

Community Air Initiatives

East Los Angeles, Boyle Heights,
West Commerce Community
Steering Committee Meeting #4

*Thursday, March 28th, 2019
Boyle Heights, CA*



Making Progress

Community Reported Air Quality Concerns

Air Quality Concern Prioritization

Strategies and Proposed Actions for Reported Air Quality Concerns (Part 2)

November

January

February

March

April

May

Community Boundary Discussion

Strategies and Proposed Actions for Reported Air Quality Concerns (Part I)

Draft Air Monitoring Plan

Submit Air Monitoring Plan to the California Air Resources Board (CARB)

Draft Community Emissions Reductions Plan

Current Rule Development Efforts:

Best Available Retrofit Control Technology (BARCT)



Best Available Retrofit Control Technology (BARCT)

- Is defined in the California Health and Safety Code Section 40406

“...an emission limitation that is based on the maximum degree of reduction achievable, taking into account environmental, energy, and economic impacts by each class or category of source.”

- BARCT analysis is conducted for each equipment category and fuel type
- BARCT is reassessed periodically and is updated as technology advances
- AB 617 requires BARCT implementation by the end of 2023

Example of Command-and-Control BARCT Rules



Boilers and
heaters



Non-refinery
flares



Power plants



Turbines



Engines

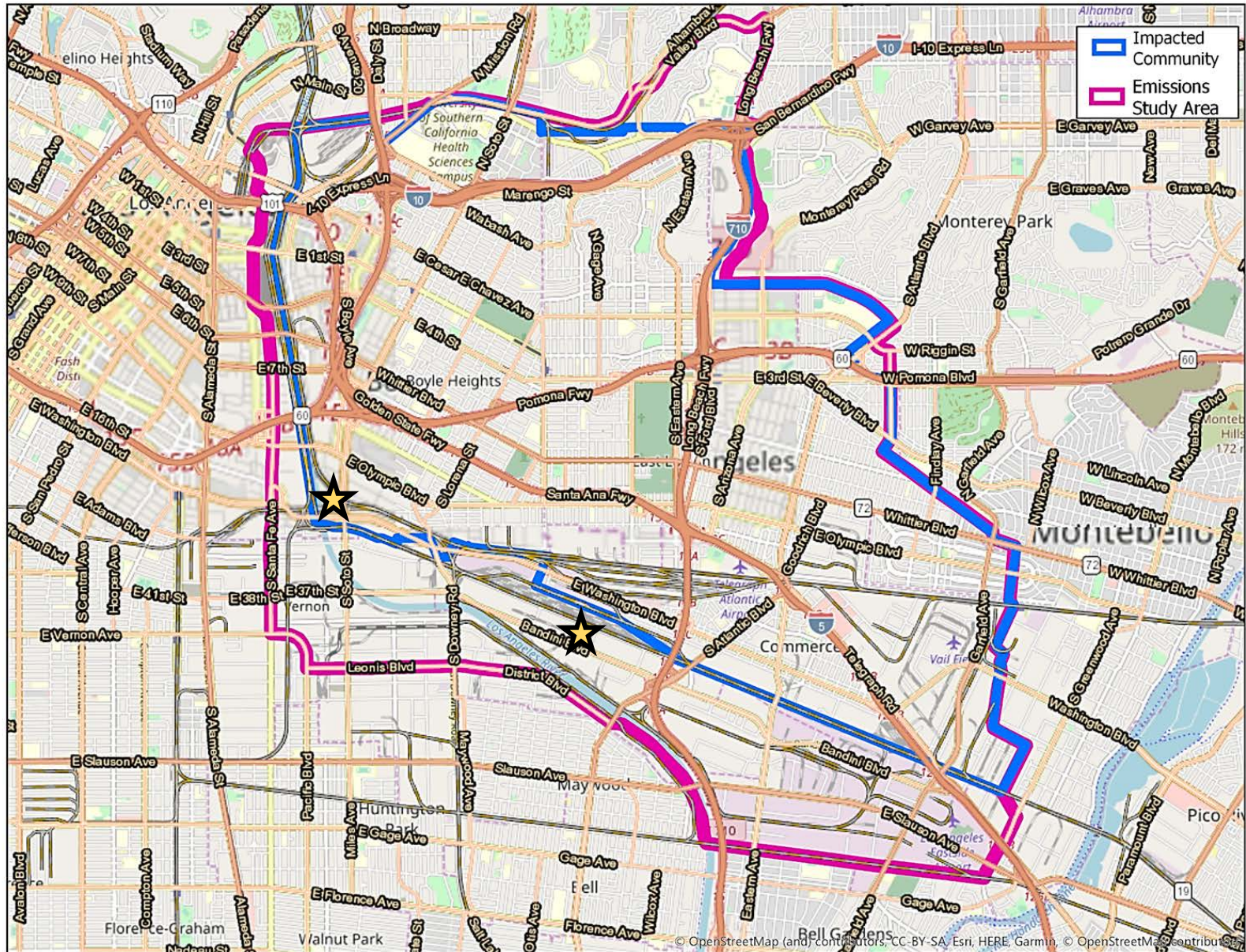


Refineries



Miscellaneous
combustion
sources

RECLAIM Facilities



More Information on BARCT Rulemaking



Working group and hearing deadlines:
<http://www.aqmd.gov/home/rules-compliance/reclaim-transition>

Current Efforts:

Indirect Source Rules (ISR) or
Facility Based Mobile Source
Measures (FBMSM)



Facility Based Measures



SCAQMD Board directed staff to develop approaches for five facility sectors:

Facility Based Mobile Source Measures included in **2016 Air Quality Management Plan** to reduce regional smog (ozone and fine PM)

