

BOARD MEETING DATE: October 2, 2020

AGENDA NO. 18

PROPOSAL: Annual Progress Report for AB 617 Community Emissions Reduction Plans

SYNOPSIS: This report summarizes the results and actions taken from September 2019 to June 2020 to further reduce emissions in AB 617 communities designated in 2018.

COMMITTEE: Stationary Source, September 18, 2020

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Executive Officer

PF:JKG:DG:NS

Assembly Bill (AB) 617 was signed into law in July 2017, requiring new community-focused and community-driven action to reduce air pollution and improve public health in communities experiencing disproportionate burdens from exposure to air pollutants. Three of the ten statewide communities selected by the CARB in the first year of the AB 617 program are in the South Coast Air Basin. These communities, commonly referred to as 2018–designated AB 617 communities, are:

- East Los Angeles, Boyle Heights, West Commerce (ELABHWC);
- San Bernardino, Muscoy (SBM); and
- Wilmington, Carson, West Long Beach (WCWLB)

Following input from Community Steering Committees (CSCs) in each of the 2018-designated AB 617 communities, the Board adopted Community Emissions Reduction Plans (CERPs) on September 6, 2019. The CERPs identify actions to reduce emissions and exposures to criteria air pollutants and toxic air contaminants in each community. Additionally, staff developed Community Air Monitoring Plans (CAMPS) that provided detail about the air monitoring in those communities.

AB 617 and the CARB Community Air Protection Blueprint require air districts to prepare annual progress reports summarizing the results of implementing CERPs.^{1,2} The attached report is based on the CARB Community Air Protection Blueprint Guidelines. It summarizes CERP implementation progress in 2018-designated AB 617 communities in the South Coast Air Basin from September 6, 2019 to June 30, 2020. The report covers information on incentive funds distributed in the communities from July 26, 2017 to June 30, 2020 and air monitoring activities initiated by staff since June 2019, a part of the Community Air Monitoring Plans. The report also summarizes the status (e.g., implementation milestones and completed elements) of the actions, goals, and strategies implemented during the reporting periods identified above.

Staff will update the report annually with available information regarding the community profile on each 2018-designated community, metrics for tracking progress, qualitative assessments for CERP implementation, and key plan adjustments. The annual progress reports will address the status of actions, goals, and strategies for each CERP. Future progress reports will also address additional actions recommended and approved by the CARB Board on September 10, 2020.

The attached report will be submitted to CARB staff in October 2020 and presented to the CARB Board as part of its review and assessment of statewide AB 617 implementation in December 2020.

Attachment

2019 – 2020 Annual Progress Report for AB 617 Community Emissions Reduction Plans

¹ Health and Safety Code Section 44391.2 (C)(7)

² California Air Resources Board “Community Air Protection Blueprint”, 2018, <https://ww2.arb.ca.gov/capp-blueprint>.

ANNUAL PROGRESS REPORT FOR AB 617 COMMUNITY EMISSIONS REDUCTION PLANS

October 2020



South Coast Air Quality Management District

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD**

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INTRODUCTION

Assembly Bill (AB) 617 was signed into law in July 2017, requiring new community-focused and community-driven action to reduce air pollution and improve public health in communities experiencing disproportionate burdens from exposure to air pollutants. Three of the ten statewide communities selected by the California Air Resources Board (CARB) in the first year of the AB 617 program are in the South Coast Air Basin. These communities are commonly referred to as 2018–designated AB 617 communities and include:

- East Los Angeles, Boyle Heights, West Commerce (ELABHWC)
- San Bernardino, Muscoy (SBM)
- Wilmington, Carson, West Long Beach (WCWLB)

Following input from Community Steering Committees (CSCs) in each of the 2018-designated AB 617 communities, the South Coast AQMD Governing Board adopted Community Emissions Reduction Plans (CERPs) on September 6, 2019. The CERPs identify actions to reduce emissions and exposures to criteria air pollutants and toxic air contaminants in each community.

BACKGROUND AND PURPOSE

AB 617 and the CARB Community Air Protection Blueprint require air districts to prepare annual progress reports summarizing the results of implementing CERPs.^{1, 2} This report summarizes the progress of CERP implementation in 2018-designated AB 617 communities in the South Coast Air Basin from September 6, 2019 to June 30, 2020. Additionally, the report covers information on incentive funds distributed in the communities from July 26, 2017 to June 30, 2020. The report also includes air monitoring activities initiated by staff since June 2019, a part of the Community Air Monitoring Plans (CAMPs). The report is based on the guidelines set forth in the CARB Community Air Protection Blueprint and includes the following:

- Community profile updates
- An overview of the CERP framework
- Status of CERP actions, goals and strategies
- Metrics for tracking progress
- A qualitative assessment of CERP progress
- A summary of key plan adjustments

COMMUNITY PROFILE UPDATES

The community profile used to develop the CERPs established a baseline for each AB 617 community based on the types of pollution impacting each community, public health data, and

¹ Health and Safety Code Section 44391.2 (C)(7)

² California Air Resources Board “Community Air Protection Blueprint”, 2018, <https://ww2.arb.ca.gov/capp-blueprint>. Accessed June 18, 2020.

socioeconomic factors. Data from CalEnviroScreen 3.0, Multiple Air Toxics Exposure Study (MATES) IV, and Southern California Association of Governments (SCAG) were used to inform the community profile. Since the adoption of the CERPs these data sources have not been updated; therefore, no changes to the established community profile are required.

Since the adoption of the CERPs by the South Coast AQMD Governing Board, the onset of the pandemic caused by COVID-19 has significantly altered the daily lives of communities around the world. However, mounting evidence indicates that community strategies to slow the spread of COVID-19 may cause unintentional harm, such as lost wages, reduced access to services, and increased stress, for some racial and ethnic minority groups.³ South Coast AQMD staff is closely monitoring this information and its impacts on the data used to develop the CERPs.

OVERVIEW OF CERP FRAMEWORK

The air quality priorities for each 2018–designated AB 617 community was determined by the CSCs and identified in the CERPs. The air quality priorities focused the CERPs on addressing local air quality concerns from residents, community groups, and local businesses. The air quality priorities are below.

East Los Angeles, Boyle Heights, West Commerce

- Neighborhood and Freeway Traffic from Trucks and Automobiles
- Railyards (On-site Emissions)
- Metal Processing Facilities
- Rendering Facilities
- Auto Body Shops
- Schools, Childcare Centers, Community Centers, Libraries, and Public Housing Projects
- General Concerns about Industrial Facilities, including Waste Transfer Stations

Wilmington, Carson, West Long Beach

- Refineries
- Ports
- Neighborhood Truck Traffic
- Oil Drilling and Production
- Railyards
- Schools, Childcare Centers, and Homes

San Bernardino, Muscoy

- Neighborhood Truck Traffic
- Warehouses
- Omnitrans

³ Centers for Disease Control and Protection, Health Equity Considerations and Racial and Ethnic Minority Groups. <https://www.cdc.gov/coronavirus/2019-ncov/community/health-equity/race-ethnicity.html>, Accessed August 4, 2020.

