

AB 617 - SELA

COMMUNITY STEERING COMMITTEE
QUARTERLY MEETING #4 (2022)

VIRTUAL MEETING

DECEMBER 8, 2022

Gina Triviso
Senior Public Affairs Specialist



SELA CSC 2022

Member Updates



AB 617 – 2023 COMMUNITY STEERING COMMITTEE SCHEDULE (SELA)

March 23, 2023	Community Steering Committee Meeting	September 21, 2023	Community Steering Committee Meeting
June 22, 2023	Community Steering Committee Meeting	November 16, 2023	Community Steering Committee Meeting

COMMUNITY LIAISON

Southeast Los Angeles (SELA)

<http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134>

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Update on Statewide Strategies

**Southeast Los Angeles
Community Steering Committee Meeting**

December 8, 2022

Proposed Advanced Clean Fleets Regulation

What is it?

- A medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 wherever feasible
- 100% zero-emission vehicle sales requirement by 2040

Who is regulated?

- Drayage trucks, public agencies, federal governments, and high-priority fleets that own or control trucks, buses, and shuttles

How are they regulated?

High Priority Fleets

- Begin phase-in zero-emission vehicles 2025 and achieve 100% zero-emission for all box trucks, vans, buses & yard tractors by 2035

Public fleets

- New vehicle purchases must be zero-emission 50% in 2024; 100% in 2027

Manufacturers

- 100% zero-emission vehicle sales requirement by 2040

Drayage trucks

- Starting in 2024, newly added drayage trucks must be zero-emissions
- By 2035, all drayage trucks must be zero-emissions



Proposed In-Use Locomotive Regulation

What is it?

- The regulation is comprehensive plan to reduce emissions from diesel-powered locomotives and increase the use of zero emissions technology.

How would they be regulated?

- Starting in 2024 – limits on idling, new reporting requirements, and spending accounts for new equipment
- Starting in 2030 – in-use operational requirements for locomotives, new engines require ZE configuration



Questions for CARB?

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CARB Community Liaison For SELA

