AB 617 Community Air Protection Program

***Annual Progress Reports for Community Emissions Reduction Programs***

**DRAFT Data Collection Template**

**DUE OCTOBER 1**

| **Air District**: | South Coast Air Quality Management District |
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| **Community Name**: | East Los Angeles, Boyle Heights, West Commerce |

**Reporting Requirement**: Assembly Bill (AB) 617 requires that air districts prepare an annual report for each community emissions reduction program.[[1]](#footnote-1)

**Data Collection**: This template is designed to collect the information that is needed to create the required annual reports and is not intended to act as a substitute for the annual reports. After the data are collected, it is expected that air districts will work with their community steering committees to compile the information into their own user‑friendly format(s) that reflects community concerns and summarizes progress, challenges, and next steps. California Air Resources Board (CARB) staff will compile data statewide to provide an overall update to CARB’s Governing Board and the public.

This data collection template includes: the metrics defined in each community emissions reduction program; action items from CARB Governing Board Resolutions and Staff Reports; and the minimum requirements listed in CARB’s Community Air Protection Blueprint.[[2]](#footnote-2) CARB staff will provide the relevant information on CARB strategies and associated emissions reduction progress for the annual reports. To support transparency, all information will be publicly available.

**Due Date for Public Release**: CARB’s Community Air Protection Blueprint states that annual progress reports must be made available to the public no later than October 1 of each year. Air districts must post the reports on their webpage, issue a public notification that the report has been released, and then present the report to the district board at a public hearing to discuss the contents.

***District Staff, please provide the following information for your OVERALL community emissions reduction program[[3]](#footnote-3)***

* Section A: *Qualitative* progress assessment and *quantitative* summary of progress for the ongoing work after air district Board approval; status updates for interim milestones identified by the CARB Governing Board Resolution at a future hearing to consider the community emissions reduction program

***Also, please fill in the attached spreadsheet to provide an update on each strategy in your community emissions reduction program***

* Section B: Status update for each strategy (attach spreadsheet)

| ***Section A:* QUALITATIVE progress assessment and status updates for interim milestones identified by the CARB Governing Board** |
| --- |
| 1. Provide a *qualitative* progress assessment. Briefly describe the progress made and provide a status update for each of the following items:*[Ref. Blueprint, page C-39, C-40]*
 |
| * Community Engagement.
 |
| *[Describe progress in community engagement and note any planned changes in public outreach activities]*Staff continues to engage with Community Steering Committee (CSC) members via email, telephone calls, individual and small group meetings, newsletters, and CSC meetings. Staff transitioned to a virtual format since March 2020 for community engagement due to the global pandemic and has continued through June 2021. |
| * Enforcement.
 |
| *[Describe progress in enforcement and note any new or revised enforcement activities]*During this reporting period, the Office of Compliance and Enforcement (OCE) conducted 221 inspections in the East Los Angeles, Boyle Heights, West Commerce (ELABHWC) AB 617 community. Prior to AB 617 program, the main source of public input on air pollution issues was from public complaints. However, the AB 617 CSC meetings provide communities an opportunity to identify and prioritize local air quality concerns. For example, the CERP actions for truck idling require agency-community partnership. South Coast AQMD receives few idling truck complaints, yet truck idling was raised by the CSC as a key concern across all three Year 1 communities. In addition to the routine inspections and response from OCE staff, the actions included in the ELABHWC CERP serve as enhanced enforcement efforts OCE staff have committed to completing during the five-year term of the plan. The goals set forth in the ELABHWC CERP for Enforcement largely focus on the following:* Industrial/Auto Body Facilities – Inspections have been conducted regularly at industrial facilities and auto body shops.
* Rendering Facilities – Inspectors have regularly conducted compliance activities in and around rendering facilities to ensure compliance with Rule 415, relevant orders of abatement, and all other applicable air quality rules and regulations.
* Metals Facilities – Inspections are conducted regularly and partnerships with the Monitoring Division have ensured that any elevated emissions are identified and investigated.
* Idling Trucks – All quarterly idling truck sweeps committed to in the CERP to date have been conducted, and these operations incorporate community input, fleet data, and historical locations where idling tends to occur. Inspectors continue to conduct quarterly truck idling sweeps due to CSC support for these efforts.

