

# CHECKLIST FOR COMMUNITY EMISSIONS REDUCTION PROGRAM (CERP) EVALUATION (San Bernardino, Muscoy)

| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: HEALTH-BASED AIR QUALITY OBJECTIVES   |                                     | Addressed in: | Comments:   |
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| CRITERIA   | <input checked="" type="checkbox"/> |               |   |
| TOPIC: HEALTH-BASED AIR QUALITY OBJECTIVES   |                                     |               |   |
| Provide a description of the health-based objectives, including: <ul style="list-style-type: none"> <li>Maximizing progress on reducing exposure to toxic air contaminants that contribute to the cumulative exposure burden.</li> <li>Reducing exposure caused by local sources to achieve healthful levels of PM2.5 within the community.</li> </ul> | <input checked="" type="checkbox"/> | Chapter 5a    | Overview of health-based emissions reduction objectives can be found in Chapter 5a. The emission reductions include Diesel Particulate Matter (DPM) (toxics), and PM2.5 precursors (nitrogen oxides (NOx)). The estimated emissions reduction targets resulting from actions in this CERP are: <ul style="list-style-type: none"> <li>NOx: 127.9 tons per year (tpy)</li> <li>DPM: 0.91 ton per year</li> </ul> Furthermore, Table 5a-1 shows CERP emissions reduction targets by 2024 and 2029. Table 5a-2 shows the estimated emission reductions for PM2.5 from mobile sources incentives and statewide mobile source regulations by 2024 and 2029. In addition, other actions in the CERP will result in emission reductions in PM2.5 and NOx, but cannot be quantified at this time. For |

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|  |  |  | <p>example, in Chapter 5c, Actions 2 and 3, the development of Facility Based Mobile Source Measures (Indirect Source Rule) for Warehouses or installation of zero-emission infrastructure will result in emission reductions, but cannot be quantified at this time.</p> <p>Other emission reductions in the CERP provide long term benefits for public health that are not measurable. For example, in Chapter 5g, Action 1, staff includes a collaboration with Arrowhead Regional Medical Center to provide outreach to schools for asthma related programs (i.e., Breathmobile program), which has a direct impact on improving public health.</p> |
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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT</b>  |                                     | <b>Addressed in:</b>   | <b>Comments:</b>   |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |  |  |
| <b>TOPIC: COMMUNITY STEERING COMMITTEE</b>  |                                     |  |  |
| Provide documentation on the community steering committee: <ul style="list-style-type: none"> <li>• Date, materials, and attendance for a public meeting that discussed the convening process for the steering committee.</li> <li>• Membership, including core community representation.</li> <li>• Charter that covers the following topics:               <ul style="list-style-type: none"> <li>○ Committee objectives.</li> <li>○ Roles and responsibilities.</li> <li>○ Meeting frequency.</li> </ul> </li> </ul> | <input checked="" type="checkbox"/> | <a href="http://www.aqmd.gov/ab617/sbm">http://www.aqmd.gov/ab617/sbm</a><br>Chapter 2<br>Appendix 2 | The convening process for the CSC was discussed in CSC Meeting #1 (October 2018) and mentioned in the CSC charter. Meeting materials, CSC roster, and the charter are posted on the AB 617 webpage. The attendance is in Appendix 2 of the CERP. Membership, including core community representation is in |

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| <ul style="list-style-type: none"> <li>○ Meeting dates, times, and locations to ensure accessibility.</li> <li>○ Use of facilitation services.</li> <li>○ Use of interpretation services at steering committee meetings and other outreach events.</li> </ul> |  |  | Chapter 2. |
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| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT (CONTINUED)   |                                     | Addressed in:  | Comments:   |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |  |   |
| <b>TOPIC: PUBLIC PROCESS</b>  |                                     |  |   |
| Provide documentation the air district board held a public board hearing when presenting the final program for air district board consideration.  | <input checked="" type="checkbox"/> | <p><b>Webcast of Governing Board Hearing:</b><br/> <a href="http://www.aqmd.gov/home/news-events/webcast/live-webcast?ms=QTOKVsWJ5U8">http://www.aqmd.gov/home/news-events/webcast/live-webcast?ms=QTOKVsWJ5U8</a></p> <p><b>Governing Board package:</b><br/> <a href="http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/brdpg-2019-sep6.pdf">http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/brdpg-2019-sep6.pdf</a></p> | The September 2019 Governing Board Hearing was webcast. The CERP (Agenda Item #25A is specific to the San Bernardino, Muscoy (SBM) community) was included as part of the Governing Board package.  |
| Provide documentation the air district provided materials in appropriate languages and interpretation services were available at workshops and public board hearings in accordance with the steering committee charter. | <input checked="" type="checkbox"/> | <p><a href="http://www.aqmd.gov/a617/sbm">http://www.aqmd.gov/a617/sbm</a></p> <p>Appendix 2<br/>Chapter 2</p>   | South Coast AQMD posts all CSC meeting materials, including Spanish versions of the agenda, presentation, flyers, etc. on the AB 617 website. Interpretation services were available for CSC meetings, workshops, and public board hearings and the services used are noted in Appendix |