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or

Community Air Protection Program

CommunityAir@arb.ca.gov

AireComunitario@arb.ca.gov



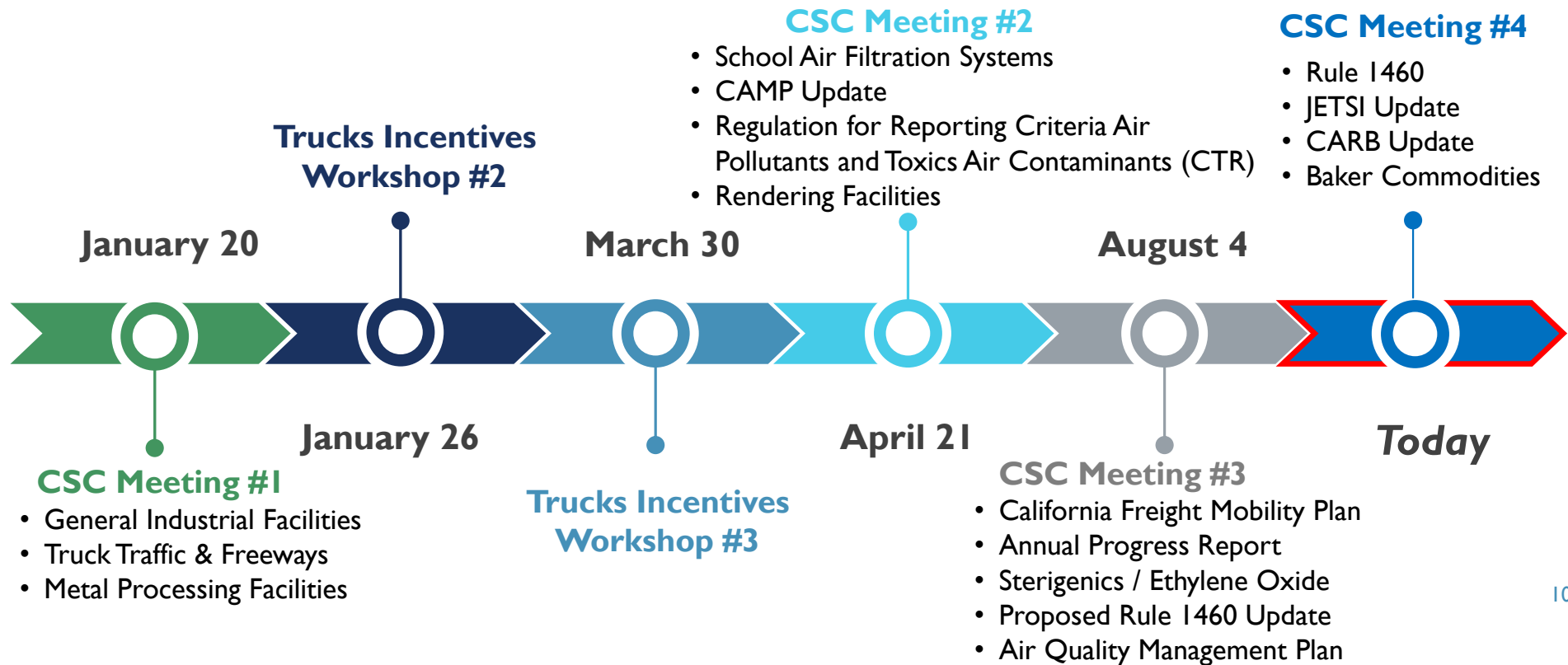
COMMUNITY EMISSIONS REDUCTION PLAN (CERP) IMPLEMENTATION

2022 SELA COMMUNITY STEERING COMMITTEE (CSC) QUARTERLY MEETING #4
DECEMBER 8, 2022



Nish Krishnamurthy, Ph.D. - Air Quality Specialist

2022 SELA CSC MEETING TIMELINE



METAL PROCESSING FACILITIES



RULE 1460 – BACKGROUND

- Chapter 5e – Metal Processing Facilities, Action B*
 - **Goal:** Reduce exposure to metal toxic air contaminants to the extent feasible
 - **Action:** Initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions
- **Objective:** Provide Rule 1460 overview and status of rule adoption



*<http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/final-cerp.pdf?sfvrsn=9#page=116>



RULE 1460 – CONTROL OF PARTICULATE EMISSIONS FROM METAL RECYCLING AND SHREDDING OPERATIONS

SELA CSC Quarterly Meeting

December 8, 2022

Background

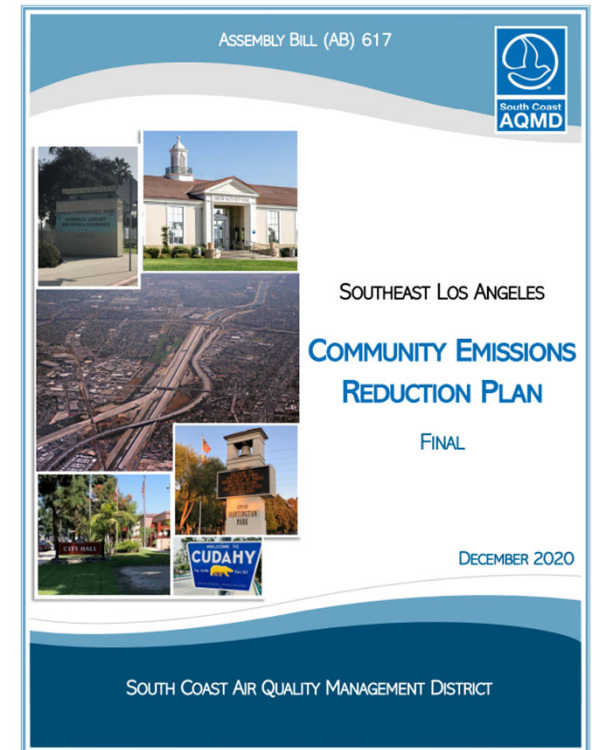
- The Southeast Los Angeles CERP (adopted December 2020) included the following strategy:

Chapter 5e: Metal Processing Facilities

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

- Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations* was adopted on November 4, 2022, to address community concerns identified through the AB 617 process
- Applicable to metal recycling and metal shredding facilities
 - Approximately 200 metal recycling facilities
 - Five metal shredding facilities

*<http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/r1460.pdf?sfvrsn=8>



Housekeeping Requirements



- Daily cleaning of vehicle/equipment paths and areas where metal recycling and shredding activities occur
- Use prescribed cleaning methods
 - Defined as a process to remove or collect debris using a wet mop, damp cloth, wet wash, low-pressure spray nozzle, wet vacuum, dry vacuum with dust suppression, or a combination of the above methods which minimizes Fugitive Dust emissions
- Store material collected from housekeeping in closed containers

Best Management Practices

- Apply water prior to loading and unloading, handling and processing scrap metal
 - Use of recycled water or recycling water on-site is encouraged
- Use covers, enclosures, or watering for metal storage piles
- Pave traffic and metals recycling areas
- Prevent track-out of material off-site
- Facilities within 100 meters of a sensitive receptor* must:
 - Monitor wind speed, and
 - Cease specified scrap metal recycling operations if wind speeds exceed 25 miles per hour



*Sensitive receptors are residences including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing

Additional Requirements


- Existing facilities will be required to:
 - Register with South Coast AQMD by July 1, 2023
 - Install signage with facility contact information by July 1, 2023
 - Keep records of housekeeping, amount of scrap metal processed, complaints received and, if applicable, wind monitoring data
- New facilities will be required to:
 - Pave traffic and metal recycling areas with concrete
 - Install and operate new metal shredder equipment within a building enclosure
- New Metal Shredding Facilities will be required to store metal shredder residue in a building enclosure
 - Metal shredder residue is left over material after the shredding process that is collected and discarded

