Community Air Initiatives

San Bernardino, Muscoy Community Steering Committee Meeting #4

Thursday, March 21st, 2019
San Bernardino, CA

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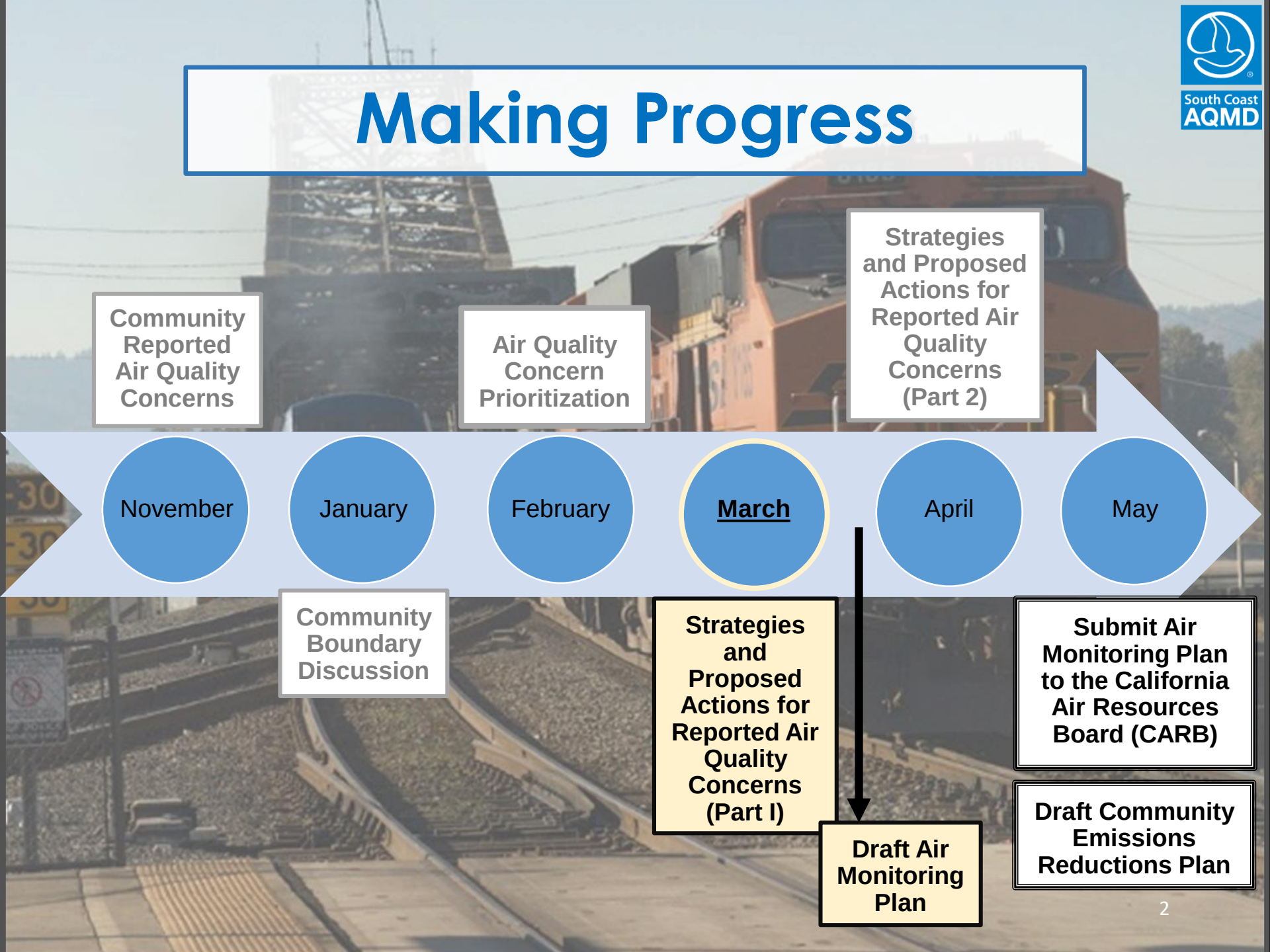
Making Progress