- **Warehouses** – Pursue Indirect Source Regulation (ISR)
- **Rail Yards** – Pursue ISR
- **Ports** – Develop MOU with ports to implement Clean Air Action Plan (CAAP)
- **Airports** – Develop MOU with airports to create and implement Air Quality Improvement Plans
- **New/Redevelopment Projects** – Further study on potential ISR or other approaches

Indirect Source Rules (ISR)

SCAQMD can create and enforce rules to regulate **Indirect Sources**

*An “Indirect Source”
is a facility that
“attracts mobile sources”*

Important considerations for ISR

- **Air quality impact regionally and locally**
- **Limits on legal authority** (air district-state-federal, court decisions, preemption, etc.)
- **Implementation**
 - Complicated relationships between facility owners, operators, cargo owners, truckers, etc.
 - Rule must be **feasible for industry, and enforceable by air district**
- **Cost of regulation**
 - Cleaner vehicles (purchase price, fuels, infrastructure, incentives, etc.)
 - Health impact on community from emissions

Process

- Individual working groups and public process under way since 2017 for each facility sector
 - More info available at: www.aqmd.gov/fbmsm
 - E-mail listserv available at: www.aqmd.gov/sign-up
- Currently anticipated Public Hearings for SCAQMD Board to consider measure adoption:



November: **MOUs for airports and ports**
December: **Warehouse ISR**

Rail Yard ISR



Initial Ideas for Actions in the Community Emissions Reduction Plan (CERP) and Community Air Monitoring Plan

Prioritized Air Quality Concerns in East Los Angeles, Boyle Heights, and West Commerce

You have prioritized these air quality concerns in this community:

1. **Neighborhood Truck Traffic (Including from/to Warehouses and Railyards)**
2. **Railyard (On-site Emissions)**
3. **Warehouse (On-site Emissions)**

