

DRAFT
ANNUAL
PROGRESS
REPORT

ASSEMBLY BILL 617
COMMUNITY EMISSIONS REDUCTION PLANS

SEPTEMBER 2022

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INTRODUCTION

Assembly Bill 617 (AB 617) was signed into law in July 2017. It requires 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. South Coast Air Quality Management District (South Coast AQMD) Governing Board recommends communities for the AB 617 program to the California Air Resources Board (CARB) and CARB is responsible for selecting communities across the state. CARB selected three South Coast AQMD communities in the first year (2018-designated communities) of the AB 617 program, two communities in the program's second year (2019-designated communities), and one community in the program's third year (2020-designated community). These communities are:

2018-Designated Communities

- East Los Angeles, Boyle Heights, West Commerce (ELABHWC)¹
- San Bernardino, Muscoy (SBM)²
- Wilmington, Carson, West Long Beach (WCWLB)³

2019-Designated Communities

- Eastern Coachella Valley (ECV)⁴
- Southeast Los Angeles (SELA)⁵

2020-Designated Communities

- South Los Angeles (SLA)⁶

Each community established a Community Steering Committee (CSC) to develop a Community Emissions Reduction Plan (CERP) and Community Air Monitoring Plan (CAMP) that address the community's top air quality priorities. Each CERP includes actions and goals to achieve emissions and exposure reductions and each CAMP provides the air monitoring actions to support the implementation of its respective CERP. South Coast AQMD Governing Board adopted a CERP for each 2018-designated community (ELABHWC, SBM, and WCWLB) on September 6, 2019, for each 2019-designated community (ECV and SELA) on December 4, 2020, and for the 2020-designated community (SLA) on June 3, 2022. However, for the ECV CERP, based on the

¹ South Coast AQMD, ELABHWC Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/east-la>

² South Coast AQMD, SBM Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/san-b>

³ South Coast AQMD, WCWLB Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/wilm>

⁴ South Coast AQMD, ECV Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/eastern-coachella-valley>

⁵ South Coast AQMD, SELA Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/southeast-los-angeles>

⁶ South Coast AQMD, SLA Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/south-la>

community's request to amend the CERP with additional details, South Coast AQMD Governing Board adopted a resolution that committed staff to continue working with the ECV CSC; South Coast AQMD Governing Board adopted these details into the ECV CERP on June 4, 2021.

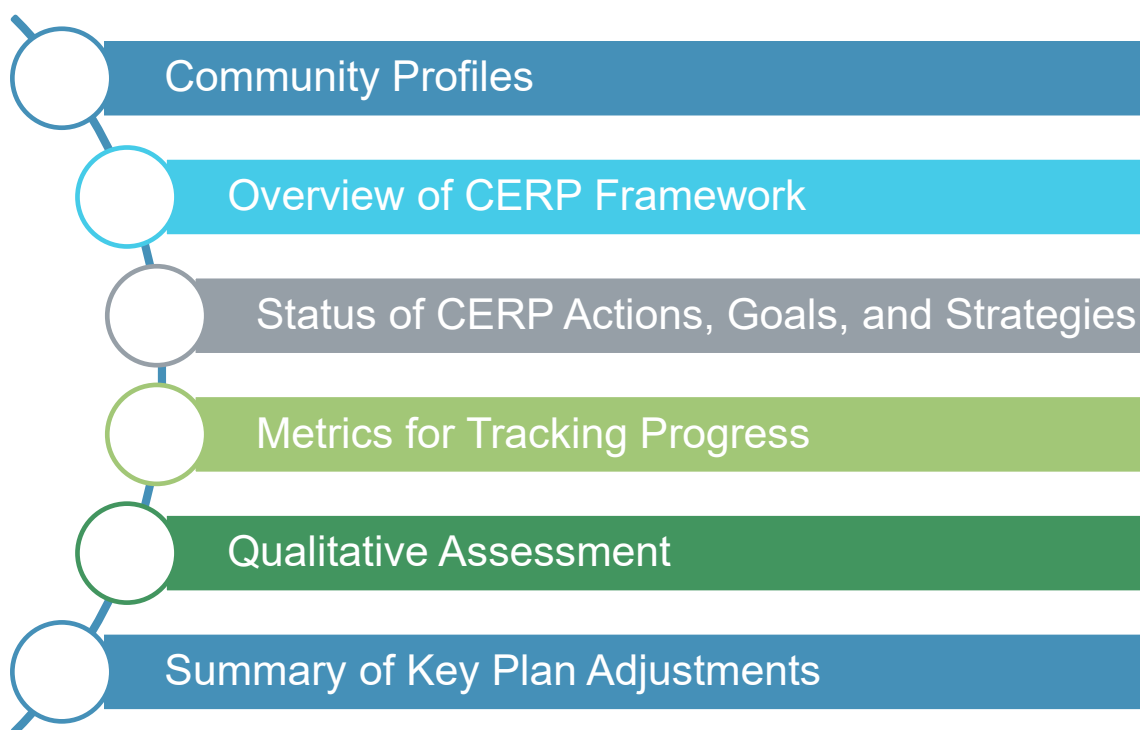
CARB approved the CERPs for the 2018-designated communities on September 10, 2020, the 2019-designated SELA community on May 20, 2021, the 2019-designated ECV community on September 9, 2021, and the 2020-designated SLA community on August 25, 2022.

BACKGROUND AND PURPOSE

AB 617 and the CARB Community Air Protection Blueprint⁷ require air districts to prepare annual progress reports summarizing the results of CERP implementation.⁸ This report summarizes the progress of CERP implementation for South Coast AQMD AB 617 communities from September 6, 2019, to June 30, 2022. Additionally, the report covers information on incentive funds distributed in the communities from January 1, 2019, to June 30, 2022, and air monitoring activities initiated since June 2019. The CARB Community Air Protection Blueprint is the basis for this report and sets forth requirements for the Annual Progress Report; Figure 1 summarizes these main requirements.

⁷ California Air Resources Board, "Community Air Protection Blueprint", October 2018, <https://ww2.arb.ca.gov/capp-blueprint>. Accessed August 3, 2021.

⁸ Health and Safety Code, Section 44391.2 (C)(7)

Figure 1 – Overview of CERP Annual Progress Report Requirements

COMMUNITY PROFILES

Pollution sources and other factors, including public health data, socioeconomic factors, public health challenges, and community attributes make up each community profile. Specifically, data from CalEnviroScreen⁹, Multiple Air Toxics Exposure Study (MATES)¹⁰, and Southern California Association of Governments (SCAG) is used to inform the development of the community profiles.

OVERVIEW OF CERP FRAMEWORK

For each CERP, the air quality priorities identified were determined by each CSC. The air quality priorities for each community are listed in Figure 2.

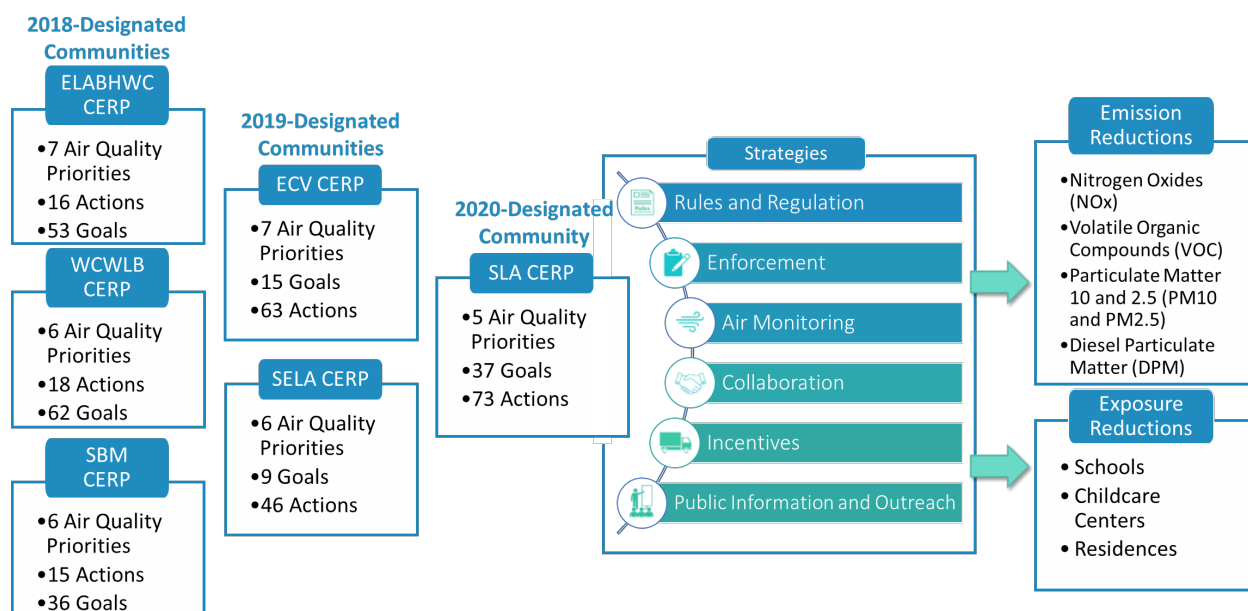
⁹ Office of Environmental Health Hazard Assessment, CalEnviroScreen, <https://oehha.ca.gov/calenviroscreen>

