

Community Air Initiatives

San Bernardino, Muscoy Community Steering Committee Meeting #6

*Thursday, May 16, 2019
San Bernardino, CA*



Announcements

- Suggestion Box
- Community tour update



Committee Presenters

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

SBM Progress

Community Reported Air Quality Concerns

Air Quality Concern Prioritization

Strategies and Proposed Actions for Reported Air Quality Concerns (Part 2)

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

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, Committee Consideration

Areas where CSC has provided input

Draft Air Monitoring Plan



SBM Meeting #5

Brief Recap of Air Quality Concerns Discussion (Part 1)

Warehouse (On-site emission)

Committee input:

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

Concrete Batch Plants

Committee input:

- Protect children by regulating fugitive dust from concrete batch plants

* See meeting summary for more details

SBM Meeting #5

Brief Recap of Air Quality Concerns Discussion (Part 2)



Schools, Hospitals, Parks, & Community Centers

Committee input:

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



Omnitrans Bus Yard

Committee input:

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

* See meeting summary for more details



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?

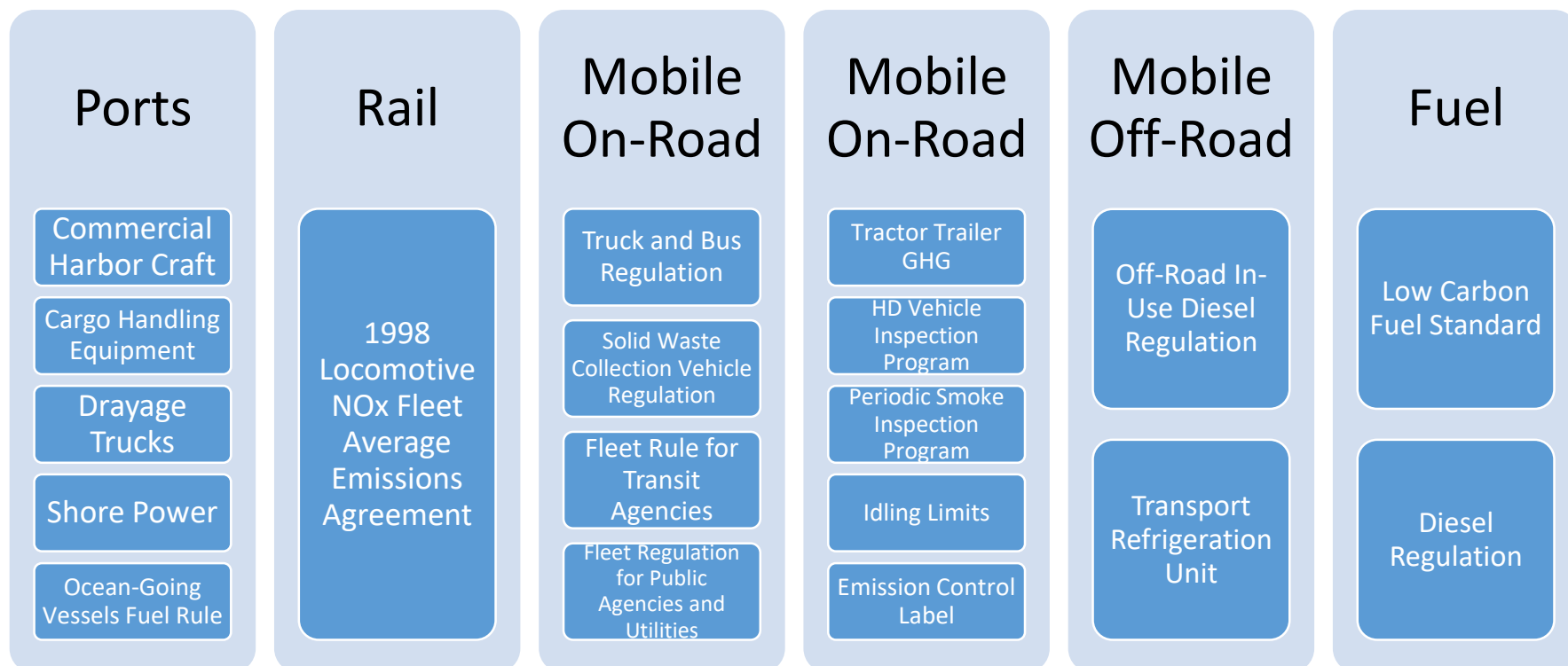
What do you want to know more about?