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|   |                                     |  | 2. In addition, the meeting flyers indicated that Spanish interpretation would be available at each meeting.   |
| <p>Provide documentation of a dedicated public webpage for each community emissions reduction program that contains:</p> <ul style="list-style-type: none"> <li>• Phone number and e-mail address for a dedicated contact person.</li> <li>• An up-to-date outreach calendar and notices for workshops and community steering committee meetings.</li> <li>• Any draft materials that will be shared at air district workshops and public board hearings.</li> <li>• Links to any relevant air quality data for the community.</li> <li>• A link to CARB's Community Air Protection Program main webpage.</li> <li>• Access in multiple languages, as appropriate.</li> </ul> | <input checked="" type="checkbox"/> | <a href="http://www.aqmd.gov/ab617/sbm">www.aqmd.gov/ab617/sbm</a>                     | <p>The AB 617 webpage includes information for a dedicated contact person, calendar, notices, and meeting materials for workshops and CSC meetings, and links to relevant air quality data for the community. CARB's Community Air Protection Program main webpage is provided on South Coast AQMD's main AB 617 webpage.</p>  |
| <p>Provide documentation that outreach materials were distributed broadly to a variety of groups through various avenues such as the internet, paper mailings, and local print, radio, and television media as appropriate at least five days in advance of each meeting.</p>   | <input checked="" type="checkbox"/> | <a href="http://www.aqmd.gov/ab617/sbm">http://www.aqmd.gov/ab617/sbm</a><br>Chapter 2 | <p>The online meeting calendar was frequently updated and flyers for each meeting were posted on the SBM AB 617 webpage. Meeting information was sent to CSC members and interested parties through a variety of avenues, as described in Chapter 2.</p> <p>In addition, email correspondence (which included meeting materials) with CSC members was posted on the website.</p> |

| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: COMMUNITY PARTNERSHIPS AND PUBLIC ENGAGEMENT (CONTINUED) |                                     | Addressed in: | Comments: |
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| CRITERIA  | <input checked="" type="checkbox"/> |               |           |
| TOPIC: OUTREACH SUMMARY   |                                     |               |           |

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| <p>Provide a summary of the results of the first year of public outreach and an overview of the planned approach for public engagement moving forward that includes:</p> <ul style="list-style-type: none"> <li>• Dates, times, locations, outreach mechanisms, sign-in sheets, agendas, meeting summaries, and next steps for all community steering committee meetings.</li> <li>• Dates, times, locations, and number of participants at all workshops.</li> <li>• Links to presentation materials and minutes/notes for all workshops and air district public board hearings.</li> <li>• Summary of steering committee's perspectives and other public input and documentation steering committee had opportunity to present at all meetings.</li> </ul> | <input checked="" type="checkbox"/> | <p>Appendix 2<br/>Chapter 2</p> <p><a href="http://www.aqmd.gov/ab617/sbm">http://www.aqmd.gov/ab617/sbm</a></p> <p><b>Stationary Source Committee:</b></p> <p><b>Governing Board Hearing Minutes:</b><br/><a href="http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/2019-oct4-001.pdf?sfvrsn=6">http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/2019-oct4-001.pdf?sfvrsn=6</a></p> <p><b>Governing Board package (presentation materials):</b><br/><a href="http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/brdpkg-2019-sep6.pdf">http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/brdpkg-2019-sep6.pdf</a></p> | <p>Meeting agendas are posted online on the SBM AB 617 webpage and are shown in Appendix 2 of the CERP which note the dates, times, and locations of CSC meetings. Sign-in sheets and outreach flyers for each meeting are also provided in Appendix 2. Meeting summaries and presentations are posted online. Meeting summaries include steering committee's perspectives and other public input. A number of CSC members presented at a CSC meetings to show current efforts in the community. The number of participants at each CSC meeting, including workshops, is provided in Chapter 2. South Coast AQMD's responses to verbal comments made by CSC members and by members of the public during the CSC meetings or written comments submitted online are included in the CERP. Engagement approach moving forward during the CERP implementation was discussed in CSC meeting #10. The CSC will be meeting on a quarterly basis. CSC meeting #10 presentation: <a href="http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-oct17-2019.pdf?sfvrsn=8">http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-oct17-2019.pdf?sfvrsn=8</a></p> <p>Presentations for Stationary Source Committee Meeting and Governing Board Hearing are posted on South Coast AQMD's main webpage.</p> |
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| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: UNDERSTANDING THE COMMUNITY   |                                     | Addressed in:   | Comments:  |
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| <b>CRITERIA</b>  | <input checked="" type="checkbox"/> |   |  |
| <b>TOPIC: COMMUNITY PROFILE</b>  |                                     |   |  |
| Provide a description of the community and include a discussion of community issues, including final geography boundary, types of pollution impacting the community, a characterization of current public health data, and socioeconomic factors.  | <input checked="" type="checkbox"/> | Chapter 3a<br>Chapter 3b  | A profile of the SBM community is given in Chapter 3a of the CERP. A more detailed description of the types of pollution impacting the community is given in Chapter 3b.   |
| <b>TOPIC: TECHNICAL FOUNDATION</b>   |                                     |   |  |
| Provide an assessment and description of the existing high cumulative air quality exposure burden within the community that identifies: <ul style="list-style-type: none"> <li>• A list of the key pollutants driving the exposure burden in the community</li> <li>• A list of the key sources and source categories both within and directly surrounding the community.</li> </ul> | <input checked="" type="checkbox"/> | Chapter 3b<br>Appendix 3b   | A description of toxic air contaminants and criteria air pollutants that drive the exposure burden to the SBM community are given in Chapter 3b of the CERP. Annual emissions by source category can also be found in Appendix 3b.   |
| Provide an assessment of sensitive receptor locations within the community and how land use issues impact exposure.  | <input checked="" type="checkbox"/> | Land Use Maps:<br><a href="https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=65c211b3d20546f3a65e29a522a83152">https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=65c211b3d20546f3a65e29a522a83152</a><br><br>Chapter 5g<br>Chapter 5b | Chapter 5g of the CERP identifies specific locations within the SBM community where more sensitive groups (e.g., children) tend to gather, such as schools. Land use maps were also provided to CSC members before community boundaries were finalized.<br><br>Technical data, including land use data, was used to help prioritize schools and truck idling sweep locations and will be used to prioritize schools for implementation, but CSC input is critical in such prioritization. For truck idling prioritization, see agenda for CSC Meeting #10: |