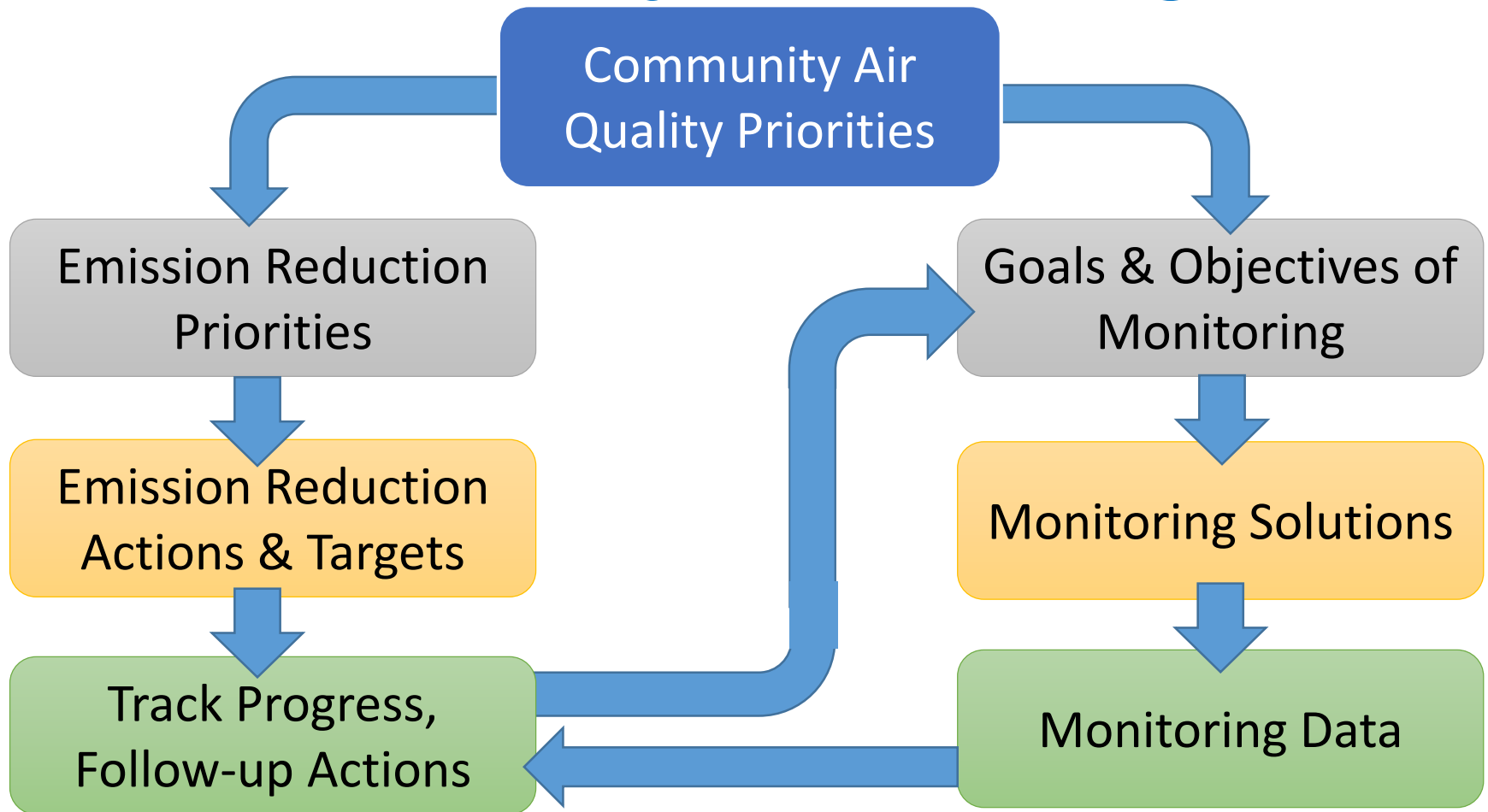
Highest priorities

Today, we will focus on discussing actions to address these top 3 priorities

4. Schools, etc.
5. Metal Processing
6. Toxic Waste Facilities (Including Household Waste Facilities)
7. Rendering Facilities (Rule 415 Update)
8. Auto Body Shops
9. Valmont Coatings

Additional priorities
To be discussed in April
(CSC Meeting #5)

Community Emissions Reduction Plan and Community Air Monitoring Plan



Deadline for CERP to be approved: September 2019

Deadlines for Air Monitoring Plan
Submit Plan: May 2019
Implementation: July 2019

Neighborhood Truck Traffic (Including to/from Warehouses and Railyards)

(Slide 1 of 2)



Monitoring:

- Identify impacted community areas near truck traffic corridors with the highest levels of diesel pollution

Truck Traffic Data:

- Traffic counter data, or CARB license plate readers to identify “frequent flyers” for potential incentive funding

Enforcement:

- Focused idling sweeps targeting areas near schools and other impacted community areas

Incentives / Outreach:

- Replacement of old trucks for cleaner trucks through Prop 1B, Carl Moyer, and AB 617 funds
- Targeted outreach to heavy duty diesel equipment owners for potential incentives
- Charging infrastructure

Initial CERP Ideas

These measures are either new or could have new components based on committee feedback and priorities

Neighborhood Truck Traffic (Including to/from Warehouses and Railyards)

(Slide 2 of 2)



Rules, Regulations, and Agreements

- Facility Based Measures (ISR)
- CARB Drayage Truck Regulation Amendment
- CARB Truck and Bus Rule

Collaboration with Other Agencies

- Data on traffic flows
- Control travel time/stoplights for traffic
- Potential ordinances on permissible truck routes and time of day when truck traffic allowed
- Potential ordinances on truck parking zones
- Buffer zones

Initial CERP Ideas

These measures are either new or could have new components based on committee feedback and priorities

Air Monitoring: Neighborhood Truck Traffic

CSC Concerns and Available Monitoring Strategies

Source Monitoring

Identify highly impacted areas / intersections

Support inspections and CERP

Address specific CSC concerns



Community Exposure

Assess extent of potential exposure

Address specific CSC concerns

Engage / educate community

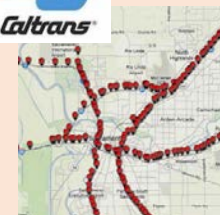


Special Interests

Identify idling truck locations and high emitters

Propose alternative truck routes

Inform CARB, SCAG, and other agencies



Railyard (On-site Emissions)

Initial CERP Ideas

Trains and Railyard Emissions



Monitoring:

- PM monitoring

Rules and Regulations:

- Facility Based Measures (ISR)
- CARB Cargo Handling Equipment
- CARB Drayage Truck Regulation

Incentives:

- Locomotive (switcher, line-haul), cargo handling equipment replacements

These measures are either new or could have new components based on committee feedback and priorities

Air Monitoring: Railyards (On-site Emissions)

CSC Concerns and Available Monitoring Strategies

Source Monitoring

Assess spatial and temporal variability of emissions

Identify activities that may lead to increase emissions

Support inspections and CERP



Community Exposure

Assess extent of potential exposure

Address specific CSC concerns

Engage / educate community



Warehouses

On-site Emissions



Monitoring:

- Fenceline monitoring
- Data could support future enforcement action if necessary

Rules and Regulations:

- Facility Based Measures (ISR)
- CARB Rules (TRU, zero-emissions, fleets)

Collaboration with Other Agencies:

- Discuss zoning with city/county agencies
- Zero-emission infrastructure on-site

Incentives / Outreach:

- Identify funds to prioritize cleaner technology on-site
- Charging and/or fueling infrastructure for on-site equipment
- Outreach and awareness for new warehousing facilities

Initial CERP Ideas

These measures are either new or could have new components based on committee feedback and priorities

Air Monitoring: Warehouse (On-site Emissions)