¹⁰ South Coast AQMD, Multiple Air Toxics Exposure Study (MATES), <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

Figure 2 – Community Air Quality Priorities

ELABHWC <ul style="list-style-type: none"> • Neighborhood and Freeway Traffic • Railyards • 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 	SBM <ul style="list-style-type: none"> • Neighborhood Truck Traffic • Warehouses On-Site Emissions • Omnitrans Bus Yard • Railyards • Concrete Batch, Asphalt Batch, and Aggregate Plants • Exposure Reduction for Sensitive Populations in Schools, Childcare Centers, and Homes 	WCWLB <ul style="list-style-type: none"> • Refineries • Ports • Neighborhood Truck Traffic • Oil Drilling and Production • Railyards • Schools, Childcare Centers, and Homes
ECV <ul style="list-style-type: none"> • Salton Sea • Pesticides • Fugitive Road Dust and Off-Road • Open Burning and Illegal Dumping • Diesel Mobile Sources • Greenleaf Desert View Power Plant 	SELA <ul style="list-style-type: none"> • Truck Traffic and Freeways • Rendering Facilities • Green Spaces • Metals • Railyards and Locomotives • General Industrial Facilities 	SLA <ul style="list-style-type: none"> • Mobile Sources • Auto Body Shops • General Industrial Facilities • Metal Processing Facilities • Oil and Gas Industry

To address these air quality priorities, each CSC developed a set of actions and goals to achieve emissions and exposure reductions. The actions and goals are implemented through six strategies: rules and regulations, enforcement, air monitoring, collaboration, incentives, and public information and outreach. Figure 3 demonstrates the relationship between actions, goals, strategies, and emission and exposure reductions for each community.

Figure 3 – Overview of CERP Air Quality Priorities, Actions, Goals, and Strategies

STATUS OF CERP ACTIONS, GOALS, AND STRATEGIES

As required by the CARB Community Air Protection Blueprint, for each reporting period, air districts provide CARB a status update of each community's CERP actions, goals, and strategies requiring implementation. This report summarizes the progress of CERP implementation from September 6, 2019, to June 30, 2022 for each South Coast AQMD AB 617 community. Additionally, the report covers information on incentive funds distributed in the communities and air monitoring activities from June 2019 to June 30, 2022. The Community Air Monitoring Plans (CAMPs)¹¹ support the actions and goals in each respective CERP. For each community a complete status update of all actions, goals, and strategies will be available on their respective community webpages. Figures 4, 5, 6, 7, 8, 9 provide highlights of CERP implementation for each community by CERP strategy. Since CERP implementation is an ongoing process, many actions are in the early stages of implementation.

¹¹ South Coast AQMD, AB 617 Community Air Monitoring, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134>

Figure 4 – ELABHWC CERP Implementation Highlights

Rules and Regulations	<ul style="list-style-type: none"> Initiated rule development for Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities
Enforcement	<ul style="list-style-type: none"> Continued joint quarterly truck idling sweeps with CARB, totaling 1,305 truck inspections and 25 Notices of Violation (NOVs) Conducted inspections of auto body shops and metal processing, rendering, and waste transfer facilities; issuing 23 NOVs, all of which have been resolved
Air Monitoring	<ul style="list-style-type: none"> Aclima, Inc. conducted continuous mobile air monitoring between July 1, 2021 and September 30, 2021 Continued implementing CAMP to assess air quality impacts from heavy-duty trucks, railyards, and auto body shops as well as metal processing, rendering, and general industrial facilities
Collaboration	<ul style="list-style-type: none"> Green Zones Ordinance received approval from the LA County Board of Supervisors, which incorporated feedback provided by South Coast AQMD Collaborated with CARB and Los Angeles Department of Transportation (LADOT) to install "No Idling" signs in Boyle Heights
Incentives	<ul style="list-style-type: none"> \$1.86 million for zero-emission trucks, held three Truck Incentives Workshops; released and submitted Draft AB 617 Truck Incentives Workplan to CARB for review Submitted Residential Air Filtration Project Plan to CARB for their approval for \$1.86 million for residential air filtration systems Received CARB approval for Reducing Air Pollution in Schools and Other Facilities Project Plan (2022-14CIP-SC) for \$3.86 million for school air filtration systems
Public Information and Outreach	<ul style="list-style-type: none"> Presented at September 2021 Boyle Heights Neighborhood Council Transportation & Environment Committee Meeting Conducted 49 Why Healthy Air Matters (WHAM) events in schools in the ELABHWC community

Figure 5 – WCWLB CERP Implementation Highlights

Rules and Regulations	<ul style="list-style-type: none"> • Adopted Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations (November 2021) • Initiated rule development for Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities • Initiated rule development for Proposed Rule 2306
Enforcement	<ul style="list-style-type: none"> • Continued CARB and South Coast AQMD quarterly truck idling sweeps, totaling 1,330 inspections and 51 NOVs • Conducted seven inspections at offshore oil tankers, resulting in four NOVs • Conducted 51 inspections at oil well facilities identified by monitoring as having elevated emissions, resulting in 21 NOVs
Air Monitoring	<ul style="list-style-type: none"> • Conducted comprehensive air monitoring and participated in multiple emissions investigations • Released air monitoring data summary dashboards and progress reports on the WCWLB Air Monitoring Webpage
Collaboration	<ul style="list-style-type: none"> • Worked with CSC and CARB to identify locations and installed 20 "No Idling" signs • Worked with Chinese consulate to develop a Pacific Rim clean vessel incentive program
Incentives	<ul style="list-style-type: none"> • Received CARB approval for Reducing Air Pollution in Schools and Other Facilities Project Plan (2022-14CIP-SC) for \$2.4 million for air filtration systems in schools • \$2.785 million was allocated to marine engine repower projects (January 2022)
Public Information and Outreach	<ul style="list-style-type: none"> • Collaborated with community-based organizations for a variety of outreach events including four events with Long Beach Alliance for Children with Asthma (LBACA) to conduct informational outreach related to asthma triggers and school air filtration systems • Conducted four WHAM Program presentations at Carson High School

