Community Air Initiatives

San Bernardino, Muscoy
Community Steering Committee
Meeting #6

Thursday, May 16, 2019
San Bernardino, CA
Announcements

- Suggestion Box
- Community tour update
Committee Presenters

• AB 617 is a collaborative effort
• Seeking volunteer Community Steering Committee (CSC) members to present
• Highlight efforts within the San Bernardino, Muscoy (SBM) community that could be part of the AB 617 Community Emission Reduction Plan (CERP)
• Who would you like to hear from?
  • Let us know!
SBM Progress

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

Areas where CSC has provided input

- November
- December
- January
- February
- March
- April
- May
- June
- July
- August
- September
SBM Meeting #5
Brief Recap of Air Quality Concerns Discussion (Part 1)

Warehouse (On-site emission)

Committee input:
• Stronger language is needed in warehouse construction guidelines (e.g., mandate, require vs. encourage)
• Enforcement of CARB’s 1,000 foot set back recommendation between warehouses and residents
• Warehouses should not be built on Cajon Blvd.
• Consider varying warehouse sizes
• Monitor air pollution at varying distances to support mandates
• County Readiness Plan will provide guidance on siting of electric vehicle infrastructure

Concrete Batch Plants

Committee input:
• Protect children by regulating fugitive dust from concrete batch plants

* See meeting summary for more details
Committee input:

- Prioritize schools near truck routes and next to major sources of air pollution
- Route trucks away from schools
- Include charter schools for air filtration systems
- Include U.S. EPA's flag program in schools to provide information about current air quality conditions

Committee input:

- Omnitrans is seen as a source of air pollution in the community
- Omnitrans is transitioning to zero-emission buses to replace the current buses by 2040

* See meeting summary for more details
Who is CARB?

CARB

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

In-Use Compliance

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.

Certification of New Engines

Cars  Trucks  Buses
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?
CARB Resource Slides

California Air Resources Board
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

- Idling Limits
- Heavy-Duty Vehicle Inspection Program
- Emission Control Label
- Periodic Smoke Inspection Program
- Truck and Bus Regulation
- Tractor Trailer Greenhouse Gas
- Solid Waste Collection Vehicle Regulation
- Fleet Rule for Transit Agencies
- Fleet Regulation for Public Agencies and Utilities
Mobile Off-Road – Existing Regulations

Off-Road In-Use Diesel Regulation

Transport Refrigeration Units

What is the purpose of this regulation?

What are the basics required for TRU owners and operators...

- Turf/field offenders: owners must submit an application for a TRU In-Use Regulation Permit to the California Air Resources Board. The application must include the following information:
  - Name and address of the TRU owner
  - TRU model, make, and serial number
  - TRU fuel type (diesel)
  - TRU usage location (turf/field)
  - TRU usage dates

- Turf/field enforcers: TRUs are subject to enforcement based on the California Air Resources Board’s Turf/field Enforcer Training and Evaluation Program. TRUs that are not registered or that are not in compliance with the TRU In-Use Regulation Permit may be subject to fines and penalties.

- Turf/field operators: TRUs are required to comply with the TRU In-Use Regulation Permit. TRUs that do not comply may be subject to fines and penalties.

- Turf/field contractors: TRUs are responsible for ensuring that all TRUs used on their projects are registered and in compliance with the TRU In-Use Regulation Permit. TRUs that do not comply may result in fines and penalties to the contractor.

- Turf/field users: TRUs are responsible for ensuring that their TRUs are registered and in compliance with the TRU In-Use Regulation Permit. TRUs that do not comply may result in fines and penalties to the user.
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>
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<tbody>
<tr>
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Moving Forward: Off-Road

Expected Board consideration/adooption – Implementation Begins

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

Expected Board consideration/adoptions – Implementation Begins

<table>
<thead>
<tr>
<th>Year</th>
<th>Low Carbon Fuel Standard</th>
<th>Low Emission Diesel Requirement</th>
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</thead>
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<tr>
<td>2018</td>
<td>ADOPTED</td>
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<td>2020</td>
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<td>2030</td>
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</table>
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](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](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://www.arb.ca.gov/msprog/obdprog/hdobdreg.htm)

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](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](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](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
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

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

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

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

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

Heavy-Duty idling concerns raised by communities

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

CARB three step idling pilot with Community Steering Committee input/participation
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

**OVERVIEW**

**Source Type:** Stationary

**Agency:** District

**Comparison of Emissions**

<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>$$$</td>
<td></td>
<td>Catalyst, PM Filter</td>
</tr>
<tr>
<td>Zero Emissions</td>
<td>$$$</td>
<td></td>
<td>Renewable, Fuel Cell, Battery</td>
</tr>
</tbody>
</table>

**OVERVIEW**

**Source Type:** Mobile

**Agency:** CARB

**Comparison of Emissions**

<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></td>
<td>Particulate Filter</td>
</tr>
<tr>
<td>Zero Emissions</td>
<td>$$$$</td>
<td></td>
<td>Fuel Cell, Battery</td>
</tr>
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</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
California Air Resource Board

