

Minutes of the SD/TJ Air Quality Task Force Quarterly Meeting,
held on 04/09/2008 in National City, California

Attendees:

Amy Radetsky	U.S. Consulate in Tijuana
Dave Fege	US EPA (Border Office)
Dimitri Smith	CARB
Domingo Vigil	San Diego County APDC
Amilia Simpson	Environmental Health Coalition in San Diego and Tijuana
Fernando Amador	CARB
Guillermo Rodríguez	Professor and Air Quality Researcher, Coordinator of Graduate Studies at the School of Chemical Sciences, UABC
Ernesto Velez	UABC
Jenny Quintana	San Diego State University, Graduate School of Public Health
Jose Carmelo Zavala	Industrial Center for Environmental Management
Mónica Tamayo	Environmental Protection Secretary in the State of Baja California (SPA)
Paula Stigler	Pala Band of Mission Indians
Michel Vazquez	Environmental health
Magdalena Cerula	Environmental Health
Rosabel Lopez	Environmental Protection Secretary in the State of Baja California (SPA)
Víctor Borboa	Environmental Protection Secretary in the State of Baja California (SPA)

Welcome Remarks, Introductions and Minute Approval.

Paula Stigler welcomed all attendees. Minutes from the last meeting were approved.

Overview of workshop in Otay Mesa regarding Prop. 1B incentive program in San Diego and ARB's on-road rule for heavy duty diesel trucks

The first presentation was given by Dimitri regarding a workshop in Otay Mesa on proposed regulation for heavy duty diesel trucks. The proposed regulation applies to all shuttle buses, yard trucks and nearly all in usediesel fueled or alternative diesel fuel vehicles. The regulation applies regardless of where the vehicle is registered, that is, vehicles can be intrastate, interstate or international. This regulation will start at the end of 2010 and will require existing vehicles to be upgraded to comply with emission standards for particulate matter and nitrogen oxides. The vehicle's engine needs to be upgraded to a model equivalent to a 2007 engine by 2013 and by 2021, the engine needs to be a 2012 model. Retrofit technology may be used. There are two compliance options: 1) best available control technology (BACT) schedule, and 2) fleet averaging. Fleet owners may meet the NOx and PM fleet average emissions targets or they may use the best available control technologies schedule. The BACT requirement will be implemented in two phases. The first phase requirements begin in 2010 for the oldest vehicles and are phased in over a four year period, i.e., an engine older than 1998 must be upgraded by the end of 2010 to one equivalent to a 2007 model year engine and equipped with the highest level of verified diesel emission control system for PM. Phase 2 BACT requirements begins at the end of 2017; a 2007 year engine must be upgraded by the end of 2019 with a 2010 model year engine and also must be equipped with the highest level of PM emission controls.

The fleet averaging option allows to have a mix of cleaner and dirtier vehicles and still comply with the regulation. Each year fleet owners must show that fleet average emissions for NOx and PM do not exceed the fleet average emission targets set by the regulation. This option also sets a cap on the amount of fleet turnover and retrofits that would be required each year.

Vehicles are exempt if they operate less than 1,000 miles/year. If the highest level of PM control is installed prior to 2010 early credits are available. You are also exempt from turnover requirements of you operate less than 7500 miles and the vehicle operates outside of polluted areas that are identified in the regulation. Owners are subject to reporting requirements to CARB. More workshops are planned in May and June.

Domingo Vigil talked about Proposition 1B, the incentives program. This proposition was approved by voters in 2006 and it includes 1 billion dollars in bonds to be allocated throughout 4 years to reduce emissions from the goods movement industry in California. These reductions need to be in advance of any regulation, so if there's a law that requires emission reductions, then projects for emission reductions are not qualified to receive funding through this program, that is, these funds cannot be used to come into compliance with existing regulations. Implementing legislation can be found in Senate Bill 88 and Assembly Bill 201, which require the CARB to adopt program guidelines to establish funding criteria and procedures as well as periodic reports. The first 250 million are already allocated for the 2007-2008 fiscal year. CARB identified four trade corridors in California based on population, goods movement emissions and federal

attainment needs. The four corridors are in the Bay area, the Central Valley, the Los Angeles/Inland Empire, and the San Diego border trade corridor, including Imperial Valley. The Los Angeles corridor gets \$550 million, the Central Valley \$250 million, \$140 million for the Bay area and \$60 million for the San Diego border region.

