

# Community Air Initiatives

East Los Angeles, Boyle Heights, West  
Commerce  
Community Steering Committee  
Meeting #6

*Thursday, May 23, 2019  
Resurrection Church  
Boyle Heights, CA*



# 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 2)

Draft of Air Monitoring Plan available for public input, submit to CARB staff

Governing Board Hearing

November

December

January

February

March

April

May

June

July

August

September

Community Boundary Discussion

Strategies and Proposed Actions for Reported Air Quality Concerns (Part I)

Draft Community Emissions Reduction Plan

Begin Monitoring, South Coast AQMD Committee Consideration

Areas where CSC has provided input

Draft Air Monitoring Plan



# ELABHWC Meeting #5

## Recap of Air Quality Priorities Discussion



### Metal Processing

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



### Rendering Facilities

- Not enough staff after hours responding to these complaints
- Advertisements for 1-800-CUT-SMOG (billboards, buses, etc.)
- Improve methods to report complaints (i.e. online, mobile app)
- Find other venues for discussion
- Outreach at general Chamber of Commerce meetings, which are well attended



### Schools, etc.

- Endorse the use of appropriate filters, and providing education and training requirements
- Requested data from study done on air filtration systems at schools

### Household Hazardous Waste/Toxic Waste Facilities

- Address waste streams from these facilities
- Provide high level security training to inspectors before entering these facilities



### Auto Body Shops

- No feedback provided

\* See meeting summary for more

# Update: Household Hazardous Waste/Toxic Waste Facilities

Air Quality Concern	Follow-Up
#47 – Mana Recycling	<ul style="list-style-type: none"><li>• Previous inspections for dust and nuisance</li><li>• Enforcement Agency – DTSC</li></ul>
#78 -- S.A.F.E Waste Collection Center	<ul style="list-style-type: none"><li>• Follow-up with Los Angeles County Department of Sanitation</li><li>• No hazardous waste or toxic waste processing done in these facilities. Items are distributed to appropriate recycling facilities.</li><li>• Waste pick up once a week</li></ul>
City Terrace Recycling and Waste Transfer Station	<ul style="list-style-type: none"><li>• Permitted by CalRecycle</li><li>• Inspected monthly by County of Los Angeles Department of Public Health</li></ul> <p><a href="https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0859">https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0859</a></p>



# 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 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



What does this Community Steering Committee want to discuss?

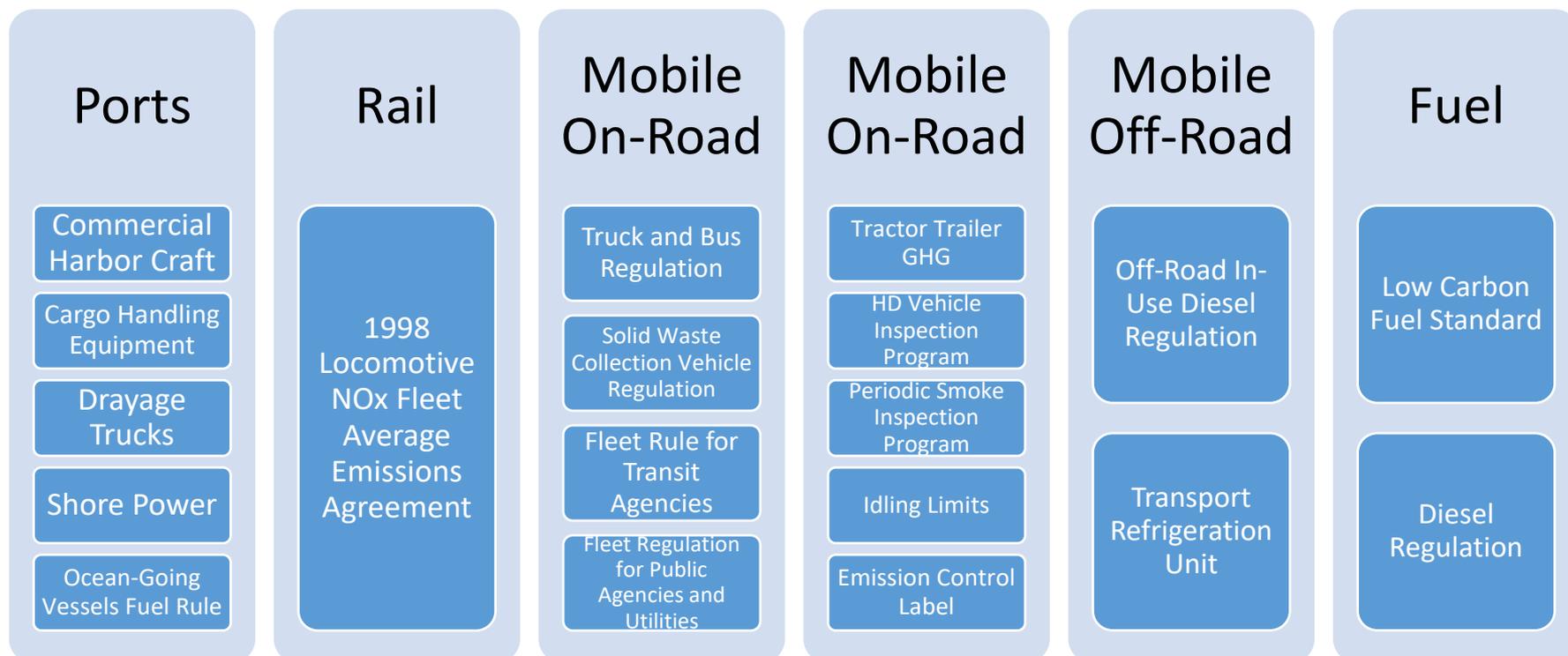
What do you want to know more about?

