Announcements

• Roster Approved by South Coast AQMD Executive Officer
• Suggestion Box
• Community Tour Recap
Committee Presenters

• AB 617 is a collaborative effort
• Seeking volunteer Community Steering Committee (CSC) members to present
• Highlight efforts within the East Los Angeles, Boyle Heights, West Commerce (ELABHWC) community that could be part of the AB 617 Community Emission Reduction Plan (CERP)
• Who would you like to hear from?
  • Let us know!
ELABHWC Progress

- Community Reported Air Quality Concerns
- Air Quality Concern Prioritization
- Strategies and Proposed Actions for Reported Air Quality Concerns (Part I)
- Draft of Air Monitoring Plan available for public input, submit to CARB staff
- Draft Community Emissions Reduction Plan
- Governing Board Hearing

Areas where CSC has provided input

- January
- February
- March
- April
- May
- June
- July
- August
- September

ELABHWC Progress
## ELABHWC Meeting #5
### Recap of Air Quality Priorities Discussion

<table>
<thead>
<tr>
<th>Metal Processing</th>
</tr>
</thead>
<tbody>
<tr>
<td>• More communication to small businesses to ensure they are aware they need to be in compliance</td>
</tr>
<tr>
<td>• Create incentives and enforce regulations with monitoring</td>
</tr>
<tr>
<td>• Collaborations with AltaMed and LA County Department of Public Health</td>
</tr>
<tr>
<td>• Outreach for community, workers, and business owners</td>
</tr>
<tr>
<td>• Map of South Coast AQMD Facilities – difficult to navigate FIND</td>
</tr>
<tr>
<td>• More stationary monitoring</td>
</tr>
<tr>
<td>• Chambers of Commerce should identify “bad actors”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rendering Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Not enough staff after hours responding to these complaints</td>
</tr>
<tr>
<td>• Advertisements for 1-800-CUT-SMOG (billboards, buses, etc.)</td>
</tr>
<tr>
<td>• Improve methods to report complaints (i.e. online, mobile app)</td>
</tr>
<tr>
<td>• Find other venues for discussion</td>
</tr>
<tr>
<td>• Outreach at general Chamber of Commerce meetings, which are well attended</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Schools, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Endorse the use of appropriate filters, and providing education and training requirements</td>
</tr>
<tr>
<td>• Requested data from study done on air filtration systems at schools</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Household Hazardous Waste/Toxic Waste Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Address waste streams from these facilities</td>
</tr>
<tr>
<td>• Provide high level security training to inspectors before entering these facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Auto Body Shops</th>
</tr>
</thead>
<tbody>
<tr>
<td>• No feedback provided</td>
</tr>
</tbody>
</table>

* See meeting summary for more
# Update: Household Hazardous Waste/Toxic Waste Facilities

<table>
<thead>
<tr>
<th>Air Quality Concern</th>
<th>Follow-Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>#47 – Mana Recycling</td>
<td>• Previous inspections for dust and nuisance</td>
</tr>
<tr>
<td></td>
<td>• Enforcement Agency – DTSC</td>
</tr>
<tr>
<td>#78 – S.A.F.E Waste Collection Center</td>
<td>• Follow-up with Los Angeles County Department of Sanitation</td>
</tr>
<tr>
<td></td>
<td>• No hazardous waste or toxic waste processing done in these facilities.</td>
</tr>
<tr>
<td></td>
<td>• Items are distributed to appropriate recycling facilities.</td>
</tr>
<tr>
<td></td>
<td>• Waste pick up once a week</td>
</tr>
<tr>
<td>City Terrace Recycling and Waste Transfer Station</td>
<td>• Permitted by CalRecycle</td>
</tr>
<tr>
<td></td>
<td>• Inspected monthly by County of Los Angeles Department of Public Health</td>
</tr>
<tr>
<td></td>
<td><a href="https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0859">https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0859</a></td>
</tr>
</tbody>
</table>
California Air Resource Board
Actions and Regulations
Who is CARB?