Current Rule Development Efforts:

Best Available Retrofit Control Technology (BARCT)

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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

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More Information on BARCT Rulemaking

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

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Current Efforts:

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

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Facility Based Measures

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

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

- **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

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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

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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

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Prioritized Air Quality Concerns in San Bernardino and Muscoy

You have prioritized these air quality concerns in this community:

1. **Neighborhood Truck Traffic (including from/to warehouses)**
2. **Railyard**

Highest priorities

Today, we will focus on discussing actions to address these top 2 priorities

3. Warehouse On-site Emissions
4. Schools, etc.
5. Traffic (freeway and streets)
6. Cement Batch Plants

Additional priorities

To be discussed in April (CSC Meeting #5)

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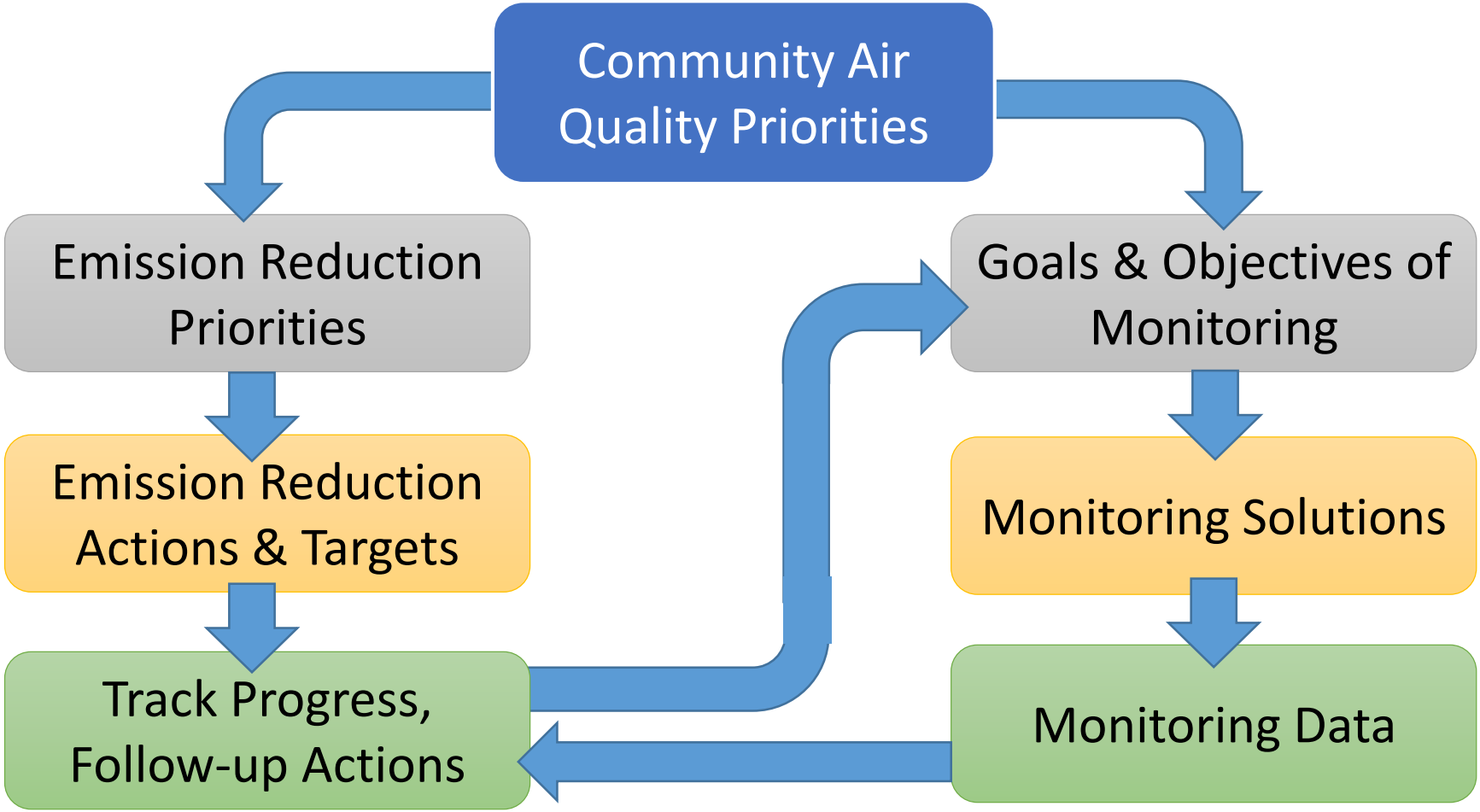
Community Emissions Reduction Plan and Community Air Monitoring Plan