What efforts do you have input on?

CARB Resource Slides

California Air Resources Board

Current Regulations and Control Measures



Ports – Existing Regulations

Overview of Commercial Harbor Craft Regulation

On November 15, 2007, the California Air Resources Board (ARB) adopted a regulation to reduce emissions from commercial harbor craft (CHC) and to improve air quality in California ports. Amendments were approved in June 2012. Regulations to reduce emissions from harbor craft are contained in Title 17, Chapter 1, Sections 170100 through 170110 of the California Code of Regulations (CCR).

What types of vessels are subject to the regulation?

The regulation applies to all commercial harbor craft (CHC) vessels, including, but not limited to, ferries, excursion vessels, tugboats, fishing vessels, work boats, launch boats, work and support vessels, harbor supply vessels, and other vessels. CHC vessels are defined as vessels that are used for commercial purposes, are less than 200 gross register tonnage, and are not used for pleasure or recreation. CHC vessels are defined as vessels that are used for commercial purposes, are less than 200 gross register tonnage, and are not used for pleasure or recreation.

What does the regulation require?

The regulation requires CHC vessels to meet certain emission standards for carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM). The regulation also requires CHC vessels to use certain types of fuels and to maintain their engines in good working order.

When does the regulation take effect?

The regulation takes effect on January 1, 2013.

Commercial Harbor Craft

Overview of the Regulation for Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards

The California Air Resources Board (ARB) has a plan to regulate mobile cargo handling equipment (MCH) at ports and intermodal rail yards. The regulation will reduce emissions from MCH equipment and improve air quality in California ports and intermodal rail yards.

What types of equipment are subject to the regulation?

The regulation applies to all mobile cargo handling equipment (MCH) used at ports and intermodal rail yards. MCH equipment includes, but is not limited to, forklifts, pallet jacks, and other equipment used for moving cargo.

What does the regulation require?

The regulation requires MCH equipment to meet certain emission standards for carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM). The regulation also requires MCH equipment to use certain types of fuels and to maintain their engines in good working order.

When does the regulation take effect?

The regulation takes effect on January 1, 2013.

Cargo Handling Equipment

Overview of The Statewide Drayage Truck Regulation

The California Air Resources Board (ARB) has a plan to regulate statewide drayage trucks. The regulation will reduce emissions from drayage trucks and improve air quality in California.

What types of trucks are subject to the regulation?

The regulation applies to all statewide drayage trucks used for moving cargo between ports and intermodal rail yards. Drayage trucks include, but are not limited to, trucks used for moving cargo between ports and intermodal rail yards.

What does the regulation require?

The regulation requires drayage trucks to meet certain emission standards for carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM). The regulation also requires drayage trucks to use certain types of fuels and to maintain their engines in good working order.

When does the regulation take effect?

The regulation takes effect on January 1, 2013.

Drayage Trucks

2017 Advisory

NOX/PM TOXIC MEASURE FOR ALKYL ARIAL DIESEL ENGINES OPERATED ON OCCASIONAL VESSELS AT PORTS IN CALIFORNIA PORTS

November 2017

The purpose of this Advisory is to inform affected vessel fleet and terminal operators as to how Air Resources Board (ARB) will proceed with enforcement of the Airborne Toxic Control Measure for Alkyl Aerial Diesel Engines Operated on Occasional Vessels at Ports in California Ports (ATCM) on January 1, 2017. The advisory also provides information on how to comply with the ATCM.

What types of vessels are subject to the regulation?

The regulation applies to all vessels that use alkyl aerial diesel engines and are operated on occasional vessels at ports in California ports.

What does the regulation require?

The regulation requires vessels to meet certain emission standards for nitrogen oxides (NOx) and particulate matter (PM). The regulation also requires vessels to use certain types of fuels and to maintain their engines in good working order.

When does the regulation take effect?

The regulation takes effect on January 1, 2017.