There are different project categories, for example the Port and Rail Yard Truck project category; a Port truck is any truck that operates in the ports and that makes at least 150 visits/year. All other trucks not meeting these criteria are allocated to the “other truck” category. Other categories include locomotives, shore power, harbor craft cargo equipment and truck stop electrification projects. In San Diego, the lead agency is the San Diego Air Pollution Control District (SDAPCD), and it has already begun outreach efforts. The first workshop was 3/21/08 in Scripps Ranch and 4/2/08 in Otay Mesa. The district has collected program level data for approximately 300 trucks for the first year of funding. Each equipment project has different specifications, for example, trucks need to be registered in California for at least two years and has to operate 100 % of the time in California. So if trucks visit other states or Mexico, they do not meet the qualifications for the funds. Revisions to the guidelines might be made each year. Deadlines for completion are also different for each category, to complete any project with trucks they have 18 months after having signed the contract with the District. For retrofits the truck model year must be between 1994 and 2006, for replacement it’s 2006 and older. There are funding caps, for example, the program will provide from 25% up to 50% of the cost of the project (approximately), the rest of the money has to be in matched funds. Operating conditions must also be met and trucks may be required to use tracking devices to ensure they do not leave the State borders. There are also inspection, record keeping, and reporting requirements. Once the District has the funds in June/July, applications can be submitted by owners, projects will be ranked based on cost effectiveness. The ARB has developed an emissions reduction calculator, which will be used to determine how many pounds of NOx and PM are being reduced by the program. This information will be posted on the website. The program coordinator in San Diego is Chuck Spagnola. For questions in Spanish contact Domingo Vigil.

Review of co-chairs meeting and collaborations between taskforces, update on Environmental Health Task Force meeting

Paula Stigler reported that about 2.5 months ago, there was a task force co-chairs meeting for task forces (about 10) in the Baja California-California region. They talked about opportunities to collaborate. The Environmental Health task force (EHTF) includes many issues, such as emergency preparedness, air, land and water issues, they are trying to coordinate with other task forces for project proposals. In the future, the co-chairs will be meeting twice a year to share what they are doing as separate task forces and coordinate as much as possible. The EHTF would like to collaborate with other task forces on the following:

- 1 Pesticide disposal project
- 2 Hazardous waste disposal project
- 3 Air quality projects (diesel retrofit, brick kilns, and air quality issues at the border crossings)

- 4 Clean beaches and monitoring programs
- 5 Community hands on watershed education and outreach projects
- 6 Monitoring migratory birds

The aim would be to make a joint proposal or at least get feed back from them on proposals.

The next item for them was to develop a calendar of task force meetings to avoid overlapping and allow participants to attend more than one task force meeting.

They also agreed to create an email sharing network listserv for the co-chairs to communicate with each other.

Finally, they are preparing an Environmental Health Priorities Document. All task force co-chairs will be reviewing it. The EHTF recognizes the need to monitor air quality issues in the border crossing region in San Diego/Tijuana and Paula will work to strengthen that aspect of the EHTF efforts.

EPA's 2008 Border Funding Timeline

Dave gave information on the project ideas. A spreadsheet of the proposed projects was prepared for the meeting. As a refresher, Dave explained that EPA has 900 thousand dollars for environmental projects in the Baja/California and the Arizona/Sonora regions. The funds will be going directly to the BECC, who will work together with EPA and other regional groups – SEMARNAT, SPA, and CalEPA – to select projects for funding. The primary reason to use the BECC is because EPA cannot spend funds directly in Mexico. BECC can directly spend funds in Mexico. BECC also has project oversight responsibilities. Proposals can be submitted by task forces, border wide policy forums, tribes, and state environmental agencies in Mexico and the U.S. The deadline for project submittal is May 30th, 2008. Proposals should address the priorities identified by the task forces in their areas, for this task force, they relate to ozone, PM 10, and 2.5 and greenhouse gases. The most important criterion for funding is that the project should actually reduce emissions, not studies on emissions.

