reiterated the purpose of AB 617, specifically to partner with the community to implement community specific mitigations. She reviewed the progress that we have made so far.
- **Source Attribution: TAG Meeting Overview**
 - Jill Johnston (Assistant Professor, USC) provided a brief summary of the discussion from the last Technical Advisory Group (TAG) meeting. She stated that they discussed an overview of the CAMPs, the equipment in the trailers and approaches to community monitoring efforts, and the technologies used. She shared that they discussed timelines for July, of when monitoring will occur. She also said that they heard a presentation from CARB, where they talked about emissions from rail and ships, including NOx emissions.
 - Uduak-Joe Ntuk, (Director of Petroleum Administration, City of Los Angeles) stated that the purpose of the CSC representatives on the TAG is to act as “translators” of the technical information. He stated that in the meeting they saw data presented by staff, discussed trends for the reductions in toxic air pollution over the years, and had discussions about the South Coast AQMD presentations on the emissions inventory and monitoring. He stated that CARB also described their work on the emissions inventory, discussed how they apply models, methodologies and computer software to develop the data. He also said that there was a sensor demonstration where they showed how they set up the equipment. He stated that by July 1st, South Coast AQMD staff will start monitoring, including flight-based monitoring plus on-the-ground monitors. He mentioned that it was a good meeting.
- **Community Emissions Reductions Plan (CERP) and Measuring Success**
 - Jo Kay Ghosh, (Director of Community Air Programs, South Coast AQMD) gave a general overview of the CERP. She mentioned that the discussion draft of the CERP was released last week, and thanked CSC members for their contributions to the document. She emphasized that this is not a final draft and it is still a work in progress. She mentioned that each community gets their own CERP, which will be tailored to meet the specific needs of that community. She stated that the focus of today’s discussion is on Chapter 5, which describes the actions to reduce air pollution in this community. She said there is a

comment link on our webpage that people can use to submit comments, which helps staff be more organized when it comes to addressing comments. She also mentioned that the webpage also allows for everyone to see other comments that have been submitted. Comments are due June 24th.

- Jo Kay provided an overview of Chapter 5, which describes the actions to reduce air pollution in this community. She also mentioned that it is important for us to retain flexibility so that adjustments can be made when new information is available, or new findings are available through monitoring. This allows us to be more effective and responsive, but major changes will need to go through the South Coast AQMD Governing Board and California Air Resources Board for approvals.
- Jo Kay discussed the Chapter 5 goals for each action by air quality priority:
 - Chapter 5b – Refineries: Jo Kay described the three actions and goals. The first action is to improve flare notifications; the second action is to reduce emissions from equipment leaks; and the last one is to reduce flaring emissions. All of these actions have the goal towards reducing emissions. She mentioned there are blanks to be filled in, but the CSC can provide suggestions for any part of the actions or goals.
 - Alicia Rivera asked about flaring. She said she sees that the process is leading toward reductions, but she wants to know what reductions are feasible and what reductions are not in terms of emissions.
 - Jo Kay replied that the flaring emissions reductions must go through a rule development process to see what technologies are available, and what changes can be made, which may depend on the reasoning behind the need for flaring. She said this cannot be done through the CERP itself, but the action in the CERP is that we are expressing a commitment to do the rule development research to see what can be done, and then begin to write the rule.
 - Christopher Chavez asked about boilers and wanted to know the timeline and process for BARCT and the rules related to refineries.
 - Jo Kay replied that Proposed Rule 1109.1 is scheduled to go to the Governing Board later this year.
 - Jesse Marquez asked that AQMD provide a list of all technologies that has reduced emissions. He said he hasn't received the list, but he wants to know what exactly can reduce emissions. He wants to know the existing methods now and wants to know what vapor recovery systems exist and if they can be 100 percent efficient or not. He wants AQMD to identify every location or refinery that this applies to. He wants to know the equipment related with flaring. He wants to know everything in the goals and objectives and see the technology that can reduce it and every piece of equipment. He also wants a plan to mandate and implement it.
 - William Koons said he wants to reiterate what Jesse Marquez said. He said there are technologies not being used for vapor recovery. He also said we need to research what is available and provide them with information. He said refineries are complaining about pilot lights. He wants an electronic light

that is not gas related. He said we need to replace all gas pilot lights with non-gas pilot lighters.