CARB

Regulates mobile sources of air pollution, greenhouse gases, and consumer products.

Cars  Trucks  Buses

In-Use Compliance  Certification of New Engines

In-Use compliance focuses on engines that are already in use by the public. Certification ensures that new engines being sold in California meet specific emissions standards.
Tools in Development

- Truck Idling
- Enhanced Enforcement
- Zero Emission Vehicle Deployment
- Emissions Reductions from Freight
What does this Community Steering Committee want to discuss?

What do you want to know more about?

What efforts do you have input on?
Current Regulations and Control Measures

Ports
- Commercial Harbor Craft
- Cargo Handling Equipment
- Drayage Trucks
- Shore Power
- Ocean-Going Vessels Fuel Rule

Rail
- 1998 Locomotive NOx Fleet Average Emissions Agreement

Mobile On-Road
- Truck and Bus Regulation
- Solid Waste Collection Vehicle Regulation
- Fleet Rule for Transit Agencies
- Fleet Regulation for Public Agencies and Utilities

Mobile On-Road
- Tractor Trailer GHG
- HD Vehicle Inspection Program
- Periodic Smoke Inspection Program
- Idling Limits
- Emission Control Label

Mobile Off-Road
- Off-Road In-Use Diesel Regulation
- Transport Refrigeration Unit

Fuel
- Low Carbon Fuel Standard
- Diesel Regulation
Ports – Existing Regulations

- Commercial Harbor Craft
- Cargo Handling Equipment
- Drayage Trucks
- Shore Power
- Ocean Going Vessels Fuel Rule
Rail – Existing MOU

The 1998 Locomotive NOx Fleet Average Emissions Agreement in the South Coast Air Basin (1998 MOU)

• signed by CARB, Union Pacific Railroad (UP) and BNSF Railway (BNSF)
• accelerates the introduction of cleaner locomotives into the South Coast Air Basin.
• under the Agreement, UP and BNSF agreed to operate locomotive fleets that “on average” meet a Tier 2 NOx emission standard, or 5.5 g/bhp-hr by 2010 (and through 2030).
• the Agreement provides State Implementation Plan (SIP) creditable emission reductions.

https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california
# Mobile On-Road – Existing Regulations

<table>
<thead>
<tr>
<th>Regulation Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idling Limits</td>
</tr>
<tr>
<td>Heavy-Duty Vehicle Inspection Program</td>
</tr>
<tr>
<td>Emission Control Label</td>
</tr>
<tr>
<td>Periodic Smoke Inspection Program</td>
</tr>
<tr>
<td>Truck and Bus Regulation</td>
</tr>
<tr>
<td>Tractor Trailer Greenhouse Gas</td>
</tr>
<tr>
<td>Solid Waste Collection Vehicle Regulation</td>
</tr>
<tr>
<td>Fleet Rule for Transit Agencies</td>
</tr>
<tr>
<td>Fleet Regulation for Public Agencies and Utilities</td>
</tr>
</tbody>
</table>
Mobile Off-Road – Existing Regulations

Off-Road In-Use Diesel Regulation

Transport Refrigeration Units

- What is TRU?
- What are the basic requirements for TRU owners and operators in California?
- What are the benefits of TRU compliance?
Fuel – Existing Regulations

Low Carbon Fuel Standard
- The Low Carbon Fuel Standard is a key part of a comprehensive set of programs in California to cut greenhouse gas emissions and other smog-forming and toxic air pollutants by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options.
- https://www.arb.ca.gov/fuels/lcfs/lcfs.htm

Diesel Regulation
- Sets stringent standards for California diesel fuel content.
- https://www.arb.ca.gov/fuels/diesel/diesel.htm

Alternative Diesel Fuel Regulation
- The Alternative Diesel Fuels regulation is intended to create a framework for low carbon, and often times lower polluting, diesel fuel substitutes to enter the commercial market in California, while mitigating any potential environmental or public health impacts.
## Moving Forward: On-Road