Figure 6 – SBM CERP Implementation Highlights

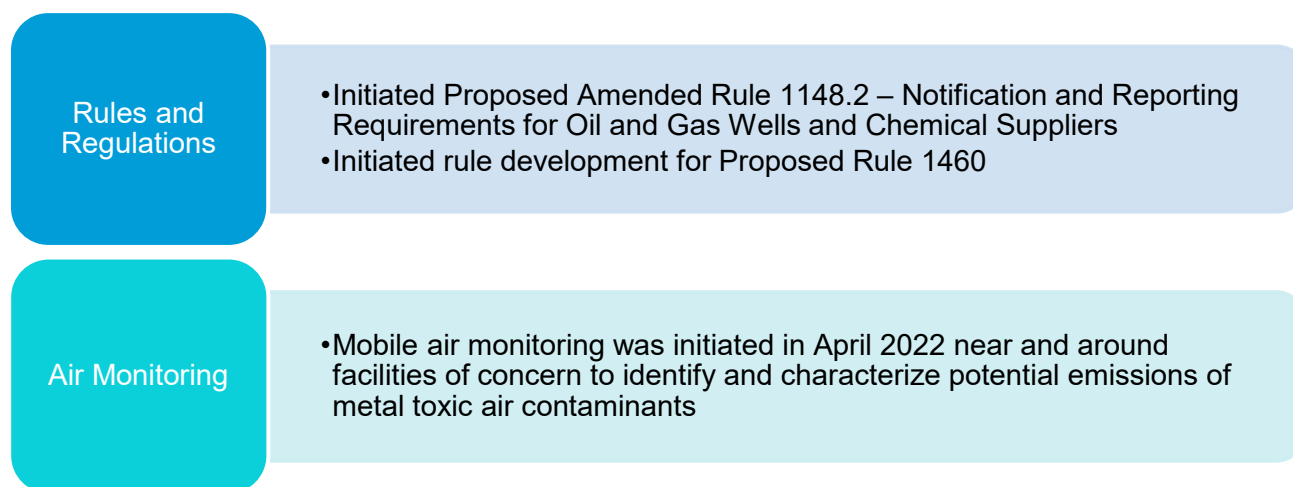
Rule Development	<ul style="list-style-type: none"> • Adopted Rule 2305 – Warehouse Indirect Source Rule (ISR)- Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program (May 2021); began WAIRE Program implementation • Initiated rule development for Proposed Rule 2306
Enforcement	<ul style="list-style-type: none"> • Continued CARB and South Coast AQMD quarterly truck idling sweeps, totaling 421 inspections and 12 NOVs • Conducted 13 inspections at concrete batch plant facilities, resulting in 4 Notices to Comply (NCs)
Air Monitoring	<ul style="list-style-type: none"> • Air monitoring conducted by South Coast AQMD and a contractor (Aclima, Inc.); released air monitoring data dashboards and progress reports • Worked with CSC to identify locations for sensor deployment; deployed six sensors
Collaboration	<ul style="list-style-type: none"> • Worked with CSC and City of San Bernardino to identify locations for “No Idling” signs • Collaborated with City and County of San Bernardino to discuss potential truck routes; City of San Bernardino City Council approved a truck route study for their General Plan
Incentives	<ul style="list-style-type: none"> • Approximately \$22 million was allocated for incentive projects, reducing 80 tons per year (tpy) NOx, 1.3 tpy of PM, and 3.5 tpy • CARB approved Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC) Project Plan for \$5 million for air filtration systems in schools • \$5 million allocated to zero-emission trucks and \$2 million allocated to zero-emission infrastructure and equipment at warehouses; held three Truck Incentives Workshops; released and submitted Draft AB 617 Truck Incentives Workplan to CARB for review
Public Information and Outreach	<ul style="list-style-type: none"> • Conducted six WHAM presentations (San Bernardino High School and Arroyo Valley High School) • Continued incentive program outreach; participation and/or presentations at multiple events (e.g., San Bernardino Valley College, 7th Annual Route 66 Rendezvous)

Figure 7 – ECV CERP Implementation Highlights

Rule Development	<ul style="list-style-type: none"> • CARB adopted the Advanced Clean Truck Regulation (June 2020)
Enforcement	<ul style="list-style-type: none"> • Conducted inspections at Greenleaf Desert View Power Plant • Continued enforcement of Rule 444 – Open Burning, including pre-burn inspections of all permitted fires
Monitoring	<ul style="list-style-type: none"> • Ongoing community-led meetings to discuss CAMP strategies, provide progress updates, and gather community input • Collaborate with the CSC to establish an air quality sensor network in the community to measure PM10, PM2.5, NO2, and ozone • Work with CSC and CARB to develop Pesticides Monitoring Plan • Conducting baseline measurements at the Mecca monitoring stations, including comprehensive dust speciation
Collaboration	<ul style="list-style-type: none"> • Partnered with CARB, the Department of Pesticides Regulation (DPR), the Office of Environmental Health Hazard Assessment (OEHHA), and the Riverside County Agricultural Commissioner to identify the top three pesticides for sampling and analysis • Collaborated with the California Natural Resources Agency (CNRA) and the Imperial Irrigation District (IID) and provided comment on the Salton Sea Management Plan Draft Dust Suppression Action Plan to address concerns around the Salton Sea
Incentives	<ul style="list-style-type: none"> • Approximately \$33 million allocated for incentive projects (e.g., mobile source projects and community-identified projects) through CARB's Community Air Protection Program (CAPP) incentive funds • Residential Air Filtration Project Plan submitted to CARB and approved on July 15, 2022 (2022-15CIP-SC) • Ongoing Budget Working Team (BWT) meetings; Paving Project Plan submitted for CARB's review in June 2022
Public Information and Outreach	<ul style="list-style-type: none"> • Presented at the Pesticides Workshop held by DPR and U.S. EPA on June 15-16, 2021 • Awarded the U.S. EPA State Environmental Justice Cooperative Agreement Program (SEJCA) grant to establish partnerships for air quality community training • Ongoing Outreach Working Team Meetings (OWT); released Draft Outreach Plan in December 2021

Figure 8 – SELA CERP Implementation Highlights

Rules and Regulations	<ul style="list-style-type: none"> • Initiated rule development for Proposed Rule 2306 • Initiated rule development for Proposed Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations
Enforcement	<ul style="list-style-type: none"> • Continued joint quarterly truck idling sweeps with CARB, totaling 1,199 inspections and 31 NOVs • Conducted inspections of metal processing and rendering facilities; resulting in nine NOVs, all of which have been resolved
Air Monitoring	<ul style="list-style-type: none"> • Established fixed-site air monitoring station at Gage Middle School in Huntington Park whose real-time data are accessible online • Continued mobile air measurements to detect emissions from heavy-duty trucks and railyards, and metal processing, rendering, and general industrial facilities
Collaboration	<ul style="list-style-type: none"> • Collaborated with Gateway Cities Council of Government to identify opportunities for green space projects
Incentives	<ul style="list-style-type: none"> • Held three Truck Incentives Workshops; released and submitted Draft AB 617 Truck Incentives Workplan to CARB for review • Received CARB approval for Reducing Air Pollution in Schools and Other Facilities Project Plan (2022-14CIP-SC)
Public Information and Outreach	<ul style="list-style-type: none"> • Worked with the CSC to identify approximately 10 local fleets and small businesses to provide information on incentive funding for zero-emission technology • Provided information to the CSC and other interested parties on the Environmental Enhancement and Mitigation (EEM) Program Grant administered by the California Natural Resources Agency (CNRA)

Figure 9 – SLA CERP Implementation Highlights

Future CERP Implementation

The status updates within this report show the progress of each communities' actions required from CERP adoption through June 30, 2022. Each CERP addresses the respective community's air quality priorities which are to be implemented over a five-year timeframe. In addition to the CERP actions expected to begin third quarter 2022, many efforts in each CERP are ongoing (i.e., enforcement, incentives, outreach). As CERP implementation continues, updates on these actions will be provided in future Annual Progress Reports.

METRICS FOR TRACKING PROGRESS

Baseline Emissions

Baseline and milestone years differ in each community based on the year of designation. Each community's baseline emissions are calculated for the year prior to when it received AB 617 designation while the two milestone years are those which occur 5 and 10 years after the anticipated start of CERP implementation as specified in Table 1.

Table 1 — Baseline and Milestone Years by Community

Community	Baseline Year	1 st Milestone Year (5-year milestone)	2 nd Milestone Year (10-year milestone)
2018-Designated Communities	2017	2024	2029*
2019-Designated Communities	2018	2025	2030
2020-Designated Community	2019	2026	2031

*The 2018-Designated Community of WCWLB uses 2030 for the 10-year milestone to account for complexities in completing refinery related CERP actions.

South Coast AQMD worked with CARB and the CSCs to develop the baseline and milestone emissions inventories. Additionally, the AB 617 Technical Advisory Group (AB 617 TAG)¹² assisted with the development of the baseline and milestone emissions inventories for the 2018- and 2019-designated communities.

The emissions inventories included in the CERPs were developed using a source attribution analysis.¹³ A source attribution analysis, as required by AB 617, places an emphasis on identifying sources of air pollution (i.e., facilities, area-wide sources, and on-road and off-road sources) within each community, the emissions from each source, and their contribution to cumulative exposure burden. The results of these analyses are important to inform each CERP and help track progress in the implementation of these plans. The baseline emissions in each community vary based on multiple factors, including the sources of air pollution (e.g., goods movement near the ports, number and types of facilities within the community's boundary) and geographic extent. Each CERP therefore includes community-specific actions that address local sources of air pollution (i.e., air quality priorities).

