Community Recommendations for AB 617 Implementation

Final Submittal from South Coast AQMD

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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.

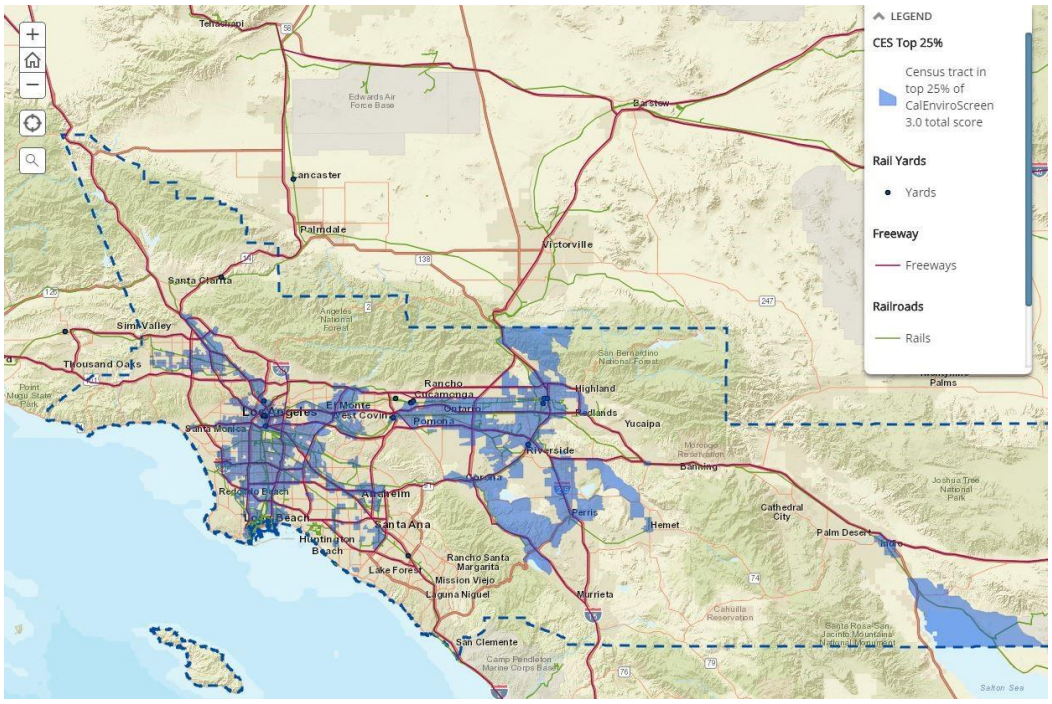


Figure 1: Census tracts in the top 25% state-wide in the CalEnviroScreen 3.0 overall score

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.

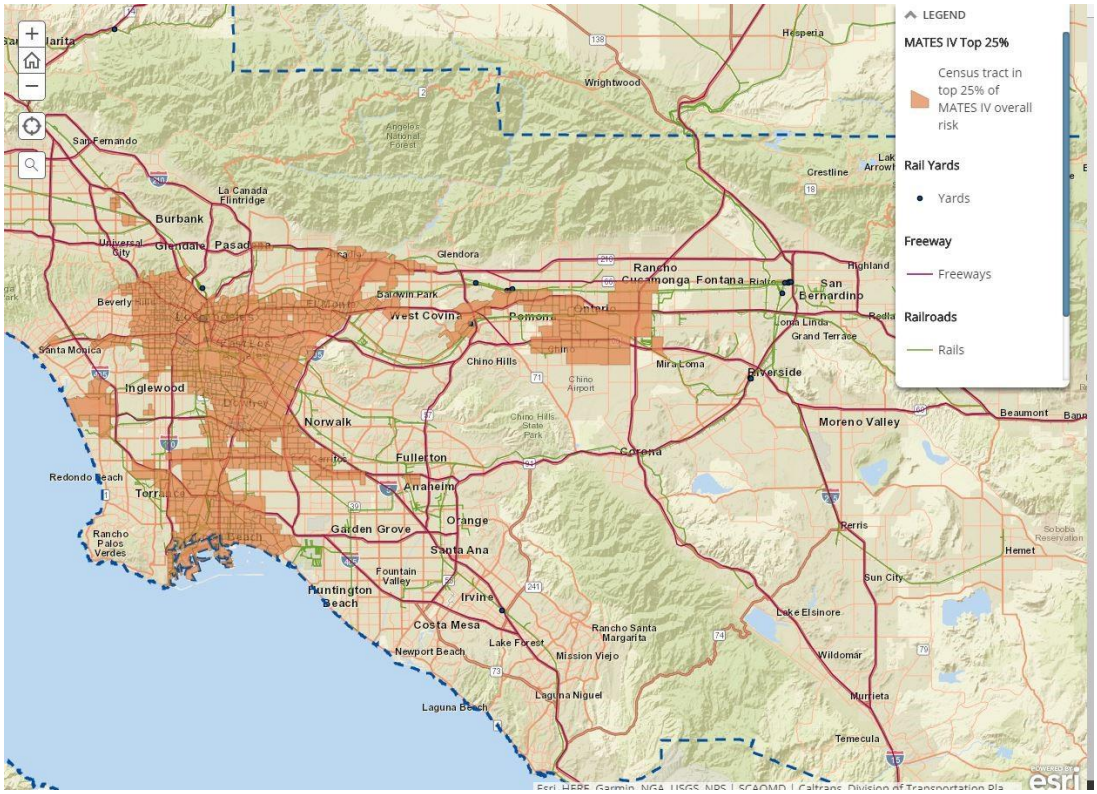


Figure 2: Census tracts in the top 25% in the MATES IV overall cancer risk

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.

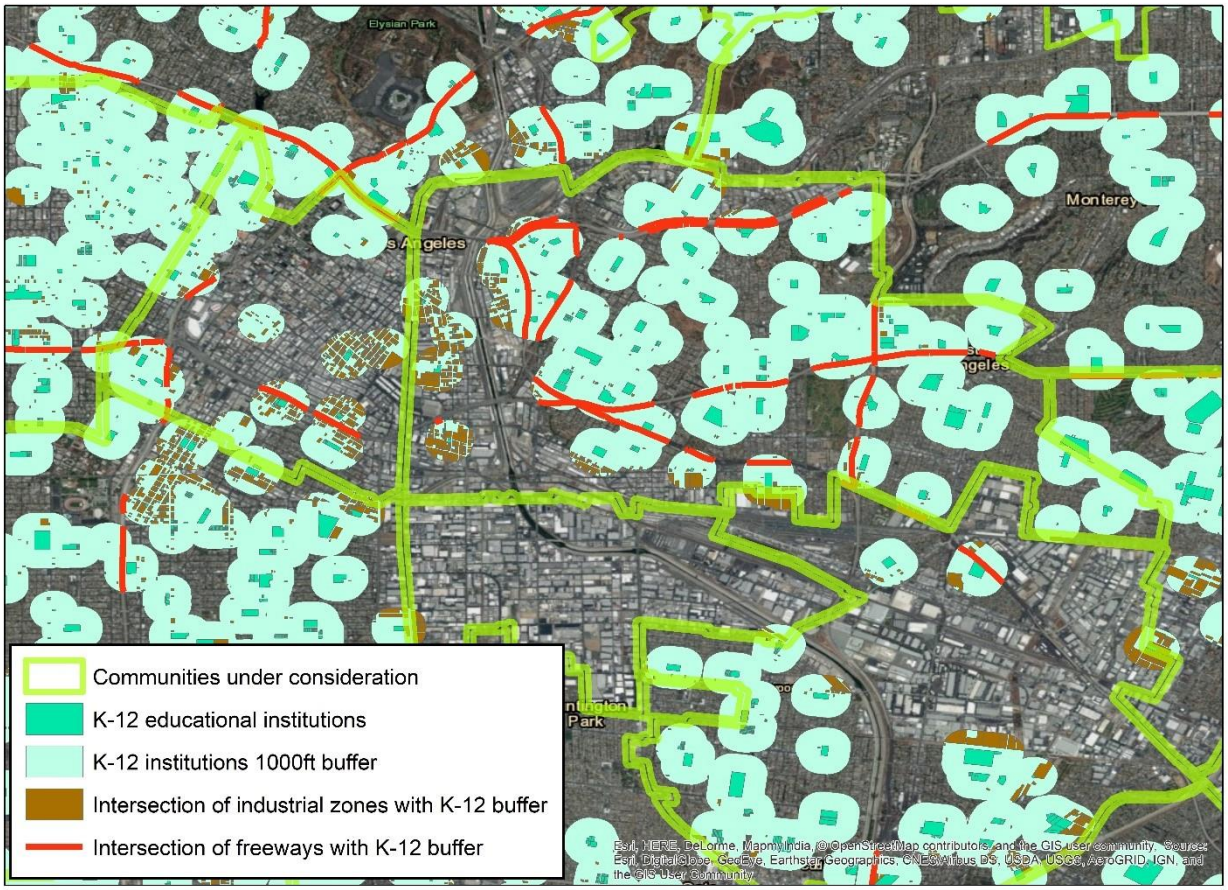


Figure 3: Sample of land use information used in the calculation of school proximity to freeways and industrial zones

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 ($F_{industry}$ + $F_{freeways}$) 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.

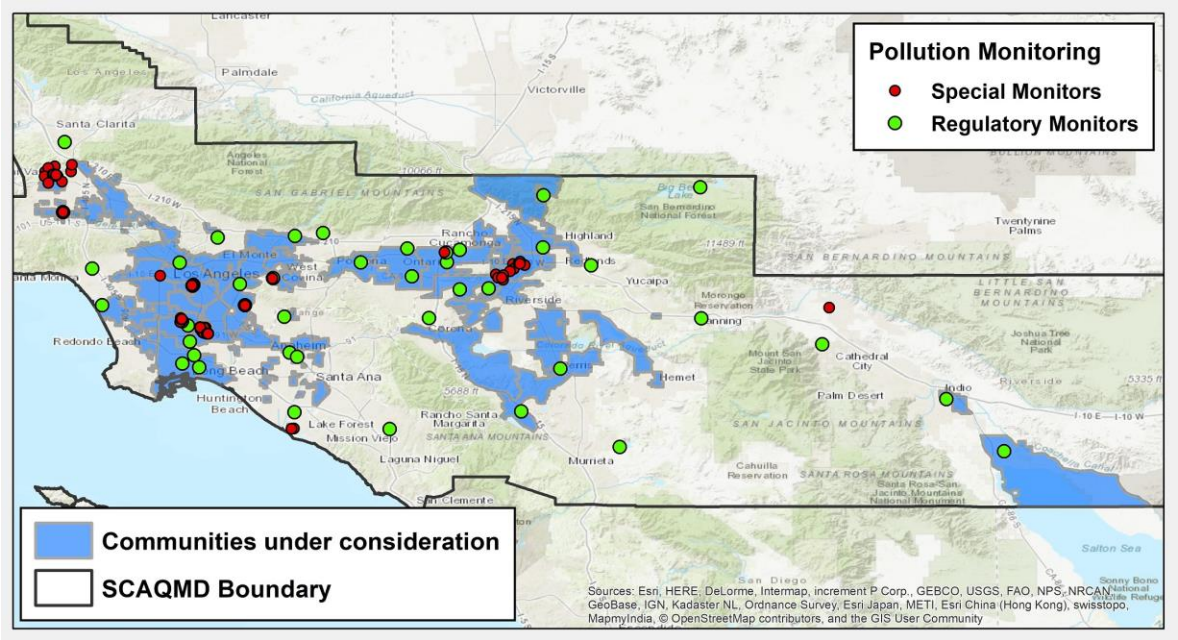
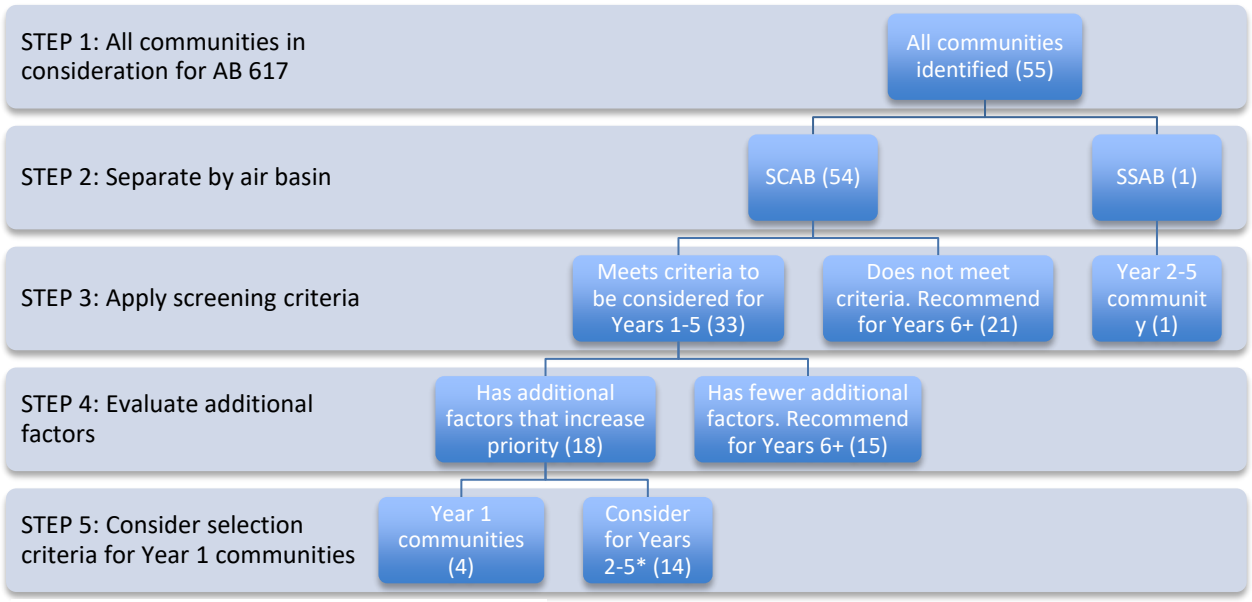


Figure 4: Location of recent or current regulatory and special monitoring stations within SCAQMD's jurisdiction

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.

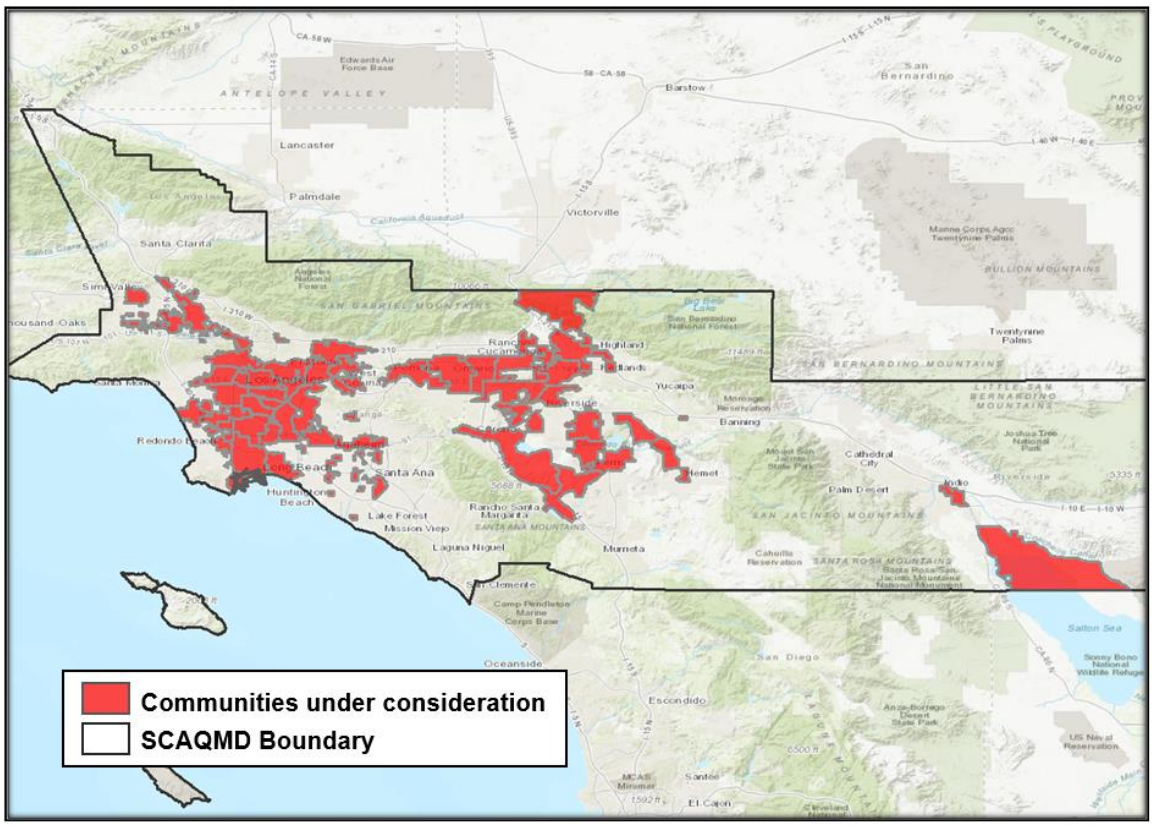


Figure 6: Map showing the preliminary boundaries of the communities under consideration

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.

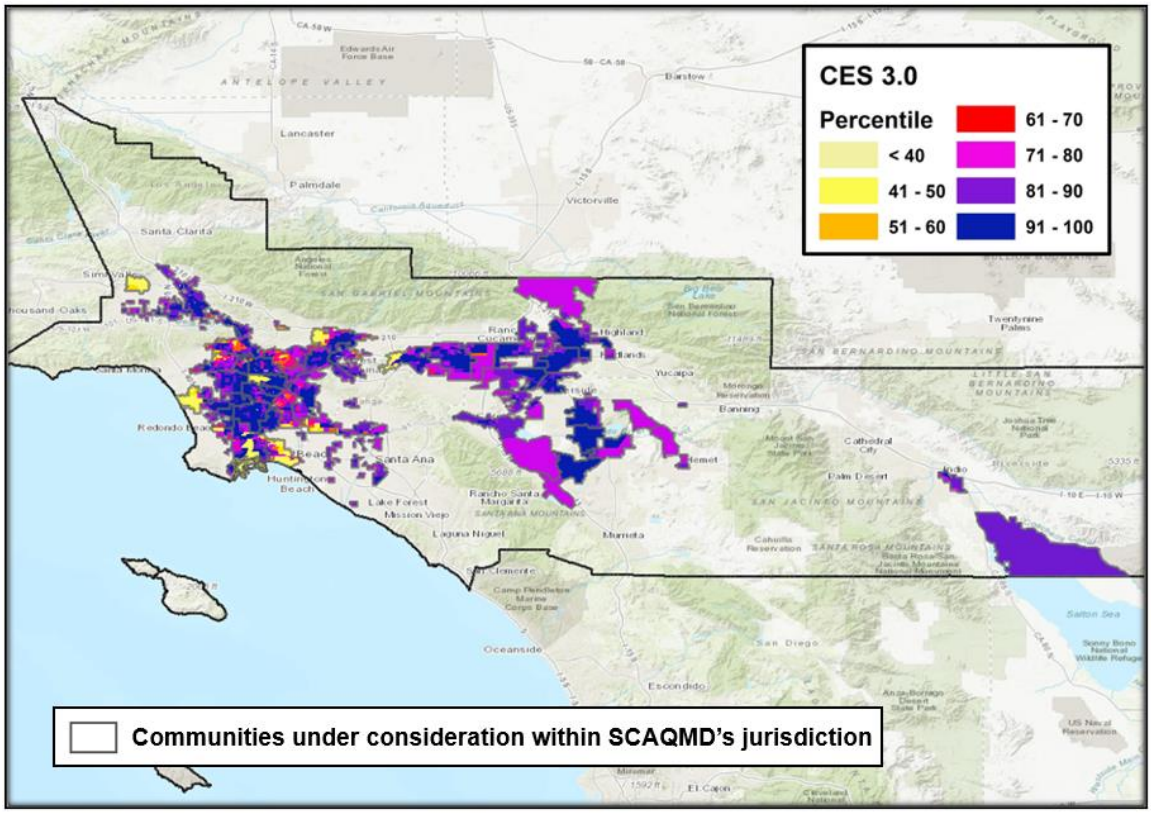


Figure 7: CalEnviroScreen 3.0 percentile scores for the census tracts within the communities under consideration

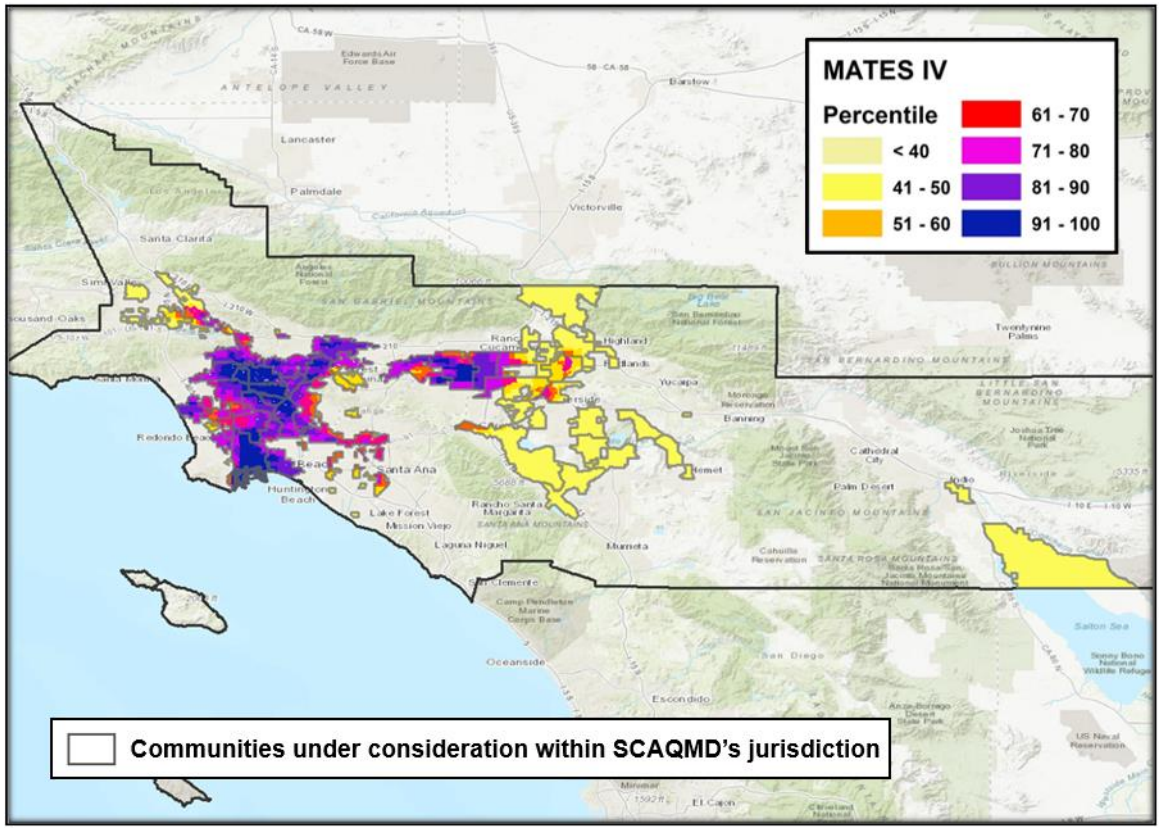


Figure 8: MATES IV percentile scores in the census tracts within communities under consideration

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

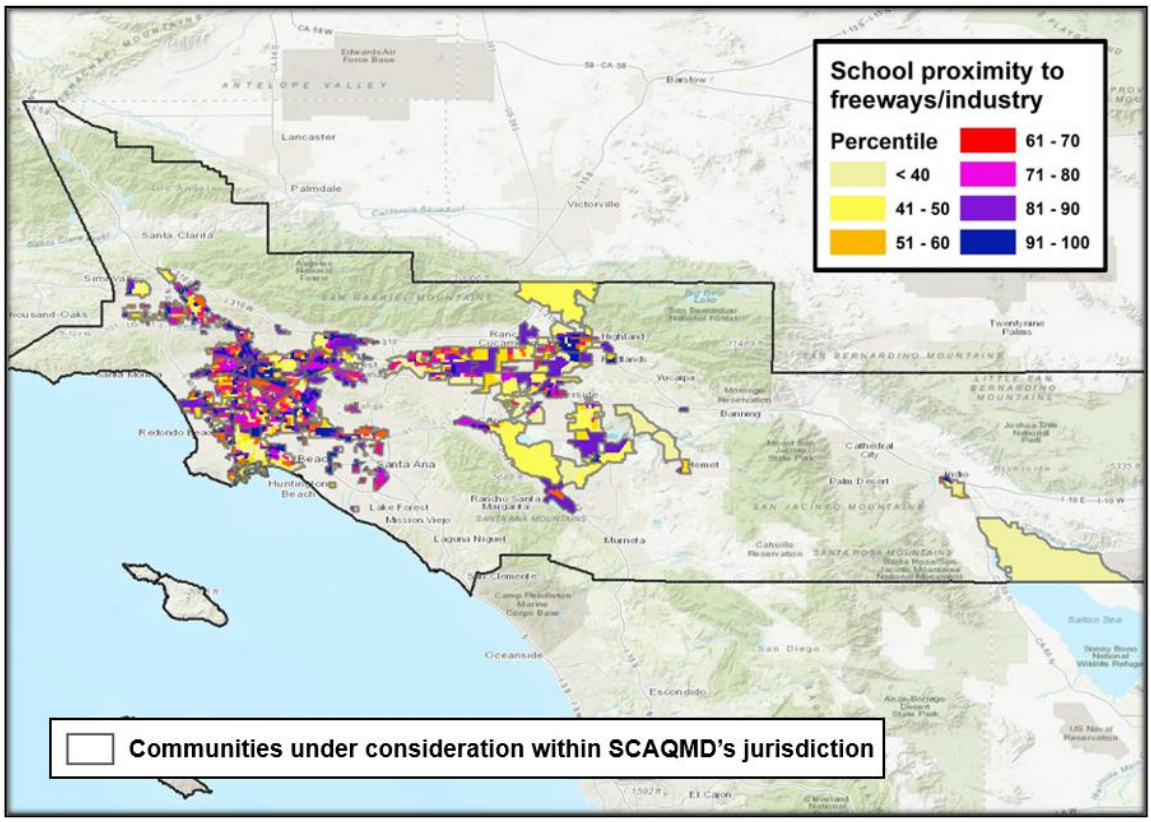


Figure 9: School proximity to freeways and industry scores expressed in percentile in the census tracts within communities under consideration

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			

Table 2. Prioritization factors for communities in consideration for AB 617 implementation (cont'd)

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			

Table 2. Prioritization factors for communities in consideration for AB 617 implementation (cont'd)

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			

Table 2. Prioritization factors for communities in consideration for AB 617 implementation (cont'd)

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

ORANGE COUNTY

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

RIVERSIDE COUNTY

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

SAN BERNARDINO COUNTY

- Highland / Crestline
- Redlands / Loma Linda

CROSS-COUNTY

- 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.