Deadline for CERP to be approved: September 2019

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

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Neighborhood Truck Traffic (including in/from warehouses and the BNSF railyard)

Initial CERP Ideas

(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

Rules, Regulations, and Agreements

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

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

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Neighborhood Truck Traffic (including in/from warehouses and the BNSF railyard)

Initial CERP Ideas

(Slide 2 of 2)

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

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

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Air Monitoring: Neighborhood Truck Traffic

CSC Concerns and Available Monitoring Strategies

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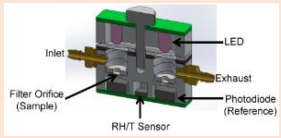
Source Monitoring

Mobile monitoring (**New**)

Fixed monitoring (**New**)

BC and VOC sensors (**New**)

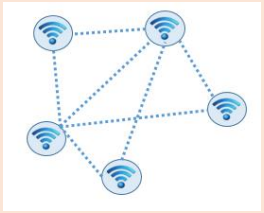


Community Exposure

Mobile monitoring (**New**)

Fixed monitoring (**New**)

Sensor networks (**AQ-SPEC** / **New**)



Special Interests

CARB license plate camera system (**New**)

Traffic counters (**New**)

Fixed and mobile monitoring (**New**)

BNSF Railyard Onsite

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

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Air Monitoring: BNSF Railyard

CSC Concerns and Available Monitoring Strategies

Source Monitoring

Fixed/Fenceline monitoring (**New**)

Mobile monitoring (**New**)

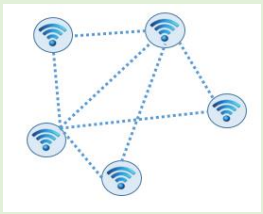
Sensors (**New**)

Community Exposure

Mobile monitoring (**New**)

Fixed monitoring (**New**)

Sensor networks (**AQ-SPEC** / **New**)



Special Interests

CARB license plate camera system (**New**)

Traffic counters (**New**)

Fixed and mobile monitoring (**New**)

