

CHECKLIST FOR COMMUNITY EMISSIONS REDUCTION PROGRAM EVALUATION

(Wilmington, Carson, West Long Beach)






COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: HEALTH-BASED AIR QUALITY OBJECTIVES		Addressed in:	Comments:
CRITERIA	✓		
TOPIC: HEALTH-BASED AIR QUALITY OBJECTIVES			
Provide a description of the health-based objectives, including: <ul style="list-style-type: none"> • Maximizing progress on reducing exposure to toxic air contaminants that contribute to the cumulative exposure burden. • Reducing exposure caused by local sources to achieve healthful levels of PM2.5 within the community. 	■	Chapter 5a Overview of health-based emission reduction objectives can be found in Chapter 5a. The emissions reductions include DPM (toxics), VOCs including benzene (toxics), and PM2.5 precursors (NOx, SOx, VOCs). The estimated emission reduction targets resulting from actions in this CERP are: <ul style="list-style-type: none"> - NOx: 2,832 to 3,207 tpy - VOC: 64 tpy - SOx: 11 tpy - DPM: 20 tpy Furthermore, Table 5a-1 shows CERP emission reduction targets by 2024 and 2030. Table 5a-3 shows the estimated emission reductions for PM2.5 from mobile source incentives and statewide mobile source regulations by 2024 and 2030.	

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT		Addressed in:	Comments:
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TOPIC: COMMUNITY STEERING COMMITTEE			
Provide documentation on the community steering committee: <ul style="list-style-type: none"> • Date, materials, and attendance for a public meeting that discussed the convening process for the steering committee. • Membership, including core community representation. • Charter that covers the following topics: <ul style="list-style-type: none"> ○ Committee objectives. ○ Roles and responsibilities. ○ Meeting frequency. ○ Meeting dates, times, and locations to ensure accessibility. ○ Use of facilitation services. ○ Use of interpretation services at steering committee meetings and other outreach events. 	■	Appendix 2 – Attendance documentation Chapter 2 – membership roster: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/roster-with-bios.pdf Charter (English version): http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/charter-english.pdf	The convening process for the CSC was discussed in CSC Meeting #1 (October 2018) and mentioned in the CSC charter. Roster and Charter are available on the webpage www.aqmd.gov/ab617/wcwlb
Provide documentation the air district board held a public board hearing when presenting the final program for air district board consideration.	■	Webcast of Governing Board Hearing: http://www.aqmd.gov/home/news-events/webcast/live-webcast?ms=QTOKVsWJ5U8 http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/brdpkg-2019-sep6.pdf	The Board letter from South Coast AQMD’s September Board meeting along with a copy of the presentation delivered at the public meeting documents that the CERP was brought before the Governing Board.

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT (CONTINUED)		Addressed in:	Comments:
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TOPIC: PUBLIC PROCESS			
Provide documentation the air district provided materials in appropriate languages and interpretation services were available at workshops and public board hearings in accordance with the steering committee charter.	■	Community webpage: http://www.aqmd.gov/ab617/wcwlb Also, Chapter 2 and Appendix 2	The community webpage shows all materials that were used for each CSC meeting, including Spanish translations of the presentation, meeting agendas, and emails to CSC members. The meeting flyers indicated that Spanish interpretation would be available at each meeting.
Provide documentation of a dedicated public webpage for each community emissions reduction program that contains: <ul style="list-style-type: none"> • Phone number and e-mail address for a dedicated contact person. • An up-to-date outreach calendar and notices for workshops and community steering committee meetings. • Any draft materials that will be shared at air district workshops and public board hearings. • Links to any relevant air quality data for the community. • A link to CARB's Community Air Protection Program main webpage. • Access in multiple languages, as appropriate. 	■	http://www.aqmd.gov/ab617/wcwlb	
Provide documentation that outreach materials were distributed broadly to a variety of groups through various avenues such as the internet, paper mailings, and local print, radio, and television media as appropriate at least five days in advance of each meeting.	■	Chapter 2 http://www.aqmd.gov/ab617/wcwlb	The online meeting calendar was frequently updated and flyers for each meeting were posted on the WCWL B AB 617 webpage. Meeting information was sent to CSC members and interested parties through a variety of avenues, as described in Chapter 2. In addition, email correspondence with CSC Members was posted on the website.

