BOARD MEETING DATE: July 6, 2018 AGENDA NO. 25

PROPOSAL: Recommend Communities and Initial Implementation Schedule for Assembly Bill 617

SYNOPSIS: Assembly Bill (AB) 617 requires CARB, in consultation with air districts, to select communities for community air monitoring and/or the preparation of community emission reduction programs. AB 617 specifies that the highest priority areas shall be disadvantaged communities with a high cumulative exposure burden for criteria pollutants and/or toxic air contaminants. Staff has conducted significant public outreach and gathered community input on key factors to consider in prioritizing communities for this program. Public input was integrated in developing an approach to evaluate technical data and other community information to prioritize communities within SCAQMD's jurisdiction with local air quality issues that also experience significant socioeconomic burdens and other factors that may increase vulnerability or sensitivity to the effects of environmental pollution. This action is to seek approval to submit recommendations to CARB for their consideration in selecting communities for the initial implementation of AB 617.

COMMITTEE: Stationary Source, June 15, 2018, Reviewed

RECOMMENDED ACTIONS:

1. Approve recommendations for the implementation schedule for AB 617 communities, including the selection of Year 1 communities.
2. Approve the draft report to be submitted to CARB, with minor updates to the report in order to comply with CARB guidance and to provide additional information in the community profiles.

Wayne Nastri
Executive Officer

PF:JKG:as

Background
Assembly Bill (AB) 617 is a newly passed law focused on addressing air pollution issues in environmental justice communities. This law requires the California Air Resources Board (CARB), in consultation with air districts, to select geographically diverse communities with different types of challenges for community air monitoring and/or the preparation of community emission reduction programs, so they can be a model for the rest of the program. AB 617 specifies that the highest priority areas shall be disadvantaged communities with a high cumulative exposure burden for criteria pollutants and/or toxic air contaminants.

Staff has worked to identify high cumulative exposure burden areas within the SCAQMD's jurisdiction, and recommends an implementation schedule for these communities. To identify and prioritize these communities, staff has developed a systematic approach that utilizes existing screening tools, air pollution monitoring data, and public input. This approach focuses on identifying areas with high pollution levels that also have high socioeconomic burdens and vulnerabilities. Public input was thoughtfully considered and integrated into the community identification and prioritization process.

This new law requires that by October 1, 2018, CARB must select locations across the state for the preparation of community emission reduction programs and/or for conducting community air monitoring. To meet this deadline, air districts must submit recommendations to CARB staff by July 31, 2018. CARB expects to select 5 to 10 communities statewide for the implementation of AB 617 in Year 1, with an emphasis on selecting communities where programs can be implemented rapidly, and where existing partnerships, local resources, and community engagement can assist with developing statewide models for future community plans.

In June 2018, CARB released their Draft Blueprint and Draft Process and Criteria for the 2018 Community Selections. Because these documents are still in draft form, staff may need to make adjustments to SCAQMD's draft report in order to comply with this guidance. A draft of the report to CARB is included as Attachment 1.

Summary of Public Process
Outreach
Public input was a key element in identifying the most heavily burdened communities within SCAQMD's jurisdiction, and in identifying factors to use in prioritizing communities. Between February and June 2018, staff held 10 evening AB 617 community meetings, a Technical Workshop, two Stationary Source Committee meetings, and presented information about AB 617 at dozens of other community meetings and government agency meetings.

Specialized outreach materials were developed including infographics, FAQs, social media graphics, flyers, community self-recommendation forms, and a dedicated webpage with interactive maps. All printed materials and most electronic materials were provided in English and Spanish, and Spanish translation was provided at community meetings.

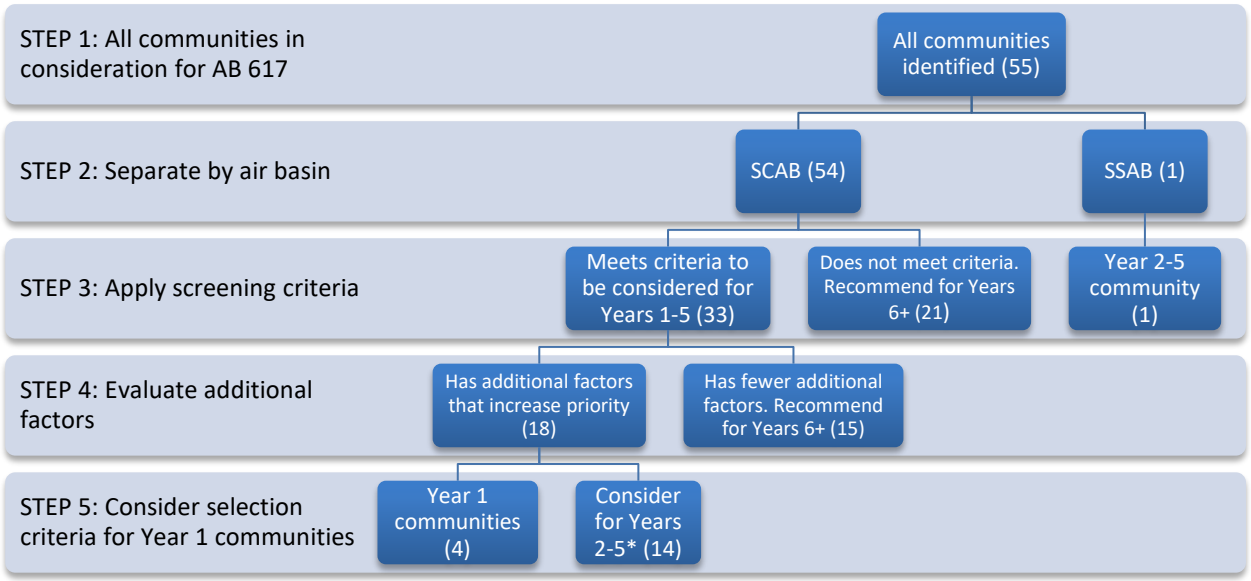
Summary of Community Input

Key areas of air quality concerns included both mobile and stationary sources, diesel sources, and oil production and processing facilities. Community members cited concerns about schools located near air pollution sources, such as industrial areas and freeways, and concerns about concentrations of industries in some areas. There were also concerns about air pollution impacts on communities with low socioeconomic resources, areas with heavy public health burdens, and areas where there are many children and elderly persons.

Proposal

Methodology

Based on the input received, staff used a systematic approach to identify and prioritize these communities and recommend the implementation schedule (Figure 1).



*Could be Years 2-6, depending on resources

Figure 1. Flow chart to illustrate prioritization methodology. The numbers in parentheses represent the number of communities in each category.

The data sources and criteria are described in detail in Attachment 1. In summary, staff used the Multiple Air Toxics Exposure Study (MATES) IV, CalEnviroSceen 3.0, data on schools located near industrial areas or freeways, and community self-recommendations to identify 55 communities to be considered for the AB 617 program. Next, communities in the Salton Sea Air Basin (SSAB, one community) were

considered independently from communities in the South Coast Air Basin (SCAB, 54 communities), due to the unique air pollution issues in the SSAB (e.g. the Salton Sea, agricultural pollution, and PM10 in windblown dust). Among the 54 SCAB communities, staff applied screening criteria based on CalEnviroScreen 3.0 and MATES IV data to identify high priority communities that have high levels of air toxics and other environmental pollution, as well as public health burdens and socioeconomic disadvantages. Staff considered the following additional factors for further prioritization: community self-nomination, findings from past or current air monitoring studies, past or current community plans, and the proximity of schools near industrial areas and freeways.

Because of the tight deadlines established in statute, air districts have to follow a compressed schedule for AB 617 implementation in Year 1 communities. Therefore, to identify the communities to recommend for Year 1 implementation, staff evaluated the types of resources that are already available in the communities that would contribute to the success and rapid implementation of air monitoring and/or community emission reduction plans in Year 1. These include areas where SCAQMD already has some monitoring resources, and where additional resources available through AB 617 would expedite air quality improvements in those communities. Other considerations include having broad-based community support and geographic diversity with special consideration for communities that could serve as models for future AB 617 communities in California. Such criteria are consistent with statewide guidance provided by CARB.

Recommendations

The following communities are recommended for Year 1 implementation:

Community	**County**	**Rationale**
Wilmington, West Long Beach, Carson	LA	Build upon MATES V monitoring and outreach efforts
East Los Angeles, Boyle Heights	LA	Build upon Clean Communities Plan partnerships to address additional issues
San Bernardino, Muscoy	SB	Build upon Clean Communities Plan partnerships to address additional issues
South Gate, Huntington Park, Florence-Firestone, Walnut Park*	LA	Industrial area proximity and MATES V monitoring

*As funding resources allow

Wilmington, West Long Beach, Carson: This port area community has among the highest diesel particulate matter levels in the SCAB, primarily due to the emissions from goods movement activities. In addition, this area includes several major petroleum refineries. This community also ranks near the top of the CalEnviroScreen 3.0 score, indicating that this community is highly impacted by environmental pollution, public health burdens, and social and economic factors. Staff has already begun implementing MATES V monitoring and community engagement efforts, and planning monitoring

and outreach efforts to implement Rule 1180 – Refinery Fenceline and Community Air Monitoring. AB 617 efforts in this community would build upon these monitoring and community engagement efforts. This community would serve as a statewide model for emission reductions in port areas with refineries and other air pollution sources.

East Los Angeles, Boyle Heights: This community, located east of downtown Los Angeles, has homes and schools near a major freeway interchange and industrial areas, and is located near a goods movement hub, including several rail yards. Boyle Heights was one of the pilot communities for the Clean Communities Plan, which serves as a strong foundation for engaging community leaders and understanding air quality priorities in this community. This community has very high scores for both MATES IV and CalEnviroScreen 3.0, indicating that this area has a high air toxics burden, as well as impacts from other environmental pollution, public health burdens, and social and economic disadvantages. Staff has previously conducted air toxics monitoring at Resurrection School in Boyle Heights, which identified potential impacts from diesel and other traffic emissions. While the Clean Communities Plan addressed several of the highest priority community issues in Boyle Heights, there are additional air quality issues that remain in Boyle Heights as well as in East Los Angeles, which would be addressed through AB 617 efforts in this community.

San Bernardino, Muscoy: This Inland Empire community is an area with significant public health burdens, and social and economic disadvantages. This community includes a major rail yard and warehouses. Staff previously conducted some air monitoring through the MATES program, which identified high levels of diesel particulate matter near the rail yard. The community near the rail yard was one of the pilot communities for the Clean Communities Plan, which included significant community engagement efforts, and exposure reduction efforts (e.g. filtration projects, low-VOC paints). SCAQMD also funded the Environmental Railyard Research Impacting Community Health (ENRRICH) study, which was a community health assessment and public health outreach project led by the late Dr. Sam Soret of Loma Linda University. These efforts provide unique information that will help to inform AB 617 efforts to further improve air quality in this disadvantaged area. This community would serve as a statewide model for what can be done near rail yards, which may include exposure reduction in addition to emission reductions.

South Gate, Huntington Park, Florence-Firestone, Walnut Park: This South East Los Angeles community includes part of the Alameda Corridor, an industrial area with a cargo rail line that links the ports area to the rail lines near downtown Los Angeles. There are residential neighborhoods and schools on both sides of the Alameda Corridor, and this community's school proximity score is in the highest (most impacted) category. This community has very high scores for both MATES IV and CalEnviroScreen 3.0, indicating that this area has a high air toxics burden, as well as impacts from other environmental pollution, public health burdens, and social and economic disadvantages. In 2017 and 2018, SCAQMD staff collaborated with the Los Angeles County

Department of Public Health in their Community Risk Reduction Initiative in the Florence-Firestone area. As part of this effort, staff participated in joint inspection efforts and other collaborative efforts with the County.

In addition, SCAQMD has already done substantial work in air toxics monitoring and emissions reduction efforts in Compton and Paramount/North Long Beach. Staff is recommending using some AB 617 resources to conduct investigations into new sources of hexavalent chromium emissions that impact these communities, and will work with CARB for this approach. These studies will be critical in developing future community emission reduction plans in Years 2-5 or 2-6, as investigations progress.

Benefits to SCAQMD
Implementation of AB 617 will help advance our mission to clean the air at a community scale, especially in the most impacted and disadvantaged communities within SCAQMD's jurisdiction. These efforts in the first year will serve as statewide models for the development of community air monitoring and emission reduction plans, and reinforce SCAQMD's leadership role in tackling complex local air quality issues.

Resource Impacts
The anticipated resource needs for SCAQMD's ongoing implementation of AB 617 is $25 million per year, which assumes that two to four new communities are added each year, and each community program lasts approximately five years, with a maximum of 14 communities in the program simultaneously. Currently, staff is working with the California state legislature to set aside $50 million for FY19-20 and FY20-21 for air monitoring and community emission reduction plan development efforts statewide.

Implementation costs for future years are dependent on the number of communities that are selected and the amount of funding allocated by the legislature to support AB 617 implementation by the local air districts. Staff will seek Board approval before appropriating future funding for AB 617 and if impacts to SCAQMD's budget are identified.

The Draft Report to CARB currently includes the community profiles for the top four recommended communities (Year 1). The final submittal to CARB will include additional profiles of communities that will be considered in subsequent years.

Attachments
1. Draft Report to CARB (Final Submittal from South Coast AQMD: Community Recommendations for AB 617 Implementation)
2. Board Meeting Presentation

Attachment 1

Draft Report to CARB and Appendices

Final Submittal from South Coast AQMD: Community Recommendations for AB 617 Implementation

Introduction

Background

The South Coast Air Quality Management District (SCAQMD) is well-recognized as a leader in air pollution science, technology development, and innovative air quality regulation and incentive programs. One of SCAQMD's main priorities has been to improve air quality in communities with disproportionate air pollution and socioeconomic burdens. To address this, SCAQMD began its Environmental Justice (EJ) Initiatives in 1997, which included a call to conduct enhanced monitoring and analysis and a more systematic approach to reducing air toxic emissions, which culminated in March of the year 2000 with the Air Toxics Control Plan: the first local district air toxic control plan in the nation.

In 2010, SCAQMD launched the "Clean Communities Plan" (CCP), which placed greater emphasis on the cumulative effects of air toxics in disadvantaged communities. The CCP efforts allowed SCAQMD to develop strong relationships with community leaders, learn about local air quality issues from community members, and develop solutions jointly with community steering committees. Currently, SCAQMD is engaged in many efforts focusing on environmental justice communities, including the Multiple Air Toxics Exposure Study (MATES), the Community Air Toxics Initiative (CATI), the Environmental Justice Community Partnership (EJCP), the Environmental Justice Advisory Group (EJAG), the Young Leaders Advisory Council (YLAC) and many others.

Assembly Bill (AB) 617, signed into law in 2017, provides an opportunity to expand the work that SCAQMD has done in highly impacted communities. This bill further addresses air pollution issues in environmental justice communities through community-focused actions. The law requires the California Air Resources Board (CARB), in consultation with air districts, to select communities for community air monitoring and/or the preparation of community emission reduction programs. AB 617 specifies that the highest priority areas shall be disadvantaged communities with a high cumulative exposure burden for criteria pollutants and toxic air contaminants.

SCAQMD Reports to CARB on AB 617 Community Selections

As part of the legislative requirement, SCAQMD staff submitted to CARB on April 27, 2018 an initial report with a broad and inclusive list of all the communities being considered for the program, a description of the public outreach that was conducted, and the methodology used to identify a preliminary list of communities under consideration for AB 617 implementation.

A supplemental report was submitted on June 1, 2018 to provide an update to the initial document. This report included a compilation of SCAQMD's recommended communities, all self-recommendations received, and an updated preliminary community list that incorporated all self-recommended communities. A list of community organizations that have previously worked with SCAQMD staff and copies of all the self-recommendation forms and letters received were also attached to that report.

This final submittal provides a comprehensive description of SCAQMD's public process and technical methodology to identify and assess communities for AB 617, and recommendation for an initial implementation schedule. In recommending communities for the first year of implementation, SCAQMD staff placed special emphasis on communities where this program can be implemented rapidly and successfully in order to meet the tight timelines required by law, and where existing partnerships, local resources, and community engagement can assist with developing statewide models for future community plans.

Guiding Principles

The following principles served to guide our strategy to identify the most heavily burdened communities for AB 617 implementation:

1. Prioritize disadvantaged communities that are disproportionately affected by air pollution. Disadvantaged communities are defined in the California Health and Safety Code Section 39711: "based on geographic, socioeconomic, public health, and environmental hazard criteria".
2. Utilize appropriate existing data and tools, especially those that have gone through the public process.
3. Thoughtfully consider and integrate public input.
4. Prioritize communities with known local sources of air pollution where Community Plans would have significant and additional positive impacts.
5. Work toward promoting health equity by prioritizing the most heavily burdened and disadvantaged communities.

These guiding principles are reflected in the public process, the technical work, and the recommendations described in this report.

Summary of Outreach and Public Input

Outreach

Public input was a key element in identifying the most heavily burdened communities within SCAQMD's jurisdiction, and in determining the factors to use in prioritizing communities. Staff held 10 AB 617 community meetings between February and June 2018 (**Table 1**).

Table 1. Community Meetings Hosted by SCAQMD to Gather Public Input for AB 617

Date and Time	Location	Approximate Attendance
February 22, 2018 6:00 pm – 8:00 pm	City of Commerce Council Chambers 2535 Commerce Way, Commerce, CA 90040	100
March 13, 2018 6:00 pm – 8:00 pm	Wilmington Senior Center 1371 Eubank Ave., Wilmington, CA 90744	107
March 27, 2018 6:00 pm – 8:00 pm	Riverside County Administration Center 4080 Lemon St., Riverside, CA 92501	21
April 10, 2018 6:00 pm – 8:00 pm	San Manuel Gateway College – Loma Linda University 250 S. G Street, San Bernardino, CA 92410	30
April 17, 2018 6:00 pm – 8:00 pm	Brookhurst Community Center 2271 W. Crescent Ave., Anaheim, CA 92801	17
May 30, 2018 6:00 pm – 8:00 pm	Madison Elementary School 1124 Hobart St., Santa Ana, CA	43
June 6, 2018 6:00 pm – 8:00 pm	Jurupa Valley Unified School District 4850 Pedley Rd., Jurupa Valley, CA 92509	7
June 13, 2018 6:00 pm – 8:00 pm	South Gate Park 4900 Southern Ave., South Gate, CA 90280	35
June 19, 2018 6:00 pm – 8:00 pm	Lawrence Hutton Community Center 660 Colton Ave., Colton, CA 92324	20
June 21, 2018 6:00 pm – 8:00 pm	Las Palmas Park 505 S. Huntington St., San Fernando, CA 91340	36
	Total	416

For each meeting, information was distributed to more than 3,000 subscribers via SCAQMD's email distribution lists and AB 617 meetings were also promoted through the following efforts:

- Met with the staff of elected officials at the city, county, state, and federal level;
- Delivered flyers at schools throughout the South Coast Air Basin (SCAB) to be shared with students' parents;
- Visited government agencies to invite staff to upcoming meetings;
- Attended meetings for chambers of commerce and councils of governments; and
- Engaged environmental justice organizations, health advocates, senior centers, neighborhood councils, public libraries, and city halls in supporting outreach efforts.

During the community meetings, staff presented a summary of the available technical information that could help inform the community identification and prioritization process. Meeting participants engaged in small group discussions that fostered feedback for SCAQMD staff to then use in prioritizing communities for AB 617 implementation. Staff also conducted a Technical Workshop (June 8, 2018, 2:00PM –

4:00PM, at SCAQMD Headquarters in Diamond Bar), where the more technical elements of the prioritization process were discussed.

In addition, the team presented information about AB 617 at the SCAQMD EJCP meetings in Coachella and Irvine, government agency meetings that included workshops, advisory groups and staff briefings (25 meetings), and community meetings hosted by elected officials or community organizations (9 meetings).

Staff developed specialized outreach materials to provide information to the general public about AB 617. These outreach materials included several infographics, FAQs, social media graphics, meeting flyers, community self-recommendation forms, and a dedicated webpage with interactive maps to explore the technical data available for the SCAQMD jurisdiction (See Appendix B). All printed materials and most electronic materials were provided in English and Spanish.

Summary of Community Input

Community input was received during community meetings, and through community self-recommendations submitted via the SCAQMD website (www.aqmd.gov/ab617), via letters to SCAQMD staff or CARB staff, and through recommendations from the public at CARB public meetings.

Each community meeting served as an opportunity for stakeholders to ask questions about AB 617, and to express their concerns about air pollution in their neighborhoods. Key areas of air quality concerns included:

- Air Pollution Sources: Both mobile and stationary sources, diesel sources, and oil production and processing facilities.
- Proximity/Land Use Factors: Schools located near air pollution sources, such as industrial areas and freeways, concentrations of industries in certain neighborhoods, and air pollution exposure issues due to the siting of incompatible land uses.
- Population Factors: Communities with low socioeconomic resources, areas with public health burdens, and areas where children and seniors are highly impacted.

Several of these key factors are reflected in the MATES IV cancer risk or in the CalEnviroScreen 3.0 scoring metrics. These include emission sources (including diesel sources), other large facility emissions, concentrations of industries, toxic releases, hazardous waste sites, asthma rates, poverty, unemployment, educational attainment, and housing burden.

Meeting attendees gave feedback on the process and the factors SCAQMD staff used to prioritize initial recommendations. Participants largely advocated for the use of CalEnviroScreen 3.0 and MATES IV in identifying communities, as well as school and

daycare proximity to industrial facilities and freeways. Community members also requested increased:

- Collaboration among government agencies so efforts are not duplicated;
- Enforcement actions that hold businesses accountable;
- Monitoring in areas where the number of pollution sources and vulnerable populations are both high; and
- Attention to areas with high concentrations of smaller polluters (smaller businesses).

Attendees also recommended specific community groups, organizations, businesses, and government agencies with whom SCAQMD can collaborate as AB 617 efforts are further developed.

Data Sources and Methodology for Community Prioritization

Several technical data sources were used to inform the prioritization methodology. These include a suite of socioeconomic and environmental factors. This section describes the technical data sources and the prioritization methodology.

Data Sources

CalEnviroScreen 3.0

This tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) is a screening tool used by the State of California to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to pollution's effects. Areas in the top 25% state-wide for the overall CalEnviroScreen 3.0 score (shown in **Figure 1**, shaded in blue) were considered as part of the preliminary list of communities to be considered under AB 617.

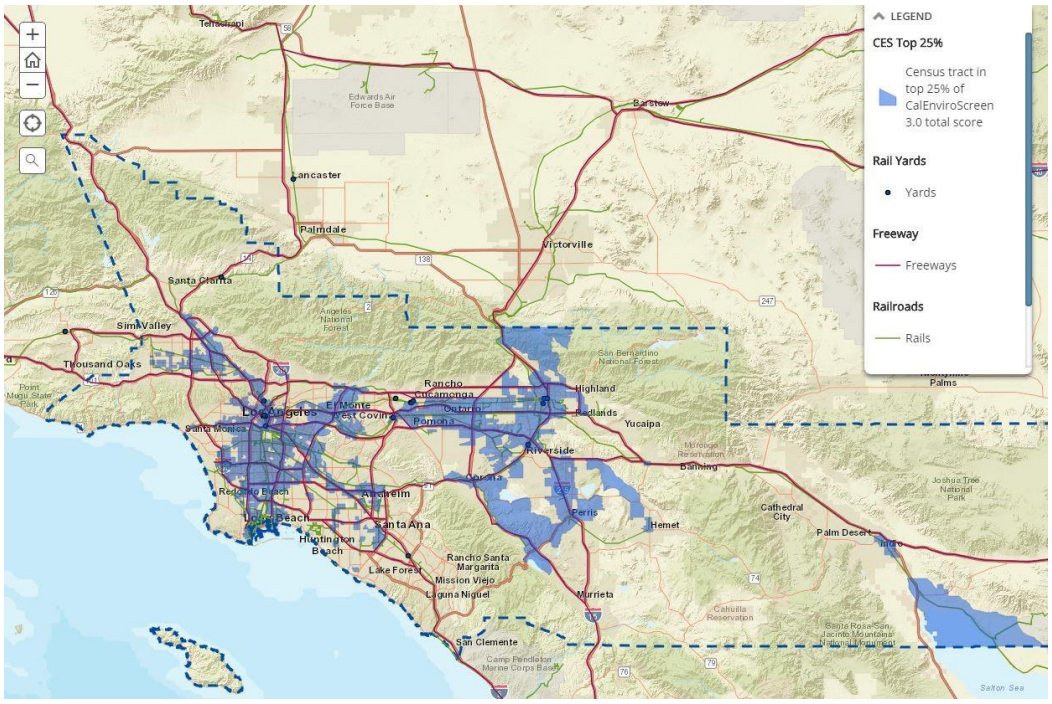


Figure 1: Census tracts in the top 25% state-wide in the CalEnviroScreen 3.0 overall score

More information on CalEnviroScreen 3.0 can be found on OEHHA's website: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30.

MATES IV

The Multiple Air Toxics Exposure Study (MATES) is a study conducted by SCAQMD that evaluates the cumulative health impacts of air toxics within SCAQMD's jurisdiction. The most recently completed study was MATES IV, which was conducted in 2012-2013, and used air toxics monitoring, emissions inventories, modeling, and health risk assessment techniques to calculate the cancer risk due to toxic air pollutants. Based on MATES IV data, approximately two-thirds of the air toxics cancer risk in the Basin is due to diesel particulate matter. Areas in the top 25% for overall cancer risk (shown in **Figure 2**, shaded in orange) were considered to be part of the preliminary list of communities to be considered under AB 617. More information regarding MATES IV and the final report can be found on SCAQMD's website at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv.