CSC Concerns and Available Monitoring Strategies

Source Monitoring

Fenceline monitoring to characterize emissions

Support inspections and CERP

Address specific CSC concerns



Community Exposure

Assess extent of potential exposure

Address specific CSC concerns

Engage / educate community



AB 617 Monitoring Strategies

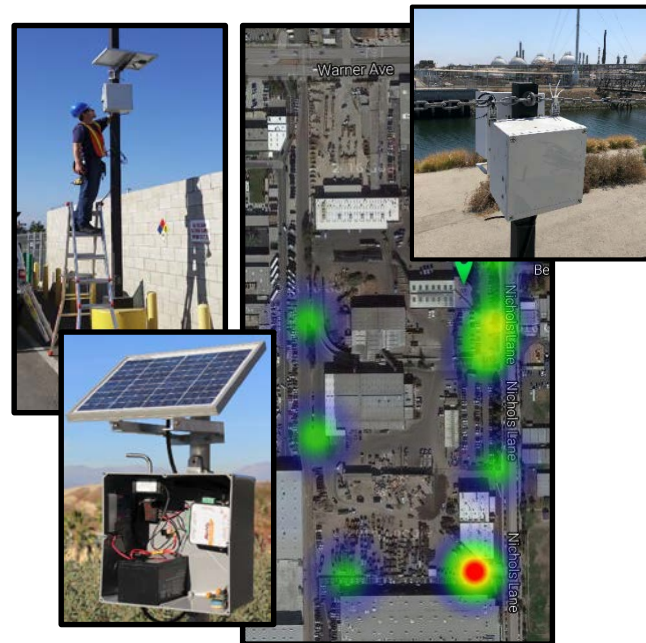


Mobile
Platforms

Regulatory Monitoring Stations



Low-Cost Sensor Networks



Proposed Air Monitoring Approach

Mobile Monitoring

- Survey large areas
- Identify hotspots and unknown sources
- Support inspections and enforcement actions
- Inform emission reduction efforts



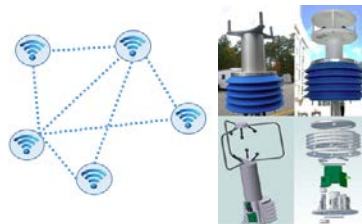
Fixed Monitoring

- Characterize emission sources
- Assess potential community exposure
- Support CERPs
- Track progress



Sensors

- Supplement fixed monitoring
- Engage and educate community
- Characterize spatial and temporal variations