While air pollution sources may differ, diesel particulate matter is the largest contributor to toxic air contaminants in each community. Figures 10, 11, and 12 show DPM emissions for the baseline and milestone years in each community. The downward trend shown in the figures are the result of rules and/or regulations in place prior to adoption of the CERPs and do not reflect emission reductions that will result from CERP actions. Emissions reductions targets in milestone years set forth in each CERP are measured by the additional emissions reduced beyond what is shown in the figures. Additional baseline and milestone year emissions data for other pollutants are available in Chapter 5a of each CERP.

¹² South Coast AQMD, Technical Advisory Group (TAG), <https://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/technical-advisory-group>, Accessed August 14, 2022

¹³ More information on the Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), November 2019: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf>

Figure 10 – DPM Emissions for 2018-Designated Communities

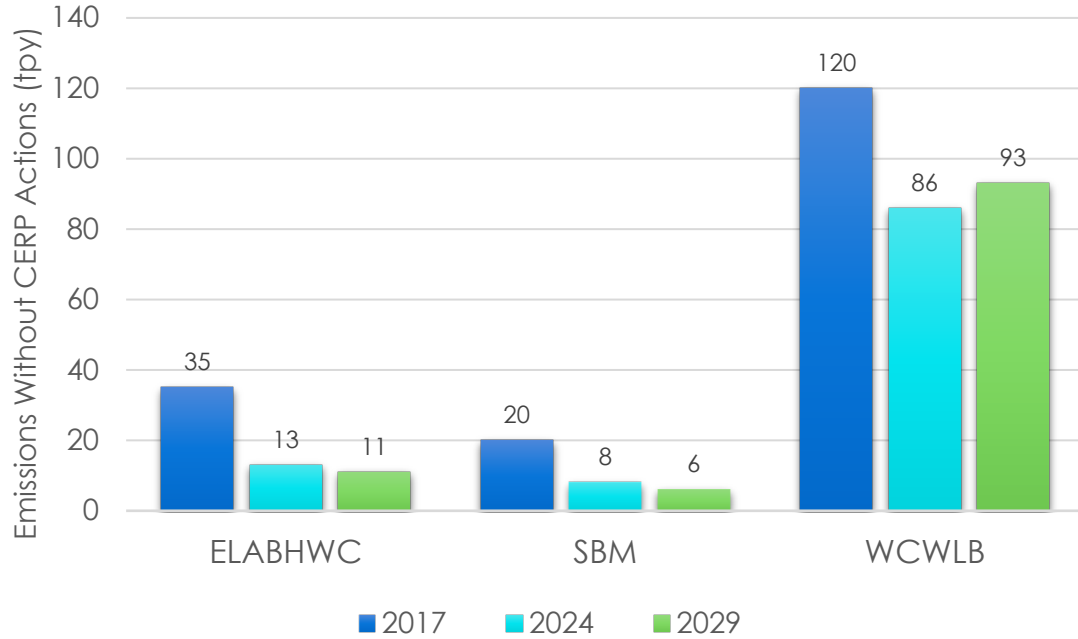


Figure 11 – DPM Emissions for 2019-Designated Communities

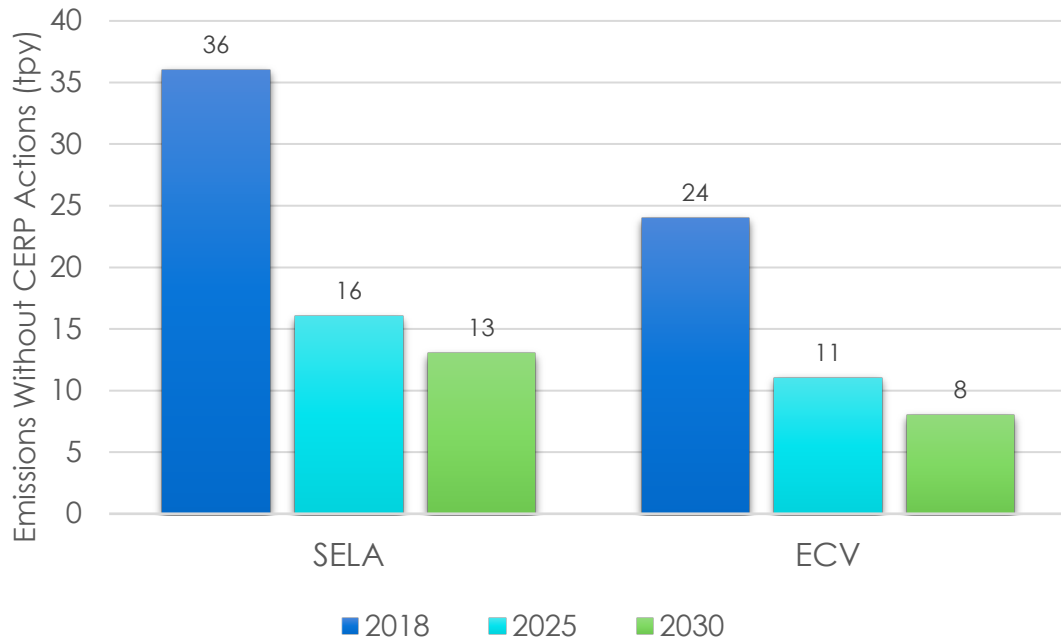
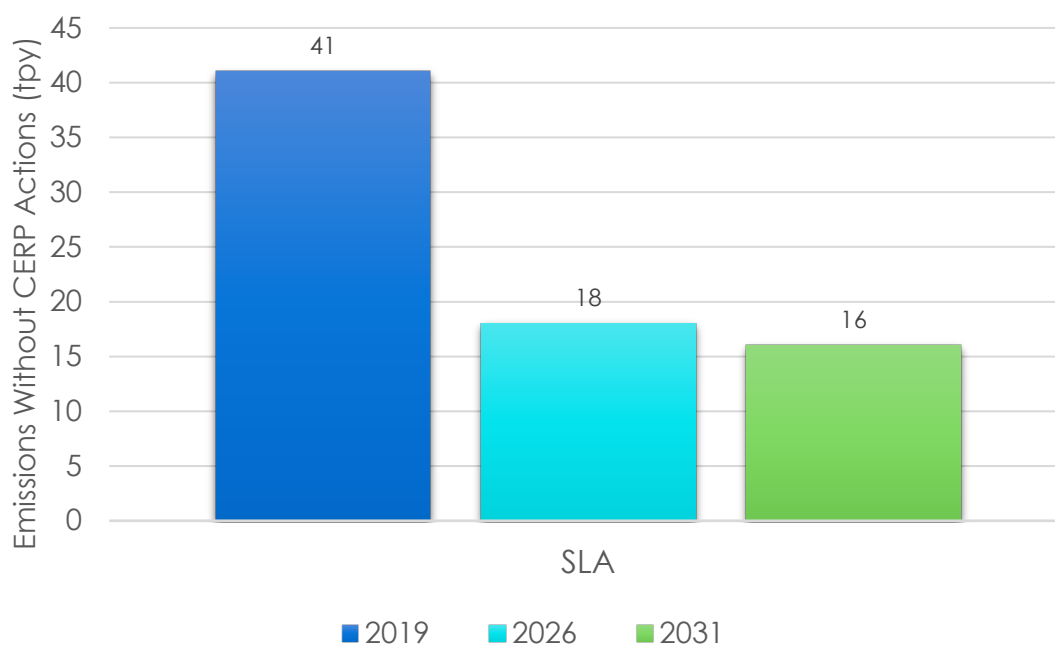


Figure 12 – DPM Emissions for 2020-Designated Community

Emissions Reduction Targets

The actions, goals, and strategies in the CERPs define a path to reduce air pollution in the community and reduce exposure where sensitive populations spend time, such as schools, childcare centers, and residences. In each CERP, the actions, goals, and strategies prioritize emission reductions and establish emissions reduction targets for the milestone years. These emissions reduction targets are summarized in Tables 2, 3, and 4.