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|  |                                     |                           | <a href="http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/agenda-oct17-2019.pdf?sfvrsn=8">http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/agenda-oct17-2019.pdf?sfvrsn=8</a>  |
| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: UNDERSTANDING THE COMMUNITY (CONTINUED)</b>  |                                     | <b>Addressed in:</b>      | <b>Comments:</b>   |
| <b>CRITERIA</b>  | <input checked="" type="checkbox"/> |                           |  |
| Provide a community-level emissions inventory based on best available data and developed in accordance with CARB's community inventory guidance.   | <input checked="" type="checkbox"/> | Chapter 3b<br>Appendix 3b | Chapter 3b Appendix 3 give an emissions inventory for the SBM community.   |
| Provide an assessment of the benefits of existing air quality policies and programs in reducing emissions within the community.  | <input checked="" type="checkbox"/> | Chapter 3b                | Chapter 3b-12 discusses future emission reductions under existing air quality policies for the years of 2024 and 2029  |
| Provide an assessment of compliance with air quality rules and regulations for sources within the community, consistent with the enforcement plan.   | <input checked="" type="checkbox"/> | Chapter 4<br>Appendix 4   | Chapter 4 of the CERP shows enforcement statistics and discusses compliance rates. However, compliance rates may not be the most effective predictor of overall compliance. Appendix 4 provides information regarding the compliance history of facilities in this community (facilities subject to South Coast AQMD's regulations). South Coast AQMD's section includes a list of all active facilities with active or expired permits, a summary of all complaints received, a list of all inspections conducted, and a list of all enforcement actions taken. |
| Provide the source attribution analysis that assesses the share of mobile, stationary, and area-wide source emissions contributing to the air quality burden in the community, based on at least one of the source attribution approaches discussed in the online Resource Center. | <input checked="" type="checkbox"/> | Chapter 3b                | Chapter 3b in the CERP provides a source attribution analysis for the pollutants of concern in the SBM community.  |

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| Provide supporting documentation on methodologies and data sources used in the technical assessment. | ☑ | Chapter 3b<br><br>Methodology for Source Attribution Analyses:<br><a href="http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf">http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf</a> | The first reference for Chapter 3b in the CERP provides a link to the Methodology for Source Attribution Analyses document, which is the technical document that provides the support for the results shown in the chapter. |
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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES</b>  |   | <b>Addressed in:</b>   | <b>Comments:</b>  |
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| <b>CRITERIA</b>   | ☑ |  |   |
| <b>TOPIC: EMISSIONS REDUCTION TARGETS</b>   |   |  |   |
| Specify emissions reduction targets to be achieved within five years for directly-emitted applicable toxic air contaminants, PM2.5, and any other identified pollutants (e.g., lead, PM10) as defined in the technical assessment, designed to maximize toxic air contaminant emissions reductions and achieve healthful level of PM2.5.  | ☑ | Chapter 5a   | Chapter 5a includes targets for NOx and DPM and discusses how the plan will further reduce PM2.5.   |
| For the mobile, stationary, and area-wide sources of applicable criteria air pollutants and toxic air contaminants impacting the community, specify: <ul style="list-style-type: none"> <li>• Commitments to achieve numerical goals for compliance with air quality rules and regulations,</li> <li>• Commitments to achieve numerical goals for deploying or implementing available technologies or control techniques, with a focus on zero emission technologies where feasible.</li> </ul> | ☑ | Chapter 5<br><a href="http://www.aqmd.gov/ab617/sbm">http://www.aqmd.gov/ab617/sbm</a> | Commitments to achieve numerical emission reduction targets are found throughout Chapter 5 and summarized in Chapter 5a. Specific numerical goals were added where relevant; (e.g., Truck idling sweeps in Chapter 5b) however in a majority of situations, having strict goals can be counterproductive since the CERP must be adaptable to the data that is generated through the CERP's actions or based upon the most relevant data. For example, |



