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# Chapter 5b:

## Mobile Sources

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### 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. This concern stems from the volume and frequency of vehicles and trains that travel through the community. Mobile sources are categorized into two main groups: on-road mobile sources and off-road mobile sources. On-road mobile sources generally includes motor vehicles that travel on roads and highways such as trucks, buses, and cars. Off-road mobile sources include a wide variety of non-road mobile sources such as construction equipment, marine vessels, locomotives, and aircrafts (**Figure 5b-1**). Specific community concerns surrounding these sources from vehicles include:

1. Emissions and adverse health impacts from heavy duty diesel trucks, trains, buses, ice cream trucks, and automobiles due to neighborhood traffic;
2. Freeway rush hour traffic;
3. Truck and bus maintenance in residential neighborhoods;
4. Movement of goods at warehouses; and
5. Proximity of truck routes and idling trucks to residential areas and schools.

**Figure 5b-1: Examples of Mobile Sources**



Heavy-Duty Diesel Trucks



Passenger Vehicles



Buses



Off-Road Equipment



Portable Equipment



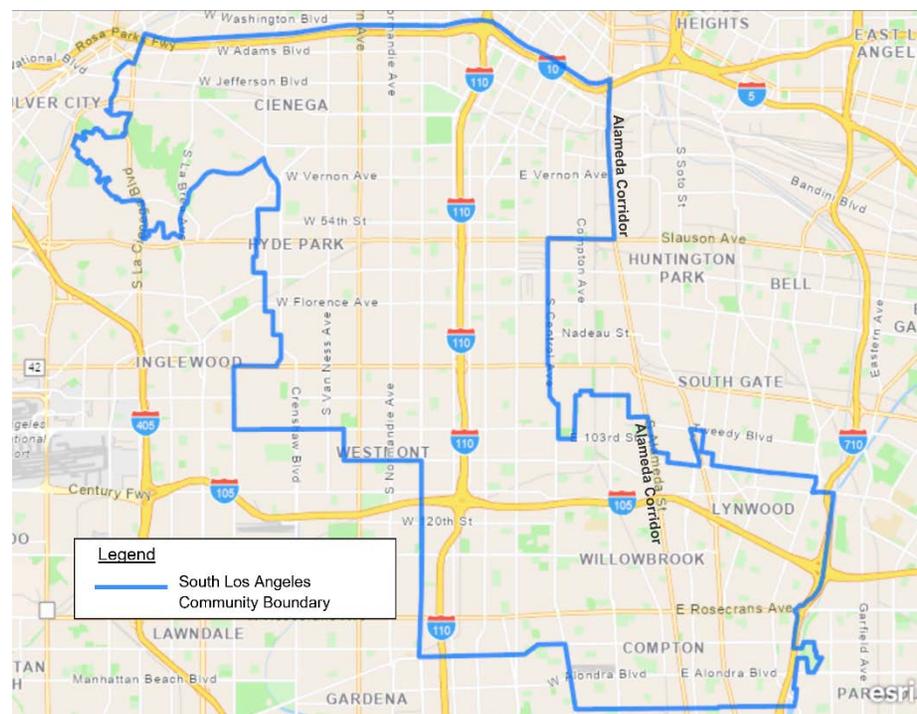
Trains

As it relates to the community's concerns, many mobile sources are powered by diesel. Diesel particulate matter (DPM) is a byproduct of diesel combustion and is currently the main toxic air contaminant (TAC) in this community. To understand existing mechanisms in