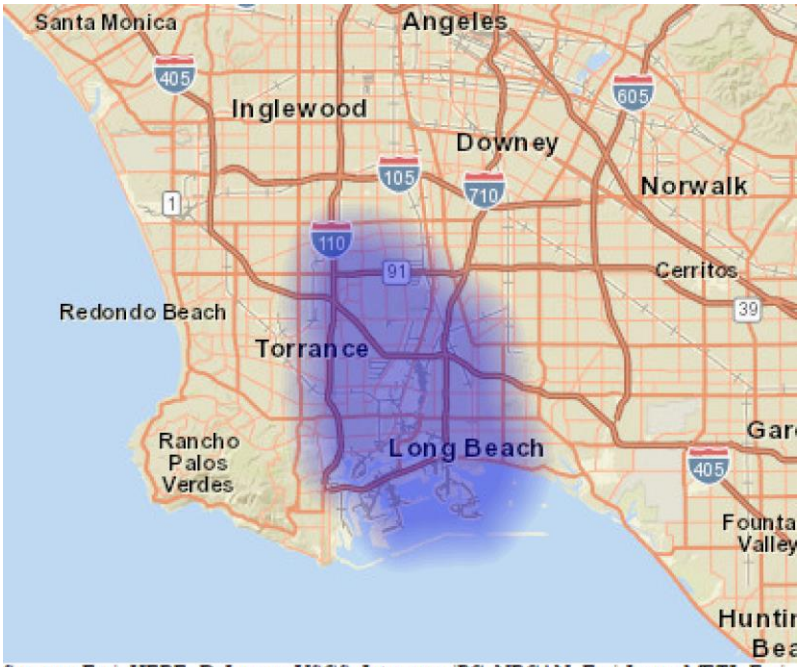


Figure 10: Map showing approximate geographic area of the Wilmington, Carson, West Long Beach community

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.

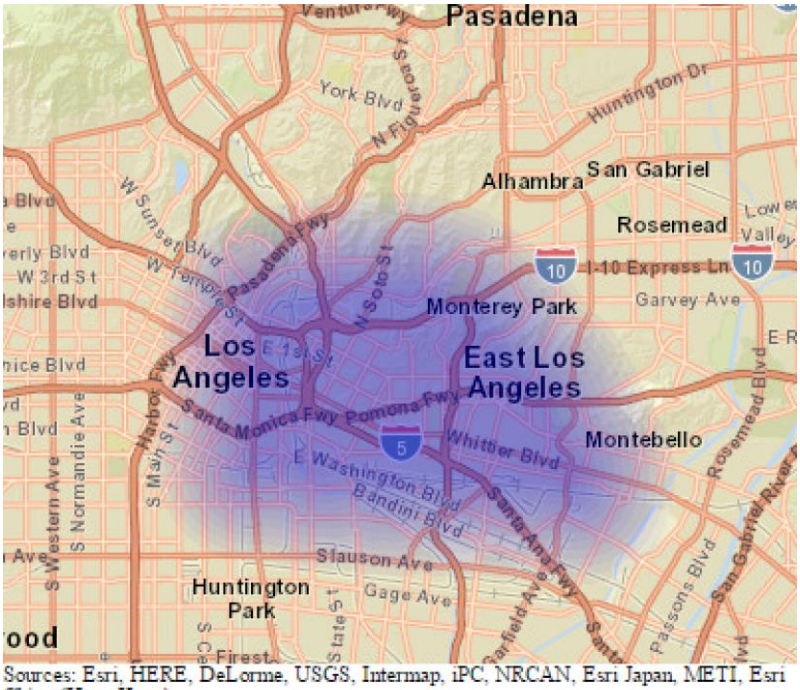


Figure 11: Map showing approximate geographic area of the East Los Angeles and Boyle Heights community

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.

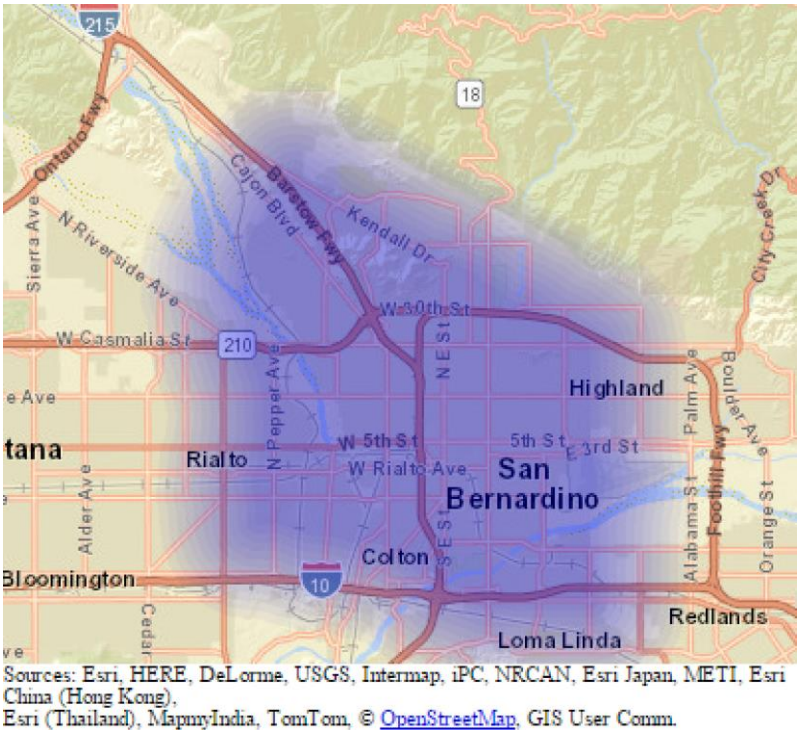


Figure 12: Map showing approximate geographic area of the San Bernardino, Muscoy community

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.

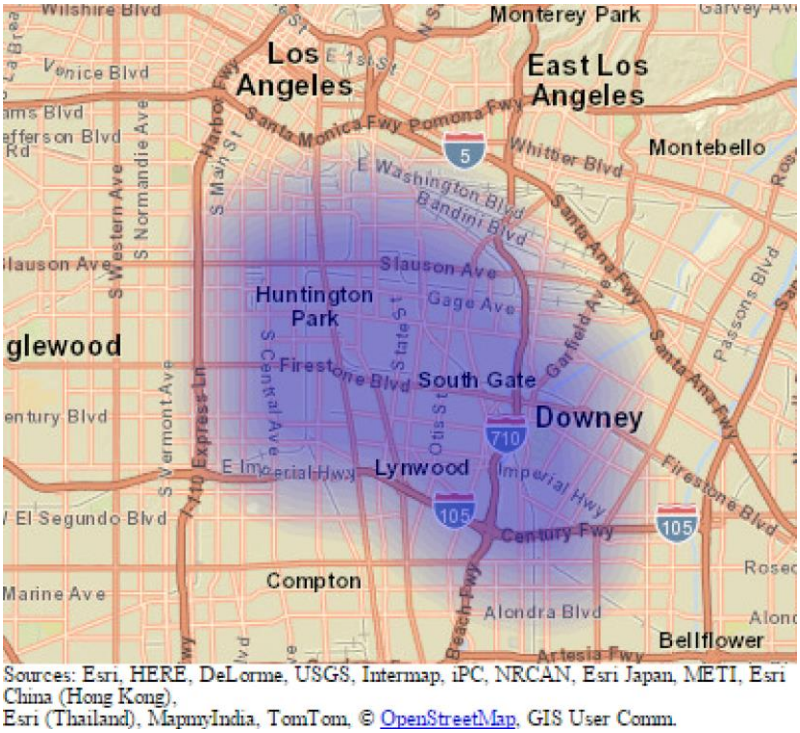


Figure 13: Map showing approximate geographic area of the South Gate, Huntington Park, Florence-Firestone, Walnut Park community

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.

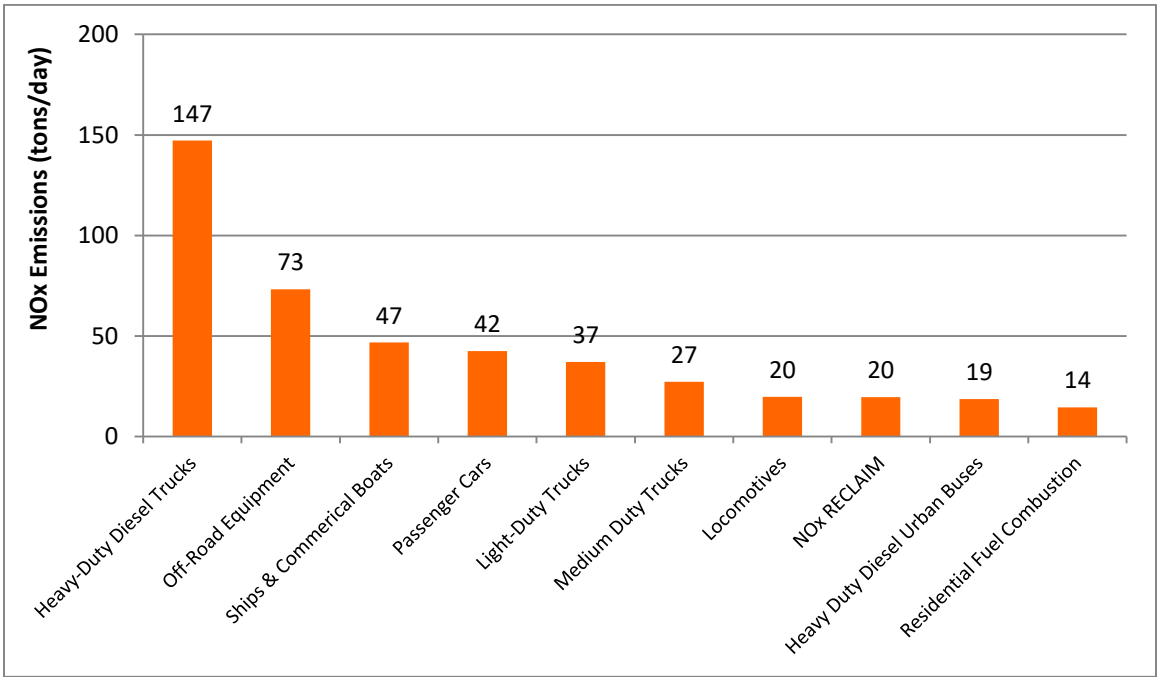


Figure 14: Top Ten Emitter Categories for NOx in 2012 (Summer Planning)

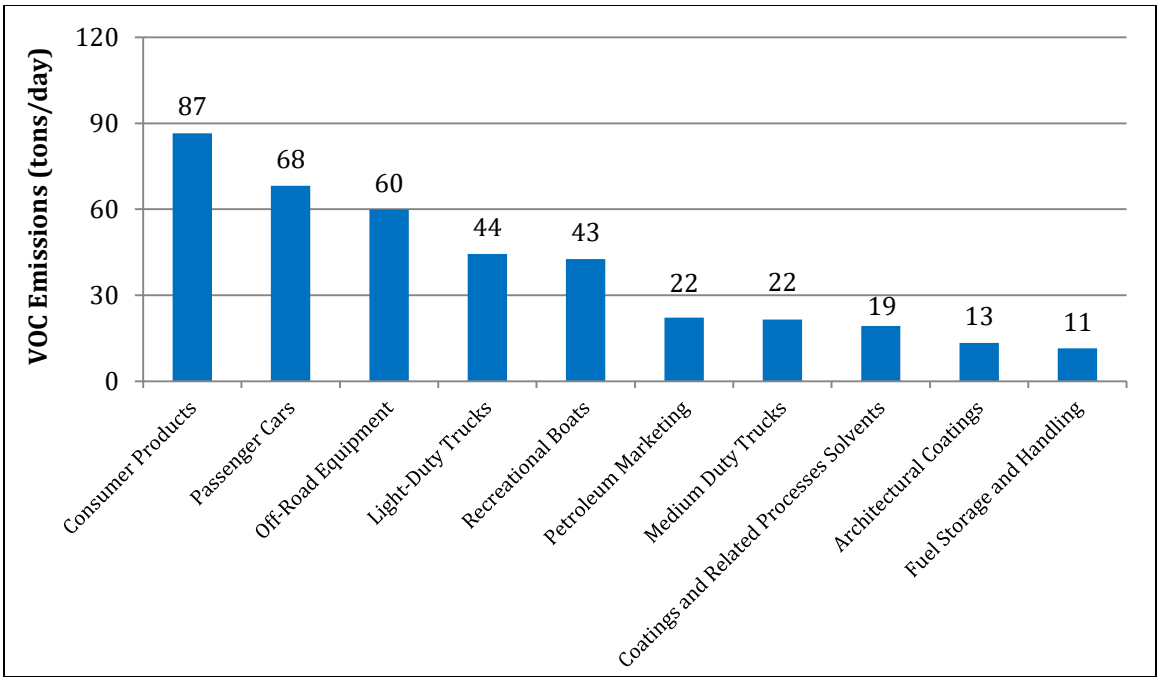


Figure 15: Top Ten Emitter Categories for VOCs in 2012 (Summer Planning)

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.

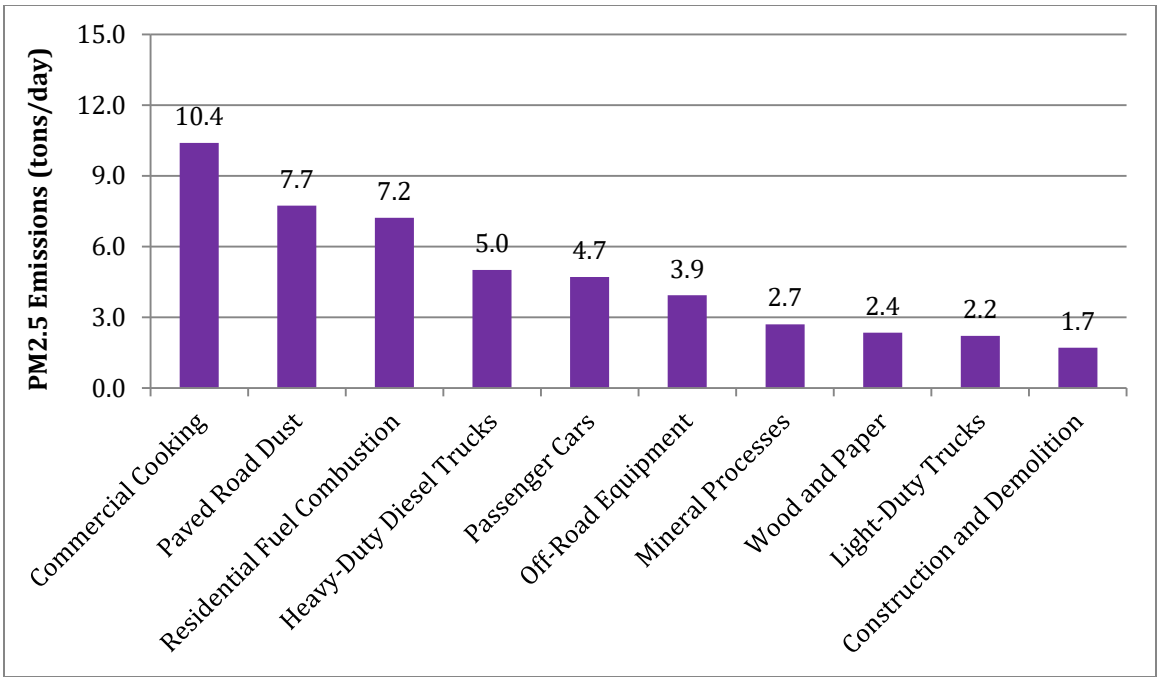


Figure 16: Top Ten Emitter Categories for Directly Emitted PM2.5 in 2012 (2016 AQMP Annual Average Inventory)

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**).

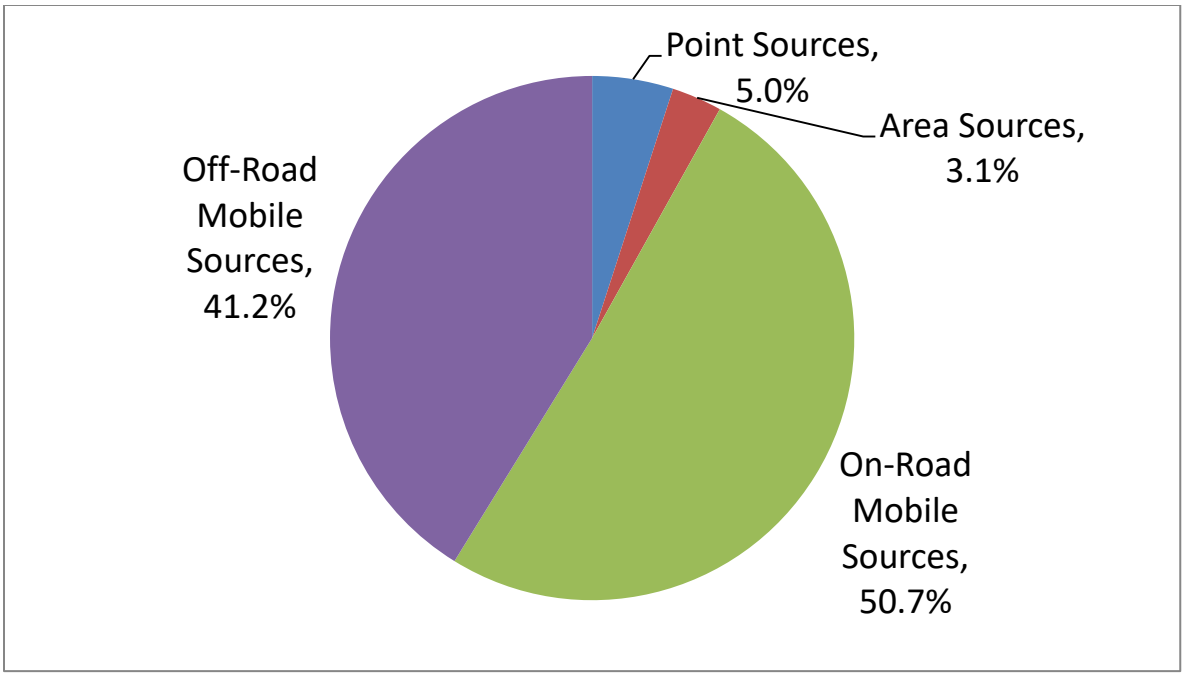


Figure 17: Cancer Potency Weighted Source Apportionment for 2012 Emissions

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 Profiles

Table of Contents

Introduction

The community profiles in this appendix contain detailed information about each community, factors that contributed to community selection and prioritization, and existing or previous community monitoring and resources. Each profile features a map of the approximate location of the community along with a narrative description of the geographical area, land use characteristics, socioeconomic factors, and major air pollution sources within or near that community. The community profiles also contain summaries of special monitoring studies, incentive measures, and risk reduction programs, such as AB 2588 Risk Reduction Plans (http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588), pertinent to that community. These are not meant to be exhaustive lists, but a summary of key projects that SCAQMD has implemented that help provide air quality information and/or improve air quality in these communities.

Within each profile is a table of key metrics that helped inform the prioritization of communities for the AB 617 program implementation, and other descriptive factors. Some metrics contain both the average value across the community and the maximum value of all the census tracts within the community. The SCAQMD's jurisdictional average value is also presented in the table, to provide a reference value for comparison.

Each community profile also contains a description of the nearest regulatory monitor(s), which may be located within the community or within close proximity to the community, and the pollutants measured at each monitor. A brief description of past and ongoing special monitoring studies is also presented to highlight the findings of key SCAQMD studies within the community, along with webpage links to related information and reports. Additionally, brief summaries of previous or current air toxics risk reduction plans conducted in each community are included. For communities that have very high impacts from diesel particulate matter (top 25% statewide based on the CalEnviroScreen 3.0 diesel particulate matter metric), the community profile includes a summary of the diesel mobile source reduction incentive measures that were implemented across the Basin, which benefit many communities impacted by these types of air pollution sources. This was determined by averaging the CalEnviroScreen (CES) diesel PM percentiles in each census tract within a community. The SCAQMD has implemented many other incentive programs throughout the SCAQMD jurisdiction, and additional information on these programs can be found at www.aqmd.gov/home/programs.

The community profiles in this appendix are grouped by county (Los Angeles, Orange, Riverside, and San Bernardino Counties, and then communities that cross multiple counties), and appear in alphabetical order within each county grouping.

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

ORANGE COUNTY

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

RIVERSIDE COUNTY

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

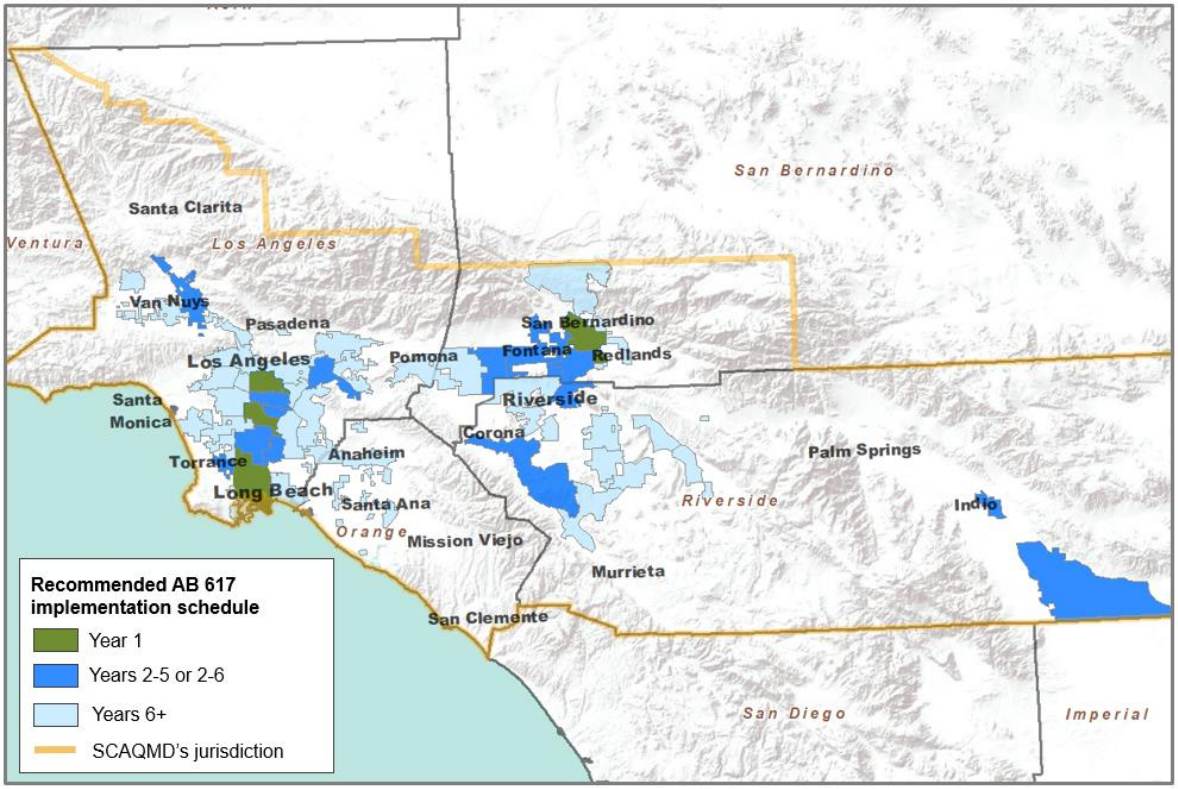
SAN BERNARDINO COUNTY

- Highland / Crestline
- Redlands / Loma Linda

CROSS-COUNTY

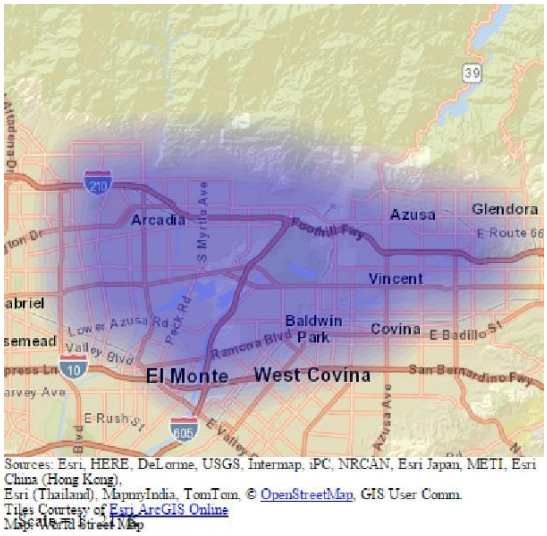
- Cerritos / Buena Park / Artesia / La Mirada / Hawaiian Gardens
- Ontario (West) / Montclair / Upland / Claremont (South)
- Pomona / Chino / Walnut (East) / San Dimas (South)

*As funding resources allow



COMMUNITIES IN LOS ANGELES COUNTY

Azusa, Duarte, Monrovia, Arcadia, North I-605



About this Community

The area that surrounds Interstate 605 (I-605) at the foot of the San Gabriel Mountains, includes portions of the cities of Azusa, Duarte, Monrovia, and Arcadia, located at the base of the San Gabriel Mountains within Los Angeles County, have a combined land use that is 37% residential, 21% commercial, 23% industrial, 1% transportation, communications and utility, 1% mixed, 16% open space, and 2% vacant land. The area has a combined population of 123,183, including the following race/ethnicity groups: Hispanic or Latino (46.2%), Asian (26.5%), White (21.7%), Black or African American (3.6%), American Indian or Alaska Native (0.2%), and other races (1.8%). The average percentile scores for this community are 60.7 for CalEnviroScreen 3.0, 83.8 for SCAQMD's MATES IV, and 48.7 for diesel particulate matter. Within this same area, there are six facilities in the AB 2588 core program, and six facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also seven Title V facilities and three Superfund Sites.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	83.8	95.3	43
MATES IV Cancer Risk [add'l cancer cases per million]	1186.4	1411.4	897
MATES IV non-Diesel Cancer Risk [percentile]	75.5	86.8	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	244.7	272.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	60.7	92.9	60
Ozone [percentile]	68.5	77.9	66
PM2.5 [percentile]	52.2	54.7	68
Diesel Particulate Matter [percentile]	48.7	65.8	58
Population Below Poverty Line [percentile]	49.6	88.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	37.6	75.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	37.9	65.0	52
Low Birth Weight [percentile]	49.3	84.2	53
Toxic Releases [percentile]	83.2	98.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	12.5		
Population over 65 years old [%]	12.5		
Diesel Mobile Sources			
Length of Freeways [km]	22.9		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	144.1	1084.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Azusa: CO, NOx, O3, PM10, PM2.5. Azusa is part of the PAMS network.