What efforts do you have input on?

# CARB Resource Slides

California Air Resources Board

# Current Regulations and Control Measures





# Rail – Existing MOU

The 1998 Locomotive NO<sub>x</sub> 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 NO<sub>x</sub> 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

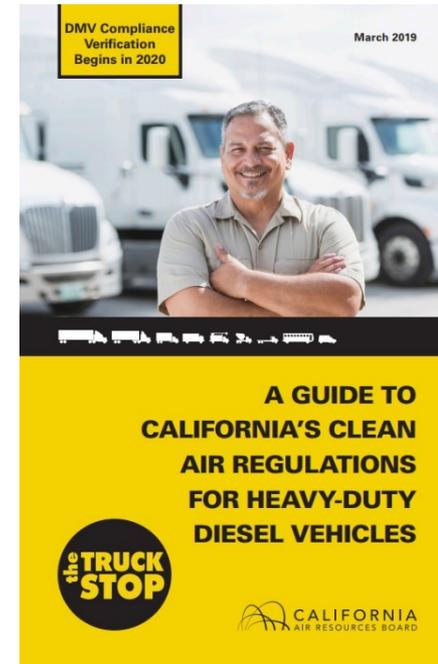
Truck and Bus Regulation

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

**In-Use Off-Road Diesel-Fueled Fleets Regulation**  
Overview, Revised October 2016



**The Off-Road Regulation Applies To:**

All self-propelled off-road diesel vehicles 25 horsepower (hp) or greater used in California and most low-angle vehicles (except off-road low-angle sweepers) are subject to the Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road regulation). This includes vehicles that are rented or leased (rental or leased fleets).

Personal use vehicles, vehicles used solely for agriculture, vehicles that are sweeping, and vehicles already covered by the Regulation for Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards (Cargo Handling regulation), are exempt from the Off-Road regulation.

Emergency operations vehicles, dedicated snow removal vehicles, low-use vehicles (less than 200 hours per year, as confirmed by a non-calendar hour meter), and vehicles used a majority of the time (but not solely) for agricultural operations, must be reported to ARB and labeled, but are exempt from the performance requirements of the Off-Road regulation.

**Summary:**

The overall purpose of the Off-Road regulation is to reduce emissions of oxides of nitrogen (NOx) and particulate matter (PM) from off-road diesel vehicles operating within California. The Off-Road regulation:

- Imposes limits on sales, requires a written lifting policy, and requires a disclosure when selling vehicles.
- Requires all vehicles to be reported to ARB using the Diesel Off-Road Online Reporting System, (DOORS) and labeled.
- Restricts the selling of older vehicles into fleets starting on January 1, 2014, and
- Requires fleets to reduce their emissions by retrofit, swapping, or regenerating older engines, or installing Verified Diesel Emission Control Strategies, (VDECS) (i.e., exhaust retrofits).

The requirements and compliance dates of the Off-Road regulation vary by fleet size. For a fleet to determine their size, it must add up all of the off-road horsepower under common ownership or control in the fleet.

Fleet Size Category	Description
Small	Fleet or municipality <= 2,000 hp, or Municipal fleet in the greatest county, aggregate placement area fleet, or non-profit buying earlier, regardless of total hp
Medium	Fleet with 2,001 to 5,000 hp
Large	Fleet with more than 5,000 hp, or All state and federal government fleets, regardless of total hp

## Transport Refrigeration Units

T  
R  
U

**TRANSPORT REFRIGERATION UNITS**

**TRU Brochure #2**  
What TRU & TRU Generator Set Owners & Operators Need to Know to Comply with the TRU Airborne Toxic Control Measure (ATCM)



**Who is affected?**

Owners and operators of in-use diesel-fueled TRUs and TRU generator (gen) sets that operate in California, irrespective of whether they are registered in or outside of the State of California are affected. This includes all carriers that transport perishable goods using diesel-powered refrigeration systems on trucks, trailers, shipping containers, and railcars that operate in California.