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|  |  | <p>some enforcement goals are dependent on monitoring findings (actions).</p> <p>The commitments to achieve numerical goals for deploying or implementing available technologies or control techniques, was achieved through mobile source incentive projects and are described in Chapter 5a. The CSC prioritized achieving emission reductions from diesel powered mobile sources and/or equipment through the replacement of cleaner technology (with priority given to zero-emission technology whenever feasible). Incentive goals were not established by the type of source (i.e., rail, truck) nor by the number of equipment (i.e., Cargo handling equipment, heavy-duty diesel truck) to allow for the CERP to maintain flexibility to fund projects that provide the greatest benefits to the community (i.e., based upon further CSC input, improvements or advancements in cleaner technology). Staff presented proposed incentive projects to be funded (based on proposals submitted) in the SBM community during the October CSC meeting. The presentation slides can be found here:<br/><a href="https://www.wessex.ac.uk/images/pdf_cfps/2020/AIR_2020_CFP.pdf">https://www.wessex.ac.uk/images/pdf_cfps/2020/AIR_2020_CFP.pdf</a></p> <p>To generate additional locally-based</p> |
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|  |  | proposals and achieve further emissions reductions in the SBM community, Chapters 5b and 5e commit to conducting outreach to equipment owners in this community. |
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| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)  |   | Addressed in:   | Comments:   |
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| CRITERIA   | ✓ |   |   |
| TOPIC: PROXIMITY-BASED GOALS   |   |   |   |
| <p>Specify proximity-based goals to reduce exposure at sensitive receptors:</p> <ul style="list-style-type: none"> <li>Identify the sensitive receptor locations that are exposed to elevated levels of air pollution because of their proximity to emissions sources.</li> <li>Specify measurable goals for deploying or implementing exposure reduction measures at sensitive receptor locations.</li> </ul> | ☑ | <p>Chapter 5b<br/>Chapter 5g<br/>Land use maps:<br/><a href="https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=65c211b3d20546f3a65e29a522a83152">https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=65c211b3d20546f3a65e29a522a83152</a></p> | <p>Sensitive receptors are identified and addressed in Chapter 5g. The CSC prioritized sensitive receptors such as schools (i.e., charter schools), community centers, and childcare centers for the installation of air filtration systems (Chapter 5g). The CSC also identified locations where trucks idle near sensitive receptors.</p> <p>Land use maps were also provided to the CSC before community boundaries were finalized.</p> <p>Technical data, including land use data, was used to help prioritize truck idling sweep location, and will be used to prioritize schools for CERP implementation. CSC input will also be used for prioritization. For truck idling, see agenda for CSC Meeting #10:</p> |

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|   |                                     |   | <a href="http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/agenda-oct17-2019.pdf?sfvrsn=8">http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/agenda-oct17-2019.pdf?sfvrsn=8</a><br>The number of schools that receive air filtration systems (Chapter 5g, Action 2) and number of truck idling sweeps conducted (Chapter 5b, Action 1) will serve as measureable goals.   |
| <b>TOPIC: REDUCTION STRATEGIES</b>  |                                     |   |   |
| Regulatory Strategies: <ul style="list-style-type: none"> <li>• Include the best available retrofit control technologies (BARCT) expedited schedule consistent with the statutory direction to cover “each industrial source” subject to the State’s Cap-and-Trade program as of January 1, 2017. Identify the categories of sources impacting the community that will be subject to these requirements.</li> <li>• Identify proposed new or amended rules for sources in the community under the district’s regulatory authority, as appropriate.             <ul style="list-style-type: none"> <li>○ Document the evaluation process undertaken in identifying these measures, which include: Evaluation of the most stringent control limits and exemption and applicability provisions used in rules included in the Technology Clearinghouse.</li> <li>○ Consideration of other approaches such as:                 <ul style="list-style-type: none"> <li>○ Activity limits and other operational requirements.</li> <li>○ Indirect source rules and other facility-based approaches.</li> <li>○ Enforceable agreements.</li> <li>○ Transportation control measures.</li> </ul> </li> </ul> </li> <li>• Identify mobile source measures that CARB will provide.</li> </ul> | <input checked="" type="checkbox"/> | Appendix 3a<br>Chapter 5a<br>Chapter 5b<br>Chapter 5c<br>Chapter 5e | Appendix 3a lists the REgional CLean Air Incentives Market (RECLAIM) facility in this community that may be subject to BARCT requirements and whether they are in the State cap-and-trade program. Specific rules that will be evaluated for BARCT for RECLAIM facilities are also included in Appendix 3a.<br>Proposed Indirect Source Rules (ISR) or Facility Based Mobile Source Measures are discussed for warehouses (Chapter 5c) and railyards (Chapter 5e).<br>Chapters 5a and 5b identify specific mobile source measures that CARB will provide. There is also a discussion about modifying truck routes away from sensitive populations in Chapter 5b Action 2. |