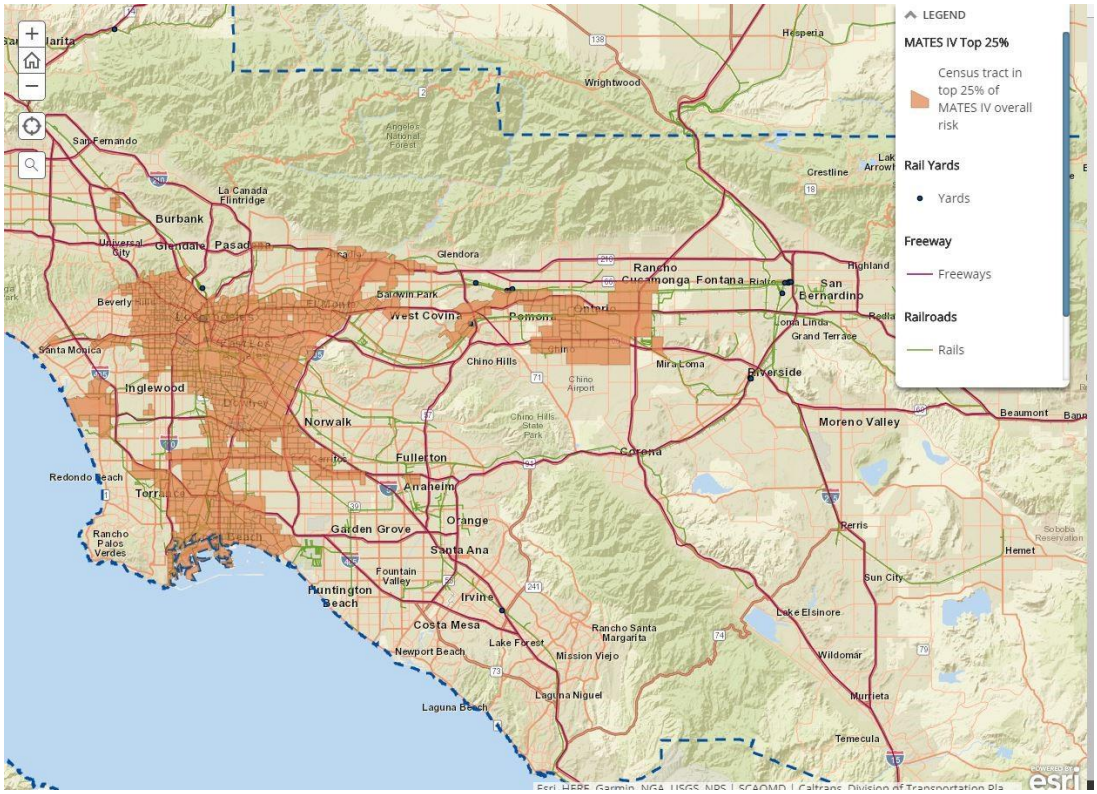


Figure 2: Census tracts in the top 25% in the MATES IV overall cancer risk

School and Daycare Proximity to Pollution Sources

The proximity of schools to sources of pollution such as industrial zones and freeways was a factor that was recommended by community members during the AB 617 community meetings. To address this concern, land use data for K-12 educational institutions and industrial land use was obtained from the Southern California Association of Governments (SCAG). The latest land use data available at this time is for the year 2012, which was also used in the SCAQMD 2016 Air Quality Management Plan (AQMP). Land use information for major freeways was obtained from California's Department of Transportation, which is available on the internet at (http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/NHS.html). Freeway information is provided in the form of a line shapefile that indicates the location of the centerline of the major thoroughfares.

Land use for K-12 education institutions, pre-schools, and day care centers include the following land use subcategories:

1260 Educational Institutions
1261 Pre-Schools/Day Care Centers
1262 Elementary Schools
1263 Junior or Intermediate High Schools
1264 Senior High Schools

Categories for 'Colleges and Universities' and 'Trade Schools and Professional Training Facilities' were not included in the school proximity factor.

Industrial land use includes the following subcategories:

- 1300 Industrial
  - 1310 Light Industrial
    - 1311 Manufacturing, Assembly, and Industrial Services
    - 1312 Picture and Television Production Lots
    - 1313 Packing Houses and Grain Elevators
    - 1314 Research and Development
  - 1320 Heavy Industrial
    - 1321 Manufacturing
    - 1322 Petroleum Refining and Processing
    - 1323 Open Storage
    - 1324 Major Metal Processing
    - 1325 Chemical Processing
  - 1330 Extraction
    - 1331 Mineral Extraction - Other Than Oil and Gas
    - 1332 Mineral Extraction - Oil and Gas
    - 1340 Wholesaling and Warehousing

Agricultural land use and its subcategories were not included in the industrial land use metric:

- 2000 Agriculture
  - 2100 Cropland and Improved Pasture Land
    - 2110 Irrigated Cropland and Improved Pasture Land
    - 2120 Non-Irrigated Cropland and Improved Pasture Land
  - 2200 Orchards and Vineyards
  - 2300 Nurseries
  - 2400 Dairy, Intensive Livestock, and Associated Facilities
  - 2500 Poultry Operations
  - 2600 Other Agriculture
  - 2700 Horse Ranches

Figure 3 illustrates an example of the analysis of school proximity to industrial sources and freeways. The school proximity factor is calculated by establishing a 1000-foot buffer zone around school parcels. Using GIS tools, the intersection of the schools' 1000-foot buffer zone with industrial land use parcels and with freeway line tracts was calculated.

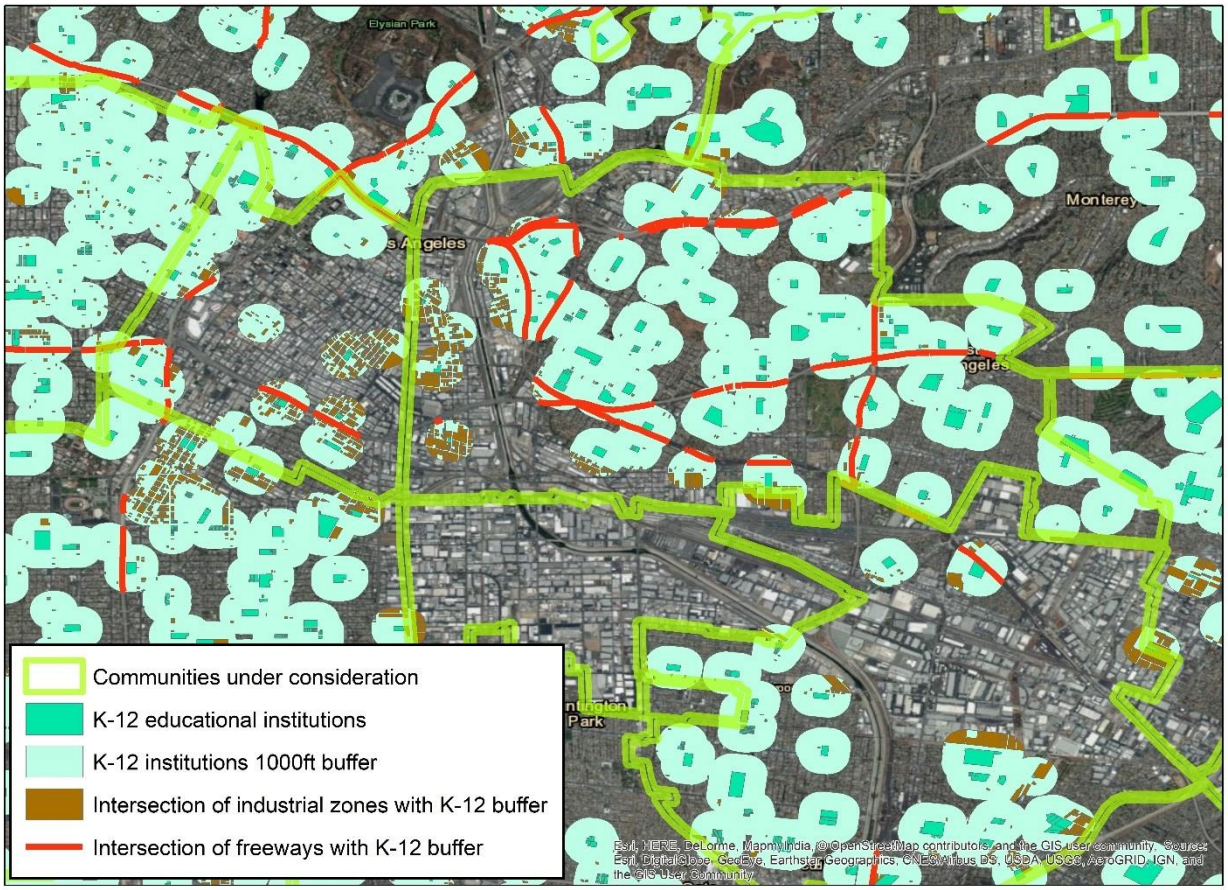


Figure 3: Sample of land use information used in the calculation of school proximity to freeways and industrial zones

The overall methodology used to calculate the factor that accounts for the proximity of schools to industry and freeways is as follows:

1. Define 1000-foot buffer zone around the school parcels
2. Eliminate overlapping buffer areas from nearby parcels by combining buffer zones, where appropriate.
3. Determine school proximity to industrial zones:
    a. Identify industrial parcels that intersect with school buffer areas.
    b. Calculate total area of intersecting industrial zones with school buffer zones within a census tract.
    c. Divide the total area of intersecting industrial zones by the area of the census tract.
    d. Normalize the value of each census tract by the maximum value obtained in the SCAQMD jurisdiction
    e. Multiply the normalized value by the census tract population (F_{industry}).
4. Determine school proximity to freeways:
    a. Identify freeway line tracts that intersect with school buffer zones.

b. Calculate total length of intersecting freeways with school buffer zones within a census tract.
c. Divide the total length of intersecting freeways by the area of the census tract.
d. Normalize the value of each census tract by the maximum value obtained in the SCAQMD jurisdiction
e. Multiply the normalized value by the census tract population (F_{freeways}).

5. Calculate the school proximity factor (F_{schools}) by adding the two factors ($F_{\text{industry}} + F_{\text{freeways}}$) for each census tract.
6. Determine the average and the maximum school proximity factor by:
    a. Average: aggregating the F_{schools} for all census tracts in a given community and dividing the total sum by the total area of the community
    b. Maximum: dividing the F_{schools} by the area of the census tract and selecting the maximum value in each community

Regulatory and Special Monitoring Studies

Information from current and past monitoring efforts is useful to inform the prioritization process. SCAQMD operates a network of more than 30 monitoring stations within the SCAQMD jurisdiction that measure criteria pollutants. In addition, over the years, staff have conducted many special monitoring studies that included both stationary and mobile monitoring units, most of which addressed concerns around toxic air pollutants. The location of regulatory monitors as well as a selection of special monitoring locations is shown in **Figure 4**. This map is not intended to be a comprehensive representation of the special monitoring studies conducted by SCAQMD.

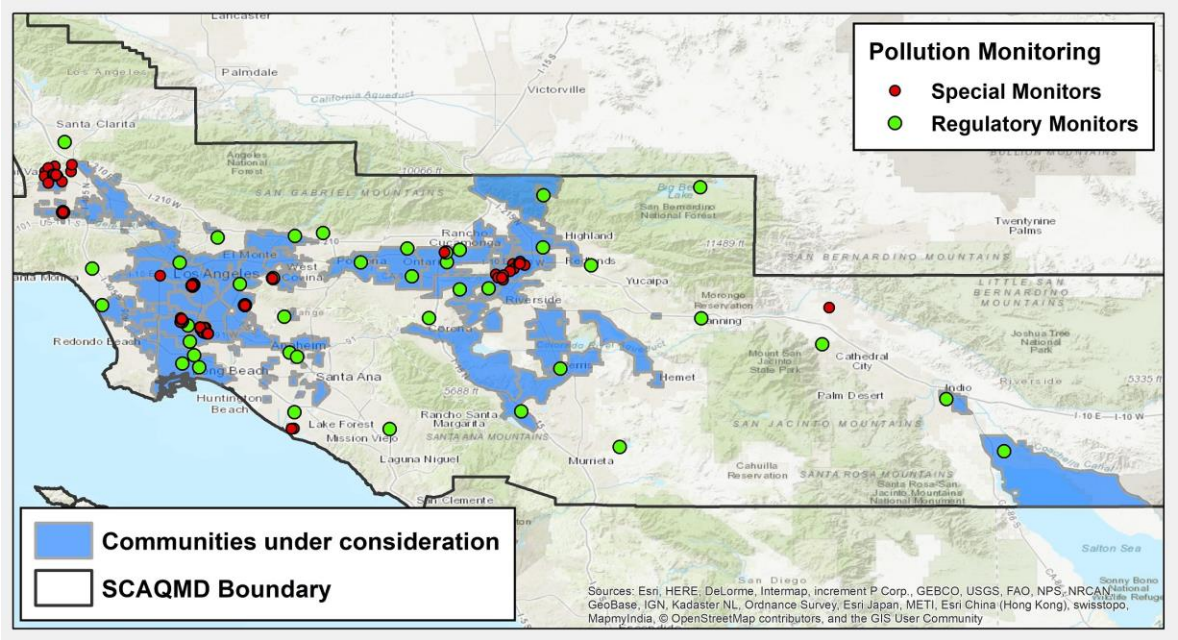
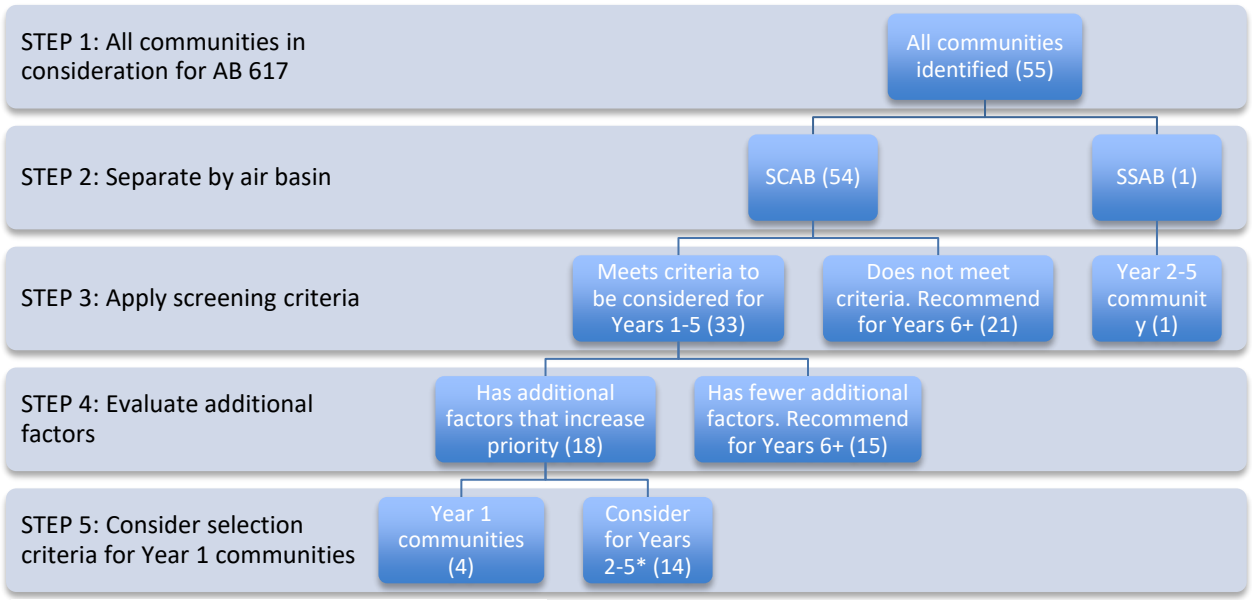


Figure 4: Location of recent or current regulatory and special monitoring stations within SCAQMD's jurisdiction

Methodology for Community Identification and Prioritization

Staff applied a systematic approach to identify and prioritize communities for AB 617 and to recommend an initial implementation schedule (**Figure 5**).



*Could be Years 2-6, depending on resources

Figure 5. Flow chart to illustrate prioritization methodology

STEP 1: To identify communities for consideration for AB 617, staff utilized a broadly inclusive approach, beginning by including census tracts that met one or more of the following three criteria:

a) CalEnviroScreen 3.0 score in the top 25% statewide
b) MATES IV air toxics cancer risk in the top 25% in the SCAB
c) Average percentage of industrial land use and freeways within 1,000 feet from school/daycare boundaries was in the top 20%

In addition, communities were included in the preliminary list if SCAQMD staff received a community self-recommendation prior to May 17, 2018. This list includes communities for which self-recommendation forms were submitted that were recommended during an SCAQMD community meeting, or that were recommended to CARB staff, who forwarded the recommendations to SCAQMD staff. Census tracts were grouped into communities by geographic clustering, often following city or typically understood neighborhood boundaries, as well as communities with common known pollution sources. The list of all communities considered included 55 communities within SCAQMD's jurisdiction (**Figure 6**). These community boundaries should be considered preliminary, and the specific boundaries may change as AB 617 implementation progresses. However, these were the boundaries that SCAQMD staff used in order to complete the technical analysis for community prioritization.

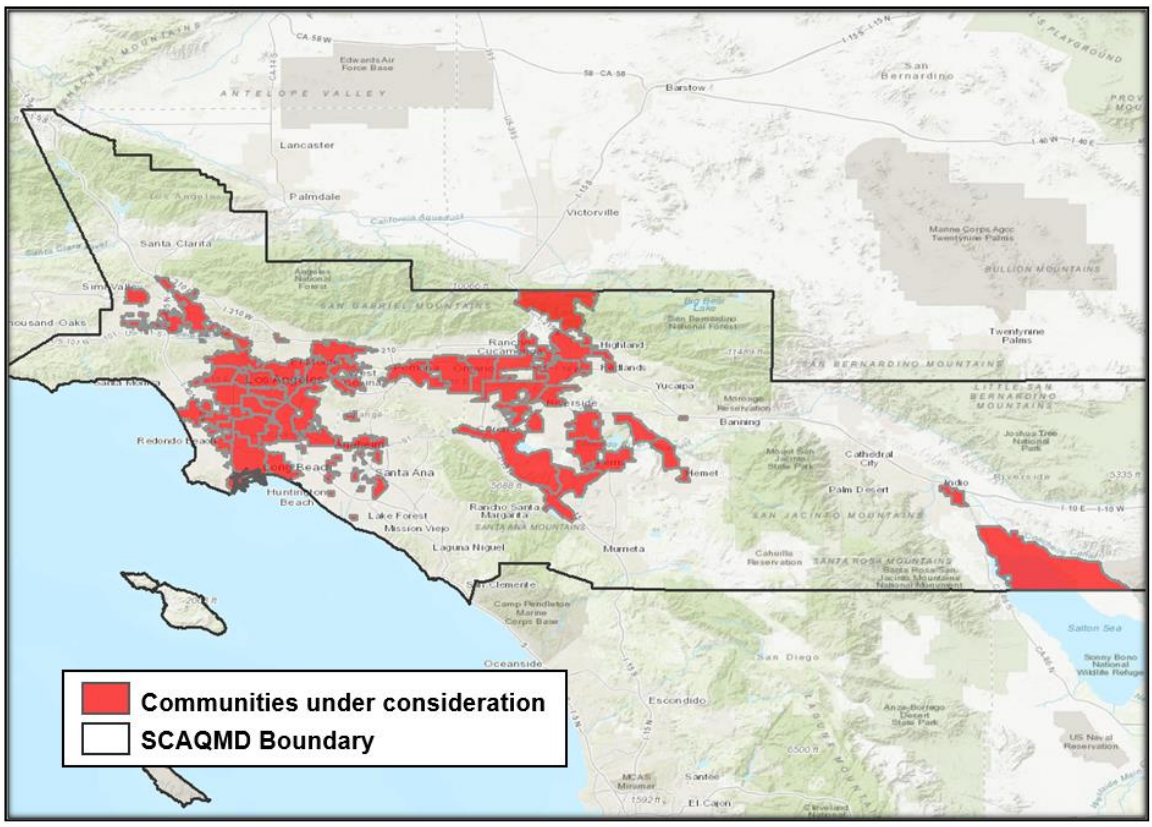


Figure 6: Map showing the preliminary boundaries of the communities under consideration

STEP 2: It is widely recognized that the Coachella Valley has many unique air pollution issues (e.g. the Salton Sea, agricultural pollution, and PM10 in windblown dust) that are very different from those for the SCAB. Therefore, communities in the Salton Sea Air Basin (SSAB, one community) were considered independently from communities in the SCAB (54 communities).

STEP 3: To prioritize the 54 communities in the SCAB, staff identified the census tract within each community with the highest percentile score for CalEnviroScreen 3.0 and MATES IV, and applied both of the following screening criteria:

a) CalEnviroScreen 3.0 score in the top 5% statewide; AND
b) MATES IV air toxics cancer risk in the top 50% in the SCAQMD jurisdiction

This step provides a focus on the most heavily burdened communities. Since CalEnviroScreen includes several non-air quality factors, the MATES metric was added to ensure that there is a significant air toxic burden addressed by air-related measures under AB 617. A total of 33 communities met both these screening criteria.

For SSAB: One community (Eastern Coachella Valley) was identified for AB 617 consideration. There are several existing efforts to deploy low-cost PM sensors in this

community, as well as a hydrogen sulfide reporting system that was implemented in 2018. Because these efforts are relatively new, staff recommends allowing these efforts to collect some longer-term air pollution data first, which will inform the development of emissions or exposure reduction plans. Therefore, this community is recommended for implementation in Years 2-5.

STEP 4: To further prioritize among the 33 high priority communities in the SCAB, the following additional factors were considered:

a) Self-nomination received;
b) Past or current air monitoring study findings;
c) Past or current community plans; and
d) School proximity metric in the highest category.

Among the 33 communities in the SCAB that met the Step 3 screening criteria, there were 10 communities that had two or more of these factors and eight additional communities that had a self-nomination received on or prior to May 17, 2018, or during the June 15, 2018 SCAQMD Stationary Source Committee meeting. These 18 communities are recommended to be considered for Years 1-5 or 1-6, depending on available resources. The remaining 15 communities that had zero or only one factor, but were not self-nominated, are recommended for implementation in Years 6+.

STEP 5: Because of the tight deadlines established in statute, air districts have to follow a compressed schedule for implementing plans in Year 1 communities. Therefore, in recommending the implementation schedule, staff evaluated the types of resources that are already available in the communities that would contribute to the rapid and successful implementation of air monitoring and/or community emissions reduction plans in Year 1. These include areas where SCAQMD already has placed some monitoring resources, where previous emission reduction efforts have occurred, and where additional resources available through AB 617 would expedite air quality improvements in those communities. Other considerations include having broad-based community support and geographic diversity, with special consideration for communities that could serve as models for future AB 617 communities in California. Such criteria are consistent with the statewide guidance provided by CARB.

Results after Applying Community Prioritization Methodology

The CalEnviroScreen 3.0 and MATES IV scores (in percentile) in the census tracts included in the communities under consideration for AB 617 implementation are shown in **Figure 7** and **Figure 8**. In the SCAQMD's jurisdiction, communities with high CalEnviroScreen 3.0 scores included areas of central and south Los Angeles County, parts of the San Fernando and San Gabriel Valleys, some parts of northern and central Orange County, parts of San Bernardino and Riverside Counties between the I-60 and I-210 freeways, and communities in Moreno Valley and Perris Valley. Communities

with high CalEnviroScreen 3.0 scores in Los Angeles County tended to have higher diesel particulate matter levels, while those in the Inland Empire counties had higher levels of PM2.5 and ozone. MATES IV percentile scores are strongly driven by diesel particulate matter levels, which are higher in the communities near the ports, in central Los Angeles, and along the goods movement corridors.

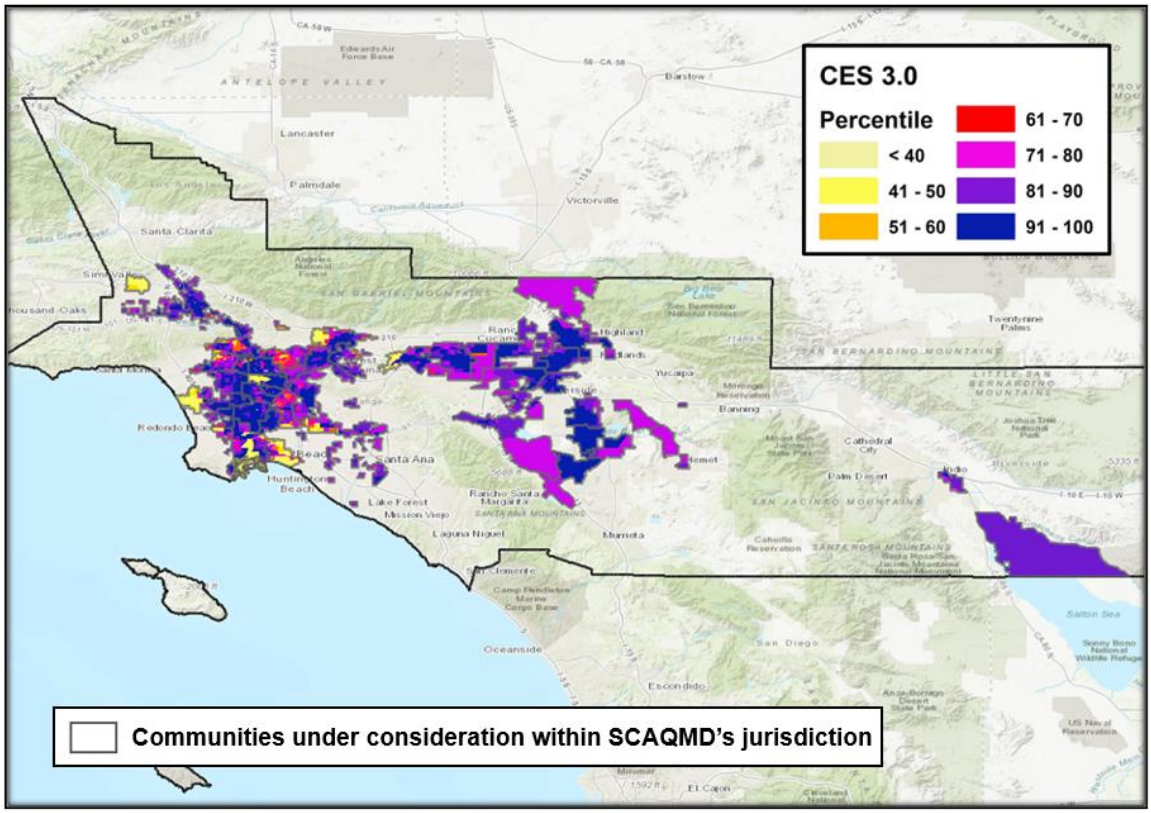


Figure 7: CalEnviroScreen 3.0 percentile scores for the census tracts within the communities under consideration

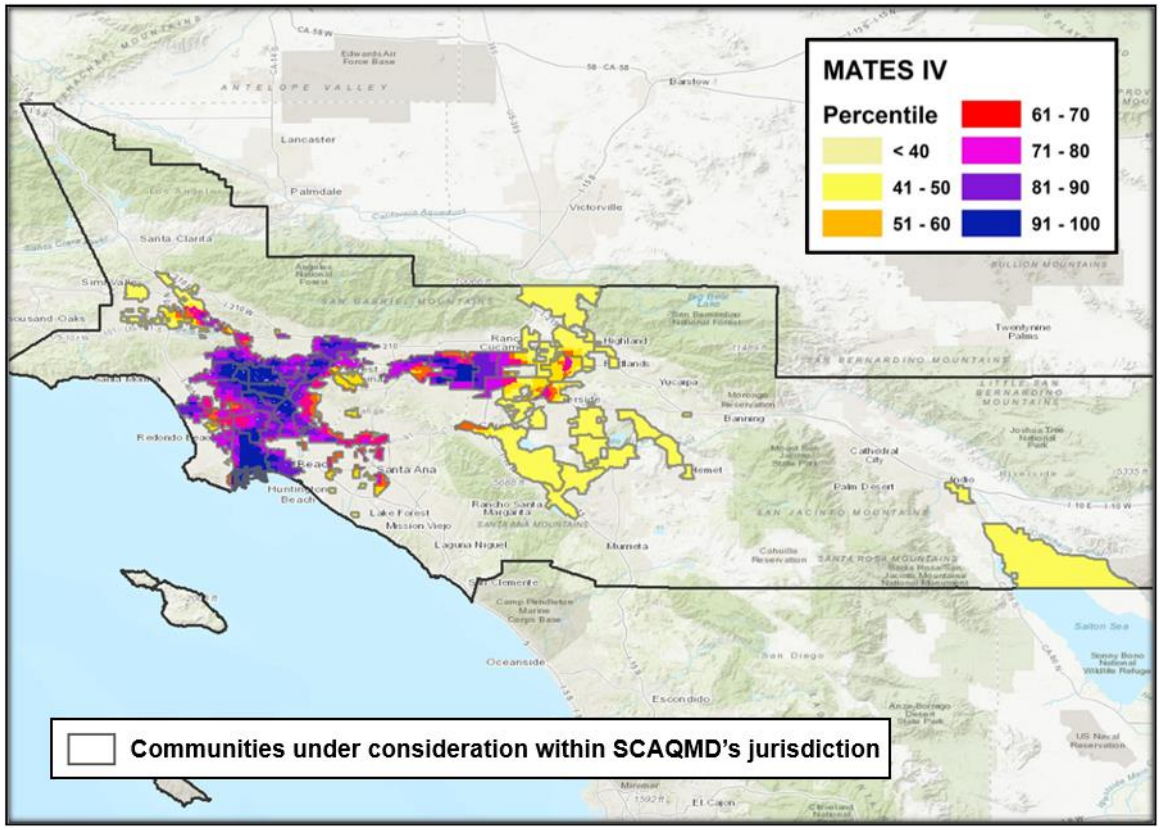


Figure 8: MATES IV percentile scores in the census tracts within communities under consideration

The overall school proximity factor by census tract, $F_{schools}$, expressed in percentile is presented in **Figure 9**.

