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]* 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, idling trucks, active, idle, and abandoned oil wells, and offshore oil tankers in the Wilmington, Carson, West Long Beach (WCWLB) 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, the CSC meetings provide communities an opportunity to identify and prioritize local air quality concerns in addition to providing direct input on air quality complaints and issues through the 1-800-CUT SMOG and on-line complaints. AB 617 has helped agencies focus on specific areas of concern. For example, CERP actions for truck idling require partnerships between public agencies and the community. South Coast AQMD receives relatively few truck idling complaints, yet truck idling was raised by all three 2018-designated communities as a key concern. In addition to the routine inspections and responses from South Coast AQMD, some actions included in the CERP are enhanced enforcement efforts. The actions set forth in the CERP for enhanced enforcement largely focus on the following: * Oil Wells – Inspections have been conducted regularly at oil wells, initiated by both mobile monitoring and compliance divisions.
* Oil Refineries – In addition to surveillance with the Forward-Looking Infrared (FLIR) camera, South Coast AQMD continues to conduct inspections, respond to all complaints, and audit recordkeeping.
* Oil Tankers – Inspections are conducted for Rule 1142 –- Marine Tank Vessel Operations enforcement. Inspectors conduct daily surveillance along the shoreline and inner Long Beach Harbor. Seven oil tankers were boarded and inspected after they docked at the Port.
* Truck idling – To date, all quarterly truck idling sweeps committed to in the CERP have been conducted, and these operations incorporate community input and historical locations where idling tends to occur. Inspectors continue to conduct quarterly truck idling sweeps based on CSC input.
* Enforcement of Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. South Coast AQMD continues to enforce Rule 2305 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.

South Coast AQMD has made progress in each of the categories and continues to do so. In addition, the CERP includes community outreach on the existing complaint system; we therefore expect that the WCWLB community may increase reporting of air quality concerns occurring within the community.  |
| * 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; truck idling sweeps; outreach events conducted; and emissions reductions achieved through rule development or from incentive projects. Further, the actions, goals, and strategies in the CERP prioritize emissions reductions and 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 Annual Progress Report for AB 617 Community Emissions Reduction Plans (Annual Progress Report)). To date, the total emissions reductions achieved is approximately 264.49 tons per year (TPY) of nitrogen oxides (NOx), 6.67 TPY of diesel particulate matter (DPM), and 9.98 TPY of reactive organic gases (ROGs). These emissions reductions are achieved through mobile source incentive projects. As CERP 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 Annual Progress Report provides an update for CERP actions from September 6, 2019 to June 30, 2022. Key plan adjustments include updated timelines for some rule development strategies and outreach activities. Proposed Rule 2306 – Indirect Source Rules for New Intermodal Facilities (PR 2306) will apply to the new Southern California International Gateway (SCIG) railyard, which is in WCWLB and it can assist in setting a precedent for and help inform the development of a future Railyard Indirect Source Rule for existing facilities, including those located in WCWLB. 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. Additionally, South Coast AQMD initiated development of Proposed Rule 2304 – Indirect Source Rule for Commercial Marine Ports (PR 2304) in February 2022 to address emissions from the Ports of Long Beach and Los Angeles after the Ports Memorandum of Understanding (MOU) was discontinued.Additional adjustments for rule development implementation schedules include the following: * Proposed Amended Rule 1118 (PAR 1118) – Control of Emissions from Refinery Flares
* Proposed Amended Rule 1148.2 (PAR 1148.2) – Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers

More information on the rule development strategy can be found in the “Strategy Development” section.Chapter 5h of the CERP contains the implementation schedule (see Figure 5h-2: Implementation Timeline for Air Monitoring, Enforcement, Outreach, and Other CERP Actions) with each course of action in the CERP scheduled to begin in a specified year or quarter and year. For additional details on progress made implementing individual CERP actions and milestones, please see Section B of the 2022 CARB Annual Progress Report Spreadsheet - WCWLB.  |
