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-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]*  South Coast AQMD continues to make progress engaging with Community Steering Committee (CSC) members via email, telephone calls, individual and small group meetings, newsletters, and CSC meetings. South Coast AQMD transitioned to a virtual format since March 2020 for community engagement due to the COVID-19 pandemic which has continued through June 2022. As many community members and organizations are beginning to transition back to in-person engagement, South Coast AQMD is identifying new ways to provide CSC updates, solicit and gather CSC input, and enhance communication between community members and government agencies. |
| * Enforcement. |
| *[Describe progress in enforcement and note any new or revised enforcement activities]*  South Coast AQMD made progress implementing enforcement actions for the air quality priorities in the Community Emissions Reduction Plan (CERP). Since CERP implementation began, South Coast AQMD has continued conducting inspections of various facilities and idling trucks in the East Los Angeles, Boyle Heights, West Commerce (ELABHWC) community. Prior to the Assembly Bill 617 (AB 617) program, the main source of public input on air pollution issues came from public complaints. However, CSC meetings provide communities an opportunity to identify and prioritize local air quality concerns. For example, CERP actions for truck idling require partnerships between public agencies and the community. South Coast AQMD receives few truck idling complaints, yet truck idling was raised by the CSCs of all three 2018-designated communities as a key concern. In addition to the routine inspections and response from South Coast AQMD, the actions included in the ELABHWC CERP are enhanced enforcement efforts which South Coast AQMD has committed to for the five-year term of the CERP.  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 routinely conducted compliance activities in and around rendering facilities to ensure compliance with Rule 415 – Odors from Rendering Facilities, relevant orders of abatement, and all applicable air quality rules and regulations. * Metal Processing Facilities – Inspectors routinely conducted compliance activities at all identified metal processing facilities. Inspections are prioritized if elevated levels of air toxic metals are identified near facilities through community mobile monitoring surveys. * Truck Idling – To date, all quarterly truck idling sweeps committed to in the CERP have been conducted, and these operations incorporate community input, fleet data, and historical locations where truck idling tends to occur. Inspectors continue to conduct quarterly truck idling sweeps based on CSC input. * Neighborhood and Freeway Traffic – South Coast AQMD continues to enforce Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, including new requirements for warehouses to reduce emissions in the community. Updates on these enforcement activities will be provided in future CSC updates and annual progress reports. |
| * 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.]*  To evaluate the progress made in implementing the CERP a variety of metrics are used, such as tracking the number of air filtration systems installed at schools; mobile source incentive projects completed; stationary source incentive projects completed; truck idling enforcement sweeps; outreach events conducted; and emissions reductions achieved through rule development or equipment replacement from incentive projects. Further, the actions, goals, and strategies in the CERP prioritize emissions reductions and continues to set forth emissions reductions targets for the milestone years 2024 and 2029 as summarized in Table 2 – Overview of 2018-Designated Communities Emissions Reduction Targets (see 2022 CARB Annual Progress Report Spreadsheet – ELABHWC). To date, the total emissions reductions achieved is approximately 44.4[[4]](#footnote-5) tons per year (TPY) of nitrogen oxides (NOx) and 0.6 TPY of diesel particulate matter (DPM). As implementation continues, South Coast AQMD will continue to work with CARB, the AB 617 Technical Advisory Group, and the CSC to quantify future emissions reductions achieved by the CERP. |
| * 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.]*  South Coast AQMD made progress implementing actions for each of the air quality priorities through various CERP strategies. The 2022 Annual Progress Report for Assembly Bill 617 Community Emissions Reduction Plans (Annual Progress Report) provides an update of commitments or deliverables from September 6, 2019 and June 30, 2022.  Chapter 5i of the CERP contains the implementation schedule with each course of action in the CERP scheduled to begin in a specified year or quarter and year. However, various challenges resulted in key plan adjustments such as updating timelines for outreach and training activities for metal processing facilities, auto body shops, and waste transfer stations, rule development for railyard indirect source rules, and collaborating with other entities to establish truck routes and a process for permit cross-checking.  For additional details on progress made implementing individual CERP actions and milestones, please refer to attached Section B (2022 CARB Annual Progress Report Spreadsheet – ELABHWC). |