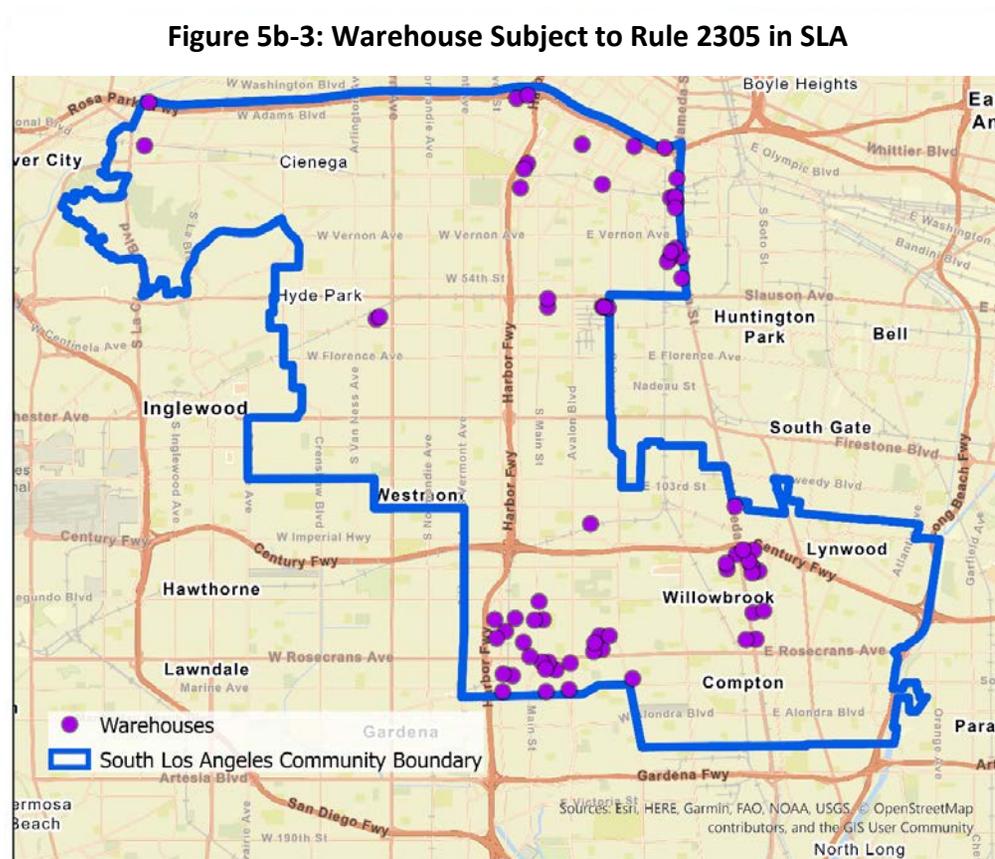
place that apply to these concerns, the community requested clarification regarding inspection programs and current rules and regulations for mobile sources. More information on inspection programs and rules and regulations can be found in Chapter 4: Enforcement Overview and History and Chapter 5b: Mobile Sources, respectively.

The SLA community includes more than 26.8 miles of freeways, and many of these are located near residential areas. SLA 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), Interstate 110 (I-110), and Slauson Corridor crossing through the community (**Figure 5b-2**). The ports are not within the community boundary and are not included as an air quality priority in this CERP, but the effects of their truck traffic are felt throughout the community. Additionally, the SLA community has approximately 70 warehouses subject to Rule 2305<sup>1</sup> as shown in **Figure 5b-3**, which account for a portion of truck traffic in the community.

**Figure 5b-2: SLA Community Boundary**



<sup>1</sup> South Coast AQMD, Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>



### Regulatory Background

The California Air Resources Board (CARB) primarily regulates mobile sources. South Coast AQMD has limited authority over mobile sources, but 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,<sup>2</sup> also known as the "No-Idling Regulation," may be enforced by police officers and air districts. To advance cleaner mobile source technologies, achieve emission reductions from mobile sources sooner, and to support AB 617's broader effort, CARB also oversees and approves use of the Community Air Protection (CAP) Incentives,<sup>3</sup> 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. For more information related to mobile source regulatory efforts and incentive opportunities, please refer to Appendix 5b: Mobile Sources.

### 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.

<sup>2</sup> 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>

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

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.
- C. Inform the community and businesses and industries in SLA’s boundary of CARB’s mobile source regulations, best management practices, how to file a complaint, and incentive programs.
- D. Incentivize funding opportunities for cleaner mobile source technologies (e.g., lower emitting trucks and buses) within the community (e.g., schools, small businesses, independent truck owners or operators).
- E. Reduce emissions at construction sites.
- F. Reduce exposure from truck traffic through collaboration with agencies responsible for designating truck routes.

The CSC developed the following CERP actions to address community concerns regarding the six 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
<b>A: Warehouses and Idling</b>	<ul style="list-style-type: none"> <li>• Conduct idling sweep inspections at locations of concern identified by the CSC</li> <li>• Explore opportunities to make Rule 2305 Warehouse Actions and Investments to Reduce Emissions (WAIRE) reports available on the F.I.N.D. tool</li> <li>• Report on Rule 2305 implementation and enforcement in the SLA community</li> <li>• Conduct outreach to warehouses regarding South Coast AQMD Rule 2305</li> </ul>	South Coast AQMD	<ul style="list-style-type: none"> <li>• Number of idling sweep inspections at CSC-identified locations</li> <li>• Provide update to the CSC regarding availability of WAIRE reports on F.I.N.D.</li> <li>• Annual update to the CSC on Rule 2305 implementation and enforcement</li> </ul>	3 <sup>rd</sup> quarter, 2022	2 <sup>nd</sup> quarter, 2027