**Operators of terminals located in California** where TRUs or TRU gen sets are regularly garaged, maintained, operated, or dispatched from, including a dispatch office, cross-dock facility, maintenance shop, business or private residence (excluding independent repair shops).

**What is the purpose of the regulation?**

In February 2004, the California Air Resources Board (ARB) approved the Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Gen Sets, and Facilities Where TRUs Operate (TRU ATCM). The TRU ATCM is designed to use a phased approach over about 15 years to reduce the diesel particulate matter (PM) emissions from in-use TRU and TRU gen set engines that operate in California.

**Who are the basic requirements?**

**For TRU Owners and Operators...**

- **Registration:** Owners must submit applications for ARB Identification Numbers (IDNs) to ARB by July 31, 2009, for all TRUs that are based in California. IDNs are voluntary for TRUs and TRU gen sets that are based outside of California. Inspectors for TRUs with IDNs are faster because compliance has been pre-screened. Updates are required within 30 days if registration information changes.
- **Operator Reports** must be submitted to ARB by all California terminal operators listing all TRU IDNs that are regularly assigned to California terminals. The initial Operator Report was due at ARB by July 31, 2009. Operator Report updates are required within 30 days if the information in the report changes.
- **In-Use Standards:** TRU and TRU gen set engines that operate in California must meet in-use performance standards that are phased in starting December 31, 2008 (extended to December 31, 2009). See the phased compliance schedule on the next page. This in-use standard requirement applies to owners and operators of TRUs and TRU gen sets that operate in California, regardless of whether they are registered or based inside or outside of the State.

**How Do I Comply with the In-Use Performance Standards of the TRU ATCM?**

Staff have provided detailed guidelines in the compliance assistance document titled "How Do I Comply with the TRU ATCM?" which can be downloaded from the TRU website at: [www.arb.ca.gov/diesel/tru.htm](http://www.arb.ca.gov/diesel/tru.htm). See the section titled "How to...In-Use performance Standards."

**Cal/EPA**  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814  
1-888-876-2826  
1-888-TRU-ATCM  
<http://www.arb.ca.gov/diesel/tru.htm>  
Disponible en Español en la página:  
<http://www.arb.ca.gov/diesel/tru/decum/ents/tru2spanish.pdf>

# 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

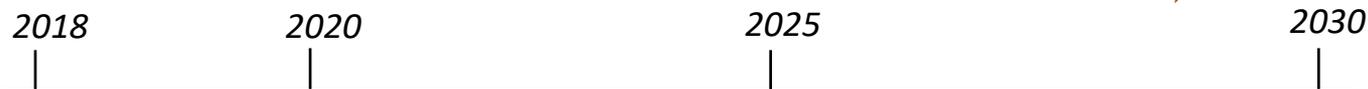
- Sets stringent standards for California diesel fuel content.
- <https://www.arb.ca.gov/fuels/diesel/diesel.htm>

## 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.
- <https://ww2.arb.ca.gov/index.php/our-work/programs/alternative-diesel-fuels>

# Moving Forward: On-Road

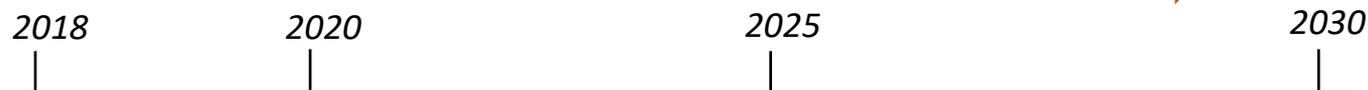
Expected Board consideration/adoption – Implementation Begins



Innovative Clean Transit	→ ADOPTED
Fleet Smoke Inspection Rules	→ ADOPTED
Heavy Duty On-Board Diagnostic Regulations	→ ADOPTED
Advanced Clean Trucks	→
Advanced Clean Cars 2	→
Heavy Duty Inspection & Maintenance	→
Zero Emission Drayage Trucks	→

# Moving Forward: Off-Road

Expected Board consideration/adoption – Implementation Begins



<b>Ships at Berth Amendments</b>	Starts around 2018 and continues until approximately 2025.
<b>Zero Emission Transport Refrigeration Unit</b>	Starts around 2020 and continues until approximately 2022.
<b>Small Off Road Engines</b>	Starts around 2020 and continues until approximately 2023.
<b>Reduced Idling at Rail Yards</b>	Starts around 2020 and continues until approximately 2024.
<b>Commercial Harbor Craft Amendments</b>	Starts around 2020 and continues until approximately 2024.
<b>Zero Emission Cargo Handling Equipment</b>	Starts around 2022 and continues until approximately 2027.
<b>Emissions Reductions from Non-Preempted Locomotives</b>	Starts around 2022 and continues until approximately 2026.