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

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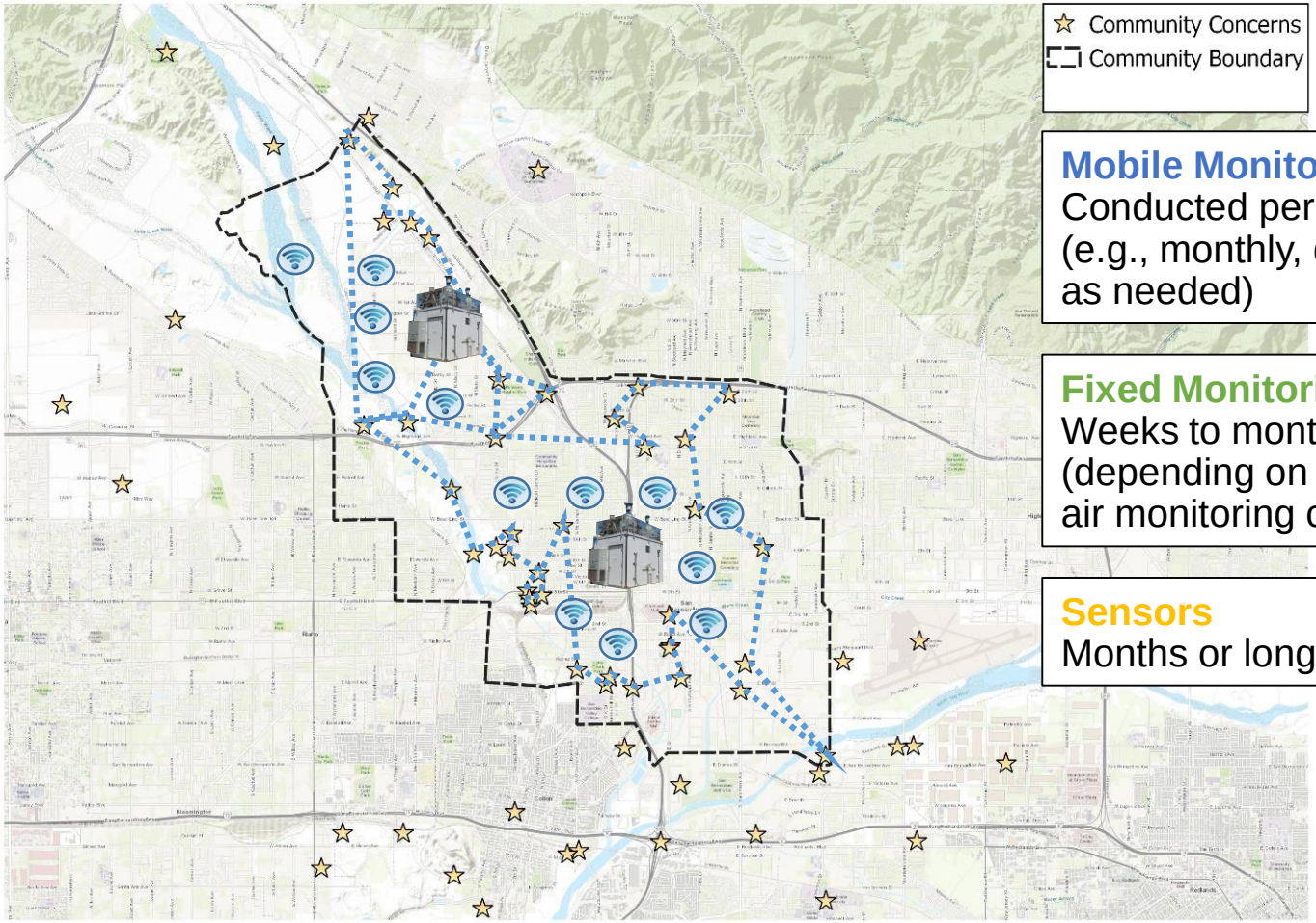
Proposed Air Monitoring Approach (Example)



Mobile Monitoring
Conducted periodically (e.g., monthly, quarterly, as needed)

Fixed Monitoring
Weeks to months (depending on specific air monitoring concerns)

