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**: | Wilmington, Carson, West Long Beach |

**Reporting Requirement**: Assembly Bill (AB) 617 requires that air districts prepare an annual report for each community emissions reduction program.[[1]](#footnote-2)

**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-3) 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-4)***

* 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** |
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| 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, 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 2,150 inspections in the Wilmington, Carson, West Long Beach (WCWLB) community. Prior to the 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 all three Year 1 communities. In addition to the routine inspections and response from OCE staff, the actions included in the WCWLB CERP serve as enhanced enforcement efforts OCE staff have committed to completing during the five-year term of the plan. The following are air quality priorities in the WCWLB CERP for enforcement efforts that were taken: * Oil Wells – Inspections have been conducted regularly at oil wells, initiated by both mobile monitoring and compliance staff.
* Oil Refineries – In addition to regular surveillance with the FLIR camera, OCE staff continues to conduct inspections, respond to all notifications, audits emissions, and facility inspections.
* Oil Tankers – During the COVID-19 period, inspectors conduct daily surveillance along the shoreline and inner Long Beach Harbor. In the course of these and past investigations, multiple oil tankers have been boarded and inspected once docked at the port.
* 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.

Staff has made progress in each of the 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 WCWLB community, the number of mobile source incentive projects completed, stationary source incentive projects completed, or emission reductions achieved through rule development or equipment replacement Further, the actions, goals and strategies in the CERPs prioritize emission reductions and set forth emission reduction targets for the milestone years 2024 and 2029 as summarized in Table 1 – Overview of 2018-designated Community Emissions Reduction Targets by 2024/2029 (tons/year) (see 2021 Annual Progress Report). The total emission reductions established so far during CERP implementation is approximately 245.6 tons per year of nitrogen oxides (NOx) and 5.7 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 CSC’s 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 through June 30, 2021. Key plan adjustments include updated timelines for Indirect Source Rules for Railyards, Proposed Rule 1109.1, and outreach items. Chapter 5i of the WCWLB CERP contains the implementation schedule for this community, 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 WCWLB 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). 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 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 (e.g., truck idling location prioritization and the criteria for air filtration systems, and location of funds and criteria for community-identified projects). Strategies to address the air quality priorities are being followed as outlined in the CERP. However, strategies may be adjusted as South Coast AQMD receives new information about emissions from implementation efforts. For a qualitative and quantitative status update of each action, please refer to Section B (CARB WCWLB 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 Year 2 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 WCWLB CSC’s top priorities for community-identified projects. Staff will refine this approach in future year CAPP allocations 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.
* CSC members requested outreach to be conducted to independent owner-operators and small businesses to engage with when developing the project plans for community-identified projects, to develop a more accessible plan.

Staff will continue learning from facility based mobile source measure development projects, such as the Port MOU development process. Currently, the Port MOU development is on hold, but staff will report back the progress made or updated direction taken in future Annual Progress Reports. Staff incorporated the lessons learned as mentioned above and adjusted the approach to gathering CSC input, which was necessary beyond March 2020, when all CSC interactions transitioned to a virtual format. For example, when obtaining CSC input to determine allocation of Year 3 CAPP Incentive funds (February and April 2021), staff found that online surveys conducted through the Zoom chat, or using the Zoom poll function, provided easier access for many CSC members. The accessibility and simplicity of these tools encouraged more CSC members to provide their input. 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 19-30, including the following action item[[4]](#footnote-5):
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| **Action Item in SCAQMD Board Resolution 19-30*** 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 WCWLB CERP, including updates on the actions within the plan and the emissions reductions achieved.
 |
| *[Describe reports to the South Coast AQMD Stationary Source Committee]* 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-6) In preparation for consideration by the Governing Board, CARB staff reviewed the WCWLB CERP and provided a Staff Report for Board consideration. Provided below are recommended actions specified in the Staff Report.[[6]](#footnote-7) 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 equipment, wherever 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. 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 are being 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 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 stationary source incentives, such as those funding air filtration system projects, staff requested Year 2 CAPP incentive funds for the installation of air filtration systems for ten schools within the WCWLB community boundary. Those ten schools were the highest ranked schools on the school prioritization list developed by staff based on a survey completed by the CSC. Stationary source incentives were also requested for hexavalent chromium plating facility projects in the WCWLB community.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. As an 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 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, and the number of notices of violation, etc. Exposure reduction metrics are refined by community input through outreach events, CSC worksheet activities, and other forms of public engagement. An additional metric, such as number of air filtration systems installed in schools, is currently being refined, as South Coast AQMD requested approximately $2.4 million in Year 2 CAPP incentive funding for the first ten schools on the prioritized list of schools to receive air filtration systems. The CSC also selected to split $5.57 million from Year 3 CAPP incentive funds to cleaner technology trucks and ships and harbor craft. Additional metrics will be established, such as number of zero-emission trucks and equipment replaced for community-identified projects. Upon successful disbursement of incentive funds, additional targets or refined metrics may result to further ensure the implementation of this action. Additionally, staff will continue to seek funding for various actions (e.g., tree planting, air and home filtration systems, etc.) that will assist in identifying additional metrics to track progress. |
| * 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]* New information is not available at this time. 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]*There have been no reports back to the steering committee on collaboration with other agencies for designating truck routes and parking away from sensitive receptors. South Coast AQMD staff, CARB enforcement, and the City of Los Angeles are working together to install “no idling” signs in in the community and near these sensitive receptors to discourage illegal and unnecessary idling*.*  |
| * Recommended Action #6: Continue work on reducing impacts from ports and railyards, including development and implementation of South Coast AQMD’s ports MOU, 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 a 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