- Railyards (On-site Emissions)
- Concrete Batch, Asphalt Batch, and Rock and Aggregate Plants
- Schools, Childcare Centers, Community Centers, and Homes

To address the air quality priorities listed above, each CSC developed a set of actions and goals to achieve emissions and exposure reductions. The CERPs call for actions and goals to be implemented through six types of strategies including: rules and regulations, enforcement, air monitoring, collaboration, incentives, and public information and outreach. Figure 1 – Overview of Community Emissions Reduction Plans demonstrates the relationship between actions, goals, strategies, and emission and exposure reductions.

Figure 1: Overview of Community Emissions Reduction Plans



STATUS OF CERP ACTIONS, GOALS AND STRATEGIES

As described in the background and purpose section above, this report focuses on CERP implementation progress from September 6, 2019 to June 30, 2020. This report also includes the various air monitoring activities initiated by staff since June 2019, a part of the Community Air Monitoring Plans (CAMPs) developed for the 2018-designated AB 617 communities. The CAMPs support the actions and goals in each respective CERP and are available at <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/ab-617-community-air-monitoring#>. Additionally, the report covers information on incentive funds distributed in the communities from July 26, 2017 to June 30, 2020. South Coast AQMD staff developed a table (see Attachment A) for each community summarizing the status (e.g.,

implementation milestones and completed elements) of the actions, goals, and strategies requiring implementation during the reporting periods identified above.

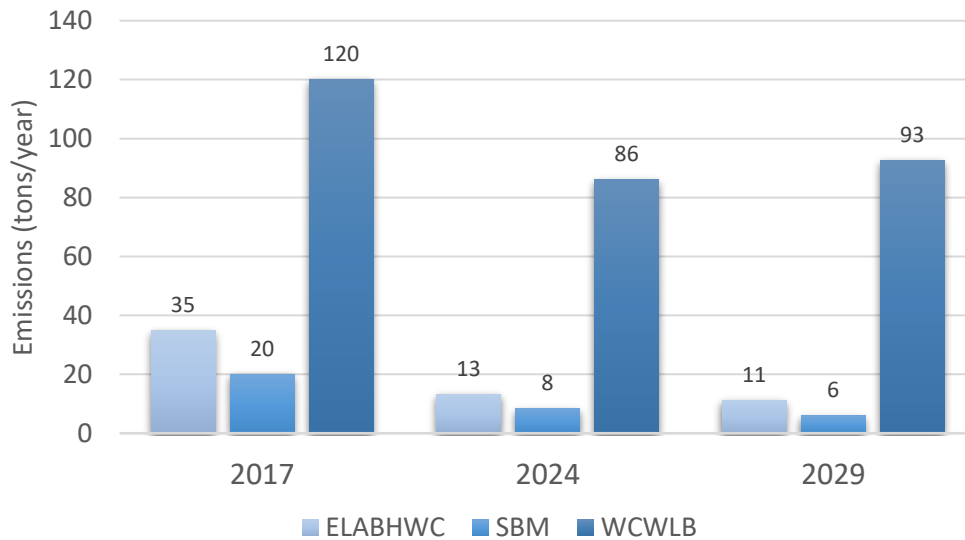
The CARB Board formally approved the CERPs for the 2018-designated AB 617 communities on September 10, 2020. Future progress reports will address all other actions approved by the CARB Board and actions, goals, and strategies requiring implementation after June 30, 2020.

Metrics for Tracking Progress

Baseline Emissions

Per CARB Guidance, CERP emissions baselines are 2017 and include milestone years 2024 and 2029. South Coast AQMD staff worked with CARB staff, the AB 617 Technical Advisory Group (TAG), and the CSCs to develop the baseline and forecasted emissions inventories for the milestone years 2024 and 2029. Diesel particulate matter (DPM) is the largest contributor to toxic air contaminants in each community. Figure 2 – DPM Emissions by Community shows the DPM emissions for the baseline year and milestones years in 2018-designated AB 617 communities. These charts reflect emission reductions from rules already adopted prior to the CERPs, and do not reflect any additional emission reductions that would result from the CERP actions. Additional baseline and milestone year emissions data for other pollutants are available in Chapter 5a: Actions to Reduce Community Air Pollution in the CERPs.

Figure 2 – DPM Emissions by Community



Emission Reduction Targets

The actions, goals, and strategies in the CERPs define a path to reduce air pollution from sources and provide additional protections at schools that reduce harmful air pollution exposure for the children who spend time at those schools. In some instances, the actions, goals, and strategies reaffirm ongoing rule development efforts and provide new commitments for localized reductions, sharing emissions data, timelines, and other related information. Further, the actions, goals and

strategies in the CERPs prioritize emission reductions and set forth emission reduction targets for the milestone years 2024 and 2029 summarized in Table 1 – Overview of Emissions Reduction Targets by 2029.

Table 1 – Overview of Emissions Reduction Targets by 2029* (tons/year)

AB 617 Community	NO _x	SO _x	VOC	DPM
ELABHWC	377	--	--	1.4
SBM	127.9	--	--	0.91
WCWLB ⁴	3,207 ⁵	11	64	20

*Estimated emission reductions from regulations are subject to future assessments and regulatory analyses.

The reporting period for this annual progress report is limited to less than nine months from the date the South Coast AQMD Governing Board adopted the CERPs. As implementation continues, South Coast AQMD staff will work with CARB staff, the AB 617 TAG, and CSC's to quantify future emission reductions achieved by the CERP. For example, CARB recently adopted the Advanced Clean Trucks Rule requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks, including heavy-duty vehicles beginning in 2024. The Advanced Clean Trucks Rule is a strategy in the CERPs and accounted for in the emission reduction targets. Therefore, South Coast AQMD staff will work with CARB staff, the AB 617 TAG, and the CSC to quantify the emissions reductions from each CERP, based on the rule implementation schedule beginning in 2024.

Additionally, staff will work with the CSCs and TAG to refine emission reduction targets and provide information about community level exposures to ambient air toxics when new information becomes available from community air monitoring efforts. For example, continuous metals air monitoring recently deployed at Resurrection Church in the ELABHWC community will provide information about community levels of air toxics and help track ambient air toxics levels.

