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# Chapter 4:

## Enforcement Overview and History

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### Introduction

This chapter describes the enforcement history and overall approach to enforcement by South Coast Air Quality Management District (South Coast AQMD) and California Air Resources Board (CARB). In addition, the Community Emissions Reduction Plan (CERP) includes focused enforcement actions, which are described in Chapter 5: Actions to Reduce Community Air Pollution. Both CARB and South Coast AQMD regulate and enforce air pollution rules and regulations, permit conditions, and the Health and Safety Code. Each have the authority to conduct inspections of air pollution sources and issue violations that can lead to penalties, as

well as the ability to make referrals to state prosecutorial agencies for criminal prosecution.<sup>2</sup>

An air pollution source can be a specific piece of equipment or a process, a business, a government agency, or any other entity that creates air pollution. As summarized in **Table 4-1**, CARB is primarily responsible for mobile sources, while South Coast AQMD is primarily responsible for enforcement relating to stationary sources (e.g., facilities).<sup>3</sup> Both agencies regulate and enforce stationary sources with toxic air contaminants through relevant regulations. Part of CARB's Air Toxics Program are its Airborne Toxic Control Measures (ATCMs)<sup>4</sup> which are emission control programs for mobile and stationary sources to reduce air emissions.

### Chapter 4 Highlights

- From 2018 through 2021,<sup>1</sup> in the South Los Angeles (SLA) area, CARB conducted over 300 inspections and addressed approximately 60 public complaints; and South Coast AQMD conducted approximately 765 inspections and responded to approximately 3,034 public complaints.
  - South Coast AQMD inspections resulted in 204 Notices of Violation (NOVs) and 312 Notices to Comply (NCs).
- The enforcement approach for SLA utilizes specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships which can lead to increased compliance and further emission reductions.

<sup>1</sup> For the purpose of this chapter, the timeframe of "2018 through 2021" includes January 1, 2018, through December 31, 2021.

<sup>2</sup> Please refer to Appendix 4: Enforcement Overview and History for additional information regarding penalties.

<sup>3</sup> In some cases, CARB may have agreements that give local air districts delegated authority to enforce a particular CARB rule. For example, South Coast AQMD has an agreement with CARB to be able to enforce CARB's greenhouse gas standards.

<sup>4</sup> CARB, Airborne Toxic Control Measures, <https://ww2.arb.ca.gov/resources/documents/airborne-toxic-control-measures>

**Table 4-1: Sources Enforced by CARB and South Coast AQMD**

Air Pollution Source Category	Examples	Main Regulatory Agency
<b>Mobile Sources<sup>5</sup></b>	Trucks, buses, ships, boats, cargo handling equipment, construction equipment	CARB
<b>Stationary Sources<sup>6</sup></b>	Refineries, power plants, oil and gas facilities, manufacturing plants	South Coast AQMD
<b>Area-Wide Sources<sup>7</sup></b>	Paints and coatings used on buildings	CARB and South Coast AQMD
<b>Indirect Sources<sup>8</sup></b>	Ports, railyards, warehouses	South Coast AQMD
<b>Sources of Greenhouse Gases<sup>9</sup></b>	Methane emissions from facilities	CARB and South Coast AQMD

### Enforcement Overview

The primary goal of enforcement activities is to ensure that regulated entities are complying with permit conditions and rules and regulations. With the exception of administrative rules, South Coast AQMD rules and regulations are designed to improve air quality and protect public health through the establishment of emission standards, monitoring, reporting and recordkeeping, and prohibitions. Verifying compliance with South Coast AQMD's regulatory program ensures implementation of rules and regulations are achieving their air quality goals and levels the playing field for all regulated entities- preventing unfair advantages for companies that do not comply with rules and regulations, including permitting equipment that is required to be permitted.

South Coast AQMD's enforcement activities largely fall into two categories:

- Activities initiated by South Coast AQMD, such as routine facility inspections or targeted rule inspections.

<sup>5</sup> Mobile sources are moving sources of air pollution such as automobiles, motorcycles, trucks, and off-road vehicles.

<sup>6</sup> Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location point at a facility. Area sources are small emission sources that are widely distributed but may have substantial cumulative emissions.

<sup>7</sup> Area-wide sources are smaller sources of pollution, including permitted sources smaller than the South Coast AQMD emission reporting threshold and those that do not receive permits (e.g., water heaters, gas furnace, fireplaces, woodstoves, architectural coatings) that often are typically associated with homes and non-industrial sources.

<sup>8</sup> Indirect sources are any facility, building, structure, or installation, or combination thereof, which generates or attracts mobile source activity that results in emissions of any pollutant (or precursor) for which there is a state ambient air quality standard. Examples of indirect sources include employment sites, shopping centers, sports facilities, housing developments, airports, commercial and industrial development, and parking lots and garages.

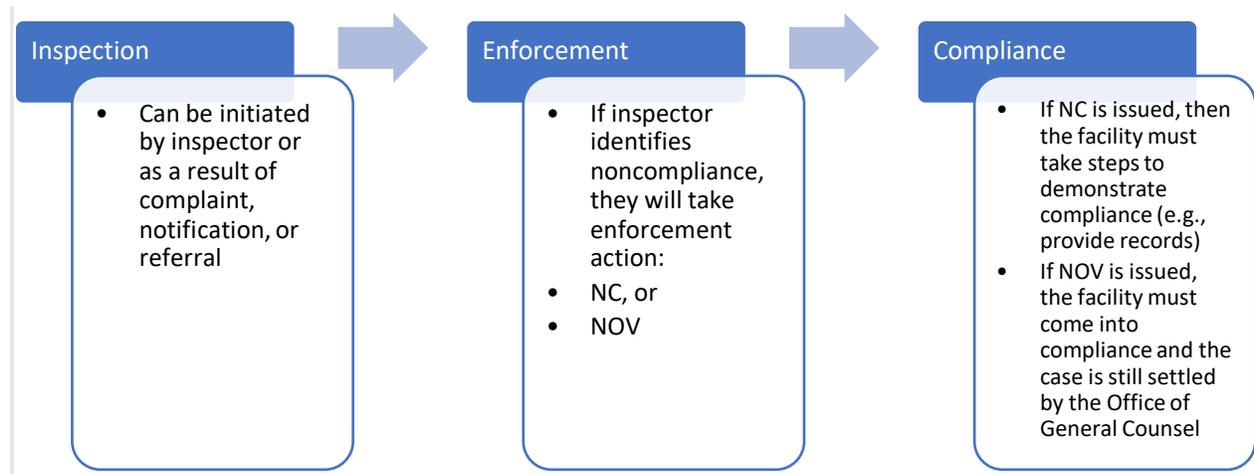
<sup>9</sup> Greenhouse gases are gases including carbon dioxide, methane, and nitrogen oxides that have a high potential for trapping heat in the Earth's atmosphere.

- Activities where the public or an entity contacts the South Coast AQMD and an inspector responds such as, complaint investigations, facility notifications, or agency referrals.

Inspections are generally unannounced to ensure that the inspector can observe normal operations at a facility. Inspections can be conducted to evaluate the overall compliance status of the facility (looking at everything onsite) or focus on specific aspects of an operation to ensure the facility is following a specific rule or regulation (looking at a specific part of the process). Further, when it comes to response for complaints, notifications, or agency referrals, the extent of an investigation can vary significantly based on factors such as if the issue is on-going, if a source was identified, if the facility falls within the jurisdiction of the South Coast AQMD, or if the facility is violating any applicable rules.