Victor Borboa commented that selected projects should not be allowed to subcontract the work out as was the case in the brick kiln project. This project was not completed by the subcontractor. He suggests that the contractors be local companies to be able to contact the responsible party locally. The task force agrees.

The presentation on the Greenhouse gases inventory was cancelled from the agenda.

Guillermo Rodriguez indicated that he was concerned with the main criterion for project selection is emission reduction. He stated that in order to reduce emission it was necessary to first know what the contaminants are. Dave answered that there is already a lot of information on PM10 and ozone and that instead of trying to get more information on unknown pollutants, the co-chairs believed it was better to do something about the

known and studied pollutants. Although it is a tough choice, it is necessary because of the reduced funds available for projects. EPA, CARB, SEMARNAT and SPA have invested hundreds of thousands of dollars in a 13 station monitoring system in Tijuana, Rosarito, Mexicali and Tecate to try to understand the situation with the priority pollutants (NOx, ozone, PM10), so investments have been made and actions now need to be taken to reduce these pollutants. Perhaps in the next round of funding, this issue of needing more information on pollutants can be brought to the attention of the co-chairs. Guillermo said it was necessary to evaluate the location of the monitoring stations because the south of the city has dust, PM10 and 2.5 and there are no monitoring stations. They suggest using a mobile station for monitoring air at the border ports of entry.

Jenny Quintana asked whether other pollutants measured in diesel, such as black carbon and PAHs, would be included in the priority pollutants list. Dave indicated that there hasn't been any discussion on that.

Guillermo stated that they recently measured PAH levels that are five times the amounts measured in San Diego. Black carbon measurements also exceed five to six times the amounts measured in San Diego, which are even higher than the amounts measured in Mexico City. Otay is one of the regions with the highest levels of these contaminants. These new data create new needs to mitigate these contaminants and not only the priority contaminants.

Project Ideas for 2008 EPA Funding

Paula read the project submitted by Jose Garcia Gomez from *Grupo Ecologista*. The project is forestation of geographic or atmospheric air basins. The project proposes to determine the index of green areas per inhabitant in Tijuana at a geographic or air basin level and create a forestation project to create a barrier against emissions and scattering of particles. Expected results are reduction of emissions and scattering of suspended particles in zones with a lower degree of forestation. Jenny said this project was interesting as a lead project for interventions in the future.

Victor spoke about their proposed projects, the first of which is to implement monitoring stations at the Tijuana, Otay and Mexicali POEs, to serve as a public education tool as drivers and car occupants would see the levels of contaminants as they drive by. The expected results are to contribute to bi-national efforts to make the necessary decisions such as the implementation of smog checks for vehicles. To the extent that the public becomes educated and environmentally aware, they will decide to tune up their cars, thus reducing pollution. There is another project to implement a mobile station. Victor had a meeting with cattle ranchers in regards to reducing methane emissions from cattle ranching activities. These reduction projects will be to use methane gas via a digester to generate electricity, which they will be using in their facilities. The cattle ranchers will also contribute money for the implementation of these projects.

Tere Olmos submitted a proposal for prevention of the use of aerosols. The project would be an outreach campaign focused on preventing contamination of ambient air and

also visual contamination (graffiti). She proposes to collaborate with Home Depot and other stores and create pamphlets regarding aerosols. Also to suggest to the stores they control to whom they sell these paints. There is no indication of an oversight organization.

Emilia Simpson introduced Magdalena Cerda and Michelle Vazquez, all of who worked on the border campaign. The EHC has been working in a neighborhood close to the Otay border crossing. They are the same organization that worked for the clean up the Metales y Derivados site. That site is no longer a danger to the community. The project that they are now proposing is community driven. A pilot project is already in progress. The project is to reduce levels of PM2.5 in the vicinity of elementary and kinder garden schools in Tijuana, that are caused by large truck traffic in front of these schools. The goal is to reduce truck traffic in front of schools by forcing truck routes to use the larger streets and avenues.

Dave volunteered to be an information source as to how to present the project ideas and his email address is fege.dave@epa.gov . Ideas can also be sent to Domingo Vigil at domingo.vigil@sdcounty.ca.gov

Paula thanked all for the great project ideas. The date for the project results is August 30th.

The next meeting will be held in Tijuana on July 9th from 4 to 7 pm.