Table 2 – Overview of 2018-Designated Communities Emissions Reduction Targets

Community	NO _x	SO _x	VOC	DPM
	2024/2029* (tpy)			
ELABHWC	143/377	NA	NA	1.2/1.4
SBM	75.1/127.9	NA	NA	0.86/0.91

Community	NO _x	SO _x	VOC	DPM
	2024/2029* (tpy)			
WCWLB¹⁴	606/3,207 ¹⁵	NA/11	21/64	9/20

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

Table 3 – Overview of 2019-Designated Communities Emissions Reduction Targets

Community	NO _x	DPM	PM10
	2025/2030* (tpy)		
ECV	54/115	1/2	NA/2.4
SELA	155/297	1/3.5	NA

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

Table 4 – Overview of 2020-Designated Community Emissions Reduction Targets

Community	NO _x	DPM
	2026/2031* (tpy)	
SLA	193/300	2.32/3.82

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

¹⁴ 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 Rule 1109.1 implementation timelines. While the baseline emissions were not calculated for 2030, South Coast AQMD expects the emissions to be similar to the 2029 estimates.

¹⁵ The emissions for the milestone year 2029 reflects the expected emissions reductions by 2031 under Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations, due to the complexity of the facilities' schedule for implementation plans and turnaround events. Expected emissions reductions for WCWLB at full implementation of Rule 1109.1 (2037) is 1,624 tpy.

Emissions Reductions Achieved

The strategies in the CERP aim to reduce emissions. Emissions can be reduced through a variety of programs, including rules and regulations, incentive programs, and other actions. One approach for reducing emissions is to fund the replacement of older vehicles and engines with cleaner versions through incentive funding. The total investments in mobile source incentives from January 1, 2019 to June 30, 2022 and resulting emission reductions are provided in Table 5. For AB 617 project evaluations, South Coast AQMD adheres to the Carl Moyer Program¹⁶ and Prop 1B guidelines¹⁷, including the methodology used to calculate emission reductions. Therefore, the emission reductions presented reflect the total anticipated emission reductions from the allocated mobile source incentives. South Coast AQMD will provide updates on the progress of these and other reductions from other CERP strategies.

Table 5 – Mobile Source Incentive Emission Reductions*

Community	Total Incentives Distributed (millions of dollars)	NOx	PM	VOC
		tpy		
ELABHWC	20	44.4	0.6	1.8
SBM	10	80	1.3	2.3
WCWLB	74.9	264.49	6.67	9.98
ECV	27.5	116.2	9.4	13.6
SELA	0.6	0.2	0.01	0.01
SLA	0.3	1.55	0.03	0.07

*This table includes distributed Years 1 – 3 Community Air Protection Program (CAPP) funds for mobile source, infrastructure, and community-identified projects.

Additional funding has been allocated to each community for community-identified projects (see **Incentives** section), which will result in additional emission or exposure reductions. Future Annual Progress Reports will identify emission reductions achieved from these community-identified projects. Some of the CERP emission reduction targets for the five-year milestone have been met (i.e., SBM, ECV) through the mobile source projects provided in Table 5. While this is a notable achievement, South Coast AQMD will continue implementing the CERP actions to pursue additional emission reductions.

¹⁶ South Coast AQMD, Carl Moyer Program (Heavy-Duty Engines), <http://www.aqmd.gov/home/programs/business/business-detail?title=heavy-duty-engines&parent=vehicle-engine-upgrades>. Accessed August 13, 2021

¹⁷ South Coast AQMD, Goods Movement Emission Reduction Projects (Proposition 1B Program), [http://www.aqmd.gov/home/programs/business/business-detail?title=goods-movement-emission-reduction-projects-\(prop-1b\)&parent=vehicle-engine-upgrades](http://www.aqmd.gov/home/programs/business/business-detail?title=goods-movement-emission-reduction-projects-(prop-1b)&parent=vehicle-engine-upgrades). Accessed August 13, 2021

South Coast AQMD will continue to work with CARB, the AB 617 TAG, and CSCs to quantify future emission reductions achieved by the CERPs. For example, CARB adopted the Advanced Clean Trucks Regulation requiring truck manufacturers to transition from producing diesel trucks and vans to zero-emission vehicles, 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 will work with CARB, the AB 617 TAG, and the CSCs to quantify the emissions reductions from each CERP, based on the rule implementation schedule beginning in 2024. In another example, a specific CERP action is to adopt Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program which would reduce local and regional nitrogen oxides (NOx) and DPM emissions associated with warehouses and mobile sources associated with warehouse activities; in May 2021, South Coast AQMD’s Governing Board adopted Rule 2305. Adoption of Rule 2305 will result in additional emission reductions that were not captured in the emission reduction targets in the CERPs. As rule implementation continues as outlined in the CERPs, South Coast AQMD will quantify, monitor, and track actions and investments of warehouses to quantify emission reductions.

South Coast AQMD will continue to work with the AB 617 TAG and CSCs to refine emission inventories 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 at Resurrection Church in ELABHWC and Gage Middle School in SELA will provide information about community levels of air toxics and help track ambient air toxics levels, while pesticide sampling and screening in ECV will provide insight into community health risks associated with pesticide use and application.

QUALITATIVE ASSESSMENT

This section provides a qualitative assessment of the CERP strategies implemented during the reporting period.

Rules and Regulations

Many of the CERPs include a regulatory strategy to achieve emission reductions for mobile and stationary sources. Table 6 provides a status update of these rules and regulations.

Table 6 – Rule Development Efforts in CERPs

Rule/Regulation	Purpose	Community	Status of Development
CARB Regulations			
Ocean-Going Vessels At-Berth Regulation	Further reduce emissions from vessels at-berth to reduce adverse health impacts to communities surrounding ports and terminals throughout California.	WCWLB	Regulation was approved by CARB August 27, 2020 and some requirements took effect on January 1, 2021. The remaining requirements will take effect on January 1, 2023.
Advanced Clean Truck Regulation	Requires truck manufacturers to sell zero-emission vehicles in California and a one-time requirement for large entities to report about their facilities, types of truck services used, and fleet of vehicles.	ELABHWC, SBM, WCWLB, SELA	Regulation was approved by CARB June 25, 2020.
Transport Refrigeration Units Airborne Toxic Control Measure (TRU ATCM)	Further reduce emissions from diesel-powered TRUs and increase the adoption of zero-emissions technology in the off-road sector.	ELABHWC, SELA, SBM, WCWLB	Amendments were approved by CARB February 24, 2022.
Proposed In-Use Locomotive Regulation	Reduce emissions of criteria pollutants, toxic air contaminants, and greenhouse gases from in-use locomotives.	ELABHWC, SELA, SBM, WCWLB	Expected Public Hearing Date: November 2022.
Heavy-Duty Vehicle Inspection and Maintenance Regulation	Achieves criteria emissions reductions by ensuring that malfunctioning emissions control systems are timely repaired. This regulation would replace CARB's existing heavy-duty vehicle inspection programs.	ELABHWC, SELA, SBM, WCWLB, ECV	Regulation was approved by CARB on December 9, 2021.
Heavy-Duty Low NOx Omnibus Regulation	Requires truck manufacturers to comply with tougher emissions standards, overhaul engine testing procedures, and extend engine warranties to reduce NOx emissions.	ELABHWC, SELA, SBM, WCWLB, ECV	Regulation was approved by CARB on August 27, 2020, which took effect on December 22, 2021.

Rule/Regulation	Purpose	Community	Status of Development
Adopted South Coast AQMD Rules			
Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations	Reduce emissions of NO _x , while not increasing carbon monoxide (CO) emissions, from units at petroleum refineries and facilities with related operations to petroleum refineries.	WCWLB	Adopted by South Coast AQMD Governing Board November 5, 2021.
Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program	Establishes a new regulatory program applicable to warehouses greater than 100,000 square feet. This rule provides a menu of compliance options for industry to reduce emissions associated with warehousing activity.	ELABHWC, SBM, WCWLB, SELA	Adopted by South Coast AQMD Governing Board May 7, 2021.
South Coast AQMD Rules Under Development			
Proposed Amended Rule 1118 – Control of Emissions from Refinery Flares	Further reduce flaring at refineries, including provisions for clean service flares and facility thresholds. Other amendments aim to improve clarity and remove obsolete provisions	WCWLB	Currently under development.
Proposed Amended Rule 1148.2 – Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers	Evaluate the applicability of well activities, improve notifications of well-working activities, and gather air quality-related information on oil and gas well drilling, well completion, and well reworks.	WCWLB, SLA	Currently under development. Expected Public Hearing Date: November 2022.
Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities	Incorporate the use of more advanced early leak detection methods, and improve leak detection and repair programs for storage tanks to further reduce VOC emissions.	WCWLB	Currently under development. Expected Public Hearing Date: December 2022.
Proposed Rule 1435 – Control of Toxic Emissions from Metal Heat Treating Processes	Establish requirements to reduce point source and fugitive toxic air contaminants, including hexavalent chromium emissions, from heat treating processes. Requirements will also include monitoring, reporting, and recordkeeping.	ELABHWC, SLA	Currently under development.