Enforcement mechanisms are designed to promote and, if necessary, compel compliance by regulated sources. The general process for an inspection is as follows (**Figure 4-1**):

**Figure 4-1: Inspection Process**



There are two methods of enforcement action:

1. A NC may be issued for minor violations found during an inspection or to request additional information.
2. A NOV may be issued for noncompliance with rules, permit conditions, or administrative requirements. NOVs generally result in a fine or other penalty.

If no settlement is reached, a civil lawsuit can ultimately be filed in superior court. Ongoing noncompliance, however, may lead to a petition for an Order of Abatement before the South Coast AQMD Hearing Board, which would have the authority to require a facility to take specific actions to achieve compliance.

Within the SLA boundary, there are 766 facilities with active South Coast AQMD permits. Both CARB and South Coast AQMD have a presence in this community, which has led to various

enforcement actions against facilities within the SLA boundary.<sup>10</sup> **Table 4-2** describes South Coast AQMD's enforcement activities at facilities associated with a CSC-identified air quality priorities.

**Table 4-2: South Coast AQMD Summary of Enforcement Activities by Community Concern from 2018 to 2021<sup>1</sup>**

Air Quality Priority	Number of Facilities	Number of Inspections <sup>11</sup>	Number of Complaints <sup>12, 13</sup>	Number of NOVs	Number of NCs
<b>Oil and Gas</b>	19	41	80	13	11
<b>Mobile Sources (Truck Idling)</b>	N/A	0	17	0	0
<b>General Industrial<sup>14</sup></b>	353	413	50	153	168
<b>Auto Body Shops</b>	89	57	8	12	68
<b>Metal Processing</b>	69	197	3	26	65

Inspections are conducted as part of an inspector's regular assignments; however, there is not a specific number of inspections in which inspectors are required to conduct for a facility. Inspections are prioritized based on a variety of factors, such as proximity to schools and other sensitive receptors, pollutants generated, and facility size. Inspectors must also prioritize complaints and respond accordingly to each one. If enforcement activities identify noncompliance, the inspector will issue an NC and/or NOV. Note that not all complaints will lead to enforcement actions, but may assist inspectors in their compliance investigations.

For mobile sources, South Coast AQMD enforces CARB's truck idling rule, and the focus of South Coast AQMD's efforts within SLA has been to respond to idling complaints. While South Coast AQMD has not received a significant number of idling truck complaints in SLA, there were 17 complaints received between 2018 to 2021.<sup>1</sup> While compliance with the idling rule tends to be high, South Coast AQMD AB 617 Community Steering Committees (CSCs) consistently identify idling trucks as a source of air pollution concerns within their community.

Therefore, South Coast AQMD is committed to increasing enforcement efforts on idling trucks within these communities. While staff will identify locations where idling enforcement efforts should be focused, input from the CSC is invaluable to this process. Locations and other information can be provided during CSC meetings, during truck idling activities, and by submitting

<sup>10</sup> Please refer to Appendix 4: Enforcement Overview and History for additional details on South Coast AQMD and CARB enforcement actions.

<sup>11</sup> These include staff-initiated inspections and surveillances, but not responses to facility notifications or complaints.

<sup>12</sup> Complaints where the source (e.g., facility) was confirmed to be a community concern.

<sup>13</sup> Multiple complaints received can correspond to one single event from one source (e.g. facility).

<sup>14</sup> Includes inspections at Chemical, Dry Cleaners, Gas Stations, Manufacturing, Other Industrial, and Utility facilities.

complaints (1-800-CUT-SMOG or online<sup>15</sup>). South Coast AQMD will also conduct community outreach on these rules, and if feasible, CSC members are encouraged to be community liaisons to support both South Coast AQMD and CARB with community outreach about CARB's idling rules.

### Public Complaints

Air pollution concerns received directly from community members by way of public complaints are a very important source of information for South Coast AQMD. All public complaints are assigned to an inspector for investigation, with priority for ongoing issues that are impacting the public, and response to public complaints can start with a follow-up phone call and may lead to in-person investigations. **Table 4-3** provides a summary of public complaints received within SLA and the nearby community. "No Enforcement Action Taken" means that the complaint investigation concluded and did not result in the issuance of an NOV, NC, or other formal enforcement action. For example, an alleged air pollution source may have been operating in compliance at the time of the inspection or the event underlying the complaint was no longer occurring.

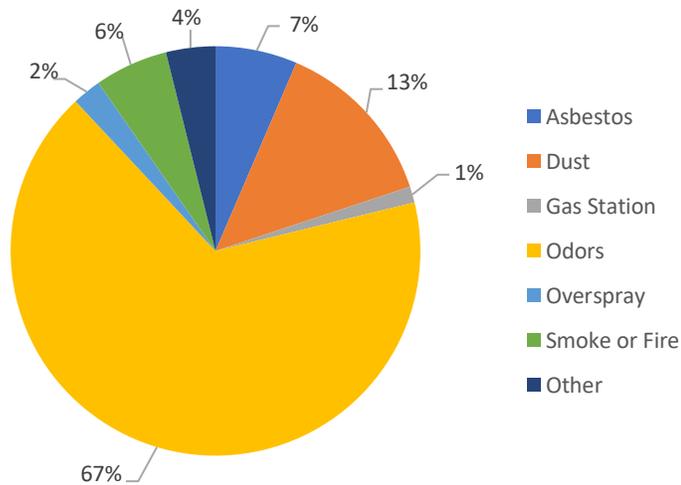
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<sup>15</sup> South Coast AQMD, Complaint Reporting System,  
<http://www3.aqmd.gov/webappl/complaintsystemonline/NewComplaint.aspx>

**Table 4-3: Summary of Public Complaints Received in SLA and the Nearby Communities<sup>16</sup> from 2018 to 2021<sup>1</sup>**

Complaint Type	Public Complaints <sup>13</sup>	NOVs Issued	NCs Issued	Referred to Another Agency	No Enforcement Actions Taken
Asbestos	229	7	49	4	169
Dust	477	28	32	5	412
Gas Station	45	0	2	7	36
Odors	2,369	284	27	12	2,046
Overspray	81	1	6	4	70
Smoke or Fire	205	15	4	1	185
Other	138	9	6	7	116
<b>Total</b>	<b>3,544</b>	<b>344</b>	<b>126</b>	<b>40</b>	<b>3,034</b>

**Figure 4-2: Breakdown of SLA Complaints Received 2018 to 2021<sup>1</sup>**



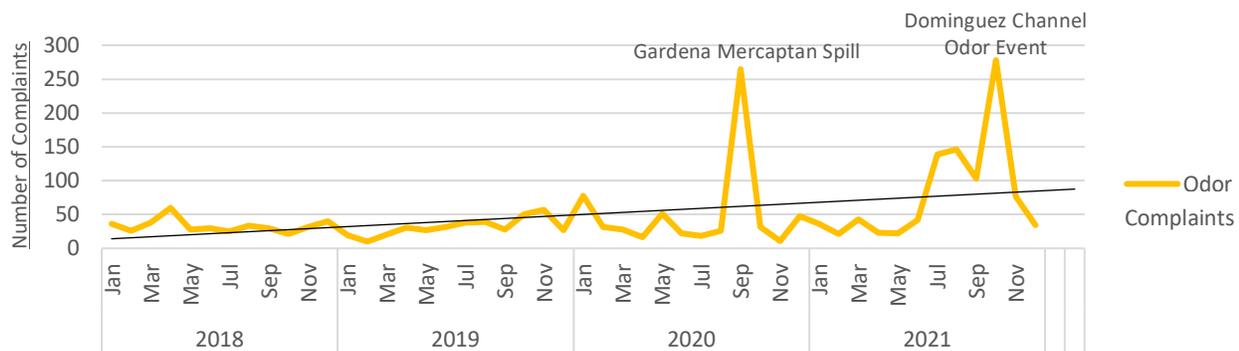
The most common type of public complaints, as **Figure 4-2** indicates, are odor complaints. Due to the fleeting nature of odors, inspectors may not always be able to verify an odor or detect a source; and while this can be a frustration for community members, staff urges members of the community to call in a public complaint on each occurrence. This strengthens the investigation and increases the likelihood that a source will ultimately be identified because inspectors’

<sup>16</sup> The complaint information is based on the following Zip Codes: 90003, 90037, 90059, 90061, 90062, 90222, 90011, 90262, 90007, 90008, 90018, 90089, 90044, 90016, 90305, 90047, 90221, 90002, 90043, 90220, 90015, 90001, 90248, 90056, 90021, 90303, 90247, 90230, and 90058.

investigations lead them to the site more often which increases the potential of taking enforcement action if violations are found.