Staff has made progress in each of these categories and will continue to do so in the future. |
| * Metrics for Tracking Progress.
 |
| *[Describe progress in identifying metrics to track progress for implementing the community emissions reduction program. Note any changes in the type of metrics being used or any new/updated data sources for assessing those metrics.]*Metrics for tracking progress continue to be evaluated for the most effective way to capture CERP implementation progress, including the number of air filtration systems installed at schools within the ELABHWC community, the number of mobile source incentive projects completed, stationary source incentive projects completed, number of truck enforcement sweeps, outreach events conducted, or emission reductions achieved through rule development or equipment replacement. Further, the actions, goals, and strategies in the CERPs prioritize emission reductions and continues to set forth emission reduction targets for the milestone years 2024 and 2029 as summarized in Table 1 – Overview of Emissions Reduction Targets by 2024/2029 (see 2021 Annual Progress Report). The total emission reductions established so far during CERP implementation is approximately 48.8 tons per year of nitrogen oxides (NOx) and 0.6 tons per year of diesel particulate matter (DPM). As implementation continues, South Coast AQMD staff will continue to work with CARB staff, the AB 617 Technical Advisory Group, and CSCs to quantify future emission reductions achieved by the CERP, and to further refine the metrics for tracking progress. |
| * Implementation Schedule.
 |
| *[Describe progress towards meeting the milestones in the implementation schedule. Note any changes to the implementation schedule or provide an updated implementation schedule as an attachment.]*The 2021 Annual Progress Report provides an update for commitments or deliverables from September 6, 2019 and June 30, 2021. Key plan adjustments include updated timelines for outreach activities for metal processing facilities, auto body shops, and waste transfer stations, and development of the Indirect Source Rule for Railyards.Chapter 5i contains the implementation schedule (ELABHWC CERP Chapter 5i), with each course of action in the CERP scheduled to begin in a specified year, and/or quarter.Please refer to attached Section B (CARB ELABHWC Excel Template) for status updates of individual actions, or milestones. |
| * Data Analysis.
 |
| *[Describe progress in data analysis here]*For the strategy of air monitoring, data analysis refers to assessing mobile measurements and fixed monitoring data/results to support implementation of emission reduction strategies and track their progress (see Air Monitoring section of the 2021 Annual Progress Report for ELABHWC Community Air Monitoring Updates). Staff also developed an online community air monitoring dashboard and data display tool to provide useful data to the community as noted in the 2021 Annual Progress Report. For rule development, data analysis is part of the public process and is determined by the scope of the proposed rule or rule amendment (see Table 5 of the 2021 Annual Progress Report for the status of rules required to be considered for CERPs). |
| * Strategy Development.
 |
| *[Describe progress in strategy development here]*As these CERP actions are implemented, staff is continuing to receive input from the CSC to ensure the actions focus on the community’s concerns identified for the air quality priorities such as through the Automated License Plate Reader (ALPR) Deployment Location Activity or via a participatory budgeting process to identify projects to receive Community Air Protection Program (CAPP) incentive funds. Strategies to address the air quality priorities continue to be followed as outlined in the CERP. However, strategies may be adjusted as South Coast AQMD receives new information about emissions from efforts such as air monitoring or the deployment of the ALPR and Portable Emissions Acquisition System (PEAQS) technologies.For a qualitative and quantitative status update of each action, please refer to Section B (CARB ELABHWC Excel Template) attached. |
| 1. Highlight any “lessons learned” that can be used to support communities with similar sources and air quality challenges. *[Ref. Blueprint, page C-39]*
 |
| *[Describe lessons learned here]*During CERP implementation, additional lessons learned included the timing of CERP implementation efforts and opportunities. Below are examples:* Funding opportunities often have deadlines for allocation that may not align with the timelines for CERP actions. For instance, to ensure Community Air Protection Program (CAPP) incentive funds would be requested, approved, and distributed by the deadline, staff felt a sense of urgency to provide the results of the School Prioritization Activity for additional CSC feedback. Staff wanted to provide sufficient time for CSC feedback.
* For Year 3 CAPP incentive funds, staff held multiple participatory budgeting workshops to identify the ELABHWC CSC’s top priorities for community-identified projects. Staff will refine this approach in future year CAPP allocation based on additional CSC input.
* Technical and air quality related input provided to enhance land use policies is most effective when general plan and specific plan updates are occurring.
* Understanding the details of trucks idling (e.g., time of day, corner/parking lot, etc.) to coincide with compliance efforts on truck idling sweeps.
* Attempts to find and reach out to relevant contacts at other agencies and organizations to help implement CERP actions should be done well in advance of desired meeting dates as this process can take time. Further, requests made to external collaborators should be specific and include as much information as possible to provide clarity, which can help save time as well.