# Moving Forward: Fuel

Expected Board consideration/adoption – Implementation Begins



Low Carbon Fuel Standard	 <b>ADOPTED</b>
Low Emission Diesel Requirement	

# 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>
- <https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-vehicle-inspection-program-and-periodic-smoke-inspection-program>

# 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.
- <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>



## 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

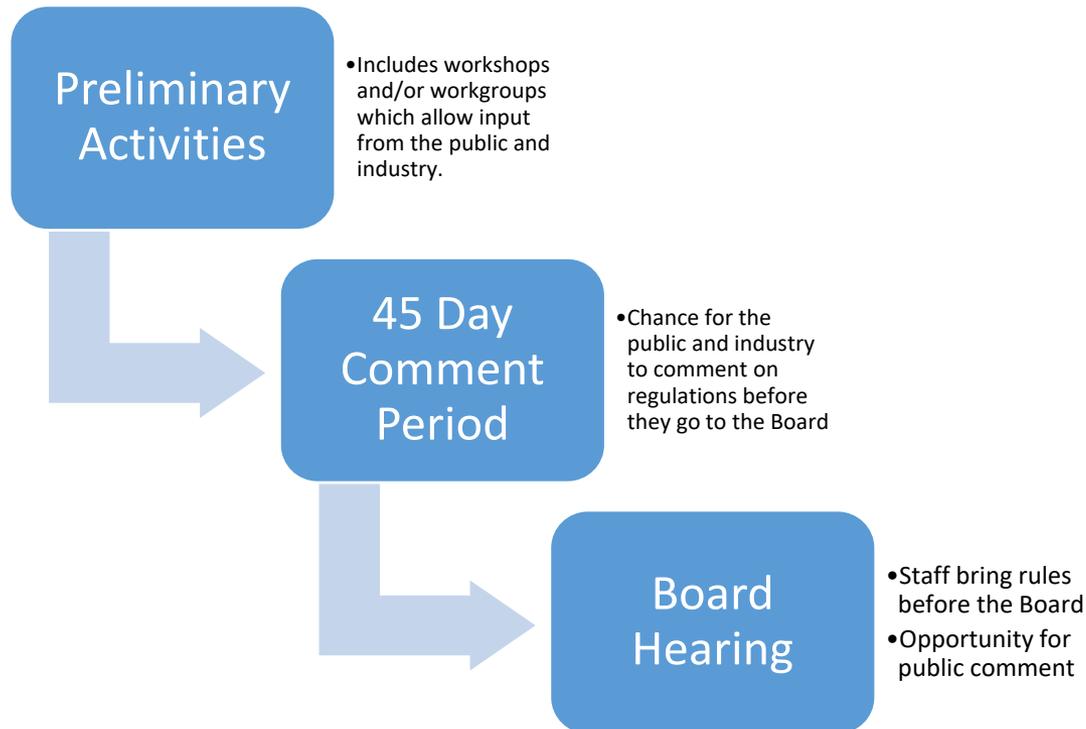
- Approved amendments to the Low Carbon Fuel Standard (LCFS) strengthen targets to 2030 and encourage zero emission vehicle infrastructure, among other improvements.
- <https://www.arb.ca.gov/fuels/lcfs/lcfs.htm>



