

AB 617 Steering Committee Meeting Agenda 10/29/2019
6:00 pm - 8:00 pm
Perkins Elementary School (1770 Main Street, San Diego, CA 92113)
NOTES

Meeting Objectives

- Introduce meeting facilitation team from Estolano Advisors
- Provide an update on monitoring and compliance activities
- Collect Steering Committee input on priorities for incentive funding
- Learn about Supplemental Environmental Impact Projects

Meeting Action Items

- **Approval of 9/24/19 Meeting Notes and 10/29/19 Agenda**
- **Recommendation to San Diego Board of Supervisors in support of Automated License Plate Reader (ALPR) for purposes to track emissions inventory**

I. Opening Remarks

- a. Facilitator Introduction
 - Jon opened the meeting and introduced the Estolano Advisors (EA) team
 - Daniela and Chuy introduced themselves and the firm
 - Estolano Advisors is an urban planning and public policy firm. They work with public agencies, non-profits, philanthropies, and businesses to craft innovative solutions to address complex problems.
 - Daniela is a Senior Policy Director for Better World Group, sister company of Estolano Advisors. Daniela has extensive experience working on air quality issues in the San Joaquin Valley. She worked on policy in the City of Los Angeles that designated three toxic hotspot neighborhoods as “Green Zones.” Most recently at the California Strategic Growth Council, Daniela led the development and implementation of the Transformative Climate Communities Program, a place-based initiative investing multi-million dollar grants in the State’s most environmentally and socio-economically vulnerable communities. Daniela is fully bilingual in English and Spanish.
 - Chuy is a Research Analyst at Estolano Advisors. He recently graduated with a Master’s degree in Urban and Regional Planning from UCLA. Prior to that, he worked at the California Environmental Protection Agency and Strategic Growth Council helping with the designation of disadvantaged communities through CalEnviroScreen 3.0 and development of CA Climate Investment programs. At Estolano Advisors, he specializes in environmental justice and community economic development working with public agencies, community-based organizations, and foundations to develop innovation solutions. Chuy is fully bilingual in English and Spanish.
- Daniela reviewed EA ‘s facilitation style, role, and reviewed the following meeting guidelines:
 - 1. Create space for everyone to contribute
 - 2. Step up, Step Back
 - 3. Only one person speaks at a time
 - 4. Listen to each other
 - 5. Respect each other: Opinions, Knowledge, and Perspective
 - 6. Be conscious of time
 - 7. Silence cell phones
- Daniela asked the group for additional guidelines and if anyone had any general questions or answers. Steering Committee members did not have additional guidelines, suggestions

or questions.

II. Approval of 9/24/19 Meeting Notes and tonight's agenda

- Daniela asked for Steering Committee approval of notes and tonight's agenda
- **MOTION:** All members raised their hand in approval of Agenda and last meeting's notes.

III. Public Comments

a. 2 Public Comments

- **Larry Hofreiter, Port of San Diego:** Announcement that Port is conducting noise survey
 - Informational item – Port Councilmember Reno requested to use their funds on a noise study along the port area. Noticed noise around 1:00 am and 5:00 am, have set up monitors along the community since last Friday to collect data and analyze noise issues. They are also collecting surveys for members of the community. Surveys can be submitted at school where planning committee meets. Survey is in Spanish and English
- **Russ Bartlett, Office of Environmental Health and Hazard Assessment's (OEHHA) Biomonitoring California:** Announcement that OEHHA plans to biomonitor AB 617 Communities
 - Informational item – Biomonitoring California team is here to learn about community and announce the launch of a biomonitoring study that will be focused in some AB 617 communities. Next Wednesday (11/6) they will host a Scientific Guidance meeting via webinar at biomonitoring.ca.gov. They will be discussing criteria and next steps in process. Translation will not be available, but they are dedicated to having a community-driven process. Some staff are bilingual. They will select more than one AB 617 community, possibly around 3.
 - **Question: What are the criteria for a community to be selected?**
 - i. Nothing is decided yet. This will be a topic of discussion at the Scientific Guidance meeting.
 - **Question: What does biomonitoring entail, how will community members be participating?**
 - i. Biomonitoring involves the sampling of urine or blood to determine if pollutants are present. The type of sample collected will be dependent on contaminant.