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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND</b> | <b>Addressed in:</b> | <b>Comments:</b> |
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| STRATEGIES (CONTINUED)   |   |  |  |
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| CRITERIA   | ✓ |  |  |
| <p>Facility Risk Reduction Audits:</p> <ul style="list-style-type: none"> <li>List the facilities within and directly surrounding the community that are required to report toxic air contaminant emissions under existing statute and identify whether the air district has designated the facility as high, intermediate, or low risk.</li> <li>Identify which of these facilities have existing risk reduction audits and emission reduction plans.</li> <li>Document the review process and specify facilities that will require risk review plan updates and the timeframe required.</li> </ul> | ✓ | Appendix 3a  | Appendix 3a of the CERP lists the facilities that are part of the AB 2588 program and report air toxics emissions. Table Appendix 3a-2 lists the risk prioritization for each facility, their risk designation (based on their Health Risk Assessment), and the status of their Risk Reduction Plan, where applicable. The review process for the Health Risk Assessments is discussed in Appendix 3a. |
| <p>Air Quality Permitting:</p> <ul style="list-style-type: none"> <li>Reference how the Technology Clearinghouse will be used in developing BACT and T-BACT technology determinations for any new or modified source air district permitting processes within the community.</li> </ul>  | ✓ | Appendix 3a  |  |
| <p>Enforcement Strategies:</p> <ul style="list-style-type: none"> <li>Identify near-term enforcement strategies included in the enforcement plan.</li> </ul>   | ✓ | Chapter 4<br>Chapter 5   | The introduction to Chapter 4 summarizes the enforcement strategies. These are described in more detail throughout Chapter 5 and include steps that CARB and South Coast AQMD will take to reduce emissions in the SBM community including truck idling sweeps and focused air monitoring and inspection of facilities.  |
| <p>Incentive-Based Strategies:</p> <ul style="list-style-type: none"> <li>Identify existing funding programs and the specific project types that will be the focus of incentive programs to accelerate deployment of the cleanest technologies within the community.</li> <li>Identify specific actions the air district and CARB will take to secure additional funding as necessary.</li> <li>Include outreach strategies to promote identified funding</li> </ul>   | ✓ | Chapter 5b<br>Chapter 5c<br>Chapter 5d<br>Chapter 5e<br>Chapter 5g | Incentive programs to replace older heavy-duty trucks with zero- or near-zero emission trucks or railyards with cleaner locomotives and/or equipment as well as the installation of zero-emission infrastructure, and reduce exposures near sensitive receptors are discussed in Chapters 5b   |

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| opportunities. |  | <p>(trucks), 5e (railyards), 5c (warehouses), and 5g (schools), respectively. Chapters 5b and 5e also mention outreach events to provide the CSC with updates on incentive funding opportunities to replace older heavy-duty trucks or informing railyard operators about replacing diesel-fueled equipment with cleaner technologies. Chapter 5g also includes identifying new or existing sources or programs that can provide funding for replacing school buses, air filtration systems at homes, and tree planting (green space).</p> <p>Chapter 5d, Action 2 also discusses providing information on incentive opportunities for zero-emission buses and supporting infrastructures.</p> |
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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)</b>  |                                     | <b>Addressed in:</b>                                | <b>Comments:</b>  |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |   |   |
| <p>Land Use Strategies:</p> <ul style="list-style-type: none"> <li>• Identify community-specific land use strategies that the air district will actively engage on and the applicable implementing agency. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> <li>○ Planning permit conditions to require increased setbacks or buffer zones for specific source types.</li> <li>○ “Green zone” policies to establish exposure-reducing</li> </ul> </li> </ul> | <input checked="" type="checkbox"/> | Chapter 2<br>Appendix 2<br>Chapter 5c<br>Chapter 5g | One-on-one meetings were held with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g., City of San Bernardino, County of San Bernardino). Local land use agencies were represented on the CSC. Documentation of meetings can be found in Chapter 2 and |

