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# CHAPTER 5A:

## INTRODUCTION TO ACTIONS TO REDUCE COMMUNITY AIR POLLUTION

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### Community Air Quality Priorities

Through the development of the South Los Angeles (SLA) Community Emissions Reduction Plan (CERP) and based on sources of air pollution that are of concern to the community, the Community Steering Committee (CSC) identified the following air quality priorities: mobile sources, auto body shops, general industrial facilities, metal processing facilities, and oil and gas facilities. These air pollution sources are often near homes, schools, and other areas where the community can be exposed to harmful pollutants. To reduce air pollution from these sources, the CSC developed a set of actions to be implemented by government agencies, community-based organizations, businesses, and other entities, as described in the following subchapters. Subchapters 5b through 5f focus on each air quality priority identified by the CSC.

### Ongoing Efforts

Multiple government agencies may be involved when addressing an air quality priority, as each agency has its own specific authority, or jurisdiction, to protect the environment and community. Authority is dependent on the specific aspects of a facility, including the equipment, materials used, pollutant, operations, processes, hazardous waste, health impact, and type of environmental impact. The South Coast Air Quality Management District (South Coast AQMD), California Air Resources Board (CARB), and United States Environmental Protection Agency (U.S. EPA) develop, implement, and enforce air quality regulations to reduce air pollution from mobile sources such as trucks and locomotives and stationary sources such as dry cleaners, refineries, power plants, factories, and metal processing facilities. Additionally, South Coast AQMD and CARB may be developing new requirements that would further reduce air pollution from sources prioritized by the community.

In areas where South Coast AQMD and CARB do not have direct authority (jurisdiction), implementation of the AB 617 program may include informing the CSC of ongoing efforts conducted by other responsible agencies. For example, the California Geologic Energy Management Division (CalGEM), a state agency, is developing a public health rule to update public health and safety protections for communities near oil and gas production operations, which includes prohibiting new oil wells within a certain distance of sensitive receptors. Local land-use agencies can establish long-term goals, ordinances, and policies for land use that can also have an impact on local air pollution (e.g., LA County Green Zones Program<sup>1</sup>, LA County Oil

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<sup>1</sup> The LA County Green Zones Program enhances public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden. More information can be found at: <https://planning.lacounty.gov/greenzones#:~:text=initiated%20by%20the%20Board%20of,bear%20a%20disproportionate%20pollution%20burden>

Well Ordinance<sup>2</sup>, prohibition of new oil and gas extraction<sup>3</sup>).

One of the requirements of AB 617 is that air districts must expedite implementation of Best Available Retrofit Control Technology (BARCT) for facilities in the California Greenhouse Gas Cap-and-Trade program. South Coast AQMD's REgional CLean Air Incentives Market (RECLAIM) program includes facilities within the California Greenhouse Gas Cap-and-Trade program. In 2017, South Coast AQMD began this process and, to date, has established BARCT emissions limits for ten rules and is currently developing or amending four additional rules. There are three RECLAIM facilities in the SLA community boundary.

### Opportunities for Action

In addition to the ongoing efforts described above, South Coast AQMD, in collaboration with the CSC, identified goals to reduce air pollution in the SLA community. For each air quality priority, this CERP defines a path for further reductions of emissions and exposure through identifying goals with corresponding action(s), metric(s), timeline(s), and responsible entities. This path utilizes strategies, including rules and regulations,<sup>4</sup> air monitoring, enforcement, incentives, collaborations, and information and outreach to achieve localized reductions, share emissions data, and provide other related information to address the community's concerns. Further, the CSC requested that the community be involved in implementing this CERP and suggested that agencies work with community-based organizations to invest in community projects.

### Emissions Reduction Targets

AB 617 requires emissions reduction programs, such as this CERP, to include emissions reduction targets.<sup>5,6</sup> This CERP will project emissions reductions for nitrogen oxides (NOx) and diesel particulate matter (DPM) in tons per year (tpy). To accurately determine emissions reductions, a baseline is established based on the year prior to community designation<sup>7</sup> (as described in Chapter 3b – Emissions Inventory and Source Attribution). **Table 5a-1: CERP Emissions Reduction Targets** includes an emissions baseline for 2019, projected future baseline emissions for 2026

<sup>2</sup> The LA County Oil Well Ordinance will update permit requirements and development operating standards for existing and new oil wells and accessory facilities in unincorporated LA County. More information can be found at: <https://planning.lacounty.gov/oilwell>

<sup>3</sup> On January 26, 2022, the City of Los Angeles City Council passed a recommendation for the mayor to develop an ordinance requiring a new policy be drafted to prohibit new oil and gas extraction, make extraction activities a nonconforming use in all zones, ensure plugging and abandonment of wells, and conduct comprehensive site remediation. More information can be found at: <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=17-0447>

<sup>4</sup> At South Coast AQMD, a regulation is composed of rules, each of which deals with a specific topic within that regulation. More information can be found here: <http://www.aqmd.gov/home/rules-compliance/regulations#:~:text=At%20South%20Coast%20AQMD%2C%20a,and%20administered%2C%20and%20their%20impact>