IV. Monitoring/ Compliance Update

- **Tim Wolff** gave an update on mobile source / idling inspections
- Based on feedback on inspection priorities from previous meeting, the inspection team spent 4 weeks looking in and around the port area.
- During this time period, they found some violations and issued several citations, summary below:

Summary of Mobile Source Inspections



Sept. 24 – Oct. 25

174 vehicles

42 off-road vehicles (construction equip)

132 on-road vehicles (trucks and TRUs)

12 Citations

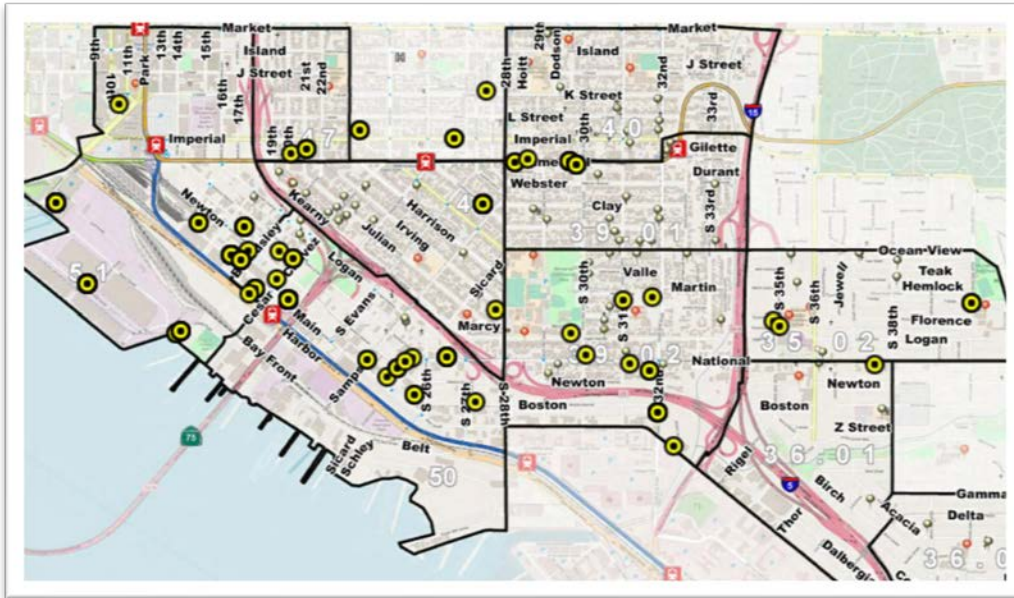
7 idling citations

4 TRUs

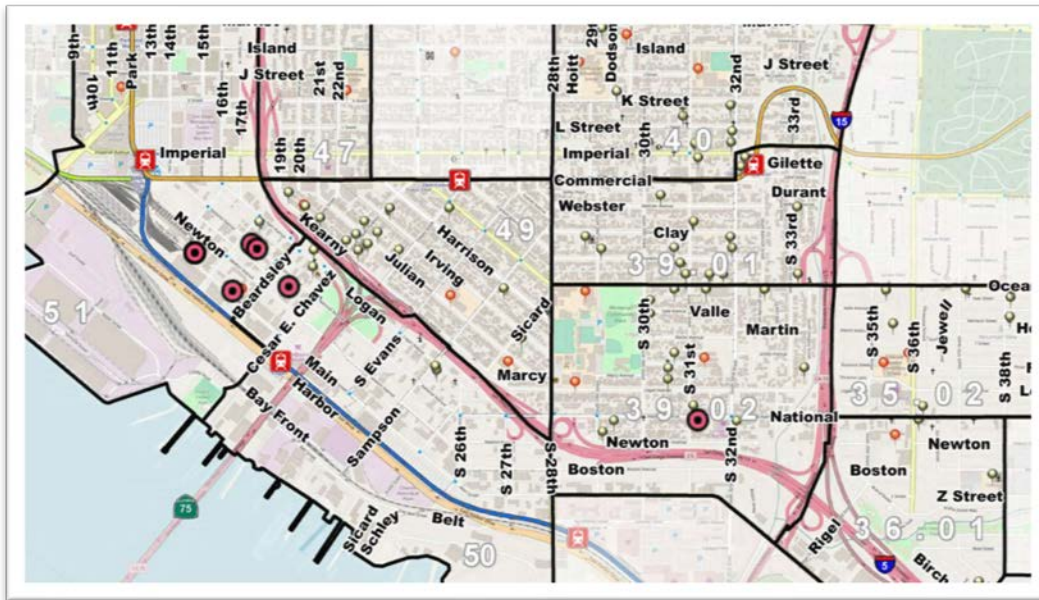
1 diesel particulate filter in alarm

Yellow Dots = Vehicle Inspections.

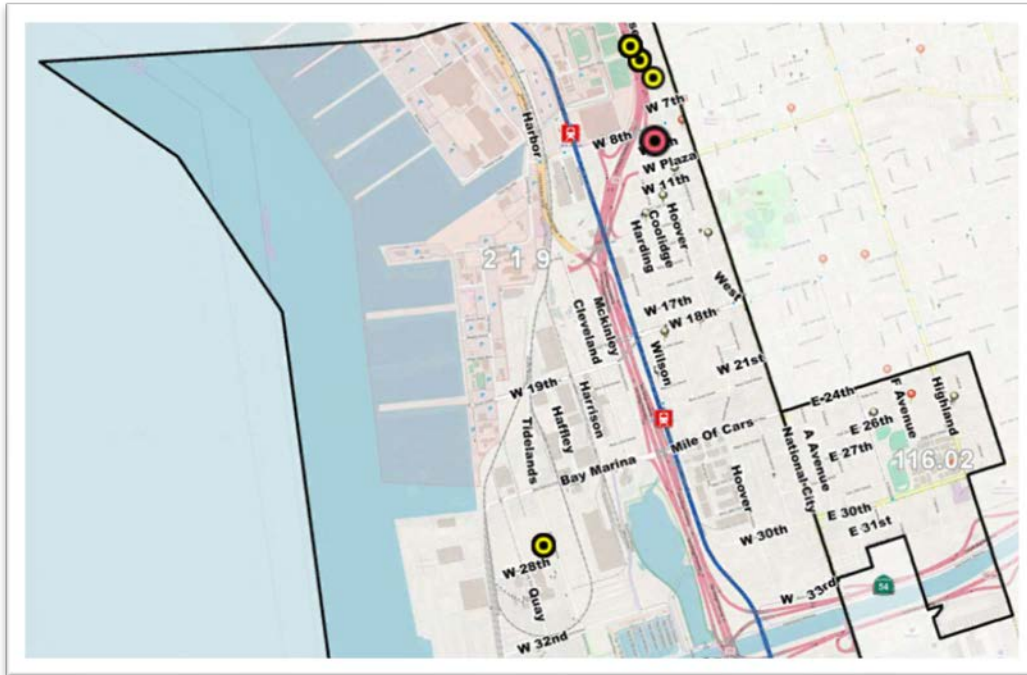
Inspectors were roaming throughout the area, so dots are not as representative where they visited completely.



