

**DECEMBER 2023**

# **FINAL ANNUAL PROGRESS REPORT**

**FOR ASSEMBLY BILL 617  
COMMUNITY EMISSION REDUCTIONS PLANS**

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## INTRODUCTION

Signed into law in July 2017, Assembly Bill 617 (AB 617) is a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. It requires community-driven actions to reduce air pollution and improve public health in communities experiencing disproportionate burdens from exposure to air pollutants. The 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. Currently, there are nineteen communities statewide as shown in Figure 1. Within the jurisdiction of South Coast AQMD, there are a total of six designated communities: three designated in 2018, two designated in 2019, and one designated in 2020 (Table 1).

**Figure 1: AB 617 Designated Communities**



Each community established a Community Steering Committee (CSC) to guide the development and implementation of a Community Emission Reductions Plan (CERP) and Community Air Monitoring Plan (CAMP) to address the community's top air quality priorities. Each CERP includes objectives, which are actions and goals to achieve emission and exposure reductions from the community identified air quality priorities and each CAMP<sup>1</sup> includes air monitoring objectives to

<sup>1</sup> South Coast AQMD, AB 617 Community Air Monitoring: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/ab-617-community-air-monitoring>.

support the implementation of its respective CERP. Each CERP was adopted by the South Coast AQMD Governing Board and approved by the CARB Board, as detailed in Table 1.

**Table 1: CERP South Coast AQMD Adoption and CARB Approval Dates**

Designated Year	Community	South Coast AQMD Adoption Date	CARB Approval Date
2018	East Los Angeles, Boyle Heights, West Commerce (ELABHWC) <sup>2</sup>	September 6, 2019 <sup>3</sup>	September 10, 2020
	San Bernardino, Muscoy (SBM) <sup>4</sup>	September 6, 2019 <sup>5</sup>	September 10, 2020
	Wilmington, Carson, West Long Beach (WCWLB) <sup>6</sup>	September 6, 2019 <sup>7</sup>	September 10, 2020
2019	Eastern Coachella Valley (ECV) <sup>8</sup>	June 4, 2021 <sup>9</sup>	September 9, 2021
	Southeast Los Angeles (SELA) <sup>10</sup>	December 4, 2020 <sup>11</sup>	May 20, 2021
2020	South Los Angeles (SLA) <sup>12</sup>	June 3, 2022 <sup>13</sup>	August 25, 2022

<sup>2</sup> South Coast AQMD, ELABHWC Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/east-la>

<sup>3</sup> South Coast AQMD, ELABHWC CERP, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/ceip/cerb-submittal/final-cerp.pdf?sfvrsn=8>.

<sup>4</sup> South Coast AQMD, SBM Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/san-b>.

<sup>5</sup> South Coast AQMD, SBM CERP, <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/ceip/cerb-submittal/final-cerp.pdf?sfvrsn=9>.

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

<sup>7</sup> South Coast AQMD, WCWLB CERP, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/ceip/final-cerp-wcwlb.pdf?sfvrsn=8>.

<sup>8</sup> South Coast AQMD, ECV Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/eastern-coachella-valley>.

<sup>9</sup> South Coast AQMD, ECV CERP, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-cerp/final-cerp-july-2021.pdf?sfvrsn=9>.

<sup>10</sup> South Coast AQMD, SELA Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/southeast-los-angeles>.

<sup>11</sup> South Coast AQMD, SELA CERP, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/final-cerp.pdf?sfvrsn=9>.

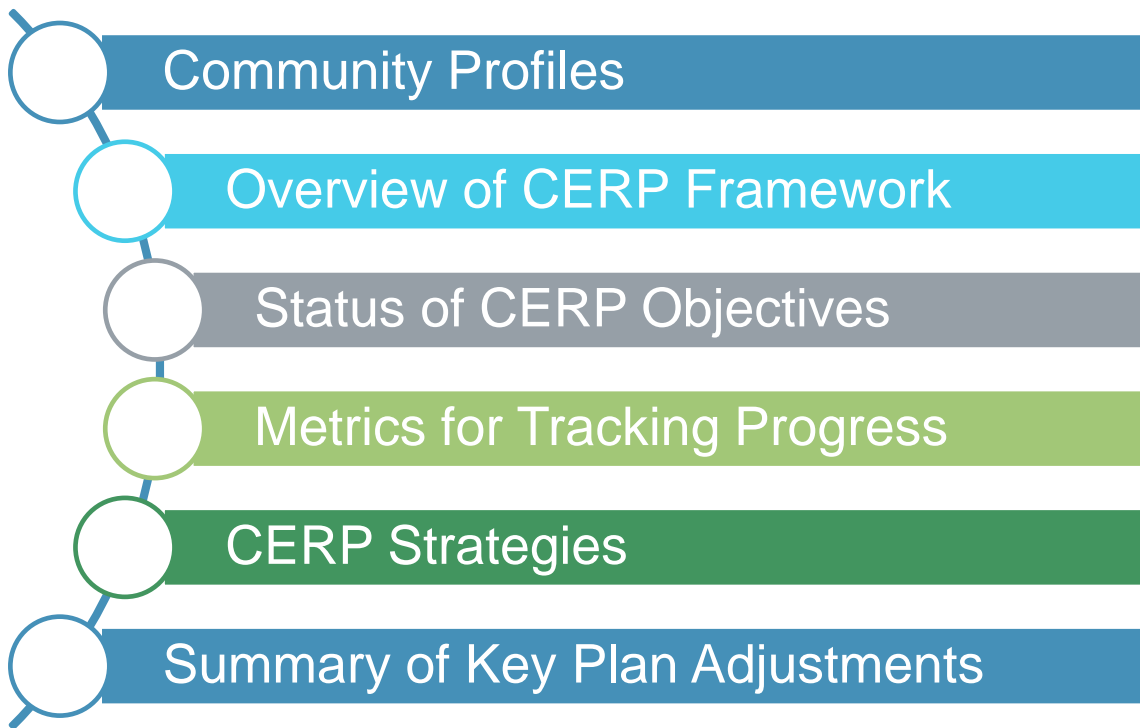
<sup>12</sup> South Coast AQMD, SLA Community Webpage, <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/south-la>.

<sup>13</sup> South Coast AQMD, SLA CERP, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-la/final-cerp.pdf?sfvrsn=18>.

## BACKGROUND AND PURPOSE

AB 617 and the CARB Community Air Protection (CAP) Blueprint<sup>14</sup> require air districts to prepare annual progress reports summarizing the results of CERP implementation.<sup>15</sup> The 2023 Annual Progress Report for AB 617 Community Emission Reductions Plans (2023 Annual Progress Report) is cumulative and summarizes the progress of CERP implementation for South Coast AQMD AB 617 communities from September 6, 2019, to June 30, 2023. Additionally, the report covers information on incentive funds distributed in the communities from January 1, 2019, to June 30, 2023, and air monitoring activities initiated from June 2019 to June 30, 2023. The CARB CAP Blueprint sets forth requirements for the Annual Progress Report; Figure 2 summarizes these main requirements.

**Figure 2: Overview of CERP Annual Progress Report Requirements**



## COMMUNITY PROFILES

Each CERP includes a Community Profile which provides context in understanding the attributes of the respective community. The Community Profiles include a general overview of the community, a discussion of community issues, and a characterization of pollution sources and other factors, including public health data, socioeconomic factors, and public health challenges.

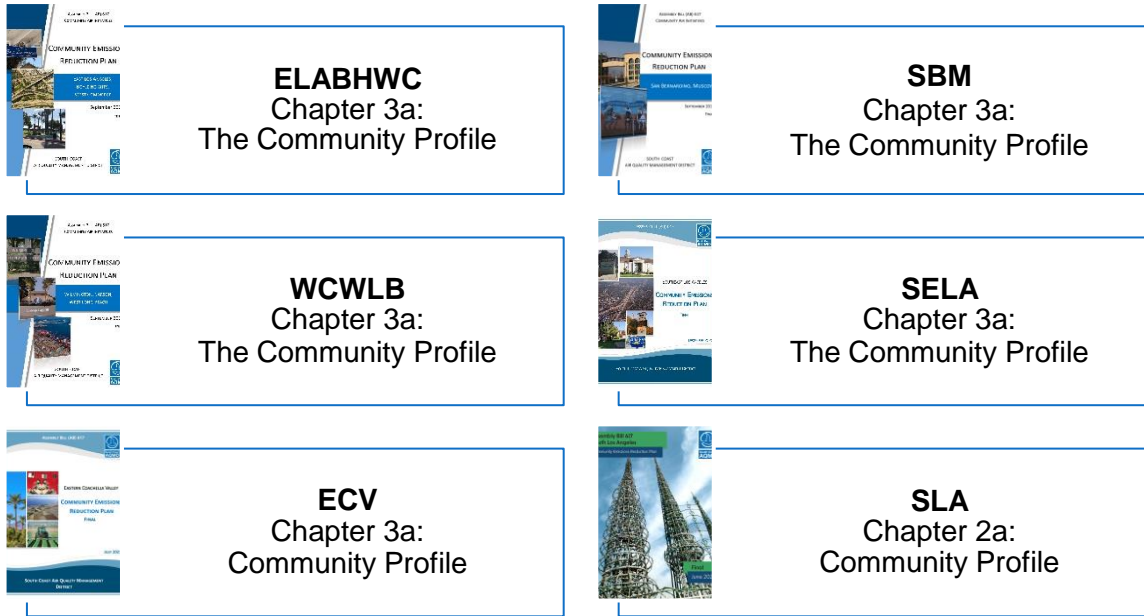
<sup>14</sup> California Air Resources Board, “Community Air Protection Blueprint”, October 2018, <https://ww2.arb.ca.gov/capp-blueprint>.

<sup>15</sup> Health and Safety Code, Section 44391.2 (C)(7).



Data from CalEnviroScreen<sup>16</sup>, Multiple Air Toxics Exposure Study (MATES)<sup>17</sup>, and Southern California Association of Governments (SCAG) is used to inform the development of the community profiles. The location of the Community Profile for each CERP is identified below in Figure 3. There have been no updates to any of the Community Profiles during this reporting period.