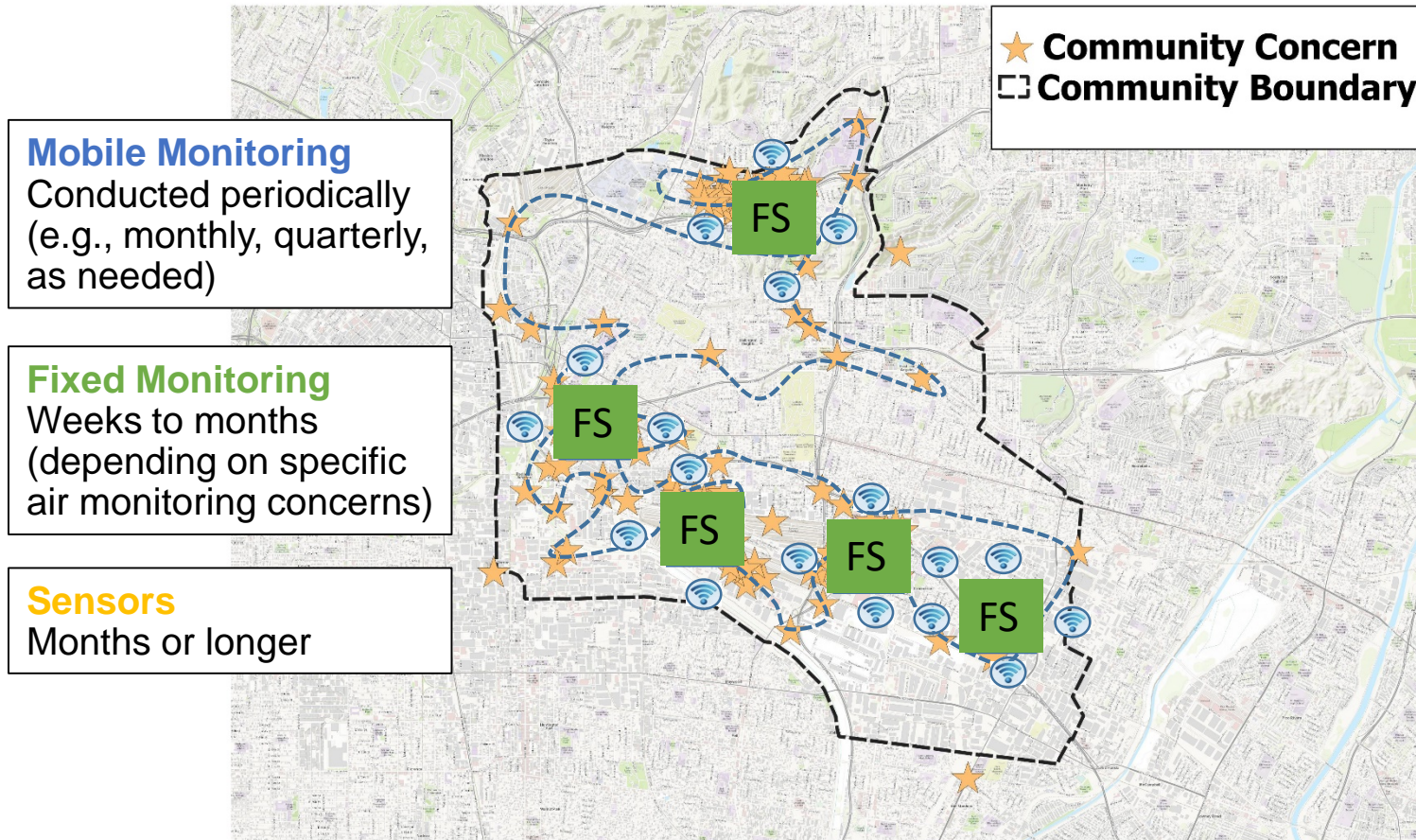


Assess

Review

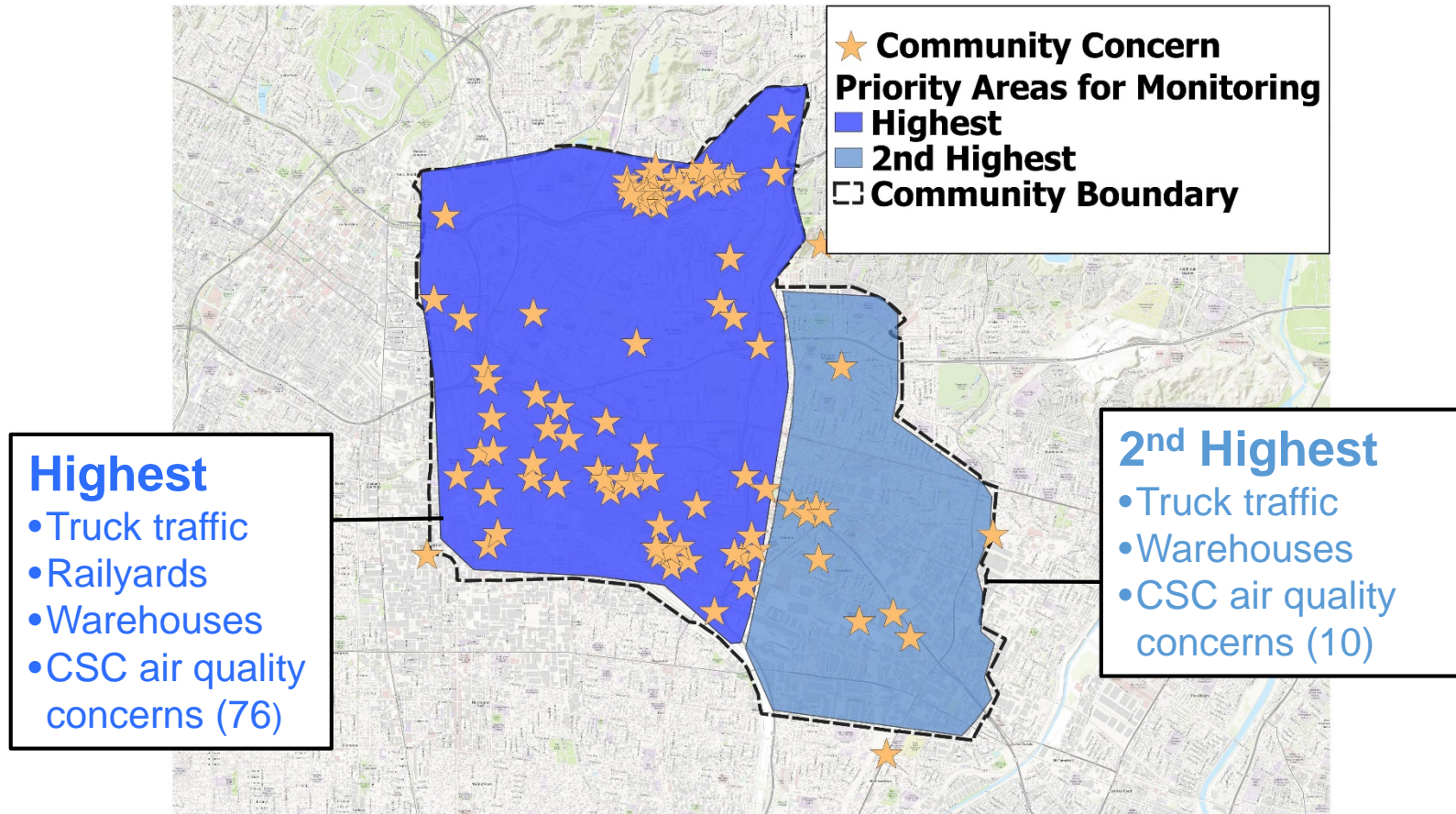
Recommend

Proposed Air Monitoring Approach (Example)



FS Fixed Stations

Proposed Air Monitoring Approach (Prioritization)




Air Monitoring: Summary

- Community air monitoring plans and objectives are being developed based on community input, current knowledge of air pollution sources, and CERP measures
- Appropriate monitoring technologies and strategies will be selected based on the monitoring objectives
- Plans will be revised based on:
 - New information from large area surveys
 - Lessons learned from monitoring activities
 - Community feedback
 - Time needed to satisfy air monitoring objectives

Contact Us!

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We will be available after the meeting to answer your questions!



Option 1: Large Group Activity

- **Purpose:** So you can ask questions and provide input on these ideas for actions in the Plans
- **Format:**
 - Large group will discuss Air Quality Concern categories for 40 minutes.
 - Facilitators/staff will pass the mic so that the entire group may hear the question or concern from the CSC.
 - Subject leads will participate in Q & A with the entire group.
 - Note Takers will note concerns of the entire group.
 - Facilitator will Report Back at the end of activity.



Option 2: Small Group Activity

- **Purpose:** So you can ask questions and provide input on these ideas for actions in the Plans
- **Format:**
 - Split into groups:
Each group will discuss each of the 3 Air Quality Concern categories for 15 minutes.
 - Subject leads will be at each CSC table, and in the Public group. Subject leads will rotate for the 2 remaining CSC tables.