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT (CONTINUED)		Addressed in:	Comments:
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TOPIC: OUTREACH SUMMARY			
<p>Provide a summary of the results of the first year of public outreach and an overview of the planned approach for public engagement moving forward that includes:</p> <ul style="list-style-type: none"> Dates, times, locations, outreach mechanisms, sign-in sheets, agendas, meeting summaries, and next steps for all community steering committee meetings. Dates, times, locations, and number of participants at all workshops. Links to presentation materials and minutes/notes for all workshops and air district public board hearings. Summary of steering committee's perspectives and other public input and documentation steering committee had opportunity to present at all meetings. 	■	<p>Appendix 2</p> <p>http://www.aqmd.gov/ab617/wcwlb</p> <p>http://www.aqmd.gov/home/news-events/meeting-agendas-minutes</p> <p>https://www.aqmd.gov/nav/about/groups-committees/stationary-source-committee</p> <p>Meeting agendas are posted online on the WCWL AB 617 webpage and are shown in Appendix 2 of the Final CERP which note the dates, times, and locations of meetings. Sign-in sheets for each meeting are given in Appendix 2 as well as outreach flyers, meeting minutes and presentations are posted online and links are included in Appendix 2. The number of participants at each CSC meeting, including workshops, is provided in Chapter 2. South Coast AQMD's responses to verbal comments made by CSC members and by members of the public during the CSC meetings or written comments submitted online are included in the Final CERP.</p> <p>Presentations for Governing Board hearing and Board Committee meetings, are posted online: http://www.aqmd.gov/home/news-events/meeting-agendas-minutes</p> <p>Engagement approach moving forward during the CERP implementation was discussed in CSC meeting #10. The CSC will be meeting on a quarterly basis. CSC meeting #10 presentation: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/presentation-oct23-2019.pdf</p>	

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: UNDERSTANDING THE COMMUNITY		Addressed in:	Comments:
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TOPIC: COMMUNITY PROFILE			
Provide a description of the community and include a discussion of community issues, including final geography boundary, types of pollution impacting the community, a characterization of current public health data, and socioeconomic factors.	■	Chapter 3a Chapter 3b	A profile of the WCWLB community is given in Chapter 3a of the Final CERP. A more detailed description of the types of pollution impacting the community is given in Chapter 3b.
TOPIC: TECHNICAL FOUNDATION			
Provide an assessment and description of the existing high cumulative air quality exposure burden within the community that identifies: <ul style="list-style-type: none"> • A list of the key pollutants driving the exposure burden in the community • A list of the key sources and source categories both within and directly surrounding the community. 	■	Chapter 3b Appendix 3b	A description of toxic air contaminants and criteria air pollutants in the WCWLB community are given in Chapter 3b of the Final CERP. Annual emissions by source category can also be found in Appendix 3b.
Provide an assessment of sensitive receptor locations within the community and how land use issues impact exposure.	■	Land use maps: https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=f4089b44d00a4ada806cfa62309ab98e Chapter 5g - schools Chapter 5d - trucks	Chapter 5g of the Final CERP identifies specific locations within the WCWLB community where more sensitive groups (e.g. children) tend to gather, such as schools. Land use maps were also provided to CSC members before community boundaries were finalized. Technical data, including land use data, was used to help prioritize truck idling sweep locations, and will be used to prioritize schools for implementation, but CSC input is critical in such prioritization. For truck idling, see agenda for CSC Meeting #10: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-





COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: UNDERSTANDING THE COMMUNITY (CONTINUED)		Addressed in:	Comments:
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			committees/wilmington/agenda-oct23-2019.pdf
Provide a community-level emissions inventory based on best available data and developed in accordance with CARB's community inventory guidance.		Chapter 3b Appendix 3b	
Provide an assessment of the benefits of existing air quality policies and programs in reducing emissions within the community.		Chapter 3b Figure 3b-12 – associated paragraphs	
Provide an assessment of compliance with air quality rules and regulations for sources within the community, consistent with the enforcement plan.		Chapter 4 Appendix 4	Chapter 4 of the CERP shows enforcement statistics and discusses compliance rates. However, compliance rates may not be the most effective predictor of overall compliance. Appendix 4 provides information regarding the compliance histories in this community. South Coast AQMD's section includes a list of all active facilities with active or expired permits, a summary of all complaints received, a list of all inspections conducted, and a list of all enforcement actions taken. CARB's section includes: lists of individual field inspections in 2016, 2017, and 2018 and an enforcement activities map.
Provide the source attribution analysis that assesses the share of mobile, stationary, and area-wide source emissions contributing to the air quality burden in the community, based on at least one of the source attribution approaches discussed in the online Resource Center.		Chapter 3b	
Provide supporting documentation on methodologies and data sources used in the technical assessment.		Chapter 3b Methodology for Source	The first reference for Chapter 3b in the Final CERP provides a link to the Methodology for Source

		Attribution Analyses: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf	Attribution Analyses document, which is the technical document that provides the support for the results shown in the chapter.
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COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES		Addressed in:	Comments:
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TOPIC: EMISSIONS REDUCTION TARGETS			
Specify emissions reduction targets to be achieved within five years for directly-emitted applicable toxic air contaminants, PM2.5, and any other identified pollutants (e.g., lead, PM10) as defined in the technical assessment, designed to maximize toxic air contaminant emissions reductions and achieve healthful level of PM2.5.	■	Chapter 5a	Chapter 5a includes targets for NOx, VOCs, SOx, and DPM, and discusses how the plan will help further reduce PM2.5.
For the mobile, stationary, and area-wide sources of applicable criteria air pollutants and toxic air contaminants impacting the community, specify: <ul style="list-style-type: none"> • Commitments to achieve numerical goals for compliance with air quality rules and regulations, • Commitments to achieve numerical goals for deploying or implementing available technologies or control techniques, with a focus on zero emission technologies where feasible. 	■	Chapter 5 http://www.aqmd.gov/ab617/wcwlb	Commitments to achieve numerical emission reduction targets are found throughout Chapter 5 and summarized in Chapter 5a. Specific numerical goals were added where relevant (e.g., Truck idling sweeps in Chapter 5d) however in a majority of situations, having strict goals can be counterproductive since the plan must be adaptable to the data that is generated through the plan's actions. This allows us to shift our efforts toward actions that will provide the most benefit to the community, based on the most relevant data. For example, one of the commitments is to conduct follow-up inspections based on monitoring findings. Chapter 5a also describes the target reductions to be achieved through

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			<p>mobile-source incentive projects. Because several types of diesel-powered mobile sources were priorities in this community, the incentives-based reductions were not parsed out by type of source (rail, truck, ships, etc), because this would allow us to retain flexibility to fund projects that provide the greatest benefits to the community. However, Chapter 5c, 5d, and 5f commit to conducting focused outreach to equipment owners in this community to generate locally-based proposals that would reduce emissions in this community.</p> <p>In October 2019, staff presented the proposed incentive projects in the WCWLB community for the current year. The presentation slides can be found on the website.</p>
TOPIC: PROXIMITY-BASED GOALS			
<p>Specify proximity-based goals to reduce exposure at sensitive receptors:</p> <ul style="list-style-type: none"> Identify the sensitive receptor locations that are exposed to elevated levels of air pollution because of their proximity to emissions sources. Specify measurable goals for deploying or implementing exposure reduction measures at sensitive receptor locations. 	■	<p>Chapter 5d Chapter 5g</p> <p>Land use maps: https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=f4089b44d00a4ada806cfa62309ab98e</p>	<p>Chapter 5g of the Final CERP identifies specific locations within the WCWLB community where more sensitive groups (e.g. children) tend to gather, such as schools. Land use maps were also provided to CSC members before community boundaries were finalized.</p> <p>Technical data, including land use data, was used to help prioritize truck idling sweep locations, and will be used to prioritize schools for implementation, but CSC input is</p>