TO REPORT AIR QUALITY ISSUES SUCH AS ODORS, DUST, OR SMOKE FROM THIS FACILITY, PLEASE CALL [FACILITY CONTACT AND PHONE NUMBER] OR THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AT 1-800-CUT-SMOG®

PARA REPORTAR PROBLEMAS DE CALIDAD DEL AIRE COMO OLORES, POLVO O HUMO DE UNA INSTALACIÓN, LLAME A [CONTACTO DE LA INSTALACIÓN Y NÚMERO DEL TELÉFONO] O AL EL DISTRITO DE ADMINISTRACIÓN DE LA CALIDAD DEL AIRE DE LA COSTA SUR AL 1-800-CUT-SMOG®



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[PR 1460 Web Page](#) has more information



TRUCKS AND FREEWAYS

TRUCKS AND FREEWAYS – BACKGROUND

- Chapter 5b – Trucks and Freeways, Action K*
 - **Goal:** Reduce emissions from truck traffic and freeways
 - **Action:** Encourage the deployment of zero-emissions trucks in the community where commercially available
- **Objective:** Provide update on the Joint Electric Truck Scaling Initiative (JETSI**) pilot program to deploy heavy-duty electric trucks to better understand challenges and how to address them



*<http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/final-cerp.pdf?sfvrsn=9#page=107>

**Initially presented at the 2022 SELA Quarter #1 CSC Meeting: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-jan20-2022.pdf?sfvrsn=20#page=34>

Joint Electric Truck Scaling Initiative (JETSI)



Coalition for Clean Air
Gladstein, Neandross &
Associates (GNA)

Agenda



Introduction



Project
Background



Deployment



Project Focus



Survey



Next Steps

Introduction



Lawren Markle
Gladstein, Neandross & Associates (GNA)




Kareem Gongora,
Coalition for Clean Air

Project Background

2 Fleet Operators


NFI
SCHNEIDER

100
Battery-Electric Trucks




Volvo Trucks North America and Daimler Truck North America will produce a combined 100 Class 8 battery-electric trucks for regional haul and drayage.

50 Truck Chargers



1 MW
Solar Energy Generation



To charge the vehicles, heavy-duty chargers will be installed at two sites. The chargers at NFI's Ontario facility will utilize renewable electricity generated through solar power, supported by 5 MWh of battery energy storage.

- JETSI is the largest deployment of battery-electric trucks in North America to date, significantly increasing the number of zero-emission heavy-duty trucks available for goods movement while achieving necessary emission reductions.
- CARB and CEC together awarded \$27M to JETSI, with additional funding from South Coast AQMD and MSRC. JETSI is part of California Climate Investments, putting billions of cap-and-trade dollars to work reducing GHG emissions, strengthening the economy and improving public health and the environment – particularly in disadvantaged communities.

Deployment



- Project partners Daimler Truck North America (DTNA) and Volvo Trucks North America (Volvo Trucks) will produce and deliver the Class 8 battery-electric trucks (BETs) for deployment in Schneider and NFI's Southern California fleet operations.
- Operating in disadvantaged communities, the zero-emission trucks will replace the equivalent of over 690,000 diesel-gallons annually while accelerating commercialization of battery-electric trucks.