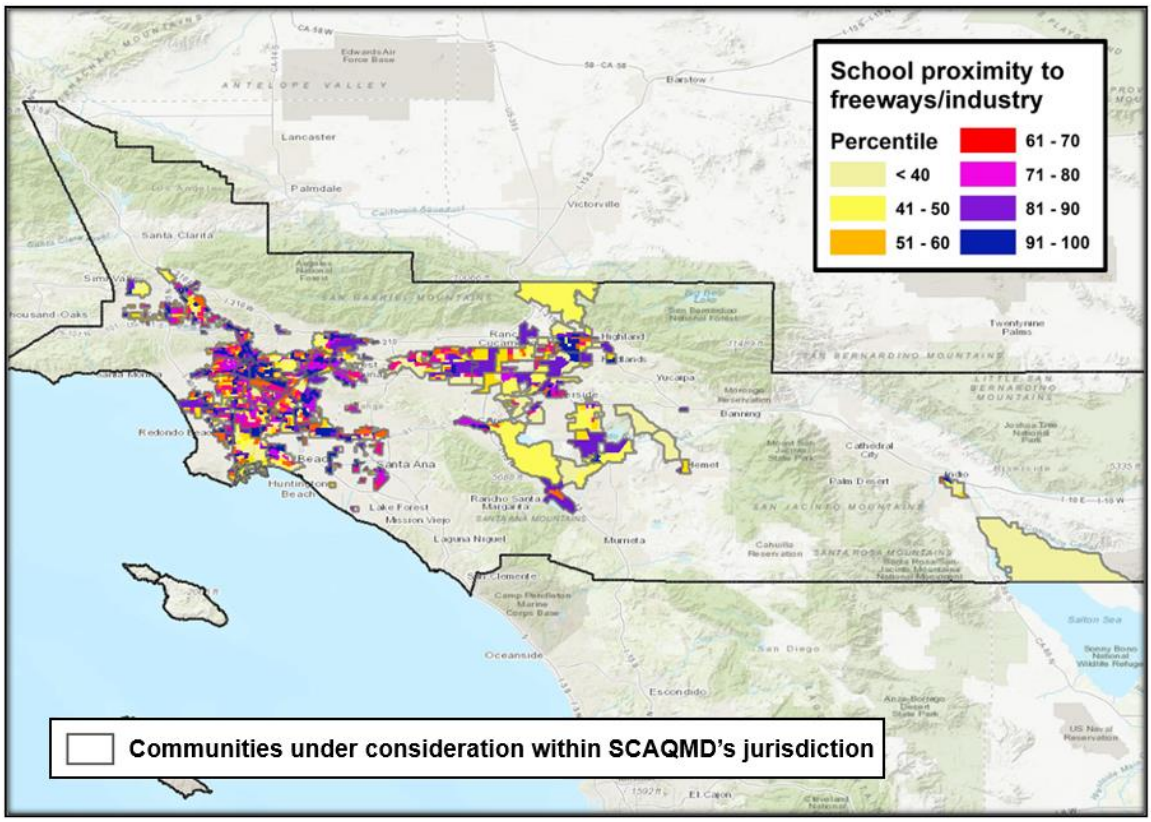


Figure 9: School proximity to freeways and industry scores expressed in percentile in the census tracts within communities under consideration

Prioritization Table

For the prioritization, the maximum census tract scores for CalEnviroScreen 3.0, MATES IV, and the school proximity metric were used. A sensitivity analysis using the average of each metric within each community was also conducted. The average scores in a given community were calculated using a population-weighted average, by multiplying population by the CalEnviroScreen 3.0 and MATES IV score and dividing by the total population in the community. The population data for each census tract was obtained directly from CalEnviroScreen 3.0.

For the CalEnviroScreen 3.0 and MATES IV metrics, communities that had a high average score for a given metric typically also had high maximum scores for that same metric. However, for the school proximity metric, the scores varied sharply from one census tract to the next, such that communities with high average school proximity scores were not always the communities that had the highest maximum school proximity scores. However, seven out of the eight communities that had the maximum school proximity scores above 1,500 also had relatively high average school proximity scores across the community. **Table 2** provides the values for the prioritization factors for all 55 communities in consideration for AB 617 implementation. The communities are listed in alphabetical order.

Table 2. Prioritization factors for communities in consideration for AB 617 implementation

Community Name	Maximum CalEnviroScreen 3.0 Score (Percentile)	Maximum MATES IV (Percentile)	Maximum School Proximity Score	Self-Nominated? (Y/N)	MATES V Fixed Site	Special Monitoring Findings	Community Plans
Anaheim, Fullerton, Orange	95.5	80.0	2160.4	NO	Anaheim		
Azusa, Duarte, Monrovia, Arcadia, North 605	92.9	95.3	1084.8	NO			
Beaumont	82.5	17.0	61.8	NO			
Bell, Bell Gardens, Cudahy	99.2	97.8	1145.4	YES			
Bloomington, Fontana, Rialto	99.1	70.9	820.2	YES	Inland Valley SB (Fontana)		
Canoga Park, Northridge, Reseda, Van Nuys, Panorama City, Winnetka, Tarzana	98.9	59.8	1205.7	NO		Aviation Study	
Cerritos, Buena Park, Artesia, La Mirada, Hawaiian Gardens	93.8	87.2	1105.7	YES			
Colton, Grand Terrace, San Bernardino (Southwest)	99.4	70.5	171.7	YES			
Commerce, Maywood, Vernon	99.3	99.0	552.5	YES		Exide, MATES III	
Compton, Rancho Dominguez, Willowbrook, Lynwood	99.6	92.4	1260.0	YES	Compton	Community Air Toxics Initiative	Community Air Toxics Initiative
Corona, Temescal Valley	96.4	51.8	954.1	YES			
Costa Mesa	80.5	22.9	1191.0	NO			
Culver City (East), Palms (East)	84.8	78.0	1263.6	NO			
Downey, Bellflower, Lakewood (North), Cerritos (North)	91.9	96.1	837.4	NO			

Community Name	Maximum CalEnviroScreen 3.0 Score (Percentile)	Maximum MATES IV (Percentile)	Maximum School Proximity Score	Self-Nominated? (Y/N)	MATES V Fixed Site	Special Monitoring Findings	Community Plans
Downtown Los Angeles	99.7	99.9	1609.8	NO	Downtown LA (adjacent)		
East Los Angeles, Boyle Heights	99.9	99.4	1354	YES	Downtown LA		Clean Communities Plan
El Monte, South El Monte, Avocado Heights, Hacienda Heights, West La Puente, Bassett	98.7	99.3	3027.4	YES			
Gardena, Alondra Park, Lawndale	99.8	75.1	863.6	NO			
Glendale (Central and South), Burbank	99.4	80.0	1867.1	NO			
Hemet, San Jacinto	85.1	9.4	422.2	NO			
Highland, Crestline	95.7	30.2	1102.9	NO			
Hollywood, Los Feliz, Atwater, Echo Park, Silverlake	99.4	99.3	1663.0	NO	Downtown LA		
Huntington Beach	76.5	38.6	193.4	NO			
Indio, Eastern Coachella Valley	90.8	19.2	249.9	YES		Mecca odors, Salton Sea H2S, MATES III	
Inglewood, Hawthorne, Westmont, Vermont	99.6	75.1	1103.3	NO			
La Habra	91.1	43.6	714.5	NO			
La Puente, Covina, West Covina, Baldwin Park	97.9	85.2	1164.9	NO			

Community Name	Maximum CalEnviroScreen 3.0 Score (Percentile)	Maximum MATES IV (Percentile)	Maximum School Proximity Score	Self-Nominated? (Y/N)	MATES V Fixed Site	Special Monitoring Findings	Community Plans
Lake Elsinore	91.8	10.8	118.5	NO			
LAX, Lennox, El Segundo	98.2	98.0	1089.5	NO		MATES IV	
Long Beach (East)	96.9	98.3	701.9	NO	North Long Beach		
Mira Loma, Jurupa Valley, Eastvale, Pedley	97.7	78.0	212.5	YES	Rubidoux	MATES IV	
Montebello	94.8	85.1	748.4	NO			
Moreno Valley	99.2	27.0	406.2	YES			
Ontario (West), Montclair, Upland, Claremont (South)	100.0	94.5	1325.7	NO			
Pacoima, North Hollywood, Sun Valley, San Fernando, Sylmar	98.8	80.2	1655.6	YES	Pacoima	MATES III	
Paramount, Long Beach (North)	99.2	87.5	522.8	YES		Community Air Toxics Initiative, Carlton Forge, 710 study	Community Air Toxics Initiative / Paramount Investigation
Pasadena near I-210	80.4	78.2	863.1	NO			
Perris, Nuevo	94.7	15.6	707.2	NO			
Pomona, Chino, Walnut (East), San Dimas (South)	99.3	92.5	981.2	NO			
Porter Ranch	74.2	31.7	316.3	YES			
Rancho Cucamonga, Ontario (East)	97.3	95.0	569.4	YES			
Redlands, Loma Linda	89.8	26.5	229.3	NO			

Community Name	Maximum CalEnviroScreen 3.0 Score (Percentile)	Maximum MATES IV (Percentile)	Maximum School Proximity Score	Self-Nominated? (Y/N)	MATES V Fixed Site	Special Monitoring Findings	Community Plans
Riverside (Central and East), Rubidoux	99.7	69.1	786.4	YES			
Riverside (West)	98.9	44.0	915.9	NO			
San Bernardino, Muscoy	99.7	51.3	622.0	YES		MATES IV, MATES III	Clean Communities Plan, ENRRICH
San Gabriel, Rosemead, Monterey Park, Alhambra (South)	92.6	92.7	731.8	NO			
San Pedro, Harbor City (East)	97.3	97.9	819.8	NO			
Santa Ana	92.8	74.5	1368.8	YES		MATES III	
Santa Fe Springs, Norwalk, West Whittier, Los Nietos, Pico Rivera	96.5	87.7	1402.5	NO	Pico Rivera		
South Gate, Huntington Park, Florence-Firestone, Walnut Park	99.7	98.3	1755.3	YES	Huntington Park		
South Los Angeles, South East Los Angeles, Hyde Park	99.8	99.4	1928.0	YES			
Torrance	98.7	84.0	693.9	YES			
Westlake, Korea Town, Midcity, Mid-Wilshire	99.2	98.7	1365.8	NO			
Westminster, Stanton, Garden Grove	87.6	60.8	1368.8	NO			
Wilmington, Long Beach (West), Carson	98.8	100.0	644.1	YES	West Long Beach	Fluxsense, 710 study	

Recommendations

Recommended Implementation Schedule (Year 1, Years 2-5, Years 6+)

Table 3 includes the initial recommendations for the implementation schedule for all SCAQMD communities under consideration for AB 617 implementation. This implementation schedule is subject to change in subsequent years of the program as additional information becomes available that may change the prioritization.

Table 3. List of all SCAQMD communities under consideration for AB 617 implementation (grouped by recommended implementation timeframe, then in alphabetical order, by County)

Communities Recommended for Year 1: LOS ANGELES COUNTY • East Los Angeles / Boyle Heights • South Gate / Huntington Park / Florence – Firestone / Walnut Park* • Wilmington / Long Beach (West) / Carson SAN BERNARDINO COUNTY • San Bernardino / Muscoy
Communities Initially Recommended for Years 2-5 or 2-6*: LOS ANGELES COUNTY • Bell / Bell Gardens / Cudahy • Commerce / Maywood / Vernon • Compton / Rancho Dominguez / Willowbrook / Lynwood • El Monte / South El Monte / Avocado Heights / Hacienda Heights / West La Puente / Bassett • Pacoima / North Hollywood / Sun Valley / San Fernando / Sylmar • Paramount / Long Beach (North) • South Los Angeles / South East Los Angeles / Hyde Park • Torrance RIVERSIDE COUNTY • Corona / Temescal Valley • Indio / Eastern Coachella Valley • Mira Loma / Jurupa Valley / Eastvale / Pedley • Riverside (Central & East) / Rubidoux SAN BERNARDINO COUNTY • Bloomington / Fontana / Rialto • Colton / Grand Terrace / San Bernardino (Southwest) • Rancho Cucamonga / Ontario (East)
Communities Initially Recommended for Years 6+: LOS ANGELES COUNTY • Azusa / Duarte / Monrovia / Arcadia / North 605 • Canoga Park / Northridge / Reseda / Van Nuys / Panorama City / Winnetka / Tarzana

- Culver City (East) / Palms (East)
- Downey / Bellflower / Lakewood (North) / Cerritos (North)
- Downtown Los Angeles
- Gardena / Alondra Park / Lawndale
- Glendale (Central & South) / Burbank
- Hollywood / Los Feliz / Atwater Village / Echo Park / Silver Lake
- Inglewood / Hawthorne / Westmont / Vermont
- La Puente / Covina / West Covina / Baldwin Park
- Long Beach (East)
- LAX / Lennox / El Segundo
- Montebello
- Pasadena near I-210
- Porter Ranch
- San Gabriel / Rosemead / Monterey Park / Alhambra (South)
- San Pedro / Harbor City (East)
- Santa Fe Springs / Norwalk / West Whittier / Los Nietos / Pico Rivera
- Westlake / Korea Town / Midcity / Mid-Wilshire

<u>ORANGE COUNTY</u>

- Anaheim / Fullerton / Orange
- Costa Mesa
- Huntington Beach
- La Habra
- Santa Ana
- Westminster / Garden Grove / Stanton

<u>RIVERSIDE COUNTY</u>

- Beaumont
- Hemet / San Jacinto
- Lake Elsinore
- Moreno Valley
- Perris / Nuevo
- Riverside (West)

<u>SAN BERNARDINO COUNTY</u>

- Highland / Crestline
- Redlands / Loma Linda

<u>CROSS-COUNTY</u>

- Cerritos / Buena Park / Artesia / La Mirada / Hawaiian Gardens
- Ontario (West) / Montclair / Upland / Claremont (South)
- Pomona / Chino / Walnut (East) / San Dimas (South)

*As funding resources allow

Communities Recommended for Year 1 Implementation

Below is the summary of the recommended communities for Year 1 implementation. SCAQMD is committed to working with the communities, through community steering committees, to identify the air quality concerns and needs from the community's perspective. Air monitoring plans and/or emissions reduction plans will be developed after these discussions occur. SCAQMD staff does not recommend presupposing the need for air monitoring or emissions reduction plans in each community, nor the timing of such plans at this time, without receiving additional community input.

The following communities are recommended for initial Year 1 implementation:

Community	**County**	**Rationale**
Wilmington, West Long Beach, Carson	LA	Build upon MATES V monitoring and outreach efforts
East Los Angeles, Boyle Heights	LA	Build upon Clean Communities Plan partnerships to address additional issues
San Bernardino, Muscoy	SB	Build upon Clean Communities Plan partnerships to address additional issues
South Gate, Huntington Park, Florence-Firestone, Walnut Park*	LA	Industrial area proximity and MATES V monitoring

*As funding resources allow

Detailed information about each community is provided in the community profiles in Appendix A, including descriptions of the population, screening metrics, key air pollution sources, and past or current air monitoring and community plans. Below is a brief summary of the rationale for recommending these communities for Year 1 implementation of AB 617.

Wilmington, West Long Beach, Carson (Figure 10): This community adjacent to the ports has among the highest diesel particulate matter levels in the SCAB, primarily due to emissions from goods movement activities, including rail yards. In addition, this area includes several major petroleum refineries. This community also ranks near the top of the CalEnviroScreen 3.0 score, indicating that this community is highly impacted by environmental pollution, public health burdens, and socioeconomic factors. SCAQMD staff have already begun implementing MATES V monitoring and community engagement efforts, and are planning monitoring and outreach efforts to implement Rule 1180. The MATES V study includes a monitoring site in West Long Beach, a community air measurements and evaluation project in West Long Beach, a community sensor project in Carson and Wilmington, and refinery community and fenceline monitoring at each of the major refineries. The community engagement efforts that are being conducted for the MATES V program as well as future community engagement for implementation of Rule 1180 – Refinery Fenceline and Community Air Monitoring, will both inform and complement AB 617 efforts in this community. Previous and current outreach in this community have included Long Beach Alliance for Children with Asthma (LBACA), Long Beach Department of Health

and Human Services, Los Angeles Unified School District (LAUSD, which includes schools in Wilmington and Carson), Wilmington YMCA, East Yard Communities for Environmental Justice (EYCEJ), City of Carson, City of Los Angeles, Del Amo Action Committee, Wilmington Senior Center, Andeavor Los Angeles Refinery, Western States Petroleum Association (WSPA), and the offices of elected officials.

AB 617 efforts in this community would build upon the current monitoring and community engagement efforts. This community would serve as a statewide model for emission reductions in a port area with refineries and other air pollution sources. This community was recommended by the City of Los Angeles, the City of Carson, Communities for a Better Environment (CBE), as well as several individuals who submitted recommendations.

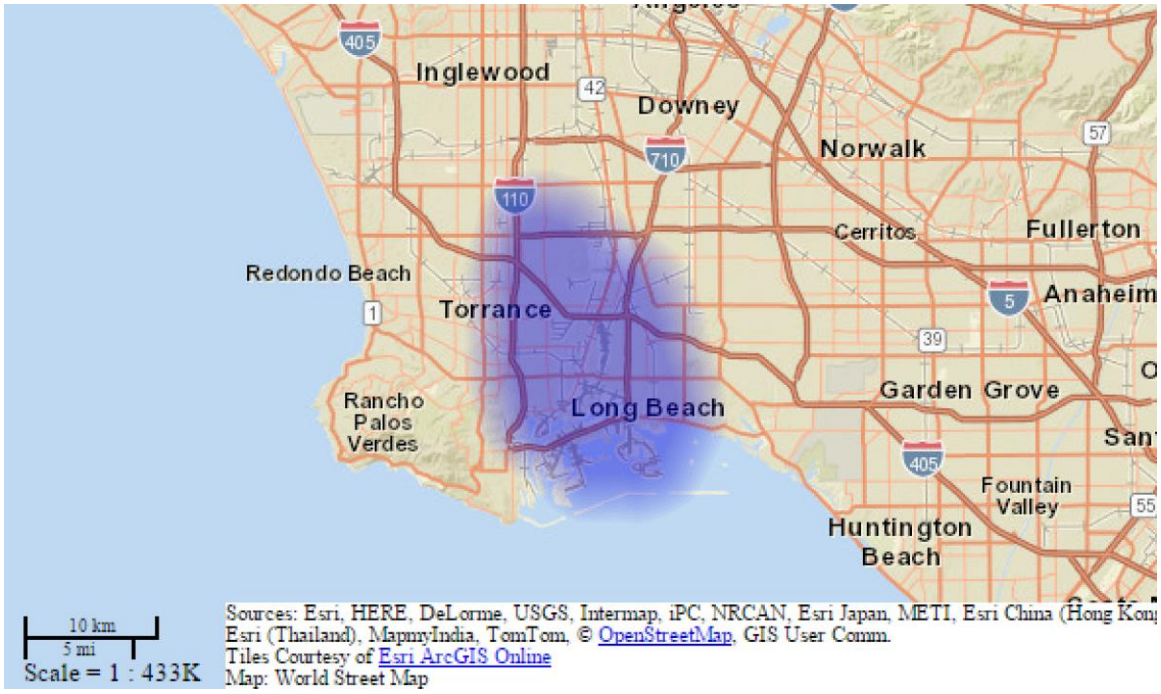


Figure 10: Map showing approximate geographic area of the Wilmington, Carson, West Long Beach community

East Los Angeles, Boyle Heights (Figure 11): This community, located northeast of downtown Los Angeles, has homes and schools near major freeway interchanges and industrial areas. Additionally, it is located near a goods movement hub, which includes several major rail yards. Boyle Heights was one of the pilot communities for the SCAQMD CCP, which serves as a strong foundation for engaging community leaders and understanding air quality priorities in this community. Through the CCP efforts and other related work, SCAQMD staff already has strong relationships with community leaders; including an overall understanding of the air quality concerns and priorities in the community and working with the community to develop and operationalize an air quality needs assessment. This community has very high percentile scores for both MATES IV and CalEnviroScreen 3.0, indicating that this

area has a high air toxics burden, as well as impacts from other environmental pollution, public health burdens, and socio4economic factors. SCAQMD staff has previously conducted air toxics monitoring at Resurrection Catholic School in Boyle Heights, which identified potential impacts from diesel and other traffic emissions. Through the CCP and other projects, SCAQMD worked with several organizations that work in this community, including Resurrection Church, Legacy LA (Ramona Gardens), Centro Maravilla Service Center, Boyle Heights Neighborhood Council, Service Employees International Union (SEIU), Barrio Planners, Mothers of East LA, CBE, Union de Vecinos, Friends of Ramona Gardens, California Safe Schools, Liberty Hill Foundation, One LA, California Trucking Association, White Memorial Hospital, California Small Business Alliance, California Council for Environmental and Economic Balance (CCEEB), California Construction and Industrial Materials Association (CALCIMA), Salesian High School, Santa Isabel High School, WSPA, and offices of elected officials.

While the CCP addressed several of the highest priority community issues in Boyle Heights, there are additional air quality issues that remain in Boyle Heights as well as in East Los Angeles, which would be addressed through AB 617 efforts in this community.

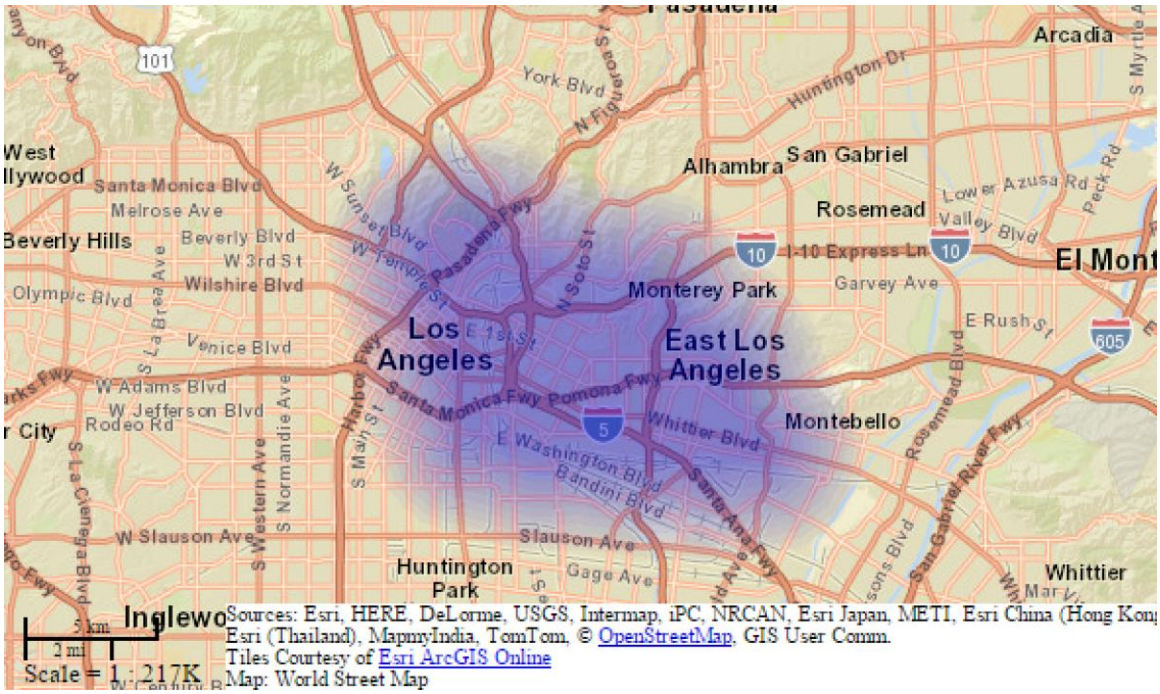


Figure 11: Map showing approximate geographic area of the East Los Angeles and Boyle Heights community

San Bernardino, Muscoy (Figure 12): This Inland Empire community is an area with significant public health burdens, and socioeconomic disadvantages. This community includes a major rail yard and many warehouses. SCAQMD staff previously conducted some air monitoring through the MATES program, which

identified high levels of diesel particulate matter near BNSF rail yard. The community near this rail yard was part of the pilot communities for the SCAQMD Clean Communities Plan, which included significant community engagement efforts, and emissions and exposure reduction efforts (e.g. filtration projects, low-VOC paints). SCAQMD also funded the Environmental Railyard Research Impacting Community Health (ENRRICH) study, which was a community health assessment and public health outreach project led by the late Dr. Sam Soret of Loma Linda University. These efforts have enabled SCAQMD to develop relationships with community leaders and have an understanding of the community's air quality concerns and priorities. The unique information provided through these assessments will help to inform AB 617 efforts to further improve air quality in this disadvantaged area.