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

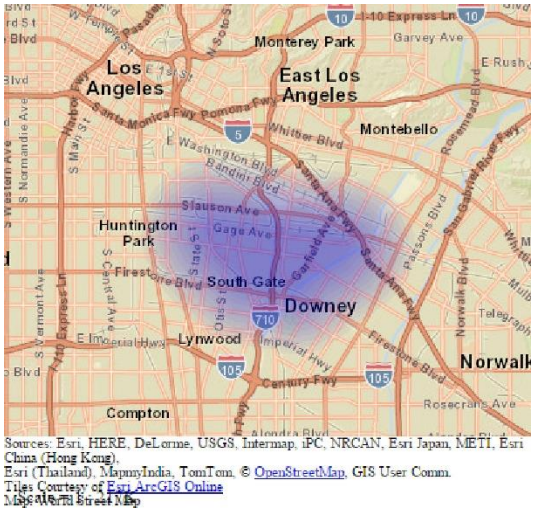
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Special Monitoring Studies in or near the Community

Duarte Particulate Matter Monitoring

In Fall 2013, SCAQMD began monitoring particulate matter (PM10) concentrations in Duarte in response to concerns of the air quality impacts from the 2014 expansion of a mining operation run by Vulcan Materials Company. The monitor has collected continuous hourly PM10 data and published real-time measurements on the City of Duarte website in order to help inform residents of local air quality conditions. Results were compared with PM10 levels measured at SCAQMD's Azusa monitoring station and no significant discrepancies have been found to date. The monitoring station is still collecting data and it is now owned by the City of Duarte.(https://xappprod.aqmd.gov/SMSDataSite/Home/AdminIndex?MonitoringSiteId=12).

Bell, Bell Gardens, Cudahy



About this Community

The cities of Bell, Bell Gardens, and Cudahy are located within Los Angeles County, in an area where the combined land use is 60% residential, 21% commercial, 7% industrial, 5% transportation, communications and utility, 3% open space, 2% agriculture, and 3% vacant land. The area has a population of 101,019, including the following race/ethnicity groups: Hispanic or Latino (95.1%), White (3.3%), Asian (0.6%), Black or African American (0.5%), American Indian or Alaska Native (0.2%) and other races (0.4%). The average percentile scores for this community are 94.1 for CalEnviroScreen 3.0, 93.2 for SCAQMD's MATES IV, and 69.3 for diesel particulate matter. Within this area, there is one facility in the AB 2588 core program, and four industrial facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. Exide Technologies is also located near this community.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	93.2	97.8	43
MATES IV Cancer Risk [add'l cancer cases per million]	1364.8	1518.0	897
MATES IV non-Diesel Cancer Risk [percentile]	96.4	99.4	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	359.2	470.0	
CalEnviroScreen 3.0			
Overall Score [percentile]	94.1	99.2	60
Ozone [percentile]	40.5	40.5	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	69.0	78.8	58
Population Below Poverty Line [percentile]	89.2	96.4	53
Age-Adjusted Asthma ER Visit Rate [percentile]	50.5	53.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	69.5	75.3	52
Low Birth Weight [percentile]	55.9	94.3	53
Toxic Releases [percentile]	92.1	93.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.2		
Population over 65 years old [%]	5.8		
Diesel Mobile Sources			
Length of Freeways [km]	2.9		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	51.3	1145.4	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

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

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

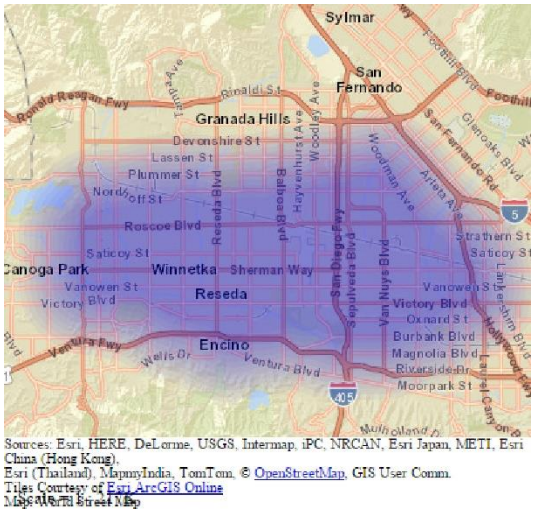
Exide Technologies

Exide Technologies was a secondary lead smelting facility that recovered lead from recycled batteries and is located in Vernon, which is north of the Bell, Bell Gardens, and Cudahy community. SCAQMD staff has conducted a series of source tests measuring the emissions of lead, arsenic, and other metals from Exide's stacks following a public complaint of particulate and dust fallout from the plant. In addition, ambient monitoring results showed that average lead concentrations consistently exceeded both the Federal Standard for lead and the limit established by SCAQMD's Rule 1420.1 (0.15 µg/m3) until the end of 2011. However, the monitoring data show an overall decreasing trend in lead levels since the adoption of Rule 1420.1: Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities in 2008. Lead concentrations measured at all monitoring sites have been below the Federal 0.15 µg/m3 3-month average limit since all requirements of Rule 1420.1 became fully effective in January 2012. In 2012, an HRA found the average arsenic levels (the main risk driver for cancer risk from this facility's emissions) were consistently higher than the average arsenic levels measured during the MATES IV study. As part of AB 2588 requirements, the facility's RRP was approved in March 2014 but on July 10, 2014, the Hearing Board issued an Order for Abatement requiring Exide to remain shut down, pending instillation of upgrades to its air pollution control systems. On April 7, 2015, Exide notified SCAQMD of its intent to permanently close the facility. Based on this decision, on June 2, 2015, the Hearing Board found good cause to terminate the Order for Abatement. The facility is currently proceeding with facility closure plans, approved by the Department of Toxic Substance Control in 2016. The facility continues to be subject to many SCAQMD rules and permit conditions, including ambient monitoring. 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 comply with the monitoring requirements of Rule 1420.1. This monitoring helps capture data on emissions or transport of re-suspended particles containing lead from the Exide facility. Facility surveillance is conducted twice per week and SCAQMD continues regular unannounced inspections.

Maywood Commercial Building Fire

On June 14th, 2016, a magnesium fire broke out at Panda International Trading, a commercial building in Maywood ("Fruitland Magnesium Fire Incident"). SCAQMD issued a smoke advisory and odors were reported in many areas of Los Angeles County. Between June 14th and June 15th, 2016, SCAQMD staff also conducted measurements in areas surrounding the fire, which included metals, particulate matter, and Volatile Organic Compounds. None of the metal concentrations exceeded the short-term health based thresholds set by the California Office of Environmental Health Hazard Assessment. For more information visit: https://www.aqmd.gov/home/air-quality/air-quality-studies/special-monitoring/maywood-fire.

Canoga Park, Northridge, Reseda, Van Nuys, Panorama City, Winnetka, Tarzana



About this Community

Canoga Park, Northridge, Reseda, Van Nuys, Panorama City, Winnetka, and Tarzana are neighborhoods in the San Fernando Valley region of the City of Los Angeles where the combined land use is 61.9% residential, 23% commercial, 8% industrial, 4% transportation, communications and utility, and 2% open space. The area has a combined population of 298,416, including the following race/ethnicity groups: Hispanic or Latino (62%), White (22.5%), Asian (9.4%), Black or African American (4%), American Indian or Alaska Native (0.2%) and other races (2%). The average percentile scores for this community are 84.5 for CalEnviroScreen 3.0, 35.1 for SCAQMD's MATES IV, and 59.5 for diesel particulate matter. Within this area, there are five facilities in the AB 2588 core program, two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic, and four Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	35.1	59.8	43
MATES IV Cancer Risk [add'l cancer cases per million]	748.1	965.3	897
MATES IV non-Diesel Cancer Risk [percentile]	42.7	65.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	185.6	224.1	
CalEnviroScreen 3.0			
Overall Score [percentile]	84.5	98.9	60
Ozone [percentile]	77.1	82.1	66
PM2.5 [percentile]	50.9	69.3	68
Diesel Particulate Matter [percentile]	59.4	87.4	58
Population Below Poverty Line [percentile]	76.9	99.8	53
Age-Adjusted Asthma ER Visit Rate [percentile]	75.6	92.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	73.4	96.2	52
Low Birth Weight [percentile]	67.6	98.3	53
Toxic Releases [percentile]	54.7	61.1	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.9		
Population over 65 years old [%]	8.0		
Diesel Mobile Sources			
Length of Freeways [km]	6.6		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	213.9	1205.7	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Reseda: CO, NOx, O3, PM2.5

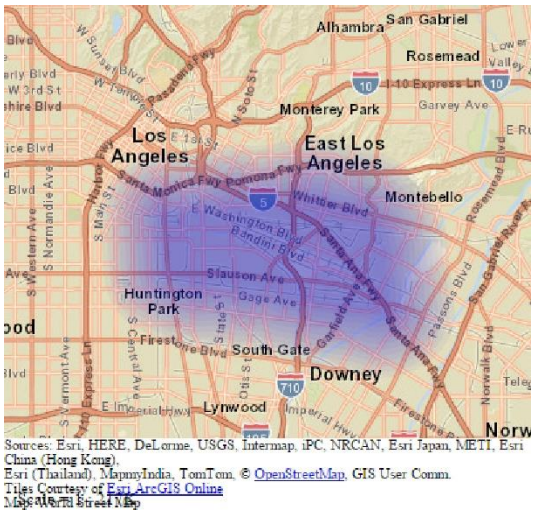
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Avaiation Special Monitoring Study

Conducted as part of a Community-Scale Air Toxics Ambient Monitoring Grant from the U.S. EPA, the SCAQMD organized an air monitoring study at the Van Nuys Airport from November 2005 to March 2006 and July to September 2006 to characterize the ambient levels of several air toxics in communities adjacent to the airport. This study included deployment of sampling equipment near runways and at locations in the community under the flight path in order to detect and characterize pollution levels and exposure gradients caused by airport emissions. Results suggested that the most significant airport-related impacts on air quality were lead and ultrafine particles.

Commerce, Maywood, Vernon



About this Community

The cities of Commerce, Maywood, and Vernon, located south of Downtown Los Angeles, are in an area where the combined land use is 9% residential, 8% commercial, 60% industrial, 17% transportation, communication, and utility, 2% open space, 1% vacant land, and 2% water. The area has a population of 40,665, including the following race/ethnicity groups: Hispanic or Latino (95.8%), White (2.5%), Black or African American (0.6%), Asian (0.6%), American Indian or Alaska Native (0.2%) and other races (0.3%). The average percentile scores for this community are 93 for CalEnviroScreen 3.0, 95.7 for SCAQMD's MATES IV, and 76.6 for diesel particulate matter. Within this area, there are 15 facilities in the AB 2588 core program, and 14 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 19 Title V facilities and one Superfund Site. Exide Technologies, currently under a closure plan, is located in this community.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	95.7	99.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	1439.0	1607.8	897
MATES IV non-Diesel Cancer Risk [percentile]	96.1	98.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	333.4	390.8	
CalEnviroScreen 3.0			
Overall Score [percentile]	93.0	99.3	60
Ozone [percentile]	40.5	40.5	66
PM2.5 [percentile]	71.9	81.8	68
Diesel Particulate Matter [percentile]	76.0	96.8	58
Population Below Poverty Line [percentile]	80.1	90.4	53
Age-Adjusted Asthma ER Visit Rate [percentile]	53.9	91.2	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	72.3	84.1	52
Low Birth Weight [percentile]	54.7	97.4	53
Toxic Releases [percentile]	96.7	99.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.3		
Population over 65 years old [%]	7.5		
Diesel Mobile Sources			
Length of Freeways [km]	11.7		
Number of Freight Railyards	4		
Schools and Daycares Near Industrial Sources or Freeways [score]	142.2	552.5	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Pico Rivera #2: CO, NOx, O3, PM10, PM2.5 ,Lead (Pb), SO4

AT&SF (Exide): Lead (Pb)

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Exide Technologies

Exide Technologies was a secondary lead smelting facility that recovered lead from recycled batteries and is located in Vernon. SCAQMD staff has conducted a series of source tests measuring the emissions of lead, arsenic, and other metals from Exide's stacks following a public complaint of particulate and dust fallout from the plant. In addition, ambient monitoring results showed that average lead concentrations consistently exceeded both the Federal Standard for lead and the limit established by SCAQMD's Rule 1420.1 (0.15 µg/m3) until the end of 2011. However, the monitoring data show an overall decreasing trend in lead levels since the adoption of Rule 1420.1: Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities in 2008. Lead concentrations measured at all monitoring sites have been below the Federal 0.15 µg/m3 3-month average limit since all requirements of Rule 1420.1 became fully effective in January 2012. In 2012, an HRA found the average arsenic levels (the main risk driver for cancer risk from this facility's emissions) were consistently higher than the average arsenic levels measured during the MATES IV study. As part of AB 2588 requirements, the facility's RRP was approved in March 2014 but on July 10, 2014, the Hearing Board issued an Order for Abatement requiring Exide to remain shut down, pending instillation of upgrades to its air pollution control systems. On April 7, 2015, Exide notified SCAQMD of its intent to permanently close the facility. Based on this decision, on June 2, 2015, the Hearing Board found good cause to terminate this Order for Abatement. The facility is currently proceeding with facility closure plans, approved by the Department of Toxic Substance Control in 2016. The facility continues to be subject to many SCAQMD rules and permit conditions, including ambient monitoring. 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 comply with the monitoring requirements of Rule 1420.1. This monitoring helps capture data on emissions or transport of re-suspended particles containing lead from the Exide facility. Facility surveillance is conducted twice per week and SCAQMD continues regular unannounced inspections.

MATES III Microscale Study – Commerce

The objective of this MATES III Microscale study was to determine if there were variations in ambient levels of toxic air contaminants between communities that were not otherwise captured by the fixed monitoring sites. Each microscale site was paired with the closest fixed site for comparison to determine if toxic air contaminant levels at these microscale sites statistically exceed a neighboring fixed site. In this case, Commerce's microscale station was paired with Huntington Park's regulatory station. The microscale sites utilized the SCAQMD's mobile monitoring platforms and were situated near air toxic emission sources. VOC, TSP, PM10 and Cr6+ measurements were taken from November 2004 through May 2005 and PM2.5 was measured from January 2005 to May 2005. For more information visit: http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iii

Maywood Commercial Building Fire

On June 14th, 2016, a magnesium fire broke out at Panda International Trading, a commercial building in Maywood ("Fruitland Magnesium Fire Incident"). SCAQMD issued a smoke advisory and odors were reported in many areas of Los Angeles County. Between June 14th and June 15th, 2016, SCAQMD staff also conducted measurements in areas surrounding the fire, which included metals, particulate matter, and Volatile Organic Compounds. None of the metal concentrations exceeded the short-term health based thresholds set by the California Office of Environmental Health Hazard Assessment. For more information visit: https://www.aqmd.gov/home/air-quality/air-quality-studies/special-monitoring/maywood-fire.

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 Program

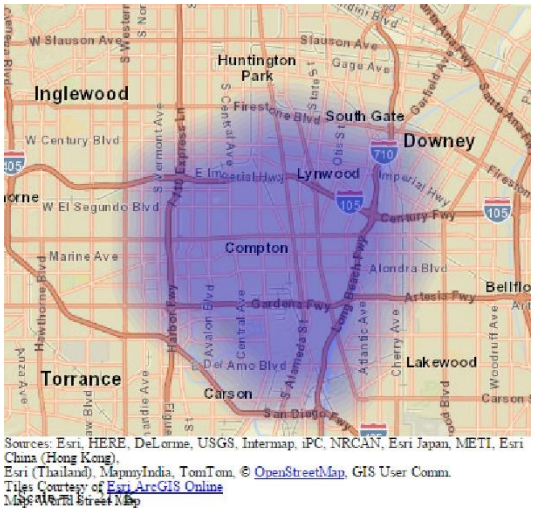
SCAQMD has worked with school districts and Environmental Justice (EJ) organizations since 2007 to install air filtration systems in schools and community centers. Air filtration technologies such as high performance panel filters and stand-alone units have been successfully demonstrated in classroom environments to achieve at least a 90% average removal efficiency of ultrafine Particulate Matter (PM) and black carbon. To date, air filtration has been installed in one school in an EJ and Disadvantaged Community in the Commerce, Maywood, Vernon community.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Owens-Brockway Glass

Owens-Brockway Glass is an active glass container manufacturing facility located at 2901-23 Fruitland Avenue in the city of Vernon. In December 2000, the facility's RRP was approved, which was subsequently fully implemented. The main acute risk driver was nickel.

Compton, Rancho Dominguez, Willowbrook, Lynwood



About this Community

The cities of Compton and Lynwood and the unincorporated areas of Rancho Dominguez and Willowbrook, all within Los Angeles County, are in an area where the combined land use is 45% residential, 13% commercial, 27% industrial, 6% transportation, communications, and utility, 2% open space, and 7% water. The area has a population of 224,958, including the following race/ethnicity groups: Hispanic or Latino (71%), Black or African American (25.6%), White (1.6%), Asian (0.9%), American Indian or Alaska Native (0.1%) and other races (0.9%). The average percentile scores for this community are 92.6 for CalEnviroScreen 3.0, 77.7 for SCAQMD's MATES IV, and 72 for diesel particulate matter. There are nine facilities in the AB 2588 core program, and 25 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 21 Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	77.7	92.4	43
MATES IV Cancer Risk [add'l cancer cases per million]	1115.7	1305.0	897
MATES IV non-Diesel Cancer Risk [percentile]	75.6	93.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	245.0	299.4	
CalEnviroScreen 3.0			
Overall Score [percentile]	92.6	99.6	60
Ozone [percentile]	31.3	31.9	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	72.0	90.2	58
Population Below Poverty Line [percentile]	81.2	97.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	79.0	94.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	79.7	94.6	52
Low Birth Weight [percentile]	74.0	99.9	53
Toxic Releases [percentile]	85.4	87.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.7		
Population over 65 years old [%]	7.1		
Diesel Mobile Sources			
Length of Freeways [km]	16.4		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	302.4	1260.0	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6 with special considerations		

Regulatory monitors in or near the Community

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

Long Beach - I-710 Near Road Site: NOx, PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Compton.

City of Compton Special Monitoring

On June 1, 2017 SCAQMD launched the Community Air Toxics Initiative (CATI), a special air monitoring initiative. The initiative began in the Compton area, with a focus on measuring hexavalent chromium (Cr6+) levels near several metal-processing facilities. This initiative was started because the Compton area has several potential chrome-emitting facilities in the community in close proximity to homes and schools. Higher levels of Cr6+ have been observed near some industrial facilities in Compton, but results are not consistently high. SCAQMD continues to investigate the sources of Cr6+ through periodic surveillance.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Bowman Plating Co. Inc.

Bowman Plating Company Inc is an active metal finishing facility adjacent to the City of Compton. In February 2017, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk drivers were hexavalent chromium and ethyl benzene, and the chronic (non-cancer) risk drivers were acrolein, cadmium, toluene and xylenes.

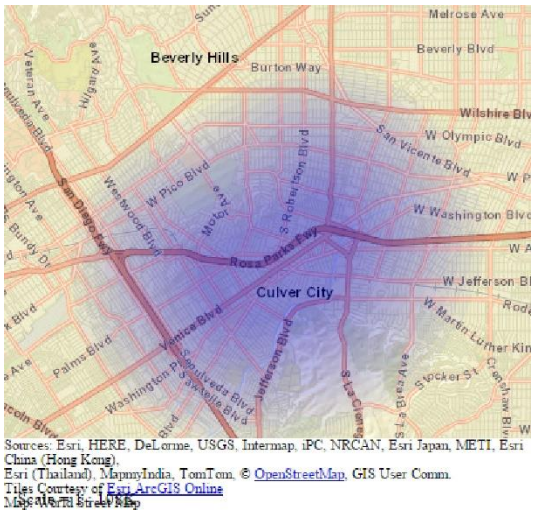
E.M.E. Inc.

E.M.E. Inc / Electro Machine and Engineering is an active metal finishing facility located at 431 E Oaks Street in the City of Compton. In September 2000, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk driver was hexavalent chromium.

DeMenno/Kerdoon

DeMenno / Kerdoon DBA World Oil Recycling is an active lubricating oils and greases facility located at 2000 N Alameda Street in the City of Compton. In December 2009, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk drivers were diesel particulate matter, hexavalent chromium, and polycyclie aromatic hydrocarbons.

Culver City, East Palms



About this Community

The city of Culver City and the neighborhood of East Palms within the City of Los Angeles, are both located within Los Angeles County, and have a combined land use that is 54% residential, 26% commercial, 9% industrial, 2% transportation, communications, and utility, 7% mixed, 1% open space, and 1% other. The area has a combined population of 35,382, including the following race/ethnicity groups: Hispanic or Latino (34.7%), White (33.4%), Asian (16.2%), Black or African American (11.1%), American Indian or Alaska Native (0.2%), and other races (4.3%). The average percentile scores for this community are 70.2 for CalEnviroScreen 3.0, 74.9 for SCAQMD's MATES IV, and 86.7 for diesel particulate matter. Within this same area, there is one facility in the AB 2588 core program.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	74.9	78.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	1077.9	1103.8	897
MATES IV non-Diesel Cancer Risk [percentile]	83.1	85.0	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	260.5	264.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	70.2	84.8	60
Ozone [percentile]	40.5	40.5	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	86.3	88.5	58
Population Below Poverty Line [percentile]	46.4	75.0	53
Age-Adjusted Asthma ER Visit Rate [percentile]	37.0	41.7	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	59.8	69.4	52
Low Birth Weight [percentile]	61.0	98.3	53
Toxic Releases [percentile]	66.3	66.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	9.6		
Population over 65 years old [%]	6.8		
Diesel Mobile Sources			
Length of Freeways [km]	6.3		
Number of Freight Railyards			
Schools and Daycares Near Industrial Sources or Freeways [score]	544.3	1263.6	
Community Nominated	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Los Angeles - VA Hospital: CO, NOx, O3

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Avaiation Special Monitoring Study

Conducted as part of a Community-Scale Air Toxics Ambient Monitoring Grant from the U.S. EPA, the SCAQMD organized an air monitoring study at the Santa Monica Airport from April 2006 to July 2006 and October 2006 to March 2007. The main goal of the study was to characterize the ambient levels of several important air toxics in communities adjacent to the airport. This study included deployment of sampling equipment near runways and at locations in the community under the flight path in order to detect and characterize pollution levels and exposure gradients caused by airport emissions. Results suggested that the most significant airport-related impacts on air quality were lead and ultrafine particles.

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.

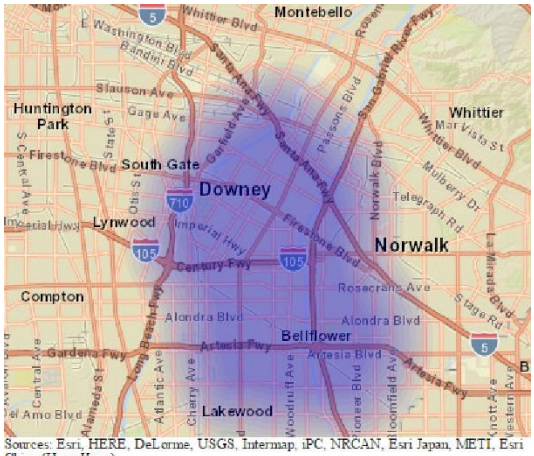
Carl Moyer Program (CMP)

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.