| * 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, 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 and emissions reductions in Table 5 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 – Rule Development Efforts in CERPs 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 Truck Idling Location Prioritization Activity in October 2019, the Criteria for Air Filtration Systems in May 2020, and the community-led incentives budgeting workshops in October 2020, February 2021, and April 2021, was used to guide implementation of their respective CERP actions. Additionally, the table below provides information on rule development South Coast AQMD has initiated, including the number of Working Group Meetings conducted and the expected Public Hearing Date for presenting to the South Coast AQMD Governing Board:

|  |  |  |
| --- | --- | --- |
| **Rule Number and Name** | **Number of Working Group Meetings** | **Expected Public Hearing Date** |
| PAR 1118 – Control of Emissions from Refinery Flares | 2 | 1st Quarter 2023 |
| PAR 1148.2 – Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers | 2 | 4th Quarter 2022 |
| Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities (PAR 1178) | 4 | 1st Quarter 2023 |
| PR 2304 – Indirect Source Rule for Commercial Marine Ports  | 2 | 3rd Quarter 2023 |
| PR 2306 – Indirect Source Rules for New Intermodal Facilities | 5 | 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 other implementation efforts.For a qualitative and quantitative status update of each action, please refer to Section B of the 2022 CARB Annual Progress Report Spreadsheet – WCWLB 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 other 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 and concerns.
* For Year 3 CAPP incentive funds, South Coast AQMD held community-led incentives budgeting workshops to identify the CSC’s top priorities for community-identified projects. South Coast AQMD will refine this approach for future allocations of CAPP incentive funds.
* Using CSC input on details of truck idling (e.g., time of day and location,) helped improve truck idling sweeps.

Another lesson learned was how to more effectively gather CSC input to help guide CERP implementation. South Coast AQMD found conducting surveys through the Zoom chat or Zoom poll function were effective. This tool was used to gather CSC input for the allocation of Year 3 CAPP incentive funds. More broadly, lessons from 2018-designated communities have been applied to 2019- and 2020-designated communities as their CERPs were developed in a more “user-friendly” manner for easier comprehension. |
| 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 19-30, 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]* South Coast AQMD provided an overview of the Draft Annual Progress Reports to the Stationary Source Committee on September 18, 2020, September 17, 2021, and September 16, 2022. 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, 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.[[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]* To ensure emissions reductions are achieved as quickly as possible, South Coast AQMD prioritizes eligible AB 617 projects based on a process that identifies and prioritizes zero-emission projects, if available, followed by projects using the cleanest available technologies. South Coast AQMD conducted a community-led incentives budgeting workshop in October 2020, February 2021, and April 2021. One of the two prioritized incentive projects by the CSC include zero-emission technologies for trucks. For these zero-emission technologies (i.e., trucks), South Coast AQMD held three Truck Incentives Workshops between December 2021 and April 2022 seeking community feedback for the project plan. South Coast AQMD submitted the Truck Incentives Workplan[[7]](#footnote-8) to CARB in April 2022, which specifies that the Year 3 CAPP incentive funds that the CSC allocated for such projects were to only go towards zero-emission technologies.  |
| * 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. For early CAPP incentive funding, South Coast AQMD followed the Carl Moyer Program and Prop 1B guidelines to distribute funds more quickly for AB 617 projects. In October 2020, CARB updated the CAPP Incentive Guidelines to include a category for community-identified projects. South Coast AQMD conducted 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 incentive funds, Year 3 CAPP incentive funds are still being used during implementation for community-identified projects. For example, South Coast AQMD requested Year 2 and Year 3 CAPP incentive funds for the installation of air filtration systems for schools within the community boundary.