**Figure 3: Community Profile Chapters by CERP**



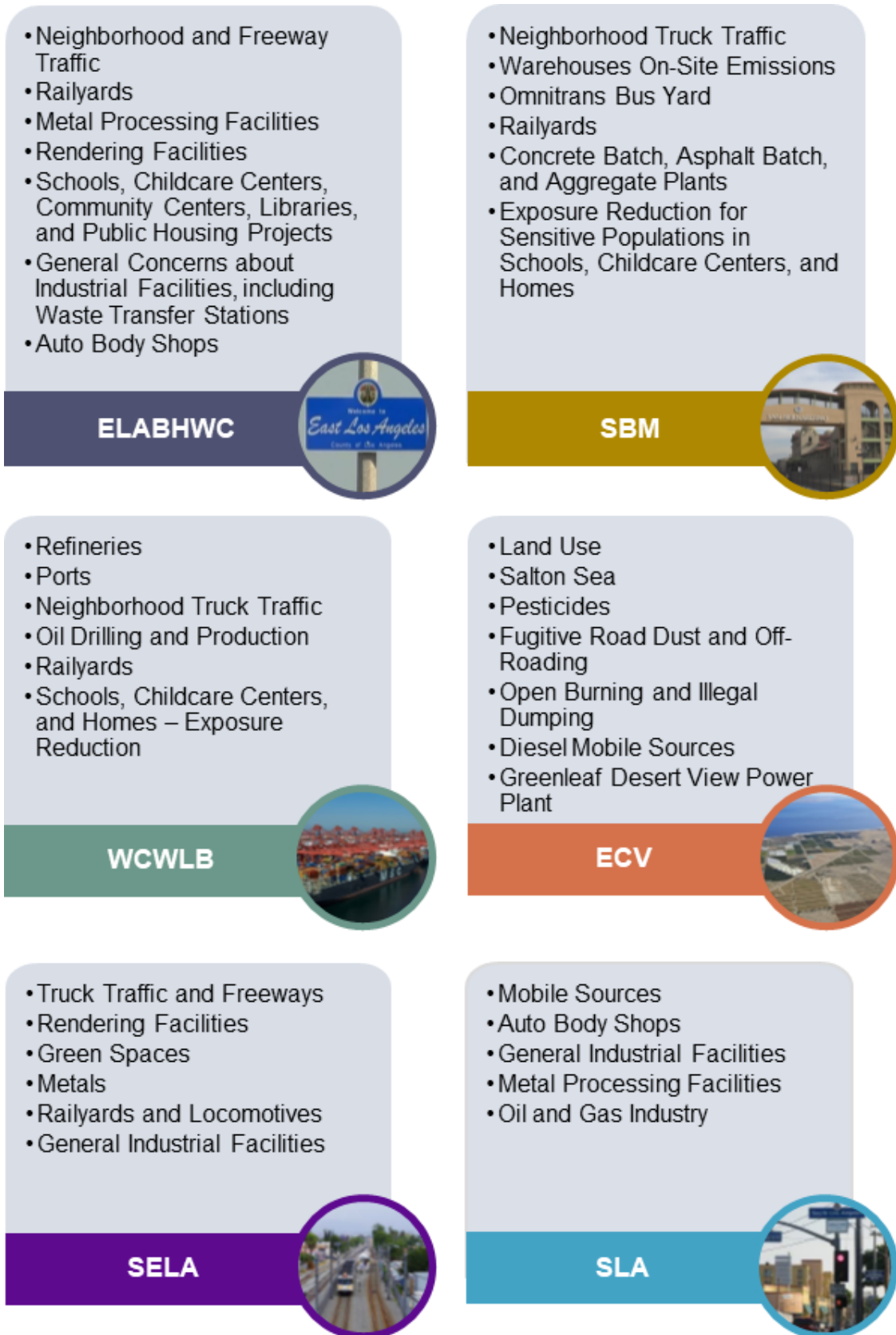
## OVERVIEW OF CERP FRAMEWORK

For each CERP, the air quality priorities identified were determined by the CSC. The air quality priorities for each community are listed in Figure 4. To address these air quality priorities, each CSC developed a set of actions and goals to achieve emission and exposure reductions during CERP implementation. To simplify terminology, this Annual Progress Report will refer to actions and goals as “objectives”. These objectives are implemented through six strategies: 1) rules and regulations, 2) enforcement, 3) air monitoring, 4) collaboration, 5) incentives funding, and 6) public information and outreach. Figure 5 demonstrates the relationship between air quality priorities, objectives, strategies, and emission and exposure reductions.

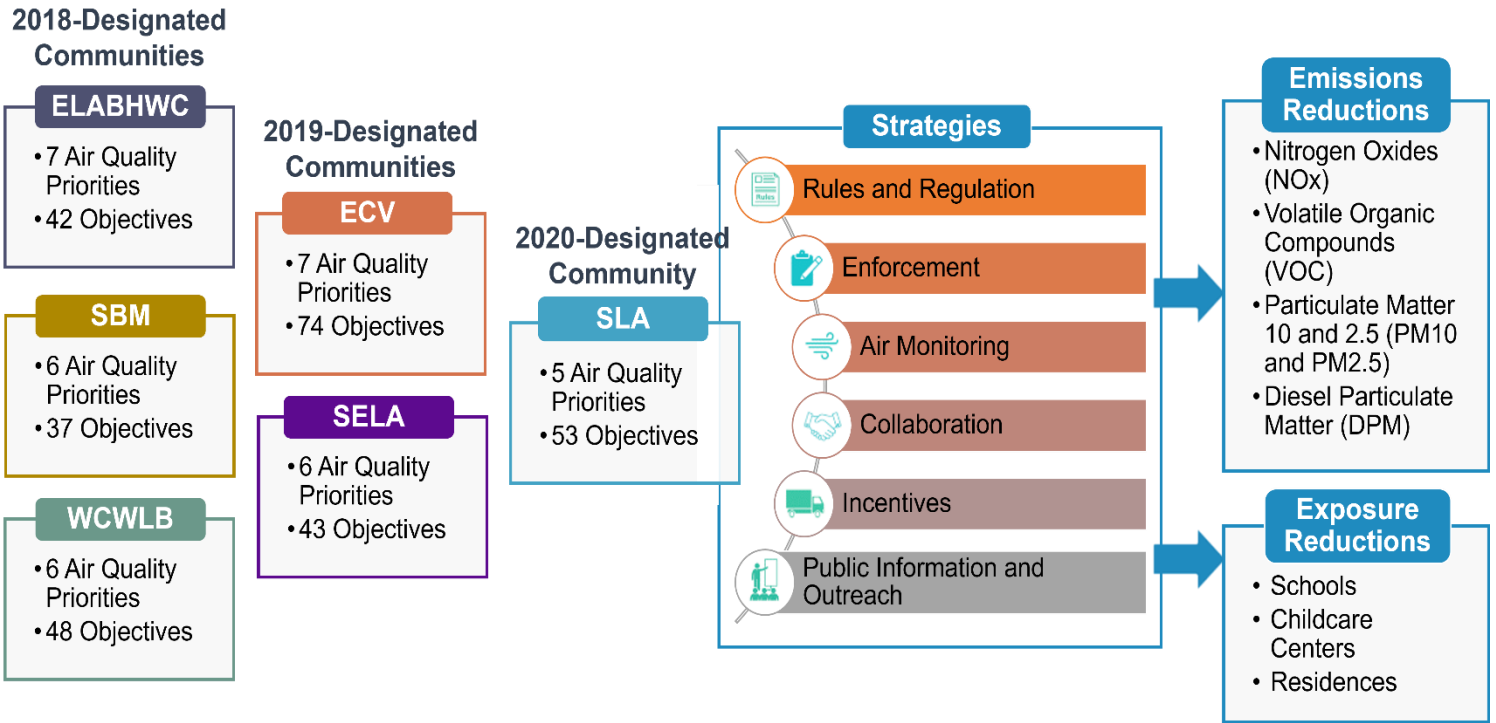
<sup>16</sup> Office of Environmental Health Hazard Assessment, CalEnviroScreen, <https://oehha.ca.gov/calenviroscreen>.

<sup>17</sup> South Coast AQMD, Multiple Air Toxics Exposure Study (MATES), <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

**Figure 4: Air Quality Priorities by Community**



**Figure 5: Overview of CERP Air Quality Priorities, Objectives, and Strategies**



## STATUS OF CERP OBJECTIVES

As required by the CARB CAP Blueprint, for each reporting period, air districts provide CARB a status update of each community’s CERP objectives and strategies requiring implementation. CERP implementation is an ongoing process with an initial implementation timeframe of five (5) years. Regardless of the implementation timeline, South Coast AQMD is committed to completing the implementation of all CERP objectives. Many objectives in each CERP are ongoing (i.e., enforcement, incentives, outreach) and other objectives have a projected start timeline (e.g., SLA objectives).

For tracking purposes, South Coast AQMD uses three different categories to identify the status of each CERP objective: Completed, Ongoing, and Not Started. An objective categorized as “Completed” is considered fully implemented. South Coast AQMD may provide additional information or opportunities for these objectives if they become available. An objective categorized as “Ongoing” means implementation of the action is in progress. Lastly, if an objective is categorized as “Not Started”, the implementation of the action has not begun. Compared to the 2022 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans, South Coast AQMD also refined the way in which percentage of completion is calculated for each individual CERP objective, providing greater resolution and transparency of CERP implementation progress.

To provide a visual representation of CERP implementation progress, South Coast AQMD is developing a CERP Implementation Dashboard to include a qualitative status update and the percentage completed for each CERP objective, anticipated to be featured on each community's webpage by Spring 2024. In the interim, a CERP implementation Tracking Sheet with this information will be available. As CERP implementation continues, updates on these objectives will be provided during CSC meetings, on each community's CERP Implementation Dashboard, and in future Annual Progress Reports. Figure 6 provides CERP implementation highlights, focused on fiscal year 2022-23, for each community.