- Brissa Sotelo wants to know what Rule 1118 is and what it means.
 - Jo Kay said that Rule 1118 addresses emissions from refinery flares. Ian MacMillan (Planning & Rules Manager, South Coast AQMD), stated that the rule includes a series of requirements for flare minimization plans, vapor recovery, monitoring and mitigation fees. He said that the previous cap for mitigation fees was removed in the latest revision to the rule. He also said that refineries were required to prepare scoping plans to reduce flaring even further and that these scoping plans will be used in the upcoming rule development process.
- Sylvia Betancourt wants to know if the plan will address emissions from accidental flaring events, and she wanted to know about putting a cap on refinery expansions because she didn't see that included in the draft.
- Chris Chavez asked if there is a representative from CARB and he wants to know the status of the BARCT clearinghouse. He asked if there are any updates or new information related to that.
 - CARB staff replied that the information about the BARCT schedules from each air district are on the CARB website.
- Uduak- Joe Ntuk encouraged staff to provide context for the data that was shown (e.g. flaring emissions data)
- Alicia Rivera said she doesn't see much reference to emission reduction goals in the plan, besides flaring. She wants to see an overall emission reduction. She wants to know the average amount of emissions that they are experiencing currently and how they are going to reduce that amount of emissions and by when. She said they don't see any specific emission reduction plan or additional requirements for refinery boilers and heaters. She wants to know what AB 617 is going to provide and she would like to see a requirement for wet scrubbers on all catalytic crackers. She said they don't see anything about goals for 50 percent cuts in all refinery pollutants, and she wants to see cuts by 2030. She asked if the South Coast AQMD has plans for a phase out of fossil fuels and said that we are at risk, and there is no cap on refinery expansion. Alicia wants to know how we will address improving VOC's, because the CERP doesn't describe specific goals for this.
 - Jo Kay noted that there are many rules that apply to refineries that are currently in development, which include a rule addressing the emissions from the boilers and heaters. She said that part of the challenge is that it's hard to figure out how to go above and beyond what the rule requires because the rule is still being developed. She said there could be additional collaborations. She also said she wants to discuss goals and what we can do to pursue them. She said that the actions to reduce leaks will reduce VOC emissions, but it is impossible to quantify how much emission reduction they can achieve because the leaks are not currently known.

- Chapter 5c - Ports. Jo Kay described the three actions, which are to reduce leaks from oil tanks, reduce emissions from ships and harbor craft, and reduce emissions from port equipment (cargo-handling equipment) and drayage trucks. She went over the goals for each action.
 - Chris Chavez said that it would be helpful if we are not overly narrow, by making sure we are clearer on certain things in the CERP. In regards to Ports, he wanted to know that we are making sure that we are not just copying and pasting certain aspect of Ports into the indirect source rule. This means that we are tailoring specific communities and are able to talk about how their specific needs are met.
 - Sarah Rees (Assistant Deputy Executive Officer, South Coast AQMD) said staff is working on crafting an MOU with the Ports, to have targets of what the Ports can achieve. Staff is also working on developing indirect source rules on warehouses as well as rail. Sarah said that they are doing all that they can to evaluate and see what makes sense. She said they are aware of proximity to warehouses and residences, as well as certain other regulations that these entities must follow. She emphasized that this is a continuing process.
 - Jill Johnston said that she wants to encourage that the plan have more metrics and details. She wants to know what pollutants we are looking at, see a scale of what actions can reduce the air pollution and see how we may need to prioritize things. She discussed going into detail about mobile monitoring.
 - Jesse Marquez asked AQMD to consult about setting agendas. He said tonight should have been dedicated to Ports because this is an important issue. He said that the AB 617 law is mandatory and he wants to see a list of all sources of emissions (an inventory). He wants AQMD to facilitate and identify what is not there or what has been left out as a source. He also wants to see a technology list. Jesse wants to mandate that the port provide all of this data. He wants a rule and a regulation.
 - Sylvia Betancourt said as they talk about reductions and impacts, she didn't see any goals or methods that are achieving a health standard. She wants to tie reductions in emissions to improvements in health outcomes.
 - Jill Johnston said they want to see benefits to the community. She said she wants to understand what pollutants will be reduced. She said they are collecting information so that they can measure it and estimate some health benefits.
 - Linda Bassett agreed with Sylvia, and she wanted to know what reduction in emissions will lead to reductions by at least 50%. She is concerned about the health of the children and the community. She is interested in knowing information about cause of death and illness.
 - Jo Kay replied that while a lot of health data is available (through other agencies), cause of death information is not always accurate. However, she did say hospitalization data is pretty good. She emphasized that improving public health is important as we