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)		Addressed in:	Comments:
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			critical in such prioritization. For truck idling, see agenda for CSC Meeting #10: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/agenda-oct23-2019.pdf The number of schools that receive air filtration systems (Chapter 5g – Action 2) and number of truck idling sweeps (Chapter 5d – Action 1) will serve as measureable goals.
TOPIC: REDUCTION STRATEGIES			
Regulatory Strategies: <ul style="list-style-type: none"> • Include the best available retrofit control technologies (BARCT) expedited schedule consistent with the statutory direction to cover “each industrial source” subject to the State’s Cap-and-Trade program as of January 1, 2017. Identify the categories of sources impacting the community that will be subject to these requirements. • Identify proposed new or amended rules for sources in the community under the district’s regulatory authority, as appropriate. <ul style="list-style-type: none"> ○ Document the evaluation process undertaken in identifying these measures, which include: Evaluation of the most stringent control limits and exemption and applicability provisions used in rules included in the Technology Clearinghouse. ○ Consideration of other approaches such as: <ul style="list-style-type: none"> ○ Activity limits and other operational requirements. ○ Indirect source rules and other facility-based approaches. ○ Enforceable agreements. ○ Transportation control measures. • Identify mobile source measures that CARB will provide. 	■	Appendix 3a Chapter 5a Chapter 5b Chapter 5c Chapter 5d Chapter 5e Chapter 5f Appendix 3a lists the REgional CLean Air Incentives Market (RECLAIM) facilities in this community that may be subject to Best Available Retrofit Control Technology (BARCT) requirements and whether they are in the State cap-and-trade program. Specific rules that will be evaluated for BARCT for RECLAIM facilities are also included in Appendix 3a. Chapters 5b, 5c, 5d, 5e and 5f discuss ongoing efforts and new actions to address emissions from each of these source categories. These include proposed Rule 1109.1 to address refinery emissions (which includes a BARCT analysis), and facility-based measures to address emissions from the ports, trucks, and railyards. CARB mobile source measures are	

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			also included in the relevant chapters.
<p>Facility Risk Reduction Audits:</p> <ul style="list-style-type: none"> List the facilities within and directly surrounding the community that are required to report toxic air contaminant emissions under existing statute and identify whether the air district has designated the facility as high, intermediate, or low risk. Identify which of these facilities have existing risk reduction audits and emission reduction plans. Document the review process and specify facilities that will require risk review plan updates and the timeframe required. 		<p>Appendix 3a Table Appendix 3a-2</p> <p>Appendix 3a of the Final CERP lists those facilities that are part of the AB 2588 program that are required to report their air toxics emissions. Table Appendix 3a-2 lists the risk prioritization for each facility, their risk designation (based on their Health Risk Assessment), and the status of their Risk Reduction Plan, where applicable. The review process for the Health Risk Assessments is discussed in Appendix 3a.</p>	
<p>Air Quality Permitting:</p> <ul style="list-style-type: none"> Reference how the Technology Clearinghouse will be used in developing BACT and T-BACT technology determinations for any new or modified source air district permitting processes within the community. 		Appendix 3a- last paragraph	
<p>Enforcement Strategies:</p> <ul style="list-style-type: none"> Identify near-term enforcement strategies included in the enforcement plan. 		Chapter 4 Chapter 5	The introduction to Chapter 4 summarizes the enforcement strategies. These are described in more detail throughout Chapter 5 and include steps that CARB and South Coast AQMD will take to reduce emissions in the WCWL community including idling truck sweeps and focused air monitoring and inspection of facilities.
<p>Incentive-Based Strategies:</p> <ul style="list-style-type: none"> Identify existing funding programs and the specific project types that will be the focus of incentive programs to accelerate deployment of the cleanest technologies within the community. 		Chapter 5c Chapter 5d Chapter 5f Chapter 5g	Incentive programs and opportunities are identified in Chapters 5c, 5d, 5f, and 5g to reduce emissions from the Ports, trucks, railyards, and reduce