**Figure 6: CERP Implementation Highlights from July 2022 – June 2023**

## Multi-Community Highlights

- (WCWLB and SLA) Initiated rule development for Proposed Amended Rule 1148.1 - Oil and Gas Production Wells
- (WCWLB and SLA) Adopted amendments to Rule 1148.2 - Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers (February 2023)
- (SELA and SLA) Adopted Rule 1460 - Control of Particulate Emissions From Metal Recycling and Shredding Operations (November 2022)
- (ELABHWC and ECV) Issued the AB 617 Residential Air Filtration Program Request for Proposals (November 2022), in which 14 vendor applications offering over 20 air filtration units were received and being evaluated
- (ELABHWC, SBM, WCWLB, ECV, SELA, and SLA) CARB established a Supplemental Environmental Project (SEP) fund for private schools and daycare centers within AB 617 communities to receive air filtration units in spring 2022. South Coast AQMD executed two contracts for the 184 eligible private schools and day cares to receive air filtration units
- (WCWLB and SLA) City and County of Los Angeles adopted Oil and Gas Drilling Ordinances to ban new oil and gas drilling activities in December 2022 and January 2023, respectively, and Los Angeles City Planning presented at the March 2023 SLA and May 2023 WCWLB Quarter 2 CSC Meetings

## ELABHWC

- CARB and South Coast AQMD conducted 96 truck idling inspections and issued 3 violations
- CARB completed the Automated License Plate Reader/Portable Emissions Acquisition System Pilot Study in March 2023, in which data was used to conduct targeted outreach to truck owners and operators on available incentive programs for heavy-duty trucks
- Submitted a comment letter on April 18, 2023 to Los Angeles City Planning on their Boyle Heights Community Plan to help reduce emissions and odors from industrial facilities

## SBM

- CARB completed the Automated License Plate Reader Pilot Study and used the data to conduct targeted outreach to truck owners and operators on available incentive programs for heavy-duty trucks in June 2023
- Installation of “No-Idling” truck signs began in spring of 2023

## WCWLB

- Initiated, continued, or completed rule development for:
  - Rule 1118 - Control of Emissions from Refinery Flares,
  - Rule 1173 - Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants,
  - Rule 1178 - Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities,
  - Rule 1180 - Petroleum Refinery and Related Operations Fenceline and Community Air Monitoring and Proposed Rule 1180.1 - Other Refinery Fenceline and Community Monitoring
- Los Angeles County presented information on the Community Improvement Fund of available funding for community improvement projects at the August 2023 Quarter 3 CSC Meeting

## ECV

- Developed Paving Project Plan (2022-19CIP-SC-1) with CSC collaboration. Paving Project Plan Program Announcement was approved by Stationary Source Committee on June 16, 2023 and will be presented to the Governing Board August 4, 2023
- South Coast AQMD and CARB developed the Pesticide Monitoring Protocol in October 2022
- South Coast AQMD continues to enforce Rule 444 - Open Burning
  - From July 1, 2022 through June 30, 2023, South Coast AQMD received six open burning complaints and conducted pre-permit and permit inspections of 72 open burn activities, including burn observations and surveillance
  - South Coast AQMD issued 1 Notice of Violation (NOV) in 2023 and provided referrals to CALFIRE's Combustible Materials Taskforce

## SELA

- South Coast AQMD and CARB conducted 65 truck idling inspections and issued 3 violations
- Initiated Green Space objectives, including soliciting CSC feedback using multiple polls and workshops and developing the Green Space Project Plan
- Conducted the "South Coast AQMD Metals Rules Workshop" in June 2023

## SLA

- Continued rule development for Proposed Rule 1435 - Control of Toxic Air Contaminants from Metal Heating Operations and initiated rule development for Proposed Rule 1445 - Control of Toxic Emissions from Laser and Plasma Arc Cutting
- Mobile air monitoring was initiated in April 2022 near and around facilities of concern to identify and characterize potential emissions of metal toxic air contaminants
- South Coast AQMD and Redeemer Community Partnership launched the Community Oil Wells Pilot Project to monitor Volatile Organic Compound (VOC) emissions from oil wells in November 2022

## METRICS FOR TRACKING PROGRESS

During CERP development for each community, emission inventories were developed to identify sources of air pollution (i.e., facilities, area-wide sources, on-road and off-road sources), the emissions from each source, and cumulative exposure burden from these sources. These emission inventories were developed by using source attribution analysis.<sup>18</sup> The results of these analyses establish baseline levels to inform each CERP and help track the progress of CERP implementation.

### Baseline Emissions and Milestone Years

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 CSC-identified objectives that address local sources of air pollution (i.e., air quality priorities). 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 the community received AB 617 designation and the two milestone years are those which occur 5 and 10 years after the anticipated start of CERP implementation as specified in Table 2. Baseline emissions during milestone years are the result of rules and regulations in place prior to CERP adoption and do not include emission reductions from the CERP.

**Table 2: Baseline and Milestone Years by Community**

Community	Baseline Year	1 <sup>st</sup> Milestone Year (5-year milestone)	2 <sup>nd</sup> 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 objectives.

### Emission Reductions Targets

The objectives and strategies in the CERPs define a path to reduce air pollution in the community and reduce exposure focused on where sensitive populations spend extended time (e.g., schools, childcare centers, and residences). The CERPs prioritize different emission reductions, such as Nitrogen Oxides (NO<sub>x</sub>), Sulfur Oxides (SO<sub>x</sub>), Volatile Organic Compounds (VOC), Diesel Particulate Matter (DPM), and/or Particulate Matter 10 (PM<sub>10</sub>). Each CERP establishes emission reductions targets for the milestone years. Emission reductions targets, in tons per year (tpy), for each community are summarized in Table 3, Table 4, and Table 5.

<sup>18</sup> More information on the Methodology for Source Attribution Analyses for the 2018 designated 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>.

**Table 3: Overview of 2018-Designated Communities Emission Reductions Targets**

Community	NOx	SOx	VOC	DPM
	2024/2029* (tpy)			
ELABHWC <sup>19</sup>	143/377	NA	NA	1.2/1.4
SBM <sup>20</sup>	75.1/127.9	NA	NA	0.86/0.91
WCWLB <sup>21</sup>	606/3,207 <sup>22</sup>	NA/11	21/64	9/20

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

**Table 4: Overview of 2019-Designated Communities Emission Reductions Targets**

Community	NOx	DPM	PM10
	2025/2030* (tpy)		
ECV <sup>23</sup>	54/115	1/2	NA/2.4
SELA <sup>24</sup>	155/297	1/3.5	NA

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

<sup>19</sup> ELABHWC Baseline Emissions and Emission Reductions Targets: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/cerp/carb-submittal/final-cerp.pdf?sfvrsn=8#page=118>.

<sup>20</sup> SBM Baseline Emissions and Emission Reductions Targets: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/cerp/carb-submittal/final-cerp.pdf?sfvrsn=9#page=112>.

<sup>21</sup> Per CARB guidance, the WCWLB 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 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations (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.

<sup>22</sup> The emissions for the WCWLB milestone year 2029 reflects the estimated emission reductions by 2031 under Rule 1109.1, due to the complexity of the facilities’ schedule for implementation plans and turnaround events. Estimated emission reductions for WCWLB at full implementation of Rule 1109.1 (2037) is 1,624 tpy.

<sup>23</sup> ECV Baseline Emissions and Emission Reductions Targets: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-cerp/final-cerp-july-2021.pdf?sfvrsn=9#page=104>.

<sup>24</sup> SELA Baseline Emissions and Emission Reductions Targets: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/final-cerp.pdf?sfvrsn=9#page=101>.



**Table 5: Overview of 2020-Designated Community Emission Reductions Targets**

Community	NOx	DPM
	2026/2031* (tpy)	
SLA <sup>25</sup>	193/300	2.32/3.82

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

### Emission Reductions Achieved

Emission reductions achieved through the respective CERP are additional emission reductions from the baseline emissions for milestone years. Although, the objectives and/or strategies in the CERPs aim to reduce emissions and/or exposure; emission reductions for certain CERP strategies are more easily quantified. For example, emission reductions from incentives funding provided for the replacement of older, higher-polluting vehicles with cleaner vehicles are easier to quantify because data on vehicle emissions are available. Therefore, to determine emission reductions from this program, emissions of the older, higher polluting vehicle are subtracted from the emissions of the newer cleaner vehicles. In other instances, emission reductions provided for zero emission infrastructure are more difficult to quantify. Electric charging infrastructure projects will reduce emissions by providing opportunities for zero emission vehicles to charge, thus, traditional fossil fuels are not used; however, emission reductions are indirect and difficult to quantify because vehicle data and usage is not easily tracked in association with infrastructure usage.

Emission reductions from certain rules and regulations can be quantified. For example, a newly adopted rule or regulation may require facilities to install air pollution control equipment that was not previously required. The emission reductions can be quantified by determining the emissions before the air pollution control equipment is installed and the estimated reductions from the installation of the air pollution control device. In other cases, emission reductions can only be quantified after the rule is implemented. For example, emission reductions per AB 617 community for Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program (Rule 2305) will not be available until full implementation of the rule in the first quarter of 2025 and the data has been analyzed. Rule 2305 reduces NOx and DPM emissions associated with warehouses and mobile sources associated with warehouse activities. Rule 2305 requires warehouses to submit plans to the South Coast AQMD and complete actions or investments to reduce emissions at warehouses (e.g., install zero emission

<sup>25</sup> SLA Baseline Emissions and Emission Reductions Targets: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-la/final-cerp.pdf?sfvrsn=18#page=155>.

infrastructure, acquire zero emission trucks). The estimated emission reductions from Rule 2305 from the first year of implementation (Phase 1) are 0.64 tons per day of NOx and 0.014 tons per day of DPM. As rule implementation continues, South Coast AQMD will continue to quantify, monitor, and track objectives to quantify emission reductions, where feasible.