Odor complaints have trended upwards over the years, potentially due to increased outreach efforts by South Coast AQMD and increased awareness by community members. However, as **Figure 4-3** indicates, complaint totals can be impacted by large odor events such as the spill of mercaptan (an odorant used for natural gas) that took place in Gardena in September 2020<sup>17</sup> and the Dominguez Channel Odor Event in October 2021.<sup>18</sup> Such events can result in large numbers of public complaints, and inspectors focus more time towards investigations of them.

**Figure 4-3: Odor Complaints by Month in SLA**



An important part of AB 617 is to increase community awareness of the tools that are available to them. Reporting public complaints to both South Coast AQMD and CARB enables members of the public to play an active role in addressing air pollution concerns in their community. Both agencies rely on community input for identifying additional locations and sources of concern. Listed below are the best ways to report public complaints with South Coast AQMD<sup>19</sup> and CARB:<sup>20</sup>

<sup>17</sup> South Coast AQMD, Press Release, September 11, 2020, <https://www.aqmd.gov/docs/default-source/news-archive/2020/NOVs-for-chemical-spill-compton-sept11-2020.pdf>

<sup>18</sup> South Coast AQMD, Press Release, December 3, 2021, <http://www.aqmd.gov/docs/default-source/news-archive/2021/5novs-for-elevated-hydrogen-sulfide-levels-dec3-2021.pdf>

<sup>19</sup> South Coast AQMD, Complaint Reporting System, <http://www3.aqmd.gov/webappl/complaintsystemonline/NewComplaint.aspx>

<sup>20</sup> CARB, Tips & Complaints, <https://ww2.arb.ca.gov/our-work/programs/environmental-complaints/tips-complaints>

Agency	Online	By Phone
CARB	<a href="#">About the Environmental Complaint System</a>	1(800)-END-SMOG (1-800-363-7664)
South Coast AQMD	<a href="#">File an Online Complaint</a>	1(800)-CUT-SMOG (1-800-288-7664)

When reporting air pollution complaints, it helps when you can share the Four W’s:

What	Where	When	Who
<ul style="list-style-type: none"> <li>• What are you reporting?</li> <li>• Odor, smoke, burning, idling truck?</li> </ul>	<ul style="list-style-type: none"> <li>• Where did it occur?</li> <li>• As specific of a location as possible</li> </ul>	<ul style="list-style-type: none"> <li>• When did it occur?</li> <li>• Date/time, and is it ongoing?</li> </ul>	<ul style="list-style-type: none"> <li>• Who caused it, if you know?</li> </ul>

Typically, videos and photos cannot be the basis for South Coast AQMD and CARB to take enforcement action, but they can be helpful to the investigation. Of course, please always make sure that you are being safe.

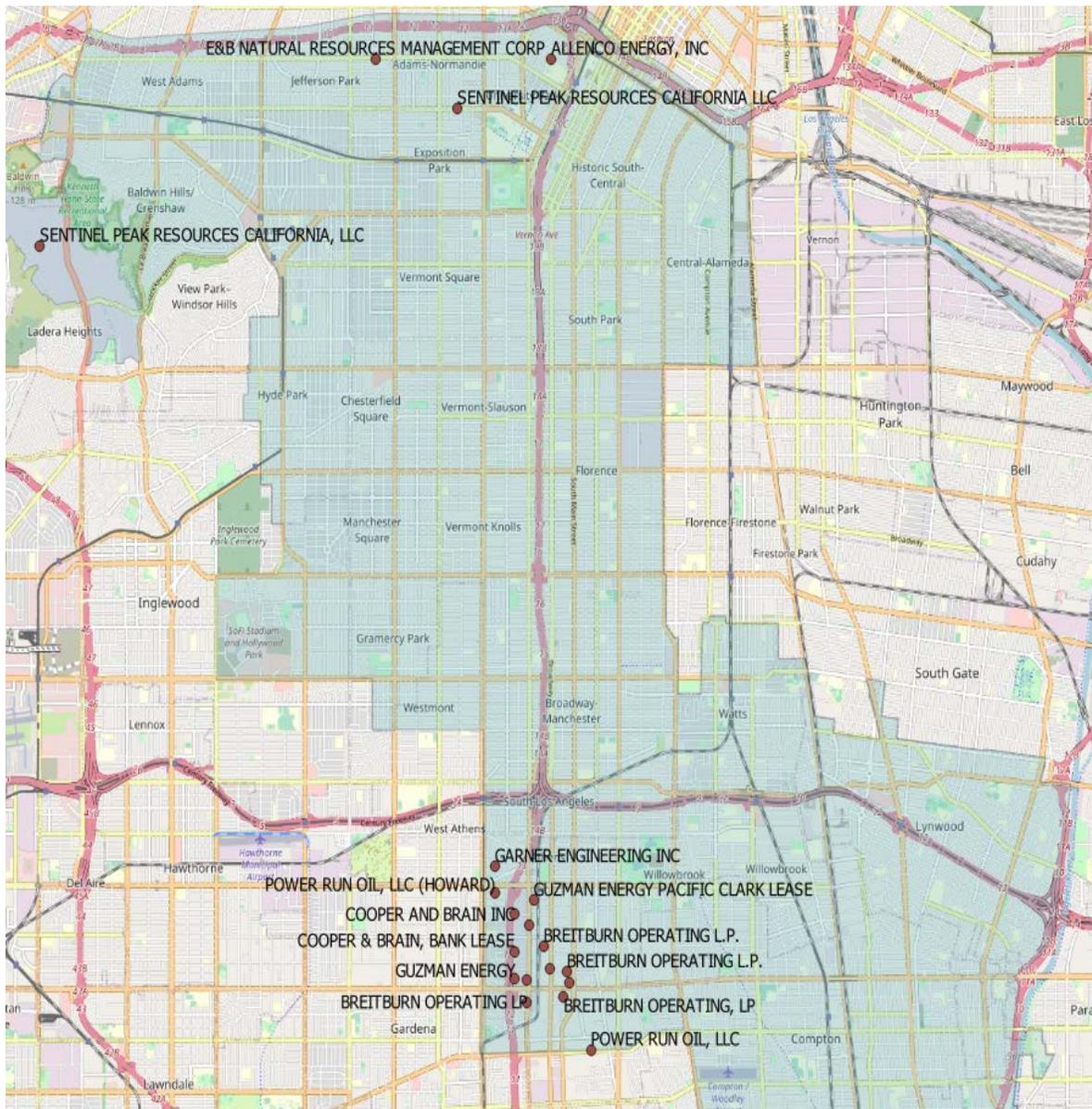
### Oil and Gas Industry

Oil and gas facilities extract crude oil from underground and may also store the oil on-site. These facilities generally have permits for oil extraction, storage tanks, and wastewater equipment (**Figure 4-4**) and **Figure 4-5** shows a map of oil and gas facilities with active South Coast AQMD permits in SLA.