## 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



# CARB Vehicle Idling Pilot Study



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

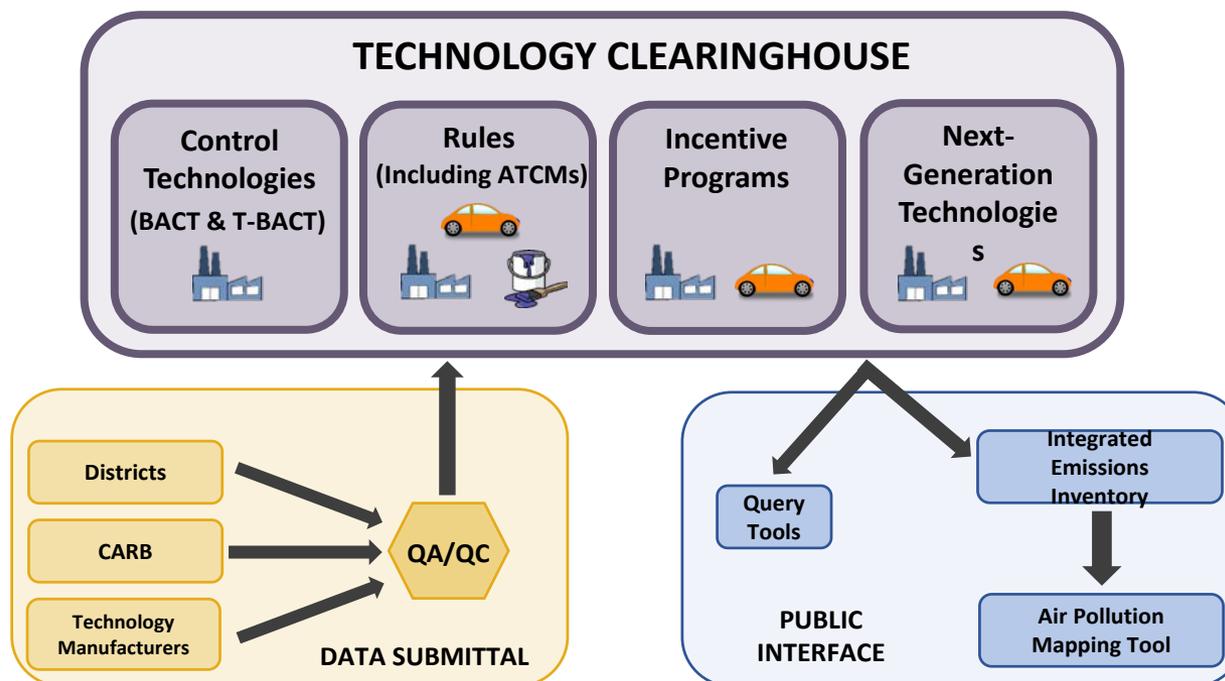


Funds go to projects that focus on the community

<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

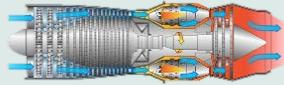
# Technology Clearinghouse Example

CA.GOV
Contact Us Settings


Technology Comparison Tool

P  
M

Welcome User Name! Logout



## Peaking Turbine

**OVERVIEW**

Source Type: Stationary

Agency: District

Comparison of Emissions

**EMISSIONS TECHNOLOGY**

Control Level	Costs	Emissions Reductions	Example Technology
Advanced Technology	\$\$\$	☁	Catalyst, PM Filter
Zero Emissions	\$\$\$\$	☁☁☁	Renewable, Fuel Cell, Battery



## Long Haul Truck

**OVERVIEW**

Source Type: Mobile

Agency: CARB

Comparison of Emissions

**EMISSIONS TECHNOLOGY**

Control Level	Costs	Emissions Reductions	Example Technology
Advanced Technology	\$\$	☁	Particulate Filter
Zero Emissions	\$\$\$\$	☁☁	Fuel Cell, Battery