Sensors
Months or longer

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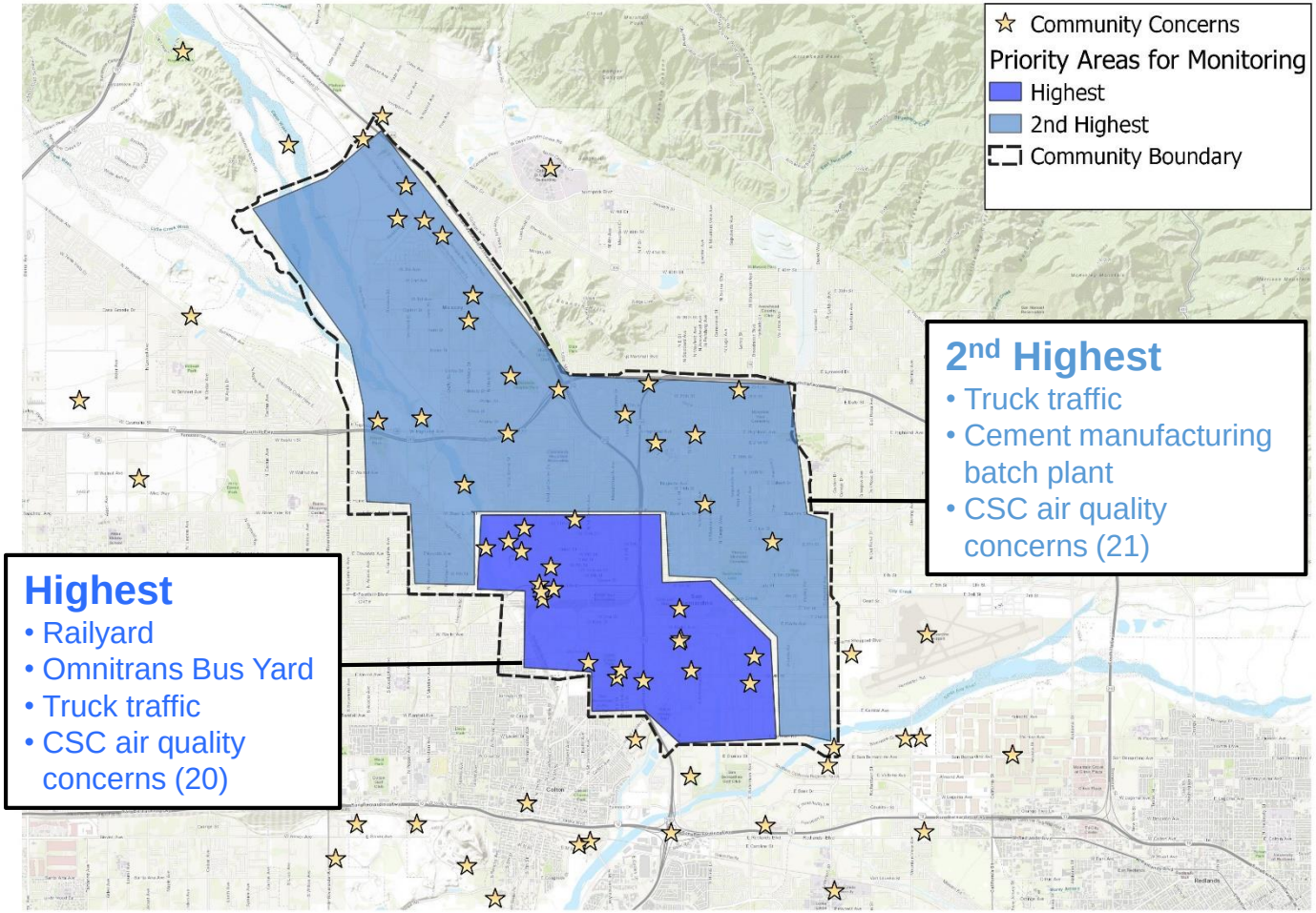
Proposed Air Monitoring Approach (Prioritization)



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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

Discussion Activity

- **Purpose:** So you can ask questions and provide input on these ideas for actions in the Plans
- **Format:**
  - Each group will discuss each of the 2 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 CSC tables.
  - Facilitator and Note Taker in each group.
  - Report Back and Q&A at the end of activity.

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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 18 (6 p.m.-8 p.m.) at San Bernardino County Transportation Authority

Future meeting potential topics:

- Discuss remaining Strategies and Proposed Actions for Reported Air Quality Concerns:
  - Warehouse On-site Emissions
  - Schools, etc.
  - Traffic (freeway and streets)
  - Cement Manufacturing Batch Plants
- How to develop targets/goals for each proposed air quality concern action

Next steps and important reminders

Technical Advisory Group (TAG):

Primary Member
Ryan Sinclair (Loma Linda University)
Andreas Beyersdorf (California State University, San Bernardino)
Tammy Yamasaki (Southern California Edison)

Next TAG Meeting: Late Spring 2019

- Please **send us your biographies** as soon as possible
  - Biographies received are posted here: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/roster-with-bios.pdf?sfvrsn=8
- Please **Sign the charter**

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for the hard work!
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