Downey, Bellflower, Lakewood, Cerritos



About this Community

The cities of Downey, Bellflower, Lakewood, and Cerritos, located within Los Angeles County, have a combined land use that is 60% residential, 24% commercial, 5% industrial, 5% transportation, communications and utility, 1% under construction, 5% open space, and 1% vacant land. The area has a combined population of 207,581, including the following race/ethnicity groups: Hispanic or Latino (60.2%), White (19.9%), Asian (10.4%), Black or African American (7.5%), American Indian or Alaska Native (0.2%), and other races (1.7%). The average percentile scores for this community are 72.1 for CalEnviroScreen 3.0, 86.1 for SCAQMD's MATES IV, and 68.1 for diesel particulate matter. Within this same area, there are three facilities in the AB 2588 core program, and one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic. Within this area, there are also three Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	86.1	96.1	43
MATES IV Cancer Risk [add'l cancer cases per million]	1219.3	1445.2	897
MATES IV non-Diesel Cancer Risk [percentile]	82.6	98.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	269.9	392.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	72.1	91.9	60
Ozone [percentile]	33.9	40.5	66
PM2.5 [percentile]	68.6	69.3	68
Diesel Particulate Matter [percentile]	68.0	82.6	58
Population Below Poverty Line [percentile]	54.2	90.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	57.5	84.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	61.7	83.8	52
Low Birth Weight [percentile]	60.1	96.3	53
Toxic Releases [percentile]	86.5	92.5	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.1		
Population over 65 years old [%]	10.0		
Diesel Mobile Sources			
Length of Freeways [km]	22.1		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	190.3	837.4	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

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

Trojan Battery: Lead (Pb)

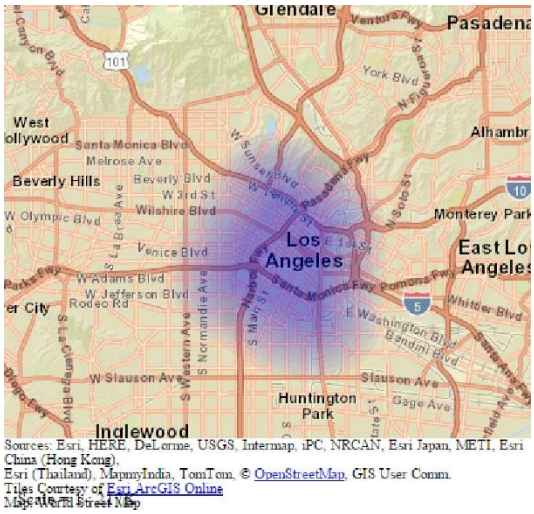
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Special Monitoring Studies in or near the Community

Trojan Battery Special Monitoring

Trojan Battery is a facility in Santa Fe Springs that manufactures lead-acid, deep-cycle batteries. Trojan Battery is subject to SCAQMD Rule 1420.2: Emission Standards for Lead from Metal Melting Facilities, which requires the facility to conduct air monitoring for lead. In February 2018, SCAQMD filed a petition for an administrative order to require Trojan Battery to reduce its lead (Pb) emissions. This was based on air monitoring data from January 2018, which indicated elevated levels of lead on-site at the facility near the fenceline. One of the rule's requirements (as of April 1st) is for regulated facilities to monitor outdoor lead levels at their fenceline, and that lead levels are not to exceed 0.100 micrograms per cubic meter (µg/m^3) on a rolling, 30-day average basis. In March 2018, SCAQMD's Hearing Board required Trojan Battery to reduce lead emissions by installing two additional outdoor air monitors, one of which would be located between the facility and St. Paul High School, which is located within 1000 ft of the facility. In March 2018, the SCAQMD Hearing Board adopted an Order for Abatement that requires the termination of lead melting and processing, moving the primary sources of lead dust into total enclosures, and other requirements to ensure that lead emissions are minimized.

Downtown Los Angeles



About this Community

The Downtown neighborhood of the City of Los Angeles is located within Los Angeles County, in an area where the combined land use is 17% residential, 51% commercial, 26% industrial, 2% transportation, communications and utility, 2% mixed, 1% under construction, and 1% open space. The area has a combined population of 90,719, including the following race/ethnicity groups: Hispanic or Latino (59.2%), Asian (13.3%), White (13%), Black or African American (12.4%), American Indian or Alaska Native (0.3%) and other races (1.7%). The average percentile scores for this community are 90.2 for CalEnviroScreen 3.0, 98.5 for SCAQMD's MATES IV, and 96.8 for diesel particulate matter. Within this area, there are three facilities in the AB 2588 core program and three facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There is also one Title V facility.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	98.5	99.9	43
MATES IV Cancer Risk [add'l cancer cases per million]	1617.0	1798.1	897
MATES IV non-Diesel Cancer Risk [percentile]	96.8	98.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	329.1	339.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	90.2	99.7	60
Ozone [percentile]	40.5	40.5	66
PM2.5 [percentile]	84.2	84.2	68
Diesel Particulate Matter [percentile]	96.5	97.9	58
Population Below Poverty Line [percentile]	88.0	100.0	53
Age-Adjusted Asthma ER Visit Rate [percentile]	71.0	98.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	34.9	71.0	52
Low Birth Weight [percentile]	66.7	99.7	53
Toxic Releases [percentile]	80.8	86.5	72
Age Profile	**Percentage**		
Population under 10 years old [%]	10.7		
Population over 65 years old [%]	9.5		
Diesel Mobile Sources			
Length of Freeways [km]	7.9		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	83.3	1609.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Los Angeles (Central) - North Main Street: 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)

The 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: The 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 (HAP) 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): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

AllenCo Energy, Inc. Special Monitoring

AllenCo Energy, Inc. is an oil field and gas production facility located in the University Park area of the City of Los Angeles. Between 2010 and 2014, SCAQMD inspectors responded to almost 300 odor complaints, conducted more than 150 inspections, and issues 18 notices of violation. In October 2013, the SCAQMD initiated monitoring at sites near the facility, including monitoring for volatile organic compounds (VOCs) at Mount Saint Mary's College, located across the street from AllenCo. In November 2013, AllenCo temporarily shut down operations to repair equipment which was believed to cause the odors. SCAQMD continued to collect VOC samples while AllenCo was shut down. SCAQMD continues to collect samples from 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.

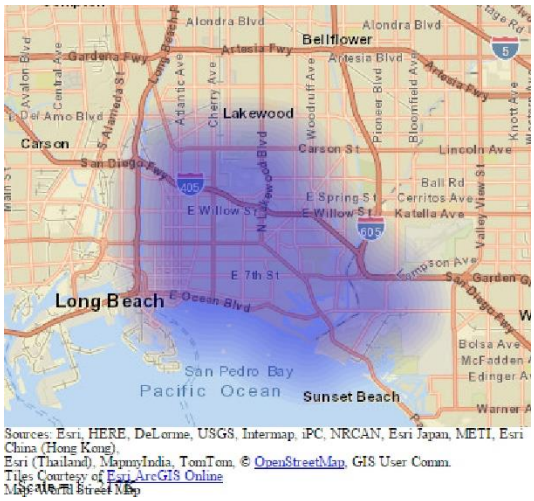
Carl Moyer Program (CMP)

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 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.

East Long Beach



About this Community

The eastern portion of the City of Long Beach located within Los Angeles County, has a combined land use that is 44% residential, 15% commercial, 7% industrial, 15% transportation, communications and utility, 6% open space, 12% vacant land, and 1% other. The area has a combined population of 191,028, including the following race/ethnicity groups: White (37.2%), Hispanic or Latino (35.3%), Asian (13.7%), Black or African American (10.3%), American Indian or Alaska Native (0.3%), and other races (3.2%). The average percentile scores for this community are 60.2 for CalEnviroScreen 3.0, 88.3 for SCAQMD's MATES IV, and 65.8 for diesel particulate matter. Within this same area, there are ten facilities in the AB 2588 core program, three facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. Within this area, there are also six Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	88.3	98.3	43
MATES IV Cancer Risk [add'l cancer cases per million]	1255.9	1557.0	897
MATES IV non-Diesel Cancer Risk [percentile]	68.2	85.5	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	230.5	266.1	
CalEnviroScreen 3.0			
Overall Score [percentile]	60.2	96.9	60
Ozone [percentile]	26.0	31.9	66
PM2.5 [percentile]	54.7	54.7	68
Diesel Particulate Matter [percentile]	65.8	99.9	58
Population Below Poverty Line [percentile]	59.4	98.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	56.8	97.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	51.4	91.8	52
Low Birth Weight [percentile]	59.3	98.4	53
Toxic Releases [percentile]	91.7	97.0	72
Age Profile	**Percentage**		
Population under 10 years old [%]	12.1		
Population over 65 years old [%]	10.0		
Diesel Mobile Sources			
Length of Freeways [km]	17.6		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	81.3	701.9	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

North Long Beach: PM2.5

South Long Beach: PM10, Lead (Pb), PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
Two of the MATES V fixed sites are located within the City of Long Beach.

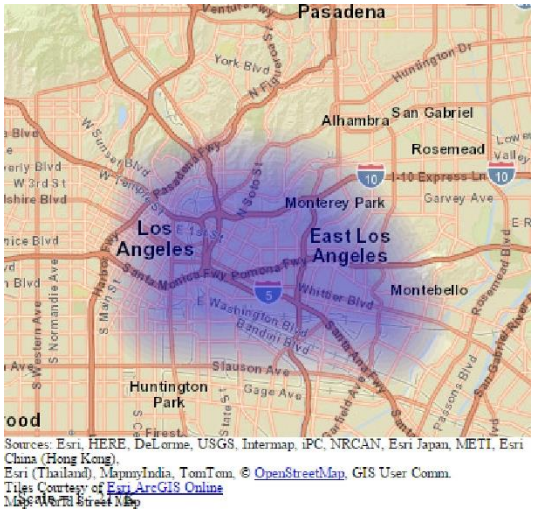
Coastal Odors Investigation

Beginning in 2016, the SCAQMD received numerous odor complaints from the Seal Beach, Huntington Beach, and Long Beach areas related to a gas/sulfur/chemical type of smell. As of July 2018, the source of the odors have not been clearly identified but are currently being investigated. However, due to multiple sources within the area that have the potential to emit gas/sulfur/chemical type odors, and the intermittent nature and unknown source location, it is challenging to assess the cause. SCAQMD is working with local fire departments to collect air samples during their response to 911 calls for natural gas odors. The air sampling results showed that some samples had higher than typical levels of hydrogen sulfide, hydrocarbons, and several other air pollutants. These samples were collected while odors were present, so they reflect the conditions at that time; the odors and other pollutants dissipate quickly, so these higher than typical levels do not last for a long time. As part of the SCAQMD's ongoing investigation, staff are now focusing on continuing to respond to and investigate odor complains, perform odor surveillance, request further assistance from city, state, and federal agencies to aid in the investigation of the odors, provide additional resources, and work with the community members for the collection of samples during odor events. For more information visit: https://www.aqmd.gov/home/news-events/community-investigations/coastal-area-odor-complaint-response-information.

Fenceline Monitoring (Fluxsense Study)

During fall 2015 the SCAQMD conducted three optical remote sensing (ORS) projects to characterize emissions from refineries, small stationary sources, marine vessels, and the ports and to trace Volatile Organic Compounds (VOCs), oxides of nitrogen (NOx) NOx, sulfur dioxide (SO2), and particulate matter (PM) from point and area sources in near-real time.
ORS Project 1: Quantification of Fugitive Emissions from Large Refineries: From August 28th to November 11th 2015, SCAQMD focused on six local refineries in the Los Angeles Basin to demonstrate the leak detection capabilities of multiple Optical Remote Sensing (ORS) techniques and quantify facility wide emissions of NOx and SO2. Results suggested that the measured VOC emissions from these facilities were higher than what is reflected in the emissions inventories, but measured emissions of SO2 and NOx were similar to inventory estimates.
ORS Project 2: Quantification of Gaseous Emissions from Gas Stations, Oil Wells, and Other Small Point Sources: From the beginning of September to mid-November 2015, SCAQMD measured emissions at a variety of small sources such as oil wells, intermediate storage tanks, and gas stations within the South Coast Air Basin (SCAB). Results suggested that oil wells, gas stations, and other small industrial sources were significant contributors to total VOC emissions from stationary sources.
ORS Project 3: Quantification of Stack Emissions from Marine Vessels: In November 2015, SCAQMD surveyed emissions measurements of NO2, SO2, PM, and other relevant pollutants from marine vessels at the Ports of Los Angeles and Long Beach. Results suggested that more than 99% of ships entering and exiting the ports were compliant with fuel sulfur content regulations.

East Los Angeles, Boyle Heights



About this Community

The Boyle Heights neighborhood of the City of Los Angeles and the unincorporated area of East Los Angeles within the County of Los Angeles, are in an area where the combined land use is an estimated 45% residential, 21% commercial, 14% industrial, 11% transportation, 7% open space, and 1% vacant land. The area has a population of 229,723 including the following race/ethnicity groups: Hispanic or Latino (92.5%), White (2.7%), Asian (2.3%), Black or African American (1.9%), American Indian or Alaska Native (0.1%) and other races (0.4%). The average percentile scores for this community are 90.2 for CalEnviroScreen 3.0, 93.6 for SCAQMD's MATES IV, and 92.7 for diesel particulate matter. Within this area, there are 14 industrial facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also several rail yards, 10 Title V facilities and six facilities in the AB 2588 core program. Exide Technologies, currently under a closure plan, is also located near this community.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	93.6	99.4	43
MATES IV Cancer Risk [add'l cancer cases per million]	1386.8	1682.7	897
MATES IV non-Diesel Cancer Risk [percentile]	90.3	96.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	287.2	323.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	90.2	99.9	60
Ozone [percentile]	40.8	53.0	66
PM2.5 [percentile]	80.4	84.2	68
Diesel Particulate Matter [percentile]	92.5	97.9	58
Population Below Poverty Line [percentile]	84.3	99.7	53
Age-Adjusted Asthma ER Visit Rate [percentile]	66.6	91.7	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	67.9	88.8	52
Low Birth Weight [percentile]	57.3	98.7	53
Toxic Releases [percentile]	94.7	99.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.3		
Population over 65 years old [%]	8.5		
Diesel Mobile Sources			
Length of Freeways [km]	39.8		
Number of Freight Railyards	5		
Schools and Daycares Near Industrial Sources or Freeways [score]	259.2	1354.2	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 1		

Regulatory monitors in or near the Community

Los Angeles (Central) - North Main Street: 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)

The 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.

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: The 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 (HAP) 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): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

One of the MATES V fixed sites is located in Central Los Angeles.

Resurrection Catholic School in Boyle Heights

As part of the SCAQMD Clean Communities Plan initiative, SCAQMD staff conducted a monitoring study from April 2009 to June 2010 to measure air toxics at the Resurrection Catholic School in Boyle Heights. This school is located in an area near several pollution sources, including major freeways. Overall, the concentrations of pollutants measured were similar to those found in other dense urban areas of Los Angeles dominated by motor vehicle emissions, with the exception of diesel particulate matter (PM) and Volatile Organic Compounds (VOCs). The levels of diesel PM, and VOCs were higher when compared to MATES background monitoring levels, likely due to close proximity of the site to the Interstate 5 and other busy streets. In addition, lead (Pb) concentrations were higher than background levels, but still below National Ambient Air Quality Standards (NAAQS).

Exide Technologies

Exide Technologies was a secondary lead smelting facility that recovered lead from recycled batteries and is located in Vernon, which is immediately south of the East Los Angeles and Boyle Heights community. SCAQMD staff has conducted a series of source tests measuring the emissions of lead, arsenic, and other metals from Exide's stacks following a public complaint of particulate and dust fallout from the plant. In addition, ambient monitoring results showed that average lead concentrations consistently exceeded both the Federal Standard for lead and the limit established by SCAQMD's Rule 1420.1 (0.15 µg/m3) until the end of 2011. However, the monitoring data show an overall decreasing trend in lead levels since the adoption of Rule 1420.1: Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities in 2008. Lead concentrations measured at all monitoring sites have been below the Federal 0.15 µg/m3 3-month average limit since all requirements of Rule 1420.1 became fully effective in January 2012. In 2012, an HRA found the average arsenic levels (the main risk driver for cancer risk from this facility's emissions) were consistently higher than the average arsenic levels measured during the MATES IV study. As part of AB 2588 requirements, the facility's RRP was approved in March 2014 but on July 10, 2014, the Hearing Board issued an Order for Abatement requiring Exide to

remain shut down, pending instillation of upgrades to its air pollution control systems. On April 7, 2015, Exide notified SCAQMD of its intent to permanently close the facility. Based on this decision, on June 2, 2015, the Hearing Board found good cause to terminate this Order for Abatement. The facility is currently proceeding with facility closure plans, approved by the Department of Toxic Substance Control in 2016. The facility continues to be subject to many SCAQMD rules and permit conditions, including ambient monitoring. 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 comply with the monitoring requirements of Rule 1420.1. This monitoring helps capture data on emissions or transport of re-suspended particles containing lead from the Exide facility. Facility surveillance is conducted twice per week and SCAQMD continues regular unannounced inspections.

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.

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 Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter and black carbon. To date, air filtration has been installed in 15 schools and community centers in EJ and Disadvantaged Communities in Boyle Heights.

Ongoing and Prior Emissions Reduction Plans or other Community Plans

AB2588 Risk Reduction Plans (RRP)

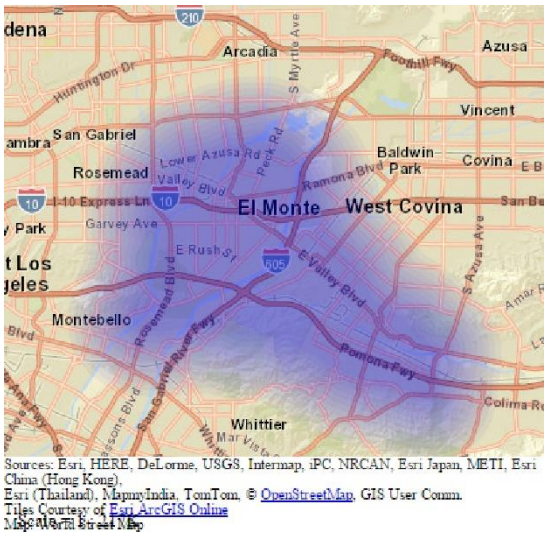
Grover Products Co.

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

Clean Communities Plan

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 the first two years to collect input. This working group included environmental and community organizations, businesses, environmental groups, elected officials, and public agencies. Input was also collected through community representative interviews and a community bus tour. The 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; inspections; regulatory compliance education as well as workshops on air pollution controls and pollution prevention with a focus on auto-body shops; incentive programs such as 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 the Exide facility's closing activities. SCAQMD also provided assistance and funding to replace boilers at the L.A. County USC Medical Center to improve efficiency.

El Monte, South El Monte, Avocado Heights, Hacienda Heights, West La Puente



About this Community

The cities of El Monte, and South El Monte, and the western portion of the city of La Puente, as well as the unincorporated areas of Avocado Heights and Hacienda Heights, are all located within Los Angeles County, where the combined land use is 35% residential, 15% commercial, 23% industrial, 10% transportation, communications and utility, 13% open space, 1% agriculture, 2% vacant land, and 1% water. The area has a combined population of 155,519, including people who identify as Hispanic or Latino (72.4%), Asian (21.6%), White (4.8%), Black or African American (0.5%), American Indian or Alaska Native (0.1%), and other races (0.6%). The average percentile scores for this community are 89.6 for CalEnviroScreen 3.0, 82 for SCAQMD's MATES IV, and 68.3 for diesel particulate matter. Within this area, there are five facilities in the AB 2588 core program and 11 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also six Title V facilities and three Superfund Sites in the area.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	82.0	99.3	43
MATES IV Cancer Risk [add'l cancer cases per million]	1214.0	1650.8	897
MATES IV non-Diesel Cancer Risk [percentile]	81.7	100.0	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	311.2	697.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	89.6	98.7	60
Ozone [percentile]	58.4	64.8	66
PM2.5 [percentile]	63.7	69.3	68
Diesel Particulate Matter [percentile]	68.4	87.7	58
Population Below Poverty Line [percentile]	76.9	97.8	53
Age-Adjusted Asthma ER Visit Rate [percentile]	57.3	76.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	51.4	73.5	52
Low Birth Weight [percentile]	54.6	87.9	53
Toxic Releases [percentile]	89.0	98.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	15.4		
Population over 65 years old [%]	9.2		
Diesel Mobile Sources			
Length of Freeways [km]	28.0		
Number of Freight Railyards	1		
Schools and Daycares Near Industrial Sources or Freeways [score]	337.2	3027.4	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Closet World (Quemetco): Lead (Pb)

Pico Rivera #2: CO, NOx, O3, PM10, PM2.5 ,Lead (Pb), SO4

Lead (Pb) Monitoring Network: This community has a single-pollutant source impact Lead (Pb) air monitoring site that was established to provide data on the ambient lead air concentrations where there is potential violation of the NAAQS, to understand ambient lead air concentrations near lead emissions sources, and to provide better information on exposure to lead in large urban areas.

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Quemetco Incorporated Special Monitoring

Quemetco Inc. operates a battery recycling and secondary lead smelting facility in the City of Industry. The facility recovers lead (Pb) from used batteries and other lead-bearing materials. Lead monitoring has been in place since 1999 and it is still ongoing. In December 2013, Quemetco was required under Rule 1402: Control of Toxic Air Contaminants from Existing Sources to submit a Health Risk Assessment (HRA) based on a November 2013 source test that showed elevated levels of arsenic (As) emissions (the main risk driver). The HRA, which was approved in May 2016, indicated that cancer risks exceeded SCAQMD thresholds for public notification and risk reduction. The Risk Reduction Plan (RRP) was approved in June 2017 and Quemetco must complete risk reductions by no later than December 2019.

Community PM Sensors Project

The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the El Monte area, 50 PM sensors were provided to the Asian Pacific Islander Forward Movement (APIFM) and 7 were distributed to El Monte USD in 2017. These sensors have been distributed to community members by the partnering local organization and they're currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

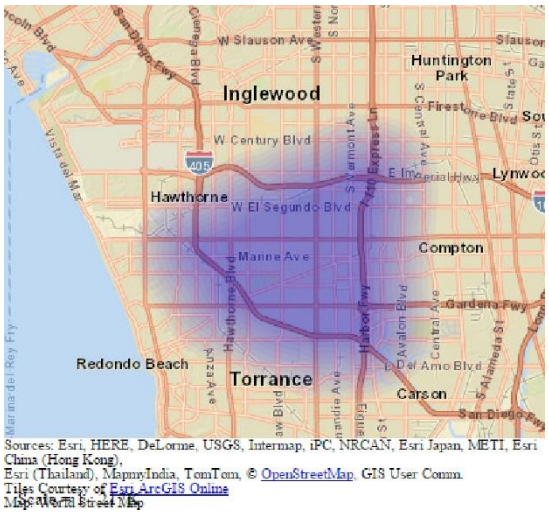
Sigma Plating Co.

Sigma Plating Co Inc. was a metal finishing facility that was sold and all SCAQMD permits were cancelled as of 2014. It was located at 1040 Otterbein Street in the City of La Puente. In November 2002, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk driver was hexavalent chromium.

Quemetco

Quemetco is a lead smelting facility that recovered lead from recycled batteries located at 720 S 7th Ave. in the City of Industry. In June 2017, the facility's RRP was approved, which was subsequently fully implemented. The main cancer and chronic risk driver was arsenic.

Gardena, Alondra Park, Lawndale



About this Community

The cities of Gardena and Lawndale and the unincorporated area of Alondra Park (also known as El Camino Village), all in Los Angeles County, are located in an area where the combined land use is 53% residential, 19% commercial, 16% industrial, 2% transportation, communications and utility, 6% open space, 1% agriculture, 1% vacant land, and 2% other. The area has a population of 101,877 including people who identify as Hispanic or Latino (48.5%), Black or African American (22%), Asian (17%), White (10%), American Indian or Alaska Native (0.2%), and other races (2.3%). The average percentile scores for this community are 90.3 for CalEnviroScreen 3.0, 59.9 for SCAQMD's MATES IV, and 75.7 for diesel particulate matter. Within this area, there are three facilities in the AB 2588 core program, and seven facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also six Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	59.9	75.1	43
MATES IV Cancer Risk [add'l cancer cases per million]	964.1	1075.2	897
MATES IV non-Diesel Cancer Risk [percentile]	62.0	77.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	219.0	247.4	
CalEnviroScreen 3.0			
Overall Score [percentile]	90.3	99.8	60
Ozone [percentile]	31.5	31.9	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	75.4	86.1	58
Population Below Poverty Line [percentile]	67.2	85.4	53
Age-Adjusted Asthma ER Visit Rate [percentile]	78.1	90.8	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	65.1	85.4	52
Low Birth Weight [percentile]	80.5	97.4	53
Toxic Releases [percentile]	85.3	95.0	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.0		
Population over 65 years old [%]	11.1		
Diesel Mobile Sources			
Length of Freeways [km]	11.1		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	182.0	863.6	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

LAX - Hastings: CO, NOx, O3, PM10, PM2.5, Lead (Pb), SO4

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

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions. More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

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

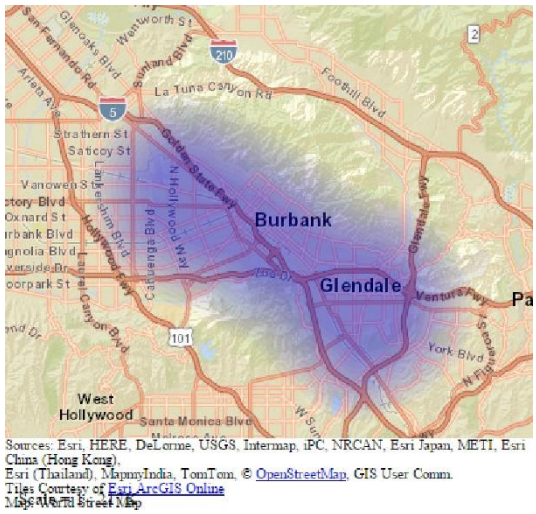
Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 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 Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter (PM) and black carbon. To date, air filtration has been installed in two schools in EJ and Disadvantaged Communities in the Gardena, Alondra Park, Lawndale community.

Glendale, Burbank



About this Community

Portions of the cities of Glendale and Burbank, located within Los Angeles County, have land use that is 51% residential, 25% commercial, 12% industrial, 3% transportation, communications and utility, 5% open space, and 3% vacant land. The area has a population of 148,822, including the following race/ethnicity groups: White (55.3%), Hispanic or Latino (25%), Asian (14.4%), Black or African American (1.7%), American Indian or Alaska Native (0.1%), and other races (3.5%). The average percentile scores for this community are 86.1 for CalEnviroScreen 3.0, 62.9 for SCAQMD's MATES IV, and 72 for diesel particulate matter. Within this area, there are six facilities in the AB 2588 core program, and 12 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also five Title V facilities and two Superfund Sites.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	62.9	80.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	985.2	1122.4	897
MATES IV non-Diesel Cancer Risk [percentile]	61.2	79.5	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	218.2	252.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	86.1	99.4	60
Ozone [percentile]	67.8	73.9	66
PM2.5 [percentile]	69.6	81.8	68
Diesel Particulate Matter [percentile]	71.8	93.6	58
Population Below Poverty Line [percentile]	64.0	89.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	44.7	80.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	63.1	96.7	52
Low Birth Weight [percentile]	52.0	99.6	53
Toxic Releases [percentile]	67.9	71.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	9.5		
Population over 65 years old [%]	14.1		
Diesel Mobile Sources			
Length of Freeways [km]	11.0		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	378.4	1867.1	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Los Angeles (Central) - North Main Street: 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)

The 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.