# 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

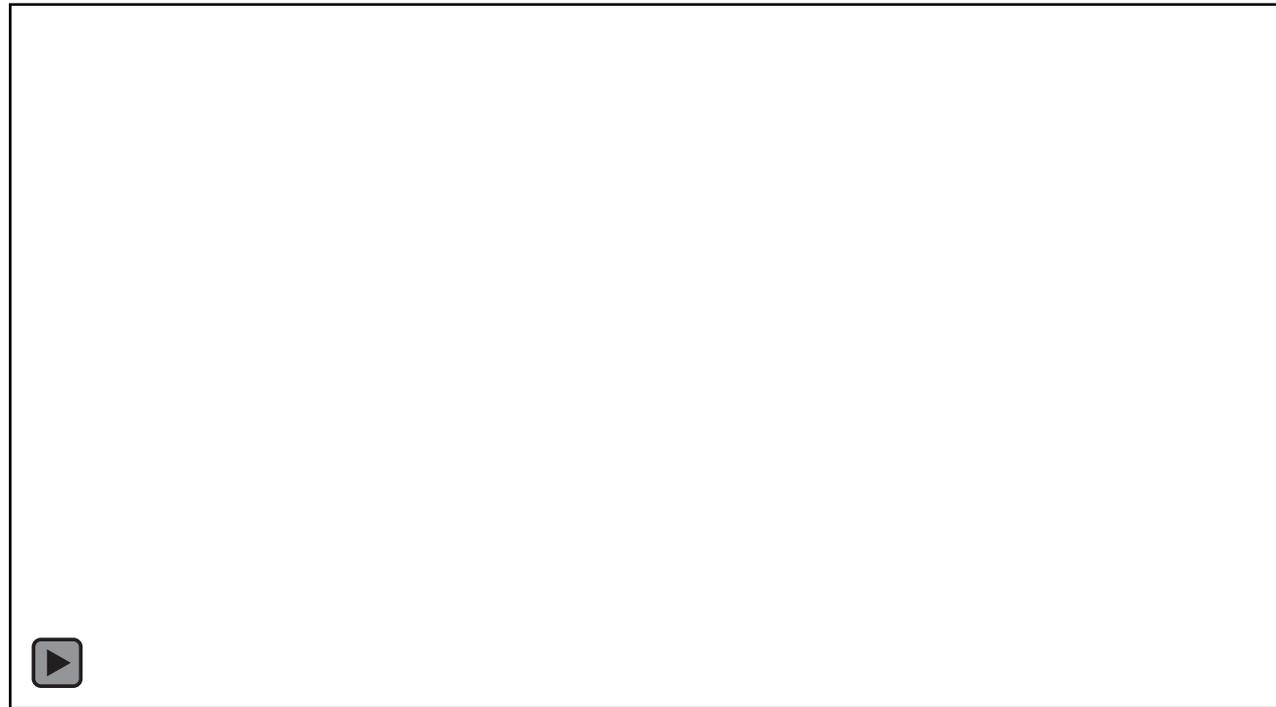
May 23, 2019

## **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



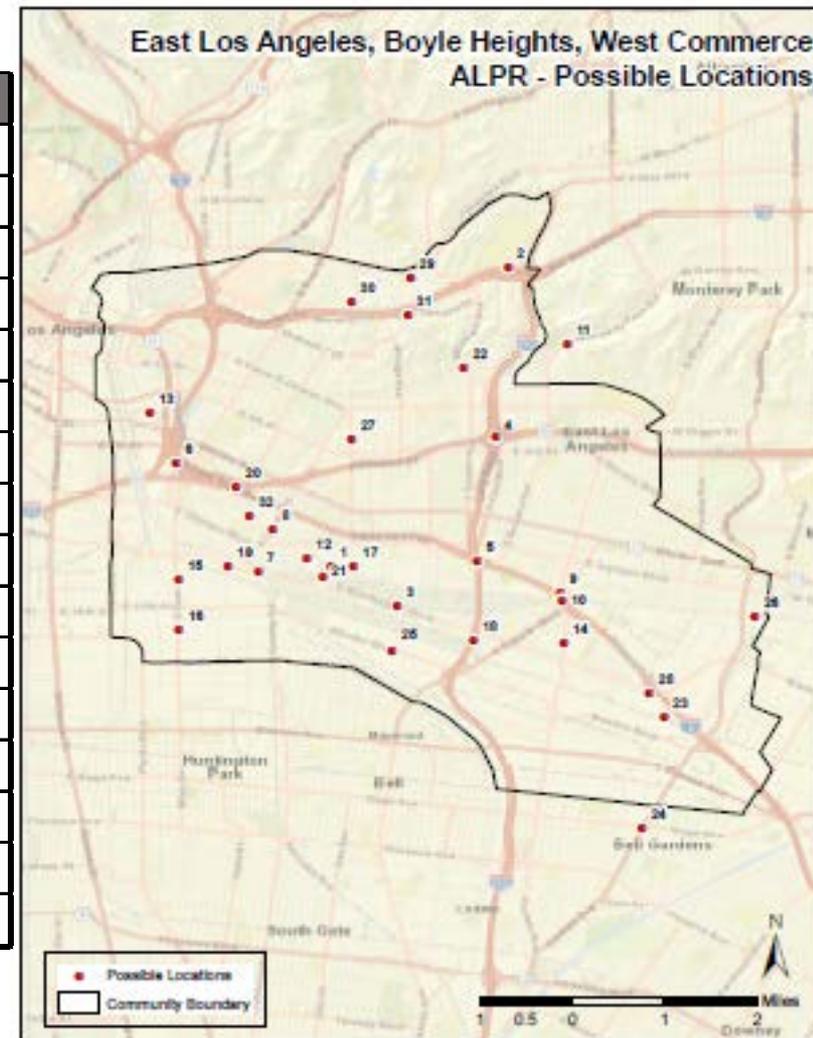
- Understand what vehicles operate in the community
- Determine split of local vs non-local trucks
- Understand how often commercial trucks operate certain roads (e.g., truck-prohibited routes)
- Validate/refine on-road vehicle emission estimates
  - The fraction of light- vs heavy-duty vehicles
  - 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](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](https://www.arb.ca.gov/enf/arb_alpr_privacy_usage_policy_050317.pdf)