**Expected Board consideration/adoption – Implementation Begins**

<table>
<thead>
<tr>
<th>Year</th>
<th>Innovative Clean Transit</th>
<th>Fleet Smoke Inspection Rules</th>
<th>Heavy Duty On-Board Diagnostic Regulations</th>
<th>Advanced Clean Trucks</th>
<th>Advanced Clean Cars 2</th>
<th>Heavy Duty Inspection &amp; Maintenance</th>
<th>Zero Emission Drayage Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>ADOPTED</td>
<td>ADOPTED</td>
<td>ADOPTED</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
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<td>2025</td>
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<td>2030</td>
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</tbody>
</table>
### Moving Forward: Off-Road

**Expected Board consideration/adoption – Implementation Begins**

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
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</thead>
<tbody>
<tr>
<td><strong>Ships at Berth Amendments</strong></td>
<td></td>
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<tr>
<td><strong>Zero Emission Transport Refrigeration Unit</strong></td>
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<tr>
<td><strong>Small Off Road Engines</strong></td>
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<tr>
<td><strong>Reduced Idling at Rail Yards</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Commercial Harbor Craft Amendments</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Zero Emission Cargo Handling Equipment</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Emissions Reductions from Non-Preempted Locomotives</strong></td>
<td></td>
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</tbody>
</table>
Moving Forward: Fuel

Expected Board consideration/adoption – Implementation Begins

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>Low Carbon Fuel Standard Adopted</td>
</tr>
<tr>
<td>2020</td>
<td>Low Emission Diesel Requirement</td>
</tr>
</tbody>
</table>

2018
2020
2025
2030
Port Focused NEW Measures

Ships At-Berth Amendment (Shorepower)
- This strategy encompasses changing the current shorepower regulation to gain additional emissions reductions from even more vessel fleets, types, and operations
- https://www.arb.ca.gov/ports/shorepower/shorepower.htm

Commercial Harbor Craft Amendment
- This strategy would create more stringent engine requirements for freight and passenger vessels. (Blueprint page F-3)
- https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft
Port Focused NEW Measures (cont.)

Zero Emission Cargo Handling Equipment
- This strategy will transition cargo handling equipment to zero emission technology. In addition to emissions reductions at seaports, this strategy would also provide reductions at intermodal rail yards. (Blueprint page F-3)
- https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment

Zero Emission Drayage Trucks
- This strategy will transition drayage trucks to zero emission technology. In addition to emissions reductions at ports, this strategy would also provide reductions at intermodal rail yards. (Blueprint page F-4)
- https://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm
Rail Focused NEW Measures

Reduced Idling at Railyards
• This strategy would reduce emissions from idling freight and passenger locomotives with implementation targeting communities with high cumulative exposure burdens. (Blueprint page F-5)
• https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california

Emissions Reductions from Non-preempted Locomotives
• This strategy would reduce emissions from older locomotives operating in California. (Blueprint page F-5)
• https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california
Mobile On-Road Focused NEW Measures

Innovative Clean Transit
• This regulation requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet and encourages them to provide innovative first- and last-mile connectivity and improve mobility for transit riders. This regulation also provides various exemptions and compliance options to provide safeguards and flexibility for transit agencies through this transition.
• https://www.arb.ca.gov/msprog/ict/ict.htm
• https://ww2.arb.ca.gov/rulemaking/2018/innovative-clean-transit-2018

Fleet Smoke Inspection Rules
• Amendments to the Heavy Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP) reflect lower smoke opacity limits from diesel exhaust.
• https://www.arb.ca.gov/msprog/hdim/hdim.htm
Mobile On-Road Focused NEW Measures (cont.)