Rule/Regulation	Purpose	Community	Status of Development
Proposed Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations	Minimize fugitive dust from metal recycling and shredding facilities.	ELABHWC, SELA, SLA	Currently under development. Expected Public Hearing Date: November 2022.
Proposed Rule 2304 – Indirect Source Rule for Commercial Marine Ports	Reduce NOx, SOx, and PM emissions associated with commercial port operations (e.g., terminals).	WCWLB	Currently under development. Expected Public Hearing Date: 3 rd Quarter 2023.
Proposed Rule 2306 – Indirect Source Rules for New Intermodal Facilities	Reduce regional and local emissions from new intermodal facilities by requiring the cleanest technologies feasible, including infrastructure to support zero-emission technologies and other measures that minimize air quality and public health impacts, consistent with the 2016 AQMP and the AB 617 Program.	ELABHWC, SBM, WCWLB, SELA	Currently under development. Expected Public Hearing Date: 1 st Quarter 2023.

Enforcement

The primary goal of enforcement is to ensure that regulated entities comply with permit conditions and air quality rules and regulations. Enforcement activities can include community-specific CERP actions, such as truck idling sweeps, complaint responses, evaluating and addressing notifications (e.g., equipment breakdowns, flaring), facility inspections, surveillance operations, and inspections following community air monitoring efforts that show exceedances of a pollutant. Inspections are conducted as part of an inspector's regular assignments, however, there is not a specific number of inspections that inspectors are required to conduct for a facility. Inspections can be prioritized based on a variety of factors, such as proximity to schools and other sensitive receptors, pollutants generated, facility size, and/or complaints received. In addition to these inspections, South Coast AQMD continues to make progress toward implementing CERP actions related to focused enforcement, including referrals to appropriate agencies and collaborating with agency partners on joint inspections.

Enforcement highlights for each community are presented in the **Status of CERP Actions, Goals, and Strategies** section of this report and a status update for all CERP actions, goals, and strategies will be available on the respective community webpages. Table 7 summarizes the results of truck idling sweeps in applicable communities.

Table 7 – Truck Idling Sweeps¹⁸

Date of Truck Idling Sweep	Number of Trucks Inspected	Certified Clean Idle Stickers	Notice of Violation Issued
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
8/5/2020	39	16	0
11/3/2020	21	16	0
2/9/2021	17	4	0
5/4/2021	27	13	0
8/10/21	26	26	0
12/21/21	36	28	0
2/1/22	55	27	0
5/3/22	18	11	0
ELABHWC Totals:	353	187	1
SBM			

¹⁸ 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.

Date of Truck Idling Sweep	Number of Trucks Inspected	Certified Clean Idle Stickers	Notice of Violation Issued
9/26/2019	24	0	2
11/10/2019	11	7	0
3/31/2020	8	2	0
6/4/2020	18	16	0
12/3/2021	11	10	0
12/4/2021	5	4	0
3/24/2021	6	5	0
6/16/2021	11	10	0
10/14/21	8	7	0
3/1/22	8	7	0
4/14/22	10	10	0
6/30/22	13	10	0
SBM Totals:	133	88	2
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
7/16/2020	43	21	0
9/2/2020	0	0	0
10/20/2020	65	32	0
2/3/2021	104	78	0
4/30/2021	74	45	3
7/28/21	62	62	0
12/28/21	40	18	0
1/26/22	42	37	0
4/20/22	37	29	0
5/18/22	62	45	0
WCWLB Totals:	748	474	7
SELA			
6/16/2021	6	5	0
8/6/2021	15	13	0
12/16/2021	15	14	0
3/16/2022	8	7	0
SELA Totals:	44	39	0
Community Totals:	1278	788	10

Air Monitoring

Air monitoring is being conducted as outlined in the CAMPs for each of the communities. The locations and types of pollutants monitored are unique to each community and determined through South Coast AQMD's ongoing collaboration with the CSCs and guided by the CAMPs. Data collected from air monitoring provides valuable information about air pollution sources, types of pollutants, and air quality impacts in the communities. Different types of air monitoring include: continuous monitors that measure near real-time (within an hour), time-integrated samples, and mobile surveys, that result in summary reports (several days to weeks). Mobile air monitoring allows surveys of a large area in a short period. Monitoring data resulting from the implementation of the CAMPs also supports implementation of the CERPs, such as enforcement activities (e.g., focused inspections) and targeted outreach. To keep CSCs informed of monitoring conducted for the CAMPs and CERPs, each community has an interactive map that tracks the progress of monitoring activities.¹⁹

In addition to air monitoring conducted by South Coast AQMD, its contractor Aclima, Inc. conducted continuous mobile air monitoring for a variety of air pollutants between July 1, 2021, and September 30, 2021, covering the entire area of the ELABHWC and SBM communities. Their data has been shared publicly, is posted on South Coast AQMD's website,²⁰ and was presented at ELABHWC and SBM CSC meetings.

Collaboration

Collaboration with the CSCs, other regulatory agencies, community-based organizations, and affected sources is an important aspect of implementing the CERPs. The following list highlights South Coast AQMD's ongoing collaborations.

- South Coast AQMD and CARB are working together on the Automated License Plate Recognition (ALPR)/Portable Emissions Acquisition System (PEAQs) pilot study in ELABHWC
- LA County Board of Supervisors adopted the Green Zones Ordinance²¹ in June 2022, which incorporated feedback provided by South Coast AQMD
- South Coast AQMD worked with the ELABHWC and WCWLBCSCs, CARB, and LADOT to identify locations and install "No Idling" signs
- South Coast AQMD collaborated with CARB and the United States Coast Guard to prevent fugitive emission leaks from ships at the ports in WCWLBC
- South Coast AQMD worked with the Chinese Consulate and the City of Shenzhen, China representatives on a concept for a Pacific Rim clean vessel incentive program

¹⁹ South Coast AQMD, AB 617 Community Air Monitoring: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/ab-617-community-air-monitoring>

²⁰ South Coast AQMD, Air Quality Sensor Performance Evaluation Center, <http://www.aqmd.gov/aq-spec/sensornews/aq-spec/2015/10/30/aclima>

²¹ LA County Department of Regional Planning, Green Zones Program, <https://planning.lacounty.gov/greenzones>

- South Coast AQMD collaborated with CARB to help conduct an ALPR pilot study in SBM. ALPR monitoring occurred over three days in October 2021 and investigated over 650 trucks
- South Coast AQMD worked with the SBM CSC and City of San Bernardino to identify locations for “No Idling” signs in SBM
- South Coast AQMD discussed potential truck routes for SBM with the City and County of San Bernardino; City of San Bernardino City Council approved a truck route study for their General Plan²²
- South Coast AQMD, in partnership with Twenty-Nine Palms Band of Mission Indians, Desert Healthcare District and Foundation, and Health Assessment and Research for Communities, was selected as an awardee for the United States Environmental Protection Agency (U.S. EPA) State Environmental Justice Cooperative Agreement Grant Program to improve environmental literacy and air quality data in ECV
- South Coast AQMD partnered with CARB, DPR, the Office of Environmental Health Hazard Assessment (OEHHA), and the Riverside County Agricultural Commissioner to develop pesticide sampling protocol and prioritized three pesticides for sampling of metam sodium (through methyl isothiocyanate), 1,3-dichloropropene (1,3-d), and chloropicrin.
- Partnered with the California Natural Resources Agency (CNRA) and the Imperial Irrigation District (IID) and provided comments on the Salton Sea Management Plan Draft Dust Suppression Action Plan to address concerns around the Salton Sea in ECV
- South Coast AQMD and Gateway Cities Council of Governments are identifying opportunities and strategies to increase green space in SELA

