
CHAPTER 5B:

MOBILE SOURCES

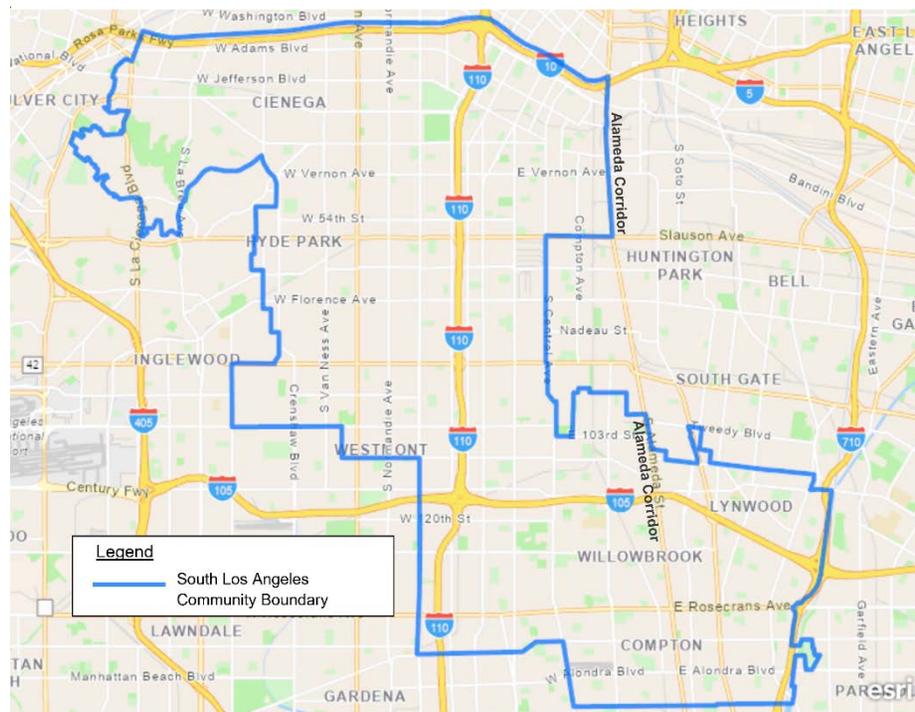
Chapter 5b: Mobile Sources

Community Concerns

During the Community Steering Committee (CSC) meetings, the co-leads helped lead discussions to identify air quality concerns and actions for the Community Emissions Reduction Plan (CERP). One of the concerns raised by the South Los Angeles (SLA) community is mobile sources, in particular, emissions from vehicles and equipment at construction sites. Concerns from vehicles include emissions and adverse health impacts from heavy duty diesel trucks, trains, buses, and automobiles due to neighborhood traffic, freeway rush hour traffic, truck and bus maintenance in residential neighborhoods, movement of goods at warehouses, and the proximity of truck routes and idling trucks to residential areas and schools. The concerns the community has with construction sites are primarily emissions from diesel construction equipment and potential exemptions for operations and projects.

The CSC identified mobile sources as an air quality priority because of the volume and frequency of vehicles and trains that travel through SLA. This community is bounded by Interstate 10 (I-10) to the north, Interstate 710 (I-710) and the Alameda Corridor to the east, and State Route 91 (SR-91) to the south, with Interstate 105 (I-105) and Interstate 110 (I-110) crossing through the community boundary (**Figure 5b-1**). Various types of mobile sources, including light, medium, and heavy-duty vehicles travel along these routes and expose residents to harmful air pollutants. Additionally, the I-710, I-110, and Alameda Corridor are vital transportation routes for goods movement out of the Ports of Los Angeles and Long

Figure 5b- 1: South Los Angeles Community Boundary



Beach, which are the busiest container ports in the United States.¹

Regulatory Background

The California Air Resources Board (CARB) primarily regulates mobile sources. Local air districts and other agencies may be given authority to enforce CARB's mobile source regulations. For example, the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling,² also known as the "No-Idling Regulation," may be enforced by police officers and air districts. To support AB 617's broader effort, CARB also oversees and approves use of the Community Air Protection (CAP) Incentives,³ which provide mechanisms to expedite air quality benefits to impacted communities for a variety of project types including commercially available cleaner technology trucks, electric school buses for low-income schools, and locomotives.