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)		Addressed in:	Comments:
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<ul style="list-style-type: none"> • Identify specific actions the air district and CARB will take to secure additional funding as necessary. • Include outreach strategies to promote identified funding opportunities. 			<p>exposures near sensitive receptors. These chapters commit to actions to find additional funding where necessary (e.g., identifying funding sources for tree planting or increasing green space). Furthermore, Chapters 5c, 5d, 5f, and 5g include outreach strategies to disseminate incentive program information to the appropriate stakeholders in the community.</p>
<p>Land Use Strategies:</p> <ul style="list-style-type: none"> • Identify community-specific land use strategies that the air district will actively engage on and the applicable implementing agency. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> ○ Planning permit conditions to require increased setbacks or buffer zones for specific source types. ○ “Green zone” policies to establish exposure-reducing development requirements for specific areas. ○ Zoning code amendments to prevent or reduce new permitting of incompatible land uses. ○ Processes to terminate existing incompatible land uses within selected communities. ○ General plan updates focused on environmental justice and air quality, through the SB 1000 process or other general plan updates. ○ Strategies to promote urban greening. ○ Measures in the applicable Metropolitan Planning Organization’s Senate Bill 375 Sustainable Communities 	■	<p>Chapter 2 Appendix 2 Chapter 5g Chapter 5d</p>	<p>Land use strategies underwent a review process that included one-on-one meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g., City of LA). Three land use agencies were represented on the CSC. Documentation of these meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 5g – Action 4 specifies actions to increase green space in areas of the community. Furthermore, Chapter 5d, Action 2— includes a commitments to identify and collaborate with agencies to evaluate using physical barriers to limit neighborhood truck traffic.</p>

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)		Addressed in:	Comments:
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<p>Strategy that can be implemented within the community.</p> <ul style="list-style-type: none"> Environmental justice-related components of regional or local plans that can be deployed within the community. 			
<p>Transportation Strategies:</p> <ul style="list-style-type: none"> Identify community-specific transportation strategies the air district will actively engage on and the applicable implementing agency. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> Alternative truck routing. Geo-fencing within designated areas. Strategies to reduce vehicle miles travelled and encouraged active transportation. “Green zone” policies to implement transportation strategies within certain areas. Preferential access to facilities for the cleanest technologies. Incorporation of zero emission vehicles and equipment into project development, construction, and operation. Measures in the applicable Metropolitan Planning Organization’s Senate Bill 375 Sustainable Communities Strategy that can be implemented within the community. Environmental justice-related components of regional or local plans that can be deployed within the community. 	■	<p>Chapter 2 Appendix 2 Chapter 5d</p>	<p>Transportation strategies underwent a review process that included one-on-one meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g., City of LA). Documentation of these meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 5d discusses collaborating with the Cities of Los Angeles, Long Beach, and Carson to evaluate potential designated truck routes and identify resources to enforce these routes and identify agencies to collaborate with on feasibility of physical barriers to mitigate neighborhood truck traffic. Furthermore, Chapter 5d, Action 2 also outlines incorporation of zero emission vehicles and equipment.</p>
<p>Mitigation Strategies:</p> <ul style="list-style-type: none"> Identify specific strategies to reduce exposure. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> Installation of air filtration at sensitive receptor locations. Installation of solid barriers or vegetative buffers between 	■	<p>Chapter 2 Appendix 2 Chapter 5g</p>	<p>Mitigation strategies underwent a review process that included one-on-one meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g., school districts, City of LA). Documentation of these</p>

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<p>emissions sources and sensitive receptors.</p> <ul style="list-style-type: none"> ○ Implementation of school flag and other notification programs to communicate air quality information to the community. 			<p>meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 5g discusses installing air filtration systems at sensitive receptor locations such as schools, childcare centers, and homes near air pollution sources such idling diesel trucks and locomotives. Chapter 5g – Action 1 includes providing air quality related programs to schools such as the Clean Air Ranger Education (CARE). CARE is a program designed for elementary school education and includes an air quality flag component. Chapter 5g - Action 4 also includes an action to increase the amount of green space, which in some locations can serve as a buffer zone between sources and sensitive receptors.</p>
<p>Engagement Approaches:</p> <ul style="list-style-type: none"> • Specify strategy-specific approaches for CARB and air district coordination with appropriate agencies to implement identified land use, transportation, and mitigation strategies. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches <u>where applicable</u>: <ul style="list-style-type: none"> ○ Writing CEQA comment letters on proposed projects that would impact the community. ○ Utilizing CalEnviroScreen indicators to provide an analysis of existing environmental burdens in order to set the baseline conditions and metrics to improve air quality and reduce cumulative exposure burden. 	■	<p>Chapter 2 Appendix 2 Chapter 3a Chapter 5g Chapter 5d</p>	<p>Engagement strategies underwent a review process that included one-on-one meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g., City of LA, CARB). Documentation of these meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 5g, action 4 identifies local city and county agencies as the responsible entities that will work</p>