⁴ Per CARB guidance, the emissions baseline was estimated for 2017, and milestone years 2024 and 2029.

However, the emission reductions for WCWLB in this table target a 2030 completion date, due to the complexity of the efforts. While the baseline emissions were not calculated for 2030, staff expect the emissions to be similar to the 2029 estimates.

⁵ Based on maximum NO_x emission reductions that may be reduced from Action 5 of WCWLB CERP Chapter 5b that is designed to achieve further reductions from refinery equipment through adoption of Proposed Rule 1109.1 – Refinery Equipment

Qualitative Assessment

As discussed above, the reporting period for this annual progress report is limited to less than nine months from the date the South Coast AQMD Governing Board adopted the CERPs. Although South Coast AQMD staff will work with CARB staff, the AB 617 TAG, and CSC’s to quantify future emission reductions achieved by the CERP, this section provides a qualitative assessment of the CERP strategies (e.g., enforcement and air monitoring) implemented through June 30, 2020.

Incentives

Incentives are a strategy to achieve emission reductions for numerous actions in all three CERPs for the 2018-designated AB 617 communities. For mobile source incentives, South Coast AQMD staff adheres to the Carl Moyer Program and Prop 1B guidelines, both of which are the framework used for AB 617 project evaluations.

South Coast AQMD prioritizes eligible projects in AB 617 communities based on a process that identifies and prioritizes zero-emission projects followed by projects using the cleanest available technologies. The total investments in incentives in 2018-designated AB 617 communities from July 16, 2017 to June 30, 2020 for mobile sources and resulting emissions reductions are in Table 2 – Mobile Source Incentives in 2018-designated AB 617 Communities, below.

Table 2 – Mobile Source Incentives in 2018-designated AB 617 Communities

Community	Total Incentives Distributed (millions of dollars)	NOX	PM	VOC
		tons per year		
ELABHWC	20.7	48.1	0.6	2.0
SBM	9.6	79.7	1.3	2.3
WCWLB	53.6	179	4.1	8.6

Additionally, on April 22, 2020, South Coast AQMD staff submitted a disbursement request for Community Air Protection Program (CAPP) incentive funds to CARB for community-identified project categories, including school air filtration systems in all three 2018-designated AB 617 communities and hexavalent chromium plating facility projects in the ELABHWC community. CARB approved the disbursement request in the second quarter of 2020. The South Coast AQMD staff will begin to work with local school districts to install air filtration systems that reduce children’s exposure to DPM at schools. Additionally, South Coast AQMD staff will pursue projects in the ELABHWC community to reduce emissions from hexavalent chromium plating facilities beyond regulatory requirements.

Enforcement

For all CERP actions, the South Coast AQMD Office of Compliance and Enforcement (OCE) staff has made progress in conducting field activities and taking enforcement action. Field activities

include community-specific complaint responses, evaluating and addressing notifications (e.g., equipment breakdowns or flaring), facility inspections, surveillance operations, and other daily functions carried out by OCE staff. An overview of the types of enforcement activities in the 2018-designated AB 617 communities are below.

ELABHWC

- Industrial/Autobody Facilities – Inspections have been conducted regularly at industrial facilities
- Rendering Facilities – Inspectors have regularly conducted compliance activities in and around rendering facilities to ensure compliance with Rule 415, relevant orders of abatement, and all other applicable air quality rules and regulations
- Metals Facilities – Inspections are conducted regularly and partnerships with the Monitoring Division have ensured that any elevated emissions are identified and investigated
- Idling Trucks – All quarterly idling truck sweeps committed to in the CERP to date have been conducted, and these operations incorporate community input, fleet data, and historical locations where idling tends to occur (see Table 3 below)

SBM

- Cement/Asphalt Facilities – All the cement/asphalt facilities were inspected in 2019
- Omnitrans – Both Omnitrans facilities have been inspected within the last year
- Idling Trucks – All quarterly idling truck sweeps committed to in the CERP to date have been conducted, and these operations incorporate community input, fleet data, and historical locations where idling tends to occur (see Table 3 below)

WCWLB

- Oil Wells – Inspections have been conducted regularly at oil wells, initiated by both mobile monitoring and compliance staff
- Oil Refineries – In addition to regular surveillance with the FLIR camera, OCE staff continues to conduct inspections, respond to all notifications, audits emissions, and facility inspections
- Oil Tankers – During the COVID-19 period, inspectors conduct daily surveillance along the shoreline and inner Long Beach Harbor. In the course of these and past investigations, multiple oil tankers have been boarded and inspected once docked at the port
- Idling trucks – All quarterly idling truck sweeps committed to in the CERP to date have been conducted, and these operations incorporate community input, fleet data, and historical locations where idling tends to occur (see Table 3 below)

Table 3 – Idling Truck Sweeps Conducted within 2018-designated AB 617 Communities⁶

Inspection Date	Number of Trucks Inspected	Certified Clean Idle Stickers	Notice of Violation
ELABHWC			
10/17/2019	24	0	0
10/18/2019	11	0	0
2/25/2020	17	10	1
5/19/2020	62	36	0
SBM			
9/26/2019	24	0	2
11/10/2019	11	7	0
3/31/2020	8	2	0
6/4/2020	18	16	0
WCWLB			
9/26/2019	75	2	0
1/28/2020	59	40	0
2/4/2020	0	0	0
4/29/2020	85	65	4
Totals:	394	178	7

Air Monitoring

AB 617 Community Air Monitoring continued to be conducted in all three South Coast AQMD 2018-designated communities as part of the AB 617 program. The locations and types of pollutants monitored are unique to each community and are determined through collaboration with the CSCs and guided by the Community Air Monitoring Plans (CAMPs). Data collected from air monitoring provides valuable information about air pollution sources, types of pollutants, and air quality impacts in AB 617 communities. Monitoring data resulting from the implementation of the CAMPs also supports CERP implementation.

To keep CSC's informed of monitoring conducted for the CAMP and CERP, South Coast AQMD staff developed infographics that track the progress of monitoring activities. The infographics have been provided to the CSC and are available on the AB 617 community webpages listed below. Additionally, the infographics are in Attachment B – Community Air Monitoring Updates.

- ELABHWC – <http://www.aqmd.gov/ab-617/CAMP/infographics/ELABHWC>
- SBM – <http://www.aqmd.gov/ab-617/CAMP/infographics/SBM>
- WCWLB – <http://www.aqmd.gov/ab-617/CAMP/infographics/WCWLB>

⁶ Truck idling inspection locations were selected based on complaints received, CARB data sources, and locations prioritized by each respective CSC during the truck idling location prioritization activities conducted in October 2019.