Lessons from CERP implementation for the ELABHWC community can be applied to address air quality concerns in similar communities. For example, the Southeast Los Angeles (SELA) AB 617 community, located near the ELABHWC community, shares many of the same air quality priorities and thus the strategies used in the latter can be applied to the former to accelerate their CERP implementation process. More broadly, lessons from Year 1 communities have already been applied to Year 2 communities as their CERPs were developed in a more “user-friendly” manner for easier comprehension by their CSCs and the public as will any future CERPs developed by South Coast AQMD. |
| 1. The community emissions reduction program will have included a community profile. Describe any community profile updates, such as the following information, if applicable: *[Ref. Blueprint, page C-39]*
 |
| 3a) Describe changes in community attributes (e.g., revised socioeconomic data). |
| *[Describe changes in community attributes here]*No changes in community attributes have been identified between September 6, 2019 through June 30, 2021. |
| 3b) List any new community attributes that have been identified (e.g., new local public health indicators). |
| *[List new community attributes here]*No additional community attributes have been identified between September 6, 2019 through June 30, 2021. |
| 1. The South Coast AQMD Governing Board held a Board Meeting and approved Resolution 19-29, including the following action item[[4]](#footnote-4):
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| **Action Item in SCAQMD Board Resolution 19-29*** SCAQMD Board-Directed Action: The South Coast AQMD Governing Board directs staff to periodically report to the Stationary Source Committee on the implementation of the ELABHWC CERP, including updates on the actions within the plan and the emissions reductions achieved.
 |
| *[Describe reports to the South Coast AQMD Stationary Source Committee]*2021 Annual Progress Report Staff provided an overview of the draft Annual Progress Report for AB 617 Community Emissions Reduction Plans (CERPs) to the Stationary Source Committee at the September 18, 2020 meeting, and at the September 17, 2021 meeting. The most recent update included progress on implementation for 2018-designated and 2019-designated communities between the reporting period of September 6, 2019 to June 30, 2021. At the September 18, 2020 meeting, staff answered questions from committee members and members of the public. At the September 17, 2021 meeting, one comment was received from a CSC member supporting the AB 617 process.  |
| 1. AB 617 requires that all community emissions reduction programs be submitted to the CARB Governing Board for review and approval.[[5]](#footnote-5) In preparation for consideration by the Governing Board, CARB staff reviewed the ELABHWC CERP and provided a Staff Report for Board consideration. Provided below are recommended actions specified in the Staff Report.[[6]](#footnote-6) Please use the form below or provide an attachment that describes updates related to the following recommended actions:
 |
| **Recommended Actions in CARB Staff Report*** Reduction Strategies: To help clarify and enhance implementation, staff recommends that the Board direct CARB staff to work with South Coast AQMD and the community steering committee to undertake the following actions during the Plan implementation process:
* Recommended Action #1: Prioritize project types for incentive funding based on steering committee recommendations, including the use of zero emission technologies, where feasible, and identify funding sources for incentive-based and other strategies, including AB 617 incentive funds.
 |
| *[Describe the prioritization of incentive projects based on steering committee recommendations]** + South Coast AQMD prioritizes eligible projects in AB 617 communities based on a process that identifies and prioritizes zero-emission projects, if available, followed by projects using the cleanest available technologies to ensure emission reductions are achieved as quickly as possible. South Coast AQMD staff conducted participatory budgeting activities during CERP implementation. One of the three prioritized incentive projects by the ELABHWC CSC include zero-emission trucks.