**Figure 4-4: Examples of Equipment at Oil and Gas Facilities**



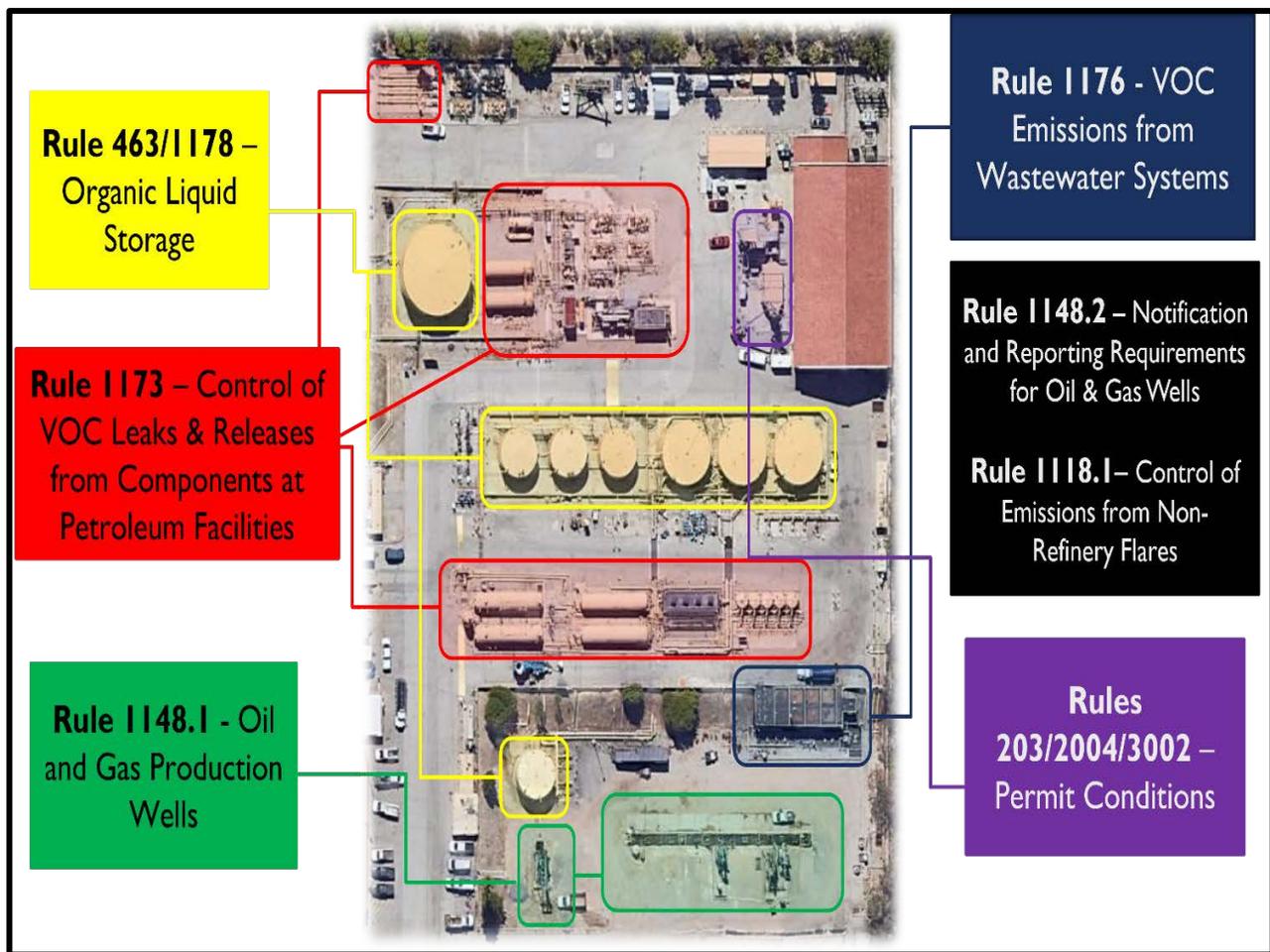
**Figure 4-5: Map of Oil and Gas Facilities with Active South Coast AQMD Permits**



The majority of the NOVs referred to in **Table 4-3** at oil and gas facilities were issued for violations of the VOC emissions standards set forth in Rule 1173.

Oil wells are inspected by South Coast AQMD’s Energy Team. The Energy Team enforces the applicable regulations (**Figure 4-6**) using specialized equipment such as Optical Gas Imaging cameras, Toxic Vapor Analyzers, and other air sampling equipment. Inspections of these sites focus on identifying fugitive volatile organic compound (VOC) emissions, and when detected inspectors take enforcement action, if appropriate (**Table 4-2**). While the majority of South Coast AQMD’s authority at these facilities is focused on criteria pollutants and toxics, the agency also actively enforces CARB’s methane regulations.

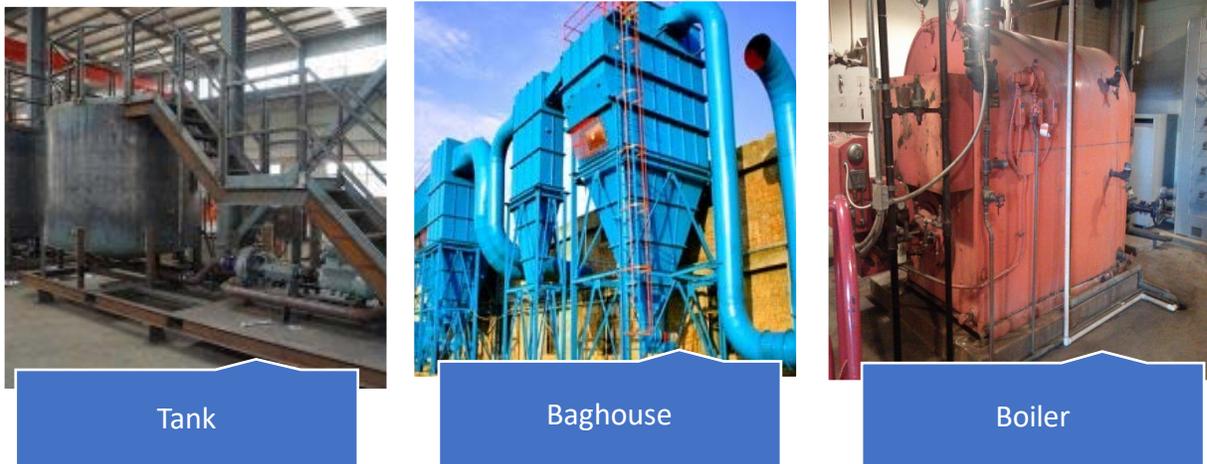
**Figure 4-6: Rules Applicable to Oil and Gas Sites**