Pasadena: CO, NOx, O3, PM2.5

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: The NCore Multipollutant Monitoring Network The 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 (HAP) monitoring data of consistent quality nationwide. NATTS monitoring began in February 2007 at the Central Los Angeles station and continues. Photochemical Assessment

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

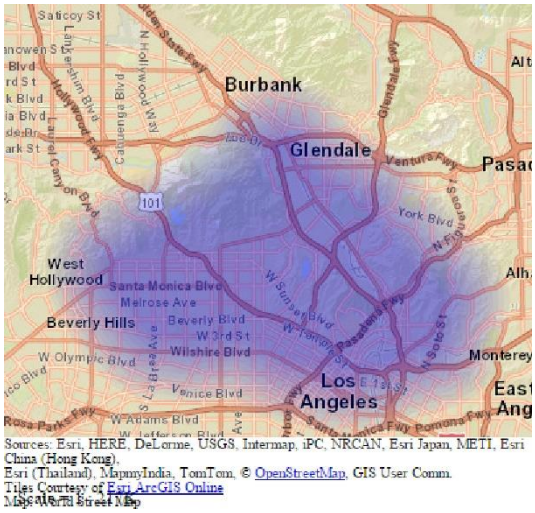
One of the MATES IV fixed sites was located in Burbank, and one of the MATES V fixed sites is located in Pacoima.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

PRC DeSoto International (a)

PRC DeSoto International was located at 5430 San Fernando Rd in the City of Glendale but has been out of business since 2009. In September 2000, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk driver was hexavalent chromium.

Hollywood, Los Feliz, Atwater, Echo Park, Silverlake



About this Community

The neighborhoods of Hollywood, Los Feliz, Atwater Village, Echo Park, and Silverlake are part of the City of Los Angeles, located within Los Angeles County, and have a combined land use that is 53% residential, 21% commercial, 7% industrial, 4% transportation, communications and utility, 9% open space, 4% vacant land and 1% water. The area has a combined population of 372,563, including the following race/ethnicity groups: Hispanic or Latino (45.7%), White (32.4%), Asian (16.7%), Black or African American (2.9%), American Indian or Alaska Native (0.2%), and other races (2.2%). The average percentile scores for this community are 79 for CalEnviroScreen 3.0, 83.4 for SCAQMD's MATES IV, and 85 for diesel particulate matter. Within this same area, there are two facilities in the AB 2588 core program, and four facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. Within this area, there are also eight Title V facilities and one Superfund Site.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	83.4	99.7	43
MATES IV Cancer Risk [add'l cancer cases per million]	1198.7	1774.0	897
MATES IV non-Diesel Cancer Risk [percentile]	82.7	97.8	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	263.9	336.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	79.0	99.4	60
Ozone [percentile]	52.4	64.8	66
PM2.5 [percentile]	82.1	84.2	68
Diesel Particulate Matter [percentile]	84.8	97.9	58
Population Below Poverty Line [percentile]	68.4	97.7	53
Age-Adjusted Asthma ER Visit Rate [percentile]	50.9	82.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	42.6	85.9	52
Low Birth Weight [percentile]	60.2	99.2	53
Toxic Releases [percentile]	73.0	83.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	9.8		
Population over 65 years old [%]	11.0		
Diesel Mobile Sources			
Length of Freeways [km]	31.0		
Number of Freight Railyards	2		
Schools and Daycares Near Industrial Sources or Freeways [score]	255.3	1663.0	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Los Angeles (Central) - North Main Street: 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)

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NCore Multipollutant Monitoring Network: The 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 (HAP) monitoring data of consistent quality nationwide. NATTS monitoring began in February 2007 at the Central Los Angeles station and continues. Photochemical Assessment

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More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

One of the MATES V fixed sites is located in Central Los Angeles.

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.

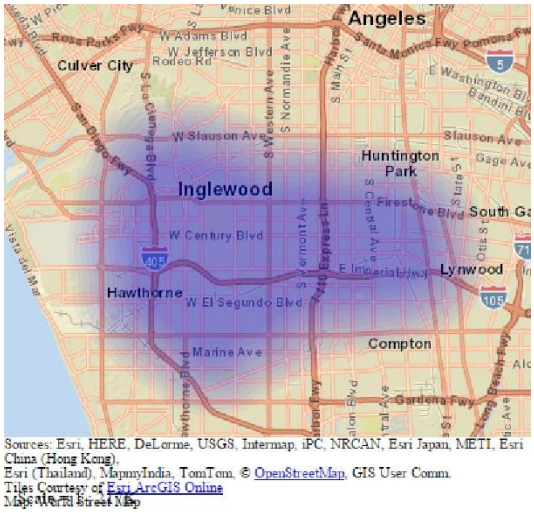
Carl Moyer Program (CMP)

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.

Inglewood, Hawthorne, Westmont, Vermont



About this Community

The cities of Inglewood and Hawthorne and the unincorporated neighborhood of Westmont in the Los Angeles County, have a combined land use that is 65% residential, 22% commercial, 5% industrial, 3% transportation, communications and utility, 1% mixed, 3% open space, and 1% vacant land. The area has a combined population of 317,436, including the following race/ethnicity groups: Hispanic or Latino (58%), Black or African American (34.9%), White (3%), Asian (2.3%), American Indian or Alaska Native (0.2%) and other races (1.6%). The average percentile scores for this community are 88.7 for CalEnviroScreen 3.0, 64.8 for SCAQMD's MATES IV, and 76 for diesel particulate matter. Within this area, there are four facilities in the AB 2588 core program and five facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also three Title V facilities in this area.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	64.8	75.1	43
MATES IV Cancer Risk [add'l cancer cases per million]	999.5	1075.1	897
MATES IV non-Diesel Cancer Risk [percentile]	79.5	93.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	254.8	299.7	
CalEnviroScreen 3.0			
Overall Score [percentile]	88.7	99.6	60
Ozone [percentile]	34.1	40.5	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	75.8	92.4	58
Population Below Poverty Line [percentile]	81.4	99.7	53
Age-Adjusted Asthma ER Visit Rate [percentile]	85.9	98.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	75.8	93.7	52
Low Birth Weight [percentile]	84.6	100.0	53
Toxic Releases [percentile]	79.4	84.6	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.1		
Population over 65 years old [%]	7.3		
Diesel Mobile Sources			
Length of Freeways [km]	16.1		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	164.7	1103.3	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

LAX - Hastings: CO, NOx, O3, PM10, PM2.5, Lead (Pb), SO4

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

Lead (Pb) Monitoring Network: This community has a single-pollutant source impact Lead (Pb) air monitoring site that was established to provide data on the ambient lead air concentrations where there is potential violation of the NAAQS, to understand ambient lead air concentrations near lead emissions sources, and to provide better information on exposure to lead in large urban areas.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

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

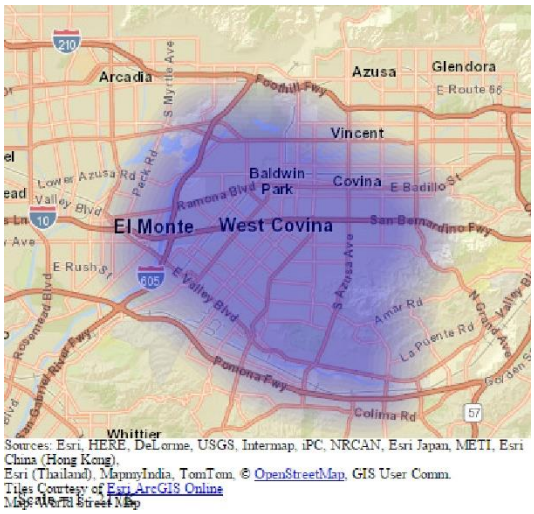
Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 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.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Triumph Aerostructures, LLC. (c)

Triumph Aerostructures, LLC. is an aerospace facility located at 3901 W Jack Northrop Avenue in the City of Hawthorne. In February 2001, the facility's RRPwas approved, which was subsequently fully implemented. The main cancer risk driver was hexavalent chromium.

La Puente, Covina, West Covina, Baldwin Park



About this Community

The cities of La Puente, Covina, West Covina, and Baldwin Park are located within Los Angeles County, in an area where the land use is 63% residential, 16% commercial, 8% industrial, 2% transportation, communications, and utility, 7% open space, and 4% vacant land. The area has a combined population of 194,788, including people who identify their race/ethnicity as Hispanic or Latino (77%), Asian (13.3%), White (7%), Black or African American (1.6%), American Indian or Alaska Native (0.2%) and other races (0.9%). The average percentile scores for this community are 84.8 for CalEnviroScreen 3.0, 61.8 for SCAQMD's MATES IV, and 66.9 for diesel particulate matter. Within this area, there are two facilities in the AB 2588 core program and three facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also four Title V facilities and two Superfund Sites.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	61.8	85.2	43
MATES IV Cancer Risk [add'l cancer cases per million]	978.9	1197.3	897
MATES IV non-Diesel Cancer Risk [percentile]	53.9	76.7	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	205.9	246.8	
CalEnviroScreen 3.0			
Overall Score [percentile]	84.8	97.9	60
Ozone [percentile]	65.7	73.9	66
PM2.5 [percentile]	56.6	69.3	68
Diesel Particulate Matter [percentile]	66.7	79.5	58
Population Below Poverty Line [percentile]	63.6	95.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	62.9	77.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	66.7	80.8	52
Low Birth Weight [percentile]	59.7	95.7	53
Toxic Releases [percentile]	94.1	99.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.9		
Population over 65 years old [%]	9.2		
Diesel Mobile Sources			
Length of Freeways [km]	9.2		
Number of Freight Railyards	1		
Schools and Daycares Near Industrial Sources or Freeways [score]	126.4	1164.9	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Azusa: CO, NOx, O3, PM10, PM2.5. Azusa is part of the PAMS network.

Closet World (Quemetco): Lead (Pb)

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

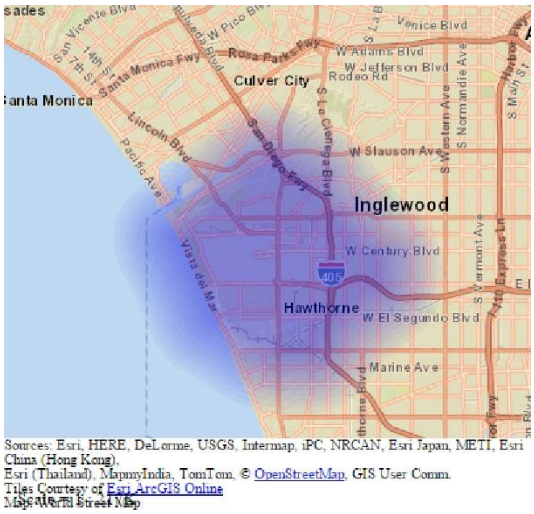
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Community PM Sensors Project

The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the San Gabriel Valley, 50 PM sensors were provided to the Asian Pacific Islander Forward Movement (APIFM) in 2017. These sensors have been distributed to community members by the partnering local organization and they're currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects.

LAX, Lennox, El Segundo



About this Community

The Los Angeles International Airport (LAX), the unincorporated neighborhood of Lennox, and the City of El Segundo, located within Los Angeles County, have a combined land use that is 23% residential, 14% commercial, 10% industrial, 40% transportation, communications and utility, 7% open space, and 5% vacant land. The area has a combined population of 56,854, including the following race/ethnicity groups: Hispanic or Latino (47.2%), White (37.1%), Asian (6.8%), Black or African American (5.9%), American Indian or Alaska Native (0.1%), and other races (2.9%). The average percentile scores for this community are 61.1 for CalEnviroScreen 3.0, 75.1 for SCAQMD's MATES IV, and 91.5 for diesel particulate matter. Within this same area, there are six facilities in the AB 2588 core program, and two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. Within this area, there are also nine Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	75.1	98.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	1112.6	1527.7	897
MATES IV non-Diesel Cancer Risk [percentile]	92.7	99.8	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	338.6	577.5	
CalEnviroScreen 3.0			
Overall Score [percentile]	61.1	98.2	60
Ozone [percentile]	35.1	40.5	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	91.2	94.1	58
Population Below Poverty Line [percentile]	46.9	93.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	48.9	77.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	61.7	83.6	52
Low Birth Weight [percentile]	49.4	98.6	53
Toxic Releases [percentile]	73.8	84.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	13.9		
Population over 65 years old [%]	9.7		
Diesel Mobile Sources			
Length of Freeways [km]	15.8		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	109.9	1089.5	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

LAX - Hastings: CO, NOx, O3, PM10, PM2.5, Lead (Pb), SO4

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

MATES IV LAX Microscale Study

On September 11, 2012, the SCAQMD conducted a series of air quality measurements at the Los Angeles International Airport (LAX) to measure the levels of ultrafine particles (UFP) and black carbon, as part of the MATES IV Microscale Study. The local-scale study was conducted to specify local air toxic concentration gradients in proximity to the airport and to establish if any airport related emissions are distinguishable from those of other potential sources, such as nearby traffic from the Interstate 405 (I-405). Depending on the location of the monitor, UFP concentrations were up to 25 times higher than the MATES IV Basin average.

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.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Northrop-Grumman

Northop Grumman Systems Corporation is an aerospace facility located at 1 Hornet Way in the City of El Segundo. In September 2000, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk driver was hexavalent chromium.

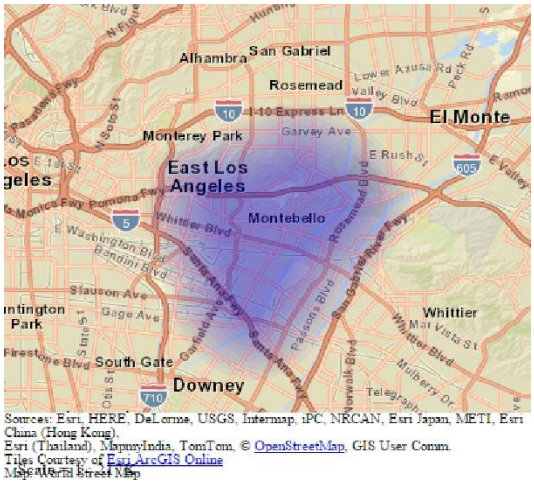
Garrett Aviation Services, LLC

Garrett Aviation Services LLC DBA Standard Aero was an airport / flying field located at 6201 W Imperial Highway in the City of Los Angeles. It is no longer operating as of 2018. In 2002, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk was hexavalent chromium.

American Airlines, Inc.

American Airlines, Inc operates equipment subject to AB 2588 at the LAX property. In June 2003, the facility's RRP was approved, which was subsequently implemented. The main cancer risk driver was hexavalent chromium.

Montebello



About this Community

The City of Montebello is located within Los Angeles County, where the land use are 42% residential, 19% commercial, 19% industrial, 8% transportation, communications and utility, 7% open space, 2% agriculture, and 3% vacant land. The area has a population of 64,394, including the following race/ethnicity groups: Hispanic or Latino (78.6%), Asian (11.4%), White (8.5%), Other (0.7%), Black or African American (0.6%), and American Indian or Alaska Native (0.2%). The average percentile score for this community are 80.5 for CalEnviroScreen 3.0, 82.4 for SCAQMD's MATES V, and 67 for diesel particulate matter. Within this area, there are four facilities in the AB 2588 core program and five Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	82.4	85.1	43
MATES IV Cancer Risk [add'l cancer cases per million]	1154.1	1193.7	897
MATES IV non-Diesel Cancer Risk [percentile]	80.4	84.5	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	254.5	263.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	80.5	94.8	60
Ozone [percentile]	42.2	53.0	66
PM2.5 [percentile]	69.3	69.3	68
Diesel Particulate Matter [percentile]	67.1	88.7	58
Population Below Poverty Line [percentile]	61.3	87.1	53
Age-Adjusted Asthma ER Visit Rate [percentile]	53.8	62.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	69.2	82.3	52
Low Birth Weight [percentile]	59.3	95.1	53
Toxic Releases [percentile]	93.3	94.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	13.5		
Population over 65 years old [%]	13.8		
Diesel Mobile Sources			
Length of Freeways [km]	4.0		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	175.6	748.4	
Community Self-Nomination Received	No		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

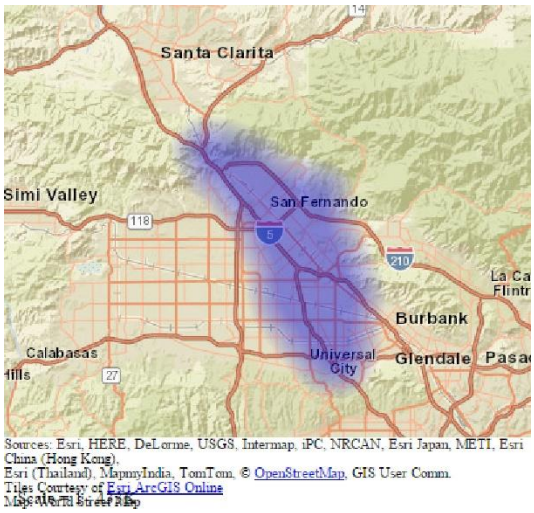
Pico Rivera #2: CO, NOx, O3, PM10, PM2.5, Lead (Pb), SO4

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

Lead (Pb) Monitoring Network: This community has a single-pollutant source impact Lead (Pb) air monitoring site that was established to provide data on the ambient lead air concentrations where there is potential violation of the NAAQS, to understand ambient lead air concentrations near lead emissions sources, and to provide better information on exposure to lead in large urban areas.

More information about these stations can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/monitoring-network-plan.

Pacoima, North Hollywood, Sun Valley, San Fernando, Sylmar



About this Community

The City of San Fernando and the neighborhoods of Pacoima, North Hollywood, Sun Valley, and Sylmar which are part of the City of Los Angeles, are in the northeast portion of the San Fernando Valley in the Los Angeles County. The combined land use in this area is 45% residential, 17% commercial, 16% industrial, 11% transportation, communications and utility, 3% open space, 1% agriculture, 5% vacant land, and 1% water. The area has a combined population of 252,848, including the following race/ethnicity groups: Hispanic or Latino (75%), White (14.6%), Asian (5.5%), Black or African American (3.4%), American Indian or Alaska Native (0.2%) and other races (1.3%). The average percentile scores for this community are 88.9 for CalEnviroScreen 3.0, 44.6 for SCAQMD's MATES IV, and 71.4 for diesel particulate matter. Within this area, there are 10 facilities in the AB 2588 core program, and 25 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 14 Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	44.6	80.2	43
MATES IV Cancer Risk [add'l cancer cases per million]	824.4	1124.9	897
MATES IV non-Diesel Cancer Risk [percentile]	47.9	82.1	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	193.2	258.8	
CalEnviroScreen 3.0			
Overall Score [percentile]	88.9	98.8	60
Ozone [percentile]	75.0	85.2	66
PM2.5 [percentile]	62.7	69.3	68
Diesel Particulate Matter [percentile]	71.4	94.1	58
Population Below Poverty Line [percentile]	72.4	99.0	53
Age-Adjusted Asthma ER Visit Rate [percentile]	73.6	84.2	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	55.9	94.9	52
Low Birth Weight [percentile]	67.3	98.3	53
Toxic Releases [percentile]	58.9	63.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	15.0		
Population over 65 years old [%]	8.0		
Diesel Mobile Sources			
Length of Freeways [km]	28.0		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	207.8	1655.6	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Reseda: CO, NOx, O3, PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

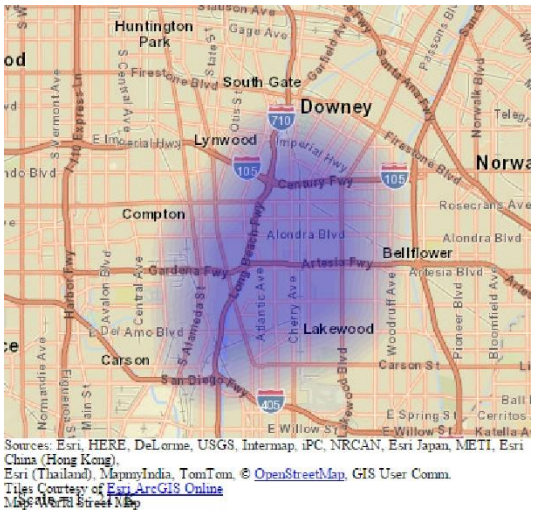
Multiple Air Toxics Exposure Study (MATES) V

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies. One of the MATES V fixed sites is located in Pacoima.

MATES III Microscale Study – Sun Valley

The objective of this MATES III Microscale study was to determine if there were variations in ambient levels of toxic air contaminants between communities that were not otherwise captured by the fixed monitoring sites. Each microscale site was paired with the closest fixed site for comparison to determine if toxic air contaminant levels at these microscale sites statistically exceed a neighboring fixed site. In this case, Sun Valley's microscale station was paired with the regulatory station in Burbank. The microscale sites utilized the SCAQMD's mobile monitoring platforms and were situated near air toxic emission sources. VOC measurements were taken from June 2005 through March 2006, PM2.5, TSP and PM10 measurements were taken from June 2005 to April 2006 and hexavalent chromium (Cr6+) measurements were taken from June 2005 to June 2006. Results showed that Sun Valley had higher levels of hexavalent chromium than Burbank. This may reflect the nearby use of hexavalent chromium such as plating operations. The level of 1,3-butadiene was higher as well. For more information visit: http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iii

Paramount, North Long Beach



About this Community

The city of Paramount and the neighborhood of north Long Beach, both within Los Angeles County, are located in an area where the combined land use is 51% residential, 11% commercial, 16% industrial, 9% transportation, communications and utility, 1% open space, and 10% vacant land. The area has a population of 140,051, including the following race/ethnicity groups: Hispanic or Latino (64.8%), Black or African American (16.2%), Asian (9.4%), White (7.8%), American Indian or Alaska Native (0.2%) and other races (1.7%). The average percentile scores for this community are 92.6 for CalEnviroScreen 3.0, 79 for SCAQMD's MATES IV, and in the 75 for diesel particulate matter. Within this area, there are 12 facilities in the AB 2588 core program and four facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 11 Title V Facilities in this area.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	79.0	87.5	43
MATES IV Cancer Risk [add'l cancer cases per million]	1122.8	1227.5	897
MATES IV non-Diesel Cancer Risk [percentile]	72.8	80.7	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	238.6	255.4	
CalEnviroScreen 3.0			
Overall Score [percentile]	92.6	99.2	60
Ozone [percentile]	28.4	31.9	66
PM2.5 [percentile]	67.6	69.3	68
Diesel Particulate Matter [percentile]	75.0	83.3	58
Population Below Poverty Line [percentile]	74.6	89.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	76.0	88.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	73.7	86.0	52
Low Birth Weight [percentile]	82.1	97.3	53
Toxic Releases [percentile]	86.8	95.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.0		
Population over 65 years old [%]	6.4		
Diesel Mobile Sources			
Length of Freeways [km]	13.5		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	113.7	522.8	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6 with special considerations		

Regulatory monitors in or near the Community

North Long Beach: PM2.5

Long Beach - I-710 Near Road Site: NOx, PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

City of Paramount Special Monitoring

In 2013, the SCAQMD received metallic odor complaints from community members in the City of Paramount. In response to these complaints, the SCAQMD staff began sampling the air around facilities in Paramount. Data showed elevated levels of Nickel (Ni) and Hexavalent Chromium (Cr6+). Between 2014 and 2015, SCAQMD worked with Carlton Forge Works, a metal forging facility, to reduce metal particulate emissions from its grinding operations. The facility voluntarily made changes that reduced its emissions of many metals, but Cr6+ levels in the community remained elevated. In October 2016, SCAQMD staff deployed a newly available air monitor in an expanded air monitoring campaign to assess levels of Cr6+ in the industrialized sections of the City of Paramount. Inspections, air monitoring and equipment testing, and evaluation of wind data helped identify facilities with high hexavalent chromium emissions. The SCAQMD Hearing Board issued Orders for Abatement on 3 facilities due to their Cr6+ emissions: Aerocraft (December 2016), Anaplex (January 2017), and Lubeco (August 2017). These Orders for Abatement included requirements to control Cr6+ emissions, and requirements to curtail operations if air samples were above certain levels. As of November 2017, Aerocraft and Anaplex have each had to curtail their chromium-related processes four times and each partial shutdown lasted about a week. SCAQMD staff continue to work with these facilities to reduce their emissions even further. Ambient Cr6+ concentrations in Paramount have declined steeply since the fall of 2016. As a result, in June 2018, SCAQMD updated its air monitoring efforts in Paramount to continue to perform sampling at certain selected locations within the Paramount community. In addition to the Cr6+ investigations, the SCAQMD Hearing Board issued an Order for Abatement to Carlton Forge Works to implement control measures to reduce metallic odor emissions (July 2017). For more information visit: https://www.aqmd.gov/home/news-events/community-investigations/air-monitoring-activities.

Interstate 710 (I-710) Special Monitoring Study

SCAQMD conducted two field studies from January to March 2009 and end of June 2009 to August 2009, in the vicinity of the Interstate-710 (I-710) freeway, an eight lane freeway connecting the ports of Long Beach and San Pedro to the shipping yards in East Los Angeles. During these studies SCAQMD staff measured particulate matter (PM), ultrafine particles (UFP), black carbon (BC), Volatile Organic Compounds (VOCs), oxides of Nitrogen (NOx), and Carbon Monoxide (CO). Results from this monitoring study suggest that motor-vehicle emissions from the I-710 increase levels of most combustion related pollutants above background levels, especially within the first 80 meters from the edge of the freeway.

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.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Anaplex Corp

Anaplex Corporation is an active metal finishing facility located at 15547 Garfield Avenue in the City of Paramount. The facility was designated as a Potentially High Risk Level Facility in December 2016 under Rule 1402 and was required to prepare and implement an Early Action Reduction Plan, as well as prepare a HRA and RRP. The HRA and RRP are currently under review.

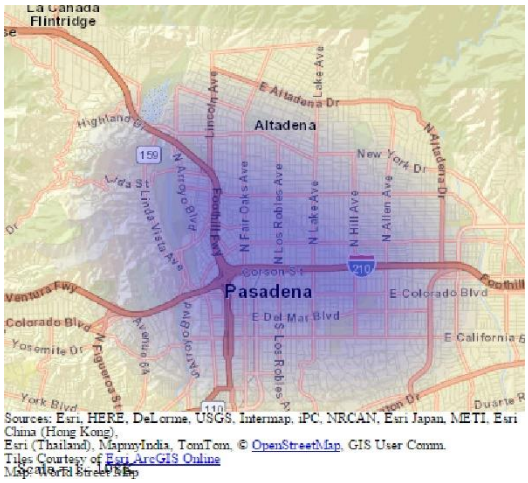
Aerocraft Heat Treating Co Inc

Aerocraft Heat Treating Company Inc is an active heat treating facility located at 15701 Minnesota Avenue in the City of Paramount. The facility was designated as a Potentially High Risk Level Facility in December 2016 under Rule 1402 and was required to prepare and implement an Early Action Reduction Plan, as well as prepare a HRA and RRP. The HRA and RRP are currently under review.