The development of the Ports MOU is also ongoing and will be based on CAAP measures. It was originally scheduled for a December 2019 public hearing date but is currently TBD.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. While no new intermodal facilities are currently planned in the WCWLB 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 WCWLB. |
| * 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. |
| * Ensuring Effective Enforcement
* Recommended Action #8: 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 this community. Enhanced enforcement updates are provided via discussions with the community regarding some of those CERP commitments, with the focus either being either (a) receiving community input to refine or improve the approach for an identified goal or (b) informing the CSC of particular findings or results. Staff continues to participate in both types of discussions with the WCWLB CSC; and while timelines are described in the CERP, these updates can occur on an as-needed basis. For example, staff updated the CSC when the Monitoring/Enforcement divisions found and addressed VOC leaks at several oil and gas facilities, and updates were provided on Truck Idling Enforcement in October 2019 as committed in the CERP. Staff will continue to provide enhanced enforcement updates during CERP implementation. Additionally, when CSC members raise specific air pollution concerns regarding a facility or event, that information is forwarded to assigned OCE staff for evaluation. 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 #9: 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. To keep CSC’s informed of monitoring conducted for the CAMP and CERP, South Coast AQMD staff developed infographics that track the progress of monitoring activities (WCWLB – <http://www.aqmd.gov/ab-617/CAMP/infographics/WCWLB>).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. Wilmington, Carson, West Long Beach 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 46 of 65 commitments or deliverables from the WCWLB CERP have been initiated and/or are in the process of implementation. Eight commitments were completed by June 30, 2021. Not all commitments or deliverables were given with estimated timelines set during this timeframe. All of 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. Wilmington, Carson, West Long Beach 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 WCWLB CERP, is obtained through rule development and incentives. Most of the rules and regulations included within Table 5a-2 and Table 5a-3 have not completed their respective rule/regulation development public process during this timeframe. Stationary source rule development projects will provide their final proposed emission reductions at the time of their public hearing (Governing Board consideration). 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 for the WCWLB community is 245.6 TPY NOx, 5.7 TPY PM and 9.3 TPY ROG, resulting from mobile source incentive projects funded with Year 1, 2, and 3 CAPP incentive funds Year 1, 2, and 3 CAPP incentive funds. Staff is currently working to finalize contracts and completion of projects. In the WCWLB community, South Coast AQMD has thus met 41% of its 2024 emission reduction target for NOx, 63% of its 2024 emission reduction target for DPM, and 45% of its 2024 emission reduction target for VOC. In addition, some progress toward overall emission reduction targets is still to be determined (see attached Section B – CARB WCWLB 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. Wilmington, Carson, West Long Beach Plan, Chapter 5g]* |
| *[Summarize progress toward achieving proximity-based goals]* The various actions related towards achieving proximity-based goals requires ongoing coordination throughout the term of the plan. For example, staff worked with the CSC to establish criteria to develop a prioritized list of schools to receive air filtration systems as funding becomes available. Staff has conducted a criteria for air filtration systems activity and used CSC input provided from worksheets to establish criteria to generate a prioritized list of schools for installation of air filtration systems. Staff then requested and received CAPP incentive funds from CARB to begin installation efforts at the first 10 schools on the prioritized list. Staff has also held one Why Healthy Air Matters (WHAM) event at Carson High School. Additional efforts to achieve proximity-based goals include meetings with the City of Los Angeles to begin discussions to install “no idling” signs and outreach events conducted in collaboration with community-based organizations to provide information on asthma programs, air filtration systems, and exposure reduction. |
| 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. Wilmington, Carson, West Long Beach Plan, Chapter 5]* |
| *[Provide an update on compliance goals here]* See Section B (CARB WCWLB Excel Template attached) for details about the progress toward compliance goals and improvements. For all CERP actions, OCE has made progress in conducting field activities and in taking enforcement action, as appropriate. Section B also details various key compliance statistics relating to the goals identified in the CERP. Additional refinements to enforcement efforts and commitments will continue to be assessed 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 or flaring), 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 WCWLB is approximately $72.1M, resulting in 245.6 TPY NOx, 5.7 TPY DPM and 9.3 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-2)
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-3)
3. South Coast Air Quality Management District, “Assembly Bill (AB) 617 Community Air Initiatives, Community Emissions Reduction Plan, Wilmington, Carson, West Long Beach“ (i.e., Wilmington, Carson, West Long Beach Plan), September 2019, available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/wilm/cerp-docs>. [↑](#footnote-ref-4)
4. South Coast Air Quality Management District, Governing Board Resolution 19-30, approved at a Board Meeting on September 6, 2019, available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/wilm/cerp-docs>. [↑](#footnote-ref-5)
5. California Health and Safety Code section 44391.2(c)(4). [↑](#footnote-ref-6)
6. CARB document “Wilmington, Carson, West Long Beach, Community Emissions Reduction Program Staff Report” released February 24, 2020, available at: <https://ww2.arb.ca.gov/resources/documents/wilmington-carson-west-long-beach-community-emissions-reduction-program-staff>. [↑](#footnote-ref-7)