Additionally, South Coast AQMD staff created an Air Monitoring Data Display for the public to view monitoring data collected at the community level for each 2018-designated AB 617 community. The Air Monitoring Data Display is available at <http://xappprod.agmd.gov/AB617CommunityAirMonitoring/Home>.

Rules and Regulations

Each CERP also includes a regulatory strategy to achieve emission reductions for mobile and stationary sources. Table 4 – Status of Rules Required to be Considered for CERPs from September 6, 2019 to June 30, 2020, provides a status update of rules that are identified in the CERPs as part of the strategy to achieve emission reduction targets.

Table 4 – Status of Rules Required to be Considered for CERPs from
September 6, 2019 to June 30, 2020

Regulation	Purpose	Agency	CERP Community	Expected Public Hearing Date	Updated Public Hearing Date	Status of Development
Control Measure for Ocean-Going Vessels At-Berth (At-Berth Regulation)	The Proposed Regulation would take effect in 2021 and is designed to achieve further emissions from vessels at berth to reduce adverse health impacts to communities surrounding ports and terminals throughout California.	CARB	WCWLB	December 2019	8/27/2020	Regulation was approved by CARB's Board.
Advanced Clean Truck Regulation	The Advanced Clean Truck Regulation is a requirement for truck manufacturers to sell zero-emission trucks in California and a one-time requirement for large entities to report about their facilities, types of truck services used, and fleet of vehicles.	CARB	ELABHWC, SBM, WCWLB	Early 2020	6/25/2020	Regulation was approved by CARB's Board.
Proposed Rule 2305 - Warehouse Indirect Source Rule (ISR) - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program	This rule would establish a new regulatory program applicable to warehouses greater than 100,000 square feet. This rule would provide a menu of potential	South Coast AQMD	ELABHWC, SBM, WCWLB	Early 2020	First Quarter 2021	In response to COVID-19, public hearing dates have been delayed to allow more time to work with stakeholders and to incorporate modifications to the rulemaking process.

Regulation	Purpose	Agency	CERP Community	Expected Public Hearing Date	Updated Public Hearing Date	Status of Development
	compliance options for industry.					
Rail Yard Indirect Source Rule (ISR)	The proposed new regulation would reduce regional and local emissions from rail yards, consistent with the 2016 AQMP and the AB 617 CERPs.	South Coast AQMD	ELABHWC, SBM, WCWLB	December 2020	Second Quarter 2021	In response to COVID-19, public hearing dates have been delayed to allow more time to work with stakeholders and to incorporate modifications to the rulemaking process.
Memorandum of Understanding (MOU) for Marine Ports	Following Board's direction, staff has been pursuing a MOU with the Ports based on the San Pedro Bay Ports Clean Air Action Plan (CAAP) measures.	South Coast AQMD	WCWLB	December 2019	TBD	The Ports MOU is under development and will be based on the CAAP measures.

Collaboration

Collaboration with other public agencies and community groups is key to implementing the CERP. Examples of collaboration with other public entities and community groups initiated during this reporting period are outlined below.

- CARB and South Coast AQMD conducted joint workshops within the SBM and ELABHWC communities to discuss Railyard ISR development
- In addition to enhanced mobile source regulation enforcement within each community, South Coast AQMD and CARB enforcement are working together to receive approval from schools, and municipalities to install “no idling” signs near these sensitive receptors to prevent idling
- South Coast AQMD and Los Angeles County Department of Public Health initiated discussions to develop outreach material for various actions for the WCWLB and ELABHWC CERPs
- South Coast AQMD initiated discussions with WCWLB community-based organizations to develop and plan asthma related outreach that will discuss air quality impacts in the community and identify the benefits of air filtration systems at schools
- South Coast AQMD and Los Angeles County Department of Regional Planning initiated discussions during the ELABHWC CERP development regarding the county’s proposed Green Zones Ordinance (GZO) and continued collaboration efforts through interagency participation during CSC meetings and GZO working group meetings
- South Coast AQMD and CARB are working together to deploy Automated License Plate Reader (ALPR) systems in SBM and ELABHWC communities and Portable Emissions Acquisitions System (PEAQS) within the ELABHWC community.

The Air Grants Program⁷ and Supplemental Environmental Projects⁸ (SEPs) can support CERP implementation. The Air Grants Program supports for community-based organizations to participate and build capacity to become active partners in the AB 617 process. SEPs fund community-based projects from a portion of the penalties received during the settlement of enforcement actions. Several community-based organizations in South Coast AQMD 2018-designated AB 617 communities are awardees of the Air Grants Program and SEPs. Future annual progress reports will summarize the contributions of community-led projects funded by the Air Grants Program and SEPs to the CERPs for 2018–designated AB 617 communities.

Public Information and Outreach

A list of key public outreach events conducted from September 6, 2019 to June 30, 2020 for CERP implementation is in Table 5 – Key Public Outreach Efforts.

⁷ CARB Community Air Grants: Proposed Awardees. <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants/proposed-awardees>. Accessed August 14, 2020.

⁸ CARB Supplemental Environmental Projects (SEPs). <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps/about>. Accessed September 1, 2020.

Table 5 – Key Public Outreach Efforts

AB 617 Community	Outreach Efforts
WCWLB	Staff presented at the Wilmington Neighborhood Council Meeting in January 2020 to provide an overview of the AB 617 program, training on filing an air quality complaint, and truck idling enforcement within the community.
WCWLB	As part of the Why Air Quality Matters (WHAM) High School Education Program, staff met with students at Carson High School in February 2020 and provided an overview of South Coast AQMD, an introduction to air pollution, and AB 617 efforts within the community.
SBM	As part of the SBConnect Series: Why Healthy Air Matters, staff provided two virtual presentations to San Bernardino area high school students on April 22, 2020 and provided an overview of South Coast AQMD, an introduction to air pollution, and a dry ice experiment.
SBM	In coordination with Safe Routes Partnership, a presentation was made to the SBM CSC on May 21, 2020. The presentation highlighted the work being done in San Bernardino, Muscoy to create safer and healthier walkable neighborhoods for students and families.
ELABHWC	As part of the Why Healthy Air Matters (WHAM) High School Education Program, staff taught 11 classes from November 2019 to March 2020 that focused on air quality at schools within the community boundary, which included Boyle Heights STEM High, James A. Garfield High School, and Roosevelt High School - Math, Science, and Technology Magnet.

Since March 2020, South Coast AQMD outreach efforts have mostly transitioned to a virtual format in response to COVID-19 and related health orders. For example, in May of 2020, outreach for Carl Moyer funding opportunities was conducted via webcast in place of public workshops in the community. The workshops were posted to South Coast AQMD’s website, sent to email subscribers, and shared with CSC members.