Incentives

The CERPs identify incentives as a strategy to achieve emissions reductions in each community. In the **Emissions Reductions Achieved** section, information on mobile source incentives and emissions reductions were provided as an example. CARB is responsible for allocating CAPP incentive funds statewide,²³ in which funding is identified and designated to each air district. Disbursement requests are then made by air districts to distribute the CAPP funds in accordance with the CAPP Incentive 2019 Guidelines.²⁴ At the onset of the AB 617 program, funds were primarily allocated to mobile source projects by utilizing existing incentive program solicitations (i.e., Carl Moyer, Proposition 1B). Funds were also allocated to school air filtration systems, and chrome plating facilities, priorities that were outlined in the CERPs. In October 2020, CARB revised the CAPP Incentive Guidelines to include community-identified projects as an option to distribute CAPP incentive funds. Community-identified projects are projects supported by an

²² City of San Bernardino, General Plan, <https://futuresb2050.com/>, Accessed August 20, 2022

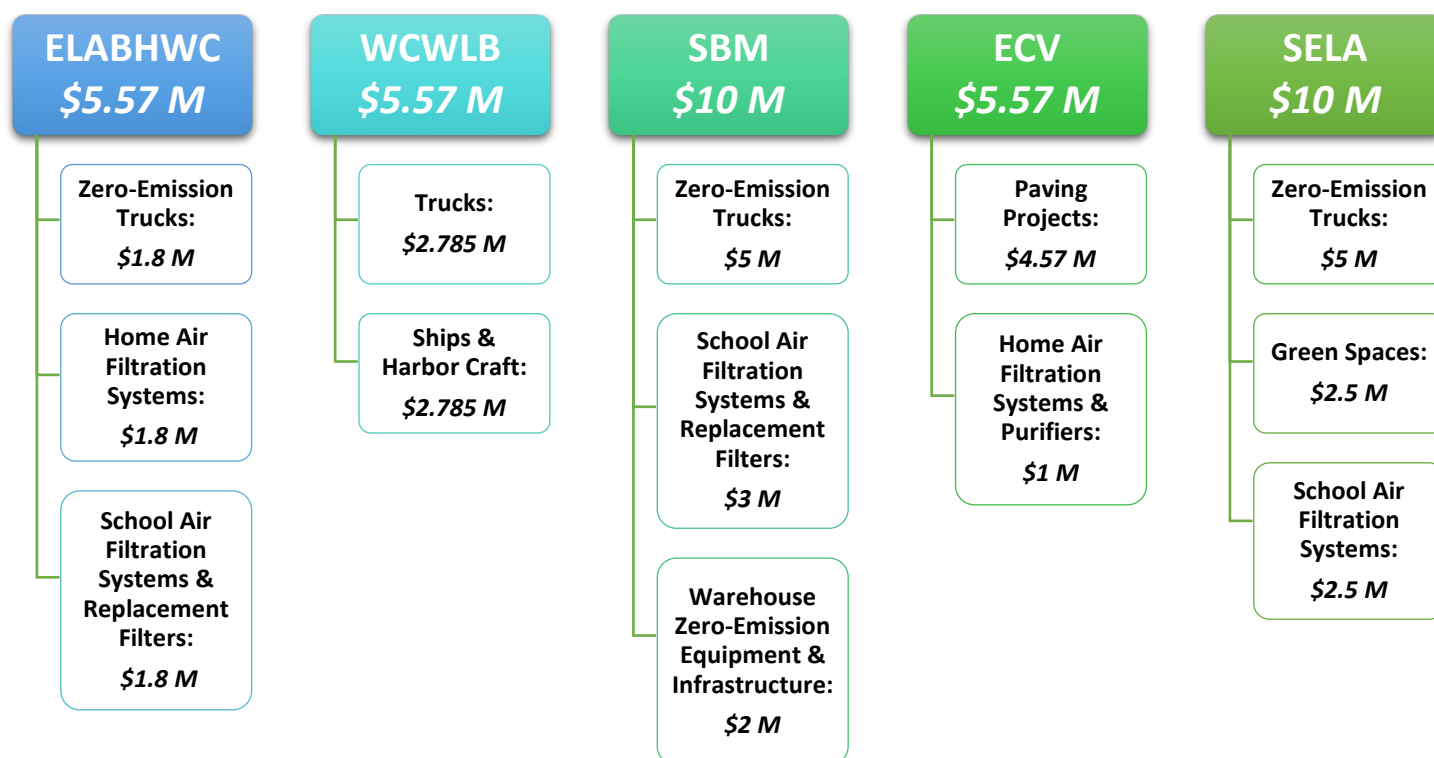
²³ South Coast AQMD, CAPP Incentives, <http://www.aqmd.gov/home/programs/business/community-air-protection-incentives>

²⁴ CARB, CAPP Incentives 2019 Guidelines, https://ww2.arb.ca.gov/sites/default/files/2020-10/cap_incentives_2019_guidelines_final_rev_10_14_2020_0.pdf. Accessed August 20, 2022

adopted CERP (e.g., paving projects, harbor craft vessels) for which the CSC prioritized and allocated incentive funds.

In response to the CAPP Incentives Guidelines revision, South Coast AQMD held a CAPP Incentives Strategy Meeting on October 15, 2020, in which all six communities attended; South Coast AQMD presented an overview of CAPP incentive funds, existing guidelines used to allocate those funds, and solicited input from the CSCs on allocating future CAPP incentive funding. As a result, the available Year 3 CAPP incentive funds (approximately \$37 million) were distributed among the communities based on CSC input and past investments.

Further, South Coast AQMD conducted community-led incentive budgeting workshops in each of the communities with an adopted CERP, where CSC input was gathered for community-identified projects. Multiple workshops were conducted in each community between December 2020 and April 2021 to prioritize community-identified projects and the funding amounts for each project type. At these workshops, based on actions in the CERPs, South Coast AQMD presented information on eligible projects, including average costs based on past projects, projected emissions reductions, and project difficulty. South Coast AQMD conducted one survey in each of the communities to identify the top priorities for community-identified projects and another survey to determine the allocation of the available CAPP incentive funds. Figure 13 shows the funds allocated for each community and the community-identified projects prioritized and the respective allocation as determined by the CSCs. SLA does not have any community-identified projects from the community-led incentives budgeting workshops, as its CERP development process began after the disbursement request was submitted to CARB.

Figure 13 – Year 3 CAPP Incentive Funds for Community-Identified Projects

On April 29, 2021, South Coast AQMD submitted a disbursement request for Year 3 CAPP incentive funds for CARB approval for the community-identified project categories in each of the 2018- and 2019-designated communities. Since the disbursement request was submitted and approved, South Coast AQMD has worked with the CSCs and community to develop project plans consistent with the CAPP Incentives 2019 Guidelines and implement the community-identified

projects. Figure 14 shows South Coast AQMD efforts to develop project plans to distribute the CARB-approved Year 3 CAPP incentive funds for community-identified projects.

Figure 14 – Project Plan Development Efforts

Truck Incentives Workplan

- Three Truck Incentives Workshops between December 2021 and April 2022 to gather CSC and community input
- Submitted Draft AB 617 Truck Incentives Workplan to CARB in April 2022

Residential Air Filtration Project Plan

- One ELABHWC and ECV joint-workshop to develop details for the project plan
- CARB approved Residential Air Filtration System (2022-15CIP-SC) Project Plan in July 2022

School Air Filtration System Project Plan

- CARB approved the Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC) Project Plan in February 2022

Paving Project Plan

- Worked with ECV Budget Working Team between February 2022 and June 2022 to develop Paving Project Plan
- Submitted Draft Paving Project Plan Reducing Particulate Matter Emissions from Unpaved Roads and/or Mobile Home Parks to CARB for review in June 2022

There were no Year 4 CAPP incentive funds allocated to South Coast AQMD. However, South Coast AQMD was allocated \$98.8 million in Year 5 CAPP incentive funds. As the remaining Year 3 CAPP incentive funds are distributed for community-identified projects in each community, South Coast AQMD will continue to work with each CSC to further refine an effective incentives strategy moving forward.

Additional Funding Programs and Projects

CARB Air Grants Program²⁵ and CARB Supplemental Environmental Projects²⁶ (SEPs) can provide funding to support CERP implementation. The CARB Air Grants Program supports community-based organizations to participate and build capacity to become active partners in the AB 617 process. Several community-based organizations in South Coast AQMD AB 617

²⁵ CARB, Proposed Awardees. <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants/proposed-awardees>. Accessed August 14, 2020

²⁶ CARB Supplemental Environmental Project (SEP), <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-sep>

communities are awardees of the Air Grants Program. CARB SEPs fund community-based projects from a portion of the penalties received during the settlement of enforcement actions.

