

Chapter 5a: Introduction

Community Air Quality Priorities

The CERP provides an overall path to reducing air pollution in the Southeast Los Angeles (SELA) community. Through the development of the CERP, the CSC identified air quality priorities based on sources of air pollution (e.g., trucks and freeways, metal processing facilities, rendering facilities) that are of concern to the community. To reduce air pollution from these sources, the CSC developed a set of actions to be implemented by government agencies, organizations, businesses, and other entities.

The SELA community identified trucks and freeways, railyards and locomotives, metal processing facilities, and rendering facilities as air quality priorities. These air pollution sources are often near homes, schools, and other community areas where the public can be exposed to harmful pollutants. As a result, increasing green space in the community to reduce air pollution exposure is also a priority for the community. The community also cited general concerns about emissions from industrial facilities in the community, for which actions will be developed in 2021 based on additional analysis and CSC discussions.

Ongoing Efforts

The South Coast AQMD, CARB and U.S. EPA have air quality regulations to reduce air pollution from sources such as trucks, railyards and locomotives, rendering facilities, and metal processing facilities. The relevant agencies enforce these regulations. Land-use agencies can establish long-term goals, ordinances, and policies for land use that can also have an impact on local air pollution (e.g., LA County Green Zones Program¹). Additionally, the South Coast AQMD and CARB have begun developing new requirements that would further reduce air pollution from sources prioritized by the community. More information on regulatory and enforcement efforts can be found in Appendix 5 and Chapter 4, respectively.

Opportunities for Action

In addition to the ongoing efforts described above, the South Coast AQMD, in collaboration with the CSC identified goals to reduce air pollution in the SELA community. The CERP defines the progress toward each goal with metrics for specific actions and a specified timeline. Additionally, the CERP identifies the entities responsible for implementing the actions. The actions set forth in this chapter define a path for further emissions and exposure reductions in the SELA community. In some instances, the actions reaffirm ongoing rule development² efforts and provide new commitments for localized reductions, sharing emissions data, timelines and other related information.

Emission Reduction Targets

¹ The LA County Green Zones Program seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden. More information can be found at: <https://planning.lacounty.gov/greenzones#:~:text=initiated%20by%20the%20Board%20of,bear%20a%20disproportionate%20pollution%20burden.>

² At South Coast AQMD, a regulation is composed of rules, each of which deals with a specific topic within that regulation. More information can be found here: <http://www.aqmd.gov/home/rules-compliance/regulations#:~:text=At%20South%20Coast%20AQMD%2C%20a,and%20administered%2C%20and%20their%20impact.>

Table 1 – CERP Emission Reduction Targets		
Emissions	NOx	DPM
2018 Emissions (tpy)	2,868	36
Projected 2025 Emissions Baseline (tpy)	2,098	16
Emission Reductions from CERP, by 2025 (tpy)	155	1
Overall Emission Reductions from 2018 (%)	32	58
Projected 2030 Emissions Baseline ¹ (tpy)	1,983	13
Emission Reductions from CERP, by 2030 (tpy)*	297	3.5
Overall Emission Reductions from 2018 (%)	41	74

*Estimated emission reduction targets from CERP, by 2030 include 31.4 tpy NOx and 1.5 tpy DPM from projected incentive projects.

Table 2 – Emission Reduction Targets for Statewide Measures*						
Statewide Measure	Action Date	Implementing Entity	Emission Reductions Targets 2025/2030 (tpy)			
			NOx	VOC	DPM	PM2.5
Advanced Clean Car 2	2020-2021	CARB	-/4	-/1	-/0	-/0
Heavy-Duty Inspection and Maintenance	2020	CARB	78/96	-/-	1/1	1/1
Low NOx Engine Standard	2019	CARB	7/53	-/-	-/-	-/-
Small Off-Road Engine Amendment	2020	CARB	71/112	37/123	1/1	1/4

*Emission reduction targets based on estimates from CARB. Emission reductions are subject to future assessment and regulatory analysis that may result in emission reduction adjustments.