SUMMARY OF KEY PLAN ADJUSTMENTS

South Coast AQMD staff is actively working on Proposed Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. South Coast AQMD staff released the first draft rule in May 2020. The purpose of the draft rule is to reduce local and regional NOx and DPM emissions and facilitate local and regional emission reductions associated with warehouses larger than 100,000 square feet and the mobile sources

attracted to them. Based on the implementation timeline in each of the CERPs Proposed Rule 2305 was scheduled to be considered for adoption by South Coast AQMD's Governing Board in early 2020. In response to COVID-19, public hearing dates have been delayed to allow more time to work with stakeholders and to incorporate modifications to the rulemaking process. As a result, the rule is scheduled to be considered by the South Coast AQMD Governing Board in the first quarter of 2021.

The CERPs also include a regulatory strategy to develop an indirect source rule (ISR) to reduce air pollution from rail yards. Based on the CERP implementation timeline, the ISR for railyards was scheduled to be considered by the South Coast AQMD Governing Board by December 2020. Also, in response to COVID-19, public hearing dates have been delayed allowing more time to work with stakeholders and to incorporate modifications to the rulemaking process. The proposed Railyard ISR is currently scheduled for consideration by the Governing Board in the second quarter of 2021.

South Coast AQMD staff continues to work with stakeholders (i.e., rail yard operators, communities, etc.) on proposed concepts for the Railyard ISR. South Coast AQMD has limited authority over locomotives and railroad activity, and any regulations it might pass will likely require federal approval before they can go into effect. With these limits in mind, South Coast AQMD is pursuing four concepts to reduce emissions from railyards, including developing an Indirect Source Rule (ISR).⁹ These include:

- Reducing exposures from locomotive maintenance and service emissions
- Requiring railroads to develop zero emission infrastructure plans for railyards
- Developing new incentive programs to focus on incentivizing cleaner locomotive activity instead of cleaner locomotive purchases
- Evaluating new monitoring approaches for in-use locomotives

⁹South Coast Air Quality Management District, Railyards and Intermodal Facilities Working Group. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-sourcemeasures/rail-fac-wkng-grp>. Accessed July 8, 2020.

Attachment A – Status of CERP Commitments

Table 1: Actions, Goals and Strategies Required from Adoption to June 2020 for WCWLB CERP Implementation

WCWLB Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
Refineries	Begin mobile air monitoring surveys, follow-up inspections (if necessary), provide quarterly updates on findings	<ul style="list-style-type: none"> July 2019 – Initiated mobile air monitoring (ongoing monitoring investigations) January 2020 – Provided updates at quarterly CSC meeting
	Provide summary of flare emissions data and number of flaring events from 2008-2018	June 2019 – Completed by providing 2008-2018 quarterly emissions report data to CSC
	Initiate rule 1118 development activities & initiate process with stakeholders on additional improvements to flaring notifications	<ul style="list-style-type: none"> July 2018 - Initiated rule development activities (e.g., evaluation of scoping plans) December 2019 – Flaring Event Notification System (FENS) web-based portal deployed (next update expected Fall 2020)
	Deploy Rule 1180 monitoring and begin evaluating results	<ul style="list-style-type: none"> January 2020 – Initiated deployment of fenceline monitoring March 2020 – Fully implemented fenceline monitoring
	Explore SMART leak detection and repair (LDAR) technology & programs	April 2020 – Initiated research for SMART LDAR
	Provide inventory of refinery equipment and state if BARCT is being considered	September 2019 – Completed by including inventory in CERP Appendix 5B
	Continue Proposed Rule 1109.1 development (site visits, vendor meetings, etc.)	<ul style="list-style-type: none"> February 2018 – Rule development initiated (over a dozen working group meetings conducted) May 2020 – Began conducting working group meetings virtually
	Hold Proposed Rule 1109.1 working group meeting in the community	<ul style="list-style-type: none"> May 2020 – Working group meetings began being conducted via virtual platforms
	Initiate process to work with local public health departments to develop outreach materials for flaring	April 2020 – Collaborative discussions in initial phases

WCWLB Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
Ports	Update CSC on CARB’s enforcement of Drayage Truck Regulation	Delayed – CARB Drayage truck update expected to occur in late 2020
	Engage in outreach for PRIMER initiative	June 2019 – Initiated PRIMER outreach (outreach ongoing)
	Update CSC on demonstration projects for ships and harbor craft	<ul style="list-style-type: none"> • June 2020 – Initial technology demonstration project contract executed (currently in planning and design phase) • June 2020 – U.S. EPA notified South Coast AQMD that it was awarded funding for another technology demonstration project (expected to begin in 2021)
	Identify additional incentives for cleaner port equipment & Drayage Trucks	May 2020 – Initiated outreach for Carl Moyer by webcast
	Participate in CARB At-Berth Regulation development	November 2019 – Completed, South Coast AQMD comment letter submitted during CARB’s public process
	Engage in outreach events when incentive programs are open for application (Ships and harbor crafts)	May 2020 – Initiated outreach for Carl Moyer by webcast
	Continue Port MOU development and begin implementing aspects of Ports Clean Air Action Plan (CAAP), if feasible	<ul style="list-style-type: none"> • May 2018 – South Coast AQMD Governing Board directed staff to pursue a Port MOU (development is ongoing and is based on CAAP measures) • TBD – Public hearing is TBD
Neighborhood Truck Traffic	Work to establish “no truck idling” signage with locations prioritized by CSC	October 2019 – CARB and South Coast enforcement efforts initiated based on CSC input
	Plan outreach events to inform the community members how to report idling trucks	<ul style="list-style-type: none"> • October 2019 – Initiated outreach efforts • January 2020 – Outreach conducted at Wilmington Neighborhood Council meeting
	Work with CARB to coordinate quarterly idling sweeps for a year	<ul style="list-style-type: none"> • July 2019 – Initiated collaborations with CARB