Shore Power

California Air Resources Board

Marine Notice 2011-2

November 2011

Advisory to Owners of Operators of Ocean Going Vessels Visiting California Ports

Changes to the Regulation on Fuel Sulfur and Other Operational Requirements for Ocean-Going Vessels Visiting California Ports and of National Rule of the California Air Resources Board.

The purpose of this advisory is to inform owners and operators of ocean-going vessels (OGV) of changes to the regulation on fuel sulfur and other operational requirements for OGVs visiting California ports. The advisory also provides information on how to comply with the regulation.

What types of vessels are subject to the regulation?

The regulation applies to all ocean-going vessels (OGV) that visit California ports.

What does the regulation require?

The regulation requires OGVs to use fuel with a maximum sulfur content of 0.50 percent by weight. The regulation also requires OGVs to maintain their engines in good working order.

When does the regulation take effect?

The regulation takes effect on January 1, 2012.

Ocean Going Vessels Fuel Rule

Rail – Existing MOU

The 1998 Locomotive NO_x 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_x 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

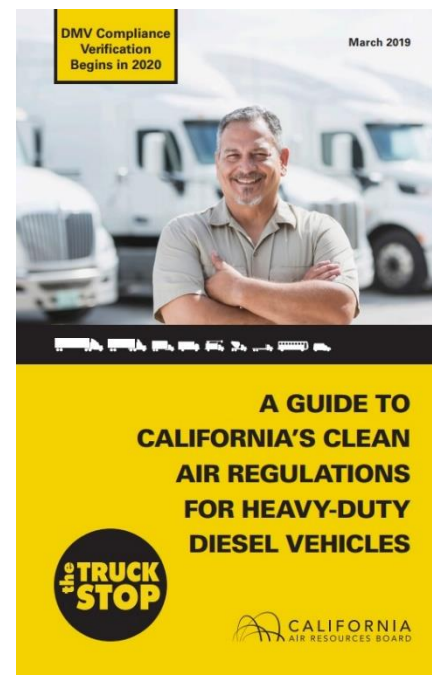
Truck and Bus Regulation

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 two-engine vehicles (except off-road low-height 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 welding tanks, 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 (used under 200 hours per year, as confirmed by a non-schedule 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 selling 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, recycling, or repowering 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, negative attainment area fleet, or non-south farming carrier, 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/tru.htm. See the section titled "Appendix 2 - 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/tru.htm>
Disponible en Español en la página:
<http://www.arb.ca.gov/diesel/tru/documen/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



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

Moving Forward: Fuel

Expected Board consideration/adoption – Implementation Begins




Low Carbon Fuel Standard	 ADOPTED
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

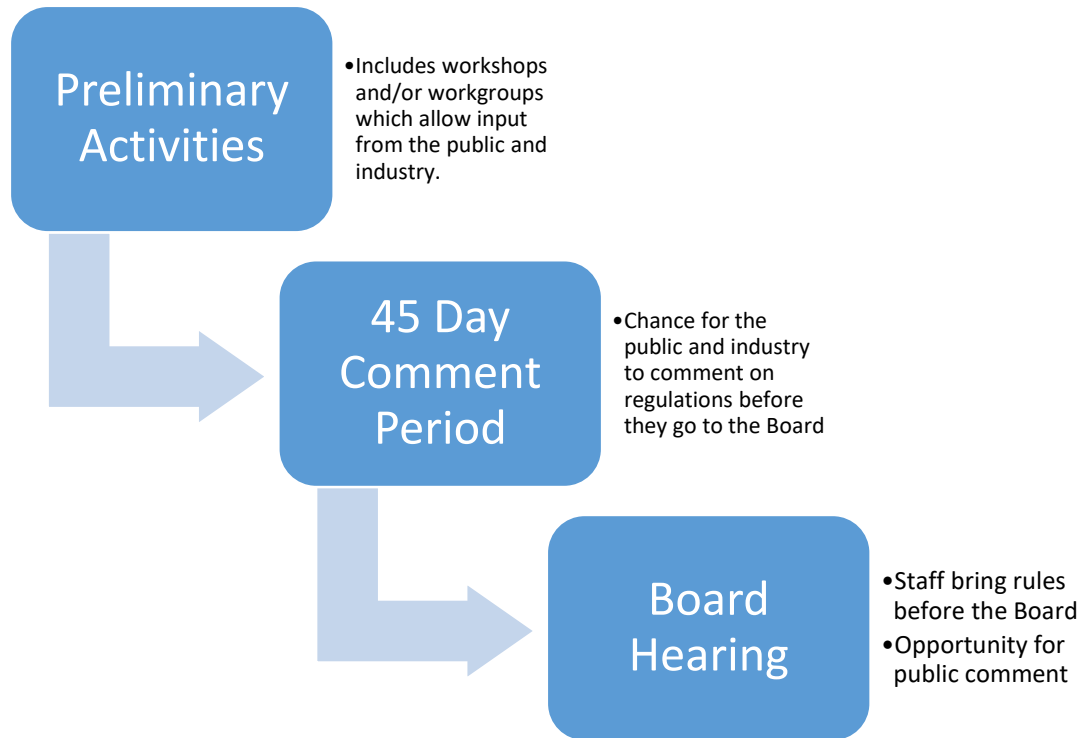
- Approved amendments to the Low Carbon Fuel Standard (LCFS) strengthen targets to 2030 and encourage zero emission vehicle infrastructure, among other improvements.
- <https://www.arb.ca.gov/fuels/lcfs/lcfs.htm>



