



## ATTACHMENT C OPERATIONAL DIESEL PARTICULATE AND NO<sub>x</sub> EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- **Portable Engines:** All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program (PERP)<sup>1</sup> OR shall obtain an APCD permit.<sup>2</sup>
- **Diesel Trucks and Buses:** Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to the California Air Resources Board (CARB)'s Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), the Statewide Truck and Bus Regulation, the Innovative Clean Transit Rule, and the Advanced Clean Fleets Regulation to reduce emissions from trucks and buses.<sup>3</sup>
- **TRUs:** The Airborne Toxic Control Measure (ATCM) for In-Use Diesel-Fueled Transportation Refrigeration Units (TRU), TRU Generator Sets, and Facilities Where TRUs Operate<sup>4</sup> requires applicable facility owners or owner/operators to register their facility with CARB and ensure compliance of TRUs operating onsite.
- **Idling:** Drivers of diesel-fueled commercial motor vehicles are subject to the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling Drivers.<sup>5</sup>
- **Schools:** Diesel buses and other commercial vehicles are subject to the ATCM to Limit School Bus Idling and Idling at Schools.<sup>6</sup>
- **Logistics Facilities:** New or expanded logistics facilities must meet the standards, and design and siting requirements of California Assembly Bill 98 (AB 98) to regulate warehousing and associated trucking activities starting in 2026.<sup>7</sup>

The following measures are recommended as applicable:

- Require (or incentivize) zero-emission trucks for facility operations to the maximum extent feasible. At a minimum, all heavy-duty trucks entering, or on, the project site should be model year 2014 or later.
- Utilize zero-emission off-road service equipment (yard equipment, forklifts, pallet jacks etc.) within the site.
- Install electric charging infrastructure to support zero-emission vehicles and equipment.
- Install vegetative walls or other effective barriers that separate loading docks and people living or working nearby.<sup>8</sup>
- Restrict diesel trucks and support equipment from idling longer than two minutes whilst on site. Condition a "no idle" zone at locations where there is the potential for a significant health risk.
- Require all emergency generators to be powered by a source other than diesel or gasoline (e.g. battery, natural gas, propane, etc.).
- **TRU Use:** Equip all loading/unloading docks and trailer spaces with electrical hookups for trucks or auxiliary power units. Require TRUs entering the project site to be plug-in capable to the maximum extent feasible. Utilize zero-emission refrigeration technology, such as all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration. Limit onsite TRU diesel engine runtime to no longer than 15 minutes.

All measures required by the Lead Agency shall be made enforceable for the project through conditions of approval, incorporation in the project description or a Mitigation Monitoring and Reporting Program, or other enforceable mechanism. The Lead Agency shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

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<sup>1</sup> <https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp>

<sup>2</sup> In some situations, portable and/or temporary engines, require a District permit irrespective of PERP-registration status. See [www.ourair.org/wp-content/uploads/PERPfaq.pdf](http://www.ourair.org/wp-content/uploads/PERPfaq.pdf) for more information on the operation of PERP-registered engines at stationary sources.

<sup>3</sup> More information on CARB's on-road regulations available at <https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/truckstop>

<sup>4</sup> <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/applicable-facility-requirements>

<sup>5</sup> <https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about>

<sup>6</sup> <https://ww2.arb.ca.gov/resources/documents/school-bus-idling-and-idling-schools>

<sup>7</sup> For legislative text on AB 98 see [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB98](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB98)

<sup>8</sup> Effectiveness of Sound Wall-Vegetation Combination Barriers as Near-Roadway Pollutant Mitigation Strategies (2017). Available at <https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/13-306.pdf>