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<ul style="list-style-type: none"> ○ Direct meetings with staff or elected officials. ○ Direct meetings with facility owners and/or equipment operators. ○ Formation of a cooperative information sharing process with land use permitting agencies to review proposed projects that would impact the community. ○ Participation in public meetings on proposed projects that would impact the community. ○ Development of memoranda of understanding with cities, counties, transportation agencies, other public agencies, or facility owners or equipment operators. ○ Direct implementation of strategies within CARB or the air district's jurisdiction. 			<p>with South Coast AQMD to identify new or existing sources or programs that can provide funding for increasing green space in areas of the community.</p> <p>Chapter 5g discusses installing air filtration systems at sensitive receptor locations such as schools, childcare centers, and homes near air pollution sources such as idling diesel trucks and locomotives. School Districts within the WCWLB community will partner with South Coast AQMD on the installation or filter-replacement for these systems.</p> <p>Chapter 5d discusses collaborating with the Cities of Los Angeles, Long Beach, and Carson to evaluate potential designated truck routes and identify resources to enforce these routes and identify agencies to collaborate with on feasibility of physical barriers to mitigate neighborhood truck traffic.</p> <p>South Coast AQMD's CEQA Intergovernmental Review (IGR) is a program specifically responsible for reviewing CEQA documents for proposed projects. CEQA IGR comments on the adequacy of the analysis and recommends mitigation measures. Staff have identified</p>

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			projects in AB 617 communities, and, where warranted, the comment letters to the lead agency recommended reviewing the CERP for potential additional mitigation measures pertinent to that project.
Discuss any potential new strategies that were applicable to the community's air quality challenges that were not selected, including any identified by the community steering committee.	■	Executive Summary - Summary of Response to Comments Appendix Response to Comments.	South Coast AQMD's responses to suggestions from the CSC and the public can be found in the Summary of Response to Comments and the Appendix Response to Comments. Some suggestions received were not explicitly included in the Final CERP, including comments to implement a 2,500 foot buffer zone around oil and gas operations (Comments 4-2, 8-11, 19-3, and 24-1), phasing out fossil fuels (Comments 21-5, 12-5, and 23-12), and establishing a moratorium on refineries, drilling expansions, and crude oils (Public Meeting Comments 1-2, 5-1, and Comment 12-7). However, following discussions with stakeholders, actions were included in the CERP to reduce emissions from these same sources, and provide data that would be informative toward assessing land-use decisions, such as air quality impacts of leaking oil wells.

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)		Addressed in:	Comments:
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TOPIC: IMPLEMENTATION SCHEDULE			
<p>Specify for each new strategy, <u>as applicable</u>:</p> <ul style="list-style-type: none"> • A description of the strategy. • The expected emissions and/or exposure reductions by pollutant from each proposed strategy. • Cost-effectiveness, calculated in accordance with the air district's cost-effectiveness methodologies, along with appropriate documentation. • Implementation roles and responsibilities, including authority. • A timeframe for air district board or CARB Governing Board consideration. • A timeframe for any necessary coordination with other agencies. • A timeframe for implementation, including immediate and annual actions over the five-year timeframe. • A description of how the technical assessment informed strategy development, including a discussion of priority pollutants and sources. • The expected benefits over an additional five years, beyond the five-year implementation timeframe, to demonstrate ongoing progress. • The perspective of the community steering committee and other public recommendations. 	■	<p>Chapter 5h Chapter 5a Chapter 5 - subchapters therein Appendix Response to Comments</p>	<p>Chapter 5h describes the implementation schedule for all the actions and strategies used to reduce emissions and exposure in the community. This chapter includes a timeframe for coordination with other agencies, implementation for immediate actions and actions over the five-year timeframe, and a timeframe for air district or CARB Governing Board consideration (e.g. for regulations).</p> <p>Strategies used in Chapter 5 are summarized in Chapter 5a and include regulations, incentives, outreach, enforcement, air measurements, and collaborations. Additionally, Chapter 5a highlights the expected emissions reductions resulting from the actions in the CERP over the five-year timeframe.</p> <p>The subchapters in Chapter 5 describe each action in detail, with implementation roles and responsibilities, including authority. The perspective of the CSC and the public can be found in the introduction sections of Chapter 5 subchapters as well as the Appendix Response to Comments.</p>