Goal	Action(s)	Responsible Entity(ies)	Metric(s)	Timeline	
				Start	Complete
	requirements to reduce the impact of truck traffic		<ul style="list-style-type: none"> <li>Number of materials distributed to warehouses</li> </ul>		
<b>B: Reduce Exposure at Schools</b>	<ul style="list-style-type: none"> <li>Work with local school districts and the CSC to develop a prioritization list of schools for air filtration systems</li> <li>Conduct outreach to the CSC when new funding opportunities are available to install school filtration systems</li> <li>Use the prioritization list and funding criteria to inform the installation of air filtration systems in schools that meet a Minimum Efficiency Reporting Value (MERV) 16<sup>4</sup>, where technically feasible<sup>5</sup></li> <li>Work with local school districts and CSC to support community projects that reduce students' exposure to air pollution (e.g., Safer Routes to Schools program)</li> </ul>	South Coast AQMD  Local School Districts  CSC	<ul style="list-style-type: none"> <li>Number of identified funding sources for school air filtration systems</li> <li>Total incentive dollars allocated for air filtration systems</li> <li>Provide prioritization list to receive air filtration systems</li> <li>Number of schools that install air filtration systems<sup>6</sup> with specified MERV rating</li> <li>Number of community projects supported</li> </ul>	1st quarter, 2023	2 <sup>nd</sup> quarter, 2027
<b>C: CARB Efforts</b>	<ul style="list-style-type: none"> <li>Conduct outreach to the community and businesses and industries in SLA by distributing materials related to CARB's mobile source regulations, best management practices, how to file a</li> </ul>	CARB	<ul style="list-style-type: none"> <li>Identify outreach opportunities</li> <li>Number of outreach events or materials distributed to the</li> </ul>	4 <sup>th</sup> quarter, 2022	2 <sup>nd</sup> quarter, 2027

<sup>4</sup> U.S. EPA, What is a MERV rating?, <https://www.epa.gov/indoor-air-quality-iaq/what-merv-rating>

<sup>5</sup> Availability of funding, compatibility of MERV 16 filtration systems with existing school infrastructure (e.g., HVAC systems), and other factors determine technical feasibility.

<sup>6</sup> 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.

Goal	Action(s)	Responsible Entity(ies)	Metric(s)	Timeline	
				Start	Complete
	<p>complaint, and incentive programs (e.g., provide materials to independent owners or operators and students to share with families)</p> <ul style="list-style-type: none"> <li>Conduct compliance inspections of trucks and buses including Truck and Bus,<sup>7</sup> TRU,<sup>8,9</sup> and Idling regulations with input from the CSC on locations of concern (including warehouse areas)</li> <li>CARB will adjust enforcement in the community to address the identified concerns and report back to the CSC annually for future adjustments Install “No Idling” signs in CSC-identified idling locations</li> </ul>		<p>community and businesses</p> <ul style="list-style-type: none"> <li>Number of updates on feedback regarding potential improvements to CARB’s complaint filing system</li> <li>Number of truck and bus inspections at CSC-identified locations</li> <li>CARB to provide CSC an annual update on potential enforcement approach adjustments</li> <li>Number of signs installed</li> </ul>		
<b>D: Mobile Source Incentives</b>	<ul style="list-style-type: none"> <li>Explore opportunities for incentive funds for cleaner mobile source technologies (e.g., lower emitting trucks and buses) within the community (e.g., schools, small businesses, independent truck owners or operators)</li> <li>Conduct outreach to the CSC when new funding opportunities are available to incentivize replacing older, higher polluting on-road (e.g., trucks and buses)</li> </ul>	<p>South Coast AQMD</p> <p>CSC</p>	<ul style="list-style-type: none"> <li>Number of identified funding sources for cleaner mobile source technologies</li> <li>Total incentive dollars allocated for cleaner mobile source technologies</li> </ul>	1 <sup>st</sup> quarter, 2023	2 <sup>nd</sup> quarter, 2027

<sup>7</sup> CARB, Truck and Bus Regulation, <https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>

<sup>8</sup> Transport Refrigeration Unit (TRU)

<sup>9</sup> CARB, TRU, <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit>

Goal	Action(s)	Responsible Entity(ies)	Metric(s)	Timeline	
				Start	Complete
	and off-road (e.g., locomotives) equipment with cleaner technology		<ul style="list-style-type: none"> <li>As needed, develop and submit AB 617 Project Plan(s)<sup>10</sup></li> <li>Number of incentive outreach actions (e.g., e-mail announcements, participation in expositions) completed</li> </ul>		
<b>E: Construction Sites Enforcement</b>	Focused enforcement at construction sites of concern, as identified by the CSC, to evaluate compliance with CARB regulations (e.g., CARB’s Off-Road Diesel Regulation, Portable Equipment Registration Program)	CARB South Coast AQMD	Number of enforcement updates to the CSC	4 <sup>th</sup> quarter, 2022	2 <sup>nd</sup> quarter, 2027
<b>F: Agency Collaboration</b>	Pursue collaborations with local agencies (e.g., city, county, transportation) to identify strategies to address the CSC’s concerns with truck traffic and designated truck routes (e.g., enforcement of truck routes, proximity to sensitive receptors, feasibility of physical barriers for residential neighborhoods)	South Coast AQMD CARB	Number of collaboration updates provided to the CSC	1 <sup>st</sup> quarter, 2023	2 <sup>nd</sup> quarter, 2027

<sup>10</sup> CARB, Community Air Protection Incentives, <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>