Red = Idling Violations



Idling Violation and Vehicle Inspections near Port

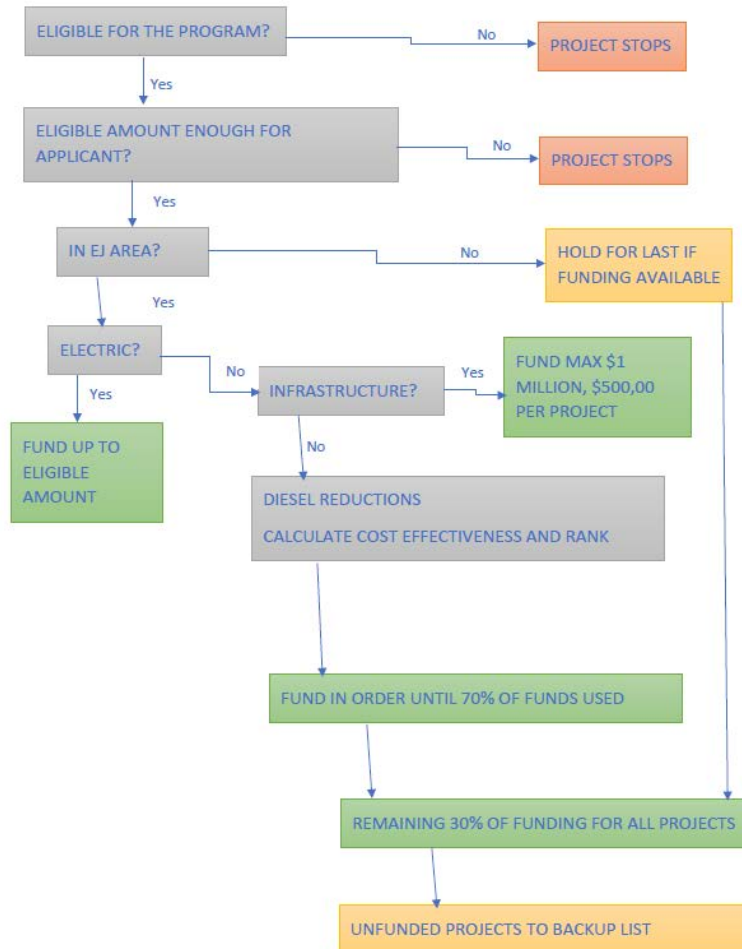


- They found two idling violations near schools. They were within 100 ft. of a school or house, which is considered a restricted area.
- **Question: What are TRUs?**
 - Transfer refrigeration units (TRUs) refer to trucks that use climate control devices to heat or cool their trailers. Unit is powered by small diesel engine attached to trailer.
 - Issued 4 violations for transfer refrigeration units (TRUs). There's a separate rule that requires them to either be replaced or use a specific diesel PM filter altogether.
- **Question on clarification around diesel particulate filter & alarm?**
 - This refers to an older truck where the filter is not working properly in engine.
- **Question: How do these numbers compare to previous inspections?**
 - Biggest difference here is in terms of idling citations. We found a lot more idling citations, but this could be due to inspectors being there at the right time and place.
 - Overall, there is an overall improvement in compliance. This represents a slightly higher non-compliance rate, which may mostly be because they are out here in the area searching for idling vehicles rather than responding to complaints of idling.
- **Question: How do these compliance rates compare to the border region?**
 - Jon – Border area rates are much worse. Somewhere around 50% last time he's checked. But those trucks may likely travel through here, so it's important to have enforcement there and here.
- **Question: How much worse is idling than a truck running?**
 - Depends on vehicle. An older truck with no diesel filter is much worse. Many of the trucks we inspected had stickers and filters – they capture diesel PM much better, but still shouldn't have been idling in restricted areas. Pollution is worse driving because it is burning more fuel, but idling is still unnecessarily polluting.

- 5 of those 7 citations have diesel filter and NOX reduction systems – usually found in new trucks.
- Update on monitoring sites: **Annie Rosen and Kurtis Malecha** was Moved to after the break.

V. Committee input on incentive funding priorities

- Kathy Keehan led a short presentation and prioritization activity on incentive funding priorities, stressing the importance of gathering feedback from steering committee members.
- Presentation reviewed how incentive dollars have been spent in the past (See diagram from Handout below). Not everyone who applies gets incentives.