Project Focus



5.5 Million DGEs

of diesel fuel will be displaced over the eight-year project



8,200 Metric Tons

of greenhouse gas emissions (GHGs) will be reduced each year



5 Weighted Tons

of criteria pollutants will be avoided each year by displacing diesel



239 Long-Term Jobs

sustained, including drivers and service technicians

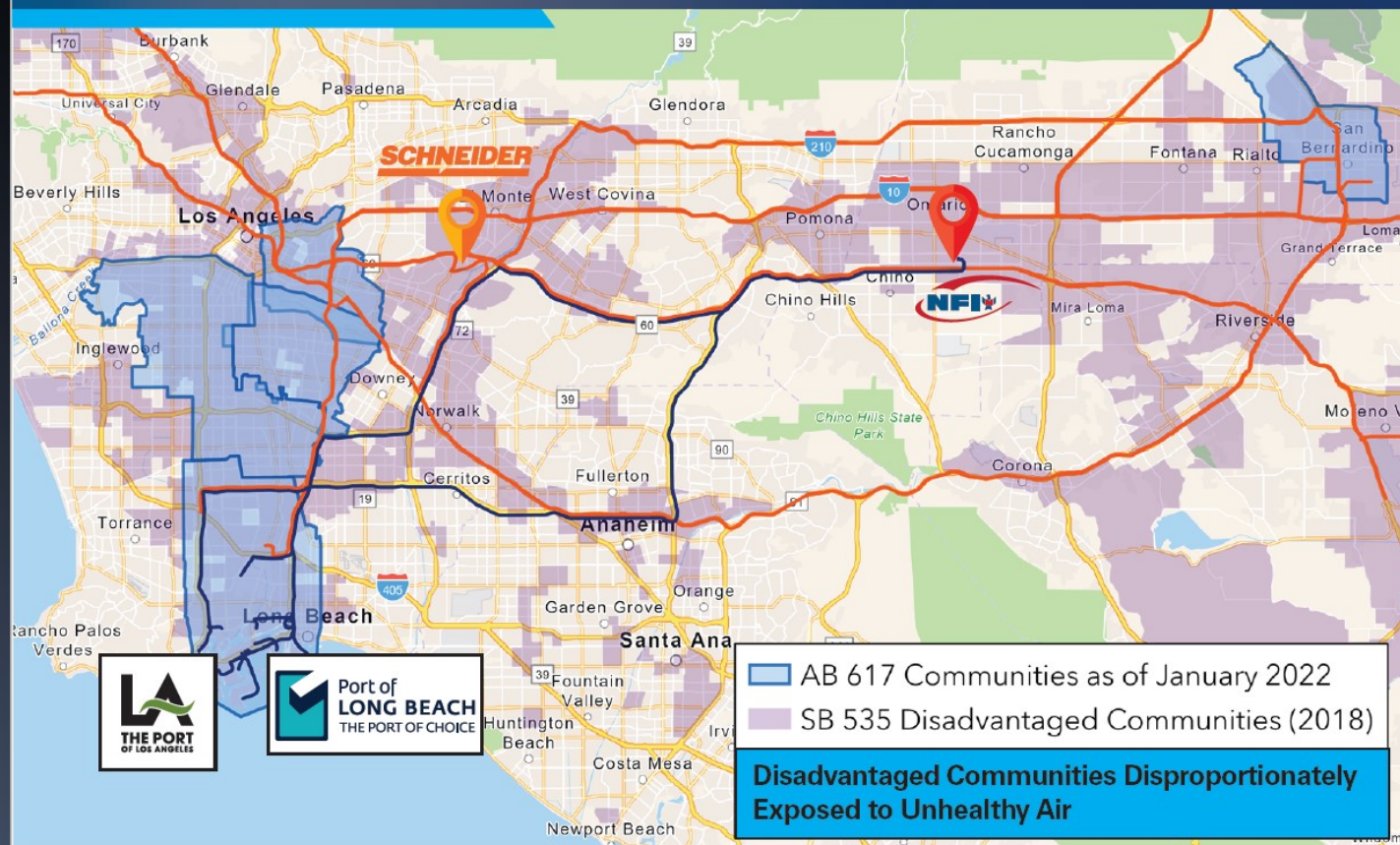


\$16.8+ Million

in regional economic activity as result of site construction

- The project is poised to eliminate five tons of pollutants such as nitrogen oxides (NOx) and particulate matter (PM) annually along Southern California's I-710 and other freight corridors, as well as eliminate 8,247 metric tons of greenhouse gas emissions.
- Trucks will move freight from the San Pedro Bay Port complex to inland distribution centers and warehouses, serving drayage and regional freight hauls.

Project Focus Map



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Survey

Joint Electric Truck Scaling Initiative (JETSI) Survey

This survey has been prepared by Coalition for Clean Air to gauge and better understand

1. My organization belongs to the following stakeholder group:

- Community Based Organization
- Environmental Justice
- Public Health
- Government
- Other