# On-road Mobile Source Concerns

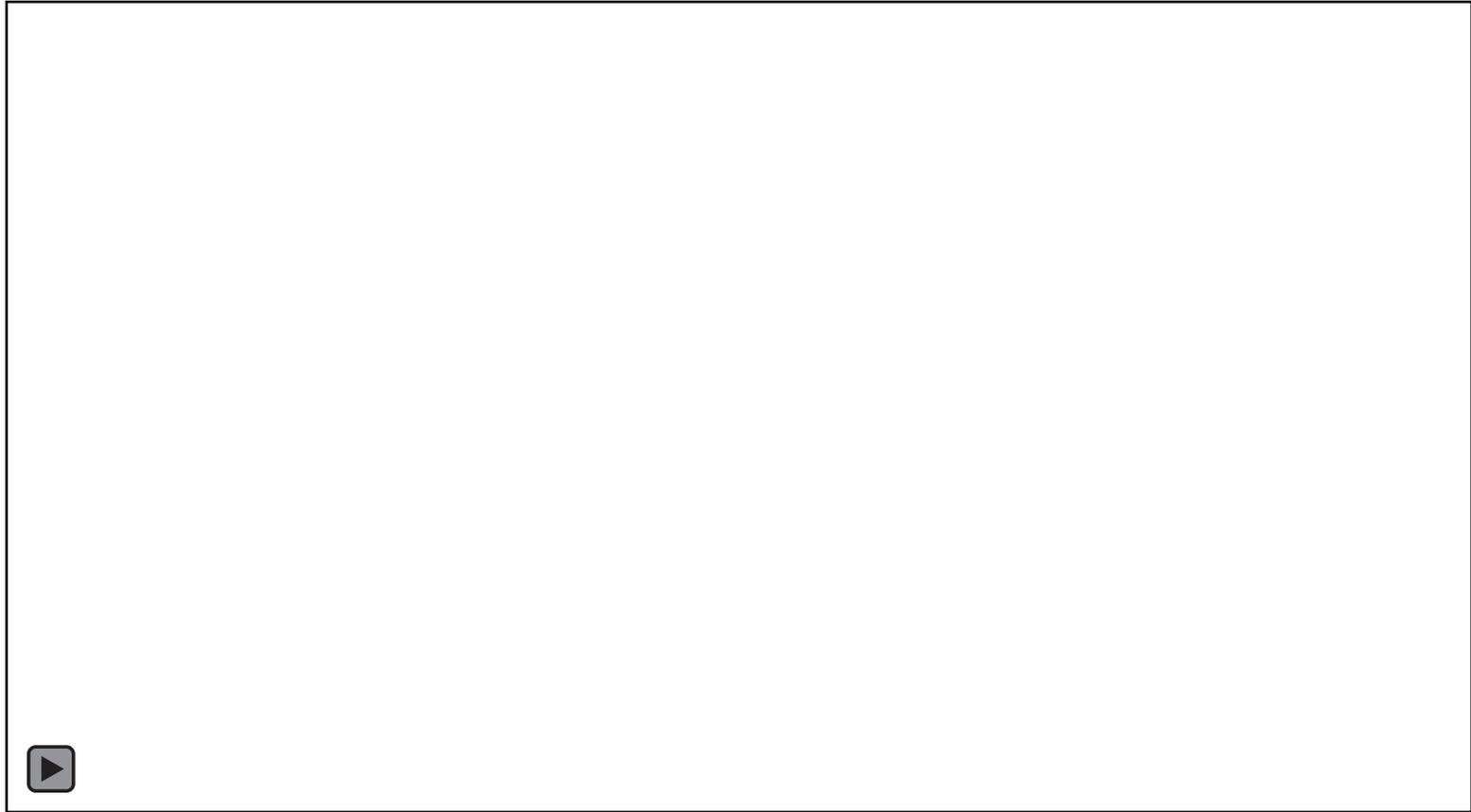
## Community Identified Initial Locations for Discussion

Location	Name	Location	Name
1	Preferred Cold Service Bus.	17	Truck Route
2	Metrolink	18	710 Fwy
3	BNSF Railyard/Union Pacific	19	Truck Route
4	710/60 Fwy Intersection	20	Fwy Interchange
5	710/5 Fwy Intersection	21	Trains/Trucks Idling
6	East LA Interchange	22	Heavy Industry
7	Truck Route	23	BNSF Railyard
8	Truck Route - Lorena St.	24	Traffic
9	Truck Route	25	Bandini Blvd
10	Trains	26	Rail Traffic
11	Warehouses	27	Truck Traffic
12	Trucks Idling	28	Truck Traffic
13	Trucks Idling	29	Hai's Trucking
14	Truck Route	30	Ramona Gardens
15	Truck Route	31	City Terrace Drive
16	Truck Route	32	Granda Vista Street