Additionally, staff will work with the CSC to develop project plans for the community-identified projects (i.e., cleaner technology trucks and ships or harbor craft) selected for allocation using Year 3 CAPP incentive funds. |
| * Recommended Action #2: Define implementation steps and milestones for Plan actions that require further detail such as incentive funding, outreach, and exposure reduction measures for specified sensitive receptors in order to provide additional clarity on how these actions will be implemented.
 |
| *[Describe how implementation steps and milestones were defined]*CERP actions that require further detail to implement continue to be evaluated by staff to define implementation steps and milestones. Regarding incentive funding, staff adheres to the implementation steps and milestones established for the Carl Moyer Program and Prop 1B guidelines, both of which are the framework used for AB 617 project evaluations; staff will continue to follow programmatic milestones in its implementation process. Additionally, in October 2020, CARB updated the CAPP Incentive Guidelines to include a category for community-identified projects. Staff conducted multiple participatory budgeting workshops to identify the allocation of Year 3 CAPP incentive funds for community-identified projects. These funds serve as implementation milestones that required additional detail to implement and staff will continue to work with the CSC to develop and follow programmatic milestones in its implementation process.For outreach and exposure reduction actions, staff is continuing to work to define the implementation steps and milestones based on CSC input and outreach to responsible entities in the CERP to gather baseline and technical information. |
| * Recommended Action #3: Refine metrics for tracking progress to establish what constitutes a successful action.
 |
| *[Describe how metrics have been refined for tracking progress]*A successful action is constituted by a commitment in the CERP being implemented within the anticipated implementation timeline with measurable achievements (e.g., emission reductions). Metrics have been refined in various ways during CERP implementation. For example, actions related to incentives have been further refined by staff tracking contract reimbursements upon project completion and emission reductions through annual reporting. Enforcement actions such as quarterly truck idling sweeps have continued, and the results of those sweeps are used to guide future enforcement actions. Metrics associated with these idling sweeps include number of inspections, number of non-compliant and idle-compliant trucks, average age of trucks that frequent the community, number of notices of violations etc. Exposure reduction metrics are refined by community input through outreach events, CSC worksheet activities, and other forms of public engagement. Other metrics, such as number of air filtration systems installed in schools, continue to be refined, as South Coast AQMD requested funding for another 10 schools on the School Prioritization List to receive air filtration systems. Upon successful disbursement of these funds, additional targets or refined metrics may result to further ensure the implementation of this action. Staff will continue to refine metrics to track progress as funds are sought and actions progress or are initiated. |
| * Recommended Action #4: Update the emissions reduction targets as new information becomes available for the regulatory and other strategies that currently do not have defined benefits.
 |
| *[Describe updated emissions reduction targets here or provide an attachment]*Staff will update and quantify emission reductions as information becomes available for future annual progress reports. |
| * Mobile and Indirect Sources: To further support and enhance implementation, staff recommends that the Board direct CARB staff to work with South Coast AQMD to undertake the following actions during the Plan implementation process:
* Recommended Action #5: Provide ongoing reports back to the steering committee on collaboration with other agencies for designating truck routes and parking away from sensitive receptors.
 |
| *[Describe reports back to the steering committee on truck routes and parking]*Initial discussions were held with both Los Angeles County Public Works and Los Angeles Department of Transportation (LADOT) to identify potential new truck routes in East Los Angeles and Boyle Heights, respectively. Furthermore, plans were developed in a collaboration between South Coast AQMD, CARB, LADOT, and South Coast AQMD Board Member and City of Los Angeles Councilmember Joe Buscaino’s office to post truck no idling signs at locations in Boyle Heights where CSC members have expressed truck idling or truck traffic concerns. CSC members were briefed on the meetings on truck routes at ELABHWC Quarterly 2020 CSC Meeting #4 and Quarterly 2021 CSC Meeting #1 which were held on December 8, 2020 and February 25, 2021, respectively. CSC members will be updated on the status of the posting of truck no idling signs in Boyle Heights at quarterly 2021 CSC Meeting #3 on August 26, 2021. |
| * Recommended Action #6: Continue work on reducing impacts from railyards, with consideration of any additional mechanisms that may be needed to ensure anticipated exposure reductions are achieved.
 |
| *[Describe work on reducing impacts from railyards]*Staff held two joint CARB/South Coast AQMD community meetings in 2019 to discuss potential regulatory concepts for Railyard ISR. South Coast AQMD is pursuing four concepts to reduce emissions from railyards, including developing an Indirect Source Rule (ISR). These include:* Reducing exposures from locomotive maintenance and service emissions
* Requiring railroads to develop zero emission infrastructure plans for railyards
* Developing new incentive programs to focus on incentivizing cleaner locomotive activity instead of cleaner locomotive purchases
* Evaluating new monitoring approaches for in-use locomotives