Through the CCP, SCAQMD worked with several organizations that work in this community, including the San Bernardino County Transportation Authority (SBCTA), San Bernardino Community College District, San Bernardino Unified School District, California State University San Bernardino, Loma Linda University, Kaiser Hospital, San Bernardino County Department of Public Health, Inland Congregations United for Change (ICUC), California Small Business Alliance, US Green Building Council, Association of American Railroads, California Trucking Association, CCEEB, CALCIMA, Hospital Association of Southern California, California Auto Body Association, BNSF Railway, Southern California Edison, Southern California Gas Company, OmniTrans, Inland Empire African American Chamber of Commerce, the Green Divide, Center for Community Action and Environmental Justice (CCAEJ), Inland Community Collaborative, San Bernardino Catholic Archdiocese, Inland Action, and offices of elected officials.

While the CCP addressed several of the highest priority community issues in the community near the San Bernardino rail yard, there are additional air quality issues that remain in San Bernardino as well as in the neighboring Muscoy area which would be addressed through AB 617 efforts in this community. This community would serve as a statewide model for what can be done near rail yards, which may include exposure reductions in addition to emission reductions. This community was recommended by Assembly Member Reyes and the CCAEJ.

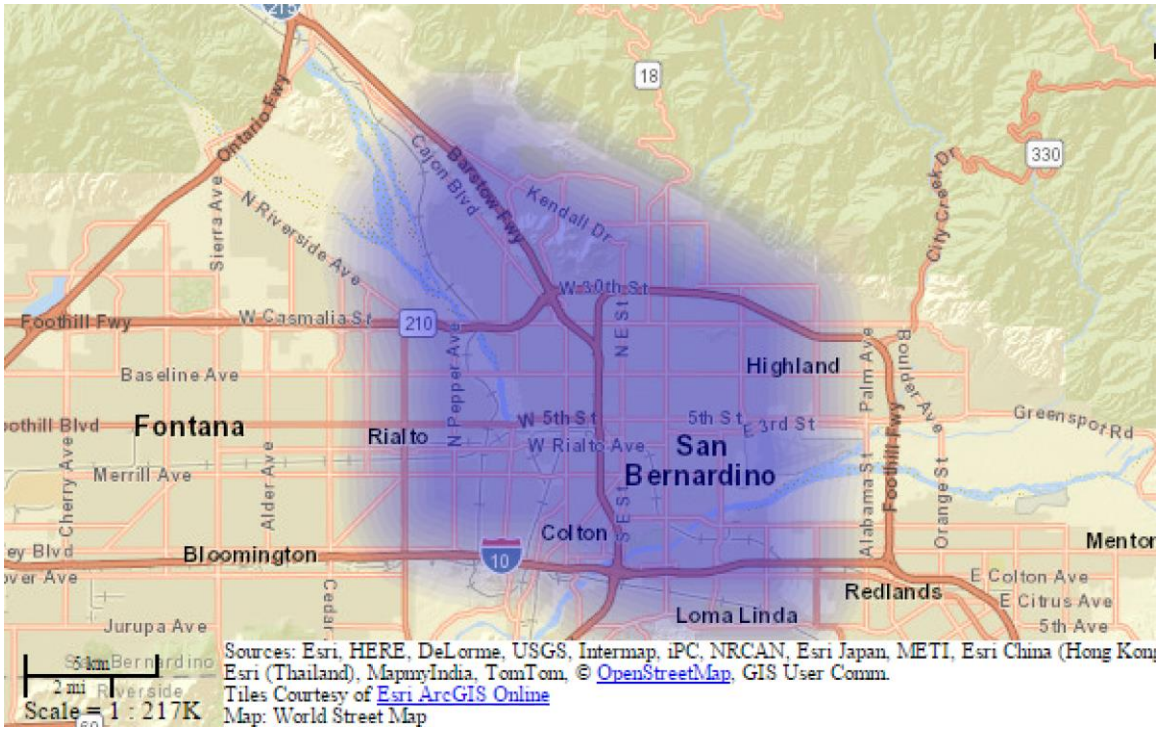


Figure 12: Map showing approximate geographic area of the San Bernardino, Muscoy community

South Gate, Huntington Park, Florence-Firestone, Walnut Park (Figure 13): This southeast Los Angeles community includes part of the Alameda Corridor, an industrial area with a cargo rail line that links the ports area to the rail lines near downtown Los Angeles. There are residential neighborhoods and schools on both sides of the Alameda Corridor, and this community's school proximity score is in the highest (most impacted) category. This community has very high percentile scores for both MATES IV and CalEnviroScreen 3.0, indicating that this area has a high air toxics burden, as well as impacts from other environmental pollution, public health burdens, and socioeconomic factors. In 2017 and 2018, SCAQMD staff collaborated with the Los Angeles County Department of Public Health in their Community Risk Reduction Initiative in the Florence-Firestone area. Staff is currently conducting air toxics monitoring in Huntington Park as part of MATES V. Previous and current outreach in this community have included the Council of Mexican Federations (COFEM), Los Angeles County Department of Public Health, Florence-Firestone Community Leaders, and offices of elected officials.

This community was recommended by CBE.

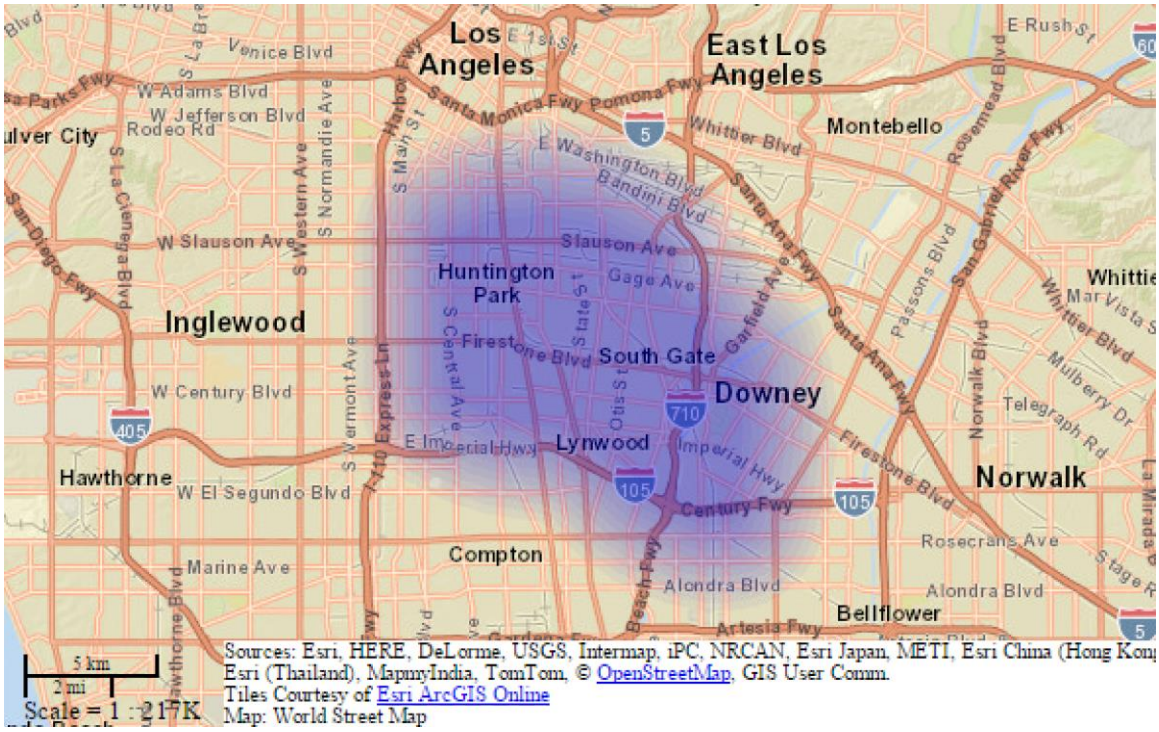


Figure 13: Map showing approximate geographic area of the South Gate, Huntington Park, Florence-Firestone, Walnut Park community

In addition, SCAQMD has already done substantial work in air toxics monitoring and emissions reduction efforts in **Compton** and **Paramount/North Long Beach**. Staff is recommending applying some AB 617 resources to continue investigations into new sources of hexavalent chromium emissions that are applicable to these communities. These studies will be critical in developing future community emissions reduction plans in Years 2-5 or 2-6, as investigations progress.

Resource Needs

The anticipated resource needs for SCAQMD's ongoing implementation of AB 617 is approximately $25 million per year, which assumes that two to four new communities are added each year, and each community program is expected to last approximately five years, with a maximum of 14 communities in the program simultaneously. Currently, staff is working with the California State Legislature to set aside $50 million across Fiscal Year (FY) 19-20 and FY20-21 for air monitoring and plan development efforts at SCAQMD.

SCAQMD implementation costs for future years are dependent on the number of communities that are selected for this program, which is in turn dependent on the amount of funding allocated by the legislature to support AB 617 implementation by the local air districts. Appropriating any future funding for AB 617 or any impacts to SCAQMD's budget for implementing AB 617 will be brought before the Governing Board for consideration. Staff is not able to provide specific estimates for the anticipated resource needs for each community until additional community input is

received, but will provide refined estimates once work with the community steering committees begins to define the priorities and projects in each community.

Initial Recommendations for Years 2-5 Implementation

The list of communities initially recommended for AB 617 implementation in Years 2-5 (or 2-6, as resources allow) is provided in **Table 3.** Previous or current efforts in these communities, including air monitoring and community programs, are noted briefly in **Table 3.**

To develop final recommendations for implementation of AB 617 in communities beyond Year 1, staff plans to conduct community outreach in future years to receive input to inform these recommendations. Updated information on air pollution impacts, such as results from the MATES V program and other SCAQMD efforts, will also help to inform the prioritization of communities for these future years.

Information Available for Community Level Emissions Inventories or Source Attribution

Emissions Inventory Data Availability for Criteria Air Pollutants

A comprehensive emissions inventory was developed using the most updated data and methodology as part of the 2016 AQMP. The inventory includes 2012 base year and future landmark years that the SCAQMD is required to follow to attain the National Ambient Air Quality Standards. These inventories form the basis for some of the emissions data used in both the MATES and the CalEnviroScreen prioritization metrics described previously.

The emissions inventory is divided into two major source classifications: stationary and mobile sources. The stationary point source emissions are based principally on reported data from facilities using SCAQMD's Annual Emissions Reporting Program. The stationary area source emissions are estimated jointly by CARB staff and SCAQMD staff using various inventory methods such as U.S. EPA AP42 emission factors, survey data, regulatory and reported data, etc. The on-road emissions are calculated using CARB's EMFAC 2014 model and the travel activity data provided by SCAG from their adopted 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). CARB provides emission inventories for off-road equipment which includes construction and mining equipment, industrial and commercial equipment, lawn and garden equipment, agricultural equipment, ocean-going vessels, commercial harbor craft, locomotives, cargo handling equipment, pleasure craft, and recreational vehicles. Aircraft emissions are based on an updated analysis by SCAQMD, developed in conjunction with the airports in the region.

Mobile source categories are the major source of emissions in the SCAB. On-road and off-road mobile sources combined account for 88% and 58% of the total NOx and VOC emissions, respectively, in 2012. The top ten source contributors to the emissions inventories for NOx and VOC are provided in **Figure 14** and **Figure 15**, respectively.

Eight out of top 10 NOx emitter categories are mobile sources with heavy-duty diesel trucks, off-road equipment, and ships and commercial boats being the top three. NOx RECLAIM and residential fuel combustion are the only non-mobile categories in the top ten list (**Figure 14**). These top ten categories account for 85% of the total NOx inventory in 2012. VOC inventories have five categories in the top ten list that belong to the mobile source sector (**Figure 15**). Consumer products are the highest emitter of VOCs. Petroleum marketing, coatings and related processes solvents, architectural coatings, and fuel storage and handling as well as mobile source categories are included in the top ten list. The top 10 categories account for 78% of the total VOC inventory in 2012.

While emissions from mobile sources are the predominant source of emissions, individual communities may have higher contributions by stationary sources if they are located close to major industrial and manufacturing facilities, large commercial facilities with backup emergency generators, chemical and metal processing facilities, the aggregation of small industrial facilities located within relatively small area, etc. A community with proximity to major goods movement corridors and warehouses can have higher contribution of mobile source sectors than the SCAB average due to local impacts of enhanced on-road traffic, off-road mobile equipment and all other activities associated with goods movement.

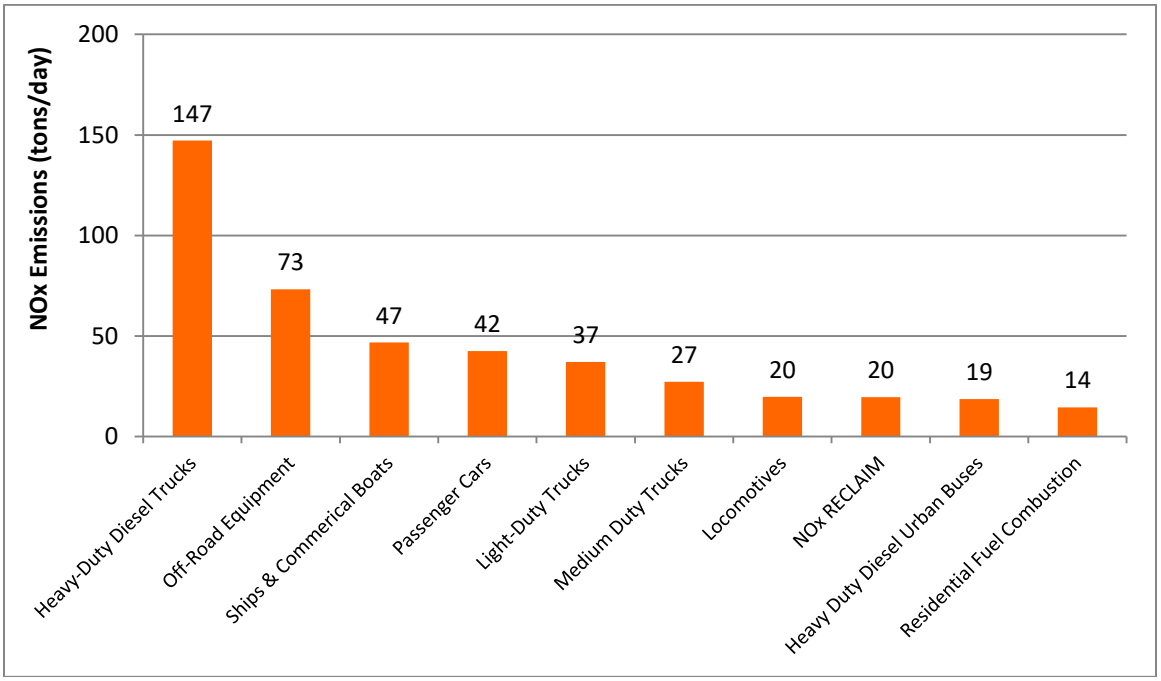


Figure 14: Top Ten Emitter Categories for NOx in 2012 (Summer Planning)

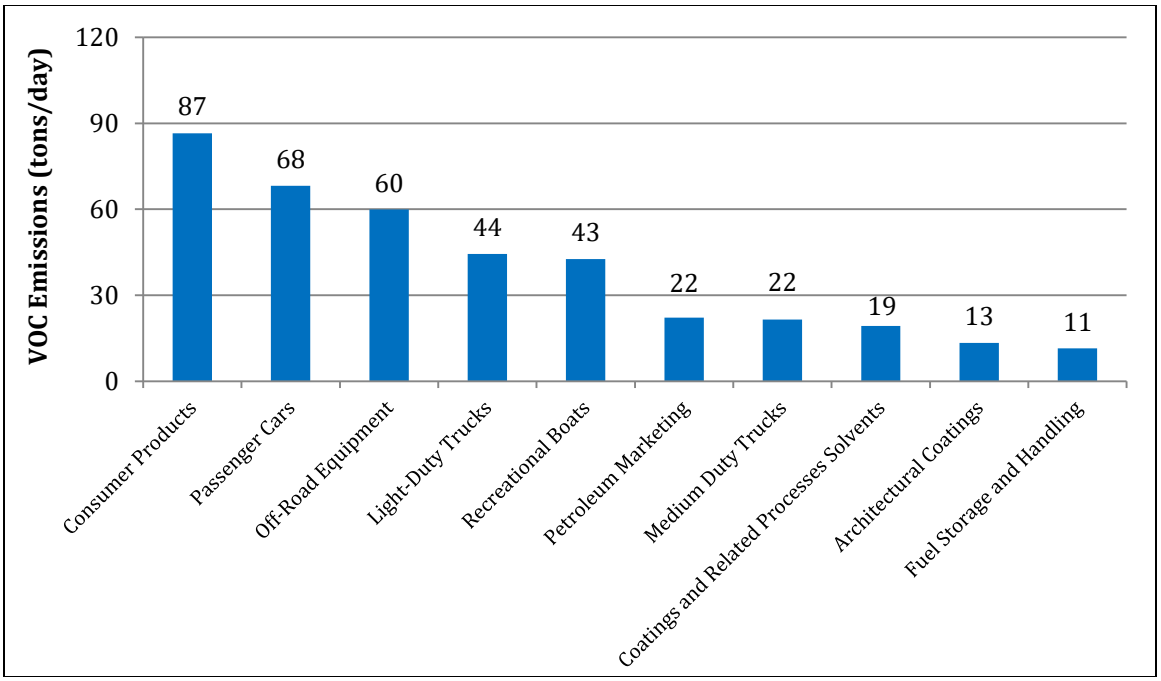


Figure 15: Top Ten Emitter Categories for VOCs in 2012 (Summer Planning)

PM2.5 consists of directly emitted primary particles and secondary aerosols that are chemically produced in the atmosphere from its precursors such as NOx, VOC, SOx, and NH3. While the secondary particles account for the majority of the ambient PM2.5 concentrations in the SCAB (typically 75% or more), the primary PM2.5 are emitted from various categories of anthropogenic activities. The biggest single source of directly emitted PM2.5 in the SCAB is commercial cooking, for which under-fired charbroilers are responsible for the majority of the emissions. Followed by commercial cooking are paved road dust, residential fuel combustion and several mobile source categories. The two highest emitters – commercial cooking and paved road dust are expected to emit more PM2.5 in future years due to the growth in population and economic activity outpacing the impact of current regulations on these sources. **Figure 16** shows the highest 10 categories directly emitting primary PM2.5. The top 10 categories account for 72% of the total direct PM2.5 emissions in the SCAB.

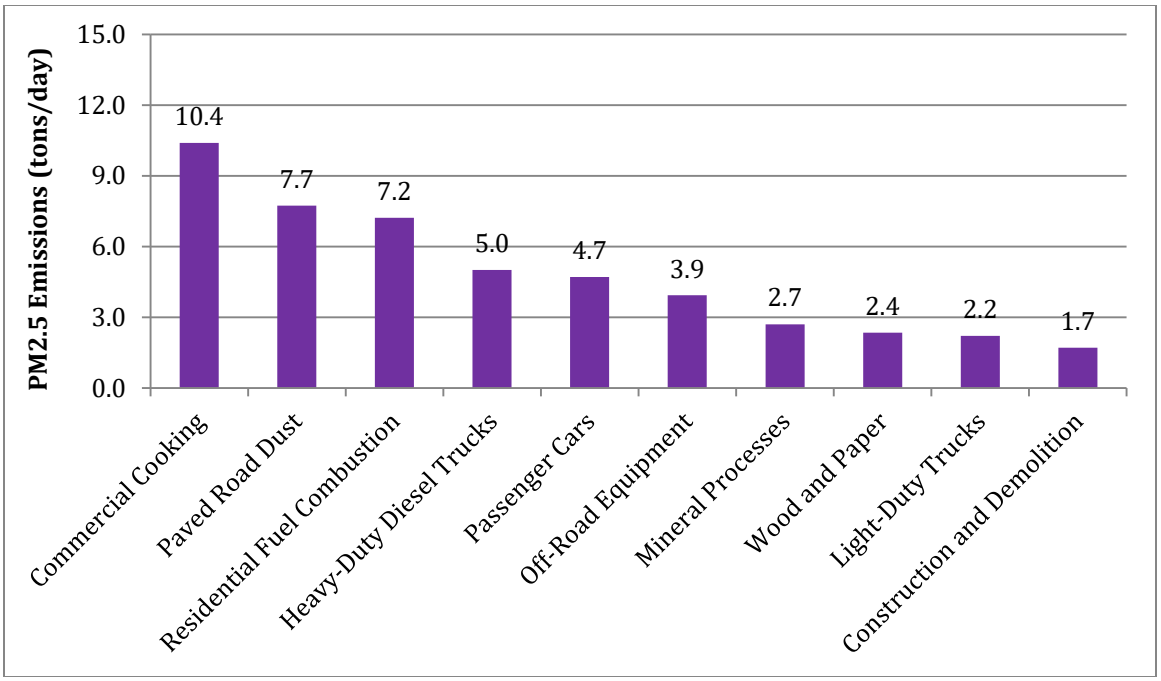


Figure 16: Top Ten Emitter Categories for Directly Emitted PM2.5 in 2012 (2016 AQMP Annual Average Inventory)

Emissions Inventory Data for Air Toxics

A comprehensive toxics emissions inventory was developed using the most updated data and methodology as part of MATES IV. The toxic emissions inventory for MATES IV consists of four components: (1) point sources; (2) area sources; (3) on-road mobile sources; and (4) off-road (or other) mobile sources.

The 2012 inventory used for the MATES IV modeling analysis is projected from the 2008 baseline emissions inventory in the 2012 AQMP. Toxic emissions are calculated by applying the latest CARB chemical speciation profiles to hydrocarbon and particulate matter emissions. Speciation profiles provide estimates of the emission's chemical composition. CARB maintains and updates the chemical composition and size fractions of particulate matter and the chemical composition and reactive fractions of total organic gases for a variety of emission source categories. The source type (e.g., equipment and fuel) is used to identify the appropriate speciation profile.

Further details on the data and methodology of the toxics emissions inventory are provided in the MATES IV final report and appendices. Overall, in the SCAB, on-road and off-road mobile sources dominate the air toxics cancer risk (**Figure 17**).

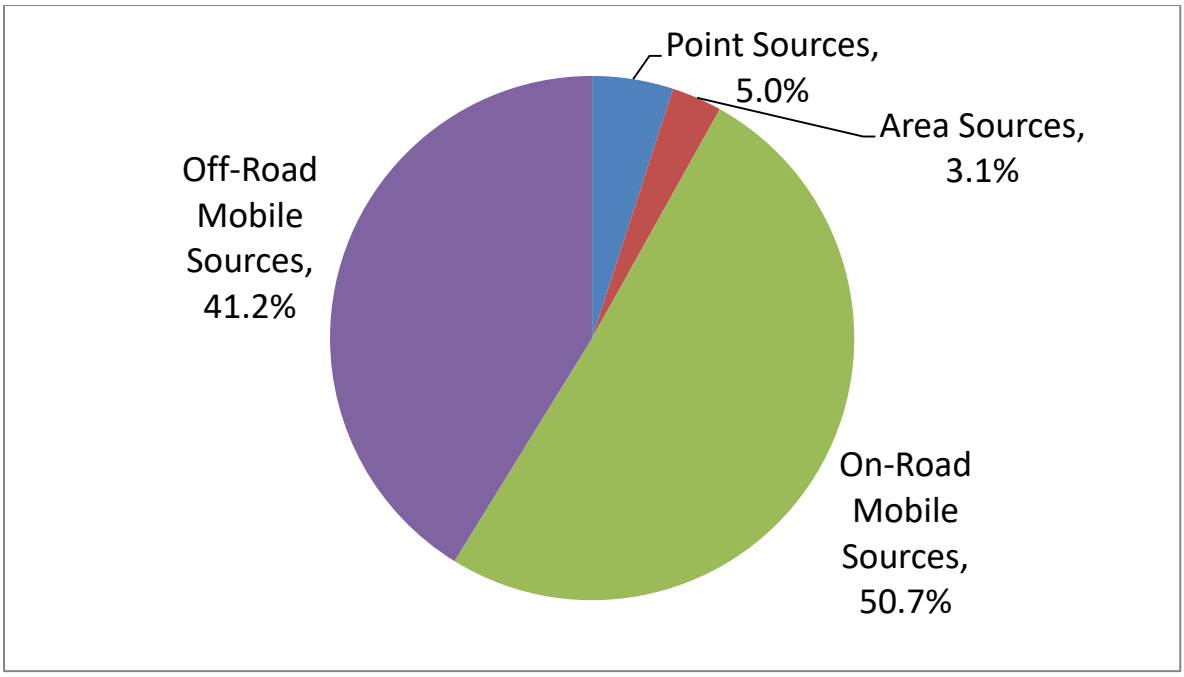


Figure 17: Cancer Potency Weighted Source Apportionment for 2012 Emissions

It is important to note that the MATES IV toxics emissions inventory reflects regional estimates of air toxics and that such modeling may not capture local variations in air toxics (at scales of a mile or less) that could be important. However, continual improvements in data sources and modeling methodologies enhance our ability to provide more localized air toxics information. SCAQMD began MATES V in 2018, and proposes to implement several key improvements to the emissions inventory, including developing local-scale risk estimates, which may help to inform future AB 617 efforts. Data improvements include integrating SCAQMD permit information to capture emissions information from smaller facilities, real-time traffic sensor data for more precise traffic location information, ship emissions based on GPS location and the Automatic Identification System, and data on aircraft activity, take-off and landing emissions based on actual flight path, runway and take-off/landing tracks. In addition, air toxics emissions are reported on an annual or quadrennial schedule for facilities that are in the AB 2588 Air Toxics Hot Spots core program. These data are available on a facility-by-facility basis, and would help inform air toxics estimates at a local scale in communities that are near these sources. The new toxics inventory approach for the MATES V risk estimation will be developed by combining reported emissions with the chemical speciation approach.

Conclusion and Next Steps

In the coming months, SCAQMD staff will conduct targeted community outreach in the Year 1 communities and establish a steering committee for each community. Staff will also continue working toward securing sustained future funding for

implementation of AB 617, which will determine the extent of the efforts (e.g. number of communities) that are feasible. In September, CARB will consider these recommendations as part of their statewide strategy, and SCAQMD staff looks forward to working with CARB staff on the implementation of AB 617 in these communities.

Appendices

Appendix A: Community Profiles

Appendix B: Outreach Materials

Appendix A

Community Recommendations for AB 617 Implementation

Assembly Bill 617 (AB 617)
South Coast Air Quality Management District

This appendix provides profiles of each community recommended for Year 1 of AB 617 implementation. Each profile includes a summary of the community's location, land use information (top four or five categories), the CalEnviroScreen 3.0 overall score percentile, MATES IV overall cancer risk percentile, CalEnviroScreen 3.0 diesel particulate matter percentile, school proximity to industrial sources and freeways score percentile as well as a summarized list of the number of air pollution sources in the community. In addition, a list of the regulatory monitors that currently exist and special monitoring studies that occur or have occurred in the past in or near the community are provided. Each profile also includes a brief paragraph on incentive programs in the community and previous emission reduction plans. This appendix only includes the community profiles for the top four recommended communities (Year 1), the final submittal to CARB will include additional profiles of communities that will be considered in subsequent years.