WCWLB Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
		<ul style="list-style-type: none"> September 2019 – South Coast enforcement staff began conducting truck idling sweeps (4 sweeps, 219 trucks inspected, 4 NOVs)
	Begin engaging in incentive outreach events and collaborating with local businesses, agencies to provide information about incentive programs, restricted truck routes, etc.	May 2020 – Initiated outreach for Carl Moyer by webcast
	Work with city or the county to evaluate potential designated truck routes and identify resources to enforce these routes and identify	<ul style="list-style-type: none"> June 2019 – Initiated potential collaboration with City of Los Angeles May 2020 – Continued discussions with City of Los Angeles regarding community plan update
	Target incentive funds for small businesses and independent owner/operator when incentive programs are available	May 2020 – Initiated outreach for Carl Moyer by webcast
Oil Drilling and Production	Use CalGEM data to identify oil well status	July 2019 – Completed and provided this information as part of CAMP
	Work with CSC to prioritize oil wells/site locations for mobile air monitoring and begin monitoring (Post data on webpage within 30 days)	<ul style="list-style-type: none"> June 2019 – Mobile air monitoring initiated (ongoing monitoring investigations) May 2020 – Staff worked with CSC to prioritize locations based on CSC input
	Work with stakeholders to identify improvements for 1148.2	<ul style="list-style-type: none"> May 2020 – Staff worked with CSC to receive input July 2020 – Staff began evaluating path to address CSC concerns and potential rule development based on CSC input
Railyards	Provide incentive info to railyards (to replace diesel equipment)	May 2020 – Initiated outreach for Carl Moyer by webcast
	Continue ISR development for railyards	<ul style="list-style-type: none"> May 2017 – Initiated railyard ISR development November 2019 – Initial concepts released in joint community workshops with CARB Second quarter 2021 – Public hearing is expected

WCWLB Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
Schools, Childcare Centers, and Homes - Exposure Reduction	Begin working with local health departments on outreach materials for air quality advisories	April 2020 – Collaborative discussions in initial phases
	Install new air filtration systems and extend replacement filters at schools with existing systems	<ul style="list-style-type: none"> • January 2020 – Prioritized schools for air filtration systems installation • April 2020 – Submitted CAPP incentive fund request for school air filtration • May 2020 – Updated CSC and provided WCWLB school prioritization list • Second quarter 2020 – CARB approved CAPP incentive request for school air filtration installation
	Outreach with community-based organizations and to school districts to provide air quality related programs	<ul style="list-style-type: none"> • February 2020 – WHAM outreach at Carson High School • May 2020 – Staff began working with CBOs for collaborative educational outreach for schools
	Outreach to school districts for info on safe routes/ridesharing	Delayed due to COVID-19

Table 2: Actions, Goals and Strategies Required from Adoption to June 2020 for SBM CERP Implementation

SBM Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
Neighborhood Truck Traffic	Engage and/or organize outreach event(s) for reporting idling trucks and incentive programs	October 2019 – Initiated plans for outreach events (delayed due to COVID-19)
	Conduct quarterly truck idling sweeps	<ul style="list-style-type: none"> • July 2019 – Initiated collaborations with CARB • September 2019 - South Coast enforcement staff began conducting truck idling sweeps (4 sweeps, 61 trucks inspected, 2 NOVs)
	Develop CARB regulations and Indirect Source Rules (ISR), and the Automated License Plate Reader policy, and truck routes, and establish designated parking areas	<ul style="list-style-type: none"> • August 2019 - ALPR privacy policy in progress • November 2019 - Proposed Rule 2305 (Warehouse ISR) preliminary draft rule language released • First quarter 2021 – Warehouse ISR public hearing expected
	Identify additional incentive funding	May 2020 – Initiated outreach for Carl Moyer by webcast
Warehouses	Continue Indirect Source Rules (ISR) develop and collaborate on local standard approaches for warehouse development	<ul style="list-style-type: none"> • May 2017 – Initiated developing Warehouse ISR • November 2019 - Proposed Rule 2305 (Warehouse ISR) preliminary draft rule language released • First quarter 2021 – Warehouse ISR public hearing expected
	Hold a public meeting in the Inland Empire to discuss proposed ISR for warehouses	Delayed due to COVID-19
	Conduct outreach to support installation of zero-emission infrastructure and equipment	June 2019 – Initiated collaboration with SCE for warehouse zero emission infrastructure outreach
Omnitrans	Conduct air measurements	<ul style="list-style-type: none"> • June to December 2019 – Individual air measurements taken (monitoring investigations are ongoing)

SBM Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
		<ul style="list-style-type: none"> October 2019 – Provided monitoring updates to CSC
	Support Omnitrans’s efforts to transition to zero-emission buses	<ul style="list-style-type: none"> May 2019 – Provided letter of support for federal transit authority grant March 2020 – Provided letter of support for grant proposal
Railyards (On-site Emissions)	Conduct air measurements	<ul style="list-style-type: none"> June 2019 – Initiated mobile air monitoring (monitoring investigations are ongoing) October 2019 – Provided monitoring updates at CSC meeting
	Consider CARB regulations and continue ISR development, and support new national locomotive standards	<ul style="list-style-type: none"> May 2017 – Initiated railyard ISR development November 2019 – Initial concepts released Second quarter 2021 - Public hearing is expected
	Hold a public meeting in the Inland Empire on ISR for railyards	December 2019 - Joint public meeting conducted with CARB in San Bernardino
	Work to replace railyard equipment with cleaner technologies	May 2020 – Initiated outreach for Carl Moyer by webcast
Concrete Batch, Asphalt Batch, and Rock and Aggregate Plants	Conduct air monitoring; if needed, follow-up with investigations	<ul style="list-style-type: none"> June 2019 – Mobile air monitoring initiated (Enforcement inspections were conducted to ensure compliance in 2019) October 2019 – Provided monitoring updates at CSC meeting
	Conduct public outreach event on rules and complaint process	September 2019 – Began initial discussions with CSC members regarding possible dates or locations for public outreach events
Schools, Childcare Centers, Community Centers, and Homes – Exposure Reduction	Provide air quality related programs to schools or information on programs and partner with local entities and community-based organizations	<ul style="list-style-type: none"> November 2019 – Began organizing WHAM events December 2019 – Three SBM schools included in WHAM program

SBM Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
		<ul style="list-style-type: none"> • May 2020 – Provided information on Safe Routes Partnership at quarterly CSC meeting
	Develop outreach materials with the Department of Public Health	May 2019 – Initiated collaborative discussions during CERP development (implementation in initial phases)
	Conduct school-based air monitoring	Second quarter 2020 – Began working with CSC to establish a community sensor network (CSC chose homes instead of school-based monitoring)
	Install air filtration systems at schools	<ul style="list-style-type: none"> • January 2020 – Prioritized schools for air filtration systems installation • April 2020 – Submitted CAPP incentive fund request for school air filtration • May 2020 – Updated CSC and provided SBM school prioritization list • Second quarter 2020 – CARB approved CAPP incentive request for school air filtration installation
	Seek opportunities for tree planting, residential air filtration systems, and replacing school buses	April 2020 – Began efforts to identify funding for tree planting, residential air filtration systems, and school bus replacements

Table 3: Actions, Goals and Strategies Required from Adoption to June 2020 for ELABHWC CERP Implementation