Staff also began working on Proposed Rule (PR) 2306 – Indirect Source Rule for New Intermodal Facilities during the reporting period of the 2021 Annual Progress Report that could impact a variety of emission sources which frequent or are located at such facilities including drayage trucks, locomotives, transport refrigeration units, and cargo handling equipment. Although no new intermodal facilities are currently planned in the ELABHWC community, PR 2306 can help set a precedent for and help inform the development of a future Railyard ISR for existing facilities, including those located in ELABHWC. |
| * Recommended Action #7: Work with the steering committee to advance implementation of the strategies outlined in the Freight Handbook Concept Paper in the community.
 |
| *[Describe work with the steering committee on strategies in Freight Handbook Concept Paper]*On December 12, 2019, CARB staff released a concept paper for the Freight Handbook. South Coast AQMD provided comments to CARB regarding this concept paper. Further development of the concept paper is pending further action by CARB staff. |
| * Recommended Action #8: CARB commit to supporting a one-week automated license plate reader (ALPR) pilot study using a mobile ALPR measurement station in the community and subsequently train South Coast AQMD staff to take ALPR measurements independently. CARB staff will also collaborate with South Coast AQMD to design, build, and operate a portable emissions acquisition system (PEAQS)-style system. This collaboration will be iterative as South Coast AQMD, CARB, and the community steering committee work to develop the system for specific objectives that support the Plan.
 |
| *[Describe the status of the ALPR pilot study and the use of PEAQS]*CARB staff have agreed to conduct an ALPR and PEAQS pilot study in the ELABHWC community during the fall of 2021 to test the potential of using both technologies to target outreach to truck owners and operators about incentives. CARB has also agreed to accommodate the CSC’s request as much as possible to conduct the study at locations submitted as part of the ALPR Deployment Location Activity which was held during ELABHWC Quarterly 2020 CSC Meeting #3 in August 2020. |
| * Ensuring Effective Enforcement
* Recommended Action #9: Review the results of South Coast AQMD and CARB’s enhanced enforcement activities with the community steering committee, discuss the steps taken to address any issues identified, and identify appropriate refinements to the focused enforcement activities within the community.
 |
| *[Describe discussions with the steering committee on enhanced enforcement]*The enhanced enforcement commitments in the CERP are designed to address local level air pollution concerns regarding the identified air quality priorities for each community. Enhanced enforcement updates are provided via discussions with the community regarding some of those CERP commitments, with the focus being either (a) receiving community input to refine or improve the approach for an identified goal/commitment or (b) informing the CSC of particular findings or results. Staff continues to participate in both types of discussions with the ELABHWC CSC; and while timelines are described in the CERP, these updates can also occur on an as-needed basis. For example, staff have previously updated the CSC when elevated emissions at a metals facility were detected or when a rendering facility was issued an Order of Abatement, while enforcement updates and outcomes were provided on a number of CERP commitments including for waste transfer, general industrial, rendering, and metal processing facilities as well as truck idling. Additionally, OCE staff continue to evaluate a specific facility or event whenever concerns are raised by CSC members. The formal process described above for community input, implementation, and open discussion and reevaluation with community members is a key component of enhanced enforcement. Additional refinements may include increasing the number of compliance report backs, where further input can be solicited as to what community members see day to day in their neighborhoods, thereby allowing more timely evaluation of enforcement approaches. |
| * Community-Level Technical Foundation
* Recommended Action #10: Continue community air monitoring and the ongoing process to improve emissions inventory and air quality modeling by incorporating the newest resources and tools as they become available as part of Plan implementation and to characterize current air quality in the community.
 |
| *[Describe actions to improve the community-level technical foundation (community air monitoring, emissions inventory, air quality modeling) or provide an attachment]*Data collected from air monitoring can provide valuable information about sources of air pollution, types of pollutants, and air quality impacts in AB 617 communities. Monitoring data resulting from the implementation of the CAMPs also supports CERP implementation. In addition to continued mobile and stationary air monitoring measurements by Monitoring staff, South Coast AQMD has partnered with Aclima to conduct around-the-clock mobile air monitoring measurements throughout the ELABHWC community for a three-month period which began in July 2021. In addition to posting the Air Monitoring Progress Updates which were released in August 2020 (<http://www.aqmd.gov/ab-617/CAMP/infographics/ELABHWC>), staff have made the data from the air monitoring station at Resurrection Church in Boyle Heights viewable and available for download online (<http://xappprod.aqmd.gov/AB617CommunityAirMonitoring/Home/Index/ELABHWC>) to help the CSC track CERP and CAMP implementation progress. Staff has also developed an Air Monitoring Data Display (http://xappprod.aqmd.gov/AB617CommunityAirMonitoring/Home/Index) where available data may be found. |