Identification and prioritization summary

The prioritization steps were as follows:

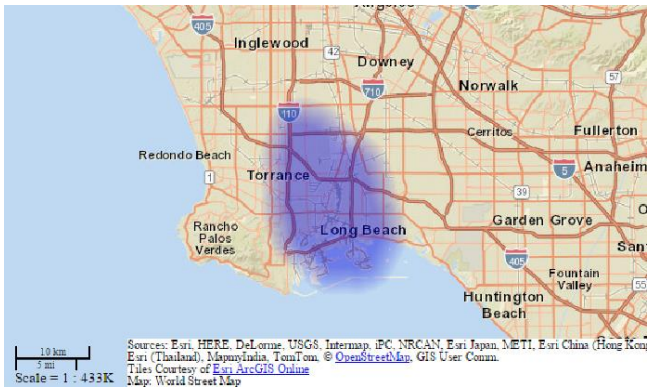
- Step 1: Identify communities with the community's maximum census tract scores for CalEnviroScreen 3.0, MATES IV, and the school proximity to industrial sources and freeways metric.

- Step 2: Prioritize communities using a sensitivity analysis based on:
    - The community's average census tract score for each listed metric; and
    - The community's average census tract score from CalEnviroScreen 3.0 air quality factors only.

- Step 3: Account for community self-recommendations.

The average scores in a given community were calculated using a population-weighted average, by multiplying population by the CalEnviroScreen 3.0 and MATES IV score, respectively, and dividing by the total population in the community. The population data for each census tract was obtained directly from CalEnviroScreen 3.0. The average value within SCAQMD's jurisdiction is also provided for reference (orange column). The population weighted cancer risk from MATES IV was estimated to be 897 per million for the SCAB using the current OEHHA (Office of Environmental Health Hazard Assessment) methodology (revised in 2015). This corresponds to an approximately 43.4 percentile value for all the areas within SCAQMD's jurisdiction.

Wilmington, West Long Beach, Carson



About this Community

The neighborhood of Wilmington within the City of Los Angeles, the City of Carson, and the neighborhood of West Long Beach within the City of Long Beach, are in an area where the land use is 29% residential, 25% industrial, 17% transportation, communications & utility, and 12% commercial. The areas have a combined population of 261,267, including people who identify their race/ethnicity as Hispanic (53.5%), Asian American (17.6%), African American (15.4%), and White (10.9%). This area ranks in the 84.8th percentile for CalEnviroScreen 3.0, 89.5th percentile for SCAQMD's MATES IV, and 82.2nd percentile for diesel particulate matter. Within this same area, there are several rail yards, 54 Title V facilities, 38 facilities in the AB 2588 core program, and eight industrial facilities that regularly process chemicals such as hexavalent chromium, lead, and arsenic and five refineries that emit volatile organic compounds (VOC), NOx and SOx.

AB 617 Community Prioritization

Prioritization Criteria	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES IV Cancer Risk [percentile]	89.5	100	43.4
CalEnviroScreen 3.0 Overall Score [percentile]	84.8	98.8	60.2
Ozone [percentile]	32		66.1
PM2.5 [percentile]	68.2		68.4
Diesel Particulate Matter [percentile]	82.2		58.0
Schools and Daycares Near Industrial Sources or Freeways [score]	38.93	644.1	
Community Nominated	Yes		
Overall Prioritization	Year 1 community		

Regulatory monitors in or near the Community

Long Beach (Hudson): CO, NOx, O3, SO2, PM10
North Long Beach: PM2.5
South Long Beach: PM10, lead (Pb), PM2.5, continuous PM2.5
Long Beach – I-710 Near Road Site: NOx, PM2.5, continuous PM2.5

Special monitoring studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

MATES is a health study involving an air monitoring program that includes monitoring for air toxic contaminants at ten stations in the SCAB for a one to two year period, to characterize long-term regional air toxics levels in residential and commercial areas. Currently MATES V Study is underway, beginning in January 2018 and will continue until March 2019. The study is a follow up to previous air toxics studies in the SCAB. MATES IV was conducted between July 2012 and July 2013. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

MATES includes a fixed site monitoring program with ten stations, including the Long Beach (Hudson) and South Long Beach stations, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the SCAB. More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Fenceline Monitoring (Fluxsense Study): In the fall of 2015 the SCAQMD conducted three optical remote sensing (ORS) projects to characterize emissions from refineries, small stationary sources, marine vessels, and the ports. Modern atmospheric ORS techniques offer unique capabilities for monitoring trace gas emissions from point and area sources in near-real time. A presentation summarizing the main findings of the three 2015 ORS projects can be found at http://www.aqmd.gov/docs/default-source/Agendas/ssc/presentation-placeholder.pdf?sfvrsn=8 . These three projects are:

Project 1: Quantification of Fugitive Emissions from Large Refineries
Project 2: Quantification of Gaseous Emissions from Gas Stations, Oil Wells, and Other Small Point Sources
Project 3: Quantification of Stack Emissions from Marine Vessels

Southern California International Gateway (SCIG) Study
SCIG facility is a proposed intermodal facility in the City of Los Angeles about four miles north of the Ports of Long Beach and Los Angeles and adjacent to the Alameda Corridor. SCAQMD conducted a measurement campaign near the proposed SCIG facility at a veterans housing facility (The Villages at Cabrillo) to measure NOx, CO, and PM2.5 concentrations.
Sampling period: 10/2012 to 2/2017

Pollutants measured: NOx, CO, PM2.5

Diesel Particulate Matter Incentive Programs in the Community

Goods Movement Emission Reduction Projects (Prop. 1B Program)
The Prop. 1B Program provides funding for projects that reduce emissions from goods movement operations. Emissions from diesel equipment, locomotives and vehicles involved in goods movement greatly impact the health of communities located near ports, rail yards, distribution centers and roads with high truck traffic. The Prop. 1B Program is intended to reduce diesel air pollution from goods movement operations and achieve the earliest possible health risk reduction in nearby communities.

Voucher Incentive Program (VIP)
The VIP is a streamlined approach to reduce emissions by replacing old, high-polluting vehicles with newer, lower-emission vehicles. This program is limited to owners/operators with fleets of 10 or fewer vehicles that have been operating at least 75% (mileage-based) in California during the previous 24 months. The goal of this program is to reduce emissions from in-use heavy-duty trucks in small fleets by replacing Engine Model Years 2009 and older with Engine Model Years 2013 (or newer) emissions compliant models.

Carl Moyer Program (CMP)
The purpose of the CMP is to obtain emission reductions of NOx, PM10 and Reactive Organic Gases (ROG) from heavy-duty vehicles and other equipment operating in California as early and as cost-effectively as possible. The CMP provides financial incentives to assist in the purchase of cleaner-than-required engine and equipment technologies to achieve emission reductions that are real, surplus, quantifiable and enforceable.

Clean School Buses
Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 percent or more of particulates in diesel exhaust. As of 2016, SCAQMD has awarded nearly $300 million to replace nearly 1,600 pre-1994 school buses with clean alternative school buses having the latest safety features. Overall, as a result of these awards, about 4,900 school buses are currently operating that meet stringent air quality standards. At about 60 to 70 kids being transported per bus, this translates to nearly 300,000 kids traveling daily in some of the cleanest school buses in the country, the vast majority of them in Environmental Justice areas. The SCAQMD program is, thus, the largest of its kind in the country.

Other Incentive Programs in the Community

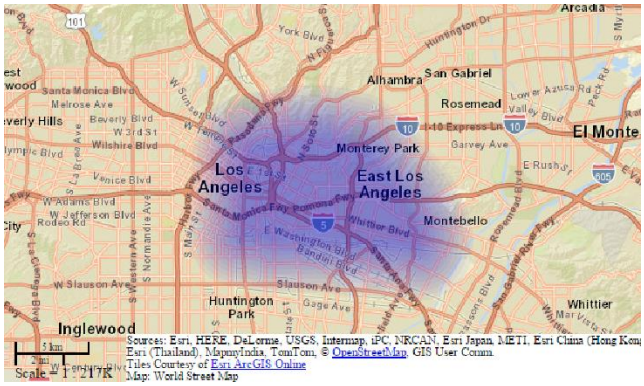
School Filtration and Weatherization

SCAQMD has worked with school districts and EJ organizations since 2007 to install air filtration systems in schools and community centers. Air filtration technologies such as high performance panel filters and stand-alone units have been successfully demonstrated in classroom environments to achieve at least a 90% average removal efficiency of ultrafine PM and black carbon. To date, air filtration has been installed in 24 schools and community centers in EJ and Disadvantaged Communities in Long Beach and Wilmington.

Previous Emission Reduction Plans

Niklor Chemical Company was a chemical and allied products facility subject to AB 2588 located at 2060 East 220th Street in Carson, CA 90745. According to a Health Risk Assessment completed in 2002, the main driver for chronic and acute risk was chloropicrin. A Risk Reduction Plan was approved in 2002, but the facility has since closed permanently and no longer has active SCAQMD permits.

East Los Angeles, Boyle Heights



About this Community

The unincorporated area of East Los Angeles and the neighborhood of Boyle Heights, located within the City of Los Angeles, are in an area where the combined land use is an estimated 45% residential, 21% commercial, 14% industrial, and 11% transportation, communications and utility. This areas has a population of 229,723 including people who identify their race/ethnicity as Hispanic (92.5%), White (2.7%), Asian American (2.3%), and African American (1.8%). This region ranks in the 90.2nd percentile for CalEnviroScreen 3.0, 93.6th percentile for SCAQMD's MATES IV, and 92.7th percentile for diesel particulate matter. Within this area, there are 14 industrial facilities that regularly process chemicals such as hexavalent chromium, lead, and arsenic. There are also several rail yards, 10 Title V facilities and six facilities in the AB 2588 core program.

AB 617 Community Prioritization

Prioritization Criteria	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES IV Cancer Risk [percentile]	93.6	99.4	43.4
CalEnviroScreen 3.0 Overall Score [percentile]	90.2	99.9	60.2
Ozone [percentile]	53.2		66.1
PM2.5 [percentile]	89.2		68.4
Diesel Particulate Matter [percentile]	92.7		58.0
Schools and Daycares Near Industrial Sources or Freeways [score]	259.2	1354	

Community Nominated	Yes
Overall Prioritization	Year 1 community

Regulatory monitors in or near the Community

Los Angeles: CO, NOx, NOy*, O3, SO2, PM2.5, PM10, Lead (Pb), continuous PM2.5, continuous PM10, speciated PM2.5, VOCs, multi-metals, hexavalent chromium (Cr6+), carbonyls, PAHs, black carbon (BC), total carbon (TC)
Central Los Angeles Station is a central urban core site in Los Angeles that reflects concentrations and trends due primarily to urban mobile source emissions. Central Los Angeles site is part of STN, NCore, NATTS, and PAMS network.

PM2.5 Speciation Trends Network (STN): The PM2.5 chemical speciation urban trends sites include analysis for elements, selected anions, cations, and carbon.
NCore Multipollutant Monitoring Network: is a multi-pollutant network that integrates several advanced measurement systems for particles, pollutant gases and meteorology.
National Air Toxics Trends Station (NATTS): The NATTS program was developed to fulfill the need for long-term Hazardous Air Pollutant monitoring data of consistent quality nationwide. NATTS monitoring began in February 2007 at the Central Los Angeles station and continues.
Photochemical Assessment Monitoring Stations (PAMS): to provide an air quality database of ozone and ozone precursors and to track VOC and NOx emission inventory reductions.

Special monitoring studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

MATES is a health study involving an air monitoring program that includes monitoring for air toxic contaminants at ten stations in the SCAB for a one to two year period, to characterize long-term regional air toxics levels in residential and commercial areas. Currently MATES V Study is underway, beginning in January 2018 and will continue until March 2019. The study is a follow up to previous air toxics studies in the SCAB. MATES IV was conducted between July 2012 and July 2013. More information on MATES IV can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

NOy*: Sum of NOx and other nitrogen reactive species

MATES includes a fixed site monitoring program with ten stations, including the Central Los Angeles station, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the SCAB.

Ambient Measurements of Air Toxic Pollutants at Resurrection Catholic School in Boyle Heights

Following numerous requests from concerned residents and community leaders, SCAQMD began a comprehensive year-long monitoring study in April of 2009 of air toxic levels at the Resurrection Catholic School in Boyle Heights, in an area impacted by both local and regional pollution sources. More information about this study can be found at: http://www.aqmd.gov/docs/default-source/air-quality/air-quality-monitoring-studies/bhpilotstudy-resurrection-catholic-school.pdf.

Sampling period: 4/1/2009 to 6/1/2010

Pollutants measured: PM2.5, PM10, EC, BC, Cr6+, Pb, Trace Metals, VOC and Carbonyls

Exide Technologies

Exide Technologies is a secondary lead smelting facility that recovered lead from recycled automotive batteries and is located in Vernon, just outside of this community (less than 1,500 ft). The facility began operations in 1922, underwent major modernization and reconstruction in the 1980s, and was acquired by Exide Technologies in 2000 and last conducted recycling operations in March 2014. The facility was closed in 2015 and is currently proceeding with facility closure under a DTSC Closure Plan (more information: https://www.dtsc.ca.gov/HazardousWaste/Projects/upload/Exide-ClosurePlan_MainText.pdf). The facility continues to be subject to many SCAQMD rules and permit conditions, including ambient monitoring, to ensure that they operate in compliance with air pollution requirements. SCAQMD currently operates three lead monitors at different distances from Exide Technologies facility's perimeter. In addition, Exide operates six fenceline lead monitors near the property line to satisfy the monitoring requirements of Rule 1420.1. Emissions from Exide Technologies or transport of re-suspended particles containing lead from the Exide facility could impact this community.

Sampling period: 11/2007 to present

Pollutants measured: Pb and As

Boyle Heights Microscale Air Quality Study

As part of SCAQMD's Children's Air Quality Agenda, and following community concerns about significant diesel activity in the area, SCAQMD conducted a two-month (June 29 to August 16, 2000) sampling program measuring VOCs, carbonyl compounds, elemental carbon, hexavalent chromium and PM2.5 on the grounds of Salesian High School in Boyle Heights. This effort was followed by an additional two-month monitoring program from December 2000 to February 2001 to assess PM10 levels and elemental carbon as an indicator of diesel soot.

Goods Movement Emission Reduction Projects (Proposition 1B Program)

The Prop. 1B Program provides funding for projects that reduce emissions from goods movement operations. Emissions from diesel equipment, locomotives and vehicles involved in goods movement greatly impact the health of communities located near ports, rail yards, distribution centers and roads with high truck traffic. The Prop. 1B Program is intended to reduce diesel air pollution from goods movement operations and achieve the earliest possible health risk reduction in nearby communities.

Voucher Incentive Program (VIP)

The VIP is a streamlined approach to reduce emissions by replacing old, high-polluting vehicles with newer, lower-emission vehicles. This program is limited to owners/operators with fleets of 10 or fewer vehicles that have been operating at least 75% (mileage-based) in California during the previous twenty four (24) months. The goal of this program is to reduce emissions from in-use heavy-duty trucks in small fleets by replacing Engine Model Years 2009 and older with Engine Model Years 2013 (or newer) emissions compliant models.

Carl Moyer Program (CMP)

The purpose of the CMP is to obtain emission reductions of Nitrogen Oxides (NOx), Particulate Matter (PM10) and Reactive Organic Gases (ROG) from heavy-duty vehicles and other equipment operating in California as early and as cost-

effectively as possible. The CMP provides financial incentives to assist in the purchase of cleaner-than-required engine and equipment technologies to achieve emission reductions that are real, surplus, quantifiable and enforceable.

Clean School Buses

Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 percent or more of particulates in diesel exhaust. As of 2016, SCAQMD has awarded nearly $300 million to replace nearly 1,600 pre-1994 school buses with clean alternative school buses having the latest safety features. Overall, as a result of these awards, about 4,900 school buses are currently operating that meet stringent air quality standards. At about 60 to 70 children being transported per bus, this translates to nearly 300,000 children traveling daily in some of the cleanest school buses in the country, the vast majority of them in Environmental Justice areas. The SCAQMD program is, thus, the largest of its kind in the country.

Other Incentive Programs in the Community

School Filtration and Weatherization

SCAQMD has worked with school districts and EJ organizations since 2007 to install air filtration systems in schools and community centers. Air filtration technologies such as high performance panel filters and stand-alone units have been successfully demonstrated in classroom environments to achieve at least a 90% average removal efficiency of ultrafine PM and black carbon. To date, air filtration has been installed in 14 schools and community centers in EJ and Disadvantaged Communities in Boyle Heights.

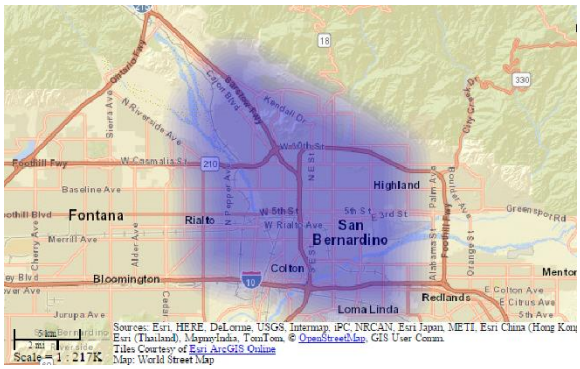
Previous Emissions Reduction Plans

Grover Products Company is an industrial machinery facility located at 3424 East Olympic Boulevard, Los Angeles, CA 90023. As part of the AB 2588 program requirements, a Health Risk Assessment (HRA) was prepared in 2000, and the facility was required to implement a Risk Reduction Plan (RRP), which was approved in 2001 and implemented subsequently. The main risk drivers were hexavalent chromium and nickel.

Exide Technologies (Exide) is a secondary lead smelting facility that was in operation at 2700 South Indiana Street in Vernon, south of Boyle Heights. In 2012, an HRA performed identified arsenic as a main risk driver, and in 2015, this facility was required to stop operations as part of a Federal legal settlement. Exide is currently subject to Phase I closure activities in accordance with the Exide Vernon Closure Plan, approved by the Department of Toxic Substance Control (DTSC) in 2016. The facility is still subject to many SCAQMD rules and permit conditions, including ambient monitoring, to ensure the clean-up procedure is in compliance with SCAQMD rules.

Boyle Heights was selected as one of two communities for the 2010 SCAQMD Clean Communities Plan. This project aimed to reduce the exposure to air toxics, with an emphasis on cumulative impacts. SCAQMD worked with community stakeholders to identify and develop community-based solutions. The initial approach consisted of bi-monthly working group meetings for first two years to collect input. This working group included environmental and community organizations, business environmental groups, elected officials, and public agencies. Input was also collected through community representative interviews and a community bus tour. Main emissions and exposure reduction strategies included funding for cleaner diesel trucks; weatherization of homes near roadways and diesel sources; air filtration in schools and one child development center; replacement of old diesel trucks with CNG trucks; consulting services on a CNG fueling station design; “no-fault” inspections; regulatory compliance education as well as workshops on air pollution controls and pollution prevention with a focus on auto-body shops; the distribution of laser-guided paint spray guns and aqueous brake cleaners to local auto body and repair shops; amendments to Rule 1420.1 (emission standards for lead and other toxic air contaminants from large lead-acid battery recycling facilities); adoption of Rule 415 (odors from rendering facilities); and collaboration with DTSC on Exide facility closing activities. SCAQMD also provided assistance and funding to replace boilers at the Los Angeles County USC Medical Center to improve efficiency.

San Bernardino, Muscoy



About this Community

The city of San Bernardino and the adjacent unincorporated community of Muscoy, are in an area where land use is 45% residential, 20% vacant, 18% commercial, 7% industrial and 5% transportation, communications and utility. This area has a population of 152,461, including people who identify their race/ethnicity as Hispanic (68.4%), White (12.9%), and African American (12.8%). This region ranks in the 92nd percentile for CalEnviroScreen 3.0, 33rd percentile for SCAQMD's MATES IV, and 74.3rd percentile for diesel particulate matter. Within this area, there is one Title V facility, one rail yard, and multiple warehouses.

AB 617 Community Prioritization

Prioritization Criteria	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES IV Cancer Risk [percentile]	33.0	51.3	43.4
CalEnviroScreen 3.0 Overall Score [percentile]	92.0	99.7	60.2
Ozone [percentile]	98.7		66.1
PM2.5 [percentile]	83.6		68.4
Diesel Particulate Matter [percentile]	74.3		58.0
Schools and Daycares Near Industrial Sources or Freeways [score]	109.3	622.0	
Community Nominated	Yes		
Overall Prioritization	Year 1 community		

Regulatory Monitors in or near the Community

San Bernardino: CO, NO2, O3, PM2.5, continuous PM10, Lead (Pb)

Special monitoring studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

MATES is a health study involving an air monitoring program that includes monitoring for air toxic contaminants at ten stations in the SCAB for a one to two year period, to characterize long-term regional air toxics levels in residential and commercial areas. Currently MATES V Study is underway, beginning in January 2018 and will continue until March 2019. The study is a follow up to previous air toxics studies in the SCAB. MATES IV was conducted between July 2012 and July 2013. More information on MATES IV can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

MATES includes a fixed site monitoring program with 10 stations, including the San Bernardino station, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the SCAB. More information on the station can be found here: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmnp-sanbernardino.pdf?sfvrsn=16

MATES IV San Bernardino Railyard Microscale Study

A unique set of rapidly deployable air toxics monitoring platforms using the latest technologies for continuous measurements of black carbon and ultrafine particulate matter concentrations were deployed in the communities near the San Bernardino Railyard as part of the MATES IV Microscale Study. This study was designed to characterize ambient air pollutant levels associated with the complex mix of many sources of emissions, including trains, terminal operations, and on-road vehicles, particularly heavy-duty diesel trucks in the communities surrounding this facility.

Diesel Particulate Matter Incentive Programs in the Community

Goods Movement Emission Reduction Projects (Prop. 1B Program)

The Prop. 1B Program provides funding for projects that reduce emissions from goods movement operations. Emissions from diesel equipment, locomotives and vehicles involved in goods movement greatly impact the health of communities located near ports, rail yards, distribution centers and roads with high truck traffic. The Prop. 1B Program is intended to reduce diesel air pollution from goods movement operations and achieve the earliest possible health risk reduction in nearby communities.

Voucher Incentive Program (VIP)

The VIP is a streamlined approach to reduce emissions by replacing old, high-polluting vehicles with newer, lower-emission vehicles. This program is limited to owners/operators with fleets of 10 or fewer vehicles that have been operating at least 75% (mileage-based) in California during the previous 24 months. The goal of this program is to reduce emissions from in-use heavy-duty trucks in small fleets by replacing Engine Model Years 2009 and older with Engine Model Years 2013 (or newer) emissions compliant models.

Carl Moyer Program (CMP)

The purpose of the CMP is to obtain emission reductions of NOx, PM10 and Reactive Organic Gases (ROG) from heavy-duty vehicles and other equipment operating in California as early and as cost-effectively as possible. The CMP provides financial incentives to assist in the purchase of cleaner-than-required engine and equipment technologies to achieve emission reductions that are real, surplus, quantifiable and enforceable.

Clean School Buses

Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 % or more of particulates in diesel exhaust. As of 2016, SCAQMD has awarded nearly $300 million to replace nearly 1,600 pre-1994 school buses with clean alternative school buses having the latest safety features. Overall, as a result of these awards, about 4,900 school buses are currently operating that meet stringent air quality standards. At about 60 to 70 kids being transported per bus, this translates to nearly 300,000 kids traveling daily in some of the cleanest school buses in the country, the vast majority of them in Environmental Justice areas. The SCAQMD program is, thus, the largest of its kind in the country.

Other Incentive Programs in the Community

School Filtration and Weatherization

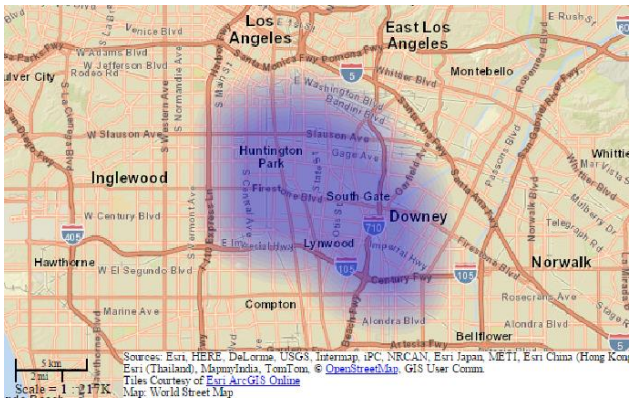
SCAQMD has worked with school districts and EJ organizations since 2007 to install air filtration systems in schools and community centers. Air filtration technologies such as high performance panel filters and stand-alone units have been successfully demonstrated in classroom environments to achieve at least a 90% average removal efficiency of ultrafine PM and black carbon. To date, air filtration has been installed in five schools and community centers in disadvantaged communities in San Bernardino.

Previous Emissions Reduction Plans

San Bernardino was selected as one of two communities for the 2010 SCAQMD Clean Communities Plan. This project aimed to reduce exposure to air toxics, with an emphasis on cumulative impacts. SCAQMD worked with community stakeholders to identify and develop community-based solutions. The initial approach consisted of bi-monthly working group meetings for first two years to collect input. This working group included environmental and community organizations, business, environmental groups, elected officials, and public agencies. Input was also collected through community representative interviews and a community bus tour. Main emissions and exposure reduction strategies included funding for cleaner diesel trucks (especially in warehouses); the replacement of old switch locomotives at BNSF San Bernardino rail yard; weatherization of homes near roadways and other diesel sources; air filtration in schools; “no-fault” inspections; regulatory compliance education as well as workshops on air pollution controls and pollution prevention with a focus on auto-body shops and the distribution of laser-guided paint spray guns and aqueous brake cleaners to local auto body and repair shops.

In addition, SCAQMD also provided funds for the City and County of San Bernardino as well as the San Bernardino Police Department and the San Bernardino International Airport Authority Commission for several commercial electric lawnmowers.

South Gate, Huntington Park, Florence-Firestone, Walnut Park



About this Community

The cities of South Gate and Huntington Park, and the unincorporated neighborhoods of Florence-Firestone and Walnut Park, are located within the County of Los Angeles, in an area where the land use is 55% residential, 17% commercial, 16% industrial, and 6% transportation, communication, and utility. The four areas have a combined population of 234,233, including people who identify their race/ethnicity as Hispanic (94.2%), African American (2.7%), and White (2%). This region ranks in the 90.8th percentile for CalEnviroScreen 3.0, 86.5th percentile for SCAQMD's MATES IV, and 69.7th percentile for diesel particulate matter. Within this area, there are 22 industrial facilities that regularly process chemicals such as hexavalent chromium, lead, and arsenic. There are also several rail yards, 11 facilities in the AB 2588 core program, 10 Title V facilities, and three Superfund sites.