Strategies such as enforcement and public information and outreach strategies can result in emission reductions but are difficult to quantify. For example, when focused inspection efforts are conducted and non-compliance is determined (e.g., truck idling), emission reductions will occur when the operator comes into compliance (i.e., truck idling). As another example, public information and outreach can inform community members how to report complaints, which may lead to enforcement actions that result in emission reductions. Each of these situations vary based on the type of source, nature of the compliance issue, pollutants, duration of the air quality issue, amounts of pollutants released, etc., making quantification of emission reductions difficult and in some cases not possible. Although quantifying emission reductions may be difficult or not possible, public information and outreach actions can lead to air quality improvements and exposure reduction as South Coast AQMD works to identify and abate the air quality issue.

Emission reductions were quantified from mobile source incentive projects (Table 11) and statewide mobile source measures. Many of the CERP emission reductions targets (see Table 3, Table 4, and Table 5) for the five-year milestone have been met, as shown in Table 6.

**Table 6: Percentage of Emission Reduction Targets Achieved as of 2023**

Community	NOx	DPM
	Percentage of Target Achieved (%)	
ELABHWC	117%	95%
SBM	158%	178%
WCWLB	142%	170%
ECV	428%	1011%
SELA	124%	88%
SLA	75%	100%

South Coast AQMD will continue to pursue additional emission reductions during CERP implementation. Additionally, co-benefits can occur from the CERP objectives that are not quantified, including emission reductions from toxic air pollutants and/or greenhouse gases. Any emission reductions achieved will also result in exposure reductions, which leads to increased health benefits. Many CERP objectives help achieve these health benefits by reducing emissions and/or exposure to pollutants such as NO<sub>x</sub> and DPM, which are known to cause negative health impacts. Exposure to NO<sub>x</sub> can increase susceptibility to respiratory infections and diseases, including asthma.<sup>26</sup> Exposure to DPM is linked to lung cancer, and non-cancerous health impacts including respiratory illnesses, such as asthma, heart disease, and premature death.<sup>27</sup> Diesel particulate matter is the largest contributor to overall air toxics cancer risk in the South Coast Air Basin.<sup>28</sup> The exact health impacts cannot be calculated, but continued air quality control measures and CERP implementation are critical to minimizing health risks associated with these pollutants.

## CERP STRATEGIES

This section provides information on the CERP strategies implemented and on emission reductions achieved. The estimated emission reductions and emission reductions achieved to date, which can be quantified, are reported in Table 8 in the Rules and Regulations and Incentives Funding sections, respectively. It is important to note in Table 8 the estimated emission reductions are for all the affected facilities in the South Coast AQMD Basin, not only in the AB 617-designated communities.

### Rules and Regulations

Many of the CERPs include a regulatory strategy to achieve emission reductions for mobile and stationary sources. Table 7 lists regulations approved by CARB and shows the status of South Coast AQMD adopted rules and rules under development.

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<sup>26</sup> U.S. EPA. Basic Information about NO<sub>2</sub>. Available at: <https://www.epa.gov/no2-pollution/basic-information-about-no2>. Accessed June 2023.

<sup>27</sup> CARB. Overview: Diesel Exhaust & Health. Available at: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Accessed June 2023.

<sup>28</sup> South Coast AQMD. Multiple Air Toxics Exposure Study (MATES) 5. Available at: <http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6>. Accessed June 2023.

**Table 7: Rule Development Efforts in CERPs**

Rule/Regulation	Purpose	Community	Status of Development
<b>CARB Regulations</b>			
<b>Advanced Clean Cars II</b>	Requires an increasing number of zero-emission vehicles to be sold in California such that by 2035 100% of vehicles sold will be zero-emission. Also requires increasingly stringent standards for gasoline cars and heavier passenger trucks to reduce smog-forming emissions	ELABHWC, SELA, SLA	Regulation was approved by CARB in August 2022, which took effect in November 2022.*
<b>Advanced Clean Trucks Regulation</b>	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 truck fleet.	All 6	Regulation was approved by CARB in June 2020 and will take effect in 2024.*
<b>Advanced Clean Fleets Regulation</b>	Works in conjunction with the Advanced Clean Truck Regulation to accelerate large scale transition to Zero-emission medium- and heavy-duty vehicles.	All 6	CARB Board approved in April 2023. The Office of Administrative Law has not yet approved the regulation.
<b>Transport Refrigeration Units Airborne Toxic Control Measure (TRU ATCM)</b>	Further reduces emissions from diesel-powered TRUs and increase the adoption of zero-emissions technology in the off-road sector.	ELABHWC, SBM, WCWLB, SELA, SLA	Amendments were approved by CARB in February 2022, which took effect in October 2022.*
<b>Heavy-Duty Vehicle Inspection and Maintenance Regulation</b>	Achieves criteria pollutant emission reductions by ensuring that malfunctioning emissions control systems are timely repaired. This regulation replaces CARB’s existing heavy-duty vehicle inspection programs.	All 6	Regulation was approved by CARB in December 2021, which took effect in January 2023.*
<b>Heavy-Duty Low NOx Omnibus Regulation</b>	Requires truck manufacturers to comply with more stringent emissions standards, overhaul engine testing procedures, and extend engine warranties to reduce NOx emissions.	All 6	Regulation was approved by CARB in August 2020, which took effect in December 2021.*

Rule/Regulation	Purpose	Community	Status of Development
<b>In-Use Locomotive Regulation</b>	Reduces emissions from locomotives by creating a fund to which rail operators must make contributions and use to purchase cleaner locomotives. Also establishes idling limit and zero-emission locomotive requirements.	All 6	Regulation was approved by CARB in April 2023, submitted to the Office of Administrative Law in June 2023, and withdrawn in July 2023. CARB will resubmit at a subsequent date.
<b>Ocean-Going Vessels At-Berth Regulation</b>	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 in August 2020 and some requirements took effect in January 2021. The remaining requirements took effect in January 2023.*
<b>Small Off-Road Engines (SORE) Regulations Amendments</b>	Further reduce smog-forming emissions from small off-road equipment and transition this equipment to zero-emissions. Also, ensure that engines sold and used in California will comply with exhaust and evaporative emission standards throughout their lifetime.	SELA, SLA	Amendments were approved by CARB in December 2021, which took effect January 2023.*
<b>Adopted South Coast AQMD Rules</b>			
<b>Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations</b>	Reduce emissions of NOx from units at petroleum refineries and facilities with related operations to petroleum refineries.	WCWLB	Adopted by South Coast AQMD Governing Board November 2021.
<b>Rule 1148.2 – Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers</b>	Gather air-quality related information and provide notification to the surrounding communities on oil and gas, and injection wells for drilling, well completion, rework, and acidizing.	WCWLB, SLA	Adopted by South Coast AQMD Governing Board February 2023.

Rule/Regulation	Purpose	Community	Status of Development
<b>Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations</b>	Minimize fugitive dust from metal recycling facilities and metal shredding facilities.	ELABHWC, SELA, SLA	Adopted by South Coast AQMD Governing Board November 2022.
<b>Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program</b>	Requires warehouses greater than 100,000 square feet to reduce emissions associated with warehousing activity by providing a menu of compliance options for industry.	ELABHWC, SBM, WCWLB, SELA	Adopted by South Coast AQMD Governing Board May 2021.
<b>South Coast AQMD Rules Under Development<sup>29</sup></b>			
<b>Proposed Amended Rule 403 – Fugitive Dust</b>	Remove outdated provisions and add clarification of existing provisions to enhance compliance.	ECV	Amendment of the rule has not begun. No scheduled Public Hearing Date.**
<b>Proposed Amended Rule 403.1 – Supplemental Fugitive Dust Control Requirements for Coachella Valley</b>	Clarify existing requirements for dust control and remove outdated provisions contained in supporting documents for Rule 403.1.	ECV	Amendment of the rule has not begun. No scheduled Public Hearing Date.**
<b>Proposed Amended Rule 1118 – Control of Emissions from Refinery Flares</b>	Further reduce flaring at refineries, including provisions for clean service flares and facility thresholds. Other amendments aim to improve clarity and remove obsolete provisions. Amendments designed to meet the CERP goal of 50 percent reduction in SOx emissions.	WCWLB	Currently under development. Expected Public Hearing Date: 1 <sup>st</sup> Quarter 2024.

<sup>29</sup> South Coast AQMD, Proposed Rules and Proposed Rule Amendments, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules>.

Rule/Regulation	Purpose	Community	Status of Development
<b>Proposed Amended Rule 1148.1 – Oil and Gas Production Wells</b>	Further reduce emissions from operations, implement early leak detection, odor minimization plans, and enhanced emissions and chemical reporting from oil and drilling sites.	SLA, WCWLB	Currently under development. Expected Public Hearing Date: 1 <sup>st</sup> Quarter 2024.
<b>Proposed Amended Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations</b>	Provide clarifications of current requirements and amend provisions to address implementation issues.	SELA, SLA	Currently under development. Expected Public Hearing Date: 3 <sup>rd</sup> Quarter 2024.
<b>Proposed Amended Rule 1173 – Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</b>	Further reduce VOC emissions from petroleum and chemical plants by requiring early leak detection approaches.	WCWLB, SLA	Currently under development. Expected Public Hearing Date: 2 <sup>nd</sup> Quarter 2024.
<b>Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities</b>	Incorporate the use of more advanced early leak detection methods and improve leak detection and repair programs for storage tanks along with potential control technologies to further reduce VOC emissions.	WCWLB	Currently under development. Expected Public Hearing Date: September 2023.
<b>Proposed Amended Rule 1180 – Petroleum Refinery and Related Operations Fenceline and Community Air Monitoring</b>	Consider expanding the target list of compounds to include compounds identified in the Office of Environmental Health Hazard Assessment’s (OEHHA’s) updated priority list published in 2019.	WCWLB	Currently under development. Expected Public Hearing Date: January 2024.