### General Industrial

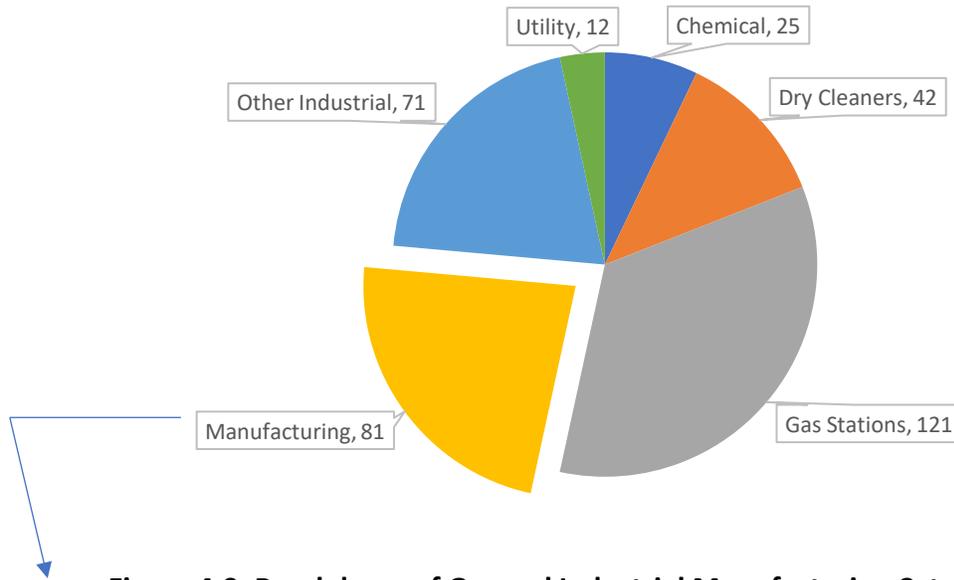
General Industrial is a broad category which covers community concerns that do not fit neatly into other categories identified by the CSC. General industrial facilities have permitted equipment based on the particular process(es) at issue, such as storage tanks, baghouses, boilers, and heaters (**Figure 4-7**). Manufacturing is the largest category within this group. **Figure 4-8**, **Figure 4-9**, and **Figure 4-10** provide an overview of facilities within this air quality priority.

**Figure 4-7: Examples of General Industrial Facility Equipment**

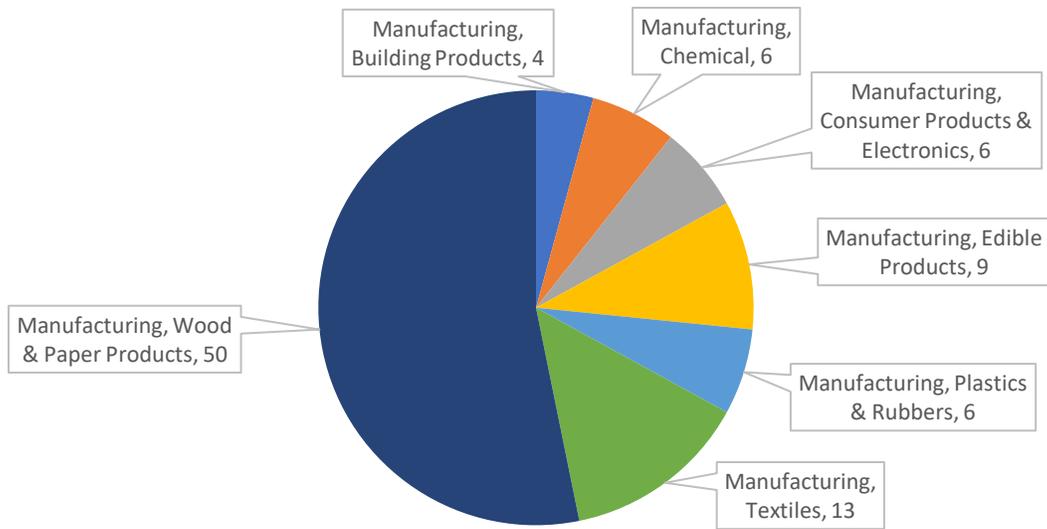


Generally, inspections of these facilities would be conducted by South Coast AQMD's Industrial, Commercial, and Government Operations Team; however, specialized teams may conduct inspections for certain sources, such as gas stations.

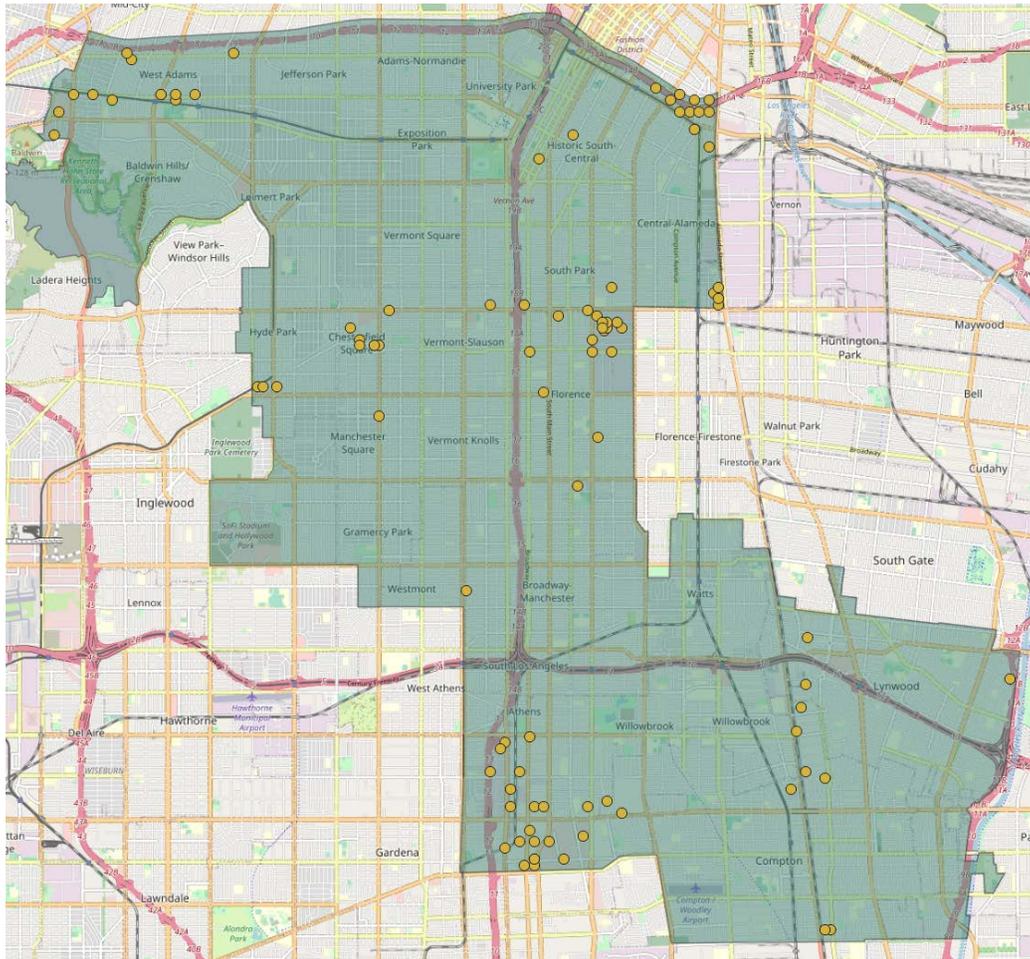
**Figure 4-8: Breakdown of Number of General Industrial Facilities in SLA**



**Figure 4-9: Breakdown of General Industrial Manufacturing Category in SLA**



**Figure 4-10: Map of General Industrial Manufacturing Category in SLA**



Since this category can contain a variety of facility types, CSC input provided on this topic will be crucial in prioritizing South Coast AQMD inspections. The numbers and rules cited for NOVs within this category vary widely and may not be indicative that a particular industry is “better” or “worse” than another, since the rules and permit conditions that apply may be different. Therefore, the CSC input on this topic will give community level insight to focus enforcement efforts within this category.