AB 617 Community Prioritization

Prioritization Criteria	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES IV Cancer Risk [percentile]	86.5	98.3	43.4
CalEnviroScreen 3.0 Overall Score [percentile]	90.8	99.7	60.2
Ozone [percentile]	46.3		66.1
PM2.5 [percentile]	82.1		68.4
Diesel Particulate Matter [percentile]	69.7		58.0
Schools and Daycares Near Industrial Sources or Freeways [score]	215.7	1755.3	
Community Nominated	Yes		
Overall Prioritization	Year 1 As funding allows		

Regulatory monitors in or near the Community

Compton: CO, NOx, O3, Lead (Pb), PM2.5

Special monitoring studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

MATES is a health study involving an air monitoring program that includes monitoring for air toxic contaminants at ten stations in the SCAB for a one to two year period, to characterize long-term regional air toxics levels in residential and commercial areas. Currently MATES V Study is underway, beginning in January 2018 and will continue until March 2019. The study is a follow up to previous air toxics studies in the SCAB. MATES IV was conducted between July 2012 and July 2013. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

MATES includes a fixed site monitoring program with 10 stations, including the Compton and Huntington Park stations, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the SCAB.

Diesel Particulate Matter Incentive Programs in the Community

Goods Movement Emission Reduction Projects (Prop. 1B Program)

Prop. 1B Program provides funding for projects that reduce emissions from goods movement operations. Emissions from diesel equipment, locomotives and vehicles involved in goods movement greatly impact the health of communities located near ports, rail yards, distribution centers and roads with high truck traffic. The Prop. 1B Program is intended to reduce diesel air pollution from goods movement operations and achieve the earliest possible health risk reduction in nearby communities.

Voucher Incentive Program (VIP)

The VIP is a streamlined approach to reduce emissions by replacing old, high-polluting vehicles with newer, lower-emission vehicles. This program is limited to owners/operators with fleets of 10 or fewer vehicles that have been operating at least 75% (mileage-based) in California during the previous 24 months. The goal of this program is to reduce emissions from in-use heavy-duty trucks in small fleets by replacing Engine Model Years 2009 and older with Engine Model Years 2013 (or newer) emissions compliant models.

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Previous Emissions Reduction Plans

Anadite Incorporated is a plating and polishing facility subject to AB 2588 located at 10647 Garfield Avenue South Gate, CA 90280. As part of the AB 2588 program requirements, a Health Risk Assessment was performed in 1998, and the facility was required to implement a Risk Reduction Plan, which was approved in 2000 and implemented subsequently. The main risk drivers were hexavalent chromium and nickel.

Florence-Firestone Community Plan: The Florence-Firestone Community Plan is a policy initiative prepared by the County of Los Angeles in collaboration with other regional agencies, including SCAQMD, to guide the future development, conservation and maintenance of the Florence-Firestone community. SCAQMD has been collaborating with the county to help protect the health, safety, and well-being of community members by providing resources to address the disproportionate pollution burden caused by industry and freeways near residential areas and schools.

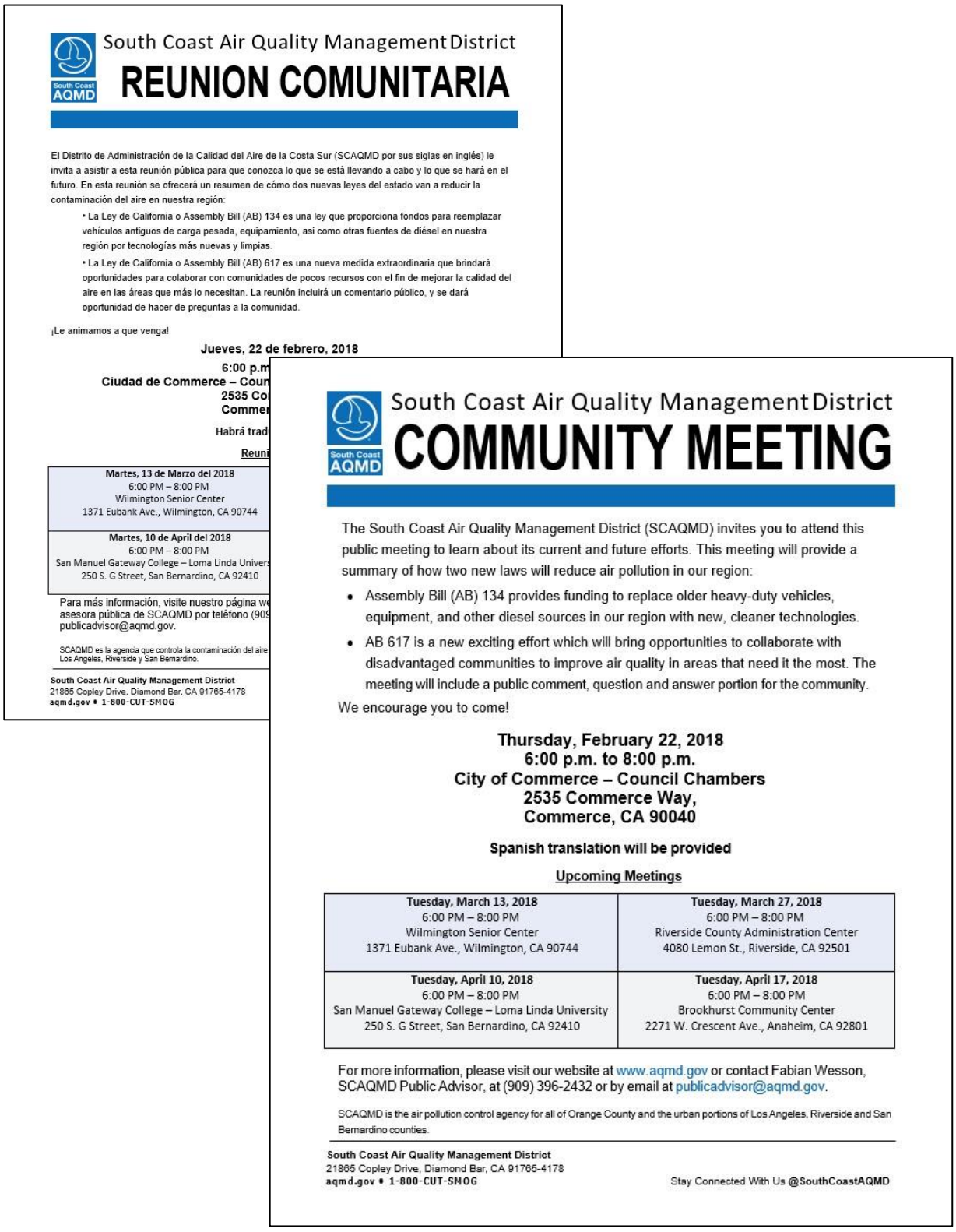
Appendix B

Outreach Materials

In an effort to solicit public input from community members and stakeholders, SCAQMD staff generated specialized outreach materials that helped inform the general public about AB 617. Appendix B contains the materials used to disseminate information through traditional media platforms, social media, and grassroots efforts. All printed materials and most electronic materials were provided to the public in English and Spanish. Translation services were also available at most meetings. The outreach materials are listed below.

- Image 1 – Outreach Flyer (English)
- Image 2 – Outreach Flyer (Spanish)
- Image 3 and 4 – Outreach Flyer (English and Spanish)
- Image 5 – Social Media Graphic for Santa Ana (English)
- Image 6 – Social Media Graphic for Santa Ana (Spanish)
- Image 7 – Social Media Graphic for Jurupa Valley (English)
- Image 8 – Social Media Graphic for Jurupa Valley (Spanish)
- Image 9 – Social Media Graphic for South Gate (English)
- Image 10 – Social Media Graphic for South Gate (Spanish)
- Image 11 – Social Media Graphic for Colton (English)
- Image 12 – Social Media Graphic for Colton (Spanish)
- Image 13 – Social Media Graphic for San Fernando (English)
- Image 14 – Social Media Graphic for San Fernando (Spanish)
- Image 15 – Flyer for Technical Meeting
- Image 16 – Social Media Image for Technical Meeting
- Image 17 and 18 – AB 617 Infographic (English and Spanish)
- Image 19 and 20 – Community Self Recommendation Form
- Image 21 – AB 617 Webpage
- Image 22 – Interactive Map

Image 1 & 2 – Outreach Flyer (English and Spanish)



South Coast Air Quality Management District

REUNION COMUNITARIA

El Distrito de Administración de la Calidad del Aire de la Costa Sur (SCAQMD por sus siglas en inglés) le invita a asistir a esta reunión pública para que conozca lo que se está llevando a cabo y lo que se hará en el futuro. En esta reunión se ofrecerá un resumen de cómo dos nuevas leyes del estado van a reducir la contaminación del aire en nuestra región:

- La Ley de California o Assembly Bill (AB) 134 es una ley que proporciona fondos para reemplazar vehículos antiguos de carga pesada, equipamiento, asi como otras fuentes de diésel en nuestra región por tecnologías más nuevas y limpias.
- La Ley de California o Assembly Bill (AB) 617 es una nueva medida extraordinaria que brindará oportunidades para colaborar con comunidades de pocos recursos con el fin de mejorar la calidad del aire en las áreas que más lo necesitan. La reunión incluirá un comentario público, y se dará oportunidad de hacer de preguntas a la comunidad.

¡Le animamos a que venga!

Jueves, 22 de febrero, 2018

6:00 p.m
Ciudad de Commerce – Coun
2535 Co
Commer

Habrá trad

Reuni

Martes, 13 de Marzo del 2018
6:00 PM – 8:00 PM
Wilmington Senior Center
1371 Eubank Ave., Wilmington, CA 90744

Martes, 10 de April del 2018
6:00 PM – 8:00 PM
San Manuel Gateway College – Loma Linda Univers
250 S. G Street, San Bernardino, CA 92410

Para más información, visite nuestro página we
asesora pública de SCAQMD por teléfono (909
publicadvisor@aqmd.gov.

SCAQMD es la agencia que controla la contaminación del aire
Los Angeles, Riverside y San Bernardino.

South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
aqmd.gov • 1-800-CUT-SMOG

South Coast Air Quality Management District

COMMUNITY MEETING

The South Coast Air Quality Management District (SCAQMD) invites you to attend this public meeting to learn about its current and future efforts. This meeting will provide a summary of how two new laws will reduce air pollution in our region:

- Assembly Bill (AB) 134 provides funding to replace older heavy-duty vehicles, equipment, and other diesel sources in our region with new, cleaner technologies.
- AB 617 is a new exciting effort which will bring opportunities to collaborate with disadvantaged communities to improve air quality in areas that need it the most. The meeting will include a public comment, question and answer portion for the community.

We encourage you to come!

Thursday, February 22, 2018
6:00 p.m. to 8:00 p.m.
City of Commerce – Council Chambers
2535 Commerce Way,
Commerce, CA 90040

Spanish translation will be provided

Upcoming Meetings

Tuesday, March 13, 2018 6:00 PM – 8:00 PM Wilmington Senior Center 1371 Eubank Ave., Wilmington, CA 90744	**Tuesday, March 27, 2018** 6:00 PM – 8:00 PM Riverside County Administration Center 4080 Lemon St., Riverside, CA 92501
Tuesday, April 10, 2018 6:00 PM – 8:00 PM San Manuel Gateway College – Loma Linda University 250 S. G Street, San Bernardino, CA 92410	**Tuesday, April 17, 2018** 6:00 PM – 8:00 PM Brookhurst Community Center 2271 W. Crescent Ave., Anaheim, CA 92801

For more information, please visit our website at www.aqmd.gov or contact Fabian Wesson, SCAQMD Public Advisor, at (909) 396-2432 or by email at publicadvisor@aqmd.gov.

SCAQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties.

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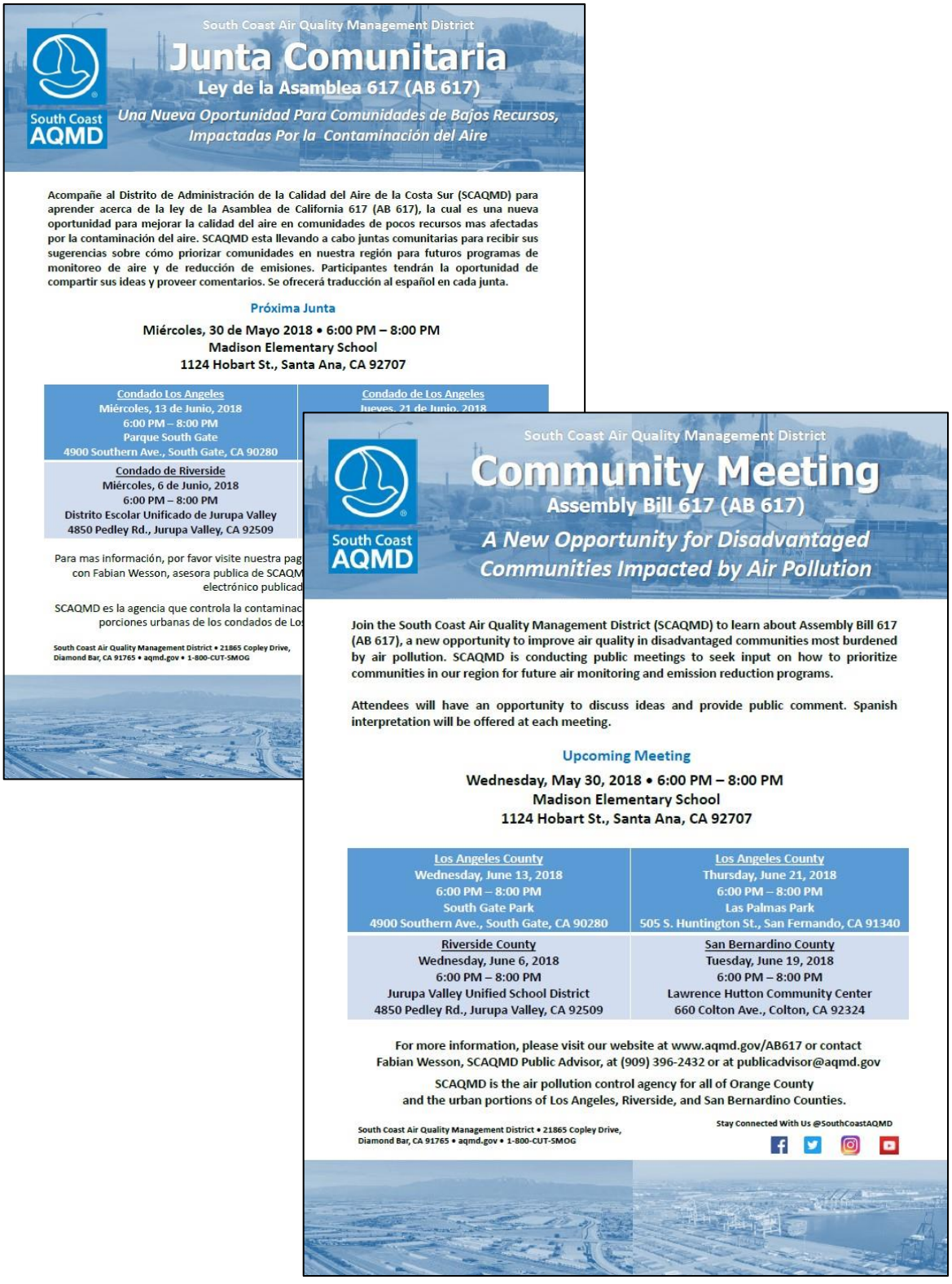
Stay Connected With Us **@SouthCoastAQMD**

Image 3 & 4 – Outreach Flyer (English and Spanish)



South Coast Air Quality Management District

Junta Comunitaria

Ley de la Asamblea 617 (AB 617)

Una Nueva Oportunidad Para Comunidades de Bajos Recursos, Impactadas Por la Contaminación del Aire

Acompañe al Distrito de Administración de la Calidad del Aire de la Costa Sur (SCAQMD) para aprender acerca de la ley de la Asamblea de California 617 (AB 617), la cual es una nueva oportunidad para mejorar la calidad del aire en comunidades de pocos recursos mas afectadas por la contaminación del aire. SCAQMD esta llevando a cabo juntas comunitarias para recibir sus sugerencias sobre cómo priorizar comunidades en nuestra región para futuros programas de monitoreo de aire y de reducción de emisiones. Participantes tendrán la oportunidad de compartir sus ideas y proveer comentarios. Se ofrecerá traducción al español en cada junta.

Próxima Junta

Miércoles, 30 de Mayo 2018 • 6:00 PM – 8:00 PM
Madison Elementary School
1124 Hobart St., Santa Ana, CA 92707

Condado Los Angeles Miércoles, 13 de Junio, 2018 6:00 PM – 8:00 PM Parque South Gate 4900 Southern Ave., South Gate, CA 90280	**Condado de Los Angeles** Jueves, 21 de Junio, 2018
Condado de Riverside Miércoles, 6 de Junio, 2018 6:00 PM – 8:00 PM Distrito Escolar Unificado de Jurupa Valley 4850 Pedley Rd., Jurupa Valley, CA 92509	

Para mas información, por favor visite nuestra pag
con Fabian Wesson, asesora publica de SCAQM
electrónico publicad

SCAQMD es la agencia que controla la contaminac
porciones urbanas de los condados de Lo

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South Coast Air Quality Management District

Community Meeting

Assembly Bill 617 (AB 617)

A New Opportunity for Disadvantaged Communities Impacted by Air Pollution

Join the South Coast Air Quality Management District (SCAQMD) to learn about Assembly Bill 617 (AB 617), a new opportunity to improve air quality in disadvantaged communities most burdened by air pollution. SCAQMD is conducting public meetings to seek input on how to prioritize communities in our region for future air monitoring and emission reduction programs.

Attendees will have an opportunity to discuss ideas and provide public comment. Spanish interpretation will be offered at each meeting.

Upcoming Meeting

Wednesday, May 30, 2018 • 6:00 PM – 8:00 PM
Madison Elementary School
1124 Hobart St., Santa Ana, CA 92707

Los Angeles County Wednesday, June 13, 2018 6:00 PM – 8:00 PM South Gate Park 4900 Southern Ave., South Gate, CA 90280	**Los Angeles County** Thursday, June 21, 2018 6:00 PM – 8:00 PM Las Palmas Park 505 S. Huntington St., San Fernando, CA 91340
Riverside County Wednesday, June 6, 2018 6:00 PM – 8:00 PM Jurupa Valley Unified School District 4850 Pedley Rd., Jurupa Valley, CA 92509	**San Bernardino County** Tuesday, June 19, 2018 6:00 PM – 8:00 PM Lawrence Hutton Community Center 660 Colton Ave., Colton, CA 92324

For more information, please visit our website at www.aqmd.gov/AB617 or contact Fabian Wesson, SCAQMD Public Advisor, at (909) 396-2432 or at publicadvisor@aqmd.gov

SCAQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties.

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Stay Connected With Us @SouthCoastAQMD

Image 5 & 6 – Social Media Graphic for Santa Ana (English and Spanish)

Image 7 & 8 – Social Media Graphic for Jurupa Valley (English and Spanish)

Image 9 & 10 – Social Media Graphic for South Gate (English and Spanish)

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Image 15 – Flyer for Technical Meeting

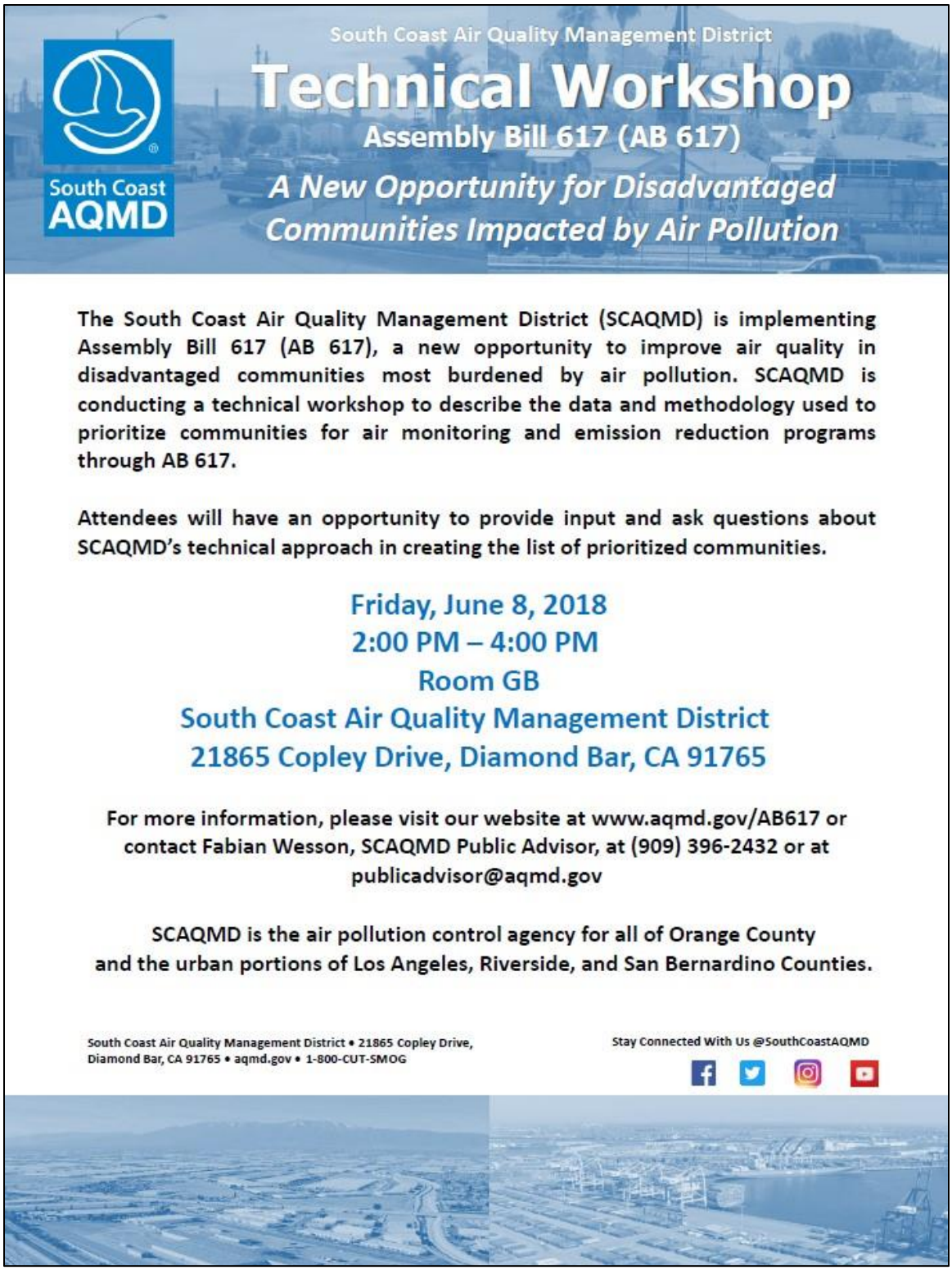


Image 16 – Social Media Image for Technical Meeting

Image 17 & 18 - AB 617 Infographic (English and Spanish)

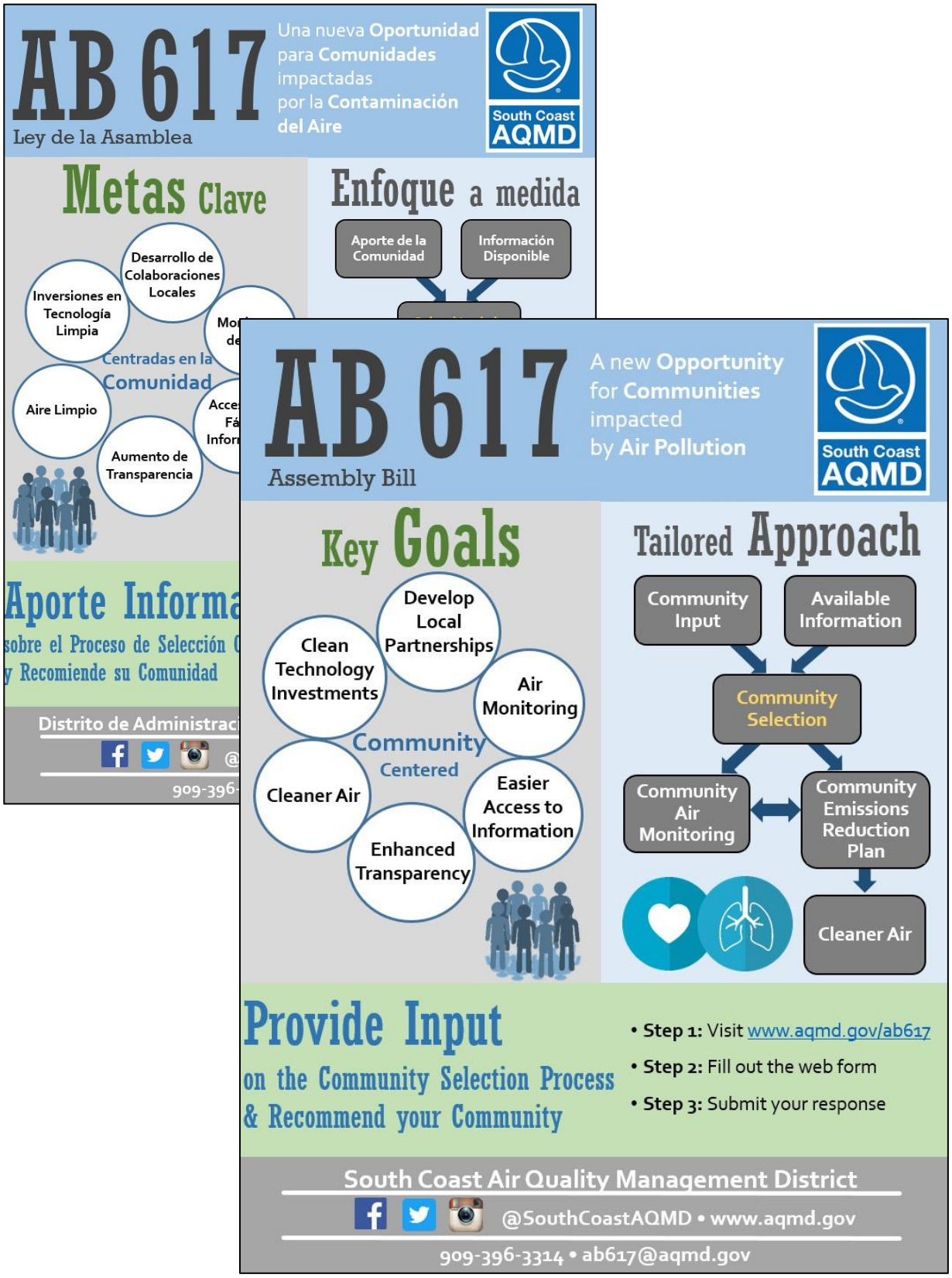


Image 19 & 20 – Community Self Recommendation Form Page 1 and 2

11. What are the air pollution concern(s) in your community? Select all that apply:

- ☐ Light-duty traffic (cars and vans)
- ☐ Heavy-duty traffic (trucks)
- ☐ Goods movement
- ☐ Freeways
- ☐ Power plants
- ☐ Rail yards
- ☐ Marine port
- ☐ Airport
- ☐ Oil and gas facilities
- ☐ Warehouses
- ☐ Auto-body shops
- ☐ Waste incinerators
- ☐ Chemical plants
- ☐ Metal processing facilities
- ☐ Agricultural processes
- ☐ Dust
- ☐ Odor
- ☐ Other. Please specify:

12. If known, please provide information on the name and location of specific sources of air pollution on the community:

Additional Information

13. What is the best way for us to get your inpu

- ☐ Email
- ☐ Website
- ☐ Social Media
- ☐ City Governments
- ☐ Other. Please specify:

14. Would you like to sign up for updates on A list:

- ◯ Yes
- ◯ No

Page

South Coast AQMD

AB 617 Community Self-Recommendation Form

Please send us the completed form

By email: *ab617@aqmd.gov* or By mail: *Attn: AB 617 forms, 21865 Copley Dr., Diamond Bar, CA 91765*

Note: Information provided by you on this worksheet (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request

1. Date:

Contact Information

2. First and Last Name:

3. Phone:

4. Email:

5. Organization (if applicable):

Input on Community Selection and Priorities

6. What types of information should we consider for selecting and prioritizing communities for AB 617?

Community Information

7. Provide a brief description of your community:

8. Community Name (as known by community members):

9. Community Location
Street(s), City or Cities and Zip Code(s):

10. Is your community recommending itself for deployment of a community air monitoring campaign, for development of a community emissions reduction program, or both?