Heavy Duty OBD Regulations
• Proposed updates to these regulations include updating monitoring requirements, changing testing requirements, gathering more robust data, and enhancing enforcement of non-compliance.
• https://www.arb.ca.gov/msprog/obdprog/hdobdreg.htm
• https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-board-diagnostic-system-requirements-2018

Advanced Clean Trucks
• This proposed strategy will accelerate first-wave zero-emission truck deployments by requiring manufacturers to sell a portion of Class 2B and above sales as zero-emission starting 2024.
• Fleets to report data to inform on what vehicles are good targets for electrification and inform future fleet rules.
• https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks
Mobile On-Road Focused NEW Measures (cont.)

Advanced Clean Cars 2
• This proposed strategy would help increase the number of zero emission vehicles on the road and may also include lowering overall fleet emissions
• https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program

Heavy-Duty Inspection & Maintenance
• This future program could help ensure that broken emissions control components on heavy-duty vehicles are repaired in a timely manner and are operating as designed to meet California’s public health protection goals.
• https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program
Mobile Off-Road Focused NEW Measures

Zero Emission Transport Refrigeration Unit

- This proposed measure would focus on transitioning transport refrigeration units (TRUs) to zero emission or near-zero emission to achieve emissions reductions while in transit and at freight hubs.

Small Off-Road Engines

- This proposed measure will seek to reduce emissions from small off-road engines by tightening emissions standards and developing strategies to transition to zero emission.
- [https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore](https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore)
Fuel Focused NEW Measures

Low Carbon Fuel Standard
- Approved amendments to the Low Carbon Fuel Standard (LCFS) strengthen targets to 2030 and encourage zero emission vehicle infrastructure, among other improvements.
- [https://www.arb.ca.gov/fuels/lcfs/lcfs.htm](https://www.arb.ca.gov/fuels/lcfs/lcfs.htm)

Low-Emission Diesel Requirement
- This proposed measure would establish performance requirements for low-emission diesel fuel and would require diesel fuel producers to decrease criteria pollutant emissions from their diesel products.
Regulatory Process

1. Preliminary Activities
   - Includes workshops and/or workgroups which allow input from the public and industry.

2. 45 Day Comment Period
   - Chance for the public and industry to comment on regulations before they go to the Board.

3. Board Hearing
   - Staff bring rules before the Board.
   - Opportunity for public comment.
CARB Vehicle Idling Pilot Study

- Heavy-Duty idling concerns raised by communities
- CARB three step idling pilot with Community Steering Committee input/participation

1. Evaluate idling regulations with current emissions data
2. Identify idling locations and collect activity data
3. Assess need for additional mitigation measures
Community Air Grants

$15 million total

$10 million for FY2017-18 and another $5 million for FY2018-19

Funds go to projects that focus on the community

https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants
Technology Clearinghouse Update

- BACT = Best Available Control Technology
- T-BACT = Best Available Control Technology – Toxics
- ATCM = Air Toxic Control Measure

New System Available in Early 2020
Technology Clearinghouse Example

### Peaking Turbine

**OVERVIEW**
- Source Type: Stationary
- Agency: District
- Comparison of Emissions

**EMISSIONS TECHNOLOGY**

<table>
<thead>
<tr>
<th>Control Level</th>
<th>Costs</th>
<th>Emissions Reductions</th>
<th>Example Technology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Technology</td>
<td>$$$</td>
<td>![Blue circle]</td>
<td>Catalyst, PM Filter</td>
</tr>
<tr>
<td>Zero Emissions</td>
<td>$$$$</td>
<td>![Red circles]</td>
<td>Renewable, Fuel Cell, Battery</td>
</tr>
</tbody>
</table>

### Long Haul Truck

**OVERVIEW**
- Source Type: Mobile
- Agency: CARB
- Comparison of Emissions

**EMISSIONS TECHNOLOGY**

<table>
<thead>
<tr>
<th>Control Level</th>
<th>Costs</th>
<th>Emissions Reductions</th>
<th>Example Technology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Technology</td>
<td>$$</td>
<td>![Red circle]</td>
<td>Particulate Filter</td>
</tr>
<tr>
<td>Zero Emissions</td>
<td>$$$$</td>
<td>![Red circles]</td>
<td>Fuel Cell, Battery</td>
</tr>
</tbody>
</table>
Handouts