implement AB 617, but health is complex and air pollution is just one of the many factors that cause health problems. She said that while AB 617 can make improvements in terms of air quality, we must rely on other agencies and organizations to make improvements for the other factors that contribute to improved public health. A lot of factors are beyond the realm of what South Coast AQMD can do, but our partners can help.

- Alicia Rivera wanted to know if it is possible to set pollution prevention requirements in rules before finishing air quality monitoring, and identify new requirements for specific emission reductions.
 - Jo Kay replied that the rule language will describe actions that prevent the release of pollution, including equipment that may help prevent the pollution from being released.
- Chapters 5d, 5e, 5f, 5g – Neighborhood Truck Traffic, Oil Drilling and Production, Railyards, and Schools, Childcare Centers and Homes. For Neighborhood Truck Traffic, Jo Kay described the two actions, which are to reduce truck idling and reduce emissions from heavy-duty trucks. For Oil drilling and Production, she described the actions to reduce air pollution leaks from oil wells and associated facilities, improved public information and notifications around oil drilling and activities, and evaluating Rule 1148 and 1173 series to reduce emissions and require additional reporting. For Railyards, she described the actions to reduce emissions from railyards, including developing an indirect source rule and using incentives. For schools, childcare centers and homes, she described the actions to reduce exposure to harmful air pollutants through public outreach to schools and childcare centers. The actions include reducing harmful air pollutants in schools, reducing exposure to pollutants in homes, and increasing green space areas. She went over the goals and plans for each, and then she briefly went over estimated timelines for each action.
 - William Koons noted that last week a truck caught fire in this community, and he wants this investigated by South Coast AQMD. He also noted that there was a traffic jam that caused 100 trucks to be idling. He said he wants to know more about this and that something be done during incidental happenings. He wants a number to be called for things like this (traffic jams). He also said oil drilling companies should be required to inspect more often and certify pipelines. He recommended not always relying on mobile monitoring. He expressed a recommendation about installing school air filtration systems. He said they should be mandatory in all schools.
 - Jo Kay replied that South Coast AQMD cannot mandate that schools have air filtration systems, but that staff will work with the school districts to address this at high priority schools. As far as abandoned oil wells, mobile monitoring is an efficient way to screen for leaks, which can then be followed up with inspections. As far as traffic jams and the truck that caught fire, these are generally not issues within the purview of the air district, but rather the city.

- McKina Alexander asked if Wilmington Avenue could be added to the truck idling inspection list, specifically the part from the 91 freeway leading to the Ports. She also wants to know who conducts these inspections and how many are available. She also asked how monitoring will be subsidized.
 - Jo Kay replied that SCAQMD and CARB enforcement are responsible for these truck idling inspections, and that this location can be added to the list for the CSC to prioritize. Monitoring is being funded through AB 617 funds.
- Jesse Marquez noted that South Coast AQMD met with him and discussed his concerns and suggestions. He wants to know about the TSI Q-Trak monitor for VOCs. He thinks someone should be sent with a hand-held meter to check for VOC leaks. He suggested that community members use these meters to find leaks, and then South Coast AQMD can follow up. He wants to make complicated things simpler and emphasized partnerships.
- McKina Alexander said that truck traffic has increased in Wilmington and suggests addressing that.
- Salvador Lara asked about green spaces at schools or parks for people to spend time. He said that past projects didn't last due to lack of watering and water use restrictions. He noted that this lack of maintenance makes it difficult for them to have green space in Wilmington.
- Alicia Rivera said that she wants to submit comments on oil drilling. She asked why the plan is not addressing sulfur reductions, carbon sulfide or other chemicals. She said hydrogen sulfide can be bad for people living by oil wells. Also that there is not a clear commitment for new regulations, and that the plan continues to require monitoring before taking actions. She stated that we need to assume that oil drilling facilities are guilty until they prove they are otherwise and write a regulation.
- **California Air Resources Board (CARB) Enforcement Actions:**
 - Crystal Reul-Chen (CARB Enforcement) noted that information about CARB enforcement is available in the presentation packets as well as Chapter 4 of the CERP discussion draft. She noted that since there was no time to present during the meeting tonight, she provided her contact information in case anyone wanted to contact her.
- **Announcements, Future Meeting Dates:**
 - Valerie (Facilitator) mentioned that the next CSC is on July 11 at the Wilmington Senior Center, and that the next meeting will discuss comments received on the Discussion Draft CERP. Staff needs to receive these comments by June 24th. At the next meeting, the CSC will also discuss the implementation of CAMP.
 - Valerie also mentioned some upcoming South Coast AQMD meetings that may be of interest to this community.
- **Public Comments:**
 - Harvey Eder discussed a proposal for solar electric trucks. He is working on financing and he wants to get serious with it.