<sup>5</sup> California Health and Safety Code Section 44391.2 (c)(3)

<sup>6</sup> CARB, Community Air Protection Blueprint, [https://ww2.arb.ca.gov/sites/default/files/2018-10/final\\_community\\_air\\_protection\\_blueprint\\_october\\_2018\\_appendix\\_c.pdf](https://ww2.arb.ca.gov/sites/default/files/2018-10/final_community_air_protection_blueprint_october_2018_appendix_c.pdf)

<sup>7</sup> SLA is considered as a 2020-designated community, despite its delayed designation by CARB in February 2021.

and 2031, emissions reductions from this CERP in 2026 and 2031, and an overall percentage of emissions reductions from 2019.

**Table 5a-1: CERP Emissions Reduction Targets**

Year	Emissions	NOx*	DPM*
2019	Baseline Emissions (tpy)**	3,339	41.14
2026	Projected 2026 Baseline Emissions (tpy)**	2,179	18.22
	Emissions Reductions from CERP (tpy)	TBD	TBD
	Overall Emissions Reductions from 2019 (%)	TBD	TBD
2031	Projected 2031 Baseline Emissions (tpy)**	1,957	15.93
	Emissions Reductions from CERP, by 2031 (tpy)***	TBD	TBD
	Overall Emissions Reductions from 2019 (%)	TBD	TBD

\* Estimated emissions reduction targets will be finalized as part of the Final CERP presented to Governing Board on June 3, 2022.

\*\* Emissions were developed and presented in tons per day unit in Chapter 3b and Appendix 3b.

\*\*\* Estimated emissions reduction targets from this CERP, by 2031 include TBD tpy NOx and TBD tpy DPM from projected incentive projects.

### Estimated Emissions Reductions from CARB Statewide Measures

CARB's statewide strategy provided in this CERP accounts for the combined effects of regulations currently under rulemaking for a future year. Potential emissions reductions from proposed regulations for a specified year are applied to account for multiple regulations that may affect a specific source category. For example, if two regulations are applicable to the same source of emissions (e.g., trucks) then a new baseline is established by applying the statewide reduction factors from the first proposed regulation to the original baseline, and then reductions from the second regulation are calculated based on the newer established baseline.

It is important to note that most of these regulations are in early phases of development and their adoption and implementation timelines have not yet been established. Additionally, the statewide emission inventory used to estimate the potential emission reduction factors for these strategies are derived from draft regulatory inventories that will continue to be revised through the regulation development process. Once a statewide strategy or regulatory measure is adopted, emission reduction factors and related benefits will be updated to reflect the final

inventory used in the regulation. Accordingly, the draft statewide emissions reduction estimates presented in this CERP should only be used as rough estimates that are subject to change in the future.

CARB has estimated the emissions reductions benefits for some of the proposed statewide measures as shown in Table 5a-2: Emissions Reduction Targets for CARB Statewide Measures for the 2026 and 2031 milestone years for the SLA community. The “Action Date” listed in **Table 5a-2** reflects the year of the anticipated adoption date by CARB’s Governing Board.

**Table 5a-2: Emissions Reduction Targets for CARB Statewide Measures<sup>†</sup>**

Proposed Statewide Measure	Action Date	Emissions Reductions Targets 2026/2031 (tpy)							
		NOx		VOC		DPM		PM2.5	
		2026	2031	2026	2031	2026	2031	2026	2031
Advanced Clean Fleet <sup>8</sup>	2023	5.3	24	-	-	0.0	0.0	0.1	0.6
Advanced Clean Car 2 <sup>9</sup>	2022	2.1	27	1.3	21	0.0	0.0	0.6	7.6
Heavy-Duty Inspection and Maintenance <sup>10</sup>	2021	122	140	-	-	1.0	1.0	1.0	1.0
Small Off-Road Engine Amendment <sup>11</sup>	2021	19	60	144	416	-	-	1.4	3.9
Transport Refrigeration Unit Regulation <sup>12</sup>	2022	3.5	8.5	0.4	1.1	1.3	2.8	1.2	2.6
<b>Total</b>		<b>152</b>	<b>259</b>	<b>146</b>	<b>438</b>	<b>2.3</b>	<b>3.8</b>	<b>4.2</b>	<b>16</b>

<sup>†</sup> Emissions reduction targets based on estimates from CARB. Emissions reductions are subject to future assessment and regulatory analysis that may result in adjustments.

<sup>8</sup> CARB, Advanced Clean Fleet Rules, <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>

<sup>9</sup> CARB, Advanced Clean Car 2, <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>

<sup>10</sup> CARB, Heavy-Duty Inspection and Maintenance, <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>

<sup>11</sup> CARB, Small Off-Road Engine (SORE), <https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

<sup>12</sup> CARB, Transport Refrigeration Unit Regulation, <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>