 - Facilitator and Note Taker in each group.
 - Report Back and Q & A at the end of activity.



Activity Discussion Questions

1. Which of the proposed actions in this air quality concern category are the highest priorities?
2. Does the proposed monitoring approach support the other actions (enforcement, emission reductions)?
 - ❖ This is your opportunity to provide input to staff who will draft the air monitoring plan
3. What additional ideas do you have to address this air quality concern?
4. For Neighborhood Truck Traffic: What are the highest priority locations to address truck traffic or truck idling?

Next steps and important reminders

Future meeting dates and locations:

- CSC Meeting #5: April 25 (6:00 p.m.-8:00 p.m.) at East Los Angeles Service Center
(Survey response will determine if future meetings will be longer)

Future meeting potential topics:

- Discuss remaining Strategies and Proposed Actions for Reported Air Quality Concerns:
 - Schools, etc.
 - Metal Processing
 - Toxic Waste Facilities
 - Rendering Facilities
 - Auto body Shops
 - Valmont Coatings
- How to develop targets/goals for each Proposed Action for Air Quality Concerns

Next steps and important reminders

Technical Advisory Group (TAG):

Primary Member

Marisa Blackshire (BNSF)

Hector J. Garcia (Our Lady of Victory)

Rafael Yanez (Active Resident – East Los Angeles)

**Next TAG
Meeting:
Late Spring
2019**

- Please **send us your biographies** as soon as possible
- Please **fill out survey** and provide to staff

Thank you
for the hard work!

More information on AB 617:

www.aqmd.gov/AB617

Email: AB617@aqmd.gov

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