| ***Section A:* QUANTITATIVE Summary of progress for the community emissions reduction program** |
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| 1. Status of the Strategies Included in the Program – Summarize the total number of strategies that have been fully implemented, the number that are in progress, and the number that have not yet begun implementation. *[Ref. Blueprint pages C-38, C-39. East LA, Boyle Heights, West Commerce Plan, Chapter 5]*
 |
| *[Summarize the number of implemented strategies, the number in progress, and the number not yet begun]*This report reflects the progress of implementation since plan adoption, September 6, 2019 to June 30, 2021. Staff established estimated timelines to determine when the action goals would begin implementation. Approximately 27 of 38 commitments or deliverables from the WCWLB CERP have been initiated and/or are in the process of implementation. One commitment has been completed by June 30, 2021. Not all commitments or deliverables were given with estimated timelines set during this timeframe. All the actions within the CERP are expected to be fully implemented over the five-year term of the plan*.* |
| 1. Completion of Required Elements – Describe completion of required elements (e.g., emissions reduction targets, milestones for compliance goals, etc.). Some required elements are provided below in 7a, 7b, and 7c.*[Ref. Blueprint pages C-3, C-4, C-38, C-40.*

7a) Emission Reduction Targets – Summarize progress toward achieving overall emission reduction targets (PM2.5, PM10, DPM, NOX, and VOC, as applicable). *[Ref. Blueprint pages C-16 to C-19, C-38, C-40. East LA, Boyle Heights, West Commerce Plan, Chapter 5a, Table 5a-1]* |
| *[Summarize progress toward overall emission reduction targets]*Progress in achieving overall emission reductions, listed in Chapter 5a, Table 5a-1 of the ELABHWC CERP, is obtained through rule development and incentives. Most of the rules and regulations included within Table 5a-2 have not completed their respective rule/regulation development public process during this timeframe. The Advanced Clean Trucks Regulation was adopted by the CARB Board in June 2020 and approved by the Office of Administrative Law (OAL) in March 2021. Emission reductions and other updates resulting from this regulation and other future rule development projects will be provided in future annual progress reports, upon availability of information.The expected annual emission reductions from incentive projects for this community is 48.8 tons per year (TPY) NOx, 0.6 TPY DPM, and 2.0 TPY ROG, resulting from mobile source incentive projects funded with Year 1, 2, and 3 CAPP incentive funds. Staff is currently working to finalize contracts and completion of projects. In the ELABHWC community, South Coast AQMD has thus met over 33% of its 2024 emission reduction goal for NOx and over 50% for DPM. In addition, some progress toward overall emission reduction targets is still to be determined (see attached Section B – CARB ELABHWC Excel Template). |
| 7b) Proximity-Based Goals - Summarize progress toward achieving proximity-based goals (e.g., for air filtration, urban greening, school flag programs). *[Ref.  Blueprint pages C-19, C-20. East LA, Boyle Heights, West Commerce Plan, Chapter 5g]* |
| *[Summarize progress toward achieving proximity-based goals]*The various actions related to achieving proximity-based goals requires ongoing coordination throughout the term of the plan. During the reporting period, staff sought CSC input by conducting the criteria for air filtration systems activity to establish criteria to generate a prioritized list of schools for installation of air filtration systems as funding became available. Staff requested and received CAPP incentive funds from CARB to begin the installation of air filtration systems for the first 10 schools on the list. For the current reporting period, the CSC prioritized and requested CAPP incentive funds for air filtration systems for another 10 schools on the list as well as for home air filtration systems during the Incentives Budgeting Workshop and Discussion. Staff have also held 26 Why Healthy Air Matters (WHAM) events at ELABHWC schools since CERP adoption, which continued to be conducted virtually during this reporting period. Additionally, staff have initiated discussions with AltaMed to help implement outreach actions to educate the community about reducing their exposure to air pollution.Staff also submitted public comment for and alerted the community to the Los Angeles County Department of Regional Planning’s proposed Green Zone Ordinance, a new land-use rule which will help reduce community exposure to emissions from industrial facilities throughout Los Angeles County, but particularly in its unincorporated communities such as East Los Angeles. Recommendations included buffer and landscaping requirements for warehouse and metal processing facilities to reduce exposure to emissions from such facilities. Similar comments will be submitted soon to Los Angeles City Planning for their Boyle Heights Community Plan. |