- This series of questions ensure proposed projects meet certain requirements, including prioritization of disadvantaged communities and cost efficiency.
- In last year's program, they incentivized alternative fueling station projects. They ended up with two natural gas fueling station projects, which pulled that money off the top. Important question for the Steering Committee to think about is if they want those fueling projects in this community?
- Cost efficiency deals with funding projects with less money and more impact, in terms of reducing pollution. SDAPCD will continue funding projects until 70% of funds are used in DACs (not only Portside, but also section of El Cajon). After 70%, they evaluate other projects on the list, looking at most cost-effective projects until funds run out. Other

unfunded projects remain on a ranked list.

- **Question: Regarding focus on EJ communities, can you focus remainder 30% on communities right next to them? Even though middle area is not considered part of AB 617, it is still important.**
 - That is possible. It's up for Steering Committee to decide. It's important to capture that and folks to think about.
- **Question: Are these funds also allowed to be spent on mitigation?**
 - Yes, those types of projects are eligible. However, SDAPCD hasn't received any applications this round on those projects. This exercise will help us understand how important those types of projects are to this community.
- **Question: Is there a sustainability question? Regarding how much money are we getting back? This is important regarding maintenance. When looking at granting these funds, is there anything looking at how sustainable this funding is?**
 - Not sure about answer. Depending on kind of project, there is some sort of support/control on what they do with purchased equipment. It is important to be able to track that, but this can be challenging.
- **Comment/Question: Understands difficulty to track, but important to know how we keep recipients accountable? Are we still going to continue to subsidize someone's business and not hold them accountable? Important to have accountability.**
 - Daniela placed this issue on "Bike Rack" of issues to discuss at future meetings
- **Question on Pros and Cons for each type of project?**
 - Electrification reduces emissions completely, but some technology doesn't exist. Natural gas/fuel efficiency is near zero or zero emissions, but still uses fossil fuels. Similarly, other projects have their own limitations and benefits.
- **Prioritization Activity:** Kathy gave each member of the Steering Committee 10 pretend \$100 bills, for a total of \$1,000 for each person to represent incentive funding. Kathy had 5 hard hats with signs representing the following priority areas for how incentive funding could be spent:
 1. Electric technology/equipment
 2. School Filters
 3. Diesel Equipment Replacement
 4. Natural gas infrastructure
 5. Other Project Types

Steering Committee members were asked to place their pretend \$100 dollar bills in hats based on the areas they would like to prioritize.

A poster paper was set up on a wall, with the five categories written, for members of the public who wanted to, to come up and write how they would spend their money. Only one member of the public participated.

- Daniela and Kathy asked Steering Committee members how they spent their money and for their reflections and reasons why:
 - Someone put all their "votes" in school filters, said he knows community would be in strong support.
 - Someone else put their support behind electric equipment, school filters.
 - Joy chose electric because she thinks subsidies needed to moving technology forward.

- Medical expert voted in the “Other” projects and recommended projects such as solar and electric car infrastructure.
- Member of public said he would electrify the port. It’s a major polluter in the area and he can smell it.

VI. 10 minute Break at 7:05 pm

- **Brief Update on Monitoring Sites by Annie Rosen and Kurtis Malecha** filling in for Bill Brick
 - 10th Avenue Marine Terminal Updates
 - The site was set up earlier this month.
 - The BC1060 is running. It collects Black Carbon and gives us the data in real time.
 - The SuperSASS is running, and we are collecting filters. It is used for the Elemental and Organic Carbon measurements.
 - The E-Sequential FRM is installed and ready for use. It samples for the Toxic Metals.
 - BC1060 Updates
 - Many of them have been set up and are currently running. The specific sites include:
 - Sherman Elementary School
 - The 10th Avenue Marine Terminal that Annie mentioned.
 - Fire Station #19 off I-15 and Ocean View Boulevard.
 - Other Site Updates
 - We are working with the Navy to get additional sites in and near National City.
 - We are working with CalTrans to get an additional site near Chicano Park.
 - Laboratory Analysis Contracts
 - The Elemental and Organic Carbon and Ions Analysis contract has been sent to the Contractor. We are waiting on signatures and then we can begin to send samples.
 - The bidding process for the Toxic Metals analysis will be starting soon.