# Portable Emission AcQuisition System (PEAQS)

# What is PEAQS?



- **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



# Committee Discussion on Community Emissions Reductions Plan (CERP)

# DRAFT Focused List of Actions to Address Air Quality Priorities



Air Quality Priority	Strategy	Potential Action
<b>Neighborhood Truck and Automobile Traffic (Including Truck Concerns from Railyards and Warehouse Related Truck Traffic)</b>	Enforcement/Collaboration/ Public Info & Outreach	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
	Incentives/Public Info & Outreach/Collaboration	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
<b>Rail</b>	Regulation/Collaboration	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
	Incentives	Incentivize older diesel equipment changeout (i.e. locomotive)
<b>Metal Processing</b>	Public Info & Outreach/Enforcement/ Collaboration	-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 -Conduct "No Fault" inspections and outreach to businesses on best management practices; Outreach and enforcement could potentially lead to emission reductions
	Monitoring/Enforcement	Conduct mobile monitoring to determine where stationary monitoring or where enforcement follow-up may be needed
<b>Rendering Facilities</b>	Enforcement/Public Info & Outreach/Collaboration	Conduct outreach on existing rules and 1800-CUT-SMOG; Conduct enforcement follow-up, where needed.
<b>Auto body Shops</b>	Enforcement/Public Info & Outreach/Collaboration	Conduct "No Fault" 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
<b>Schools/ Hospitals/ Parks and Community Centers</b>	Exposure Reduction	Install school air filtration systems and training on proper filter use
	Public Info & Outreach/Collaboration	Collaborate with Los Angeles County Department of Public Health and AltaMed on air quality advisories and/or asthma related programs



Emission reduction



Exposure reduction

# 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

Draft CERP – East Los Angeles, Boyle Heights, West Commerce      Air Quality Priority: [AQ Priority Name]

**Air Quality Priority: [AQ Priority Name, Sub-topic Name]**  
**Action #1: [Title of Action 1]**

<p><b>Description of Action:</b></p>	<p><b>Strategies Included:</b></p> <ul style="list-style-type: none"> <li>- [list strategies that apply]</li> <li>- [Regulation]</li> <li>- [Incentives]</li> <li>- [Air Monitoring]</li> <li>- [Enforcement]</li> <li>- [Public Info &amp; Outreach]</li> <li>- [Collaboration]</li> <li>- [Exposure reduction]</li> </ul>						
<p><b>Goals, Metrics, and Timeframe:</b></p>							
<p><b>Implementing Agency, Organization, Business or Other Entity:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #4F81BD; color: white;"> <th style="width: 50%;">Name</th> <th style="width: 50%;">Action</th> </tr> </thead> <tbody> <tr style="background-color: #D9E1F2;"> <td> </td> <td> </td> </tr> <tr style="background-color: #D9E1F2;"> <td> </td> <td> </td> </tr> </tbody> </table>		Name	Action				
Name	Action						
<p><b>References</b></p>							

DRAFT

DRAFT  
Example 1

## 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:

Name	Action
South Coast AQMD	Targeted idling sweeps may require coordination with local law enforcement
CARB	Idling truck inspections with support from local law enforcement

**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

**DRAFT**  
**Example 2**

#### 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:

Name	Action
South Coast AQMD	Conduct mobile monitoring and enforcement follow-up, outreach to small business owners

**References:** South Coast AQMD Small Business Assistance Program:  
<http://www.aqmd.gov/home/programs/business/business-detail?title=small-business-assistance>

## Air Quality Priority: Auto Body Shops

### Action XX: Outreach/Collaboration

DRAFT  
Example 3

#### 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:

Name	Action
South Coast AQMD	Work with CSC members to identify clusters of businesses and provide information to business owners on best management practices

**References:** South Coast AQMD Small Business Assistance Program:  
<http://www.aqmd.gov/home/programs/business/business-detail?title=small-business-assistance>

# 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](mailto:misied@aqmd.gov)*

# Community Air Monitoring Plan (CAMP)

## Question and Answer Session

Send comments to:  
[AB617@aqmd.gov](mailto:AB617@aqmd.gov)

# Next steps and important reminders

## Future meeting dates and locations:

- CSC Meeting #7: June 27<sup>th</sup>(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

**Is the CSC okay with these topics?**

**Any additional topics?**

## 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

Thank you  
for the hard work!

More information on AB 617:

[www.aqmd.gov/AB617](http://www.aqmd.gov/AB617)

Email: [AB617@aqmd.gov](mailto:AB617@aqmd.gov)

Follow us **@SouthCoastAQMD**



South Coast  
AQMD