Rule/Regulation	Purpose	Community	Status of Development
<b>Proposed Rule 1180.1 – Other Refinery Fenceline and Community Monitoring</b>	Establish fenceline and community monitoring requirements for non-petroleum refineries and facilities that are not currently included in Rule 1180 – Refinery Fenceline and Community Air Monitoring.	WCWLB	Currently under development. Expected Public Hearing Date: January 2024.
<b>Proposed Rule 1426.1 – Hexavalent Chromium Emissions from Metal Finishing Operations</b>	Reduce hexavalent chromium emissions from heated chromium tanks used at facilities with metal finishing operations that are not subject to Rule 1469.	ELABHWC, SLA	Currently under development. Expected Public Hearing Date to be determined.**
<b>Proposed Rule 1435 – Control of Toxic Air Contaminant Emissions from Metal Heat Treating Operations</b>	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. Expected Public Hearing Date: 3rd Quarter 2024.
<b>Proposed Rule 1445 – Control of Toxic Emissions from Laser Arc Cutting</b>	Establish requirements to reduce hexavalent chromium and other metal toxic air contaminant particulate emissions from laser arc cutting.	ELABHWC, SLA	Currently under development. Expected Public Hearing Date: 2 <sup>nd</sup> Quarter 2024.
<b>Proposed Rule 1455 – Control of Hexavalent Chromium Emissions from Torch Cutting and Welding</b>	Establish requirements to reduce hexavalent chromium emissions from torch cutting and welding of chromium alloys.	ELABHWC, SLA	Currently under development. Expected Public Hearing Date to be determined.**
<b>Proposed Rule 2304 – Marine Port Indirect Source Rule</b>	Establish requirements to reduce emissions from indirect sources related to marine ports.	WCWLB	Currently under development. Expected Public Hearing Date: December 2023.



Rule/Regulation	Purpose	Community	Status of Development
<b>Proposed Rule 2306 – New Intermodal Railyard Indirect Source Rule</b>	Establish requirements for new intermodal railyards to minimize emissions from indirect sources associated with new railyards.	ELABHWC, SBM, WCWLB, SELA	South Coast AQMD initiated a Memorandum of Understanding (MOU) with the railyards to reduce emissions from new and existing railyards. Rule development has been postponed while MOU efforts are being explored. Rule development will continue if MOU is not approved.
<b>Proposed Rule 2306.1 – Existing Intermodal Railyard Indirect Source Rule</b>	Establish requirements for existing intermodal railyards to minimize emissions from indirect sources associated with these facilities.	ELABHWC, SBM, WCWLB, SELA	South Coast AQMD initiated a MOU with the railyards to reduce emissions from new and existing railyards. Rule development will continue if MOU is not approved.

\*CARB Regulations that “took effect” in the “Status of Development” column may be waiting on U.S. EPA waivers under Clean Air Section 209 to become enforceable.

\*\*Some South Coast AQMD Rules have been delayed due to limited resources, are in the information gathering stage of development, or are allowing additional time for stakeholder discussion and input.

**Table 8: Adopted Rules and Expected Emission Reductions<sup>30</sup>**

Rule Number	Rule Name	Expected Emission Reductions
Rule 1109.1	<b>Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations</b>	7.7 – 7.9 tons per day of NOx.
Rule 1148.2	<b>Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers</b>	Designed as a notification and reporting tool for oil- and gas-related activities. As such, no emission reductions are expected.
Rule 1460	<b>Control of Particulate Emissions from Metal Recycling and Shredding Operations</b>	Designed to minimize metal fugitive dust emissions.
Rule 2305	<b>Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program</b>	1.5 – 3.0 tons per day of NOx.

<sup>30</sup> South Coast AQMD, South Coast AQMD Rule Book, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book>.

## Enforcement

The primary goal of South Coast AQMD enforcement is to ensure that regulated entities comply with South Coast AQMD permit conditions and air quality rules and regulations. Enforcement activities can include community specific CERP objectives, such as truck idling sweeps, complaint responses, facility inspections, evaluating and addressing notifications from regulated facilities (e.g., equipment breakdowns, source testing, flaring events, etc.), surveillance operations, and investigations based on community air monitoring efforts that show elevated levels of a pollutant. 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 regular inspections, South Coast AQMD continues to make progress toward implementing CERP objectives related to focused inspections, including referrals to appropriate agencies<sup>31</sup> and collaborating with agency partners on joint inspections (e.g., with CARB for truck idling sweeps).

Table 9 summarizes the results of commercial diesel truck idling sweeps, including responses to idling truck complaints, in applicable communities (ELABHWC, SBM, WCWLB, SELA, and SLA). During these truck idling sweeps, inspectors identify the number of trucks in the area, evaluate whether they are idling, and determine if they are equipped with the Certified Clean Idle Sticker. Trucks bearing the Certified Clean Idle Sticker are prohibited from idling for more than five minutes within 100 feet of a school, residence, or similar sensitive area; trucks without the sticker may not idle for more than five minutes at any location. Notices of Violation are issued to truck drivers who fail to follow these restrictions. The enforcement statistics indicated in Table 9 are consistent with those published for CARB's idling truck program.

**Table 9: Truck Idling Sweeps<sup>32</sup>**

Date of Truck Idling Sweep	Number of Trucks Inspected	Number of Certified Clean Idle Stickers	Number of Notice of Violations Issued
<b>ELABHWC</b>			
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

<sup>31</sup> Interagency Complaint and Referral List: <http://www.aqmd.gov/docs/default-source/default-document-library/interagency-referrals.pdf>.

<sup>32</sup> Truck idling inspection locations were selected based on complaints received, CARB data sources, or locations prioritized by each respective CSC during the truck idling location prioritization activities conducted in October 2019 except for the SLA CSC. South Coast AQMD will conduct a truck idling location prioritization activity with the SLA CSC and share findings in future reporting period.

Date of Truck Idling Sweep	Number of Trucks Inspected	Number of Certified Clean Idle Stickers	Number of Notice of Violations Issued
8/10/21	26	26	0
12/21/21	36	28	0
2/1/22	55	27	0
5/3/22	18	11	0
8/2/22	43	35	0
11/23/22	42	29	0
1/24/23	6	6	0
4/14/23	5	5	3
<b>ELABHWC Totals:</b>	<b>449</b>	<b>262</b>	<b>4</b>
<b>SBM</b>			
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
11/16/22	10	9	0
3/2/23	5	4	0
6/27/23	3	3	0
<b>SBM Totals:</b>	<b>151</b>	<b>104</b>	<b>2</b>
<b>WCWLB</b>			
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

Date of Truck Idling Sweep	Number of Trucks Inspected	Number of Certified Clean Idle Stickers	Number of Notice of Violations Issued
4/20/22	37	29	0
5/18/22	62	45	0
8/17/22	150	90	1
12/1/22	85	60	0
1/19/23	50	35	1
4/19/23	75	62	0
<b>WCWLB Totals:</b>	<b>1108</b>	<b>721</b>	<b>9</b>
<b>SELA</b>			
6/16/2021	6	5	0
8/6/2021	15	13	0
12/16/2021	15	14	0
3/16/2022	8	7	0
8/2/22	11	6	3
9/21/22	6	5	0
12/9/22	8	2	0
1/18/23	26	17	0
4/6/23	14	9	0
<b>SELA Totals:</b>	<b>109</b>	<b>78</b>	<b>3</b>
<b>SLA</b>			
1/20/2023	7	6	0
4/26/2023	19	12	0
<b>SLA Totals:</b>	<b>26</b>	<b>18</b>	<b>0</b>
<b>Community Totals:</b>	<b>1843</b>	<b>1183</b>	<b>20</b>

## Air Monitoring

Air monitoring is being conducted as outlined in each community's Community Air Monitoring Plan (CAMP). Air monitoring strategies 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. As such, monitoring data resulting from CAMP implementation supports CERP implementation, as demonstrated with compliance and enforcement activities (e.g., focused inspections). For example, South Coast AQMD's Monitoring and Analysis Division can assist in investigations by conducting air monitoring in areas of suspected noncompliance. If elevated levels of air contaminants are measured, the monitoring results are provided to Compliance and Enforcement for further investigation. The information may help enforcement to: 1) identify one or more sources of the elevated air contaminants, 2) evaluate compliance with air quality rules and regulations,

and 3) take appropriate enforcement action. Different types of air monitoring are shown in Figure 7 below and include:

- Time-integrated samples, where samples are collected over a specified time period (typically 24 hours) and are analyzed in the lab using U.S. EPA certified methods
- Continuous monitors, that are deployed in air monitoring stations to measure a variety of air pollutants and provide the air monitoring data publicly in near real-time (e.g., hourly or faster)
- Mobile monitoring, which allows surveys of a large area in a short period and is used to identify areas with elevated levels of air pollutants and to inform follow up actions

**Figure 7: Air Monitoring Types**



Summa Cannister for  
Time Integrated Samples



Fixed Station for  
Continuous Monitoring



Mobile Monitoring Unit

To keep CSCs informed, each community has a dedicated air monitoring webpage that provides access to real-time data dashboards, interactive data access and summary dashboards, and CAMP implementation progress reports that track monitoring activities conducted for the implementation of CAMPs and CERPs. Each community webpage can be accessed through the following link:

<http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/ab-617-community-air-monitoring/communities>




In addition to air monitoring conducted by South Coast AQMD, multiple contractors conducted specialized monitoring in some of the AB 617 communities to evaluate the performance of new advanced air monitoring methods and techniques and assess their potential application. South

Coast AQMD purchased and/or retained some of these services that were able to supplement the existing monitoring tools already utilized in this program.