The following pages are handouts associated with this resource slide deck. They include:

• A Guide to California’s Clean Air Regulations for Heavy-Duty Vehicles
• Cargo Handling Equipment Regulation Overview
• Commercial Harbor Craft Regulation Overview
• Drayage Truck Regulation Overview
• At-Berth (Shorepower) Advisory
• Ocean Going Vessels Fuel Rule Advisory
• Off-Road Regulation Overview
• Transportation Refrigeration Unit Brochure
AB 617 Community Steering Committee Meeting
East Los Angeles/Boyle Heights/West Commerce
May 23, 2019

Improving On-road Vehicle Data:
Automated License Plate Readers (ALPR)
Portable Emission AcQuisition System (PEAQS)

Sara Forestieri, Victoria Villa, Jeremy Smith
California Air Resources Board
What is ALPR?

• Collect footage of on-road traffic
• Use ALPR software to read license plates
• Use DMV Registration data and other databases to link license plate to vehicle information
Potential Applications of ALPR Data

• Understand what vehicles operate in the community
• Determine split of local vs non-local trucks
• Understand how often commercial trucks operate certain roads (e.g., truck-prohibited routes)
• Validate/refine on-road vehicle emission estimates
  ▪ The fraction of light- vs heavy-duty vehicles
  ▪ Model year distribution and therefore age
  ▪ Traffic counts
• Identify older trucks for targeted incentives
Agencies that collect and process ALPR data will comply with 2015 Senate Bill 34 (SB 34) Automated License Plate Recognition Act requirements
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB34

Agencies must maintain reasonable security procedures and practices to protect ALPR info and implement a usage and privacy policy for ALPR info

Sections 1798.29 and 1798.82 also require any agency or business in California to disclose in specified way any breach of the security of the system or data

CARB’s ALPR privacy and usage policy:
https://www.arb.ca.gov/enf/arb_alpr_privacy_usage_policy_050317.pdf
## On-road Mobile Source Concerns

### Community Identified Initial Locations for Discussion

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preferred Cold Service Bus.</td>
<td>17</td>
<td>Truck Route</td>
</tr>
<tr>
<td>2</td>
<td>Metrolink</td>
<td>18</td>
<td>710 Fwy</td>
</tr>
<tr>
<td>3</td>
<td>BNSF Railyard/Union Pacific</td>
<td>19</td>
<td>Truck Route</td>
</tr>
<tr>
<td>4</td>
<td>710/60 Fwy Intersection</td>
<td>20</td>
<td>Fwy Interchange</td>
</tr>
<tr>
<td>5</td>
<td>710/5 Fwy Intersection</td>
<td>21</td>
<td>Trains/Trucks Idling</td>
</tr>
<tr>
<td>6</td>
<td>East LA Interchange</td>
<td>22</td>
<td>Heavy Industry</td>
</tr>
<tr>
<td>7</td>
<td>Truck Route</td>
<td>23</td>
<td>BNSF Railyard</td>
</tr>
<tr>
<td>8</td>
<td>Truck Route - Lorena St.</td>
<td>24</td>
<td>Traffic</td>
</tr>
<tr>
<td>9</td>
<td>Truck Route</td>
<td>25</td>
<td>Bandini Blvd</td>
</tr>
<tr>
<td>10</td>
<td>Trains</td>
<td>26</td>
<td>Rail Traffic</td>
</tr>
<tr>
<td>11</td>
<td>Warehouses</td>
<td>27</td>
<td>Truck Traffic</td>
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<td>12</td>
<td>Trucks Idling</td>
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<td>Truck Traffic</td>
</tr>
<tr>
<td>13</td>
<td>Trucks Idling</td>
<td>29</td>
<td>Hai's Trucking</td>
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<tr>
<td>14</td>
<td>Truck Route</td>
<td>30</td>
<td>Ramona Gardens</td>
</tr>
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<td>15</td>
<td>Truck Route</td>
<td>31</td>
<td>City Terrace Drive</td>
</tr>
<tr>
<td>16</td>
<td>Truck Route</td>
<td>32</td>
<td>Granda Vista Street</td>
</tr>
</tbody>
</table>
Portable Emission AcQuisition System (PEAQS)
What is PEAQS?