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| <p>development requirements for specific areas.</p> <ul style="list-style-type: none"> <li>○ Zoning code amendments to prevent or reduce new permitting of incompatible land uses.</li> <li>○ Processes to terminate existing incompatible land uses within selected communities.</li> <li>○ General plan updates focused on environmental justice and air quality, through the SB 1000 process or other general plan updates.</li> <li>○ Strategies to promote urban greening.</li> <li>○ Measures in the applicable Metropolitan Planning Organization’s Senate Bill 375 Sustainable Communities Strategy that can be implemented within the community.</li> <li>○ Environmental justice-related components of regional or local plans that can be deployed within the community.</li> </ul> |  |  | <p>Appendix 2.</p> <p>Chapter 5c, Action 1 includes working with the City of San Bernardino and the County of San Bernardino on enhancing land use policies (e.g., development standards) that reduce residents’ exposure to emissions from older diesel trucks at warehouse facilities.</p> <p>In addition, Chapter 5g, Action 4 specifies actions to identify new or existing sources or programs that can provide funding for tree planting.</p> |
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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)</b>  |                                     | <b>Addressed in:</b>  | <b>Comments:</b>  |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |   |   |
| <p>Transportation Strategies:</p> <ul style="list-style-type: none"> <li>● Identify community-specific transportation strategies the air district will actively engage on and the applicable implementing agency. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> <li>○ Alternative truck routing.</li> <li>○ Geo-fencing within designated areas.</li> <li>○ Strategies to reduce vehicle miles travelled and encouraged active transportation.</li> <li>○ “Green zone” policies to implement transportation strategies within certain areas.</li> <li>○ Preferential access to facilities for the cleanest technologies.</li> </ul> </li> </ul> | <input checked="" type="checkbox"/> | <p>Chapter 2<br/>Appendix 2<br/>Chapter 5b<br/>Chapter 5c</p> | <p>Transportation strategies underwent a review process that included one-on-one meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g. City of San Bernardino). Documentation of these meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 5b, Action 2 discusses collaborating with the City and County of San Bernardino to evaluate potential designated truck</p> |

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| <ul style="list-style-type: none"> <li>○ Incorporation of zero emission vehicles and equipment into project development, construction, and operation.</li> <li>○ Measures in the applicable Metropolitan Planning Organization’s Senate Bill 375 Sustainable Communities Strategy that can be implemented within the community.</li> <li>○ Environmental justice-related components of regional or local plans that can be deployed within the community.</li> </ul>  |                                     |  | <p>routes and identify resources to enforce these routes.</p> <p>Chapter 5c, Action 3 specifies actions to collaborate with local governments, utilities, and local and state entities to promote the installation of fueling infrastructure to support zero-emission trucks/vehicles, transport refrigeration units, and cargo handling equipment.</p>   |
| <p>Mitigation Strategies:</p> <ul style="list-style-type: none"> <li>● Identify specific strategies to reduce exposure. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> <li>○ Installation of air filtration at sensitive receptor locations.</li> <li>○ Installation of solid barriers or vegetative buffers between emissions sources and sensitive receptors.</li> <li>○ Implementation of school flag and other notification programs to communicate air quality information to the community.</li> </ul> </li> </ul> | <input checked="" type="checkbox"/> | <p>Chapter 2<br/>Appendix 2<br/>Chapter 5g</p> | <p>Mitigation strategies underwent a review process that included one-on-one and small group meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g. County of San Bernardino Department of Public Health, City of San Bernardino, etc.) Documentation of these meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 5g, Action 2 discusses installing air filtration systems at sensitive receptor locations such as schools and childcare centers near air pollution sources such as idling trucks and dust from concrete batch and asphalt batch plants.</p> <p>Chapter 5g, Action 1 includes providing air quality related programs to schools such as the Clean Air Ranger Education (CARE). CARE is a program designed for elementary school education and includes an air</p> |

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|  |  |  | <p>quality flag component.</p> <p>Chapter 5g, Action 4 includes an action to identify funding for tree planting to increase the amount of green space, which in some locations can serve as a buffer zone between sources and sensitive receptors.</p> <p>In addition, Chapter 5g, Action 5 includes an action to identify new or existing sources or programs that can provide funding for alternative-fueled school buses. The replacement of diesel buses with cleaner technologies may reduce the exposure of sensitive populations (i.e., children) to diesel emissions from the school buses.</p> |
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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED)</b>  |                                     | <b>Addressed in:</b>   | <b>Comments:</b>  |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |  |   |
| <p>Engagement Approaches:</p> <ul style="list-style-type: none"> <li>• Specify strategy-specific approaches for CARB and air district coordination with appropriate agencies to implement identified land use, transportation, and mitigation strategies. Document the review process undertaken in identifying these strategies, which includes consideration of the following approaches where applicable: <ul style="list-style-type: none"> <li>○ Writing CEQA comment letters on proposed projects that</li> </ul> </li> </ul> |                                     | <p>Chapter 2<br/>Appendix 2<br/>Chapter 3a<br/>Chapter 5b<br/>Chapter 5c</p> | <p>Engagement strategies underwent a review process that included one-on-one and small group meetings with different stakeholders, gathering input during monthly CSC meetings, and conversations with relevant agencies (e.g., City of San Bernardino and San Bernardino County Department of Public Health,</p> |