### Metal Processing

Metal facilities are those which work with or process metals. They can have permits for plating, coating, melting, or other metal working processes (**Figure 4-11**). These facilities are mainly inspected by two South Coast AQMD teams, depending on the source type: Industrial, Commercial, and Government Operations and Toxics and Waste Management.

**Figure 4-12** provides the current distribution of metal processing facility types within the community. The figure highlights the most common types of metal facilities in order to help inform the CSC on the sources within their community and enable the CSC to prioritize efforts towards those sources, which are of greatest concern to them and to other members of the community. Please refer to Appendix 4 for the full list of facilities and their categories.

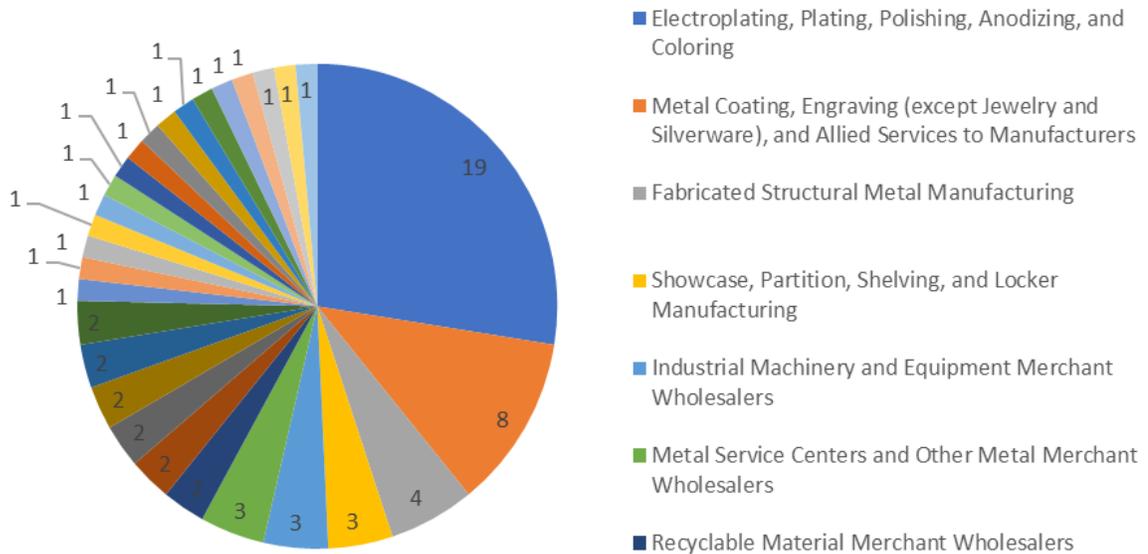


**Figure 4-11: Pouring Molten Metal into Molds**

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*When considering priorities, it is important to consider that South Coast AQMD prioritizes inspections using various criteria, including the type of pollutants potentially emitted by a facility. For example, chrome plating facilities are generally inspected once per quarter, due to the higher risk that emissions of hexavalent chromium can pose.*

**Figure 4-12: Distribution of Metals Facility Types in SLA<sup>2101</sup>**



**Auto Body Shops**

Auto body shops are facilities that conduct automotive repair and refinishing (Figure 4-13). These facilities are inspected by South Coast AQMD’s Industrial, Commercial, and Governmental Operations team, which oversees many types of industrial facilities within an assigned region. Auto body shop inspections are conducted as part of an inspector’s regular assignments, however there is not a specific number of inspections for these facilities which inspectors are supposed to conduct. This is because inspectors must focus their efforts on a variety of sources.

**Figure 4-13: Application of Automotive Coating Inside a Paint Spray Booth**




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*Within the SLA community boundary, South Coast AQMD identified approximately 90 facilities with permitted automotive-type paint spray booths, 60 percent of which were inspected within the last five years.*

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<sup>21</sup> A full breakdown of other categories not listed in this figure will be provided in Appendix 4.

Since the CSC has determined auto body shops to be facilities of concern, inspectors will focus additional efforts on these sites.

Having inspectors out in the field conducting inspections is crucial to ensure operators are complying with South Coast AQMD rules and helps to level the playing field and creating a deterrence to non-compliance. As to the violations cited in **Table 4-3**, the majority of violations issued to auto body shops are for:

1. operating a paint spray booth without a valid permit, and
2. storing or using non-compliant coatings or solvents on-site.

These facilities use VOC-containing paints and solvents, and their permit conditions generally set a limit on usage of these materials. However, concerns from members of the community are often focused on odors which are not directly addressed by applicable source specific rules and permit conditions.

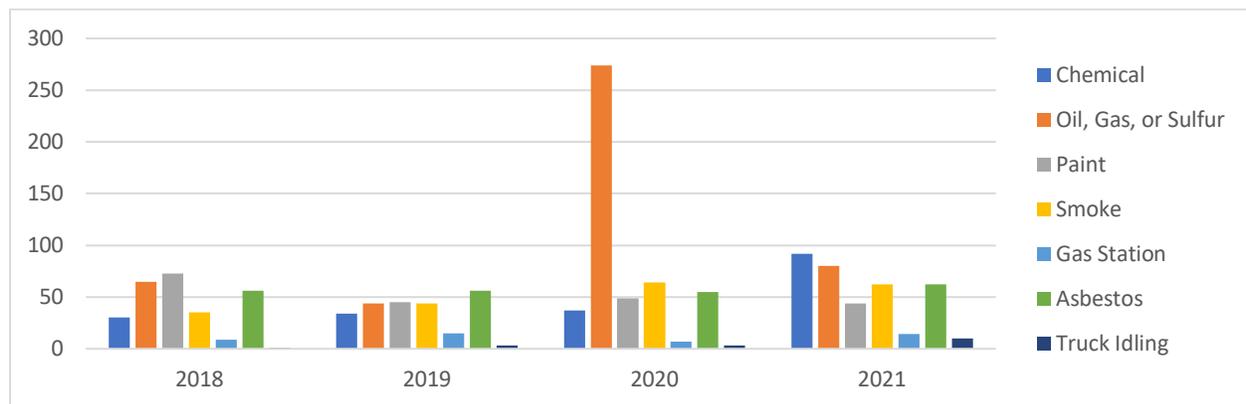
The permissible usage of coatings at permitted auto body shops can nonetheless generate nuisance odors. Therefore, the primary regulatory approach to address and take enforcement action on odors from an auto body shop is through Rule 402.<sup>22</sup> Rule 402 is the public nuisance regulation which applies to all facilities regardless of permitting or other applicable rules, and to enforce it, South Coast AQMD inspectors must verify the odors with members of the public and prove that the facility is the source of the odors. Therefore, receiving complaints from community members about particular auto body shops causing odors is crucial in addressing these concerns.

### Mobile Sources

CARB is primarily responsible for enforcement of air quality regulations relating to trucks, buses, and other mobile sources, while South Coast AQMD is primarily responsible for enforcement relating to stationary sources (e.g., facilities). Therefore, the focus of South Coast AQMD's efforts around mobile sources within SLA has been to enforce CARB's truck idling regulation and respond to idling complaints.