- Air Grant Program awardees and summary of projects can be found here: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants/proposed-awardees>.
- SEPs that are currently being funded and implemented and/or completed can be found here: <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps/supplemental-environmental-project-sep-1>.

CARB established a \$1.1 million SEP fund, which will be implemented by South Coast AQMD, to support the installation of air filtration systems in private kindergarten through twelfth grade schools and daycare facilities located within the AB 617 communities.

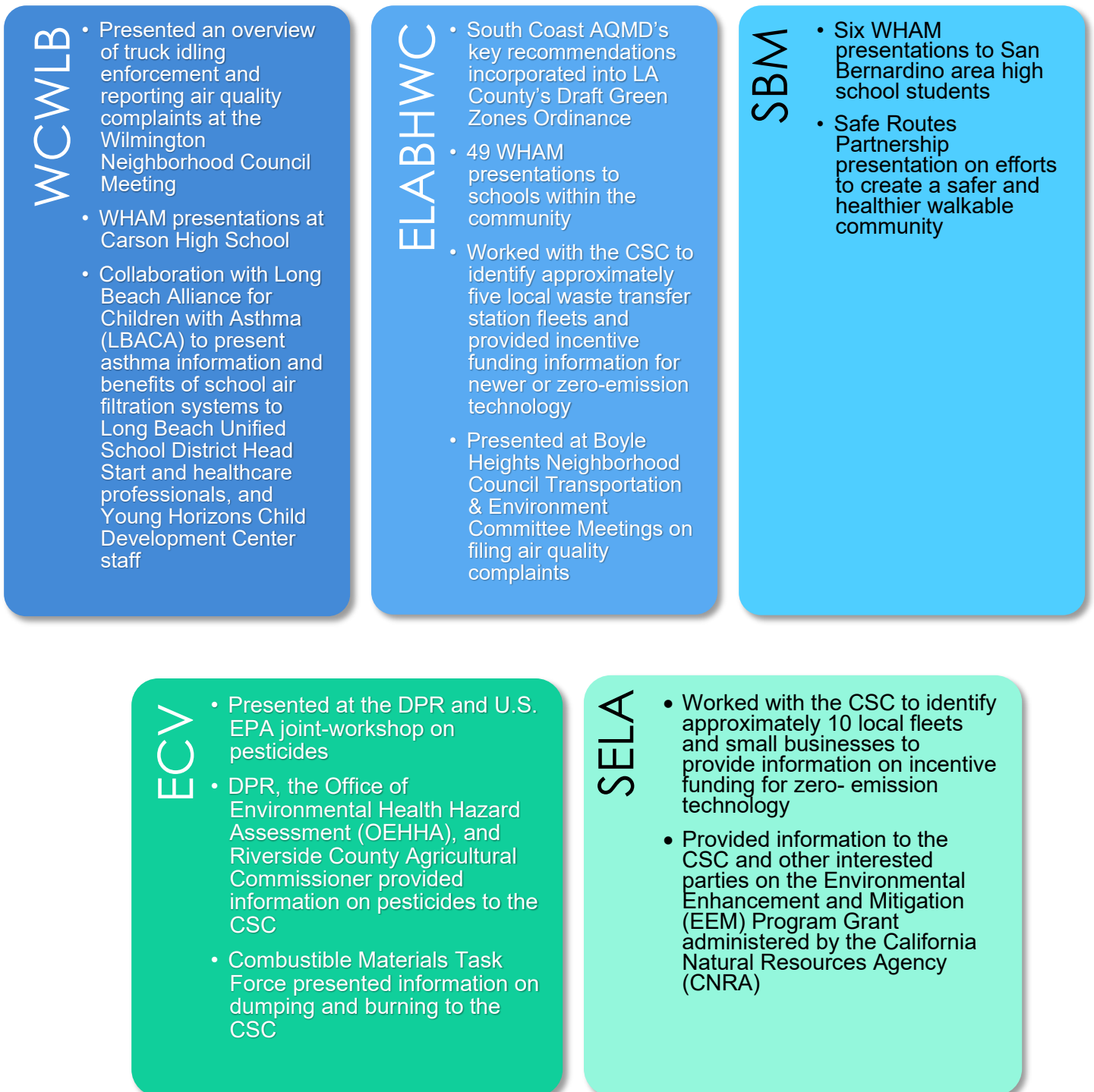
Public Information and Outreach

Public information and outreach is a fundamental strategy utilized in the AB 617 program, from CERP development through implementation. In the CERP development phase for each community, South Coast AQMD provides an emissions inventory, sources of air pollution, and other relevant community information. These efforts were conducted through in-person or virtual community outreach events, in-community meetings with small groups and organizations, informational materials distributed in the community, and other platforms (e.g., phone, email, social media). South Coast AQMD continues to conduct community outreach during CERP implementation through quarterly update CSC meetings, social media, email, and phone calls. Since March 2020, South Coast AQMD outreach efforts have mostly transitioned to a virtual format in response to the COVID-19 pandemic. For example, in May of 2020, South Coast AQMD conducted outreach for Carl Moyer funding opportunities via virtual meetings in place of public workshops in the community. Another example includes Why Healthy Air Matters (WHAM²⁷) presentations that have continued virtually in each of the 2018-designated communities, which provide middle and high school students information on air quality issues. Despite the challenges of navigating a virtual environment, South Coast AQMD will continue to conduct public outreach, provide information as part of CERP implementation, and work with the CSCs to expand and strengthen the AB 617 program outreach efforts.

While most outreach efforts are ongoing, a list of key public outreach efforts conducted from September 6, 2019, to June 30, 2022, for CERP implementation is shown in Figure 15.

²⁷ South Coast AQMD, Why Healthy Air Matters, <http://www.aqmd.gov/home/programs/education/wham>, Accessed August 22, 2021

Figure 15 – Key Public Outreach Efforts



SUMMARY OF KEY PLAN ADJUSTMENTS

During the development of the CERPs, South Coast AQMD worked with each CSC to develop actions, goals, strategies and corresponding metrics and timelines (e.g., expected start and completion). In some instances, adjustments to plan implementation are necessary to address unforeseen circumstances. For example, outreach events were adjusted from in-person to a virtual platform in response to the COVID-19 pandemic. The following is a summary of key implementation adjustments to the CERPs:

- The implementation timelines written in the 2018-designated CERPs noted Rule 2305 – Warehouse Indirect Source Rule (ISR) – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program was scheduled to be considered for adoption by South Coast AQMD Governing Board second quarter 2020; however, the rulemaking process experienced delays due to the COVID-19 pandemic. Rule 2305 was ultimately adopted by South Coast AQMD Governing Board on May 7th, 2021.
- The WCWLB, SBM, ELABHWC, and SELA CERPs include a regulatory strategy to develop an ISR to reduce air pollution from railyards. Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities was scheduled to be considered by South Coast AQMD Governing Board by December 2020. The public hearing date has been delayed to allow more time to work with stakeholders and to incorporate stakeholder input into the rule concepts being developed. Proposed Rule 2306 is currently scheduled for consideration by the Governing Board in the 1st quarter of 2023 and working group meetings are ongoing. South Coast AQMD continues to work with stakeholders (i.e., rail yard operators, communities, etc.) on proposed concepts for Proposed Rule 2306.
- The SELA CERP includes actions to identify general industrial facilities of concern and prioritize actions to address the issues identified. South Coast AQMD staff continues to address general industrial facilities identified by CSC members and will present actions to help address those facilities.
- Each of the CERPs use public information and outreach to address certain air quality priorities. Due to the COVID-19 pandemic, some outreach efforts may be delayed. South Coast AQMD has used a virtual platform for outreach efforts, when possible, to continue to implement the CERP actions.

South Coast AQMD is committed to completing the actions as outlined in the CERPs and providing updates to the CSC throughout implementation of the CERPs. Future Annual Progress Reports will continue to summarize the key implementation adjustments, if needed. Additionally, South Coast AQMD is committed to working with the CSCs to identify and evaluate metrics for tracking the progress of CERP implementation in future Annual Progress Reports. South Coast AQMD will share these metrics with the CSC in advance of the development of future Annual Progress Reports.