Chapter 5a: Introduction

Introduction

The Community Emissions Reduction Plan (CERP) and the Community Air Monitoring Plan (CAMP) provide an overall path to reducing air pollution in the ECV community. Through the development of the CERP and CAMP, the Community Steering Committee (CSC) identified air quality priorities based on sources of air pollution that are of concern to the community (e.g., Salton Sea, potentially toxic dust, open burning). To reduce air pollution from these sources, the CSC identified a set of actions for inclusion in the CERP to be implemented by government agencies, organizations, businesses and other entities.

The CSC identified the Salton Sea, pesticides, open burning and illegal dumping, fugitive road dust, diesel sources, and the Greenleaf Desert View Power Plant (formerly Colmac Energy, Inc.) as air quality priorities to address in the CERP and CAMP. These air pollution sources are often near homes, schools, and other community areas where the public can be exposed to harmful pollutants. Therefore, additional air monitoring in the community to inform emissions and exposure reduction measures is also important to the CSC.

Ongoing Efforts

The South Coast AQMD, the California Air Resources Board (CARB), United States Environmental Protection Agency (USEPA), and Tribal EPA has air quality regulations to reduce air pollution from sources such as trucks, diesel farm equipment, open burning, fugitive road dust and electricity-generating facilities such as the Greenleaf Desert View Power Plant. As part of ongoing efforts, staff continues to explore and identify additional funding opportunities to reduce emissions in AB 617 communities. The relevant agencies also enforce these regulations. More information on enforcement efforts is available in Chapter 4.

Opportunities for Action

In addition to the ongoing efforts described above, the CSC, in collaboration with South Coast AQMD staff, identified 15 goals to reduce air pollution in the ECV community. The CERP defines how progress toward each goal is assessed by including specified metrics and timelines for each action. Additionally, the CERP identifies the entities responsible for implementing the actions. Responsible entities include collaborating agencies that have jurisdictional authority and/or supporting entities to implement the actions. The actions define a path to reduce emissions and exposures in the ECV community. In some instances, the actions reaffirm ongoing rule development efforts and provide new commitments for localized reductions, sharing emissions data, new or accelerated timelines, and other related information.

Emission Reduction Targets

The actions in the CERP prioritize emissions reductions in the ECV community. The CERP includes emission reduction targets, where quantifiable, for oxides of nitrogen (NOx), diesel particulate matter (DPM), and particulate matter 2.5 microns or smaller (PM2.5). Table 1 below, provides a list of the overall emission reduction targets for the CERP. Additionally, the CERP is expected to reduce 2.4 tpy of particulate matter 10 microns or smaller (PM10) by 2030. Baseline emissions refer to expected future emissions without any new action or regulation beyond those already adopted. The CERP is expected to result in additional emission reductions that have yet to be quantified (e.g., actions focused on enforcement and outreach).

Table 1 – CERP Emission Reduction Targets		
Emissions	NOx	DPM
2018 Emissions in tons per year (tpy))	1,376	24
Projected 2025 Baseline Emissions (tpy)	982	11
Emission Reductions from CERP, by 2025 (tpy)	54	1
Overall Emission Reductions from 2025 (%)	33	58
Projected 2030 Baseline Emissions [1] (tpy)	878	8
Emission Reductions from CERP, by 2030 (tpy)*	115	2
Overall Emission Reductions from 2030 (%)	45	77

*Estimated emission reduction targets from CERP, by 2030 include 15.6 tpy NOx, 1.4 tpy DPM from projected incentive projects.

Table 2 – Emission Reduction Targets for Statewide Measures*						
Statewide Measure	Action Date	Implementing Entity	Emission Reductions Targets 2025/2030 (tpy)			
			NOx	VOC	DPM	PM2.5
Advanced Clean Car 2	2020-2021	CARB	-/1.0	-/0.5	-/<0.1	-/<0.1
Heavy-Duty Inspection and Maintenance	2020	CARB	38.4/47.8	-/-	0.7/0.7	0.6/0.7
Low NOx Engine Standard	2019	CARB	2.7/22.3	-/-	-/-	-/-
Small Off-Road Engine Amendment	2020	CARB	13.2/28.0	12.3/56.5	0.1/0.4	0.2/1.4

*Emission reduction targets based on estimates from CARB. Emission reductions are subject to future assessment and regulatory analysis that may result in emission reduction adjustments.

Land Use

Land use planning is the process of regulating or managing the use of land to consider factors (e.g., social, economic) to guide the development of a community and preserve its resources and quality of life. These decisions are generally made by city or county planning agencies. Zoning is used to help governments

regulate the physical development of land and type of uses on these lands (e.g., residential, commercial, industrial). State law expressly prohibits South Coast AQMD from land use decisions. Although South Coast AQMD does not have land use jurisdiction, staff works with land use agencies through California Environmental Quality Act (CEQA). CEQA requires state and local agencies to identify and reduce the environmental impacts of land-use decisions. Through the CEQA process, staff has the opportunity to provide technical expertise and recommendations to mitigate air quality impacts. South Coast AQMD has a robust Intergovernmental Review (IGR) program, in which staff reviews and comments on hundreds of CEQA documents per year, focusing on adequacy of air quality analyses. South Coast AQMD CEQA comments are meant as guidance for lead agencies, including local land use agencies or entities, to ensure a reasonable air quality analysis is conducted to estimate air quality impacts, and significant air quality impacts are mitigated to the extent feasible. Local land use agencies often consult with South Coast AQMD staff during preparation of an environmental analysis and staff provides mitigation measures to ensure they are incorporated into projects early in the development process. Existing projects that are already developed, such as the Thermal Racing Club and Thermal Airport, are difficult to change. However, South Coast AQMD recognizes it can take actions to reduce emissions for future development projects (e.g., race tracks, airports, warehouses) in the ECV through the CEQA process and provide the CSC updates on these types of projects. Recognizing the cumulative impacts that the ECV community faces, additional actions were written into the CERP specific to certain air quality priorities such as providing additional air quality expertise for new development projects near the Salton Sea and pursuing collaboration with Riverside County, the City of Indio and the City of Coachella to identify, secure and implement greenspace projects near sensitive receptors near the Salton Sea (see Chapter 5b), identifying opportunities to collaborate with local land use and transportation agencies to restrict heavy-duty trucks from transiting near sensitive land uses (e.g., residences) and pursuing collaboration with land use agencies to implement vegetative barriers around the railroad that passes through the ECV community (Chapter 5f).

Table 1 below provides a goal, action, responsible entity, applicable metrics and an implementation timeline to develop strategies to address land use.

Table 1 –Goal: Develop strategies with land use agencies to lessen cumulative impacts and reduce emissions and exposure

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Present an overview of the South Coast AQMD CEQA – IGR program to the CSC and present recommended mitigation measures staff generally provides for new and redevelopment projects and provide the CSC with updates on CEQA IGR projects South Coast	South Coast AQMD	• Presentation on overview provided • Updates provided to CSC	First two quarters, 2021	1st quarter, 2026

	AQMD has provided comments on				
B	Review the community plans (e.g., Coachella Valley Extreme Ozone State Implementation Plan) and identify appropriate areas for coordination and collaboration with the lead agencies to help reduce emissions and/or exposures to the air pollution within the air quality priorities addressed in the CERP	South Coast AQMD	• Number of plans reviewed • Areas identified for coordination	First two quarters, 2021	1st quarter, 2026