| * Data Analysis. |
| *[Describe progress in data analysis here]*  South Coast AQMD has made progress analyzing data for air monitoring and emissions reductions from rule development and incentive projects. Examples of progress made include assessing data from mobile and fixed monitoring measurements, developing an online community air monitoring dashboard and data display tool to provide data to the community, and quantifying emissions reductions, as noted in the Annual Progress Report. Additional air monitoring highlights can be found in Figure 4 – ELABHWC CERP Implementation Highlights and emissions reductions in Table 5 – Mobile Source Incentive Emissions Reductions of the Annual Progress Report. For rule development, data analysis is part of the rule development process and is determined by the scope of the proposed rule or proposed amended rule (see Table 6 of the Annual Progress Report for the status of rules required to be evaluated, amended, or adopted for the CERPs). |
| * Strategy Development. |
| *[Describe progress in strategy development here]*  South Coast AQMD develops actions through CSC input during CERP development to address the community’s air quality priorities, utilizing the following strategies: rule development, enforcement, air monitoring, collaboration, incentives, and outreach. South Coast AQMD continues to seek input from the CSC to further inform implementation of these CERP actions. For example, input gathered through the Home Air Filtration Criteria Prioritization Activity in November 2021, the Automated License Plate Reader (ALPR) Deployment Location Activity in December 2020, and the community-led incentives budgeting workshops in February and April 2021, was used to guide implementation of their respective CERP actions. Additionally, South Coast AQMD posted a map of the locations of metal processing facilities and a map of “no truck idling” signs installed in the community.  South Coast AQMD also initiated development of the following rules:   * Proposed Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations. Three Working Group Meetings were held for the proposed rule, which will have a Public Hearing at the November Governing Board Meeting. * Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities. Five Working Group Meetings have been held and a public hearing is anticipated in 1st quarter 2023.   Strategies to address air quality priorities continue to be utilized as outlined in the CERP and implementation of actions continue to be informed through CSC input. Additionally, strategies may be adjusted as South Coast AQMD receives new emissions information from CERP efforts such as the development of railyard emissions inventories, 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 (2022 CARB Annual Progress Report Spreadsheet – ELABHWC) 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]*  Since the start of CERP implementation in September 2019, lessons learned include time considerations for CERP implementation efforts and opportunities, as well as participation from collaborating agencies and organizations. Below are examples:   * CERP actions which depend upon external agencies or organizations may be more difficult to implement since the AB 617 program does not mandate or provide funding for these agencies or organizations to fulfill CERP actions. * 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, South Coast AQMD needed to rush to provide the results of the School Prioritization Activity to allow sufficient time for additional CSC feedback. Additional time would allow more thorough CSC engagement to establish a deeper understanding of the community’s needs. |
| * For Year 3 CAPP incentive funds, South Coast AQMD held multiple community-led incentives budgeting workshops to identify the CSC’s top priorities for community-identified projects. South Coast AQMD will refine this approach for Year 5 CAPP allocations. * Technical and air quality related input provided to enhance land use policies is most effective when general plan and specific plan updates are occurring. For example, during the development of LA County’s Green Zones Ordinance, South Coast AQMD met with the County to discuss submitted comments. * Using CSC input on details of truck idling (e.g., time of day, location) helped 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 similar air quality concerns in other AB 617 communities. For example, the Southeast Los Angeles (SELA) 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 the 2018-designated communities have been applied to the 2019- and 2020-designated 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, 2022. |