2. My organization is impacted by trucking.

- Strongly Agree
- Somewhat Agree

Next Steps





Enforcement Efforts in Your Community

SELA CERP Implementation Update

Crystal Reul-Chen (Crystal.Reul-Chen@arb.ca.gov),

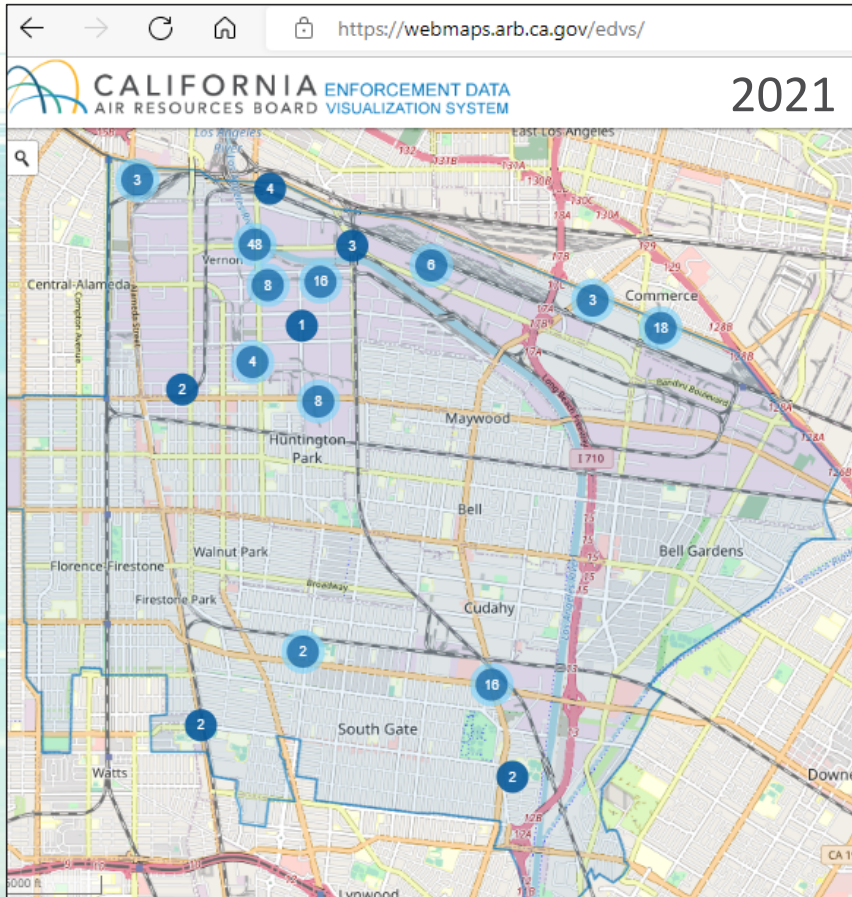
Community Enforcement Liaison

December 8, 2022

CARB's SELA CERP Enforcement Commitments

Action	Implementation Dates (Quarter/Year)	
CARB to prioritize Cargo Handling Equipment (CHE) and TRU regulations enforcement	2021	2025+
Distribute educational material to local trucking companies to incentivize non-critical idling reductions	1st/2021	4 th /2025
Install “No Idling” signs with contact information	3 rd /2021	4 th /2022
Conduct quarterly enforcement sweeps in coordination with South Coast AQMD	2 nd /2021	1 st /2022
CARB to pursue a catalytic converter theft deterrence and education program in SELA.	1 st /2021	4 th /2025
Community Pollution Enforcement Workgroup	3 rd /2022	4 th /2025

CARB Truck TRU Inspections in SELA



146 TRU inspections in 2021

- 62 emissions violations
- 52 non-emissions violations

101 TRU inspections in 2020

- 45 emissions violations
- 25 non-emissions violations

CARB 2021 – 2022 Railyard Audit in SELA



Category	No. Companies	Approx. No. Trucks
Contacted	49	198
Left message	43	248
Unreachable	6	24
Total	98	470



CHE compliance

Inspected all cargo handling equipment for engine performance standards

100% compliance

TRU compliance

Inspected 84 TRUs on trailers and trains

100% compliance

Drayage Truck Registry truck owners contacted

Conducted two audits with violations and case settlements*

Drayage truck compliance: PEAQS
Regular enforcement

*Learn more about case settlements at:

<https://ww2.arb.ca.gov/dh-carrier-inc-settlement>;

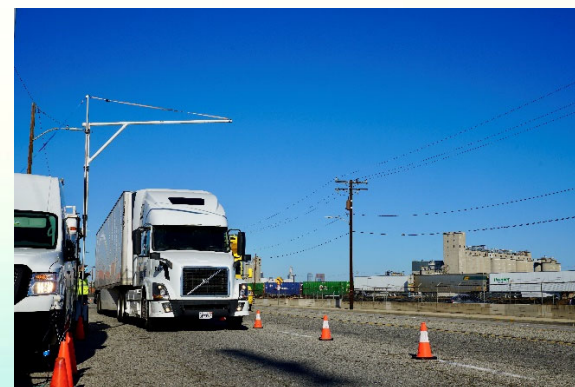
<https://ww2.arb.ca.gov/omc-transport-inc-settlement>

PEAQs Deployment by SELA Railyards

Inspections and Citations during PEAQS Deployment in May 2022

Inspection Type	Inspections Conducted	Compliance Rate	Citation Count
Drayage	4	100%	0
HDVIP			
ECL	24	88%	3
Smoke Opacity (from Quick Snap Test)	26	92%	2
Tampering	22	91%	2
TRU	2	0%	2
Truck and Bus	19	100%	0
Total Trucks*	34	N/A	11

*636 trucks were screened over two days using PEAQS



Other Truck Field Enforcement by SELA Railyards (January to Sept. 2022)