Automated License Plate Reader
AB 617 Community Steering Committee Meeting
San Bernardino, Muscoy
May 16, 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
## 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>
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<tbody>
<tr>
<td>1</td>
<td>10/215 Fwy Interchange</td>
<td>19</td>
<td>Truck Parking - Neighborhoods</td>
</tr>
<tr>
<td>2</td>
<td>Airport</td>
<td>20</td>
<td>Truck Route</td>
</tr>
<tr>
<td>3</td>
<td>BNSF Railyard/ JB Hunt Trucking C.</td>
<td>21</td>
<td>Palm Ave/Hallmark Pkwy</td>
</tr>
<tr>
<td>4</td>
<td>Freeway/Railway Interchange</td>
<td>22</td>
<td>W 1st Ave/Route 66</td>
</tr>
<tr>
<td>5</td>
<td>Metrolink</td>
<td>23</td>
<td>Truck Traffic</td>
</tr>
<tr>
<td>6</td>
<td>Omnitrans Bus Yard</td>
<td>24</td>
<td>Truck Traffic Route 66</td>
</tr>
<tr>
<td>7</td>
<td>Road Congestion</td>
<td>25</td>
<td>Truck Idling - 210 Fwy/N. CA St</td>
</tr>
<tr>
<td>8</td>
<td>San Manual Amphitheater Traffic</td>
<td>26</td>
<td>Truck Idling - School</td>
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<tr>
<td>9</td>
<td>Traffic at CSUSB</td>
<td>27</td>
<td>Medline Warehouse</td>
</tr>
<tr>
<td>10</td>
<td>Traffic - Hospitality Ln and 10 Fwy</td>
<td>28</td>
<td>Warehouses - Fontana</td>
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<tr>
<td>11</td>
<td>Traffic - H Street Exit</td>
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<td>DCS Logistics</td>
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<td>12</td>
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<td>Mt Vernon Corridor</td>
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<td>Warehouses</td>
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<td>14</td>
<td>Traffic - Waterman</td>
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<td>15</td>
<td>Train Station</td>
<td>33</td>
<td>Warehouses</td>
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<td>16</td>
<td>Trains</td>
<td>34</td>
<td>Warehouses - ICEMA</td>
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<td>17</td>
<td>Lavon Dr/N Macy St</td>
<td>35</td>
<td>Warehouses</td>
</tr>
<tr>
<td>18</td>
<td>Truck Traffic - Waterman/Tippecanoe</td>
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</tr>
</tbody>
</table>
What is PEAQS?
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>Action</th>
</tr>
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<tbody>
<tr>
<td>Truck Idling and Truck Traffic related to Warehouses</td>
<td>Enforcement/Collaboration/Public Info &amp; Outreach</td>
<td>Conduct enforcement sweeps with CARB; Partner with the City and County of San Bernardino 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>BNSF Railyard</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>
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<td></td>
<td>Incentives</td>
<td>Incentivize older diesel equipment changeout (i.e. locomotive)</td>
</tr>
<tr>
<td>Warehousing</td>
<td>Collaboration/Public Info &amp; Outreach</td>
<td>Collaborate with the City and/or County of San Bernardino on enhancing requirements to address warehouse development (e.g., requiring loading docks away from residents, 1,000 foot buffer zones for new development, facilitating electric utility infrastructure with appropriate parties).</td>
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<tr>
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<td>Regulation</td>
<td>Continue the development of Facility-Based Mobile Source Measure (Indirect Source Rule)</td>
</tr>
<tr>
<td>Omnitrans Bus Yard</td>
<td>Regulation/Incentives Collaboration</td>
<td>Support Omnitrans on the acceleration of zero emission buses and chargers</td>
</tr>
<tr>
<td>Concrete Batch Plants</td>
<td>Monitoring/Enforcement/Public Info &amp; Outreach</td>
<td>Monitor hexavalent chrome and particulate matter (PM10) to identify hot spots for follow-up enforcement if needed; Expand outreach efforts to operators and community on Rule 403 – Fugitive Dust best practices</td>
</tr>
<tr>
<td>Schools/Hospitals/Parks and Community Centers</td>
<td>Collaboration/Public Info &amp; Outreach</td>
<td>Partner with the San Bernardino County Department of Public Health on outreach materials for air quality advisories and/or asthma related programs</td>
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<tr>
<td></td>
<td>Exposure Reduction</td>
<td>Distribute air filtration systems by prioritizing schools along major truck routes</td>
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Air Quality Priority Concern Action Template

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

Description of Action:
- Conduct enforcement sweeps with CARB;
- Partner with the City and County of San Bernardino on land use planning issues, restrictive truck routes;
- Collaborate with appropriate agency on restrictive truck routes and improvements of complaint/response systems.

Strategies Included:
- Enforcement
- Collaboration

Goals, Metrics, and Timeframe:
- Inspections/targeted sweeps will be conducted [insert frequency to be discussed by CSC] within a [insert proposed timeframe].

Implementing Agency, Organization, Business or Other Entity:

<table>
<thead>
<tr>
<th>Name</th>
<th>Action</th>
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<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: Neighborhood Truck Traffic
Action XX: Conduct Outreach for Incentives

Description of Action:
• 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

Goals, Metrics, and Timeframe:
• Date of incentive fair [insert date discussed by CSC]

Implementing Agency, Organization, Business or Other Entity:

<table>
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<tr>
<th>Name</th>
<th>Action</th>
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</thead>
<tbody>
<tr>
<td>South Coast AQMD</td>
<td>Collaborate with local business owners to conduct an incentive fair and provide outreach materials</td>
</tr>
<tr>
<td>CARB</td>
<td>Identify location(s) to place the Automated License Plate Reader (ALPR) and train South Coast AQMD staff on the technology</td>
</tr>
</tbody>
</table>

References
• Carl Moyer Program (Heavy-Duty Engines): https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB34
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: Pedro Piqueras – ppiqueras@aqmd.gov
Community Air Monitoring Plan (CAMP)

Committee Discussion

Send comments to: AB617@aqmd.gov
Next Technical Advisory Group (TAG) Meeting:
• May 29, 2019
  10 am at South Coast AQMD headquarters (GB room)

Future meeting dates and locations:
• CSC Meeting #7: June 20th (6:00 p.m. - 8:30 p.m.) at San Bernardino Valley College

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

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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