VII. Supplemental Environmental Project (SEP) Opportunities Presentation by Linda Cedillo of California Air Resources Board (CARB)

- Linda Cedillo from the California Air Resources Board (CARB) introduced Supplemental Environmental Project (SEP) opportunities to the Committee (See Attached Presentation Slides). She is part of the SEPs team at CARB, along with Warren Hawkins.
- SEPs are funded from portion of the penalties received during CARB settlement of enforcement actions. They are supposed to:
 - Improve public and community health
 - Reduce emissions and/or exposures
 - Increase environmental compliance
 - Raise public awareness through education
- SEPs fall under a Policy Project Category:
 - Pollution Prevention or Reduction
 - Environmental Restoration and Protection

- Environmental Education or Compliance Training
- Community Monitoring
- Trans-Boundary, which is specific to the border region
- Other (accepted on a case-by-case basis)
- There are 5 elements to the SEP Policy Criteria, all of which a SEP must meet
 - Reduce direct or indirect air emissions and the public's exposure to air pollution
 - Improve the environment
 - Relate to the violation and not benefit the violator
 - Go above and beyond federal, State, and local regulatory requirements
 - Be technically, economically, and legally feasible
- To date, there have been approximately \$8.6 million SEPs committed/funded
- SEPs funded include a variety of projects, including:
 - Paid environmental education workshops
 - School air filtration systems
 - Planting trees
 - School environmental education programs
 - Conducting research (e.g. air monitoring, truck traffic survey)
 - Writing articles to inform community about air pollution and resources
- A more specific example: BreathMobile which provides free asthma screening, and educational source for communities. They do general health assessment and refer clients to clinic. Follow-up with treatment. More information in Slide 7 of presentation.
- Another popular project is air filtration in schools, which have been implement in South Coast and other Air Districts. Around 30 schools have received these installations. Some benefits include reduction in PM in classrooms. More information in Slide 8 of presentation.
- Bay Area is recipient of SEPs funds and plans to use in schools.
- It is easy to apply for SEPs. You can call the CARB SEP Team or login to CalEPA online form, which is very general. Can contact SEP Team for actual Proposal Form.
- For SEP proposals, they should include:
 - Organization name and contact information
 - Project name, location, and detailed description
 - Environmental issue to be addressed by the project
 - Environmental benefits of project
 - Estimated project cost and timeline
 - If partnering with another agency, proposal must include a support letter.
 - If the proposal is determined to not be complete, they will reach out and will provide reasonable assistance. Important for the proposal to legible.
- Funding Process:



- There are two options to receive the fund: Full or Partial. (More information on Slide 12)
- Reporting Requirements:
 - Quarterly – Expenditure reports
 - Final – Narrative summary of activities (accomplishments and challenges)
- **CARB SEP Program Contact Information:**
 - Linda Cedillo, Staff: 916-229-0320
 - Natalie Spiegel, Staff: 916-229-0524
 - Warren Hawkins, COES Manager: 916-229-0750
 - sep@arb.ca.gov
 - <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps>
- **Question: Which projects have been funded here in San Diego?**
 - There is one SEP where air filters will be installed in homes in Barrio Logan. They are still receiving other proposals in the area that haven't been approved yet.
- **Question: Have any other AB 617 Steering Committees brought up a SEP? Also, what type of organizations implement SEPs?**
 - Usually community groups reach out to CARB to propose and implement SEP projects. We also have an IQ Air fund installation.
- **Question: The Project must be identified by violator. Do they have to have to be in geographic location of SEP?**
 - Yes. Most (around 80%) projects take place where violation occurred. There has to be a nexus between violation and project and most cases it is geographic.
- **Question: Can an AB 617 Steering Committee be a vehicle in applying for a SEP?**
 - Yes, Imperial Valley AB 617 Committee was able to do this. They presented the locations of schools and filters in schools. It was very popular amongst residents. The local air district was the SEP recipient, but the process was decided by the Steering Committee.
- Jon: We will let Committee know about all funding available that can be used on a variety of projects.
- **Question: Was the San Diego SEP 100% funded? Is it a payback system or some sort of agreement?**

- Once agreement is signed, there is a timeline for violator to distribute fund between 30 and 45 days. In some cases there are payment schedules, depending on violator. They usually receive it within a couple of months.
- **Question: Are violation funds equivalent to the penalty?**
 - No it's usually up to half of the penalty.

