AB 617 Community Air Protection Program

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

**San Bernardino, Muscoy - 2022 California Air Resources Board Annual Report Qualitative Assessment**

**DUE OCTOBER 1**

| **Air District**: | South Coast Air Quality Management District |
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| **Community Name**: | San Bernardino, Muscoy |

**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. The SBM CSC meetings continue to be co-hosted and co-led by a CSC member. 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.  Additionally, on June 22, 2022, South Coast AQMD attended a community-led tour of the SBM community with the U.S. EPA Region 9 and CARB to discuss their air quality concerns about areas affected by goods movement- specifically new and existing rail yards and warehouses. |
| * 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 (e.g., concrete batch plants, Omnitrans) and idling trucks in the San Bernardino, Muscoy (SBM) community. . Prior to Assembly Bill AB 617 (AB 617) program implementation, 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, South Coast AQMD receives relatively few truck idling complaints, yet truck idling was raised by all three 2018-designated CSCs as a key concern. In addition to the routine inspections and response from South Coast AQMD, the actions included in the CERP are enhanced enforcement efforts. The actions set forth in the CERP for enforcement largely focus on the following:   * Enforcement of Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program (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. * Cement/Asphalt Facilities – All cement/asphalt facilities were inspected during the reporting period. * OmniTrans – OmniTrans has been inspected during the reporting period. * Truck Idling – To date, all quarterly truck idling sweeps committed to 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.   In addition, the CERP includes community outreach on the existing complaint system; thus, it is expected that the SBM 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 reduction targets for the milestone years 2024 and 2029 as summarized in Table 2 – Overview of 2018-Designated Community Emissions Reduction Targets (see 2022 Annual Progress Report for Assembly Bill 617 Community Emissions Reduction Plans (Annual Progress Report)). To date, the total emissions reductions achieved is approximately 80 tons per year (TPY) of nitrogen oxides (NOx) and 1.3 TPY of diesel particulate matter (DPM), which exceed the 2024 emissions reduction targets of 75.1 TPY of NOx and 0.86 TPY of DPM. These emissions reductions are achieved through mobile source incentive projects. As implementation continues, South Coast AQMD will continue to work with CARB, the AB 617 Technical Advisory Group, and 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 commitments or deliverables from September 6, 2019 to June 30, 2022. Key plan adjustments include updated timelines for outreach activities (e.g., events, workshops) related to concrete batch plants, incentive opportunities, and public health.  Chapter 5h of the CERP contains the implementation schedule, with each course of action in the CERP scheduled to begin in a specified year. However, various challenges resulted in key plan adjustments such as updating timelines for outreach activities (e.g., outreach event) and rule development, and collaborating with other entities to establish truck routes.  For additional details on progress made implementing individual CERP actions and milestones, please see Section B for status updates of individual actions. |
| * 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 6 – SBM 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 – 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, CSC input was gathered at the Truck Idling Location Prioritization Activity in October 2019, the Criteria For Air Filtration Systems Prioritization Activity in January 2020, the Automated License Plate Reader (ALPR) Locations Worksheet in August 2020, and the community-led incentives budgeting workshops in March and April 2021, was used to guide implementation of their respective CERP actions. 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 ALPR systems.  Please see Section B for status updates of individual actions. |
| 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 conveying mobile source and land use jurisdictional limitations to the community. As an example, the community would like to establish truck routes and policies for better warehouse design. South Coast AQMD has limited jurisdiction to address this; thus, requiring collaboration with other agencies. South Coast AQMD established partnerships with other agencies such as the City and County of San Bernardino Public Works, San Bernardino County Department of Public Health, CARB, Southern California Edison, and San Bernardino County Transportation Authority (SBCTA).  Additional lessons learned include time considerations of CERP implementation efforts and opportunities. 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 to 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 CAPP allocations. * Using CSC input on details of truck idling (e.g., time of day, location) helped with truck idling sweeps. * To ensure the community-identified project plans were more accessible, CSC members requested outreach to be conducted to independent owner/operators and small businesses.   Another lesson learned was how to more effectively gather CSC input to help guide CERP implementation. South Coast AQMD conducted the Truck Idling Location Prioritization Activity (October 2019) and the Criteria for Air Filtration Systems Activity (January 2020), resulting in one worksheet submission and 14 worksheets, respectively. The worksheets from each of the activities differed, with one requiring descriptive details (Truck Idling), and the other requiring a ranking (Air Filtration). We found that more CSC input could be gathered by asking for a ranking over descriptive details. South Coast AQMD also used Google Jamboard to conduct an activity for “No Idling” sign locations for truck idling. The Google Jamboard activity received 13 responses. Additionally, South Coast AQMD found that online surveys conducted through the Zoom chat, or using the Zoom poll function, provided easier access for many CSC members.  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 19-28, including the following action item[[4]](#footnote-5): |