| 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, 2022. |
| 1. The South Coast AQMD Governing Board held a Board Meeting and approved Resolution 19-29, including the following action item[[5]](#footnote-6): |
| **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]*  South Coast AQMD provided an overview of the Draft Annual Progress Reports at the September 18, 2020, September 17, 2021, and September 16, 2022 Stationary Source Committee Meetings. The most recent update included progress on implementation for the 2018-, 2019-, and 2020-designated communities between the reporting period of September 6, 2019 to June 30, 2022. At the September 18, 2020 meeting, questions from committee members and members of the public were answered. At the September 17, 2021 meeting, one comment was received from a CSC member supporting the AB 617 process. At the September 16, 2022 meeting, two CSC members provided comments requesting a longer comment period, a distinction between cumulative and current-year implementation updates, and an opportunity to provide input on next steps for a CERP action. |
| 1. AB 617 requires that all community emissions reduction programs be submitted to the CARB Governing Board for review and approval.[[6]](#footnote-7) 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.[[7]](#footnote-8) 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 emissions reductions are achieved as quickly as possible. South Coast AQMD conducted community-led incentives budgeting activities during CERP implementation. One of the three prioritized incentive projects by the ELABHWC CSC include zero-emission trucks.  South Coast AQMD held 3 Truck Incentives Workshops between December 2021 and April 2022 seeking community feedback for the project plan. South Coast AQMD submitted the Truck Incentives Workplan[[8]](#footnote-9) to CARB in April 2022 which specifies that the Year 3 CAPP incentive funds that the ELABHWC CSC allocated for such projects were to go towards zero-emission trucks.  At the November 2021 4th quarter CSC Meeting, South Coast AQMD conducted a Residential Air Filtration Criteria Prioritization Activity to seek community feedback to help prioritize which homes would receive air filtration systems with the funding the CSC allocated during community-led incentives budgeting workshop in 2021. South Coast AQMD submitted the project plan for residential air filtration systems[[9]](#footnote-10) to CARB for review in June 2022. |
| * 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 South Coast AQMD to define implementation steps and milestones. Regarding incentive funding, South Coast AQMD 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; South Coast AQMD 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. South Coast AQMD conducted multiple community-led incentives budgeting workshops to identify the allocation of Year 3 CAPP incentive funds for community-identified projects. Even though South Coast AQMD did not receive any Year 4 CAPP funds, Year 3 CAPP funds are still being used for implementation and South Coast AQMD will continue to work with the CSC to develop and follow programmatic milestones for incentive actions. For example, South Coast AQMD requested Year 2 and Year 3 CAPP incentive funds for the installation of air filtration systems for schools and homes within the ELABHWC community boundary, which are the initial steps to distributing CAPP Incentive funds.  For outreach and exposure reduction actions, South Coast AQMD continues to work to define the implementation steps and milestones based on CSC input and outreach. For example, South Coast AQMD held workshops to develop the Residential Air Filtration project plan, which was submitted to CARB for consideration for approval. Once this implementation milestone is achieved, South Coast AQMD will identify next steps and additional milestones (e.g., applications received, and air filtration systems installed) to further implement this action. |
| * 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 a commitment in the CERP that is implemented within the anticipated implementation timeline and has measurable achievements (e.g., emissions reductions, incentive dollars distributed, number of air filtration systems installed, and outreach events conducted). Action details and metrics have been refined in various ways during CERP implementation. For example, actions related to incentives have been further refined to track contract reimbursements upon project completion and emissions 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. Some metrics associated with these truck idling sweeps include number of inspections, number of non-compliant and idle-compliant trucks, and number of notices of violations.  