General Recap of the Input provided by the CSC during this meeting

General

- The CSC members would like clearer emissions reductions outlined in the CERP. They would like information about the current average emissions right now and a plan to reduce these emissions by a certain deadline. Furthermore, the CSC requested we specify what pollutants will be targeted and their diurnal trends (i.e. at what time of the day will levels be highest)
- The CSC members would like to see improvement in community health. They would like to obtain data from hospitals (e.g. asthma attacks) and reduce the number by 50%
 - Staff explained to the CSC that there are many factors that contribute to human health, and air pollution is only one of these factors. A 50% reduction goal in asthma hospitalizations would require other contributions from partner agencies, organizations, and other entities.

Refineries

- CSC members would like to see a timeline on BARCT implementation as well as the process and for updating all refinery rules.
 - CSC would like to know what AB 617 is doing beyond the RECLAIM sunset
- CSC members would like a cap or moratorium on refinery expansion
- CSC members requested that staff assess whether a 50% reduction in flaring is feasible
- CSC members would like reductions in flaring emissions and more information on existing technology that can reduce flaring emissions (e.g. vapor recovery systems)
 - The CSC members would like the staff to provide information on current vapor recovery technology
 - Furthermore, the CSC would like staff to report the emissions from accidental or unplanned events and their cumulative impacts
- CSC members would like a revision to the language in Chapter 5b, page 5-3 to say that the rule development includes but is not limited to, emissions from boilers and heaters
- CSC members would like to see a 50% reduction in refinery pollution by 2030
- CSC members would like the refinery emissions inventories to be adjusted based on the Flux sense study results
- CSC members would like requirements for the usage of wet scrubbers for catalytic crackers and for electric pilot lights to replace gas pilot lights on flares.

Ports

- CSC members requested that the staff does not simply copy and paste the CAAP into Indirect Source Rule
- CSC members do not feel that CARB's At-Berth rule meets AB 617 requirements, as AB 617 says emissions must be reduced from all sources

Neighborhood Truck Traffic

- CSC members requested an inventory of truck emissions

- CSC members would like to add Wilmington Ave. (from the 91 to the Ports), as a potential area for truck idling sweeps. Furthermore, there is significant truck idling on Lomita and Wilmington Ave. due to long train passing time-trucks idling at this time

Oil Drilling and Production

- CSC members would like to see all active and abandoned oil wells and pipelines inspected.
- CSC members would like to have community conducted monitoring to help inspect all oil wells, including those that are in people's yards. They proposed doing this with a hand held meter to quickly find leaks. They would like South Coast AQMD staff to follow up on the leaks found.
- CSC members would like South Coast AQMD to address sulfur emissions (e.g., H₂S, disulfide, and SO₂) from oil wells, as the odors are a nuisance to the community.

Schools, Childcare Centers and Homes

- CSC members are concerned that green spaces don't last in the community due to a lack of maintenance and water resources. Maintenance becomes a burden on the residents, and watering green spaces is expensive due to high costs of water use.