| **Action Item in SCAQMD Board Resolution 19-28**   * 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 SBM 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 18, 2020 meeting, questions from committee members and 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 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.[[5]](#footnote-6) In preparation for consideration by the Governing Board, CARB staff reviewed the SBM 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 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]*  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 community-led incentives budgeting activities during CERP implementation. Two of the three prioritized incentive projects by the CSC include zero-emission technologies for infrastructure and trucks.  For these zero-emission technologies, 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 are 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 Proposition 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. In response, 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 funds, Year 3 CAPP funds are still being used for implementation. 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 (SEP) funds for air filtration systems in private schools and residences. 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 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 notices of violations. Exposure reduction actions (e.g., 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. The CSC also allocated $5 million and $2 million from Year 3 CAPP incentive funds to zero-emission trucks and zero-emission equipment or infrastructure at warehouses, respectively.  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. 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]*  South Coast AQMD met with the Assembly Member Eloise Gomez-Reyes’s office and the San Bernardino City Manager to initiate discussions on efforts to establish truck routes. Additional meetings have been held with the Public Works Departments of the City of San Bernardino and County of San Bernardino. Once further progress has been made, a report back will be provided to the CSC on this collaboration. Additionally, South Coast AQMD, the City of San Bernardino, and CARB are working with the CSC to identify locations and obtain necessary approvals from applicable entities (e.g., schools, municipalities) to install “No Idling” signs near sensitive receptors to enforce idling regulations*.* Installation of signs is expected in the next reporting period. |
| * Recommended Action #6: Continue work on reducing impacts from warehouse facilities and 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]*  In May 2021, the South Coast AQMD Governing Board adopted the South Coast AQMD Rule 2305.  Additionally, a joint CARB/South Coast AQMD community meeting was held in SBM in December 2019 to discuss potential regulatory concepts for South Coast AQMD Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities (PR 2306). South Coast AQMD is pursuing four concepts to reduce emissions from railyards, including:   * 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 has held five 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, a new intermodal facility is expected in Colton (near the SBM community) and PR 2306 can help set a precedent for and help inform the development of a future Railyard Indirect Source Rule for existing facilities, including those located in SBM. 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[[8]](#footnote-9) 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.[[9]](#footnote-10) |
| * 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 from the identified air quality priorities. Updates regarding some of the enhanced enforcement CERP actions 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/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 identified in the CERP, these updates can also occur on an as-needed basis. For example, the CSC was updated when South Coast AQMD took enforcement action on a truck idling next to a school, 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 during CERP implementation. South Coast AQMD also continues to respond to complaints provided by CSC members through the complaint system. For example, quarterly idling sweeps and focused inspections were conducted at targeted location within the community, including those conducted in response to complaints received by South Coast AQMD. The locations are selected based on historical complaints, input gathered from the CSC, and other data sources.  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. |
| * 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. South Coast AQMD continued mobile and stationary air monitoring and partnered with Aclima to conduct continuous mobile air monitoring throughout the community from July 1, 2021 through September 30, 2021. To keep the CSC informed of monitoring conducted for the CAMP and CERP, South Coast AQMD developed an interactive map that tracks the progress of monitoring activities.[[10]](#footnote-11) South Coast AQMD has also developed an Air Monitoring Data Display to provide available data.[[11]](#footnote-12) |