Exposure reduction, such as actions regarding air filtration systems, use metrics which are refined through community input, such as CSC worksheet activities, and other forms of public engagement. For example, tracking the number of air filtration systems installed in schools on the School Prioritization List helps track progress made for this CERP action. Upon successful disbursement of these funds, additional targets or refined metrics may result to further ensure the implementation of this action. South Coast AQMD will continue to refine metrics to track progress as funds are requested and distributed and actions progress.  South Coast AQMD is currently developing tracking sheets which deconstruct CERP actions into their individual components, allowing for improved monitoring and assessment of CERP implementation status. A potential strategy to accomplish this is for the revised tracking sheets to produce dashboards that will facilitate better visualization of CERP implementation 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]*  South Coast AQMD recently updated the inventory used to calculate emissions in the South Coast Air Basin as part of the development efforts for the 2022 Air Quality Management Plan. Emissions reduction targets from strategies such as regulations and incentives can be refined using this updated information in the future. |
| * 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 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 former 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, which were installed in January 2022. CSC members were briefed on the meetings on truck routes at the December 2020 4th quarter and February 2021 1st quarter CSC Meetings. CSC members were updated on the status of the posting of truck no idling signs in Boyle Heights at the August 2021 3rd quarter and February 2022 1st quarter CSC Meetings. |
| * 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]*  South Coast held two joint CARB/South Coast AQMD community meetings in 2019 to discuss potential regulatory concepts for Railyard Indirect Source Rule (ISR). South Coast AQMD is pursuing four concepts to reduce emissions from railyards, including developing an ISR. These include:   * Reducing exposures to emissions from locomotive maintenance and service * Requiring railroads to develop zero-emission infrastructure plans for railyards * Developing new programs to incentivize cleaner locomotive activity instead of cleaner locomotive purchases * Evaluating new monitoring approaches for in-use locomotives   South Coast AQMD also began working on Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities (PR 2306) and has held five (5) Working Group Meetings to date, which could impact a variety of emission sources that 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 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. Proposed Rule 2306.1 – Existing Intermodal Railyard Indirect Source Rule, will establish requirements for existing intermodal railyards to minimize emissions from indirect sources associated with these facilities. |
| * 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 released a Concept Paper for the Freight Handbook[[10]](#footnote-11) and South Coast AQMD submitted comments to CARB. However, CARB has since opted to not publish a standalone Freight Handbook but will instead prioritize and accelerate the development of freight regulations addressing public health concerns identified in the Concept Paper. CARB continues to provide information which communities can use to minimize exposure to air pollution from freight via their Community Air Pollution Resource Center.[[11]](#footnote-12) |
| * Recommended Action #8: CARB committed 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 agreed to conduct an ALPR and PEAQS pilot study in the community in the Summer 2022 to test the potential of using both technologies to target outreach to truck owners and operators about incentives as well as for enforcement purposes. As of June 30, 2022, the logistics of the pilot study were still being developed and the study is expected to be conducted in the next reporting period. South Coast AQMD will provide updates to the CSC and in future annual progress reports as they become available.  CARB also committed to accommodating, to the extent possible, the CSC’s request to conduct the study at locations submitted during the ALPR Deployment Location Activity held during the August 2020 3rd quarter CSC Meeting. CARB pursued the three locations identified by the CSC, in which obtaining necessary permissions imposed many challenges. The location and results of the pilot study will be provided in future CSC updates and annual progress reports. |