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<sup>22</sup> South Coast AQMD, Rule 402 – Nuisance, <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

**Figure 4-14: Complaints Distribution of CSC Identified Concerns in SLA**

**Figure 4-14**, shows the number of complaints received from 2018 through 2021;<sup>1</sup> the complaints are categorized by complaint type which were CSC-identified areas of concern. Further, as **Figure 4-14** shows, while South Coast AQMD has not received a significant number of idling truck complaints, the CSC has identified idling trucks as a significant source of air pollution within their community. Therefore, South Coast AQMD is committed to increasing enforcement efforts on idling trucks within the community, which involves enforcing CARB’s diesel truck idling regulation.<sup>23</sup> This effort will require CSC input on locations with idling concerns as well as outreach to the community via South Coast AQMD’s complaint response program.



### CARB Enforcement Activity in South Los Angeles

CARB has authority to reduce emissions of air pollutants ranging from criteria air pollutants, like smog-forming nitrogen oxides (NO<sub>x</sub>) and VOCs, to toxic air contaminants, like diesel particulate matter and greenhouse gases (e.g., methane). CARB is charged with enforcing its regulations applicable to mobile sources, consumer products, and other area-wide categories, fuels, and climate programs. CARB is also charged with overseeing the implementation of local air district permit and enforcement programs implementing requirements that apply to stationary industrial pollutant sources. In addition, CARB has direct enforcement authority over climate programs, many of which impact stationary sources directly or indirectly.

### Diesel Vehicle Enforcement

CARB regulations establish stringent emission requirements that new diesel vehicles must meet. These requirements include installation of diesel particulate filters which remove more than 98 percent of toxic diesel particulate matter when properly functioning; and 90 percent of smog forming NO<sub>x</sub>. In addition, because diesel engines and heavy-duty vehicles and equipment are designed to last decades, CARB’s diesel fleet regulations require operators to replace older,

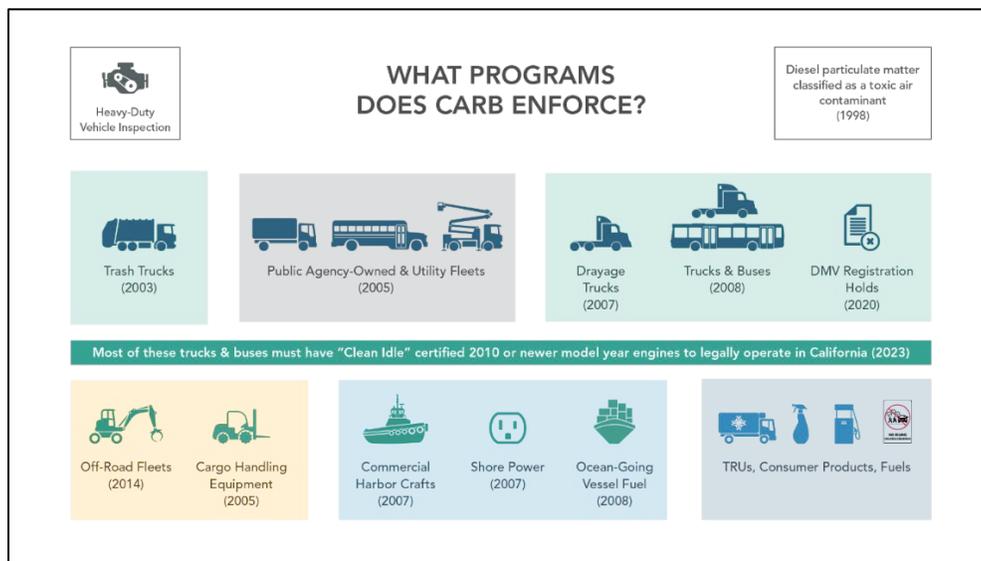
<sup>23</sup> CARB’s truck idling regulation expressly allows enforcement by local air quality regulators.

higher polluting vehicles and equipment with lower pollutant vehicles, equipment, and technologies to provide emission reductions as quickly as possible. These regulations apply to operators of on-road diesel vehicles such as trucks, and off-road diesel vehicles and equipment including construction and cargo handling equipment, commercial harbor craft, and other sources. As a result of these programs, CARB has greatly reduced diesel particulate and NOx emissions by over 90 percent in communities statewide.

Through its interaction with community members, CARB has heard the concerns of the community regarding diesel powered vehicles and equipment. Areas of concern CARB heard were:

- issues with heavy-duty diesel vehicle idling,
- the operation of trucks in and around warehouses,
- compliance with state heavy-duty diesel vehicle regulations, and
- the operation of oil and gas extraction facilities in the community.

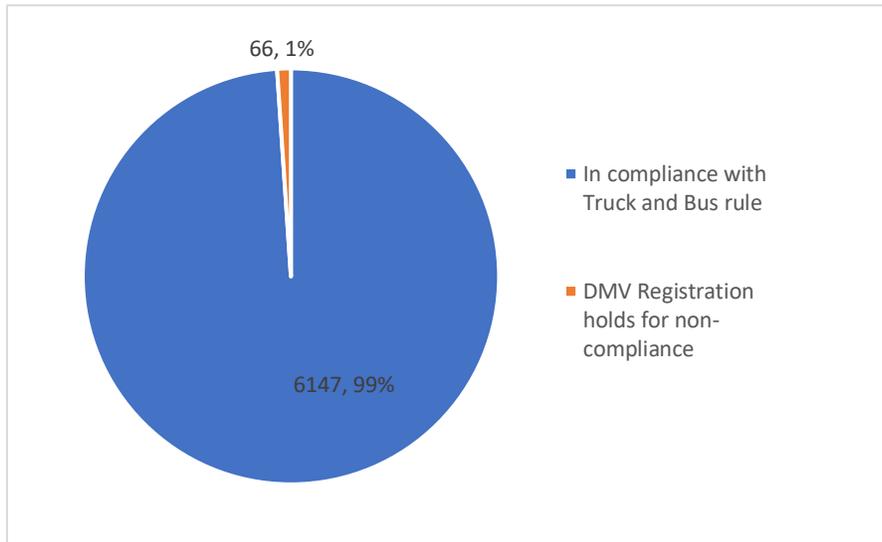
**Figure 4-15: Programs CARB Enforces**



In this section, CARB presents the history of enforcement activity related to the relevant enforcement programs in the SLA community from 2018 to 2021.<sup>1</sup> See **Figure 4-15** for a breakdown of CARB’s enforcement activities in SLA from 2018 to 2021.<sup>1</sup> More details on general locations by year and by category within SLA’s boundary can be found in CARB’s Enforcement Data Visualization System (EDVS).<sup>24</sup>

<sup>24</sup> Since CARB cannot present personal information and these inspections are related to vehicles that are mobile, the best way to see the inspections and compliance status of vehicles traversing and servicing the SLA community is in CARB EDVS. Currently EDVS is updated annually. CARB intends to begin updating this quarterly beginning this year. A guide on how to use EDVS is here: <https://ww2.arb.ca.gov/resources/fact-sheets/enforcement-data-visualization-system-fact-sheet>

**Figure 4-16: Compliance with CARB’s Truck and Bus Rule for Registered Trucks and Buses in SLA**



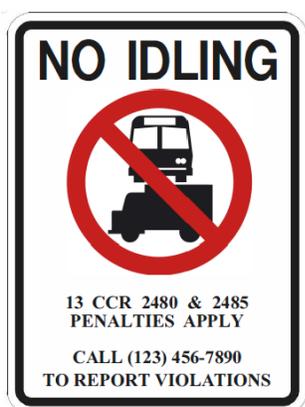
Nearly all trucks and buses in California are already, or will be, required to have a certified 2010 or newer model year engines by the end of 2023 to comply with CARB’s Truck and Bus rule to legally operate in California.<sup>25</sup> In fact, California is entering its third year where the California Department of Motor Vehicles (DMV) is holding registration for some trucks and buses that are not in compliance

with CARB’s Truck and Bus rule as a requirement of Senate Bill 1. Due to CARB regulation implementation and enforcement, the compliance rate statewide for the rule was 98 percent in 2020. **Figure 4-16** is based on California DMV registration data. In SLA it was 99 percent, meaning that of the 6,213 heavy-duty trucks and buses registered in SLA, 6,147 were in compliance with the Truck and Bus rule in 2020. The other 66 had registration holds placed on them, which meant they could not legally be driven in California.