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 conducted within the community. For example, South Coast AQMD worked with CARB to help allocate Supplemental Environmental Project funds for air filtration systems in private schools. After the solicitation period ends, South Coast AQMD will identify next steps and additional milestones (e.g., applications received, 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, outreach events conducted). Action details and metrics have been refined in various ways throughout 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 compliant trucks, age of trucks, and number of NOVs. Exposure reduction actions (e.g., air filtration systems) use metrics, which are refined by community input through outreach events, such as CSC worksheet activities and other forms of public engagement. For example, CSC input was used to help generate a list of schools prioritized for air filtration systems. An additional metric was developing the Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC) project plan[[8]](#footnote-9) and approved by CARB in February 2022. The CSC also decided to split $5.57 million from Year 3 CAPP incentive funds to fund cleaner trucks and ships and harbor craft. Of the $5.57 million, $2.785 million was allocated to marine repower projects in January 2022 with the remainder distributed for the community-identified project zero-emission trucks. Upon successful disbursement of incentive funds, additional targets or refined metrics may result to further ensure implementation of this action. Further, South Coast AQMD will continue to seek funding for various actions (e.g., tree planting, home air filtration systems) that will assist in identifying additional metrics to track 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]*South Coast AQMD, CARB, and the City of Los Angeles collaborated to install “No Idling” signs at 20 locations within the community and near these sensitive receptors to enforce idling regulations*.* CSC members were updated on the status of the posting of “No Idling” signs in the community at the May 2022 2nd quarter CSC meeting. |
| * 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]* South Coast AQMD is pursuing four concepts to reduce emissions from railyards, including developing an Indirect Source Rule (ISR) for new and existing railyards. These include:* Reducing exposure to emissions from locomotive maintenance and service
* Requiring development of 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 began working on PR 2306 and held five Working Group Meetings to date, which could impact a variety of emission sources which frequent or are located at such new intermodal facilities including drayage trucks, locomotives, transport refrigeration units, and cargo handling equipment. PR 2306 will apply to new intermodal facilities such as the proposed SCIG project that is within WCWLB. 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.Additionally, the development of the Ports MOU has been discontinued in pursuit of PR 2304 to address emissions from the Ports of Long Beach and Los Angeles. A Ports MOU update was given to CSC members at the January 2020 1st quarter, August 2020 3rd quarter, and February 2021 1st quarter CSC meetings; and an additional community consultation meeting was held in January 2022. South Coast AQMD initiated development of PR 2304 in February 2022.  |
| * 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[[9]](#footnote-10) 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.[[10]](#footnote-11)  |
| * 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 actions in the CERP are designed to address local level air pollution involving the identified air quality priorities. Updates regarding some of the enhanced enforcement CERP actions are provided via discussions and presentations provided to the CSC, with the focus being either: (a) receiving community input to refine or improve the approach for an identified action, 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 written in the CERP, these updates can occur on an as-needed basis. For example, the CSC was updated when South Coast AQMD took enforcement action when leaks of ROGs were detected at several oil and gas facilities, and updates were provided on truck idling enforcement in October 2019 as committed to in the CERP. South Coast AQMD further continues to provide enhanced enforcement updates., South Coast AQMD also continues to respond to complaints regarding a facility or event provided by CSC members through the complaint system. For example, inspectors regularly conduct surveillance of offshore oil tanks for VOC emissions using an optical gas imaging camera. If a leak is observed, inspectors board the crude oil tankers to conduct an inspection. An update regarding enforcement activities was provided to the CSC at the December 2020 4th quarter CSC meeting. The process described above for CSC input and reevaluation during implementation is a key component of enhanced enforcement. Additional refinements may include increasing the number of compliance updates and more timely evaluation of enforcement approaches. For example, South Coast AQMD provided updates on ethylene oxide air monitoring and enforcement efforts for the Parter Sterilization Services in Carson, although this was not an air quality priority identified in the CERP. |
| * 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. Monitoring data resulting from the implementation of the Community Air Monitoring Plan (CAMP) also supports CERP implementation. To keep the CSC informed of monitoring conducted for the CAMP and CERP, South Coast AQMD developed an infographic to track the progress of monitoring activities.[[11]](#footnote-12) South Coast AQMD also developed an Air Monitoring Data Display[[12]](#footnote-13)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. 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 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: 8