**Collaboration**





Collaboration with the CSCs, other regulatory agencies, community-based organizations, and affected sources is an important aspect of implementing the CERPs. Table 10 below highlights South Coast AQMD’s ongoing collaborations:

**Table 10: Ongoing Collaborations**

Collaborators	CERP Objective Implemented
	<ul style="list-style-type: none"> <li>• South Coast AQMD and CARB conducted an Automated License Plate Reader / Portable Emissions Acquisition System Pilot Study in ELABHWC in March 2023</li> <li>• South Coast AQMD and CARB conducted an Automated License Plate Reader Pilot Study in SBM in October 2021                             <ul style="list-style-type: none"> <li>○ Subsequent data from both studies was used to conduct targeted outreach to truck owners and operators on available incentive programs for heavy-duty trucks</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Los Angeles County Board of Supervisors adopted the Green Zones Ordinance<sup>33</sup> in June 2022, which incorporated feedback provided by South Coast AQMD<sup>34</sup></li> </ul>
	<ul style="list-style-type: none"> <li>• South Coast AQMD worked with the ELABHWC and WCWLB CSCs to identify truck idling locations. CARB and the Los Angeles Department of Transportation worked to install “No Idling” signs</li> </ul>

<sup>33</sup> Los Angeles County Department of Regional Planning, Green Zones Program, <https://planning.lacounty.gov/greenzones>.

<sup>34</sup> South Coast AQMD Feedback Letter, <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/August/LAC200616-01.pdf?sfvrsn=8>

Collaborators	CERP Objective Implemented
	<ul style="list-style-type: none"> <li>South Coast AQMD collaborated with CARB and the United States Coast Guard to prevent fugitive emission leaks from ships at the ports in WCWLB. Specifically, South Coast AQMD inspectors boarded petroleum tankers at berth and took enforcement action based on leaking pressure relief valves.</li> </ul>
	<ul style="list-style-type: none"> <li>For the WCWLB CERP, South Coast AQMD initiated discussions with the Chinese Consulate and the City of Shenzhen, China representatives on a concept for a Pacific Rim clean vessel incentive program; however, due to the current geopolitical climate, this objective will be adjusted</li> </ul>
	<ul style="list-style-type: none"> <li>For the WCWLB and SLA CERPs, South Coast AQMD is tracking the Los Angeles Department of Public Health's (LADPH) Community Health Improvement Plan (CHIP) to collaborate on reducing emissions from oil and gas drilling</li> </ul>
	<ul style="list-style-type: none"> <li>South Coast AQMD worked with the SBM CSC to identify locations for "No Idling" signs in SBM. South Coast AQMD is working with the City of San Bernardino to install the signs at the identified locations</li> <li>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 Plan<sup>35</sup></li> </ul>

<sup>35</sup> City of San Bernardino, General Plan, <https://futuresb2050.com/>.




Collaborators	CERP Objective Implemented
	<ul style="list-style-type: none"> <li>• South Coast AQMD, in partnership with Desert Healthcare District and Foundation (DHCD&amp;F) and Health Assessment and Research for Communities, continued implementation of the United States Environmental Protection Agency (U.S. EPA) State Environmental Justice Cooperative Agreement Grant Program by establishing an Air Quality Academy to improve environmental literacy and air quality data in ECV</li> <li>• DHCD&amp;F is in the process of developing an Air Quality Emergency Communication Plan to minimize exposure to smoke in schools and communities in ECV. South Coast AQMD reviewed the first draft of the plan and provided comments to DHCD&amp;F</li> </ul>
	<ul style="list-style-type: none"> <li>• South Coast AQMD partnered with CARB, the Department of Pesticide Regulation (DPR), the Office of Environmental Health Hazard Assessment (OEHHA), and the Riverside County Agricultural Commissioner to develop a pesticide sampling protocol and prioritized three pesticides for sampling. These include metam sodium (through methyl isothiocyanate), 1,3-dichloropropene (1,3-d), and chloropicrin.</li> </ul>
	<ul style="list-style-type: none"> <li>• 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</li> </ul>
	<ul style="list-style-type: none"> <li>• South Coast AQMD and Gateway Cities Council of Governments are identifying opportunities and strategies to increase green space in SELA</li> </ul>

Collaborators	CERP Objective Implemented
	<ul style="list-style-type: none"> <li>• South Coast AQMD coordinated with the Riverside Housing and Workforce Solutions and the ECV Budget Working Team (BWT) to develop a “Prioritized List of Properties to be Paved” to implement paving projects</li> </ul>
	<ul style="list-style-type: none"> <li>• South Coast AQMD is collaborating with Redeemer Community Partnership and launched the Community Oil Wells Pilot Project to monitor emissions from oil wells using handheld VOC detectors in SLA</li> </ul>
 <p data-bbox="329 1066 586 1140">LOS ANGELES CITY PLANNING</p>	<ul style="list-style-type: none"> <li>• South Coast AQMD has collaborated with Los Angeles City Planning and submitted comments on their Boyle Heights Community Plan<sup>36</sup> to help reduce emissions from industrial facilities as well as begin discussions to understand their permitting process to ensure all industrial facilities in ELABHWC have the necessary South Coast AQMD permits</li> <li>• Los Angeles City Planning provided an overview on implementation of the newly adopted Oil and Gas Drilling Ordinance<sup>37</sup> to ban new oil and gas drilling activities to SLA and WCWLBCSCs</li> </ul>
	<ul style="list-style-type: none"> <li>• South Coast AQMD participates in the monthly Countywide Industrial-Use Task Force meetings with other public agencies in LA County to identify any facilities of concern and share air quality concerns raised by community members</li> </ul>

<sup>36</sup> Boyle Heights Community Plan with South Coast AQMD Comments, <https://planning.lacity.org/dcpapi/meetings/document/addtldoc/65217>.

<sup>37</sup> Hearing on the Oil Well Ordinance project number PRJ2020-000246-(1-5), <http://file.lacounty.gov/SDSInter/bos/supdocs/172735.pdf>.

Collaborators	CERP Objective Implemented
	<ul style="list-style-type: none"> <li>Physicians for Social Responsibility – Los Angeles (PSR-LA), Strategic Concepts in Organizing and Policy Education (SCOPE), and Watts Clean Air and Energy Committee (Watts Clean Air) are Community Co-Leads that helped with CERP development prior to its adoption and are currently working with South Coast AQMD to implement the SLA CERP</li> </ul>

*CSC Subcommittees*

The ECV and SLA CSCs requested smaller CSC group meetings to provide a focused space to discuss details and strategies on how to address specific CERP objectives. These smaller CSC groups (also known as working groups, working teams, or subcommittees) consist of a subset of CSC members that collaborate with South Coast AQMD and are typically focused on a particular topic (e.g., monitoring, budget, outreach). In addition to quarterly CSC Meetings, ECV incorporated Working Team Meetings and SLA is in the process of incorporating Working Group Meetings. The frequency of these meetings is on an as-needed basis, determined by the topic of discussion and group focus, and are subject to change with advanced notice to the respective CSC. In ECV, Working Teams have also been successful in promoting meaningful conversations and furthering CERP objectives.

*California Environmental Quality Act (CEQA)*

South Coast AQMD collaborates with other local and state public agencies on projects that are subject to the requirements of CEQA. CEQA informs governmental decision-makers and the public about the potential environmental effects of a proposed project and requires an analysis of a project’s effects to identify feasible mitigation measures when environmental impacts are found to be significant. For any CEQA document that a lead agency sends to South Coast AQMD for review and comment on a proposed project, either as a responsible<sup>38</sup> or commenting agency<sup>39</sup>, South Coast AQMD will review the air quality analysis and provide comments as needed, which may include but are not limited to, recommending mitigation measures, if applicable. For proposed projects located in AB 617 communities, South Coast AQMD may also include a comment recommending that the Lead Agency review the air quality priorities in Chapter 5 of the applicable

<sup>38</sup> South Coast AQMD, South Coast AQMD Projects, <http://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects>.

<sup>39</sup> South Coast AQMD, Commenting Agency, <http://www.aqmd.gov/home/rules-compliance/ceqa/commenting-agency>.

adopted CERP to identify whether additional measures can be identified and implemented for consistency with each CERP's objectives to lessen or eliminate adverse air quality impacts.

## Incentives Funding

One of the strategies used in the CERPs to achieve emission reductions is incentives funding. Incentives funding reduces emissions by providing funds to replace older equipment with cleaner versions. CARB allocates Community Air Protection Program (CAPP) incentive funds statewide,<sup>40</sup> and designates funding amounts to each air district. Requests are then made by air districts to distribute the incentive funds in accordance with the CAPP Incentives 2019 Guidelines.<sup>41</sup>

### *Mobile Source Projects*

Years 1 and 2 CAPP incentive funds were solely allocated to mobile source projects by utilizing existing incentive program solicitations (i.e., Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program), Proposition 1B: Goods Movement Emission Reduction Program (Prop 1B)). Year 3 CAPP incentive funds were primarily allocated to mobile sources projects, but portions of the Year 3 CAPP incentive funds were allocated towards community-identified projects (see *Community-Identified Projects* section). South Coast AQMD was not allocated any Year 4 CAPP incentive funds. For Year 5 CAPP incentive funds, South Coast AQMD was allocated \$98.8 million. For Year 6 CAPP incentive funds, South Coast AQMD was allocated \$91.2 million. South Coast AQMD is currently determining Years 5 and 6 CAPP fund amounts to allocate to mobile source and community-identified projects.

The total investments in mobile source incentives funding from January 1, 2019, to June 30, 2023 and resulting emission reductions are provided in Table 11. For AB 617 project evaluations, South Coast AQMD adheres to the Carl Moyer Program<sup>42</sup> and Prop 1B<sup>43</sup> guidelines, including the methodology used to calculate emission reductions. The emission reductions presented reflect the total anticipated emission reductions from the allocated mobile source incentive funds.

<sup>40</sup> South Coast AQMD, CAPP Incentives, <http://www.aqmd.gov/home/programs/business/community-air-protection-incentives>.

<sup>41</sup> CARB, CAP Incentives 2019 Guidelines, [https://ww2.arb.ca.gov/sites/default/files/2020-10/cap\\_incentives\\_2019\\_guidelines\\_final\\_rev\\_10\\_14\\_2020\\_0.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-10/cap_incentives_2019_guidelines_final_rev_10_14_2020_0.pdf).

<sup>42</sup> 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>.

<sup>43</sup> South Coast AQMD, Goods Movement Emission Reductions 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).