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

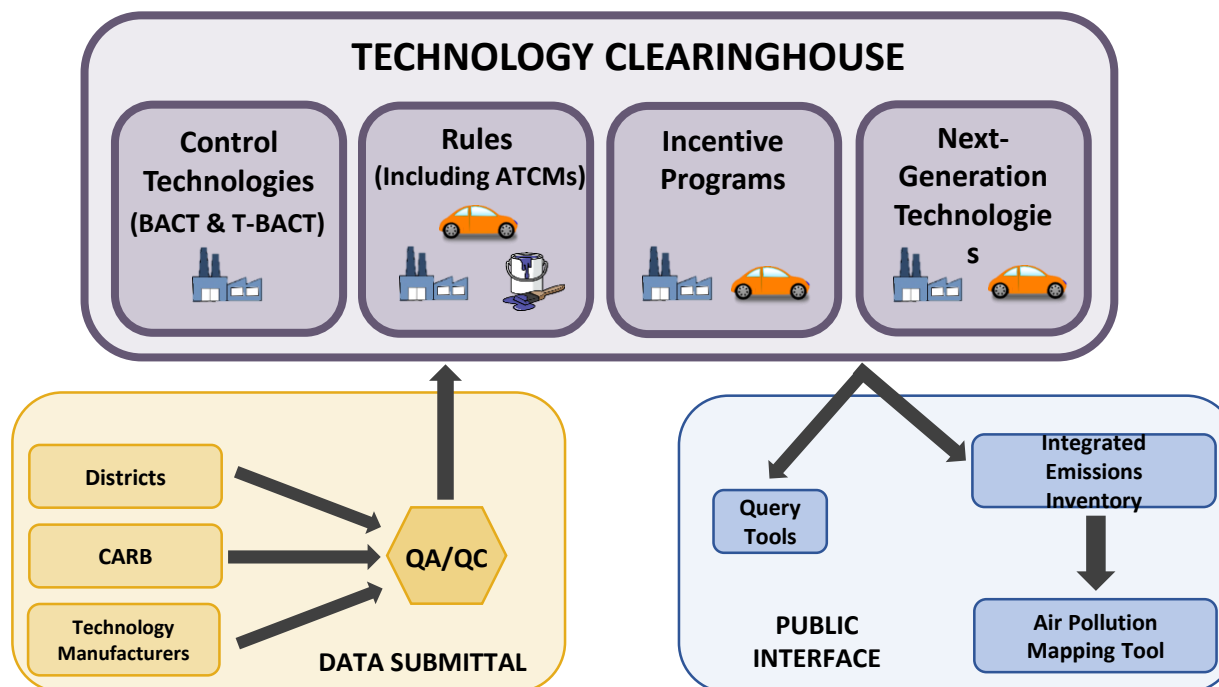


Funds go to projects that focus on the community

<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

Dashboard Account
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



California Air Resource Board

Automated License Plate Reader



AB 617 Community Steering Committee Meeting

San Bernardino, Muscoy

May 16, 2019

Improving On-road Vehicle Data: Automated License Plate Readers (ALPR) Portable Emission AcQuisition System (PEAQS)

Sara Forestieri, Victoria Villa, Jeremy Smith
California Air Resources Board

What is ALPR?