- ◯ Community air monitoring
- ◯ Community emissions reduction program
- ◯ Both

Image 21 – AB 617 Webpage

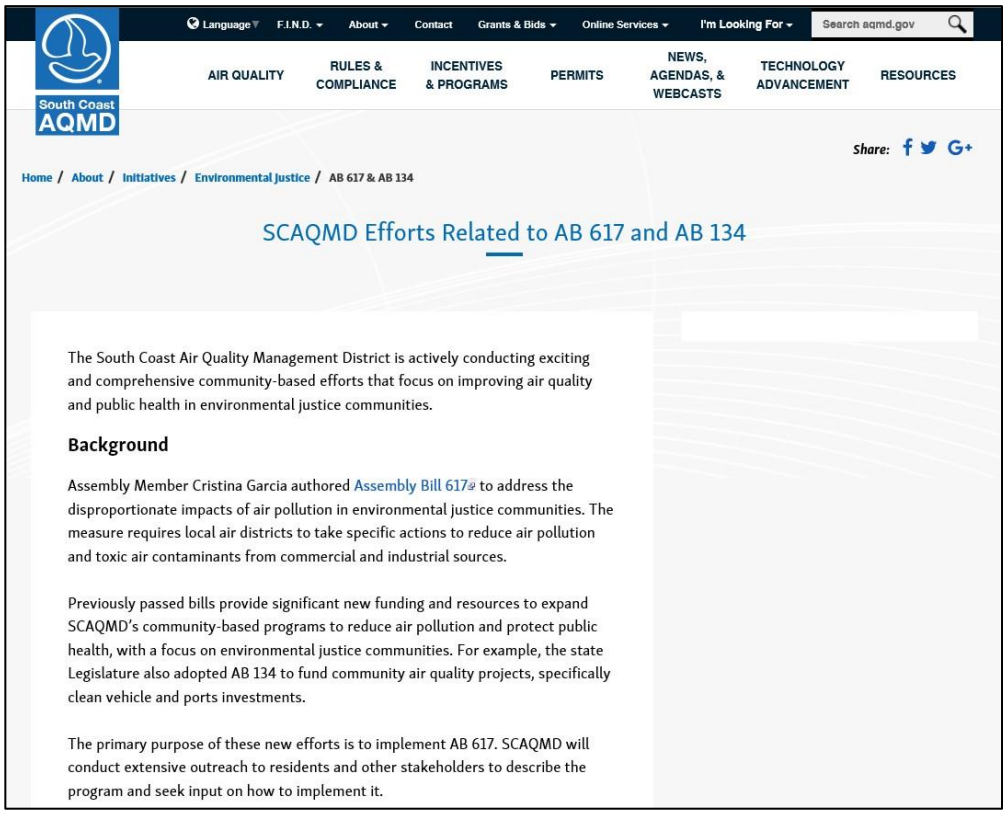


Image 22 – Interactive Map

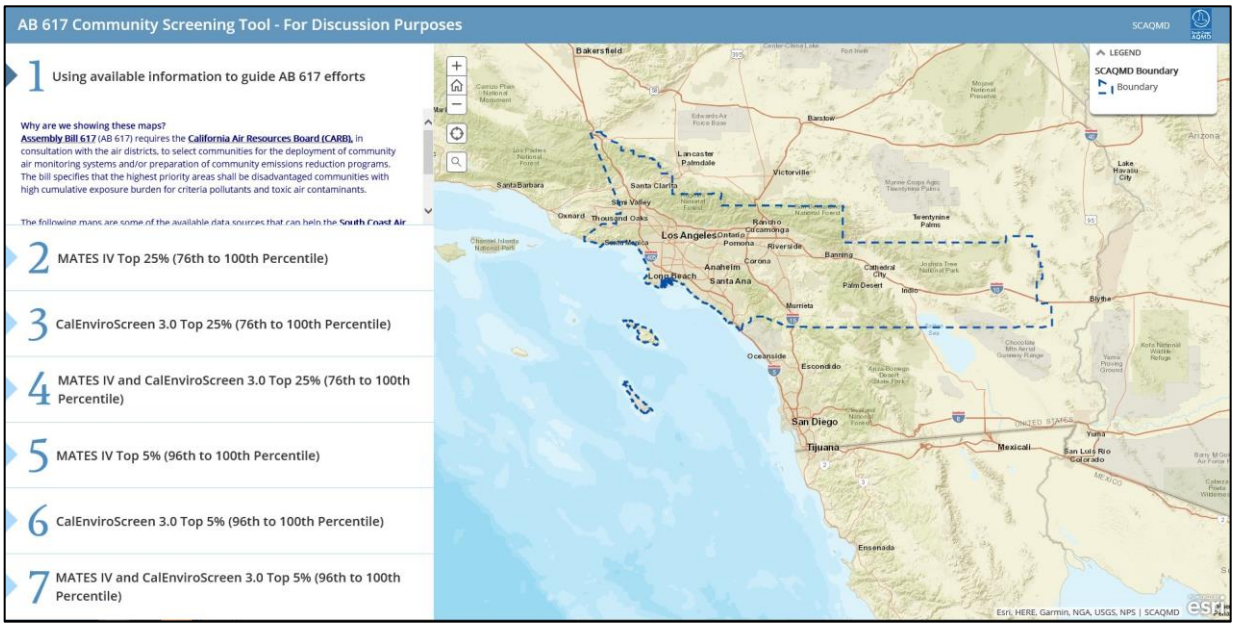


Image 23 & 24 – Frequently Asked Questions (English and Spanish)

Información sobre el Proceso de Identificación de Comunidades de la Ley de la Asamblea (AB) 617

1. ¿Qué es la Ley de la Asamblea (AB) 617?

AB 617 es una nueva ley que se enfoca en reducir la exposición a la contaminación del aire en comunidades desfavorecidas. Esta ley brinda una gran oportunidad que el Distrito de Gestión de la Calidad del Aire de la Costa Sur (SCAQMD), en colaboración con la Junta de Recursos del Aire de California (CARB), utilizará para resolver los problemas de calidad del aire en la comunidad.

2. ¿Cómo se define una comunidad?

La nueva ley no tiene una defi
podría variar según la comuni
juntará la información sobre la
hay disponible y las sugerenci
para definir las comunidades.
cuenta varios factores como lo
comunidad se identifica a si m
fuentes de contaminación, así
sean comunes entre los miem
asociaciones comunitarias.

3. ¿Cuántas comunidades se

El número de comunidades au
probablemente que la ley será
progresivamente durante vario
los problemas de calidad del a
CARB anticipa que habrá más
seleccionadas en todo el esta
personal de SCAQMD cree qu
de esas comunidades serán e

4. ¿Cómo puede recomenda

Si desea recomendar a su con
para el programa de AB 617, c
recomendación comunitaria de
web en www.aqmd.gov/AB617

**5. ¿Cómo puede darnos s
proceso?**

Las comunidades conoce
preocupaciones locales sobre
de emisión, como comunicar l
las posibles acciones para m
experiencia directa es funda
necesidades de la comunidad

para la implementación de los requisitos de AB 617. Envíe sus respuestas y cualquier comentario adicional a ab617@aqmd.gov.

8. ¿Cómo se seleccionarán las comunidades?

La identificación de las comunidades más impactadas se basará en muchos factores que incluyen, entre otros:

a) Factores técnicos que caracterizan la exposición cumulativa a la contaminación del aire en comunidades desfavorecidas:

FAQ on Assembly Bill (AB) 617 Community Identification Process

1. What is Assembly Bill (AB) 617?

AB 617 is a new law that focuses on reducing exposure to harmful air pollution in disadvantaged communities. This law provides an exciting opportunity for the South Coast Air Quality Management District (SCAQMD) to further address community air quality issues in collaboration with the California Air Resources Board (CARB).

2. How is a community defined?

The new law does not provide a definition, so it could vary by community. SCAQMD staff will use available air pollution information and community input to define communities according to a variety of potential factors, including existing community identity, political boundaries, common air pollution sources and concerns, and community partnerships.

3. How many communities will be selected?

The number of communities is yet to be determined and will likely be phased in over many years. It will depend on the air quality issues and resources available. CARB expects that there could be more than one hundred of communities selected throughout the state in the years to come. SCAQMD staff believes that as many as half of those communities will be located with our area.

4. How can you self-recommend your community?

If you would like to self-recommend your community to be considered for AB 617, please fill out the AB 617 Community Self Recommendation Form on our website at *www.aqmd.gov/AB617*.

5. How can you provide feedback on this process?

Communities have first-hand knowledge of local air quality concerns, emission sources, communicating data to residents, and potential actions to improve air quality. This direct experience is critical for understanding community needs and developing recommendations for implementation of AB 617 requirements. Please send your responses and any additional comments to ab617@aqmd.gov.

6. How will communities be selected?

Identification of the most heavily burdened communities will be based on many factors including, but not limited to:

a) Technical factors that characterize cumulative exposure to air pollution within disadvantaged communities:

- Measured concentrations of air pollutants, and air quality modeling results;
- Numbers of sensitive receptors (schools, daycare centers, hospitals) exposed to pollution;
- Number of and proximity to emission sources;
- Cancer risk estimates from SCAQMD's Multiple Air Toxics Exposure Study (MATES); and
- Socio-economic factors such as poverty levels, unemployment rates, and linguistic isolation…etc.

b) Public input is a critical element for community identification and prioritization. As such, SCAQMD staff is seeking community self-recommendations *(question 5)*.

In addition to the technical information and public input, SCAQMD will consider other factors, including but not limited to:

- Past or current community monitoring and/or emission reduction programs;
- Local administrative and technical resources; and
- Community interest and preparation, participation, and partnerships.

Once all the information has been gathered, SCAQMD staff will prepare a list of communities that will be prioritized in terms of the needs of the community and available resources. This list will be considered by SCAQMD's Governing Board and then provided to the California Air Resources Board (CARB) for final approval

Attachment 2

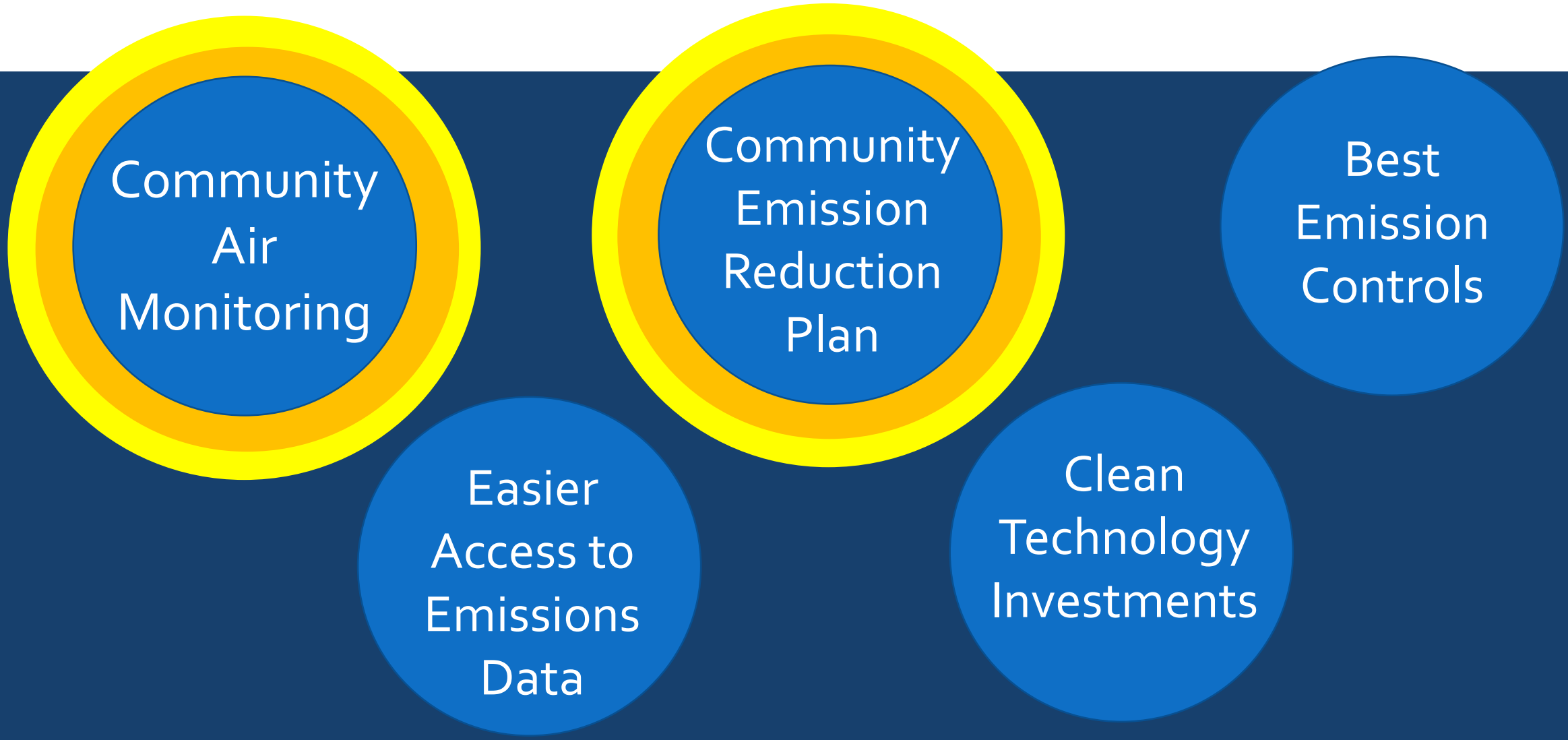
Presentation to
SCAQMD Governing Board
July 6, 2018

RECOMMEND COMMUNITIES AND INITIAL IMPLEMENTATION SCHEDULE FOR ASSEMBLY BILL 617

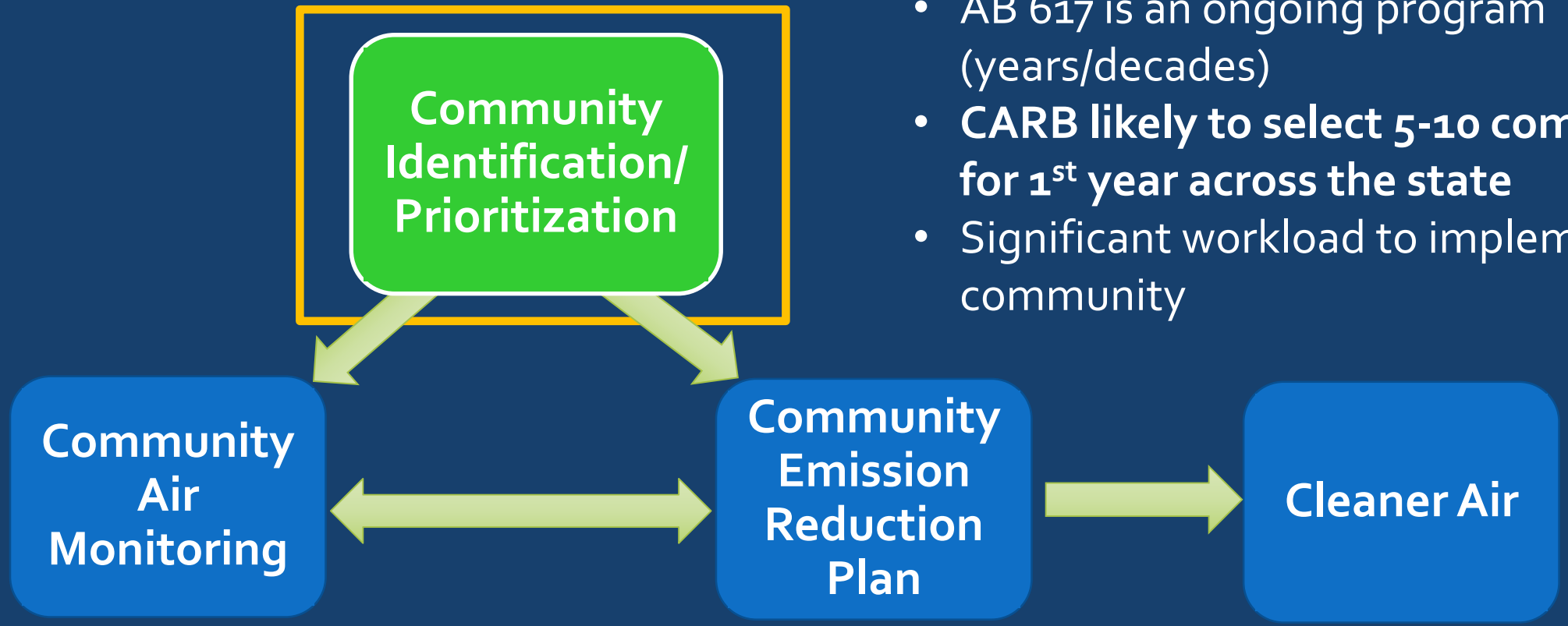
Governing Board Meeting

July 6, 2018

FIVE MAIN AB 617 ELEMENTS



COMMUNITY IDENTIFICATION & PRIORITIZATION FOR AB 617



- AB 617 is an ongoing program (years/decades)
- **CARB likely to select 5-10 communities for 1st year across the state**
- Significant workload to implement in each community

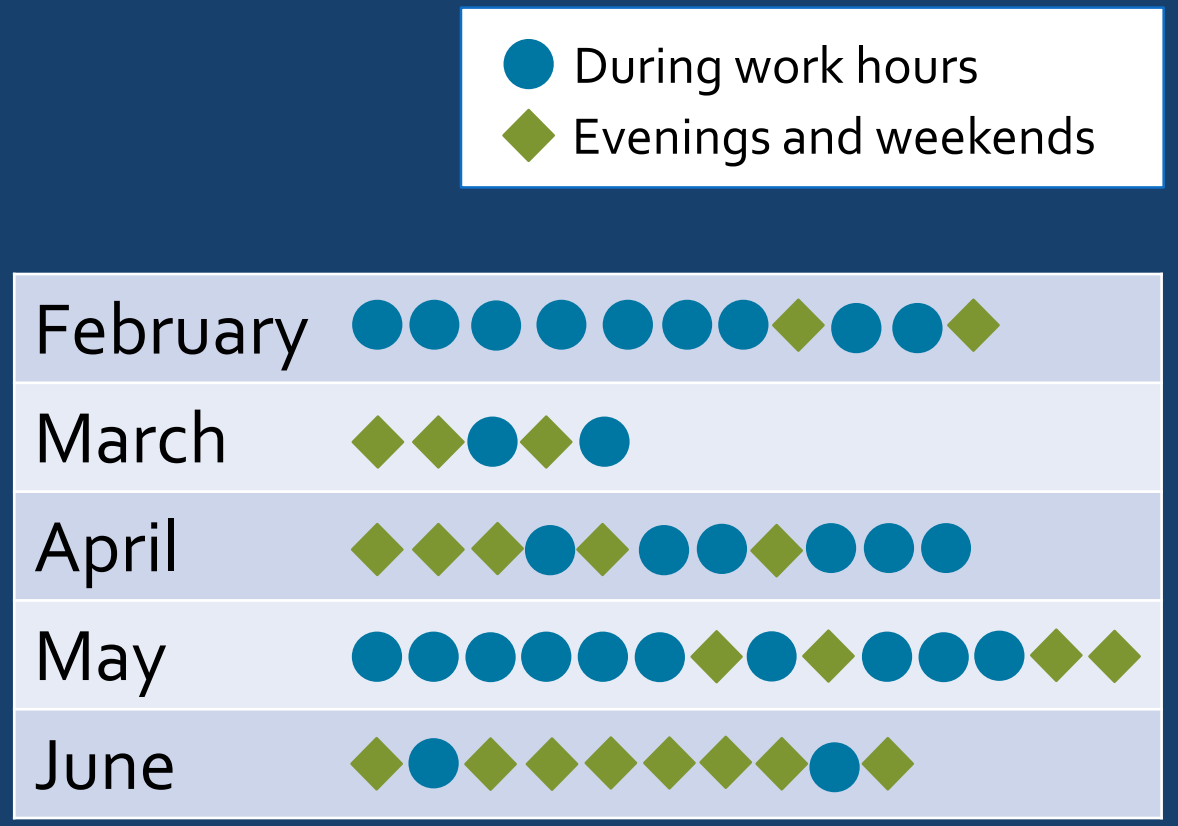
PROCESS

- **April-May, 2018** – Presented preliminary list at Stationary Source Committee and Board Retreat
- **April 30, 2018** – Provided preliminary list of communities to CARB
- **June 15, 2018 –** Present recommendations to Stationary Source Committee
- **July 6, 2018** – Seek approval from Governing Board
- **July 31, 2018** – Provide final recommendations for Year 1 communities to CARB
- **September 27-28, 2018** - CARB Board considers statewide strategy

OUTREACH – MEETINGS & PRESENTATIONS

Completed through 6/27/2018:

- **10** SCAQMD Community Meetings
  - Commerce, Wilmington, Riverside, San Bernardino, Anaheim, Santa Ana, Jurupa Valley, South Gate, Colton, San Fernando
- **1** Technical Workshop
- **2** SCAQMD EJCP meetings (Indio, Irvine)
- **9** Community Meetings hosted by other organizations and elected officials
- **25** Government agency meetings, workshops, advisory groups, staff briefings
- **1** Media interview
- **3** Academic presentations



AB 617 Community Meetings

KEY INPUT RECEIVED : PRIORITY FACTORS FOR COMMUNITY IDENTIFICATION & PRIORITIZATION

Air pollution sources

- Diesel sources (freeways, trucks, warehouses, railyards)
- Oil production & processing (wells, refineries)
- Landfills, scrap yards, hazardous waste sites

Proximity/land use factors

- Schools near air pollution sources/ industrial areas
- Concentration of industries
- Green spaces

Population factors

- Population density
- Low income
- Communities of color
- Access to healthcare
- Asthma, cancer rates
- Education levels
- Children & elderly

COMMUNITY WAS SUPPORTIVE OF USING THESE TECHNICAL TOOLS TO INFORM COMMUNITY PRIORITIZATION

Multiple Air Toxics Exposure Study (MATES) IV - SCAQMD

- Regional **air toxics** study
- Air toxics **cancer risk**
- **Diesel** particulate matter accounts for 2/3 of risk
- **Multiple pollution sources**

Schools Near Freeways and Industrial Areas

- **Schools** and **day care centers** with **industrial zones** or **freeways** within 1000 feet.