ELABHWC Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
Neighborhood and Freeway Traffic from Trucks and Automobiles	Begin mobile air measurements and provide quarterly updates to the CSC on air monitoring activities	<ul style="list-style-type: none"> • June 2019 – Mobile air measurements initiated (ongoing monitoring investigations) • 2019 – Provided monitoring updates at quarterly CSC meeting
	Begin conducting incentive outreach events and provide quarterly or biannual updates to the CSC	May 2020 – Initiated outreach for Carl Moyer by webcast
	Work with CARB to coordinate quarterly idling sweeps for a year	<ul style="list-style-type: none"> • July 2019 – Initiated collaborations with CARB • October 2019 - South Coast enforcement staff began conducting idling sweeps (4 sweeps, 114 trucks inspected, 1 NOV)
	Work with local cities and county to address signage for truck idling, prioritizing locations identified by the CSC	May 2020 – Initiated outreach for Carl Moyer by webcast
	Work with CARB and community to prioritize locations for ALPR and PEAQs systems	August 2019 - ALPR policy development initiated
	Begin public outreach events to provide information to the community about cleaner technologies and provide updates to the CSC	February 2020 – Outreach meetings scheduled but delayed due to COVID-19
Railyards (On-site Emissions)	Conduct air measurements at railyards and nearby communities and provide updates to CSC	<ul style="list-style-type: none"> • June 2019 – Mobile air monitoring initiated (ongoing monitoring investigations) • October 2019 – Provided monitoring updates at CSC meetings

ELABHWC Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
	Provide incentive information to railyards to work towards replacing diesel-fueled equipment with cleaner technologies	May 2020 – Initiated outreach for Carl Moyer by webcast
	Continue ISR development for railyards	<ul style="list-style-type: none"> • May 2017 – Initiated railyard ISR development • November 2019 – Initial concepts released • Joint public meeting conducted with CARB in East Los Angeles • Second quarter 2021 - Public hearing is expected
Metal Processing Facilities	Begin mobile air measurements near metal processing facilities that have been identified as potential concerns and provide quarterly updates to the CSC	<ul style="list-style-type: none"> • July 2019 – Mobile air monitoring initiated (ongoing monitoring investigations) • November 2019 – Enforcement efforts driven by air monitoring findings (3 NC) • May 2020 – Provided enforcement investigation update at quarterly CSC meeting
	Provide updates to CSC on public outreach events and incentive opportunities	<ul style="list-style-type: none"> • April 2020 – South Coast AQMD submitted CAPP funds request for control or conversion projects • Second quarter 2020 – CARB approved CAPP incentive request for control conversion projects
Rendering Facilities	Begin outreach to provide information on Rule 415 requirements	Delayed due to COVID-19
	Begin mobile air measurements for VOCs near rendering facilities	<ul style="list-style-type: none"> • June 2019 – Mobile air monitoring initiated (ongoing monitoring investigations, enforcement efforts driven

ELABHWC Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
		by air monitoring findings/odor complaints) <ul style="list-style-type: none"> December 2019 – Enforcement efforts initiated January 2020 – Provided enforcement updates at quarterly CSC meeting
	Continue response to odor complaints and update complainants on a timely basis and facility inspections to evaluate compliance with Rule 415	<ul style="list-style-type: none"> September 2019 – Enforcement efforts initiated to verify compliance at rendering facilities (e.g., rendering facility inspections, rendering related odor complaint response, enforcement action as necessary)
Auto Body Shops	Begin air monitoring near auto body shops as described in CAMP	July 2019 - Mobile air monitoring initiated (ongoing monitoring investigations)
	Conduct targeted enforcement activities, as needed	December 2019 – Enforcement efforts initiated/ongoing, including those driven by monitoring findings
Schools, Childcare Centers, Community Centers, Libraries, and Public Housing Projects – Exposure Reduction	Partner with community-based organizations on asthma-based programs	Delayed due to COVID-19
	Implement CARE and WHAM programs at schools	November 2019 to March 2020 – 11 WHAM events conducted at three schools
	Begin working with AltaMed on developing health messaging for advisories	Delayed due to COVID-19
	Install air filtration systems at schools	<ul style="list-style-type: none"> January 2020 – Prioritized schools for air filtration systems installation April 2020 – Submitted CAPP incentive fund request for school air filtration May 2020 – Updated CSC and provided ELABHWC school prioritization list

ELABHWC Air Quality Priority	Actions, Goals, and Strategies Required (Adoption-June 2020)	Status
		<ul style="list-style-type: none"> Second quarter 2020 – CARB approved CAPP incentive request for school air filtration installation
General Concerns about Industrial Facilities, including Waste Transfer Stations	Work with the CSC to identify community partners that would benefit from education on how to file an air quality complaint	Delayed due to COVID-19
	Engage in at least two outreach events in this community to provide information and training on how to file air quality complaints by phone, web, or mobile app	Delayed due to COVID-19
	Develop a list of relevant facility types for permit cross-check, and a list of common facility types for guideline development	Delayed due to COVID-19
	Conduct initial mobile air measurements to evaluate air quality in the community, identify high emitting facilities, and conduct follow-up air measurements as necessary	July 2019 - Mobile air monitoring initiated (ongoing monitoring investigations, enforcement efforts driven by air monitoring findings)
	Respond to odor complaints and conduct unannounced inspections	September 2019 – Enforcement staff continues to respond to all complaints received in ELABHWC (e.g., those alleging odors from waste transfer stations) with unannounced facility inspections conducted as needed