- Collect footage of on-road traffic
- Use ALPR software to read license plates
- Use DMV Registration data and other databases to link license plate to vehicle information

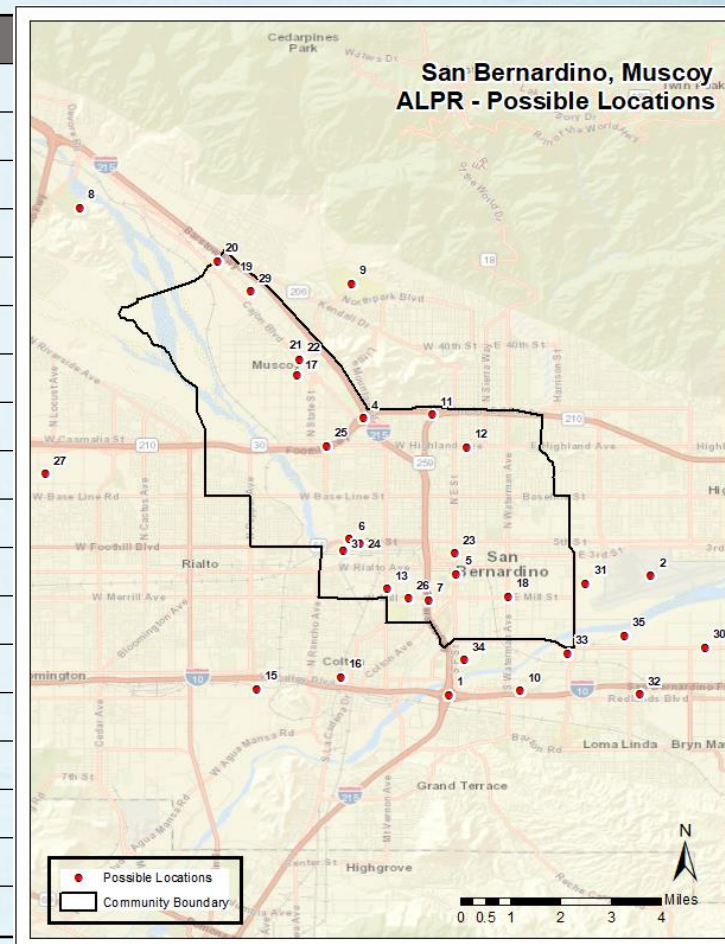


- Understand what vehicles operate in the community
- Determine split of local vs non-local trucks
- Understand how often commercial trucks operate certain roads (e.g., truck-prohibited routes)
- Validate/refine on-road vehicle emission estimates
 - The fraction of light- vs heavy-duty vehicles
 - Model year distribution and therefore age
 - Traffic counts
- Identify older trucks for targeted incentives

On-road Mobile Source Concerns

Community Identified Initial Locations for Discussion

Location	Name	Location	Name
1	10/215 Fwy Interchange	19	Truck Parking - Neighborhoods
2	Airport	20	Truck Route
3	BNSF Railyard/JB Hunt Trucking C.	21	Palm Ave/Hallmark Pkwy
4	Freeway/Railway Interchange	22	W 1st Ave/Route 66
5	Metrolink	23	Truck Traffic
6	Omnitrans Bus Yard	24	Truck Traffic Route 66
7	Road Congestion	25	Truck Idling - 210 Fwy/N. CA St
8	San Manual Amphitheater Traffic	26	Truck Idling - School
9	Traffic at CSUSB	27	Medline Warehouse
10	Traffic - Hospitality Ln and 10 Fwy	28	Warehouses - Fontana
11	Traffic - H Street Exit	29	DCS Logistics
12	Traffic	30	Warehouses
13	Mt Vernon Corridor	31	Warehouses
14	Traffic - Waterman	32	Warehouses
15	Train Station	33	Warehouses
16	Trains	34	Warehouses - ICEMA
17	Lavon Dr/N Macy St	35	Warehouses
18	Truck Traffic - Waterman/Tippecanoe		