| * 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 from the identified air quality priorities. Updates regarding some of the enhanced enforcement CERP commitments are provided via discussions and presentations provided to the community, 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. South Coast AQMD continues to participate in both types of discussions with the CSC; and while timelines are described in the CERP, these updates can also occur on an as-needed basis. For example, South Coast AQMD has previously updated the CSC of compliance activities, when elevated emissions at a metal processing facility were detected, or when rendering facilities were issued Notices of Violation and status of an Order for Abatement. Additionally, enforcement updates and outcomes were provided on a number of CERP commitments including waste transfer, general industrial, rendering, and metal processing facilities as well as for auto body shops and truck idling.  South Coast AQMD continues to respond to compliance issues provided by CSC members through the complaint system. A recent example of this is the updates South Coast AQMD provided on enforcement efforts regarding the Baker Commodities rendering facility in Vernon. Updates were also provided for ethylene oxide air monitoring and enforcement efforts at the Sterigenics facility in Vernon, even though this was not an air quality priority identified in the CERP.  The 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 updates and 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. Monitoring data resulting from the implementation of the Community Air Monitoring Plan (CAMP) also supports CERP implementation. South Coast AQMD continued mobile and stationary measurements and partnered with Aclima to conduct continuous mobile air monitoring measurements throughout the entire community from July 1, 2021 to September 30, 2021, and the results were presented at the November 2021 3rd quarter and February 2022 1st quarter CSC Meetings. In addition to posting the Air Monitoring Progress Updates which were released in August 2020, South Coast AQMD has made the data from the air monitoring station at Resurrection Church in Boyle Heights available online to help the CSC track air pollution levels in the community. South Coast AQMD has also developed an Air Monitoring Data Display (http://xappprod.aqmd.gov/AB617CommunityAirMonitoring/Home/Index) to provide available data. |

| ***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 from September 6, 2019 to June 30, 2022. The CERP established estimated timelines to determine when the actions would begin. As of June 30, 2022, the overall status of CERP actions are as follows:   * Number of actions fully implemented: 3 * Number of actions in progress: 37 * Number of actions not yet implemented: 13   Not all actions have applicable timelines during this reporting period. |
| 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 emissions reductions, listed in Chapter 5a, Table 5a-1 of the CERP, is measured through development of rules in targeted areas and implementation of incentive programs. All of CARB rules and regulations included within Table 5a-2 have completed their respective rule/regulation development public process during this timeframe and have been approved by CARB. The Advanced Clean Trucks Regulation was adopted by CARB in June 2020 and approved by the Office of Administrative Law (OAL) in March 2021. In August 2020, CARB approved the adoption of the Heavy-Duty Low NOx Omnibus regulation which was approved by the OAL in December 2021. CARB approved of the Heavy-Duty Inspection and Maintenance Regulation in December 2021 which replaced CARB’s existing heavy-duty vehicle inspection programs and will further reduce emissions. Also, the Advanced Clean Cars 2 rule was approved by CARB in August 2022. Emissions reductions and other updates resulting from these regulations and future rule development projects will be provided in future annual progress reports, upon availability of information.  The expected annual emissions reductions from incentive projects for this community is 44.4 TPY NOx, 0.6 TPY DPM, and 1.8 TPY Reactive Organic Gases (ROG), resulting from mobile source incentive projects funded with Year 1, 2, and 3 CAPP incentive funds. South Coast AQMD continues working to finalize contracts and complete projects. South Coast AQMD has met nearly 31% of its 2024 emission reduction target for NOx and 50% for DPM. In addition, some progress toward overall emissions reductions targets is yet to be fully determined because some rules were recently adopted (e.g., Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program) and emission reductions within the community boundary are yet to be calculated (see attached Section B – 2022 CARB Annual Progress Report Spreadsheet – ELABHWC). |