Attachment B - Community Air Monitoring Updates

Figure 3: Example of Community Air Monitoring Plan Progress Report for ELABHWC

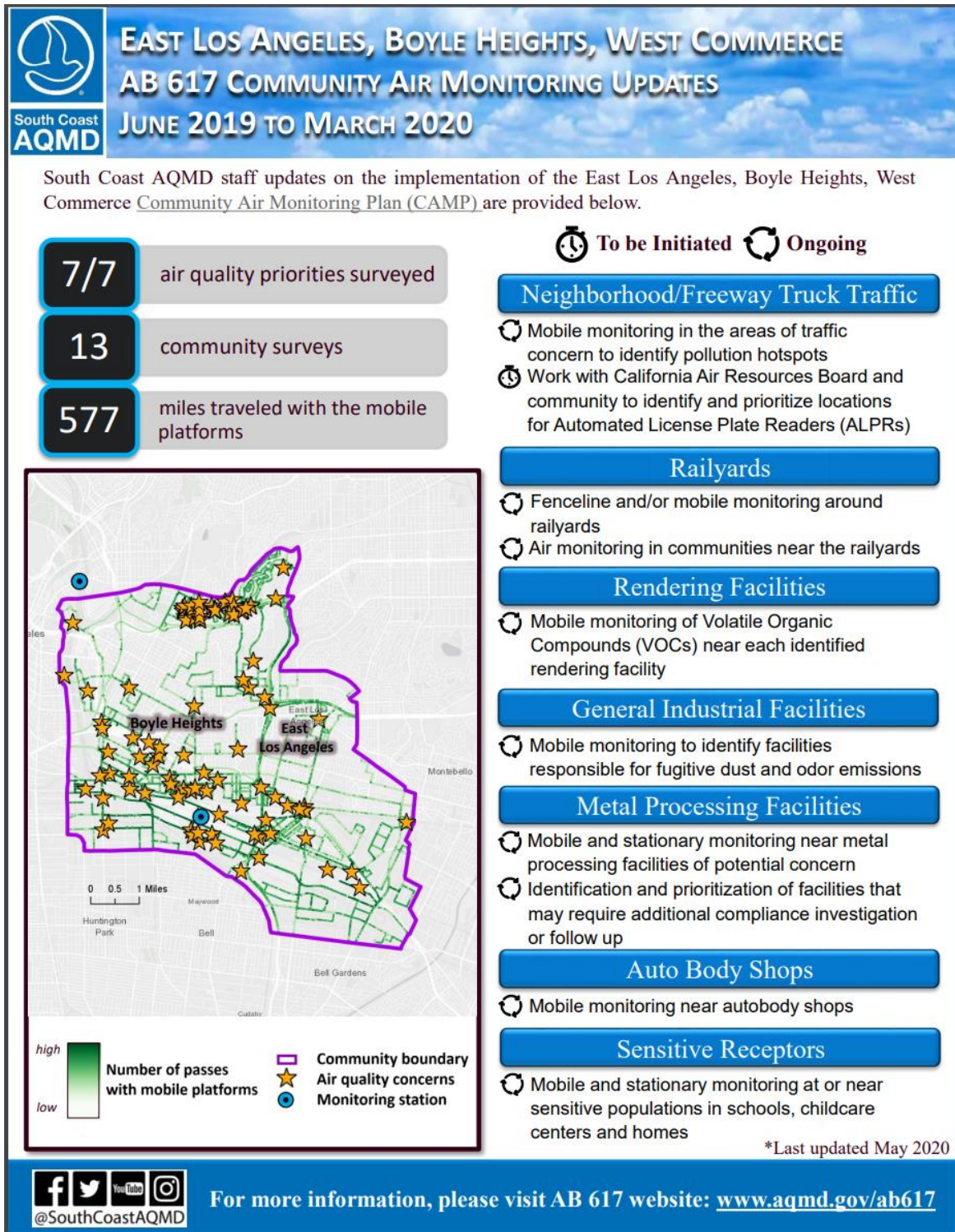


Figure 4: Example of Community Air Monitoring Plan Progress Report for SBM

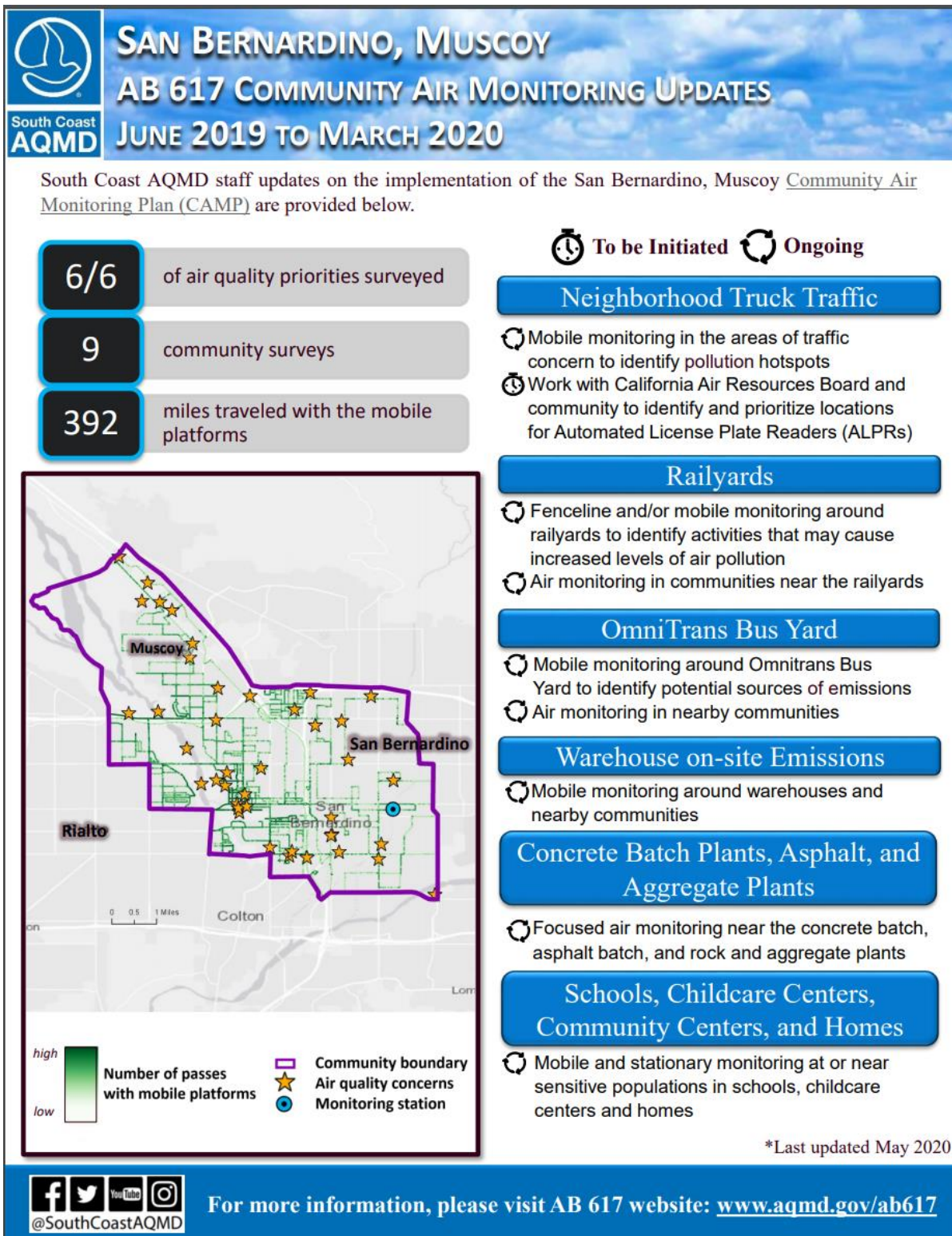


Figure 5: Example of Community Air Monitoring Plan Progress Report for WCWLB