Video available on YouTube: https://www.youtube.com/watch?v=5kdsRR7_VVE
PEAQS Field Measurements

• PEAQS platforms and deployments
  • **Prototype** trailer and suitcase sized platforms
  • 12 weeks of pilot measurements across California
  • Assessing ability to serve as a screening tool for enforcement programs
  • CARB will test first unattended system for long-term operation summer 2019
  • Building additional PEAQS units – Expected availability 2020

PEAQS is a prototype system under active development
Committee Discussion on Community Emissions Reductions Plan (CERP)
<table>
<thead>
<tr>
<th>Air Quality Priority</th>
<th>Strategy</th>
<th>Potential Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhood Truck and Automobile Traffic</strong>&lt;br&gt;(Including Truck Concerns from Railyards and Warehouse Related Truck Traffic)</td>
<td>Enforcement/Collaboration/Public Info &amp; Outreach</td>
<td>Conduct enforcement sweeps with CARB; Partner with the City and County of Los Angeles, and the City of Commerce on land use planning issues, restrictive truck routes; Collaborate with appropriate agency on restrictive truck routes and improvements of complaint/response systems</td>
</tr>
<tr>
<td></td>
<td>Incentives/Public Info &amp; Outreach/Collaboration</td>
<td>Expand outreach efforts (e.g. fairs, workshops) to distribute incentive information to equipment owners; Partner with CARB to identify older trucks in community as targets for incentives</td>
</tr>
<tr>
<td><strong>Rail</strong></td>
<td>Regulation/Collaboration</td>
<td>Continue development of Facility-Based Mobile Source Measure (Indirect Source Rule); Support CARB on petitioning the U.S. EPA for new national locomotive emission standards</td>
</tr>
<tr>
<td></td>
<td>Incentives</td>
<td>Incentivize older diesel equipment changeout (i.e. locomotive)</td>
</tr>
<tr>
<td><strong>Metal Processing</strong></td>
<td>Public Info &amp; Outreach/Enforcement/Collaboration</td>
<td>-Conduct outreach and education to workers and small businesses on best management practices and South Coast AQMD rules; Collaborate with the City of Los Angeles on permit cross-checks&lt;br&gt;-Conduct &quot;No Fault&quot; inspections and outreach to businesses on best management practices; Outreach and enforcement could potentially lead to emission reductions</td>
</tr>
<tr>
<td></td>
<td>Monitoring/Enforcement</td>
<td>Conduct mobile monitoring to determine where stationary monitoring or where enforcement follow-up may be needed</td>
</tr>
<tr>
<td><strong>Rendering Facilities</strong></td>
<td>Enforcement/Public Info &amp; Outreach/Collaboration</td>
<td>Conduct outreach on existing rules and 1800-CUT-SMOG; Conduct enforcement follow-up, where needed.</td>
</tr>
<tr>
<td><strong>Auto body Shops</strong></td>
<td>Enforcement/Public Info &amp; Outreach/Collaboration</td>
<td>Conduct &quot;No Fault&quot; inspections and outreach to businesses on best management practices and available low Volatile Organic Compounds (VOC) or zero-VOC coatings or solvents; Collaborate with the City of Los Angeles on permit cross-checks</td>
</tr>
<tr>
<td><strong>Schools/ Hospitals/ Parks and Community Centers</strong></td>
<td>Exposure Reduction</td>
<td>Install school air filtration systems and training on proper filter use</td>
</tr>
<tr>
<td></td>
<td>Public Info &amp; Outreach/Collaboration</td>
<td>Collaborate with Los Angeles County Department of Public Health and AltaMed on air quality advisories and/or asthma related programs</td>
</tr>
</tbody>
</table>
Air Quality Priority Concern Action Template