| 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. From September 6, 2019 to June 30, 2022, South Coast AQMD conducted a Residential Air Filtration Criteria Prioritization Activity to seek community feedback to help prioritize which homes would receive air filtration systems with the funding the CSC allocated during community-led incentives budgeting workshop in 2021. South Coast AQMD submitted the project plan for residential air filtration systems[[12]](#footnote-13) to CARB for review in June 2022.  Previously, South Coast AQMD gathered CSC input at the School Prioritization Activity. Input gathered helped to establish the criteria used to generate a list of schools prioritized for air filtration systems, as funds became available. South Coast AQMD has received CAPP incentive funds to begin installation of air filtration systems for the first 10 schools on the list. The CSC prioritized and requested additional CAPP incentive funds for air filtration systems for another 10 schools during the community-led incentives budgeting workshop. South Coast AQMD received CARB approval of the Reducing Air Pollution Exposure in Schools and Other Facilities[[13]](#footnote-14) (2022-14CIP-SC) project plan in February 2022.  South Coast AQMD developed a residential air filtration project plan7 that was approved by CARB in July 2022, for which a request for proposal will be considered for approval by the South Coast AQMD Governing Board in November 2022.  South Coast AQMD has also held 43 Why Healthy Air Matters (WHAM) events in ELABHWC, which continue to be conducted virtually. Additionally, South Coast AQMD has initiated discussions with AltaMed to help implement outreach actions to educate the community about reducing their exposure to air pollution.  Finally, South Coast AQMD notified the community about the proposed Green Zone Ordinance and submitted public comment to the Los Angeles County Department of Regional Planning. This ordinance is a new land-use rule which will help reduce community exposure to emissions from industrial facilities throughout Los Angeles County, particularly in designated Green Zone Districts located in unincorporated communities such as East Los Angeles. Recommendations included buffer and landscaping requirements for warehouse and metal processing facilities to reduce emissions exposure from such facilities. The ordinance was approved by the Los Angeles County Board of Supervisors and went into effect in July 2022. Similar comments will be submitted to Los Angeles City Planning for the 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 (2022 CARB Annual Progress Report Spreadsheet – ELABHWC attached) for details about the progress toward enforcement goals and improvements. For enforcement CERP actions, South Coast AQMD continues to make progress in conducting field activities and taking enforcement action. 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 on 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 South Coast AQMD. |
| 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 $21.9 million, resulting in emissions reductions benefits of 44.4 TPY NOx, 0.6 TPY DPM and 1.8 TPY ROG for the community. Approximately $5 million was allocated to reduce emissions at chrome plating facilities and $5.65 million was allocated for home and school air filtration systems for exposure reduction. Additional emissions reductions may further benefit the community pending implementation of subsequent incentive programs, including Year 3 CAPP and future 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, 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-4)
4. The 2021 Annual Progress Report reported 48.8 TPY NOx reductions. This number has been revised since some contracts for mobile-source incentive projects were not consummated and emissions reductions from off-road mobile-source incentive projects are no longer included as they are not mentioned in the CERP. [↑](#footnote-ref-5)
5. 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-6)
6. California Health and Safety Code section 44391.2(c)(4). [↑](#footnote-ref-7)
7. 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-8)
8. South Coast AQMD, AB 617 Truck Incentives Workplan, <http://www.aqmd.gov/docs/default-source/tao-capp-incentives/truck_incentives-draftfinal-ws.pdf?sfvrsn=17>. Accessed August 30, 2022 [↑](#footnote-ref-9)
9. South Coast AQMD, AB 617 Residential Air Filtration System Project Plan, <http://www.aqmd.gov/docs/default-source/tao-capp-incentives/project-plan-residential-air-filtration_6-28-2022.pdf?sfvrsn=6>. Accessed August 31, 2022 [↑](#footnote-ref-10)
10. CARB, Concept Paper for the Freight Handbook, <https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf>. Accessed November 22, 2022 [↑](#footnote-ref-11)
11. CARB, Transportation Resources page from Community Air Protection Program Online Resource Center, <https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/transportation-resources>. Accessed November 22, 2022 [↑](#footnote-ref-12)
12. South Coast AQMD, AB 617 Residential Air Filtration System Project Plan, <http://www.aqmd.gov/docs/default-source/tao-capp-incentives/project-plan-residential-air-filtration_6-28-2022.pdf?sfvrsn=6>. Accessed August 31, 2022 [↑](#footnote-ref-13)
13. South Coast AQMD, Reducing Air Pollution Exposure in Schools and Other Facilities Project Plan, <http://www.aqmd.gov/docs/default-source/tao-capp-incentives/ab617---school-air-filtration-project-plan.pdf?sfvrsn=8>. Accessed August 31, 2022 [↑](#footnote-ref-14)