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| <p>would impact the community.</p> <ul style="list-style-type: none"> <li>○ Utilizing CalEnviroScreen indicators to provide an analysis of existing environmental burdens in order to set the baseline conditions and metrics to improve air quality and reduce cumulative exposure burden.</li> <li>○ Direct meetings with staff or elected officials.</li> <li>○ Direct meetings with facility owners and/or equipment operators.</li> <li>○ Formation of a cooperative information sharing process with land use permitting agencies to review proposed projects that would impact the community.</li> <li>○ Participation in public meetings on proposed projects that would impact the community.</li> <li>○ Development of memoranda of understanding with cities, counties, transportation agencies, other public agencies, or facility owners or equipment operators.</li> <li>○ Direct implementation of strategies within CARB or the air district's jurisdiction.</li> </ul> | <input checked="" type="checkbox"/> | <p>and San Bernardino County Transportation Authority) and CSC members including staff representing elected officials' offices. Documentation of these meetings can be found in Chapter 2 and Appendix 2.</p> <p>Chapter 3a provides a description of how CalEnviroScreen was used to analyze and identify this community for Year 1.</p> <p>Chapter 5c, Action 1 outlines working with the local planning or land-use agencies to discuss and enhance land use policies to reduce exposure. Chapter 5b, Action 2 includes working with the City or County to identify opportunities to develop enforceable truck routes and establishing designated truck parking areas. In addition, Chapter 5b, Action 3, states that the City and County of San Bernardino will work with South Coast AQMD to obtain necessary approvals to install ALPR systems.</p> <p>South Coast AQMD's CEQA Intergovernmental Review (IGR) is a program specifically responsible for reviewing CEQA documents for proposed projects. CEQA IGR comments on the adequacy of the analysis and recommends mitigation measures. Staff have identified projects in AB 617 communities, and, where warranted, the comment</p> |
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|   |                                     |  | letters to the lead agency recommended reviewing the CERP for potential additional mitigation measures pertinent to that project.   |
| Discuss any potential new strategies that were applicable to the community's air quality challenges that were not selected, including any identified by the community steering committee. | <input checked="" type="checkbox"/> | Executive Summary - Summary of Response to Comments<br><br>Appendix Response to Comments | South Coast AQMD's responses to suggestions from the CSC and the public can be found in the Summary of Response to Comments and the Appendix Response to Comments.<br><br>Some suggestions received were not explicitly included in the Final CERP, including reducing emissions from the San Bernardino International Airport (Comment Letter # 7-6 and Public Meeting Comment 14-1). However, it was explained at the CSC Meeting #9 that the sources of concern from the San Bernardino International Airport (warehouses and trucks) would be addressed through the CERP. |

| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: TARGETS AND STRATEGIES (CONTINUED) |                                     | Addressed in: | Comments: |
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| CRITERIA  | <input checked="" type="checkbox"/> |               |           |
| TOPIC: IMPLEMENTATION SCHEDULE  |                                     |               |           |

Specify for each new strategy, as applicable:

- A description of the strategy.
- The expected emissions and/or exposure reductions by pollutant from each proposed strategy.
- Cost-effectiveness, calculated in accordance with the air district's cost-effectiveness methodologies, along with appropriate documentation.
- Implementation roles and responsibilities, including authority.
- A timeframe for air district board or CARB Governing Board consideration.
- A timeframe for any necessary coordination with other agencies.
- A timeframe for implementation, including immediate and annual actions over the five-year timeframe.
- A description of how the technical assessment informed strategy development, including a discussion of priority pollutants and sources.
- The expected benefits over an additional five years, beyond the five-year implementation timeframe, to demonstrate ongoing progress.
- The perspective of the community steering committee and other public recommendations.



Chapter 5a-5g  
Chapter 5h  
Appendix Response to  
Comments

Chapter 5h describes the implementation plan for all the actions and strategies used to reduce emissions and exposure in the community. This chapter includes a timeframe for coordination with other agencies, implementation for immediate actions and actions over the five-year timeframe, and a timeframe for air district or CARB Governing Board consideration.

Strategies used in Chapter 5 are summarized in Chapter 5a and include regulations, incentives, outreach, enforcement, air measurements and collaborations. Additionally, Chapter 5a highlights the expected emissions reductions (quantifiable at this time) resulting from the actions (mobile source incentives and statewide mobile source measures) in the CERP over the five-year timeframe.

Chapter 5b Action 2 specifies that South Coast AQMD will continue to support the accelerated adoption and prioritization of zero-emission technology based on feasibility, availability and cost-effectiveness.

The subchapters in Chapter 5 describe each action in detail, with implementation roles and responsibilities, including authority. The perspective of the CSC and how they helped inform emission reduction strategies are given in the introduction section of each chapter.