Lubeco, Inc.

Lubeco Inc. is an active metal finishing facility located at 6859 Downey Avenue in the City of Long Beach. The facility was designated as a Potentially High Risk Level Facility in September 2017 under Rule 1402 and was required to prepare and implement an Early Action Reduction Plan, as well as prepare a HRA and RRP. The HRA and RRP are currently under review.

Pasadena, I-210



About this Community

The portions of the City of Pasadena located near the interstate 210 junction with CA-134, within Los Angeles County, have a combined land use that is 55% residential, 31% commercial, 2% industrial, 1% transportation, communications, and utility, 3% open space, and 7% vacant land. The area has a combined population of 22,286 including the following race/ethnicity groups: Hispanic or Latino (44.5%), White (23.9%), Asian (15.4%), Black or African American (13.3%), American Indian or Alaska Native (0.2%), and other races (2.7%). The average percentile scores for this community are 63.1 for CalEnviroScreen 3.0, 67.7 for SCAQMD's MATES IV, and 74.3 for diesel particulate matter.

AB 617 Community Data

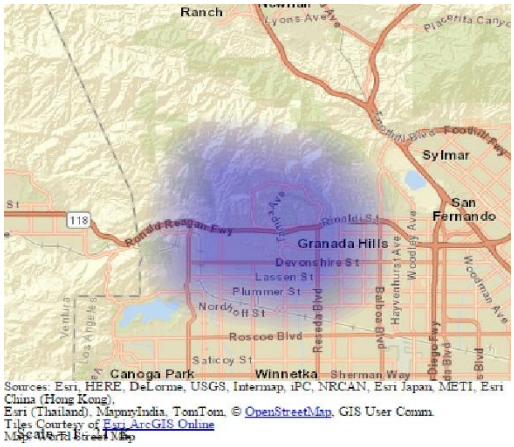
	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	67.7	78.2	43
MATES IV Cancer Risk [add'l cancer cases per million]	1023.9	1107.2	897
MATES IV non-Diesel Cancer Risk [percentile]	62.6	70.7	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	220.0	232.7	
CalEnviroScreen 3.0			
Overall Score [percentile]	63.1	80.4	60
Ozone [percentile]	66.7	69.3	66
PM2.5 [percentile]	49.8	52.8	68
Diesel Particulate Matter [percentile]	74.1	78.9	58
Population Below Poverty Line [percentile]	66.1	74.8	53
Age-Adjusted Asthma ER Visit Rate [percentile]	35.6	70.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	21.8	47.5	52
Low Birth Weight [percentile]	64.7	98.3	53
Toxic Releases [percentile]	71.9	73.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	12.1		
Population over 65 years old [%]	10.7		
Diesel Mobile Sources			
Length of Freeways [km]	5.8		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	430.0	863.1	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Pasadena: CO, NOx, O3, PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Porter Ranch



About this Community

The neighborhood of Porter Ranch, in the northwest region of the San Fernando Valley, is part of the City of Los Angeles, and has a combined land use that is 58% residential, 6% commercial, 1% transportation, communications and utility, 2% under construction, 20% open space, 1% agriculture, and 12% vacant land. The area has a combined population of 69,925, including the following race/ethnicity groups: White (52.7%), Asian (23%), Hispanic or Latino (17.5%), Black or African American (3.4%), American Indian or Alaska Native (0.2%), and other races (3.2%). The average percentile scores for this community are 43.9 for CalEnviroScreen 3.0, 18.5 for SCAQMD's MATES IV, and 57.1 for diesel particulate matter.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	18.5	31.7	43
MATES IV Cancer Risk [add'l cancer cases per million]	541.3	733.5	897
MATES IV non-Diesel Cancer Risk [percentile]	20.5	33.4	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	135.9	166.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	43.9	74.2	60
Ozone [percentile]	80.8	82.1	66
PM2.5 [percentile]	42.9	43.1	68
Diesel Particulate Matter [percentile]	57.1	89.5	58
Population Below Poverty Line [percentile]	23.6	59.8	53
Age-Adjusted Asthma ER Visit Rate [percentile]	36.5	67.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	41.3	67.4	52
Low Birth Weight [percentile]	59.7	100.0	53
Toxic Releases [percentile]	45.9	50.4	72
Age Profile	**Percentage**		
Population under 10 years old [%]	9.9		
Population over 65 years old [%]	16.2		
Diesel Mobile Sources			
Length of Freeways [km]	5.9		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	30.1	316.3	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Reseda: CO, NOx, O3, PM2.5

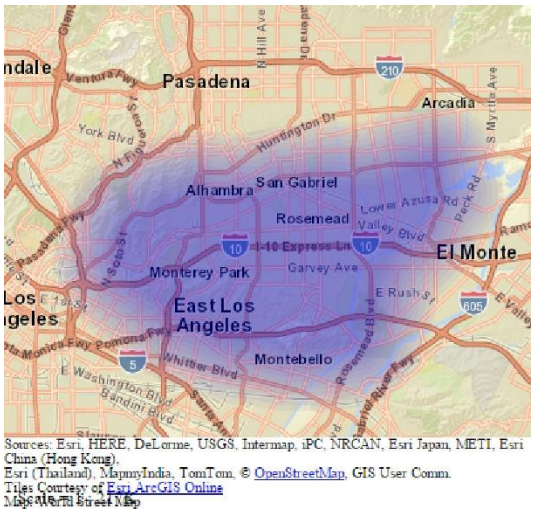
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Aliso Canyon Natural Gas Facility Special Monitoring

The Aliso Canyon natural gas underground storage facility, located in the City of Northridge, is operated by Southern California Gas Company (SoCalGas). On October 23, 2015, SoCalGas discovered that a well that was being used to inject and withdraw natural gas from the underground storage reservoir at this facility was leaking. After months of leaking and several well-kill attempts, the well was temporarily controlled on February 11, 2016, and on February 18, 2016, the California Division of Oil, Gas and Geothermal Resources (DOGGR) announced that the well had been permanently sealed. Staff from SCAQMD, along with the California Air Resources Board (CARB), SoCalGas, and the Los Angeles Unified School District (LAUSD), conducted extensive air monitoring at the facility and in the Porter Ranch neighborhood while the well was actively leaking, and for more than a year after the well had been permanently sealed. Details about SCAQMD's air monitoring and findings, inspection activities, and other information is available on this webpage: http://www.aqmd.gov/home/news-events/community-investigations/aliso-canyon-update. In 2018, SCAQMD staff established the Health Study Technical Advisory Group to help draft a scope of the health study that was funded through a legal settlement with SoCalGas, and are continuing to work toward implementing this health study.

San Gabriel, Rosemead, Monterey Park, South Alhambra



About this Community

The cities of San Gabriel, Rosemead, Monterey Park, and the southern portion of the city of Alhambra, are located within Los Angeles County, have a combined land use that is 63% residential, 16% commercial, 5% industrial, 4% transportation, communications, and utility, 6% open space, 1% agriculture, 3% vacant land, and 1&% other. The area has a combined population of 226,092, including the following race/ethnicity groups: Asian (54.8%), Hispanic or Latino (36.6%), White (6.7%), Black or African American (0.7%), American Indian or Alaska Native (0.1%), and other races (1.1%). The average percentile scores for this community are 70.7 for CalEnviroScreen 3.0, 82.2 for SCAQMD's MATES IV, and 67.5 for diesel particulate matter. Within this same area, there are four facilities in the AB 2588 core program, and four facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also two Title V facilities and one Superfund Site.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	82.2	92.7	43
MATES IV Cancer Risk [add'l cancer cases per million]	1159.2	1310.5	897
MATES IV non-Diesel Cancer Risk [percentile]	83.4	98.6	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	266.8	365.7	
CalEnviroScreen 3.0			
Overall Score [percentile]	70.7	92.6	60
Ozone [percentile]	55.4	64.8	66
PM2.5 [percentile]	65.6	81.8	68
Diesel Particulate Matter [percentile]	67.5	81.5	58
Population Below Poverty Line [percentile]	62.5	91.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	32.4	75.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	28.5	70.8	52
Low Birth Weight [percentile]	66.1	98.5	53
Toxic Releases [percentile]	85.5	94.2	72
Age Profile	**Percentage**		
Population under 10 years old [%]	10.7		
Population over 65 years old [%]	15.2		
Diesel Mobile Sources			
Length of Freeways [km]	27.2		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	97.6	731.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Pico Rivera #2: CO, NOx, O3, PM10, PM2.5 ,Lead (Pb), SO4

Los Angeles (Central) - North Main Street: 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)

The 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. The 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.

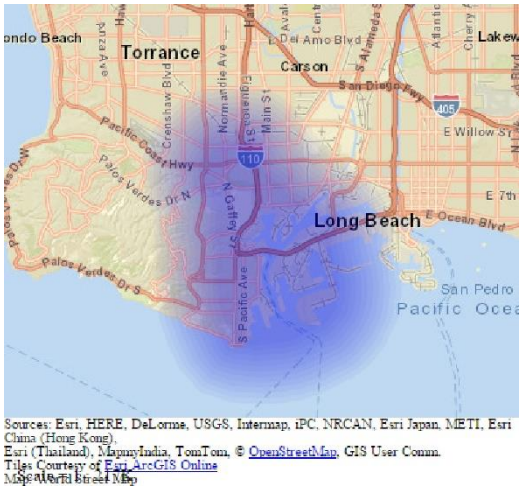
NCore Multipollutant Monitoring Network: The NCore Multipollutant Monitoring Network is a multi-pollutant network that integrates several advanced measurement systems for particles, pollutant gases and meteorology.

National Air Toxics Trends Station (NATTS): The NATTS program was developed to fulfill the need for long-term Hazardous Air Pollutant (HAP) 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): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

San Pedro, Harbor City



About this Community

San Pedro and Harbor City, both located within the City of Los Angeles, have a combined land use that is 16% residential, 15% commercial, 1% industrial, 62% transportation, communications and utility, 2% open space, 2% vacant land, and 2% water. The area has a combined population of 49,592, including the following race/ethnicity groups: Hispanic or Latino (60.6%), White (20.3%), Black or African American (9.7%), Asian (6.6%), American Indian or Alaska Native (0.3%) and other races (2.4%). The average percentile scores for this community are 85.8 for CalEnviroScreen 3.0, 65.7 for MATES IV, and 88.4 for diesel particulate matter. Within this area, there are eight facilities in the AB 2588 core program and one facility that regularly processes chemicals such as hexavalent chromium, arsenic, and/or lead. There are also 11 Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	65.7	97.9	43
MATES IV Cancer Risk [add'l cancer cases per million]	1065.1	1524.7	897
MATES IV non-Diesel Cancer Risk [percentile]	20.9	32.1	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	138.1	164.4	
CalEnviroScreen 3.0			
Overall Score [percentile]	85.8	97.3	60
Ozone [percentile]	25.9	25.9	66
PM2.5 [percentile]	54.7	54.7	68
Diesel Particulate Matter [percentile]	88.5	99.0	58
Population Below Poverty Line [percentile]	72.4	95.1	53
Age-Adjusted Asthma ER Visit Rate [percentile]	79.4	87.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	65.8	71.3	52
Low Birth Weight [percentile]	54.2	95.5	53
Toxic Releases [percentile]	84.1	91.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	15.1		
Population over 65 years old [%]	8.5		
Diesel Mobile Sources			
Length of Freeways [km]	6.3		
Number of Freight Railyards	2		
Schools and Daycares Near Industrial Sources or Freeways [score]	9.3	819.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Long Beach (Hudson): CO, NOx, O3, PM10, SO2

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

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

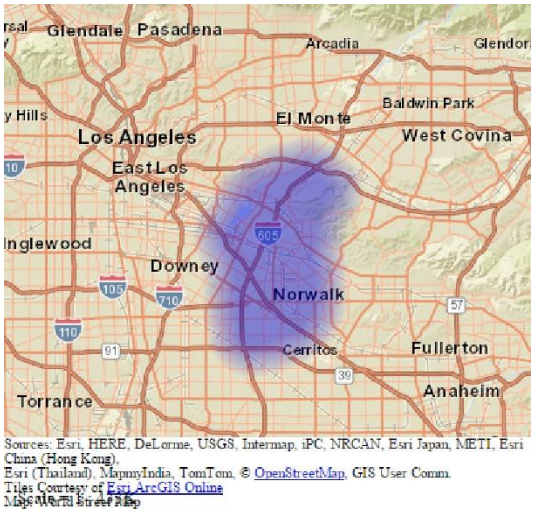
Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 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 Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter (PM) and black carbon. To date, air filtration has been installed in 22 schools and community centers in the San Pedro, Harbor City community.

Santa Fe Springs, Norwalk, West Whittier, Los Nietos, Pico Rivera



About this Community

The cities of Santa Fe Springs, Pico Rivera, and Norwalk and, the unincorporated areas of West Whittier and Los Nietos, lie within Los Angeles County. The area has a combined land use that is 42% residential, 17% commercial, 19% industrial, 5% transportation, communications, and utility, 7% open space, 1% agriculture, 4% vacant land, and 6% water. The area has a combined population of 243,092, including the following race/ethnicity groups: Hispanic or Latino (80%), White (10%), Asian (6.6%), and Black or African American (2.2%), American Indian or Alaska Native (0.3%), and other races (0.9%). The average percentile scores for this community are 84 for CalEnviroScreen 3.0, 73.6 for SCAQMD's MATES IV, and 71.5 for diesel particulate matter. Within this area, there are seven facilities in the AB 2588 core program and 15 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also six Title V facilities and three Superfund Sites.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	73.6	87.7	43
MATES IV Cancer Risk [add'l cancer cases per million]	1080.0	1230.8	897
MATES IV non-Diesel Cancer Risk [percentile]	70.5	87.6	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	235.0	275.5	
CalEnviroScreen 3.0			
Overall Score [percentile]	84.0	96.5	60
Ozone [percentile]	39.3	40.5	66
PM2.5 [percentile]	68.9	69.3	68
Diesel Particulate Matter [percentile]	71.5	85.4	58
Population Below Poverty Line [percentile]	57.7	85.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	70.1	83.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	91.5	98.3	52
Low Birth Weight [percentile]	55.9	93.2	53
Toxic Releases [percentile]	86.8	97.5	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.2		
Population over 65 years old [%]	10.6		
Diesel Mobile Sources			
Length of Freeways [km]	22.8		
Number of Freight Railyards	1		
Schools and Daycares Near Industrial Sources or Freeways [score]	244.8	1402.5	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Pico Rivera #2: CO, NOx, O3, PM10, PM2.5 ,Lead (Pb), SO4

Trojan Battery: Lead (Pb)

Lead (Pb) Monitoring Network: The Lead Monitoring Network was established to provide data on the ambient lead air concentrations where there is potential violation of the NAAQS, to understand ambient lead air concentrations near lead emissions sources, and to provide better information on exposure to lead in large urban areas.

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

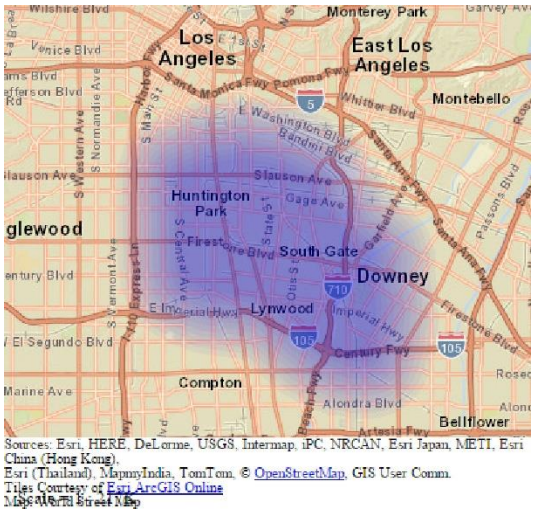
The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.

One of the MATES V fixed sites is located in Pico Rivera.

Trojan Battery Special Monitoring

Trojan Battery is a facility in Santa Fe Springs that manufactures lead-acid, deep-cycle batteries. Trojan Battery is subject to SCAQMD Rule 1420.2: Emission Standards for Lead from Metal Melting Facilities, which requires the facility to conduct air monitoring for lead. In February 2018, SCAQMD filed a petition for an Order for Abatement to require Trojan Battery to reduce its lead emissions. This was based on air monitoring data from January 2018, which indicated elevated levels of lead on-site at the facility near the fenceline. The rule requires (as of April 1, 2018) regulated facilities to monitor outdoor lead levels at their fenceline and prohibits lead level exceedances above 0.100 micrograms per cubic meter (µg/m^3) on a rolling, 30-day average basis. In March 2018, SCAQMD's Hearing Board required Trojan Battery to reduce lead emissions and install two additional outdoor air monitors, one of which would be located between the facility and St. Paul High School, which is located within 1000 ft of the facility. In March 2018, the SCAQMD Hearing Board issued an Order for Abatement that requires the termination of lead melting and processing, moving the primary sources of lead dust into total enclosures, and other requirements to ensure that lead emissions are minimized.

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, 6% transportation, communications and utility, 2% mixed, and 4% open space. The area has population of 234,233, including the following race/ethnicity groups: Hispanic or Latino (94.3%), Black or African American (2.7%), White (2.1%), Asian (0.5%), American Indian or Alaska Native (0.1%) and other races (0.3%). The average percentile scores for this community are 90.2 for CalEnviroScreen 3.0, 86.5 for SCAQMD's MATES IV, and 69.7 for diesel particulate matter. Within this area, there are 22 industrial facilities that regularly process chemicals such as hexavalent chromium, lead, and/or 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 Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	86.5	98.3	43
MATES IV Cancer Risk [add'l cancer cases per million]	1248.6	1545.6	897
MATES IV non-Diesel Cancer Risk [percentile]	93.8	99.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	348.3	631.0	
CalEnviroScreen 3.0			
Overall Score [percentile]	90.2	99.7	60
Ozone [percentile]	36.0	40.5	66
PM2.5 [percentile]	69.9	81.8	68
Diesel Particulate Matter [percentile]	69.7	76.2	58
Population Below Poverty Line [percentile]	83.3	99.0	53
Age-Adjusted Asthma ER Visit Rate [percentile]	61.8	88.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	80.5	91.6	52
Low Birth Weight [percentile]	60.7	96.8	53
Toxic Releases [percentile]	86.8	95.2	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.6		
Population over 65 years old [%]	6.5		
Diesel Mobile Sources			
Length of Freeways [km]	3.2		
Number of Freight Railyards	2		
Schools and Daycares Near Industrial Sources or Freeways [score]	215.7	1755.3	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 1		

Regulatory monitors in or near the Community

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

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Community PM Sensors Project

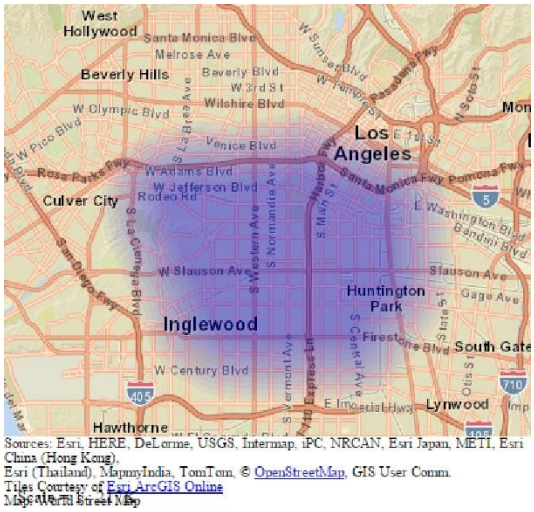
The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the South Gate area, 29 PM sensors were provided to the Community Environmental Health Action TEAM (CEHAT) in early 2018. These sensors have been distributed to community members by the partnering local organization and they're currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Anadite Inc.

Anadite Incorporated is a metal finishing facility located at 10647 Garfield Avenue in the City of South Gate. In October 2000, the facility's RRP was approved, which was subsequently fully implemented. The main risk drivers were hexavalent chromium and nickel.

South Los Angeles, Southeast Los Angeles, Hyde Park



About this Community

The neighborhoods of South Los Angeles, South East Los Angeles, and Hyde Park are located within the City of Los Angeles where the combined land use is 68% residential, 21% commercial, 7% industrial, 1% transportation, communications, and utility, 1% mixed, and 2% open space. The area has a population of 396,292, including the following race/ethnicity groups: Hispanic or Latino (65.3%), Black or African American (29.3%), White (2.2%), Asian (1.6%), American Indian or Alaska Native (0.1%), and other races (1.5%) . The average percentile scores for this community are 90.6 for CalEnviroScreen 3.0, 80.7 for SCAQMD's MATES IV, and 76.4 for diesel particulate matter. Within this area, there are two facilities in the AB 2588 core program, and six facilities that regularly process hexavalent chromium, lead, and/or arsenic. There are also three Title V facilities in this area.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	80.7	99.4	43
MATES IV Cancer Risk [add'l cancer cases per million]	1167.4	1707.3	897
MATES IV non-Diesel Cancer Risk [percentile]	91.1	99.8	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	300.5	631.0	
CalEnviroScreen 3.0			
Overall Score [percentile]	90.6	99.8	60
Ozone [percentile]	40.5	40.5	66
PM2.5 [percentile]	78.6	84.2	68
Diesel Particulate Matter [percentile]	76.4	94.6	58
Population Below Poverty Line [percentile]	89.2	99.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	81.4	98.2	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	65.0	93.5	52
Low Birth Weight [percentile]	83.6	99.8	53
Toxic Releases [percentile]	77.1	85.4	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.6		
Population over 65 years old [%]	7.3		
Diesel Mobile Sources			
Length of Freeways [km]	7.6		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	205.4	1928.0	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Los Angeles (Central) - North Main Street: 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)

The 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.

AT&SF (Exide): Lead (Pb)

Reghrig (Exide): Lead (Pb)

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: The 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 (HAP) 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): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

AllenCo Energy, Inc. Special Monitoring

AllenCo Energy, Inc. is an oil field and gas production facility located in the University Park area of the City of Los Angeles. Between 2010 and 2014, SCAQMD inspectors responded to almost 300 odor complaints, conducted more than 150 inspections, and issues 18 notices of violation. In October 2013, the SCAQMD initiated monitoring at sites near the facility, including monitoring for volatile organic compounds (VOCs) at Mount Saint Mary's College, located across the street from AllenCo. In November 2013, AllenCo temporarily shut down operations to repair equipment which was believed to cause the odors. SCAQMD continued to collect VOC samples while AllenCo was shut down. SCAQMD continues to collect samples from 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

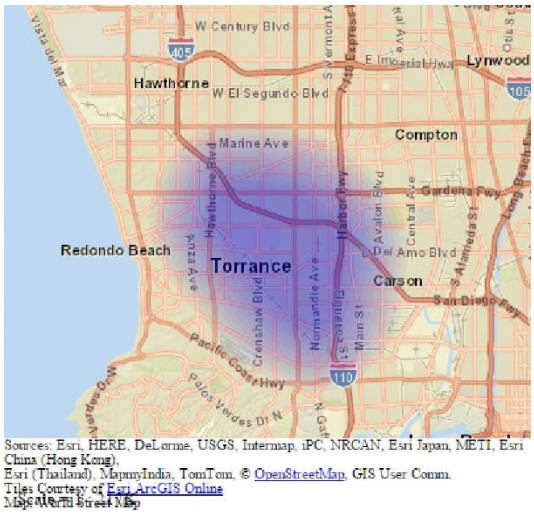
Under this program SCAQMD provides substantial incentives to public school districts to purchase new very clean natural gas buses and low-emitting diesel buses. SCAQMD has provided further incentives to both school districts and private operators to install particulate trap filters that eliminate 85 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.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Palace Plating

Palace Plating was a metal finishing facility located at 710 E 29th Street in the City of Los Angeles and it is currently inactive. In January 2004, the facility's RRP was approved, which was subsequently fully implemented. The cancer risk driver was hexavalent chromium and the non-cancer chronic and acute risk drivers were chlorine.

Torrance



About this Community

Portions of the City of Torrance, located within Los Angeles County, have a combined land use that is 28% residential, 21% commercial, 45% industrial, 3% transportation, communications, and utility, 1% open space, 1% agriculture, and 1% vacant land. The area has a combined population of 41,074, including the following race/ethnicity groups: Hispanic or Latino (41.1%), Asian (26.6%), White (23%), Black or African American (5.7%), American Indian or Alaska Native (0.2%), and other races (3.5%). The average percentile scores for this community are 75.8 for CalEnviroScreen 3.0, 75.1 for SCAQMD's MATES IV, and 64.4 for diesel particulate matter. Within this same area, there are four facilities in the AB 2588 core program, and two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also seven Title V facilities and three Superfund Sites.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	75.1	84.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	1082.7	1174.8	897
MATES IV non-Diesel Cancer Risk [percentile]	66.5	76.1	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	227.3	245.1	
CalEnviroScreen 3.0			
Overall Score [percentile]	75.8	98.7	60
Ozone [percentile]	27.6	31.9	66
PM2.5 [percentile]	68.4	69.3	68
Diesel Particulate Matter [percentile]	64.5	73.2	58
Population Below Poverty Line [percentile]	44.1	88.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	59.1	69.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	40.5	47.3	52
Low Birth Weight [percentile]	57.1	76.0	53
Toxic Releases [percentile]	94.1	99.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	13.1		
Population over 65 years old [%]	11.9		
Diesel Mobile Sources			
Length of Freeways [km]	8.7		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	129.2	693.9	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Long Beach (Hudson): CO, NOx, O3, PM10, SO2

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Exxon Mobil FCCU Startup Special Monitoring

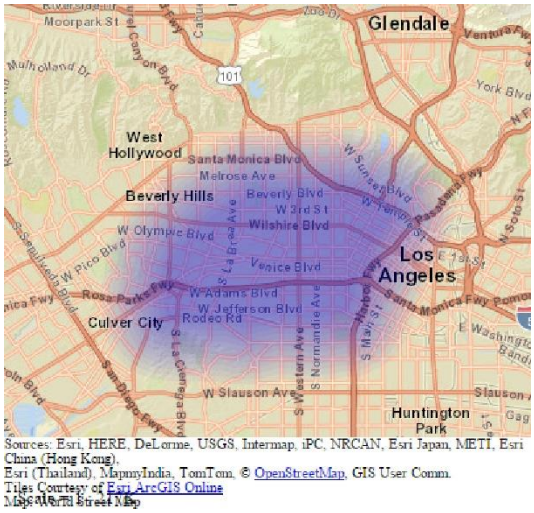
In February 2015, an explosion occurred at the Exxon Mobil Refinery in Torrance. The Elecrostatic Precipitator (ESP)—a device that controls particulate matter air pollution – was rendered inoperable, so the Fluid Catalytic Cracking Unit (FCCU), a key gasoline production unit, was shut down following the explosion. In 2016, the facility proposed to re-start the FCCU and associated equipment, including the ESP pollution control system, but asked for a provision to allow altering the start-up sequence to operate the FCCU for six hours prior to the ESP being fully energized. ExxonMobil stated that the start-up sequence was necessary to improve the safety of their operations. The SCAQMD Hearing Board approved the start-up plan and in May 2016, SCAQMD staff conducted air monitoring of particulate matter (PM10 and PM2.5) on-site near the refinery's FCCU and in the nearby community. The monitoring results indicated that the levels during the start-up did not exceed health protective thresholds for short-term exposures.