Actions to Reduce Emissions or Exposure

For mobile sources, the CSC requested additional enforcement of mobile source regulations and outreach efforts to inform the community about and increase availability to incentives programs, such as affordable alternative energy vehicles for the community. Mobile source categories of concern identified by the CSC include: heavy duty diesel trucks, trains, buses, and automobiles due to neighborhood traffic, freeway rush hour traffic, truck and bus maintenance in residential neighborhoods, movement of goods at warehouses, and the proximity of truck routes and idling trucks to residential areas and schools.

The CSC requested the following goals for mobile sources in SLA:

- A. Reduce exposure to emissions from warehouses and idling of buses and trucks.
- B. Reduce students' exposure to air pollution, especially mobile source emissions at schools.
- C. Inform the community of CARB's mobile source regulations, best practices, and incentive programs.
- D. Incentivize funding opportunities for cleaner mobile source technologies (e.g., lower emitting trucks) within the community (e.g., schools, small businesses, independent truck owners and operators).
- E. Reduce emissions at construction sites.

¹ Industrial Warehousing in the SCAG Region, https://scag.ca.gov/sites/main/files/file-attachments/task2_facilityinventory.pdf?1604268149

² CARB, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, <https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling>

³ CARB, Community Air Protection (CAP) Incentives, <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>

The CSC developed the following CERP actions to address community concerns regarding the five CERP goals. **Table 5b-1** below summarizes goals, actions, metrics, and provides a timeline to achieve emissions or exposure reductions from mobile sources in SLA.

Table 5b-1: Actions to Reduce Emissions from and Exposure to Mobile Sources

Goal	Action(s)	Responsible Entity(ies)	Metric(s)	Timeline	
				Start	Complete
A: Warehouses and Idling	<ul style="list-style-type: none"> Conduct truck and bus inspections at locations of concern identified by the CSC Conduct outreach to warehouses regarding South Coast AQMD Rule 2305 requirements to reduce the impact of truck traffic Distribute outreach materials to the community on mobile source regulations and how to file a complaint with CARB Install “No Idling” signs in CSC-identified locations 	<p>CARB</p> <p>South Coast AQMD</p>	<ul style="list-style-type: none"> Number of truck and bus inspections in CSC-identified locations Number of materials distributed to warehouses Number of outreach events or materials distributed to the community Number of signs installed 	3 rd quarter, 2022	2 nd quarter, 2027
B: School Air Filtration	<ul style="list-style-type: none"> Work with local school districts and CSC members to identify and prioritize schools for air filtration systems Install air filtration systems according to prioritization list and identified funding source criteria 	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> Number of identified funding sources for school air filtration systems Total incentive dollars allocated for air filtration systems Provide prioritization list to receive air filtration systems Number of schools that install air filtration systems⁴ 	1st quarter, 2023	2 nd quarter, 2027

⁴ Total number of schools to receive air filtration systems is dependent on total AB 617 CAP Incentives allocated or identification of other funding sources for installation of air filtration systems in SLA.

<p>C: CARB Resource Outreach</p>	<p>Conduct outreach to the community on CARB’s mobile source regulations, best practices, and incentive programs (e.g., provide materials to independent owners or operators and students to share with families)</p>	<p>CARB South Coast AQMD</p>	<ul style="list-style-type: none"> • Identify outreach opportunities • Number of outreach events or materials distributed 	<p>4th quarter, 2022</p>	<p>2nd quarter, 2027</p>
<p>D: Mobile Source Incentives</p>	<p>Explore opportunities for incentive funds for cleaner mobile source technologies (e.g., lower emitting trucks) within the community (e.g., schools, small businesses, independent truck owners and operators)</p>	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> • Number of identified funding sources for cleaner mobile source technologies • Total incentive dollars allocated for cleaner mobile source technologies • As needed, develop and submit AB 617 Project Plan(s)⁵ 	<p>1st quarter, 2023</p>	<p>2nd quarter, 2027</p>
<p>E: Construction Sites Enforcement</p>	<p>Focused enforcement at construction sites of concern, as identified by the CSC, to verify compliance with South Coast AQMD rules</p>	<p>South Coast AQMD CARB</p>	<p>Number of enforcement updates to the CSC</p>	<p>4th quarter, 2022</p>	<p>2nd quarter, 2027</p>

⁵ CARB, Community Air Protection (CAP) Incentives, <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>