CalEnviroScreen 3.0 - OEHHA

Pollution factors (**Multiple pollution sources**):

- Ozone, PM2.5, **Diesel PM**
- Drinking water contaminants
- Pesticide use, toxic releases, traffic density
- Cleanup sites, groundwater threats, **hazardous waste** generators and facilities, impaired water bodies, **solid waste** sites and facilities

Population factors:

- **Asthma**, heart disease, low birth weight
- **Educational attainment**, **housing burden**, **linguistic isolation**, **poverty**, **unemployment**

SYSTEMATIC APPROACH FOR COMMUNITY PRIORITIZATION, SELECTION OF YEAR 1 COMMUNITIES

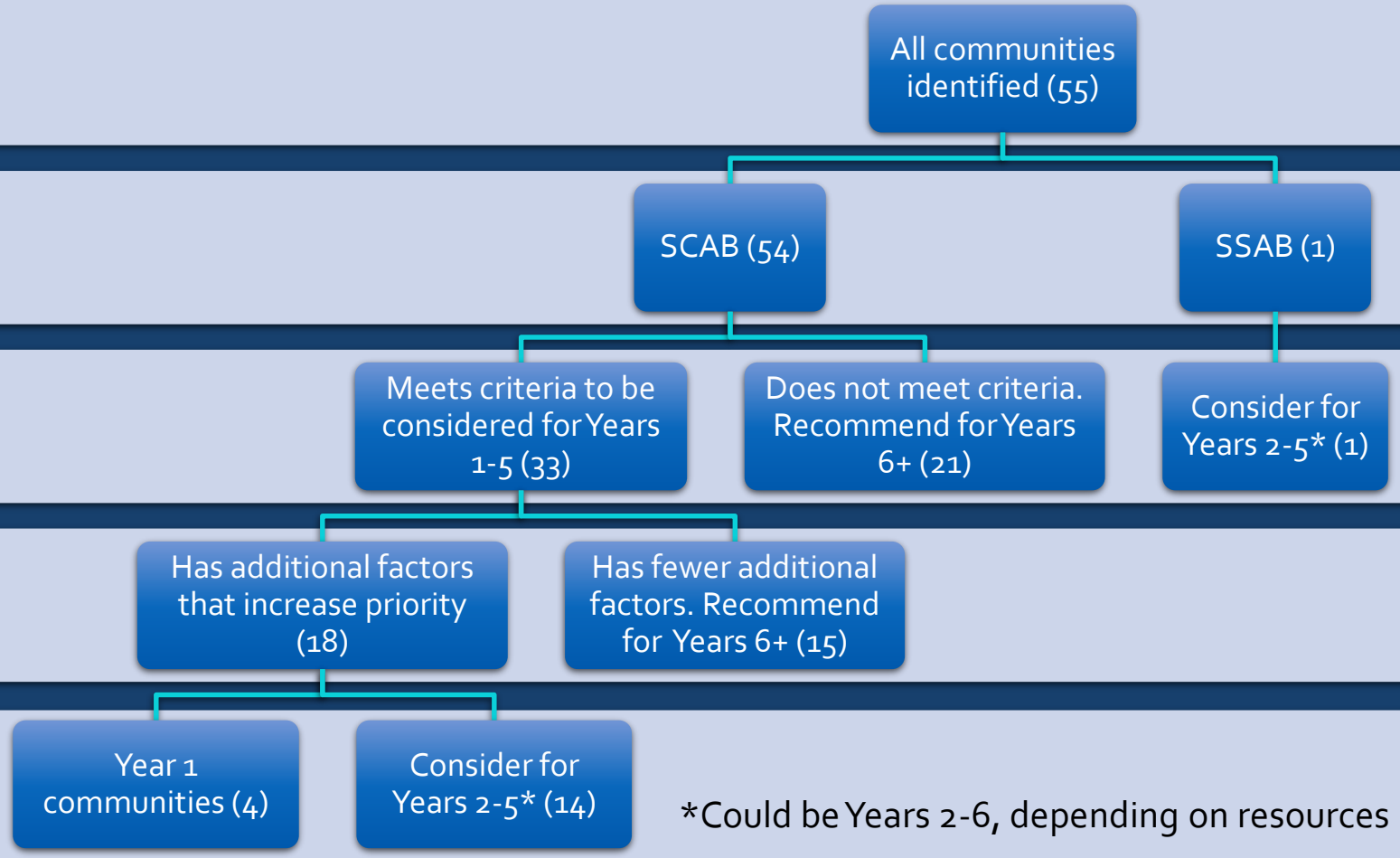
STEP 1: All communities in consideration for AB 617

STEP 2: Separate by air basin

STEP 3: Apply screening criteria

STEP 4: Evaluate additional factors

STEP 5: Consider selection criteria for Year 1 communities



*Could be Years 2-6, depending on resources

STEP 1: METHODS AND CRITERIA FOR COMMUNITY IDENTIFICATION

We first **identified communities using a broadly inclusive approach**.

<u>Preliminary list includes at least one of the following:</u>

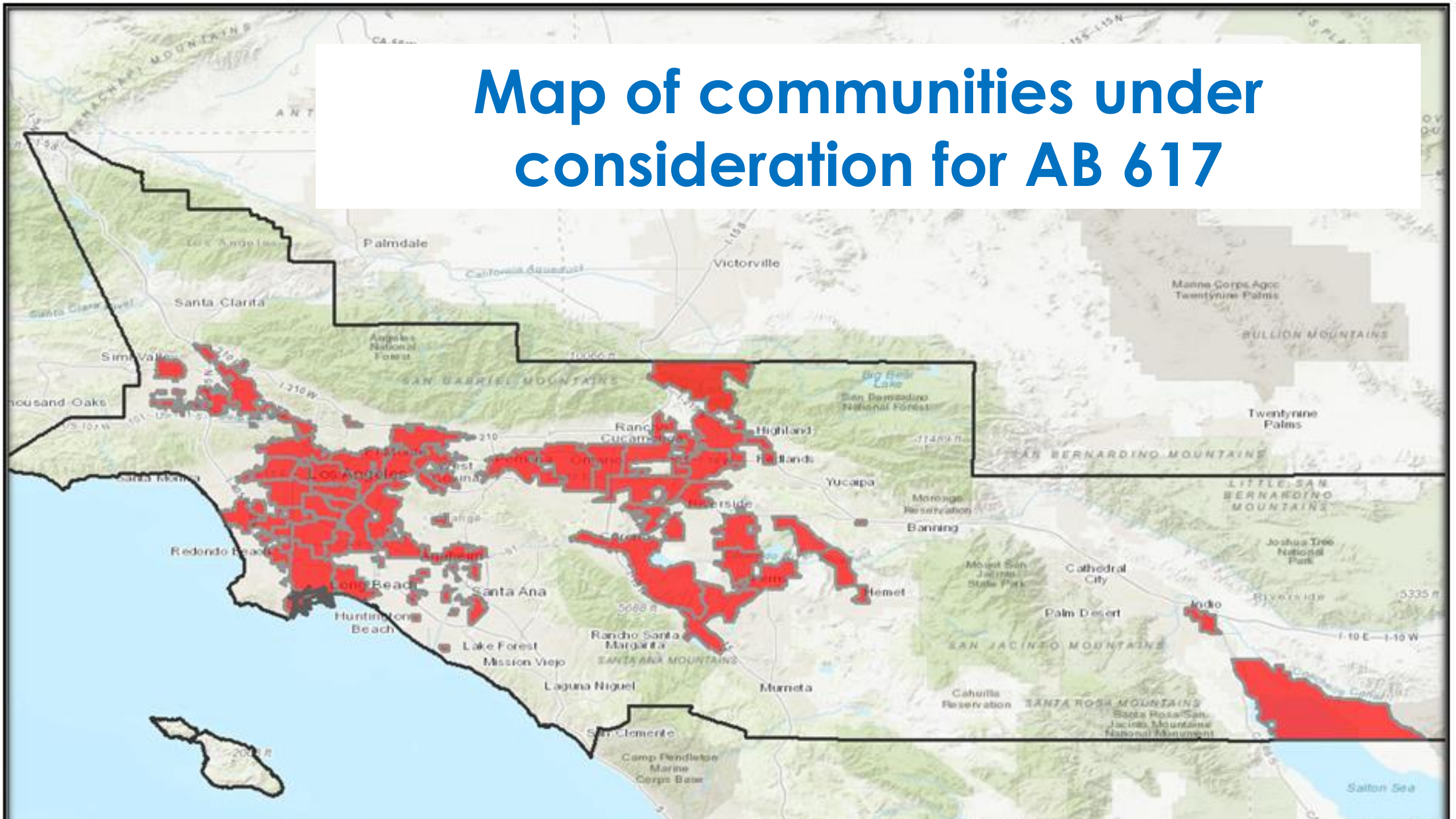
(1) Top 25% of MATES IV air toxics cancer risk

(2) Top 25% of CalEnviroScreen 3.0 score

(3) Community nominations

(4) Communities with high density of schools near industrial zones

Map of communities under consideration for AB 617

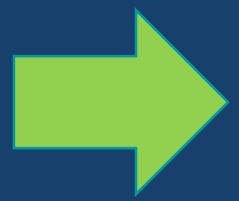


STEP 2: SEPARATE BY AIR BASIN

STEP 3:APPLY SCREENING CRITERIA

For SCAB communities (54 communities)

- CalEnviroScreen score in Top 5%, AND
- MATES IV air toxics cancer risk in Top 50%



33 communities meet both criteria

For SSAB community (Indio/Eastern Coachella Valley)

- Several monitoring efforts just getting started
- Recommend that AB 617 efforts are best applied in Years 2-5 (or Years 2-6, depending on resources)

STEP 4: EVALUATE ADDITIONAL FACTORS

Communities with many schools near industrial areas or freeways

Past or current air monitoring study findings

Past or current community plans or programs

Broad-based community support

(e.g. self-nominations)

STEP 4: EVALUATE ADDITIONAL FACTORS – CRITERIA (AMONG THE 33 SCAB COMMUNITIES THAT MET THE SCREENING CRITERIA)

Additional Factors:

(A) Self-nomination received

(B) Past or current air monitoring study findings

(C) Past or current community plans

(D) High ranking school proximity

Additional Factors	Initial Recommendation	Number of communities
Two or more additional factors	Consider for Years 1-5 or 1-6	10
Only self-nomination received	Consider for Years 1-5 or 1-6	8
Zero or one additional factor (not self-nomination)	Year 6+	15

STEP 5: CONSIDER SELECTION CRITERIA FOR YEAR 1 COMMUNITIES (AMONG 17 SCAB COMMUNITIES)

Given the short time frames and uncertain resources, staff is recommending communities for Year 1 that have a "head start".

Communities where existing or past community air monitoring or community plans pave the way for rapid AB 617 plan implementation

Resources from local agencies and organizations that would contribute to the rapid implementation of this program

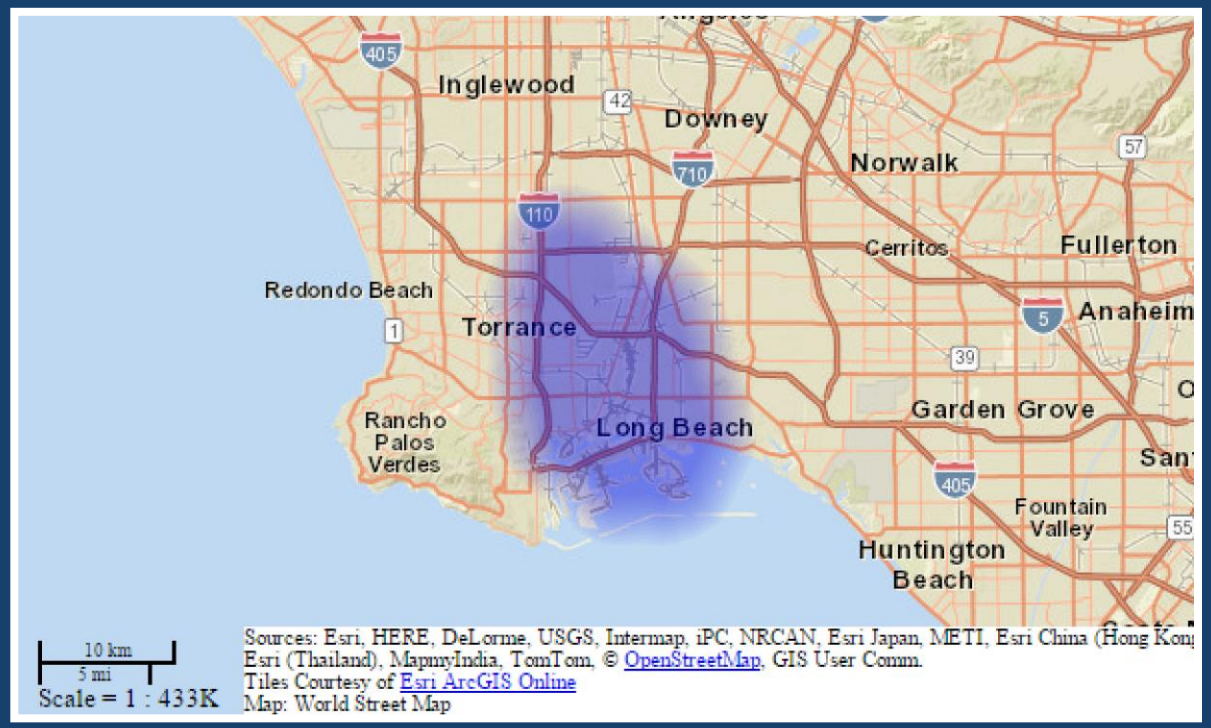
Consider geographic diversity and diverse air pollution issues

RECOMMENDATIONS AND RATIONALE FOR YEAR 1 COMMUNITIES

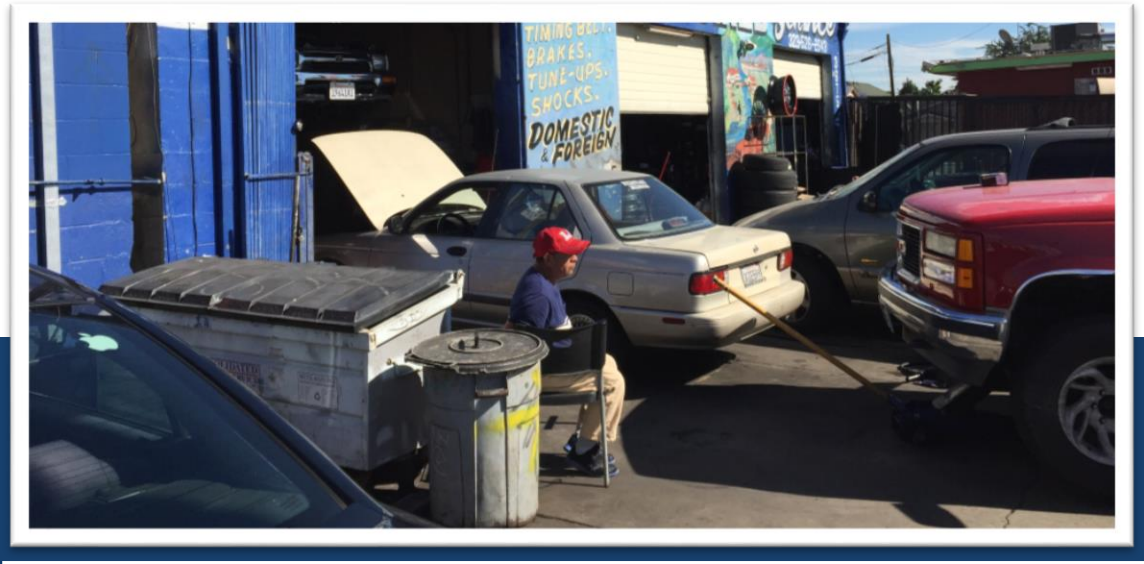
Community	Rationale
Wilmington, West Long Beach, Carson	Build upon MATES V monitoring efforts
East Los Angeles, Boyle Heights	Build upon Clean Communities Plan partnerships to address additional issues
San Bernardino, Muscoy	
South Gate / Huntington Park / Florence – Firestone / Walnut Park *	Industrial area proximity and MATES V monitoring

*As funding resources allow

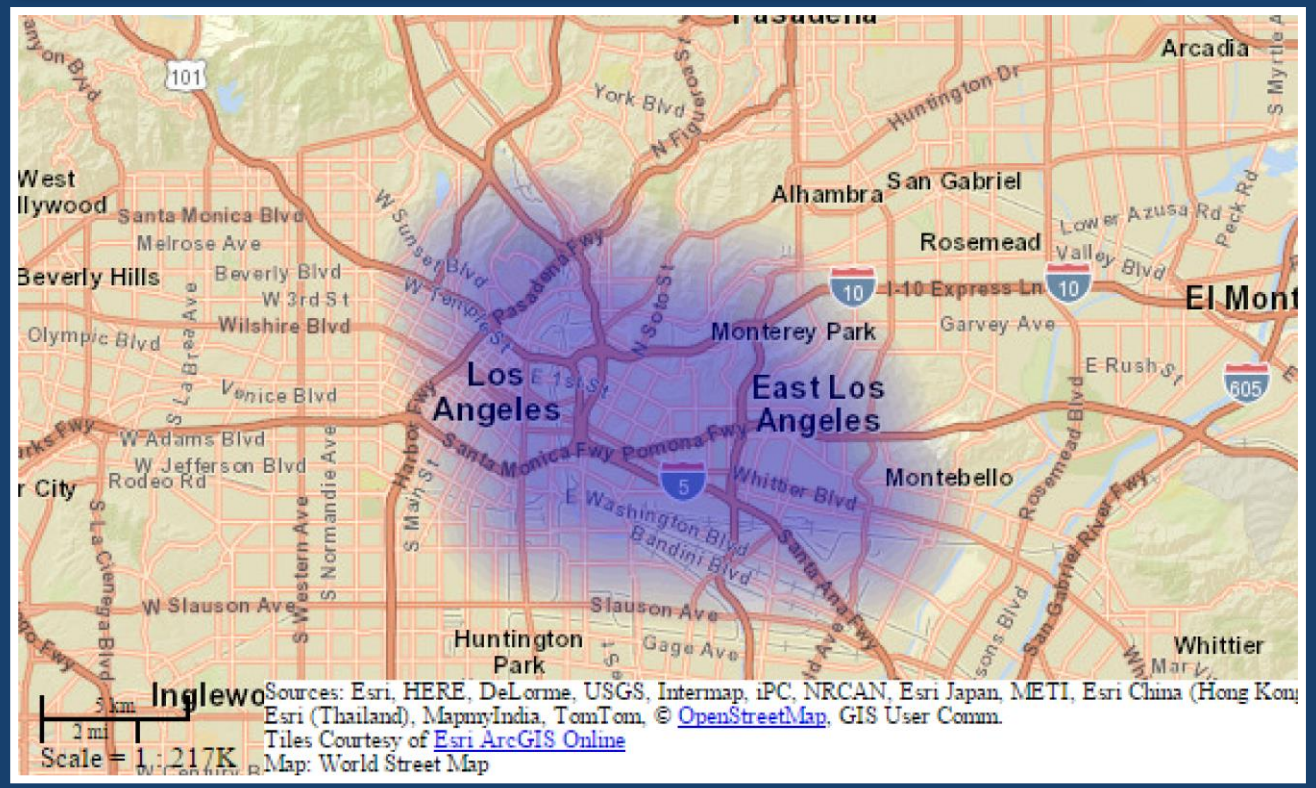
WILMINGTON, WEST LONG BEACH, CARSON



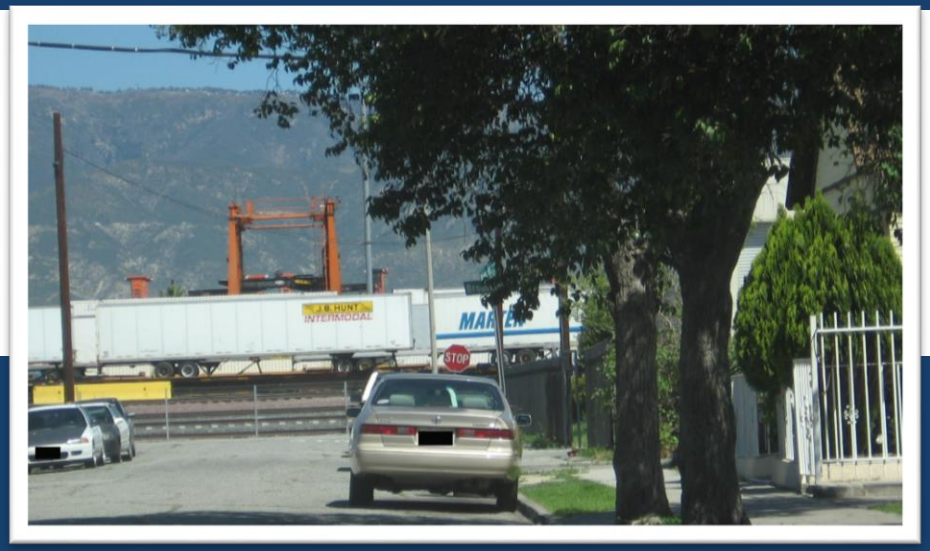
- Port area communities, with several major refineries
- Socioeconomic burdens
- Previous and future air monitoring: Fluxsense pilot study, 710 study, MATES V Advanced Monitoring, Rule 1180 monitoring
- MATES IV: 100th percentile
- CalEnviroScreen 3.0: 98.8th percentile
- Nominations received from Cities of Carson and Los Angeles, and Communities for a Better Environment



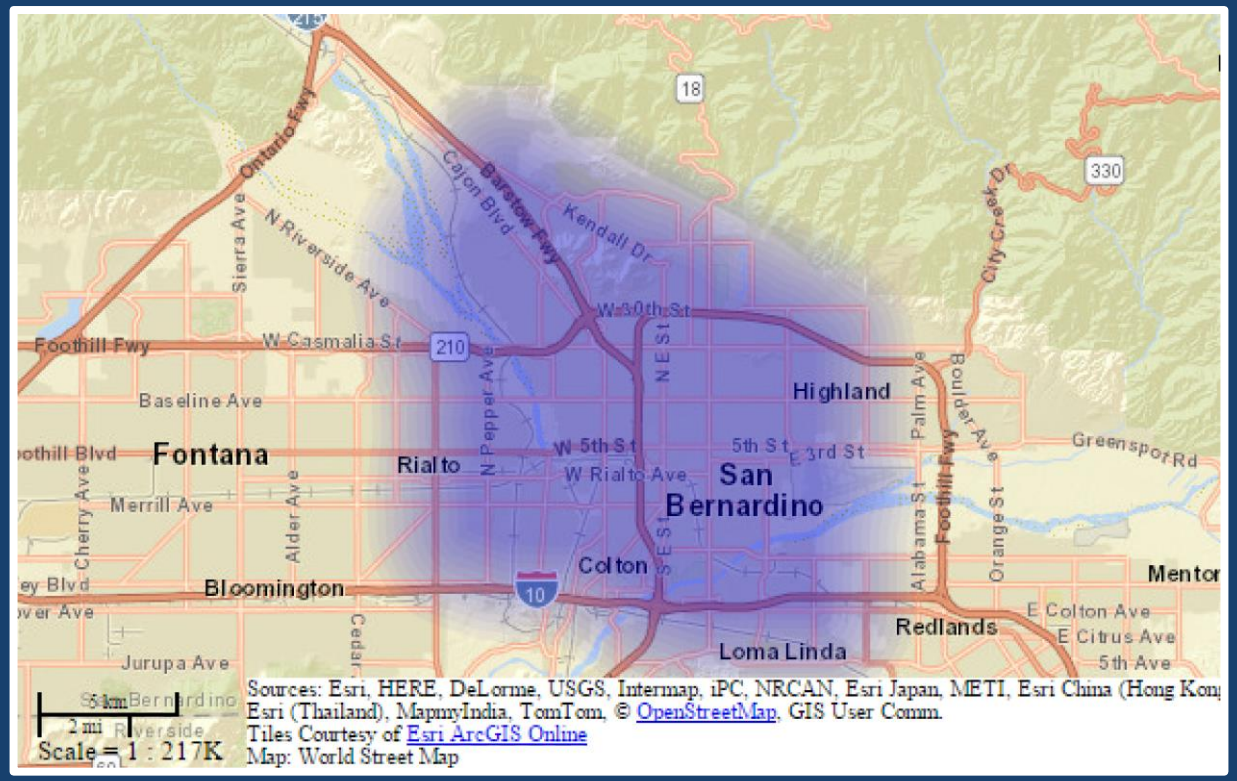
EAST LOS ANGELES, BOYLE HEIGHTS



- East LA communities, near freeways, rail yards, and major industrial areas
- Socioeconomic burdens
- Clean Communities Plan
- Previous air toxics monitoring
- MATES IV: 99.4th percentile
- CalEnviroScreen 3.0: 99.9th percentile
- Nominations received from community members

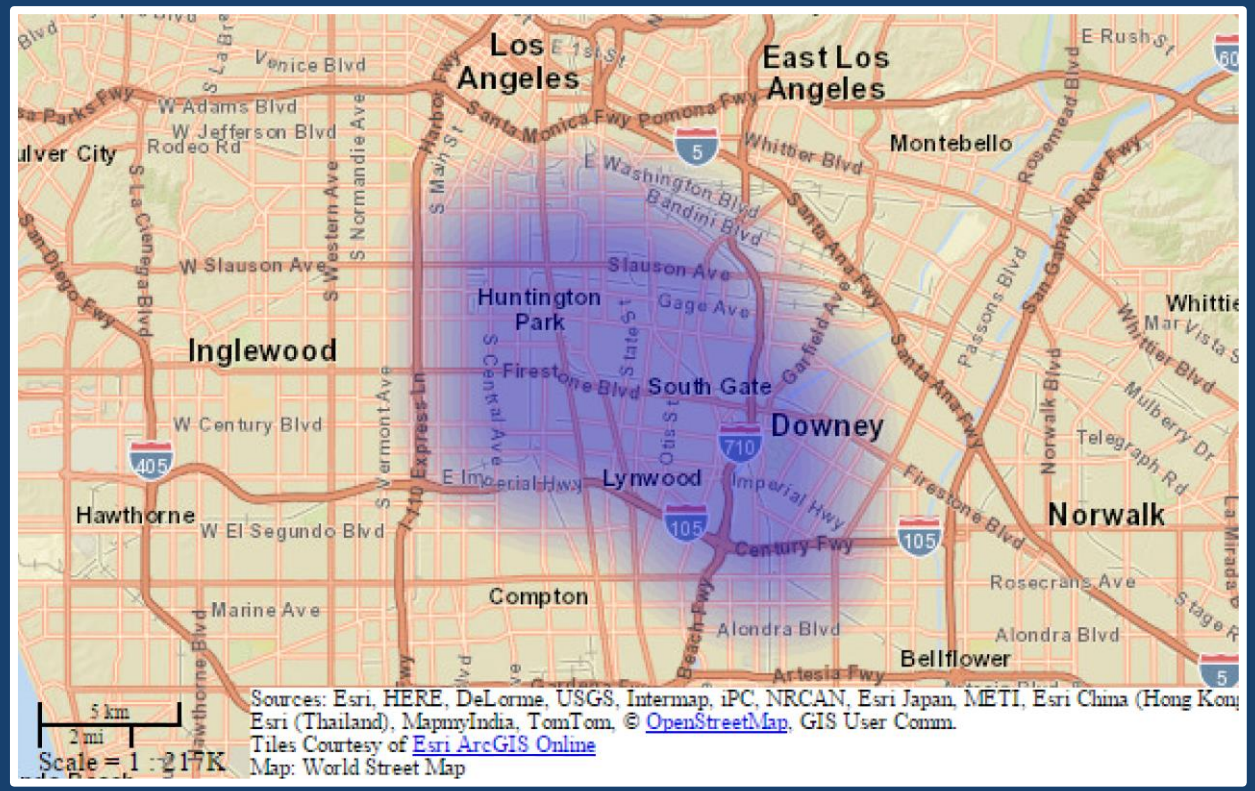


SAN BERNARDINO, MUSCOY



- Inland Empire community, with a major rail yard, and other industrial sources
- Socioeconomic burdens
- Clean Communities Plan
- MATES IV local-scale monitoring
- Geographical diversity, and diversity of sources
- MATES IV: 51.3th percentile
- CalEnviroScreen 3.0: 99.7th percentile
- Nominations received from elected official and Center for Community Action and Environmental Justice

SOUTH GATE / HUNTINGTON PARK / FLORENCE – FIRESTONE / WALNUT PARK *



*As funding resources allow

- Alameda Corridor communities with major industrial areas near homes and schools
- SCAQMD participated in LA County Public Health's Community Risk Reduction Initiative
- MATES IV: 98.3th percentile
- CalEnviroScreen 3.0: 99.7th percentile
- School proximity score in highest category
- Nomination received from Communities for a Better Environment

RECOMMENDATIONS & NEXT STEPS

- Seeking Board approval of staff recommendations to send to CARB by July 31st with the revised / expanded technical report
- Sept 2018 – CARB considers statewide strategy