**Table 11: Emission Reductions from Mobile Source Incentive Funds\***

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

\*This table includes Years 1 to 3 CAPP incentive funds distributed for mobile source, infrastructure, and community-identified projects. South Coast AQMD did not receive Year 4 CAPP incentive funds. Years 5 and 6 CAPP incentive funds are yet to be determined for allocation.

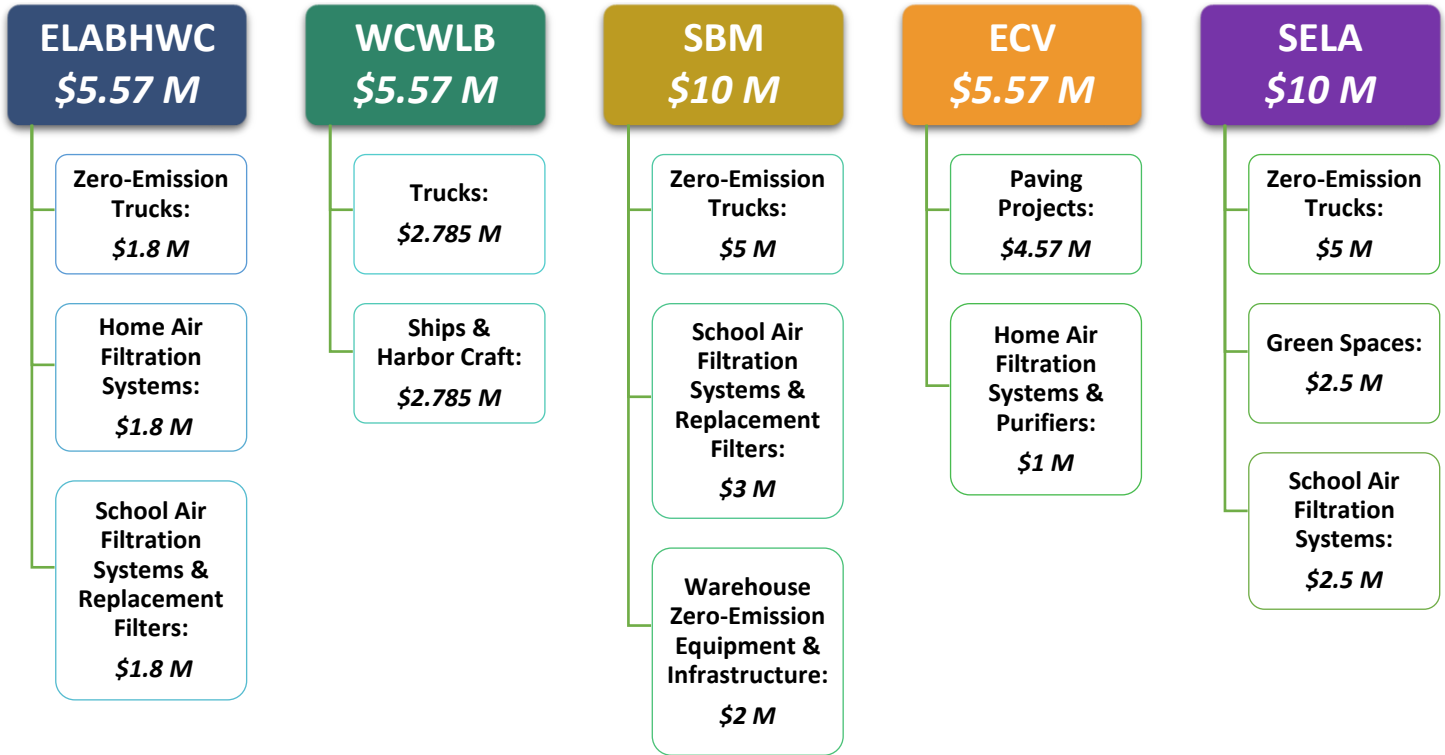
### *Community-Identified Projects*

In October 2020, CARB revised the CAP Incentives 2019 Guidelines to include community-identified projects as an option to distribute CAPP incentive funds. Community-identified projects are projects supported by an adopted CERP (e.g., paving projects, harbor craft vessels) for which the CSC prioritized and allocated CAPP incentive funds through a participatory budgeting process.

In response to the 2020 revised CAP Incentives 2019 Guidelines, South Coast AQMD held a CAPP Incentives Strategy Meeting on October 15, 2020; 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 Participatory Budgeting Workshops in each of the 2018- and 2019-designated communities with an adopted CERP (ELABHWC, SBM, WCWLB, ECV, and SELA), where CSC input was gathered for community-identified projects. Multiple workshops were conducted in each of these communities between December 2020 and April 2021 to prioritize community-identified projects and the funding amounts for each project type. At these workshops, based on objectives in their respective CERPs, South Coast AQMD presented information on eligible projects, including average costs based on past projects, projected emission reductions, and project difficulty. South Coast AQMD conducted one survey in each of these communities to identify the top priorities for community-identified projects and another survey to determine the allocation of the available CAPP incentive funds. Figure 8 shows the funds allocated to each community and their respective community-identified projects and

**Figure 8: Year 3 CAPP Incentive Funds for Community-Identified Projects**



allocations as determined by the CSCs. Participatory budgeting for SLA is expected to be conducted in the fourth quarter of 2023.

On April 29, 2021, CARB approved South Coast AQMD’s disbursement request for Year 3 CAPP incentive funds for the community-identified project categories in each of the 2018- and 2019-designated communities. South Coast AQMD has been working with the CSCs and community to develop project plans consistent with the CAP Incentives 2019 Guidelines and implement the community-identified projects. Figure 9 shows South Coast AQMD efforts to develop project plans to distribute the CARB-approved Year 3 CAPP incentive funds for community-identified projects. As the remaining Year 3 CAPP incentive funds are distributed for community-identified projects in each community, South Coast AQMD will quantify the emission reductions achieved and progress made towards exposure reductions (e.g., number of air filtration systems installed) in future Annual Progress Reports.

**Figure 9: Community-Identified Project Plan Development Efforts**



### AB 617 Clean Technology Truck Loaner Program (ELABHWC, SBM, WCWLB, SELA)

- Three workshops were held between December 2021 and April 2022 and two additional workshops were held between February and June 2023 to gather CSC and community input
- The AB 617 Clean Technology Truck Loaner Program Project Plan (Truck Loaner Program Project Plan) (2022-21CIP-SC) was submitted for CARB approval in April 2022
- The Amended Truck Loaner Program Project Plan was submitted for CARB approval in March 2023, which CARB approved in March 2023
- Seeking South Coast AQMD Governing Board approval to issue a Request for Proposals (RFP) for the Truck Loaner Project Plan at the September 2023 South Coast AQMD Governing Board Meeting



### Residential Air Filtration (ELABHWC, ECV)

- ELABHWC and ECV joint workshops were held on May 26 and August 9, 2022 to develop details for the Residential Air Filtration Project Plan
- CARB approved Residential Air Filtration Project Plan (2022-15CIP-SC) in July 2022
- South Coast AQMD Board approved and issued an RFP to identify vendors for program implementation in November 2022, in which 14 vendor applications were received offering more than 20 different air filtration units
- South Coast AQMD anticipates program implementation will begin in Fall 2023



## School Air Filtration (ELABHWC, SBM, WCWLB, SELA)

- CARB approved the Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC) Project Plan in March 2022
- CARB clarified that CAPP funds could not be used for air filtration at private and parochial schools



## Paving (ECV)

- Worked with ECV CSC between February 2022 and June 2022 to develop Paving Project Plan (2022-19CIP-SC) and submitted to CARB for review in June 2022, which was approved in October 2022
- Worked with ECV CSC between April 2023 and May 2023 to develop amendments to the Paving Project Plan and submitted to CARB for review in June 2023, which was approved in August 2023
- Program Announcement will be issued in fall 2023



## Green Spaces (SELA)

- Conducted polls and held discussions to solicit CSC feedback at an August 2022 workshop and the March 2023 Quarter 1 CSC meeting
- Began development of the Green Space Project Plan and will submit to CARB for review in the fall



### *Additional CAPP Funded Projects*

In addition to community-identified projects, CAPP funding was allocated to certain CERP objectives. These projects were green spaces, public health outreach, and chrome plating facilities. Figure 10 outlines South Coast AQMD's efforts on and the status of these projects.

**Figure 10: Additional CAPP Funded Projects**

#### Green Space RFPs for SBM and ECV

- An RFP was issued on August 5, 2022 to solicit proposals to prepare and submit workplan(s) that seek funding to plant trees or increase green space in SBM and ECV
- No proposals were received by the closing date (September 7, 2022)

#### Public Health Outreach Request for Proposals

- An RFP was issued on December 4, 2020 to solicit proposals to implement CERP objectives for public health outreach on air quality notifications and advisories, asthma-related programs, and exposure reduction measures
- No proposals were received by the closing date (January 15, 2021)

#### Chrome Plating Facilities

- South Coast AQMD submitted the CAP incentives Project Plan Hexavalent Chromium Plating Facilities that Qualify as Small Businesses (2021-01SSP-SC) to CARB to provide chrome plating facilities with financial support to switch to non-hexavalent chromium metal finishing alternatives, which was approved on June 14, 2021
- A Program Announcement for \$5,040,000 was issued in August 5, 2022 to reduce emissions from hexavalent chromium facilities
- Program implementation resulted in three awarded grants for approximately \$520,000, with one facility being located in SLA and another within 5 miles of ELABHWC and SELA

### *CARB Funded Programs and Projects*

CARB Community Air Grants Program<sup>44</sup> and CARB Supplemental Environmental Project (SEP) Policy<sup>45</sup> can provide additional funding to support CERP implementation. The CARB Community Air Grants Program supports community-based organizations and builds their capacity to become active partners in the AB 617 process. Some community-based organizations in South Coast AQMD AB 617 communities are Community Air Grants Program awardees (e.g., Physicians for Social Responsibility - Los Angeles; Comite Civico Del Valle, Inc). CARB's SEP Policy allows a portion of the penalties received during the settlement of enforcement actions to fund community-based projects.

- Community 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>.