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: ENFORCEMENT PLAN		Addressed in:	Comments:
CRITERIA	✓		
TOPIC: ENFORCEMENT PLAN REQUIREMENTS			
<p>Document a three-year enforcement history that includes:</p> <ul style="list-style-type: none"> • A summary of complaints received and their resolution. • A listing of all permitted facilities, including facility type. • Number of inspections conducted, including type, date, and location. • Notices of violation and notices to comply issued, including date, location, regulation cited, and description of issue. • An assessment of compliance with existing CARB and air district rules and regulations within and directly surrounding the community. • A discussion of opportunities for enhanced enforcement activities, including community outreach and communication, based on the historical data. 	■	Chapter 4 Appendix 4	
<p>Specify compliance mechanisms that will be implemented including:</p> <ul style="list-style-type: none"> • Compliance goals to support achieving the emissions reduction targets. • Specific approaches to enhance complaint reporting, industry compliance, and enforcement-related community outreach. • Formation of a dedicated team to conduct community-level outreach. • A process to track CARB and air district enforcement activities and identify potential solutions based on enforcement results. • A discussion of potential enforcement mechanisms for each new regulatory strategy. 	■	Chapter 5 Chapter 4	<p>Chapter 5 details compliance actions throughout the various subchapters (e.g., conduct truck idling sweeps in Chapter 5d – Action 1, enforcement actions resulting from persistent oil well leaks Chapter 5e – Action 1) to help achieve emission reduction targets. Furthermore, Chapter 5 subsections commit to updating the CSC on enforcement activities related to the CERP actions.</p> <p>Chapter 4 describes specific approaches to complaint reporting, industry compliance, and enforcement-related community outreach. The “enforcement considerations” section describes</p>

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CRITERIA	✓		
			<p>our response to the bullet point regarding the formation of a dedicated team.</p> <p>Further information on outreach regarding enforcement actions can be found throughout Chapter 5. For example, Chapter 5d – Action 1 commits to engaging in two outreach events within the span of implementation of the Final CERP to inform community members how to report idling trucks.</p>

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: METRICS TO TRACK PROGRESS		Addressed in:	Comments:
CRITERIA	✓		
TOPIC: REQUIRED METRICS			
Specify required annual metrics to track progress on: <ul style="list-style-type: none"> • The emission reductions achieved and progress towards meeting the individual emissions reduction targets for each pollutant. • The compliance and deployment and implementation goals for sources of identified pollutants. • The proximity-based goals. • Status of rules and regulations adopted or other strategies implemented. • Dollar amount invested and number of projects implemented in and/or benefitting the community if incentive strategies are part of the emissions reduction program. • Additional enforcement activities. 	■	Chapter 5	Metrics to track progress are outlined in Chapter 5. The associated metrics for the actions to reduce emissions will be tracked annually.
Specify approaches for evaluating air quality and exposure at the five-year milestone.	■	http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v	Air toxics impacts will be assessed through the Multiple Air Toxics Exposure Study, which includes an air toxics emissions inventory, monitoring, and health risk modeling. PM2.5 will be tracked through ongoing ambient air monitoring and inventory and modeling efforts through future Air Quality Management Plans.
TOPIC: RECOMMENDED ADDITIONAL METRICS			
Identify any additional metrics to track progress on: <ul style="list-style-type: none"> • Implementation. • Additional co-benefits. 	□		

COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: CEQA ANALYSIS		Addressed in:	Comments:
CRITERIA	✓		
Include any applicable CEQA analysis.	<input checked="" type="checkbox"/>	Chapter 5i	A summary analysis of the CEQA analysis for the CERP is provided in Chapter 5i. A Notice of Exemption from CEQA was also provided as part of the Board package.