<sup>25</sup> CARB, The Truckstop – Truck and Bus Regulation, <https://ww2.arb.ca.gov/sites/default/files/truckstop/tb/truckbus.html>

**Table 4-4: CARB Inspections in SLA from 2018 to 2021<sup>1</sup> for Truck Idling, Off-Road Equipment, and Transportation Refrigeration Units (TRUs)**

	Idling	Off-road Equipment	TRUs
<i>2018</i>			
<b>Inspections</b>	16	14	0
<b>Non-compliant</b>	6	4 <sup>26</sup>	0
<b>Compliance rate</b>	63%	71%	-
<i>2019</i>			
<b>Inspections</b>	2	79	0
<b>Non-compliant</b>	1	16 <sup>26</sup>	0
<b>Compliance rate</b>	50%	80%	-
<i>2020</i>			
<b>Inspections</b>	48	6	7
<b>Non-compliant</b>	2	4 <sup>26</sup>	5
<b>Compliance rate</b>	96%	33%	29%
<i>2021</i>			
<b>Inspections</b>	90	0	2
<b>Non-compliant/ Pending</b>	3	1 <sup>26</sup>	1
<b>Compliance rate</b>	97%	0%	50%
<i>2018 to 2021 Total</i>			
<b>Inspections</b>	156	100	9
<b>Non-compliant/ Pending</b>	12	25 <sup>26</sup>	6
<b>Compliance rate</b>	92%	75%	33%



CARB's idling rules cover commercial vehicles, like trucks and buses, school buses, and off-road equipment. In general, there is a 5-minute idling limit statewide, but the rule allows vehicles and equipment to idle for longer periods under specified conditions, like when trucks are lined up waiting to get into a warehouse. CARB conducted 156 idling inspections in SLA from 2018 to 2021<sup>1</sup> (**Table 4-4**). Twelve of those were out of compliance. The overall compliance rate of 92 percent is relatively high, but lower than the statewide average of 98 percent compliance. So more inspections and other strategies will be useful to help deter illegal idling in the community.

The off-road diesel regulation applies to many types of heavy-duty diesel vehicles that aren't typically driven on the road, but rather used in construction and at oil and gas facilities. Looking at off-road fleet compliance in SLA from 2018 to 2021,<sup>1</sup> CARB inspected a total of 100 off-road pieces of construction equipment. Twenty-five of these were out of compliance with the labeling

<sup>26</sup> These are non-emissions violations for lack of, or improper, labeling.

requirement of the regulation, but were compliant with emission and technology requirements of the rule.

Transportation refrigeration units (TRUs) keep goods cooled (or heated) in cargo containers during transport and are regulated by CARB under the TRU regulation. CARB conducted nine of those inspections between 2018 and 2021<sup>1</sup> in SLA and found six violations, all of which were for labelling and not non-compliance with engine technology or emission requirements. CARB's TRU rule typically has lower compliance rates, and so identifying areas where TRUs operate in SLA, and conducting inspections to enhance compliance could reduce emissions in the community.

### Oil and Gas

In addition to CARB's mobile source regulations, CARB also enforces rules related to the extraction, refinement, and distribution of fuels. The California Oil and Gas Regulation (COGR) that was adopted in 2017 is intended to reduce fugitive and vented methane emissions from new and existing oil and gas facilities. In addition, methane releases may be accompanied by emissions of other organic compounds that cause odor.

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*Due to a memorandum of understanding with the South Coast AQMD, CARB did not conduct inspections at oil fields (active or idle wells) or drilling sites in SLA between 2018 and 2021.<sup>1</sup>*

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CARB is now starting to support the South Coast AQMD on enforcement of this regulation. However, based on input from the CSC, including what was learned on a tour of the Murphy Drill Site last year, CARB will develop a plan, in collaboration with the community and the South Coast AQMD, to:

- inspect oil and gas facilities in SLA for compliance with local and state regulations, and
- determine if regulations might be strengthened to better protect the community.

During the inspections, CARB will look at all sources of pollution located at these facilities, including stationary, portable, and mobile. CARB uses inspection equipment like mobile monitoring, optical gas imaging cameras, toxic vapor analyzers, infrared optical gas detectors, and eagle gas monitors as well as drones. CARB will document the results of the inspections and summarize what was learned in a report back to the community. This report back to the community will be in alignment with the CERP implementation used to ensure that CARB is responding to the needs of the community.

### Community Concerns

CARB receives and responds to concerns identified by the community. This process is very important because CARB is likely unaware of the concern that is affecting the community. In addition to the programs described in CARB's discussion above, CARB will act on all complaints it receives. CARB received 60 complaints in the SLA community between 2018 and 2020, about three-quarters of the complaints CARB received between 2018 and 2020 were for 46 smoking

vehicles. This means people saw a vehicle with smoke coming out of the exhaust pipe, and that the vehicle is likely in violation of CARB's smoke opacity rule.

**Table 4-5: Complaints Received by CARB from SLA Zip Codes Between 2018 and 2020<sup>27</sup>**

Complaint Type (Program Type)	Number	Action Taken <sup>28</sup>
Idling (Idling)	2	1 enforcement action taken, 1 under investigation
Light-duty vehicles	2	2 referred to appropriate agency or group within CARB
Smoking vehicle	46	10 enforcement actions taken, 35 under investigation, 1 not actionable
Solid waste collection vehicle	1	Under investigation
Tampering	1	Under investigation
TRU	1	Not actionable
Truck and Bus	7	2 enforcement actions taken, 3 under investigation, 2 not actionable

While CARB did not receive any complaints for oil and gas during that timeframe, CARB accepts and addresses all air quality complaints as they come into the system, including mobile sources and oil and gas facilities (**Table 4-5**).

### Enforcement Considerations

An effective enforcement program must be flexible and adaptable to address the needs of the communities. Part of being adaptable is the ability to identify and address gaps in the enforcement process, such as previously unknown facilities or new pollutants of concern. As revealed over the course of the public process for CERP development, one such gap has been a lack of communication with members of the community, who have firsthand experience with local emissions sources and whose input can be extremely valuable to enforcement efforts. A mechanism that can be used to address such gaps, in partnership with local community members, is to conduct in-person community-based tours. This allows CARB and the air district to learn directly from the community, and in collaboration with community members, develop and implement strategies to reduce emissions in the community.

In summary, the compliance process seeks to ensure that all rules and regulations are followed through a fair and robust enforcement program, resulting in reduced air pollution emissions. Adaptability is crucial, whether in the programs overall, or in day-to-day operations, to ensure

<sup>27</sup> There may be some overlap between complaints with the Southeast Los Angeles AB 617 community.

<sup>28</sup> Enforcement action means a violation occurred and CARB worked with the violator to resolve it. Under investigation means the investigation is on-going. Not actionable means there was incomplete information to take action, or the vehicle was in compliance. Referred to another agency means the complaint was assigned to the appropriate agency for resolution.

that community concerns are addressed quickly and that enforcement action is taken when violations are identified.

Both CARB and South Coast AQMD enforcement teams will continue to search for innovative strategies, lead in community transparency, and take swift action to address non-compliance.