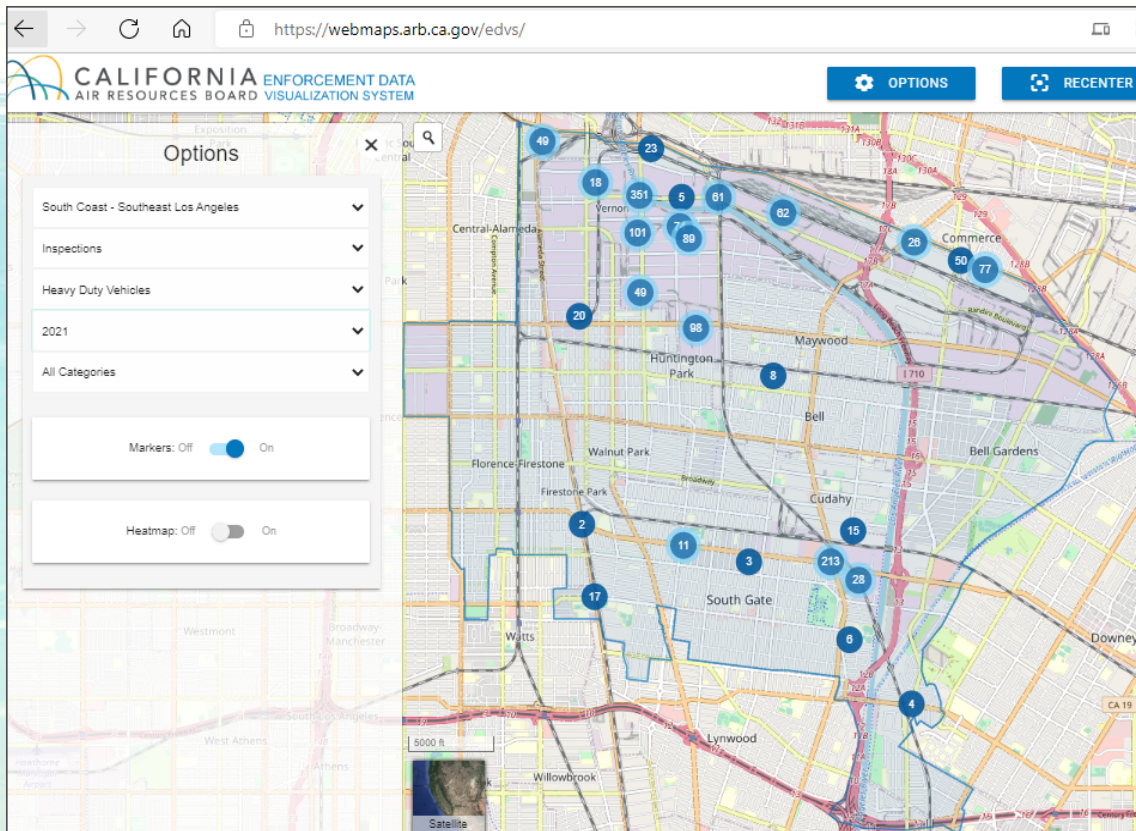
Inspection Type	Inspections Conducted	Compliance %	Citation Count
Drayage	6	100%	0
HDVIP			
ECL	29	86%	4
Smoke Opacity (from Quick Snap Test)	32	91%	3
Tampering	28	93%	2
TRU	36	31%	18
Truck and Bus	24	96%	1
Idling (Commercial Vehicle)	286	98%	1

Learn more at: bitly.com/CARB-COES; coes@arb.ca.gov

New Heavy-duty Inspection and Maintenance (HD I/M) Program

- Phase 1 (Jan. 1, 2023): PEAQS deployments and potential high emitters flagged for additional emissions testing
- Phase 2 (mid – 2023): All heavy-duty trucks required to register with CARB and obtain a certification of compliance to operate in the state
- Phase 3 (2024): Heavy-duty truck registration in California require proof of emissions compliance with HD I/M Program
 - Emissions inspections performed two times per year for trucks with onboard diagnostic systems
 - Increase to four times per year in 2027
 - Periodic Smoke Inspection Program testing continues until this phase

EDVS Map of Southeast Los Angeles Heavy Duty Vehicle Inspections in 2021



- Additional inspections in 2021 and 2022
- Results of inspections can be viewed on CARB's Enforcement Data Visualization System (EDVS; <https://webmaps.arb.ca.gov/edvs/>)

Idling Reduction Materials



California's Truck Idling Rules are Enforced

Know the rules and your options

Any law enforcement department, including districts and CARB, can fine a 10,000 pound or greater truck owner and driver up to \$500 per day for illegal idling (13 CCR 2480 & 2482).

Where can't trucks idle?

Within 100 feet of these restricted areas, even with a certified Clean Idle engine/sticker:

- Homes
- Schools
- Hospitals
- Senior Care Facilities
- Childcare Facilities

When can trucks idle?

For up to 5 minutes in most other parts of California, and for longer in these conditions:

- With certified Clean Idle engine and while queuing in unrestricted areas
- In adverse weather conditions
- Using a power take-off device
- In traffic
- During mechanical failure
- For certain inspections

What are the benefits of not idling?

- Save money**
 - Restarting a truck uses less fuel than idling.
 - Between 1/2 and 1 gallon of fuel is used for every hour of idling.
 - At \$4 per gallon, a diesel truck idling for only an hour per work day can cost \$500-\$1000 annually.
- Save on maintenance costs and increase the life of the vehicle: Idling an engine can cause twice the wear and tear on engines as driving at regular speeds.
- Quieter for your neighbors
- Less air pollution means fewer illnesses and deaths from lung and heart diseases

How can you stay comfortable in the cab?

- Use battery-powered auxiliary power systems.
- Use electric hook-ups that provide heating, cooling, and electricity.
- When possible, open windows and wear layers.

Myth: Diesel particulate filter (DPF) regeneration requires idling.

Fact: DPF regeneration passively occurs at driving speed engine temperatures. To achieve the temperature needed to regenerate the DPF while idling requires injecting about 1/2 gallon of fuel into the engine on top of the fuel already wasted during idling.