- CSC members and staff can have one-on-one template discussions
- Focus on actions that are priorities for the CSC members
Air Quality Priority: Neighborhood Truck Traffic

Action XX: Idling Truck Enforcement

Description of Action:

Conduct surveillance for idling trucks outside of schools and residential areas near high traffic areas. This includes distribution centers or other locations of concern identified by CSC members (e.g. high traffic corridors on Soto St., Washington Blvd. Lorena St. Indiana St., etc.).

Strategies Included:

- Enforcement
- Collaboration

Goals, Metrics, and Timeframe:

- Conduct \[X\] amount of targeted inspections and targeted sweeps within a [insert proposed timeframe].

Implementing Agency, Organization, Business or Other Entity:

<table>
<thead>
<tr>
<th>Name</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Coast AQMD</td>
<td>Targeted idling sweeps may require coordination with local law enforcement</td>
</tr>
<tr>
<td>CARB</td>
<td>Idling truck inspections with support from local law enforcement</td>
</tr>
</tbody>
</table>

References 13 CCR § 2485; https://www.arb.ca.gov/enf/diesel.htm
### Air Quality Priority: Metal Processing Facilities

#### Action XX: Focused Monitoring and Inspection of Facilities

**Description of Action:**
Conduct mobile monitoring for pollutants of concern and follow-up where enforcement may be needed. Conduct “No Fault” inspections and outreach to small businesses on best management practices.

**Strategies Included:**
- Enforcement
- Public Info & Outreach
- Monitoring

**Goals, Metrics, and Timeframe:**
Conduct [# of No-Fault inspections] to local businesses and [# of type of outreach events] to local businesses.

**Implementing Agency, Organization, Business or Other Entity:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Coast AQMD</td>
<td>Conduct mobile monitoring and enforcement follow-up, outreach to small business owners</td>
</tr>
</tbody>
</table>

Air Quality Priority: Auto Body Shops
Action XX: Outreach/Collaboration

Description of Action:
Conduct “No Fault” inspections and outreach to small businesses on best management practices.

Strategies Included:
- Collaboration
- Outreach

Goals, Metrics, and Timeframe:
Conduct [number of No-Fault inspections] and [number and type of outreach events] to local autobody businesses.

Implementing Agency, Organization, Business or Other Entity:

<table>
<thead>
<tr>
<th>Name</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Coast AQMD</td>
<td>Work with CSC members to identify clusters of businesses and provide information to business owners on best management practices</td>
</tr>
</tbody>
</table>

References: South Coast AQMD Small Business Assistance Program:
Air Quality Priority Concern

Action Templates

1. Would you like to contribute additional input towards a specific CERP action?
2. What specific CERP actions would you like to work on? Contact staff and let us know!
3. What measureable air quality goals should be set for each action item?

Send comments to:
Maggie Isied - misied@aqmd.gov
Community Air Monitoring Plan (CAMP)

Question and Answer Session

Send comments to: AB617@aqmd.gov
## Next steps and important reminders

### Future meeting dates and locations:
- CSC Meeting #7: June 27\(^{th}\)(6:00 p.m. - 8:30 p.m.) at Commerce Senior Center

### Likely agenda items for CSC Meeting #7:
- Committee presentations
- CARB & South Coast AQMD Enforcement Actions
- Measuring Success: Goals

### Next Technical Advisory Group (TAG) Meeting:
- **May 29, 2019, 10:00 AM – 12:00 PM, South Coast AQMD Headquarters, Conference Room GB**

### Proposed Roster Update:
- Request CSC to add Frank Villalobos to the committee representing Barrio Planners

Is the CSC okay with these topics? Any additional topics?
Thank you for the hard work!

More information on AB 617:
www.aqmd.gov/AB617

Email: AB617@aqmd.gov

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