Other Incentive Programs in the Community

School Filtration Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter (PM) and black carbon. To date, air filtration has been installed in one school in the Torrance community.

Westlake, Koreatown, Mid-city, Mid-Wilshire



About this Community

The neighborhoods of Westlake, Korea Town, Mid-City, and Mid-Wilshire are part of the City of Los Angeles, within Los Angeles County, where the combined land use that is 66% residential, 26% commercial, 3% industrial, 1% transportation, communications and utility, and 3% open space. The area has a combined population of 384,786 including the following race/ethnicity groups: Hispanic or Latino (56.9%), Asian (21.3%), Black or African American (12.1%), White (7.8%), American Indian or Alaska Native (0.1%), and other races (1.8%). The average percentile scores for this community are 78.3 for CalEnviroScreen 3.0, 89.6 for SCAQMD's MATES IV, and 88.1 for diesel particulate matter. Within this same area, there is one facility in the AB 2588 core program, and two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	89.6	98.7	43
MATES IV Cancer Risk [add'l cancer cases per million]	1305.2	1561.4	897
MATES IV non-Diesel Cancer Risk [percentile]	92.6	98.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	303.2	339.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	78.3	99.2	60
Ozone [percentile]	46.5	53.0	66
PM2.5 [percentile]	82.5	84.2	68
Diesel Particulate Matter [percentile]	87.9	97.3	58
Population Below Poverty Line [percentile]	81.1	99.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	56.5	92.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	33.7	76.5	52
Low Birth Weight [percentile]	64.8	99.8	53
Toxic Releases [percentile]	73.0	77.6	72
Age Profile	**Percentage**		
Population under 10 years old [%]	12.7		
Population over 65 years old [%]	9.2		
Diesel Mobile Sources			
Length of Freeways [km]	9.1		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	139.0	1365.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Los Angeles - VA Hospital: CO, NOx, O3

Los Angeles (Central) - North Main Street: 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)

The 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: The 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 (HAP) 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): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

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.

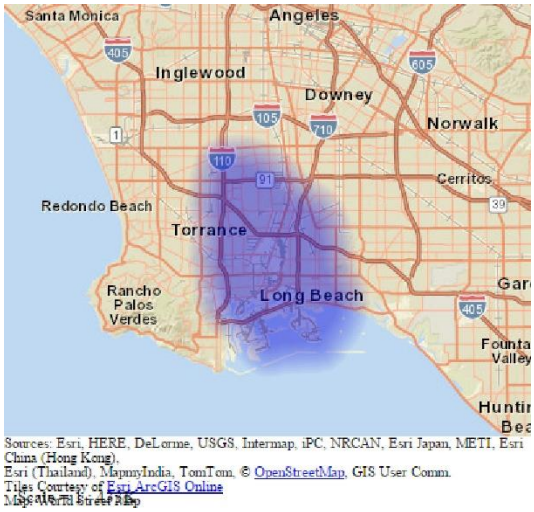
Carl Moyer Program (CMP)

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.

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 all located in Los Angeles County, in an area where the land use is 28% residential, 12% commercial, 25% industrial, 18% transportation, communications and utility, 3% open space, and 13% vacant land.. The area has a combined population of 261,267, including the following race/ethnicity groups: Hispanic or Latino (53.5%), Asian (17.7%), Black or African American (15.4%), White (10.9%), American Indian or Alaska Native (0.3%) and other races (2.3%). The average percentile scores for this community are 84.8 for CalEnviroScreen 3.0, 89.5 for SCAQMD's MATES IV, and 82.2 for diesel particulate matter. Within this area, there are several rail yards, five petroleum refineries, 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/or arsenic. This neighborhood includes the Ports of Los Angeles and Long Beach.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	89.5	100.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	1340.0	2009.6	897
MATES IV non-Diesel Cancer Risk [percentile]	71.2	93.1	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	237.9	299.1	
CalEnviroScreen 3.0			
Overall Score [percentile]	84.8	98.8	60
Ozone [percentile]	25.9	25.9	66
PM2.5 [percentile]	57.5	69.3	68
Diesel Particulate Matter [percentile]	82.1	99.9	58
Population Below Poverty Line [percentile]	61.8	99.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	78.3	97.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	68.4	91.8	52
Low Birth Weight [percentile]	69.3	99.6	53
Toxic Releases [percentile]	92.5	98.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.2		
Population over 65 years old [%]	10.5		
Diesel Mobile Sources			
Length of Freeways [km]	43.5		
Number of Freight Railyards	9		
Schools and Daycares Near Industrial Sources or Freeways [score]	38.9	644.1	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 1		

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
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
Two of the MATES V fixed sites are located within the City of Long Beach. MATES V will also include several advanced monitoring projects that focus on emissions from refineries and community air measurements projects in the Wilmington, Carson and West Long Beach area.

Fenceline Monitoring (Fluxsense Study)

During fall 2015 the SCAQMD conducted three optical remote sensing (ORS) projects to characterize emissions from refineries, small stationary sources, marine vessels, and the ports and to trace Volatile Organic Compounds (VOCs), oxides of nitrogen (NOx) NOx, sulfur dioxide (SO2), and particulate matter (PM) from point and area sources in near-real time.
ORS Project 1: Quantification of Fugitive Emissions from Large Refineries: From August 28th to November 11th 2015, SCAQMD focused on six local refineries in the Los Angeles Basin to demonstrate the leak detection capabilities of multiple Optical Remote Sensing (ORS) techniques and quantify facility wide emissions of NOx and SO2. Results suggested that the measured VOC emissions from these facilities were higher than what is reflected in the emissions inventories, but measured emissions of SO2 and NOx were similar to inventory estimates.
ORS Project 2: Quantification of Gaseous Emissions from Gas Stations, Oil Wells, and Other Small Point Sources: From the beginning of September to mid-November 2015, SCAQMD measured emissions at a variety of small sources such as oil wells, intermediate storage tanks, and gas stations within the South Coast Air Basin (SCAB). Results suggested that oil wells, gas stations, and other small industrial sources were significant contributors to total VOC emissions from stationary sources.
ORS Project 3: Quantification of Stack Emissions from Marine Vessels: In November 2015, SCAQMD surveyed emissions measurements of NO2, SO2, PM, and other relevant pollutants from marine vessels at the Ports of Los Angeles and Long Beach. Results suggested that more than 99% of ships entering and exiting the ports were compliant with fuel sulfur content regulations. For more information visit: http://www.aqmd.gov/fenceline-monitoring.

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.

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 Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter (PM) and black carbon. To date, air filtration has been installed in 27 schools and community centers in EJ and Disadvantaged Communities in the Wilmington, West Long Beach, Carson community

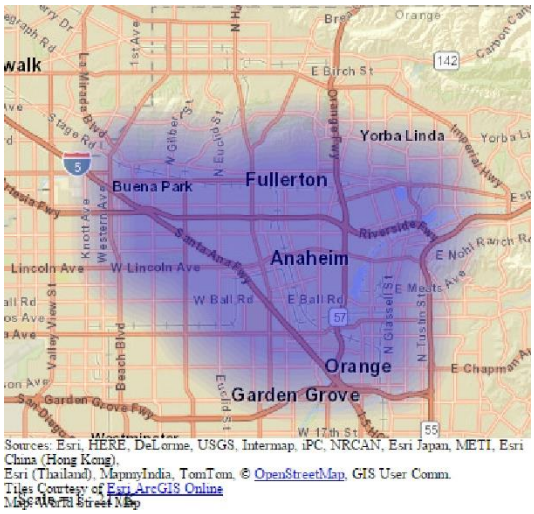
Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Niklor Chemical Co.

Niklor Chemical Company was a chemical manufacturing facility located at 2060 East 220th Street in the City of Carson. In October 2002, the facility's RRP was approved, which was subsequently fully implemented. The main driver for chronic and acute risk was chloropicrin. The facility permanently closed on December 2003.

COMMUNITIES IN ORANGE COUNTY

Anaheim, Fullerton, Orange



About this Community

Anaheim, Fullerton, and Orange are cities located in Orange County, with a combined land use that is 40% residential, 20% commercial, 25% industrial, 4% transportation, communications and utility, 3% open space, 2% vacant land, and 5% water. The area has a combined population of 173,236, including the following race/ethnicity groups: Hispanic or Latino (69.5%), White (17.2%), Asian (9.6%), Black or African American (2%), American Indian or Alaska Native (0.2%), and other races (1.4%). The average percentile scores for this community are 82.2 for CalEnviroScreen 3.0, 64.1 for SCAQMD's MATES IV, and 67.6 for diesel particulate matter. Within this area, there are nine facilities in the AB 2588 core program and 23 facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 18 Title V facilities in this area.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	64.1	80.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	996.1	1122.9	897
MATES IV non-Diesel Cancer Risk [percentile]	60.0	71.5	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	215.9	234.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	82.2	95.5	60
Ozone [percentile]	41.4	53.0	66
PM2.5 [percentile]	54.7	54.7	68
Diesel Particulate Matter [percentile]	67.6	84.8	58
Population Below Poverty Line [percentile]	74.5	97.1	53
Age-Adjusted Asthma ER Visit Rate [percentile]	54.0	73.7	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	56.5	87.3	52
Low Birth Weight [percentile]	54.3	90.5	53
Toxic Releases [percentile]	94.8	100.0	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.1		
Population over 65 years old [%]	6.5		
Diesel Mobile Sources			
Length of Freeways [km]	24.3		
Number of Freight Railyards	1		
Schools and Daycares Near Industrial Sources or Freeways [score]	312.9	2160.4	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Anaheim: CO, NOx, O3, PM10, PM2.5

Anaheim Route 5 - I-5 Near Road Site: CO, NOx

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

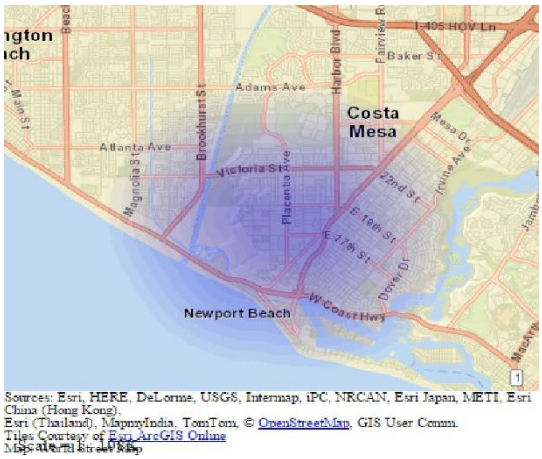
The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Anaheim.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRPS)

Arconic Global Fasteners & Rings, Inc

Arconic Global Fasteners & Rings, Inc manufactures fasteners for the aerospace industry and is located at 800 S. State College Blvd. in the City of Fullerton. In February 2001, the facility's RRP to reduce perchloroethylene and hexavalent chromium was approved. This RRP was subsequently fully implemented.

Costa Mesa



About this Community

The southwest region of the city of Costa Mesa, located within Orange County, is an area with land use that is 37% residential, 21% commercial, 39% industrial, and 3% vacant land. The area has a population of 9,507, including the following race/ethnicity groups: Hispanic or Latino (68.3%), White (26.2%), Asian (2.8%), Black or African American (0.9%), American Indian or Alaska Native (0.2%), and other races (1.7%). The average percentile scores for this community are 78.3 for CalEnviroScreen 3.0, 22.8 for SCAQMD's MATES IV, and 51 for diesel particulate matter. Within this same area, there is one facility in the AB 2588 core program, and one Title V facility.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	22.8	22.9	43
MATES IV Cancer Risk [add'l cancer cases per million]	615.3	616.9	897
MATES IV non-Diesel Cancer Risk [percentile]	23.2	23.4	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	146.3	146.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	78.3	80.5	60
Ozone [percentile]	31.9	31.9	66
PM2.5 [percentile]	43.1	43.1	68
Diesel Particulate Matter [percentile]	51.1	51.1	58
Population Below Poverty Line [percentile]	81.7	88.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	44.8	47.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	29.2	32.6	52
Low Birth Weight [percentile]	77.4	78.7	53
Toxic Releases [percentile]	84.9	85.1	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.9		
Population over 65 years old [%]	6.9		
Diesel Mobile Sources			
Length of Freeways [km]	0		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	636.0	1191.0	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Costa Mesa - Mesa Verde Drive: CO, NOx, O3, SO2

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Hixson Metal Finishing Special Monitoring

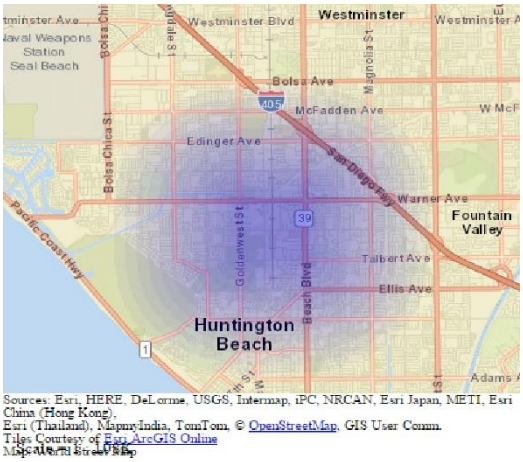
Hixson Metal Finishing is a metal finishing facility in Newport Beach that processes parts used in the aerospace and defense industries. SCAQMD began an investigation of higher than average hexavalent chromium (Cr6+) levels in this area in 2008. Based on monitoring data, SCAQMD staff noticed an increase in Cr6+ levels between late 2010 and early 2011, issued two Proposition 65 notices, and notified the appropriate Orange County agencies regarding the elevated Cr6+ emissions and its associated health risks. When Cr6+ levels increased again in 2014, SCAQMD staff issued a third Proposition 65 notice, and in May 2014, the Hearing Board issued an Order for Abatement, which included requirements for monitoring and reducing Cr6+ emissions. SCAQMD installed five additional ambient monitoring stations inside the facility to better identify the sources of Cr6+ emissions. In April 2014, SCAQMD required Hixson to prepare and submit a Health Risk Assessment as part of the AB 2588 program requirements and a Risk Reduction Plan was approved on July 2015. The main risk driver was Cr6+. SCAQMD staff conducted significant compliance and enforcement activities throughout this investigation, including 120 facility inspections in 2014, and 75 facility inspections in the first half of 2015. In December 2016, the facility satisfied all the requirements in the Order for Abatement that expired the 31st of the same month. For more information visit: http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/hixson-metal-finishing.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Hixson Metal Finishing

Hixson Metal Finishing is a metal finishing facility located at 817-853 Production Pl. in the City of Newport Beach. In July 2015, Hixson's RRP was approved, which was subsequently fully implemented. The main risk driver was hexavalent chromium.

Huntington Beach



About this Community

The neighborhood of Oak View in the City of Huntington Beach is located within Orange County, and has land use that is 24% residential, 24% commercial, 18% industrial, 13% transportation, communications and utility, 18% open space, and 3% vacant land. The area has a combined population of 8,090, including the following race/ethnicity groups: Hispanic or Latino (70.2%), White (20.7%), Asian (7%), Black or African Americans (0.5%), American Indian or Alaska Natives (0.1%), and other races (1.4%). The average percentile scores for this community are 76.5 for CalEnviroScreen 3.0, 38.6 for SCAQMD's MATES IV, and 44 for diesel particulate matter. Within this same area, there is one Title V facility.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	38.6	38.6	43
MATES IV Cancer Risk [add'l cancer cases per million]	798.3	798.3	897
MATES IV non-Diesel Cancer Risk [percentile]	35.0	35.0	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	171.3	171.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	76.5	76.5	60
Ozone [percentile]	31.9	31.9	66
PM2.5 [percentile]	54.7	54.7	68
Diesel Particulate Matter [percentile]	44.3	44.3	58
Population Below Poverty Line [percentile]	95.5	95.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	26.3	26.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	33.8	33.8	52
Low Birth Weight [percentile]	36.1	36.1	53
Toxic Releases [percentile]	93.4	93.4	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.7		
Population over 65 years old [%]	4.6		
Diesel Mobile Sources			
Length of Freeways [km]	1.0		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	193.4	193.4	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Costa Mesa - Mesa Verde Drive: CO, NOx, O3, SO2

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Special Monitoring Studies in or near the Community

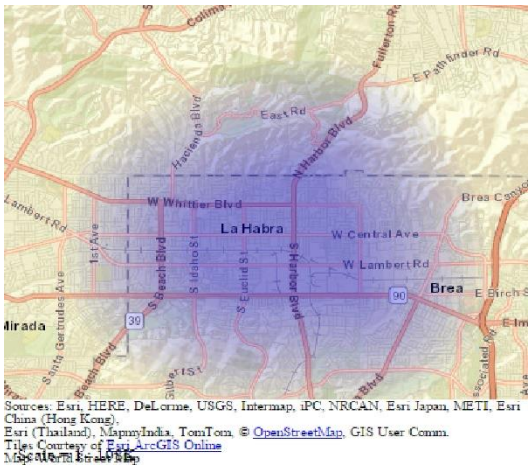
Fenceline Monitoring (Fluxsense Study)

During fall 2015 the SCAQMD conducted three optical remote sensing (ORS) projects to characterize emissions from refineries, small stationary sources, marine vessels, and the ports and to trace Volatile Organic Compounds (VOCs), oxides of nitrogen (NOx) NOx, sulfur dioxide (SO2), and particulate matter (PM) from point and area sources in near-real time.
ORS Project 1: Quantification of Fugitive Emissions from Large Refineries: From August 28th to November 11th 2015, SCAQMD focused on six local refineries in the Los Angeles Basin to demonstrate the leak detection capabilities of multiple Optical Remote Sensing (ORS) techniques and quantify facility wide emissions of NOx and SO2. Results suggested that the measured VOC emissions from these facilities were higher than what is reflected in the emissions inventories, but measured emissions of SO2 and NOx were similar to inventory estimates.
ORS Project 2: Quantification of Gaseous Emissions from Gas Stations, Oil Wells, and Other Small Point Sources: From the beginning of September to mid-November 2015, SCAQMD measured emissions at a variety of small sources such as oil wells, intermediate storage tanks, and gas stations within the South Coast Air Basin (SCAB). Results suggested that oil wells, gas stations, and other small industrial sources were significant contributors to total VOC emissions from stationary sources.
ORS Project 3: Quantification of Stack Emissions from Marine Vessels: In November 2015, SCAQMD surveyed emissions measurements of NO2, SO2, PM, and other relevant pollutants from marine vessels at the Ports of Los Angeles and Long Beach. Results suggested that more than 99% of ships entering and exiting the ports were compliant with fuel sulfur content regulations. For more information visit: http://www.aqmd.gov/fenceline-monitoring.

Coastal Odors Investigation

Beginning in 2016, the SCAQMD received numerous odor complaints from the Seal Beach, Huntington Beach, and Long Beach areas related to a gas/sulfur/chemical type of smell. As of July 2018, the source of the odors have not been clearly identified but are currently being investigated. However, due to multiple sources within the area that have the potential to emit gas/sulfur/chemical type odors, and the intermittent nature and unknown source location, it is challenging to assess the cause. SCAQMD is working with local fire departments to collect air samples during their response to 911 calls for natural gas odors. The air sampling results showed that some samples had higher than typical levels of hydrogen sulfide, hydrocarbons, and several other air pollutants. These samples were collected while odors were present, so they reflect the conditions at that time; the odors and other pollutants dissipate quickly, so these higher than typical levels do not last for a long time. As part of the SCAQMD's ongoing investigation, staff are now focusing on continuing to respond to and investigate odor complains, perform odor surveillance, request further assistance from city, state, and federal agencies to aid in the investigation of the odors, provide additional resources, and work with the community members for the collection of samples during odor events. For more information visit: https://www.aqmd.gov/home/news-events/community-investigations/coastal-area-odor-complaint-response-information.

La Habra



About this Community

La Habra is a city in the northwestern area of Orange County, with a land use that is 46% residential, 19% commercial, 29% industrial, and 4% transportation, communications and utility, 2% open space, and 1% vacant land. The area has a population of 22,051, including the following race/ethnicity groups: Hispanic or Latino (73.7%), White (20.1%), Asian (3.7%), Black or African American (1.1%), American Indian or Alaska Native (0.2%) and other races (1.2%). The average percentile scores for this community are 82.7 for CalEnviroScreen 3.0, 39 for SCAQMD's MATES IV, and 52.7 for diesel particulate matter. Within this area, there is one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic.

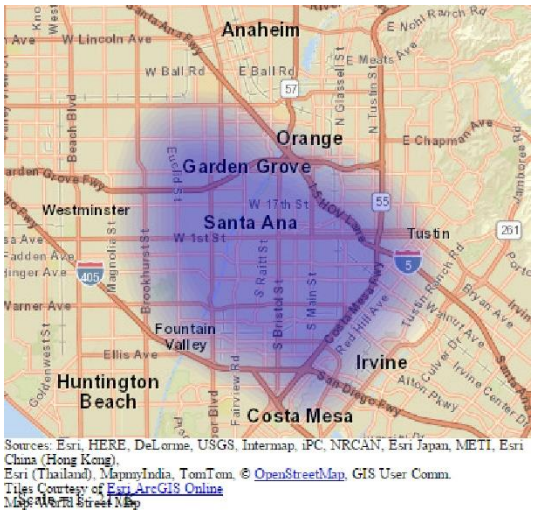
AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	39.0	43.6	43
MATES IV Cancer Risk [add'l cancer cases per million]	801.8	841.4	897
MATES IV non-Diesel Cancer Risk [percentile]	38.5	40.4	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	179.6	184.2	
CalEnviroScreen 3.0			
Overall Score [percentile]	82.7	91.1	60
Ozone [percentile]	43.4	53.0	66
PM2.5 [percentile]	54.7	54.7	68
Diesel Particulate Matter [percentile]	52.6	68.7	58
Population Below Poverty Line [percentile]	68.7	75.8	53
Age-Adjusted Asthma ER Visit Rate [percentile]	59.9	61.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	67.9	70.3	52
Low Birth Weight [percentile]	59.1	71.4	53
Toxic Releases [percentile]	89.7	92.1	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.0		
Population over 65 years old [%]	8.6		
Diesel Mobile Sources			
Length of Freeways [km]	0.2		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	341.3	714.5	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

La Habra: CO, NOx, O3

Santa Ana



About this Community

Santa Ana is a city in Orange County where the land use is 45% residential 24% commercial, 23% industrial, 1% transportation, communications, and utility, 1% mixed, 4% open space, and 2% vacant land. The area has a population of 124,695, including the following race/ethnicity groups: Hispanic or Latino (81.4%), Asian (11.3%), White (5.7%), Black or African American (0.7%), American Indian or Alaska Native (0.1%), and other races (0.7%). The average percentile scores for this community are 81.8 for CalEnviroScreen 3.0, 54.4 for SCAQMD's MATES IV, and 57.4 for diesel particulate matter. Within this area, there are three facilities in the AB 2588 core program and 12 facilities that regularly process hexavalent chromium, lead, and/or arsenic. There are also four Title V facilities in Santa Ana.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	54.4	74.5	43
MATES IV Cancer Risk [add'l cancer cases per million]	923.0	1068.9	897
MATES IV non-Diesel Cancer Risk [percentile]	57.6	70.7	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	211.9	232.7	
CalEnviroScreen 3.0			
Overall Score [percentile]	81.8	92.8	60
Ozone [percentile]	40.5	40.5	66
PM2.5 [percentile]	45.8	54.7	68
Diesel Particulate Matter [percentile]	57.5	86.1	58
Population Below Poverty Line [percentile]	81.5	98.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	49.8	57.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	45.1	89.1	52
Low Birth Weight [percentile]	73.5	88.3	53
Toxic Releases [percentile]	98.6	99.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.0		
Population over 65 years old [%]	6.4		
Diesel Mobile Sources			
Length of Freeways [km]	8.7		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	465.1	1368.8	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Costa Mesa - Mesa Verde Drive: CO, NOx, O3, SO2

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

MATES III Microscale Study – Santa Ana

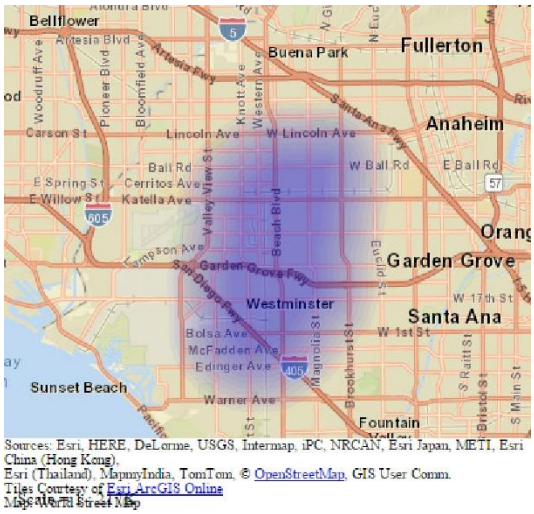
The objective of this MATES III Microscale study was to determine if there were variations in ambient levels of toxic air contaminants between communities that were not otherwise captured by the fixed monitoring sites. Each microscale site was paired with the closest fixed site for comparison to determine if toxic air contaminant levels at these microscale sites statistically exceed a neighboring fixed site. In this case, Santa Ana's microscale station was paired with Anaheim's regulatory station. The microscale sites utilized the SCAQMD's mobile monitoring platforms and were situated near air toxic emission sources. The monitoring campaign for VOC measurements were taken from September 2005 through January 2006 and PM2.5, TSP, PM10 and hexavalent chromium (Cr6+) measurements were taken from July 2005 to January 2006. Results suggested that several pollutants associated with vehicle emissions, including benzene, 1,3-butadiene, toluene, xylene and ethylbenzene show relatively higher levels at the Santa Ana site compared to Anaheim. This likely reflects the influence of nearby traffic. Copper in PM2.5 was also higher, but copper was not higher in PM10. For more information visit: http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iii.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Triumph Processing, Embee Div, Inc.