| ***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. San Bernardino, Muscoy 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: 6 * Number of actions in progress: 30 * Number of actions not yet implemented: 0   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. San Bernardino, Muscoy Plan, Chapter 5a, Table 5a-1]* |
| *[Summarize progress toward overall emission reduction targets]*  Emissions 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-2: Estimated Emission Reductions from Mobile Source Incentives and Statewide (CARB) Mobile Source Regulations by 2024 and 2029 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 80 TPY NOx, 1.3 TPY DPM, and 2.3 TPY reactive organic gases (ROGs), 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 107% of its 2024 emissions reduction target for NOx and 151% of its 2024 emissions reduction target for DPM. 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) and community-specific emissions reductions are yet to be calculated (see attached Section B – 2022 CARB Annual Progress Report Spreadsheet – SBM).  Additionally, South Coast AQMD reached out to Burlington Northern Santa Fe (BNSF) to inform them of available incentive opportunities, and BNSF submitted an application to replace three diesel switchers with zero-emission switchers. These locomotives and their associated emissions reductions are expected to be delivered in late 2024. Additional updates and emissions reductions will be provided in future annual progress reports, as information becomes available.  South Coast AQMD is continuing to seek new or existing sources or programs that can provide funding for near zero or zero-emission school buses. South Coast AQMD promoted the recent EPA Clean School Bus Program announcing to school districts and cities that $250M in federal funding is available for clean school bus replacement projects. Additional updates and any emission reductions resulting from these efforts will be provided in future annual progress reports, as information becomes available. |
| 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. San Bernardino, Muscoy 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 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 workshops. As a part of these efforts, South Coast AQMD submitted to CARB for review the Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC)[[12]](#footnote-13) project plan, which was approved by CARB in February 2022.  South Coast AQMD has conducted meetings with contractors and community members to develop a plan for a residential air filtration pilot study, funded by a SEP. South Coast AQMD developed a residential air filtration project plan that was submitted to CARB and approved on July 15, 2022 (2022-15CIP-SC). The CSC may have opportunities to allocate future CAPP incentive funds to residential air filtration systems and once approved, the project plan will serve as the mechanism to distribute those funds.  South Coast AQMD is continuing to seek new or existing sources or programs that can provide funding for tree planting. In November 2021, the Board recognized $64,000 in CAPP Implementation funds for tree planting projects. South Coast AQMD has developed a Request for Proposal (RFP) to invite submissions from eligible bidders to prepare and submit workplan(s) that seek funding to plant trees and/or increase green space in the community.  South Coast AQMD has also held six Why Healthy Air Matters (WHAM) events in SBM, which continue to be conducted virtually. Additional efforts to achieve proximity-based goals include meetings with the City of San Bernardino to begin discussions to identify and establish truck routes, the allocation of an additional $3 million to school air filtration systems, and outreach to provide information on 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. San Bernardino, Muscoy Plan, Chapter 5]* |
| *[Provide an update on compliance goals here]*  See Section B (2022 CARB Annual Progress Report Spreadsheet – SBM 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 enforcement 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 enforcement report backs on enforcement-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 SBM is approximately $17 million, resulting in emissions reductions benefits of 80 TPY NOx, 1.3 TPY DPM, and 2.3 TPY ROGs. Approximately $5 million was allocated for 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, San Bernardino, Muscoy“ (i.e., San Bernardino, Muscoy Plan), September 2019, available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/san-b/cerp-docs>. [↑](#footnote-ref-4)
4. South Coast Air Quality Management District, Governing Board Resolution 19-28, approved at a Board Meeting on September 6, 2019, available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/san-b/cerp-docs>. [↑](#footnote-ref-5)
5. California Health and Safety Code section 44391.2(c)(4). [↑](#footnote-ref-6)
6. CARB document “San Bernardino, Muscoy, Community Emissions Reduction Program Staff Report” released March 26, 2020, available at: <https://ww2.arb.ca.gov/resources/documents/san-bernardino-muscoy-community-emissions-reduction-program-staff-report>. [↑](#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. 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-9)
9. 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-10)
10. South Coast AQMD, San Bernardino, Muscoy Community Air Monitoring, <http://www.aqmd.gov/ab617/monitoring/sbm>. [↑](#footnote-ref-11)
11. South Coast AQMD, AB 617 Community Air Monitoring, <http://xappprod.aqmd.gov/AB617CommunityAirMonitoring/Home/Index>. [↑](#footnote-ref-12)
12. 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-13)