VIII. Vehicle Identification and Emission Calculations

- Jon Adams presented on the Automatic License Plate Reader (ALPR) and alternatives that the Board of Supervisors are considering. This is a state mandate. CARB presented the options to the San Diego County Board of Supervisors. The Supervisors wanted to hear more about other allowable options due to concerns with privacy. They requested input from the AB 617 Steering Committee.
- SDAPCD staff will recommend the use of ALPR because it is most viable option. The tool is much more accurate, identifying exact vehicle type and level of emissions they emit.
- There will be a Community Meeting about ALPR and alternative technology on November 5th where staff will go into more detail on identification software, and address concerns with Supervisors. The meeting will likely include a public vote for resident participants.
- **Question: If you're saying ALPR is the best tool, where is the privacy concern coming from with the Supervisors?**
 - Supervisors are concerned that software can be hacked. There are some cases where this has occurred.
- **Comment from Ted: However, it seems like any other sort of software could be hacked. This tool that is useful is potentially being taken away. I would like to open it up to Steering Committee to give a formal recommendation.**
- Comment from other committee member: If the concern is privacy, we could just include a written agreement that data is being used for a specific reason.
- **Question: Could you explain other the options?**
 - The second ALPR option just looks at the general type of vehicle, but this is not as accurate regarding emissions.
- **Question from Jose: Could you potentially survey?**
 - Yes, but that would be time consuming, expensive, and not as accurate.
- Other committee member Question: Supervisors seemed to be some concerned. What is the follow-up of this data information? Is it just to know?
 - This data will let us have a much more accurate emissions inventory in the area, which is being required by the state. There are many other uses with the inventory data, such as helping us determine what vehicles are on the road.
- **Question: Would you expect a specific follow-up for trucks that are old?**
 - The vehicle would still be legal. This is more about knowing what's out there.
- **Question: Was the concern that certain vehicles would be targeted?**
 - Yes, but that is not the intent.
- **Comment from Steering Committee member: I like Ted's suggestion, if everyone feels comfortable with moving forward with recommending the program. And require that data gets deleted within 30 to 60 days.**
 - Yes. 30 days is state requirement. We will be deleting data by 3 days.
- **Comment from Steering Committee member: Highly recommend that the community come out to the public meeting. Important to have community representation.**
- **MOTION:** 13 out of 16 voting members. Passed. AB 617 passing formal letter recommending

use of ALPR.

- **Kathy Keehan came back to provide the results of how the Steering Committee “spent” their Incentive Funding dollars during the exercise:**
 - Electric technology/equipment: \$4800
 - School Filters: \$4500
 - Diesel Equipment Replacement: \$3500
 - Natural gas infrastructure: \$1500
 - Other Project Types: \$600
- **Question: How to send more suggestions?**
 - This conversation will continue next month as well. Suggestions will continue to be collected as we receive more information on types of applications received.

IX. Closing Remarks

- a. Facilitators asked for Steering Committee feedback on meeting, future agenda topics
- **Future agenda topic suggestions:**
 - Presentation of types of equipment/vehicles available. This would help Committee determine realistic idea on where money should be spent.
 - Jon: Yes, we’ll try to bring those vendors in. There will also be another presentation on electric vehicles.
 - Jose: Caltrans update: Agency has come out with a traffic study. Having workshop about truck parking issues.
 - Jon: That also gets to land use issues, which will be discussed in a future meeting.

X. Adjourn

Next scheduled meeting is 11/19/19 at Perkins Elementary School Cafeteria (1770 Main Street, San Diego, 92113 from 6:00 pm - 8:00 pm)