* Number of actions in progress: 51
* Number of actions not yet implemented: 3

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. Wilmington, Carson, West Long Beach Plan, Chapter 5a, Table 5a-1]* |
| *[Summarize progress toward overall emission reduction targets]* Emission reduction targets, as listed in the CERP (Chapter 5a, Table 5a-1: CERP Emission Reduction Targets by 2024 and 2029 (or Earlier if Feasible)) is measured through development of rules in targeted areas and implementation of incentive programs. CARB rules and regulations included in Table 5a-3: Estimated Emission Reductions from Mobile Source Incentives and Statewide Mobile Source Regulations by 2024 and 2030 have been completed and 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. 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. To date, the total emissions reductions achieved is approximately 264.49 TPY NOx, 6.67 TPY DPM, and 9.98 TPY ROGs, resulting from mobile source incentive projects funded with Year 1, 2, and 3 CAPP incentive funds. South Coast AQMD continues to finalize contracts and complete mobile source incentive projects. South Coast AQMD has met 44% of its 2024 emissions reduction target for NOx, 74% of its 2024 emissions reduction target for DPM, and 48% of its 2024 emissions reduction target for ROGs. South Coast AQMD adopted Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations on November 5, 2021. Implementation of Rule 1109.1 is expected to achieve emissions reductions of 7.7 to 7.9 tons per day (tpd) of NOx by 2033 to 2035, including approximately 4.5 tpd of NOx in WCWLB. In addition, some progress toward overall emissions reduction 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 community-specific emissions reductions are yet to be calculated (see Section B of the 2022 CARB Annual Progress Report Spreadsheet - WCWLB).  |
| 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 to achieving proximity-based goals requires ongoing coordination. South Coast AQMD gathered CSC input at the School Prioritization Activity. This input was used to help generate a list of schools prioritized for air filtration systems. South Coast AQMD has received CAPP incentive funds to begin installation of air filtrations systems at the first 10 schools on the prioritized list through the Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC)8 project plan, which was approved by CARB in February 2022.South Coast AQMD has also held two Why Healthy Air Matters (WHAM) events at Carson High School. Additional efforts to achieve proximity-based goals include meetings with the Los Angeles County Public Works and Los Angeles Department of Transportation (LADOT) to install “No Idling” signs and four outreach events conducted in collaboration with Long Beach Alliance for Children with Asthma (LBACA) 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]* South Coast AQMD continues to make progress in conducting field activities and taking enforcement action. Section B of the 2022 CARB Annual Progress Report Spreadsheet - WCWLB details the progress toward compliance actions and various key compliance statistics relating to the actions identified in the CERP. Additional refinements to enforcement efforts and actions will continue to be assessed, which may include increasing the number of enforcement report backs on enforcement-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 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 WCWLB is approximately $77.7 million, resulting in emissions reduction benefits of 264.49 TPY NOx, 6.67 TPY DPM, and 9.98 TPY ROGs for the community. Approximately $2.4 million was allocated for school air filtration systems to reduce exposure. Additional emissions reductions may further benefit the community pending implementation of subsequent incentive funding, including Year 3 and future CAPP incentive funds for community-identified projects. |

| ***Section B:* Status update for EACH STRATEGY in the community emissions reduction program** |
| --- |
| 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)
7. 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-8)
8. South Coast AQMD, Reducing Air Pollution Exposure in Schools and Other Facilities Project Plan, March 2022, <http://www.aqmd.gov/docs/default-source/tao-capp-incentives/ab617---school-air-filtration-project-plan.pdf?sfvrsn=8>. Accessed October 7, 2022. [↑](#footnote-ref-9)
9. 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-10)
10. 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-11)
11. South Coast AQMD, WCWLB AB 617 Community Air Monitoring Updates, June 2019 to August 2020, <http://www.aqmd.gov/ab-617/CAMP/infographics/WCWLB>. [↑](#footnote-ref-12)
12. South Coast AQMD, AB 617 Community Air Monitoring, <http://xappprod.aqmd.gov/AB617CommunityAirMonitoring/Home/Index>. [↑](#footnote-ref-13)