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|  |  |  | In addition, comments from the general public are given in the Appendix Response to Comments. |
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| COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: ENFORCEMENT PLAN   |                                     | Addressed in:           | Comments:   |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |                         |   |
| <b>TOPIC: ENFORCEMENT PLAN REQUIREMENTS</b>   |                                     |                         |   |
| <p>Document a three-year enforcement history that includes:</p> <ul style="list-style-type: none"> <li>• A summary of complaints received and their resolution.</li> <li>• A listing of all permitted facilities, including facility type.</li> <li>• Number of inspections conducted, including type, date, and location.</li> <li>• Notices of violation and notices to comply issued, including date, location, regulation cited, and description of issue.</li> <li>• An assessment of compliance with existing CARB and air district rules and regulations within and directly surrounding the community.</li> <li>• A discussion of opportunities for enhanced enforcement activities, including community outreach and communication, based on the historical data.</li> </ul> | <input checked="" type="checkbox"/> | Chapter 4<br>Appendix 4 | Each of these points are addressed in Chapter 4 or Appendix 4.  |
| <p>Specify compliance mechanisms that will be implemented including:</p> <ul style="list-style-type: none"> <li>• Compliance goals to support achieving the emissions reduction targets.</li> <li>• Specific approaches to enhance complaint reporting, industry compliance, and enforcement-related community outreach.</li> <li>• Formation of a dedicated team to conduct community-level outreach.</li> <li>• A process to track CARB and air district enforcement activities and identify potential solutions based on enforcement results.</li> <li>• A discussion of potential enforcement mechanisms for each new</li> </ul>  | <input checked="" type="checkbox"/> | Chapter 4<br>Chapter 5  | Chapter 5 details compliance actions throughout the various subchapters (e.g., conduct truck idling sweeps in Chapter 5b – Action 1) to help achieve emission reduction targets. Furthermore, Chapter 5 subchapters commit to updating the CSC on enforcement activities related to the CERP actions.<br><br>Chapter 4 describes specific |

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| regulatory strategy. |  |  | <p>approaches to complaint reporting, industry compliance, and enforcement-related community outreach. The “enforcement considerations” section describes our response to the bullet point regarding the formation of a dedicated team.</p> <p>Further information on outreach regarding enforcement actions can be found throughout Chapter 5. For example, Chapter 5b – Action 1 and chapter 5f, Action 1 commit to engaging in outreach events within the span of the implementation of the Final CERP to inform community members how to report complaints.</p> |
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| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: METRICS TO TRACK PROGRESS</b>  |                                     | <b>Addressed in:</b> | <b>Comments:</b>  |
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| <b>CRITERIA</b>  | <input checked="" type="checkbox"/> |                      |   |
| <b>TOPIC: REQUIRED METRICS</b>   |                                     |                      |   |
| <p>Specify required annual metrics to track progress on:</p> <ul style="list-style-type: none"> <li>• The emission reductions achieved and progress towards meeting the individual emissions reduction targets for each pollutant.</li> <li>• The compliance and deployment and implementation goals for sources of identified pollutants.</li> <li>• The proximity-based goals.</li> <li>• Status of rules and regulations adopted or other strategies implemented.</li> <li>• Dollar amount invested and number of projects implemented in and/or benefitting the community if incentive strategies are part of</li> </ul> | <input checked="" type="checkbox"/> | Chapter 5            | Metrics to track progress are outlined in Chapter 5. The associated metrics for the actions to reduce emissions will be tracked annually. |

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| the emissions reduction program.   |                                     |  |  |
| <ul style="list-style-type: none"> <li>Additional enforcement activities.</li> </ul>               |                                     |  |  |
| Specify approaches for evaluating air quality and exposure at the five-year milestone.             | <input checked="" type="checkbox"/> |  | Air toxics impacts will be assessed through the Multiple Air Toxics Exposure Study (MATES), which includes an air toxics emissions inventory, monitoring, and health risk modeling. PM2.5 will be tracked through ongoing ambient air monitoring and inventory and modeling efforts through future Air Quality Management Plans. |
| <b>TOPIC: RECOMMENDED ADDITIONAL METRICS</b>   |                                     |  |  |
| Identify any additional metrics to track progress on:  |                                     |  |  |
| <ul style="list-style-type: none"> <li>Implementation.</li> <li>Additional co-benefits.</li> </ul> |                                     |  |  |

| <b>COMMUNITY EMISSIONS REDUCTION PROGRAM ELEMENT: CEQA ANALYSIS</b> |                                     | <b>Addressed in:</b> | <b>Comments:</b>  |
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| <b>CRITERIA</b>   | <input checked="" type="checkbox"/> |                      |   |
| Include any applicable CEQA analysis.                               | <input checked="" type="checkbox"/> | Chapter 5i           | A summary of the CEQA analysis was provided in Chapter 5i. It was determined that the SBM CERP is exempt from CEQA; thus, a Notice of Exemption was filed and was provided as part of the public Board package. |