When in doubt, turn it off. For you, your family, your friends, and your community.

Visit arb.ca.gov/noidle for more information CARB's idling rules.

CALIFORNIA AIR RESOURCES BOARD

Continue distribution of truck idling reduction factsheets (including in Spanish)

At railyards, LA/Long Beach ports, at warehouses, during other field enforcement, and shared with SCAQMD to distribute during idling sweeps

<https://ww2.arb.ca.gov/resources/fact-sheets/truck-idling-rules-fact-sheet>

Where and When can Trucks Legally Idle?



California's Truck Idling Rules are Enforced
Know the rules and your options
 Any law enforcement department, including air districts and CARB, can fine a 10,000 pound or greater truck owner and driver up to \$1000 per day for illegal idling (13 CCR 2480 & 2485).

Where can't trucks idle?
 Within 100 feet of these restricted areas, even with a certified Clean Idle engine/sticker:

- Homes
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When can trucks idle?
 For up to 5 minutes in most other parts of California, and for longer in these conditions:

- With certified Clean Idle engine and while queuing in unrestricted areas
- In adverse weather conditions
- Using a power take-off device
- In traffic
- During mechanical failure
- For certain inspections




Trucks can idle for 5 minutes everywhere in California.



Trucks can be fined up to \$1000/day for illegal idling.

Where can't trucks idle for more than 5 minutes?
 Within 100 feet of these restricted areas, even with a certified Clean Idle engine/sticker:



- Homes
- Schools
- Hospitals
- Senior Care Facilities
- Childcare Facilities

When can trucks idle for more than 5 minutes?

- With certified Clean Idle engines
- In adverse weather conditions
- Using power take-off devices
- In traffic
- During mechanical failure
- For certain inspections

No Idling Signs Locations of Concern

Identify
2021

- Google map (<https://bit.ly/SELA-idling>)