| 7c) Compliance Goals - Provide an update on progress toward achieving compliance goals and improving compliance (e.g., summarize non-compliance rates and other key compliance statistics). *[Ref. Blueprint page C-31. East LA, Boyle Heights, West Commerce Plan, Chapter 5]* |
| [Provide an update on compliance goals here]See Section B (CARB ELABWHC Excel Template attached) for details about the progress toward compliance goals and improvements. For all CERP actions, OCE continued to make progress in conducting field activities and in taking enforcement action during this reporting period. Section B provides details on various key compliance statistics relating to the goals identified in the CERP.Additional refinements to enforcement efforts and commitments will continue to be assessed which may include increasing the number of compliance report backs regarding regular compliance-related activities, such as complaint response, evaluating and addressing notifications (e.g., equipment breakdowns), facility inspections, surveillance operations, and various other daily functions carried out by OCE staff. |
| 1. Incentives Investments - Summarize the total incentives investments for programs that are identified in the community emissions reduction program or for other projects that provide air quality benefits within the community.
 |
| *[Summarize total incentives investments and associated emission reductions in the community, in coordination with CARB staff]*To date, the total investment in incentives for ELABHWC is approximately $28.8M, resulting in 48.8 TPY NOx, 0.6 TPY DPM and 2.0 TPY ROG in emission reduction benefits to the community. Additional emission reductions may further benefit the community pending implementation of subsequent incentive programs, including Year 3 CAPP incentive funds for community-identified projects. |

| ***Section B:* Status update for EACH STRATEGY in the community emissions reduction program** |
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| Please fill in the attached spreadsheet template and provide an update on the status and specific metrics for EACH STRATEGY. [Ref. Blueprint, page C-39] |
| *[Use the attached spreadsheet to provide updates on each strategy]* |

**[ATTACH SPREADSHEET FOR *Report Section B:* Status update for EACH STRATEGY in the community emissions reduction program]**

1. Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017; codified in California Health and Safety Code section 44391.2(c)(7) which states that each district “…shall prepare an annual report summarizing the results and actions taken to further reduce emissions, pursuant to the community emissions reduction program…” [↑](#footnote-ref-1)
2. California Air Resources Board, “Community Air Protection Blueprint”, October 2018, Appendix C, pages C-38 to C-40, available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint> [↑](#footnote-ref-2)
3. South Coast Air Quality Management District, “Assembly Bill (AB) 617 Community Air Initiatives, Community Emissions Reduction Plan, East Los Angeles, Boyle Heights, West Commerce“ (i.e., East LA, Boyle Heights, West Commerce Plan), September 2019, available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/east-la/cerp-documents>. [↑](#footnote-ref-3)
4. South Coast Air Quality Management District, Governing Board Resolution 19-29, approved at a Board Meeting on September 6, 2019, available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/east-la/cerp-documents> [↑](#footnote-ref-4)
5. California Health and Safety Code section 44391.2(c)(4). [↑](#footnote-ref-5)
6. CARB document “East Los Angeles, Boyle Heights, West Commerce, Community Emissions Reduction Program Staff Report” released February 24, 2020, available at: <https://ww2.arb.ca.gov/resources/documents/east-los-angeles-boyle-heights-west-commerce-community-emissions-reduction>. [↑](#footnote-ref-6)