

Chapter 5a: Actions to Reduce Community Air Pollution

Introduction

The CERP provides an overall path to reducing air pollution in the San Bernardino, Muscoy community. Through the development of the CERP the CSC identified air quality priorities based on sources of air pollution (e.g., neighborhood truck traffic, warehouses, railyards) that are of concern to the community. To reduce air pollution from these sources, the CSC developed a set of actions to be implemented by government agencies, organizations, businesses, and other entities.

Community Air Quality Priorities

The community of San Bernardino and Muscoy identified neighborhood truck traffic, warehouses, the OmniTrans bus yard, railyards, and concrete batch plants and asphalt/aggregate plants as air quality priorities. These sources of air pollution are often located close to homes, schools, and other community areas where the public can be exposed to harmful pollutants. As a result, exposure reduction at schools, childcare centers, and homes is also a priority for the community.

Ongoing efforts

The South Coast AQMD, CARB, and U.S. EPA have air quality regulations to reduce air pollution that apply to facilities in various source categories. The relevant agencies enforce these regulations. Additionally, the South Coast AQMD and CARB have begun the process of developing new requirements that would further reduce air pollution from sources prioritized by the community.

Opportunities for Action

In addition to the ongoing efforts described above, the CSC developed new actions to reduce air pollution in the community. Each action is to be carried out based on a set of strategies, goals, and timelines. The entity (e.g., government agency or organization) responsible for the actions is also identified. The actions set forth in this chapter define a path to further reduce air pollution

Chapter 5 Highlights

- Many new actions will be taken to address the community's air quality priorities
- South Coast AQMD will use many different strategies, such as regulation, incentives, outreach, enforcement, monitoring, and more
- Many actions also rely on effective collaborations with agencies, organizations, businesses, and others
- The estimated emission reduction targets resulting from incentives supported by actions in this CERP are:
 - NOx: 40 to 50 tons per year
 - PM: 0.5 to 0.6 tons per year
- Additional emission reductions are achieved through actions that include strategies, such as, rule development and enhanced enforcement

from sources in the San Bernardino, Muscoy community and provide additional protections for children at their schools.

Emissions Reduction Targets

The actions in the CERP prioritize emissions reductions in the San Bernardino, Muscoy community. Implementation of the CERP is estimated to reduce nitrogen oxides (NO_x) emissions by 40 to 50 tons per year and particulate matter (PM) emissions by 0.5 to 0.6 tons per year. These emissions estimates are based on data from past incentive projectsⁱ (e.g., replacing heavy-duty trucks with cleaner trucks, replacing cargo handling equipment at railyards). Additionally, the estimated emissions reductions consider potential future incentive projects that are targeted by the actions in this chapter. For example, Subchapter 5b – Neighborhood Truck Traffic, includes an action to reduce emissions from heavy-duty trucks. The CERP contains measures focused on outreach efforts to incentivize the replacement of older equipment with newer, less polluting equipment. These measures are coupled with commitments from South Coast AQMD staff to conduct public outreach events in the community to recruit potential applicants for incentives.

Some actions in this chapter are likely to result in additional emissions reductions that are not quantifiable at this time. For example, Subchapter 5e – Railyards, includes an action that would reduce emissions from the BNSF railyard. The target for this action is to pursue strategies to reduce air pollution from railyards through the development of indirect source requirements. However, reductions from this action would be quantified during the rule development process for Facility Based Mobile Source Measures to provide staff an opportunity to evaluate technologies that would reduce emissions at railyards.

Based on the air quality priorities identified by the CSC, the actions in this chapter also emphasize emissions reductions from fugitive emissions sources. For example, the CERP includes an action to address fugitive emissions and particulate matter from concrete batch, asphalt batch, and aggregate plants. This action requires enhanced air monitoring along with follow-up strategies (e.g., enforcement activities) to target emissions reductions from these sources. Based on the information available, emissions reductions from these actions cannot be estimated at this time. However, the CSC has recommended that these sources of fugitive emissions should be addressed by the CERP to improve air quality in the San Bernardino, Muscoy community.

South Coast AQMD is working with CARB to address emissions from mobile sources. CARB has committed to considering amendments to their rules and regulations within the CERP to address the air quality priorities in this community. The emissions reduction targets expected from the implementation of these rules and regulations is [CARB to insert emission reductions].

ⁱ Data was based on 2018 incentive projects.