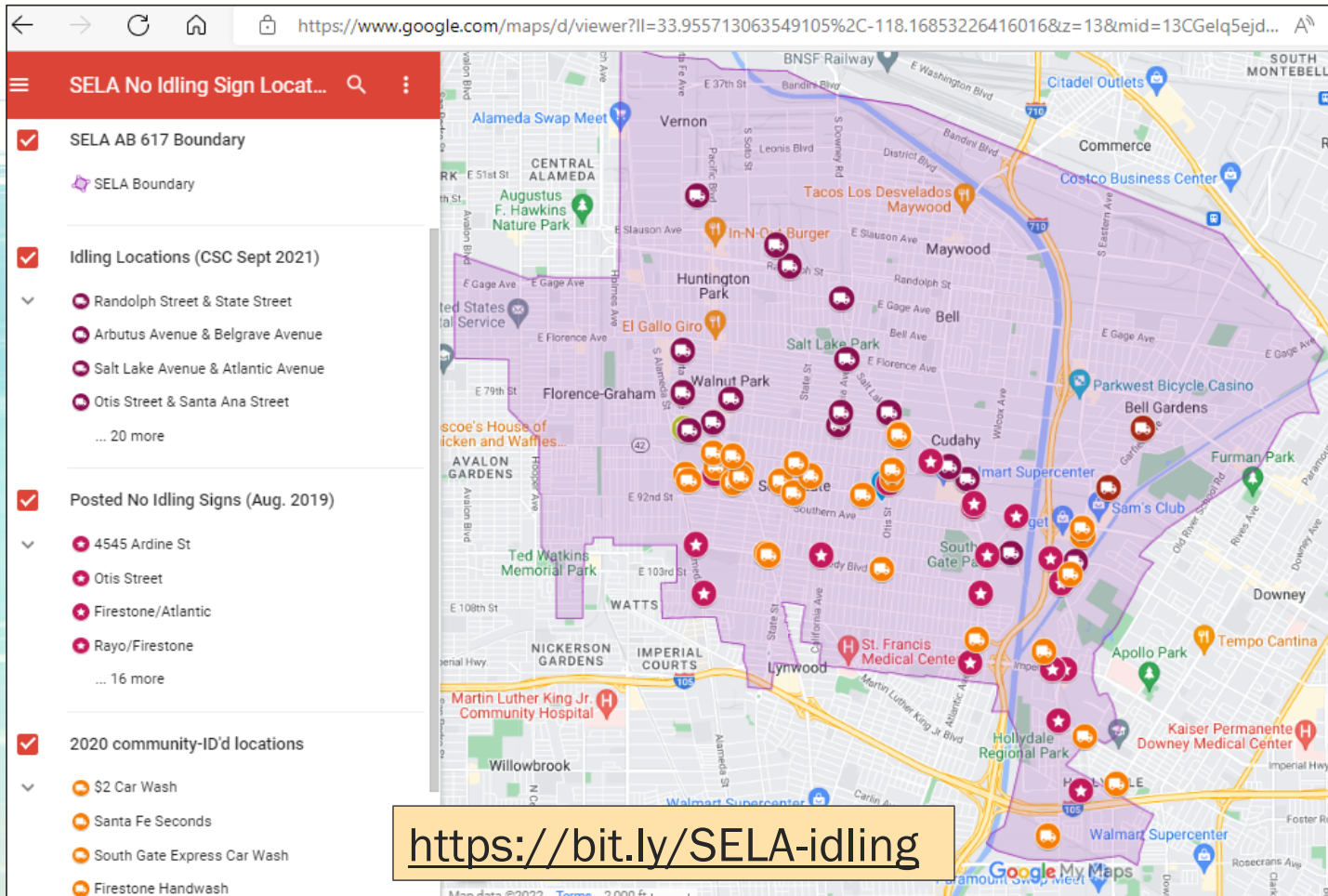
Vet
2022

- CARB compare input against rule to prioritize locations
- Scouted locations to double check

Post
2023+

- Take list, and CARB-provided signs, to local municipalities
- Need CSC member support in each community

No Idling Signs Maps Exercise Results



28 CSC ID'd locations in 2020
 23 CSC ID'd locations in 2021
 21 Truck No Idling signs posted in 2021

Recommendations

- 28 locations near sensitive receptors
 - Bell Gardens (2)
 - Florence-Graham (1)
 - Huntington Park (7)
 - South Gate (18)

Next Steps No Idling Signs Placement

2022

- Let us know if you can champion placement of signs for your city/area
- Email coes@arb.ca.gov

2023

- Work with municipalities to get signs posted

2023+

- Outreach by community members to call 1-800-CUT-SMOG when illegal idling is occurring

Catalytic Converter Theft Deterrence Workgroup Update

- Laws are being passed in California!
- Catalytic Converter Workgroup paper available soon
- Developing outreach material for community members

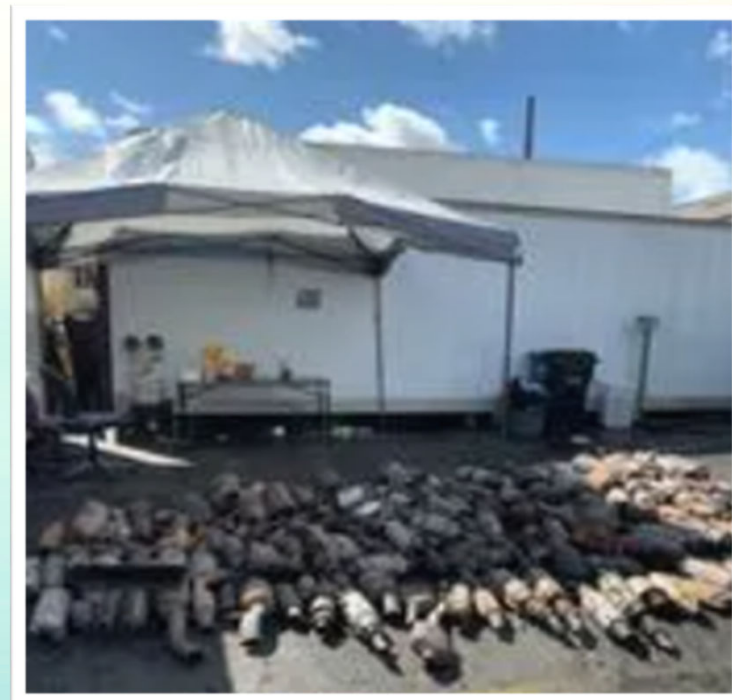


Photo credit: Pinho, 2021

California's *New Catalytic Converter Laws*

Attempt to better connect the crime to the victim

SB 1087 and AB 1740 (2022) requires California recycling facilities to ensure that the person selling a used catalytic converter can legally possess it

- Strengthens paper trail linking the catalytic converter to a specific vehicle
- Increasing fines from \$1000 - \$4000
- ID information must be on the core's vehicle (e.g., make, model, and VIN)
- Only buy from commercial businesses or vehicle owner

Sacramento trio indicted, tied to \$545 million nationwide catalytic converter theft ring

Michael McGough, The Sacramento Bee - Nov 3

React | 1 Comment | 3

Support journalism

Scores of law enforcement agencies busted a nationwide catalytic converter theft ring that feds say resulted in illicit gains of more than \$500 million, with a trio of Sacramento-based defendants allegedly playing a key role in one leg of the operation, prosecutors announced this week.

Local, state and federal officers "executed a nationwide, coordinated takedown" Wednesday, [arresting or charging 21 suspects across five states in connection with the scheme](#), the U.S. Department of Justice said in a news release.

AB 1653 (2022) CHP/DOJ new property crimes task force to help local law enforcement

Community Pollution Enforcement Workgroup

Recommend forming a small workgroup to further investigate community-based problems and determine community-focused solutions



- Similar to catalytic converter workgroup and other community workgroups
- Help focus future CARB enforcement community work
- Contact coes@arb.ca.gov if interested in participating



Thank you!

???

Questions?



Comments?

Contact us at: coes@arb.ca.gov