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	Action
Truck Idling and Truck Traffic related to Warehouses	Enforcement/Collaboration/ Public Info & Outreach	Conduct enforcement sweeps with CARB; Partner with the City and County of San Bernardino on land use planning issues, restrictive truck routes; Collaborate with appropriate agency on restrictive truck routes and improvements of complaint/response systems
	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
BNSF Railyard	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)
Warehousing	Collaboration/Public Info & Outreach	Collaborate with the City and/or County of San Bernardino on enhancing requirements to address warehouse development (e.g., requiring loading docks away from residents, 1,000 foot buffer zones for new development)
	Regulation	Continue the development of Facility-Based Mobile Source Measure (Indirect Source Rule)
Omnitrans Bus Yard	Regulation/Incentives Collaboration	Support Omnitrans on the acceleration of zero emission buses and chargers
Concrete Batch Plants	Monitoring/Enforcement/ Public Info & Outreach	Monitor hexavalent chrome and particulate matter (PM10) to identify hot spots for follow-up enforcement if needed; Expand outreach efforts to operators and community on Rule 403 – Fugitive Dust best practices
Schools/Hospitals/Parks and Community Centers	Collaboration/Public Info & Outreach	Partner with the San Bernardino County Department of Public Health on outreach materials for air quality advisories and/or asthma related programs
	Exposure Reduction	Distribute air filtration systems by prioritizing schools along major truck routes

Emission reduction
 Exposure reduction

Air Quality Priority Concern Action Template

- CSC members and staff can have one-on-one discussions
- Focus on actions that are priorities for the CSC

CSC Member:

Air Quality Priority:

Action # :

Description of Action:

[Large empty text area for describing the action]

Strategies Included:

Mark all strategies that apply

- Regulation
- Incentives
- Air Monitoring
- Enforcement
- Public Info & Outreach
- Collaboration
- Exposure reduction

Goals, Metrics, and Timeframe:

[Large empty text area for goals, metrics, and timeframe]

Implementing Agency, Organization, Business or Other Entity:

Name	Action

References

[Large empty text area for references]

DRAFT
Example 1

Air Quality Priority: Neighborhood Truck Traffic Action XX: Idling Truck Enforcement

Description of Action:

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

Strategies Included:

- Enforcement
- Collaboration

Goals, Metrics, and Timeframe:

- Inspections/targeted sweeps will be conducted *[insert frequency to be discussed by CSC]* within a *[insert proposed timeframe]*.

Implementing Agency, Organization, Business or Other Entity:

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>



**DRAFT
Example 2**

Air Quality Priority: Neighborhood Truck Traffic Action XX: Conduct Outreach for Incentives

Description of Action:

- Expand outreach efforts (e.g. fairs, workshops) to distribute incentive information to equipment owners
- Partner with CARB to identify older trucks in community as targets for incentives

Strategies Included:

- Public Info & Outreach
- Collaboration
- Incentives

Goals, Metrics, and Timeframe:

- Date of incentive fair *[insert date discussed by CSC]*

Implementing Agency, Organization, Business or Other Entity:

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

References

- [Carl Moyer Program \(Heavy-Duty Engines\): https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB34](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB34)
- [Carl Moyer Program \(Heavy-Duty Engines\): http://www.aqmd.gov/home/programs/business/business-detail?title=heavy-duty-engines&parent=vehicle-engine-upgrades](http://www.aqmd.gov/home/programs/business/business-detail?title=heavy-duty-engines&parent=vehicle-engine-upgrades)

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 measurable air quality goals should be set for each action item?

Send comments to:
Pedro Piqueras – ppiqueras@aqmd.gov

Community Air Monitoring Plan (CAMP)

Committee Discussion

Send comments to:
AB617@aqmd.gov

Next steps and important reminders

Future meeting dates and locations:

- CSC Meeting #7: June 20th (6:00 p.m. - 8:30 p.m.) at San Bernardino Valley College

Likely agenda items for CSC Meeting #7:

- Committee presentations
- CARB & South Coast AQMD Enforcement Actions
- Measuring Success: Goals

Is the CSC okay with these topics?

Any additional topics?

Next Technical Advisory Group (TAG) Meeting:

- **May 29, 2019**

**Thank you
for the hard work!**

More information on AB 617:

www.aqmd.gov/AB617

Email: AB617@aqmd.gov

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