<sup>44</sup> CARB, Proposed Awardees. <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants/proposed-awardees>.

<sup>45</sup> CARB Supplemental Environmental Project (SEP), <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-sep>.

- SEPs that are approved for funding, selected for funding, and fully implemented (completed projects) can be found here:  
<https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps/supplemental-environmental-project-sep-1>.

Under the CARB SEP Policy, South Coast AQMD is implementing a SEP for the installation of air filtration systems in private kindergarten through twelfth grade schools and daycare facilities located within the AB 617 communities. South Coast AQMD received 184 eligible private school and day care applications and has already executed 2 contracts to install air filtration units.

### Public Information and Outreach

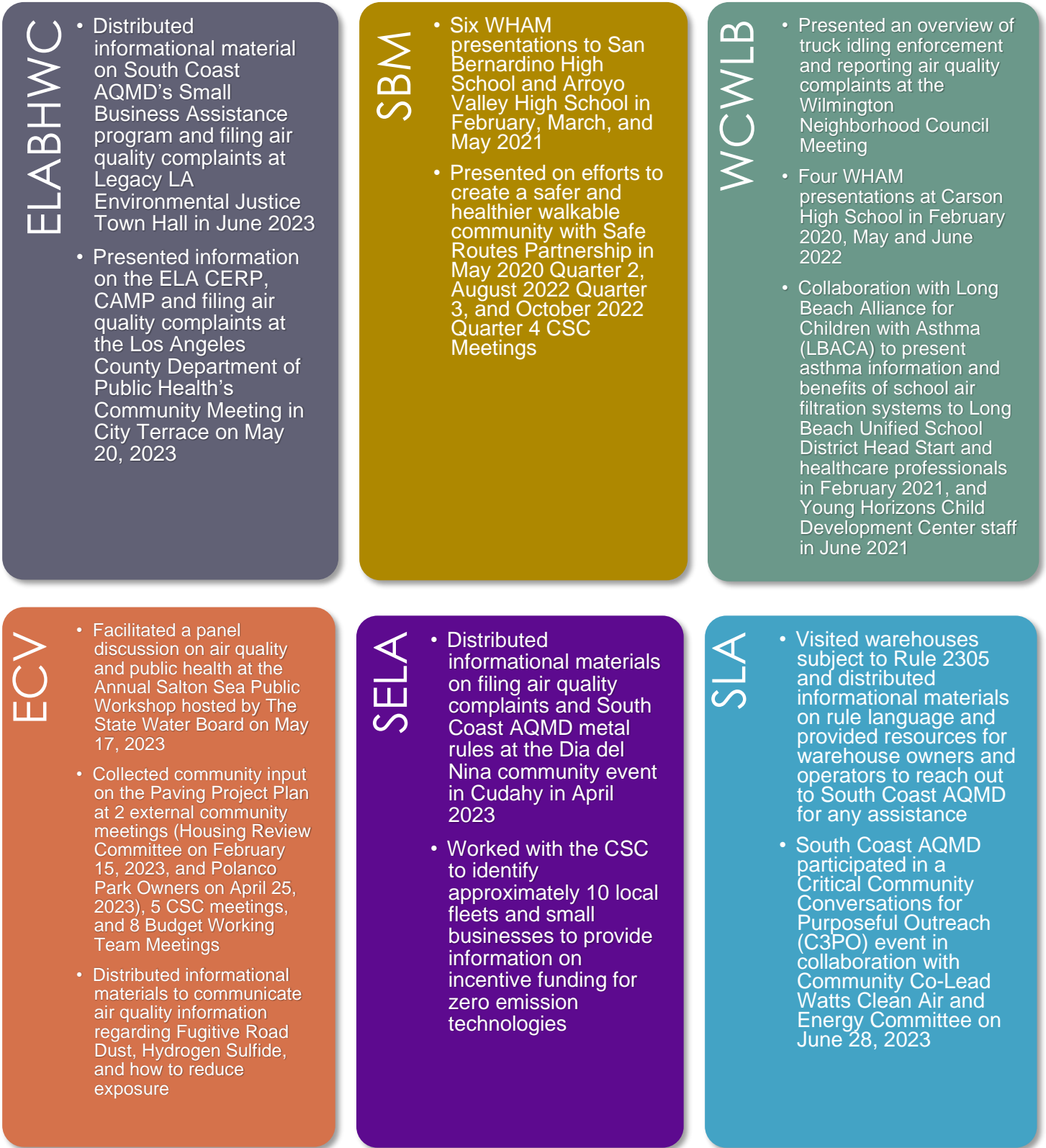
Public information and outreach is a fundamental strategy utilized in the AB 617 program, during CERP development, and throughout implementation. During CERP development for each community, South Coast AQMD provided an emissions inventory, sources of air pollution, and other relevant community information. These efforts were conducted through in-person or virtual community outreach events, 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 by hosting quarterly update CSC meetings, maintaining a social media presence, sending emails, making phone calls, participating in community events, conducting educational workshops, and distributing informational materials such as flyers, handouts, and door hangers. 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 is Why Healthy Air Matters (WHAM<sup>46</sup>) program presentations, which provide middle and high school students information on air quality issues, that continued virtually for each of the 2018-designated communities. As the COVID-19 pandemic recedes, South Coast AQMD is in the process of transitioning some outreach efforts to in-person public engagement. For example, Critical Community Conversations for Purposeful Outreach (C3PO) events which are community tours with community members. At C3PO events, South Coast AQMD is present to listen to community members voice their concerns and lived experiences. These events give South Coast AQMD crucial insights on the air quality burdens that these communities face every day. Despite the challenges of navigating a virtual and hybrid 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, 2023, for CERP implementation is shown in Figure 11.

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<sup>46</sup> South Coast AQMD, Why Healthy Air Matters, <http://www.aqmd.gov/home/programs/education/wham>.

**Figure 11: Key Public Outreach Efforts**



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## SUMMARY OF KEY PLAN ADJUSTMENTS

During the development of the CERPs, South Coast AQMD worked with each CSC to develop objectives, 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 ELABHWC, SBM, WCWLB, and SELA CERPs include a regulatory strategy to develop an Indirect Source Rule (ISR) to reduce air pollution from railyards. Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities (PR 2306) was scheduled to be considered by South Coast AQMD Governing Board by December 2020. The Public Hearing date was delayed to allow more time to work with stakeholders and to incorporate stakeholder input into the rule concepts. Proposed Rule 2306 was scheduled for consideration by the Governing Board in December 2023. Additionally Proposed Rule 2306.1 – Indirect Source Rule for Existing Intermodal Facilities (PR 2306.1) was scheduled to be developed after the adoption of PR 2306. Working Group Meetings and the Public Hearing date for PRs 2306 and 2306.1 have been postponed while South Coast AQMD continues to work with stakeholders (i.e., rail yard operators, communities, etc.).
- Efforts on the Pacific Rim clean vessel incentive program (PRIMER) for the WCWLB CERP were delayed due to COVID-19 and have been further complicated by the geopolitics between United States and China. South Coast AQMD will continue engagement with China, where feasible. Other efforts have been made for “Green Shipping” corridors, which focus on greenhouse gases and alternative fuels for maritime shipping. South Coast AQMD will continue to seek other reductions from marine vessels to reduce localized emissions.
- The WCWLB CERP includes reviewing the Los Angeles Department of Public Health’s (LADPH) Community Health Improvement Plan (CHIP) to collaborate on reducing emissions from oil and gas drilling. Due to the COVID-19 pandemic, development of the CHIP was delayed. Additionally, LADPH has prioritized violence prevention in the CHIP. South Coast AQMD will continue to collaborate with LADPH and continue to stay updated on the progress of the CHIP to incorporate air quality related information to address or mitigate emissions from oil drilling and production sites.
- The WCWLB CERP includes conducting outreach to school districts to provide information on programs such as Safe Routes to School or ridesharing. This outreach effort was delayed due to the COVID-19 pandemic. Efforts on this objective will be prioritized to share this information since students have returned to in-person sessions.
- An RFP was issued on August 5, 2022 to solicit proposals to prepare and submit workplan(s) that seek funding to plant trees or increase greenspace in SBM and ECV. No proposals were received by the closing date (September 7, 2022), which delayed the

implementation of the green spaces objectives in SBM and ECV. South Coast AQMD is exploring alternative options to implement green spaces and tree planting objectives in these communities.

- South Coast AQMD is working with Desert Healthcare District and Foundation (DHCD&F) to develop an Air Quality Emergency Communication Plan to address one of the Open Burning and Illegal Dumping objectives in the ECV CERP. This action was set to be completed by late 2022, but additional time was necessary to incorporate feedback from all agencies involved in the plan. DHCD&F submitted the first draft to South Coast AQMD for review in February 2023, which South Coast AQMD reviewed, and provided a comment letter in May 2023.
- South Coast AQMD anticipated submitting the SELA Green Space Project Plan to CARB by mid-2023 which was delayed to late 2023 to incorporate CSC feedback and include projects which increase recreational opportunities and tree canopy coverage.
- South Coast AQMD held discussions with Los Angeles Metro regarding the installation of vegetative buffers and including zero-emission lanes or projects as part of the Interstate 710 (I-710) expansion project as described in the SELA CERP; however, the expansion project was subsequently discontinued. Further discussions to install vegetative buffers and zero-emission lanes along the I-710 Freeway were thus delayed until new plans for the expansion project are better understood. South Coast AQMD will reinstate discussions with Los Angeles Metro as they have restarted the planning phase of a new I-710 expansion project.
- The SBM CERP includes working with the Arrowhead Regional Medical Center to share information at schools for asthma related programs; however, this objective was delayed as the San Bernardino Department of Public Health focused its resources on COVID-19 impacts. South Coast AQMD will continue to collaborate with San Bernardino Department of Public Health to pursue this objective.
- Participatory budgeting for SLA community-identified projects was anticipated to be conducted during this reporting period. However, unexpected changes in CSC leadership and deferred contract establishment delayed this effort to fall 2023.

South Coast AQMD is committed to completing the objectives 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.