Triumph Processing, Embee Div, Inc. is a metal finishing facility located at 2136-68 Hathway Street in the City of Santa Ana. In June 2000, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk driver was hexavalent chromium. There was a change in operators of the facility in January 2018.

Westminster, Stanton, Garden Grove



About this Community

The cities of Westminster, Stanton, and Garden Grove, located within Orange County, have a combined land use that is 44% residential, 22% commercial, 26% industrial, 3% transportation, communications and utility, 3% open space, 1% agriculture, and 1% vacant land. The area has a combined population of 54,097, including the following race/ethnicity groups: Hispanic or Latino (48.1%), Asian (32%), White (16.6%), Black or African American (1.5%), American Indian or Alaska Native (0.2%), and other races (1.7%). The average percentile scores for this community are 79.5 for CalEnviroScreen 3.0, 50.9 for SCAQMD's MATES IV, and 44.1 for diesel particulate matter. Within this same area, there are five facilities in the AB 2588 core program, three facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. Within this area, there is also one Title V facility and one Superfund Site.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	50.9	60.8	43
MATES IV Cancer Risk [add'l cancer cases per million]	901.4	971.7	897
MATES IV non-Diesel Cancer Risk [percentile]	54.1	61.5	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	206.0	218.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	79.5	87.6	60
Ozone [percentile]	37.2	40.5	66
PM2.5 [percentile]	54.7	54.7	68
Diesel Particulate Matter [percentile]	44.0	59.6	58
Population Below Poverty Line [percentile]	77.5	90.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	43.4	68.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	47.7	76.7	52
Low Birth Weight [percentile]	60.0	96.4	53
Toxic Releases [percentile]	95.9	98.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	15.2		
Population over 65 years old [%]	10.0		
Diesel Mobile Sources			
Length of Freeways [km]	9.2		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	598.1	1368.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

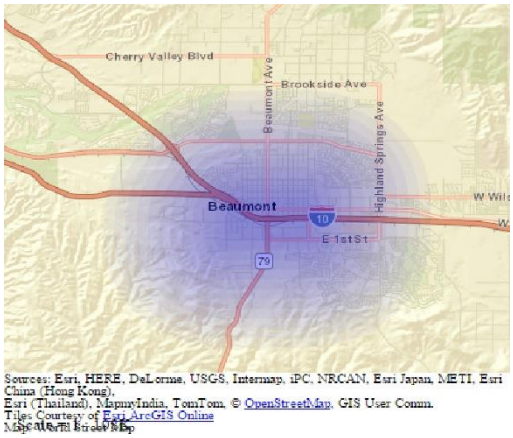
Anaheim: CO, NOx, O3, PM10, PM2.5

Anaheim Route 5 - I-5 Near Road Site: CO, NOx

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

COMMUNITIES IN RIVERSIDE COUNTY

Beaumont



About this Community

Beaumont is a city in Riverside County, in which portions of the area have land use that is 24% residential, 18% commercial, 22% industrial, 9% transportation, communications and utility, and 27% vacant land. The area has a population of 2,109, including the following race/ethnicity groups: Hispanic or Latino (64.2%), White (27.5%), Asian (2.5%), Black or African American (2.1%), American Indian or Alaska Native (1.4%), and other races (2.3%). The average percentile scores for this community are 82.5 for CalEnviroScreen 3.0, 17 for SCAQMD's MATES IV, and 58 for diesel particulate matter. Within this area, there is one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic.

AB 617 Community Data

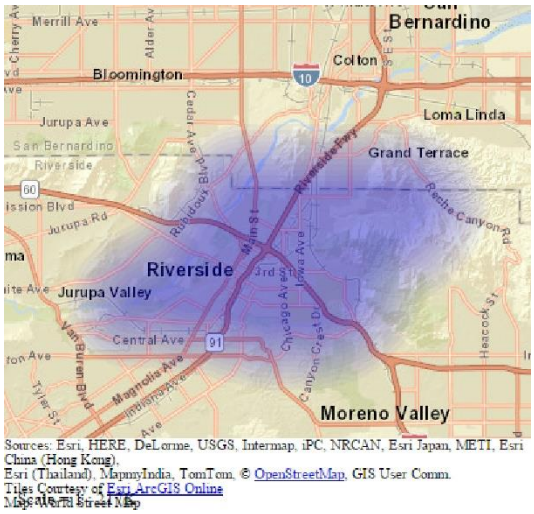
	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	17.0	17.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	522.6	522.6	897
MATES IV non-Diesel Cancer Risk [percentile]	7.9	7.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	98.6	98.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	82.5	82.5	60
Ozone [percentile]	91.1	91.1	66
PM2.5 [percentile]	30.9	30.9	68
Diesel Particulate Matter [percentile]	57.7	57.7	58
Population Below Poverty Line [percentile]	74.2	74.2	53
Age-Adjusted Asthma ER Visit Rate [percentile]	70.0	70.0	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	98.2	98.2	52
Low Birth Weight [percentile]	77.2	77.2	53
Toxic Releases [percentile]	33.3	33.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.6		
Population over 65 years old [%]	6.7		
Diesel Mobile Sources			
Length of Freeways [km]	2.6		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	61.8	61.8	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Banning Airport: NOx, O3, PM2.5, Lead (Pb)

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Central Riverside, East Riverside, Rubidoux



About this Community

The neighborhoods of Central Riverside and Eastern Riverside within the City of Riverside and the unincorporated area of Rubidoux, all within the County of Riverside, are in an area where the combined land use is 26% residential, 24% commercial, 12% industrial, 4% transportation, communications, and utility, 1% under construction, 10% open space, 6% agriculture, and 16% vacant land. The area has a population of 57,562, including the following race/ethnicity groups: Hispanic or Latino (55.7%), White (21.1%), Asian (11.2%), Black or African American (9.2%), American Indian or Alaska Native (0.4%) and other races (2.4%). The average percentile scores for this community are 93.7 for CalEnviroScreen 3.0, 48 for SCAQMD's MATES IV, and 79.6 for diesel particulate matter. Within this area, there are two facilities in the AB 2588 core program, and one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic. There is also one Title V facility and one Superfund Site.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	48.0	69.1	43
MATES IV Cancer Risk [add'l cancer cases per million]	870.4	1028.3	897
MATES IV non-Diesel Cancer Risk [percentile]	28.3	36.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	156.9	174.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	93.7	99.7	60
Ozone [percentile]	91.1	91.1	66
PM2.5 [percentile]	83.7	84.2	68
Diesel Particulate Matter [percentile]	79.5	95.3	58
Population Below Poverty Line [percentile]	81.8	98.2	53
Age-Adjusted Asthma ER Visit Rate [percentile]	71.7	94.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	61.3	89.9	52
Low Birth Weight [percentile]	67.7	94.0	53
Toxic Releases [percentile]	60.2	63.5	72
Age Profile	**Percentage**		
Population under 10 years old [%]	14.1		
Population over 65 years old [%]	6.1		
Diesel Mobile Sources			
Length of Freeways [km]	15.4		
Number of Freight Railyards	3		
Schools and Daycares Near Industrial Sources or Freeways [score]	111.5	786.4	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Riverside-Rubidoux: CO, NOx, O3, continuous PM10, continuous PM2.5, Lead (Pb), SO2, SO4. Riverside-Rubidoux 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: The 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 (HAP) monitoring data of consistent quality nationwide. NATTS monitoring began in February 2007 at the The Central Los Angeles Station and continues. Photochemical Assessment

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Riverside.

Riverside Cement Special Monitoring

Riverside Cement is a cement manufacturing facility located in Riverside. Riverside Cement is one of two facilities in the SCAQMD's jurisdiction subject to Rule 1156: Further Reduction of Particulate Emissions from Cement Manufacturing Facilities. Rule 1156 was amended in 2009 due to unexpected elevated ambient concentrations of Hexavalent Chromium (Cr6+) found through MATES III sampling efforts. To protect public health, the amended Rule 1156 requires cement manufacturing facilities to comply with specific operational requirements to further reduce particulate emissions and Cr6+.

Community PM Sensors Project

The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the Riverside area, 15 PM sensors were provided to Riverside Unified School District (RUSD) in 2017 and 30 PM sensors were distributed to the Sycamore Highland Community Action Group (SHCAG) in early 2018. These sensors have been distributed to community members by the partnering local organization and they're currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects.

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.

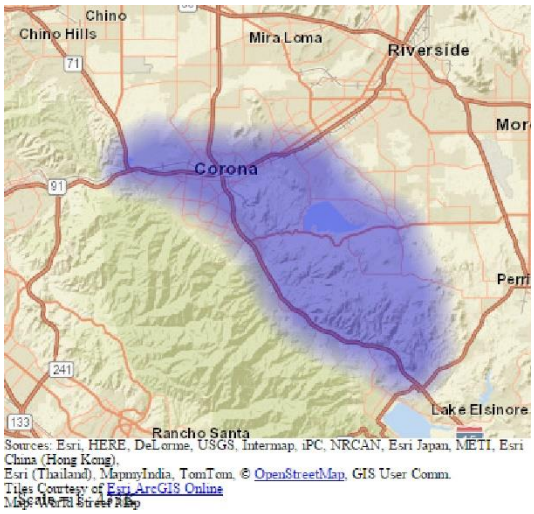
Carl Moyer Program (CMP)

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.

Corona, Temescal Valley



About this Community

The City of Corona and the unincorporated neighborhood of Temescal Valley, both in Riverside County, have a combined land use that is 12% residential, 2% commercial, 8% industrial, 1% transportation, communications and utility, 1% under construction, 4% open space, 3% agriculture, 2% water and 67% vacant land. The area has a combined population of 63,108, including people who identify their race/ethnicity as Hispanic or Latino (59.4%), White (27.5%), Asian (7%), Black or African American (4%), American Indian or Alaska Native (0.3%), and other races (1.8%). The average percentile scores for this community are 84.3 for CalEnviroScreen 3.0, 32.4 for SCAQMD's MATES IV, and 69.3 for diesel particulate matter. Within this area, there are four facilities in the AB 2588 core program and one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic. There are also nine Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	32.4	51.8	43
MATES IV Cancer Risk [add'l cancer cases per million]	714.4	910.5	897
MATES IV non-Diesel Cancer Risk [percentile]	31.9	95.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	161.9	316.4	
CalEnviroScreen 3.0			
Overall Score [percentile]	84.3	96.4	60
Ozone [percentile]	83.3	85.2	66
PM2.5 [percentile]	87.5	93.0	68
Diesel Particulate Matter [percentile]	69.2	95.0	58
Population Below Poverty Line [percentile]	62.7	96.7	53
Age-Adjusted Asthma ER Visit Rate [percentile]	45.3	68.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	82.6	93.8	52
Low Birth Weight [percentile]	50.7	72.4	53
Toxic Releases [percentile]	81.5	96.6	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.7		
Population over 65 years old [%]	8.2		
Diesel Mobile Sources			
Length of Freeways [km]	26.6		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	47.9	954.1	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Norco: PM10

Lake Elsinore - West Flint Street: CO, NOx, O3, PM10, PM2.5

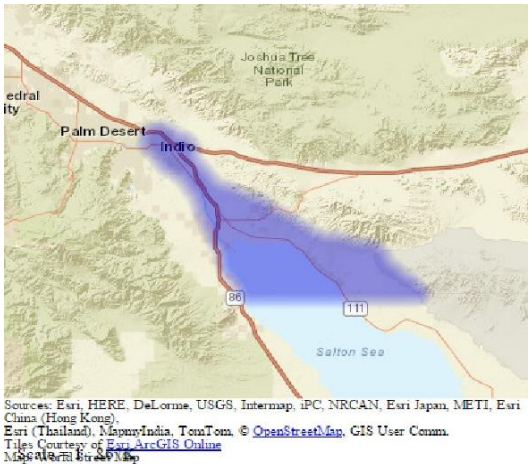
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Community PM Sensors Project

The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the Temescal Valley area, SCAQMD is currently hosting community meetings to distribute the sensors, which will measure particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects

Eastern Coachella Valley



About this Community

The Eastern Coachella Valley, stretching from the City of Indio south to the Salton Sea, is an area that includes several cities and rural communities within Riverside County, with a combined land use that is 2% residential, 1% commercial, 2% transportation, communications and utility, 1% open space, 15% agriculture, 41% vacant land, and 38% water. The area has a population of 46,616, including the following race/ethnicity groups: Hispanic or Latino (94.6%), White (3.8%), Black or African American (0.5%), Asian (0.5%), American Indian or Alaska Native (0.2%), and other races (0.4%). The average percentile scores for this community are 81.2 for CalEnviroScreen 3.0, 11.4 for SCAQMD's MATES IV, and 34.7 for diesel particulate matter. This is the only community in SCAQMD's jurisdiction identified for AB 617 that is located in the Salton Sea Air Basin. Because this area has unique air pollution issues, the criteria used to recommend the implementation schedule for this community are different from those of the communities in the Basin. Local sources of air pollution in the Eastern Coachella Valley include fugitive dust from construction activities, vehicles on roadways (including unpaved roads), agricultural burning, and the increased exposure of the Salton Sea playa. Strong and sustained wind conditions transport particulates, and contribute to high PM10 levels.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	11.4	19.2	43
MATES IV Cancer Risk [add'l cancer cases per million]	399.4	560.4	897
MATES IV non-Diesel Cancer Risk [percentile]	3.2	5.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	74.3	92.7	
CalEnviroScreen 3.0			
Overall Score [percentile]	81.2	90.8	60
Ozone [percentile]	83.1	85.2	66
PM2.5 [percentile]	15.1	20.5	68
Diesel Particulate Matter [percentile]	34.4	78.6	58
Population Below Poverty Line [percentile]	88.0	98.1	53
Age-Adjusted Asthma ER Visit Rate [percentile]	52.8	73.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	72.2	81.3	52
Low Birth Weight [percentile]	56.3	92.3	53
Toxic Releases [percentile]	4.9	6.0	72
Age Profile	**Percentage**		
Population under 10 years old [%]	21.4		
Population over 65 years old [%]	5.5		
Diesel Mobile Sources			
Length of Freeways [km]	16.8		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	2.5	249.9	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Indio - Jackson Street: O3, PM10, PM2.5

Mecca (Saul Martinez): PM10

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

MATES III Microscale Study - Indio

The objective of this MATES III Microscale study was to determine if there were gradients in ambient levels of toxic air contaminants between communities that were not otherwise captured by the fixed monitoring sites. Each microscale site was paired with the closest fixed site for comparison to determine if toxic air contaminant levels at these microscale sites statistically exceed a neighboring fixed site. In this case, Indio's microscale station was paired with the regulatory station in Rubidoux. The microscale sites utilized the SCAQMD's mobile monitoring platforms and were situated near air toxic emission sources. VOC measurements were taken from March 2005 through May 2005, PM2.5 measurements were taken from January 2005 to May 2005 and TSP, PM10 and hexavalent chromium (Cr6+) measurements were taken from November 2004 to May 2005. Results showed that manganese had higher levels in PM10 at Indio. Manganese levels are in general higher in the eastern portion of the District, and may reflect contributions from geologic sources. No difference was found in PM2.5 levels. For more information visit: http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iii

Mecca Odor Study Monitoring Network

Since mid-December 2010, SCAQMD has responded to numerous odor complaints received from the Mecca community. SCAQMD initiated a series of investigations and monitoring activities, and identified Western Environmental, Inc. and Waste Reduction Technologies as the primary sources of the odors. SCAQMD has worked with Western Environmental to eliminate their oil/water separation pond and to replace it with on-site storage tanks. In addition, Waste Reduction Technologies has temporarily suspended accepting additional soy-whey products. SCAQMD has received a minimal amount of complaints from Mecca from December 2015 to November 2017 and no complaints have been received since then.

Salton Sea Special Monitoring

The Salton Sea, located in the Coachella Valley, emits hydrogen sulfide (H2S), a product of organic decay that has a rotten-egg type odor. SCAQMD's Governing Board called for the creation of a H2S monitoring network following an incident that began on September 10th, 2012, after a strong thunderstorm over the Salton Sea spread rotten-egg type odors for more than 150 miles across Southern California. As the Salton Sea Recedes, the potential exists for more of these large-scale odor events to occur. In November 2013, SCAQMD staff installed two H2S monitors to inform community members about real-time H2S levels. The monitors are located at Saul Martinez Elementary School in Mecca and on the Torres Martinez Desert Cahuilla Indian Tribal land near the north end of the Salton Sea. The data is available online at www.saltonseaodor.org, and community members may sign up for air quality alerts through the website. Alerts are issued when the H2S levels surpass the 1-hour California standard.

Community PM Sensors Project

The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the Coachella Valley, 25 PM sensors were provided to Comite Civico del Valle (CCV) in 2017. These sensors have been distributed to community members by the partnering local organization and they're currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects

Other Incentive Programs in the Community

School Filtration Program

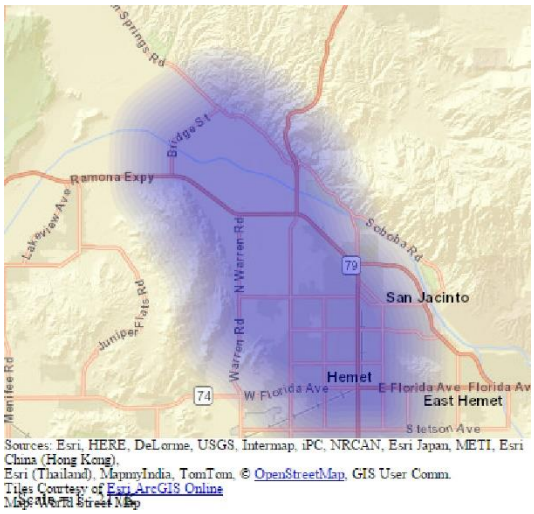
SCAQMD has worked with school districts and Environmental Justice (EJ) organizations since 2007 to install air filtration systems in schools and community centers. Air filtration technologies such as high performance panel filters and stand-alone units have been successfully demonstrated in classroom environments to achieve at least a 90% average removal efficiency of ultrafine Particulate Matter (PM) and black carbon. To date, air filtration has been installed in 7 schools and community centers in EJ and Disadvantaged Communities in the Indio, Coachella Valley community.

Ongoing and Prior Emissions Reduction Plans

Assembly Bill (AB 1318): Mitigation Fees Fund

Beginning January 2014, the SCAQMD awarded nearly $51 million in mitigation funds from AB 1318 for 26 emission reduction projects in the Coachella Valley. Projects funded included replacing old diesel school buses and installing air filtration systems in classrooms; these projects involved collaborating with school districts and other local entities. The funds were also used for several paving projects at mobile home parks and roads in Tribal lands, as well as other dust control projects, home weatherization and solar panel installation projects. Monetary allocations originated from fees paid by Competitive Power Ventures, Inc. to the SCAQMD for emissions offsets needed to construct and operate CPV's Sentinel power plant in Desert Hot Springs.

Hemet, San Jacinto



About this Community

The cities of Hemet and San Jacinto, which are part of the San Jacinto Valley within Riverside County, have a combined land use that is 9% residential, 4% commercial, 3% industrial, 3% transportation, communications and utility, 1% under construction, 2% open space, 71% agriculture, 4% vacant land, and 3% water. The area has a population of 23,523, including the following race/ethnicity groups: Hispanic or Latino (49.7%), White (36.7%), Black or African American (7.5%), Asian (2.5%), American Indian or Alaska Native (0.9%), and other races (2.7%). The average percentile scores for this community are 80.3 for CalEnviroScreen 3.0, 8.7 for SCAQMD's MATES IV, and 29.2 for diesel particulate matter. Within this area, there are three facilities in the AB 2588 core program, and one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic.

AB 617 Community Data

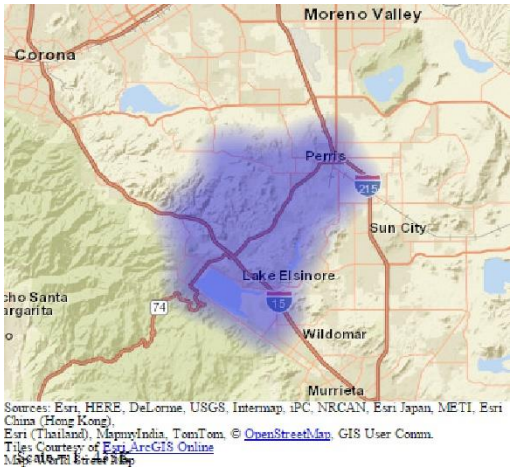
	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	8.7	9.4	43
MATES IV Cancer Risk [add'l cancer cases per million]	374.7	387.9	897
MATES IV non-Diesel Cancer Risk [percentile]	10.4	13.1	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	106.1	114.2	
CalEnviroScreen 3.0			
Overall Score [percentile]	80.3	85.1	60
Ozone [percentile]	88.6	91.1	66
PM2.5 [percentile]	22.9	32.9	68
Diesel Particulate Matter [percentile]	29.1	36.6	58
Population Below Poverty Line [percentile]	87.7	98.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	73.3	89.9	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	87.8	98.4	52
Low Birth Weight [percentile]	68.4	77.1	53
Toxic Releases [percentile]	58.6	72.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.1		
Population over 65 years old [%]	11.6		
Diesel Mobile Sources			
Length of Freeways [km]	2.8		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	25.0	422.2	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Perris: O3, PM10

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan .

Lake Elsinore



About this Community

Lake Elsinore is a city in western Riverside County, where the land use is 16% residential, 2% commercial, 2% industrial, 2% transportation, communications and utility , 1% under construction, 4% open space, 4% agriculture, 62% vacant land, and 7% water. The area has a population of 27,660, including the following race/ethnicity groups: Hispanic or Latino (63.9%), White (27.5%), Black or African American (4.4%), Asian (1.9%), American Indian or Alaska Native (0.4%), and other (1.8%). This city ranks in the average 83.5 for CalEnviroScreen 3.0, 9 for SCAQMD's MATES IV, and 24.8 for diesel particulate matter. Within this area, there are two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	9.1	10.8	43
MATES IV Cancer Risk [add'l cancer cases per million]	383.9	413.4	897
MATES IV non-Diesel Cancer Risk [percentile]	9.0	10.4	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	101.6	105.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	83.5	91.8	60
Ozone [percentile]	81.2	85.2	66
PM2.5 [percentile]	62.6	69.3	68
Diesel Particulate Matter [percentile]	24.8	38.3	58
Population Below Poverty Line [percentile]	80.9	85.2	53
Age-Adjusted Asthma ER Visit Rate [percentile]	55.3	65.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	94.6	96.6	52
Low Birth Weight [percentile]	60.0	93.9	53
Toxic Releases [percentile]	51.1	61.5	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.9		
Population over 65 years old [%]	8.0		
Diesel Mobile Sources			
Length of Freeways [km]	8.3		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	21.3	118.5	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Lake Elsinore - West Flint Street: CO, NOx, O3, PM10, PM2.5

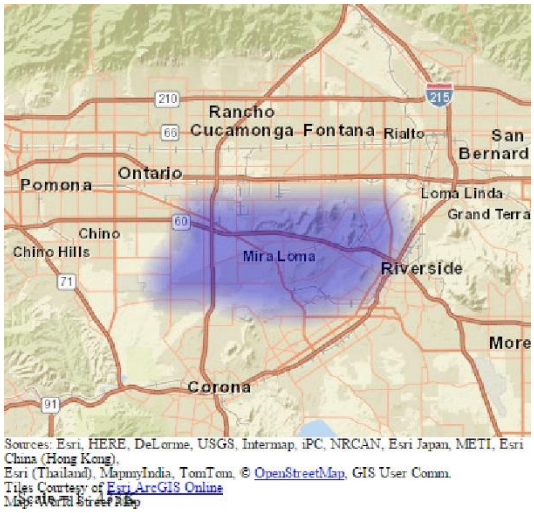
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Special Monitoring Studies in or near the Community

Wildomar Special Monitoring

In December 2013, SCAQMD collected and analyzed air samples from three homes in the Autumnwood Development in Wildomar, a city in Riverside County. The following month, handheld monitors were used to collect Volatile Organic Compound (VOC) samples. Overall findings suggested that VOC levels inside and outside the homes were of typical concentrations when compared to background levels present in the South Coast Air Basin (SCAB).

Mira Loma, Jurupa Valley, Eastvale, Pedley



About this Community

The City of Jurupa Valley (which includes the neighborhoods of Mira Loma and Pedley), and the City of Eastvale, all within Riverside County, have a combined land use that is 25% residential, 6% commercial, 15% industrial, 5% transportation, communications and utility, 1% under construction, 8% open space, 9% agriculture, and 30% vacant land. The area has a combined population of 74,907 including people who identify their race/ethnicity at Hispanic or Latino (66.8%), White (23.7%), Black or African American (4.3%), Asian (3.5%), American Indian or Alaska Native (0.3%), and other races (1.4%). The average percentile scores for this community are 86.7 for CalEnviroScreen 3.0, 50.9 for SCAQMD MATES IV, and 50.8 for diesel particulate matter. Within this area, there is one facility in the AB 2588 core program, and two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also six Title V facilities and one Superfund Site.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	50.9	78.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	894.5	1104.4	897
MATES IV non-Diesel Cancer Risk [percentile]	35.1	57.8	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	170.9	211.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	86.7	97.7	60
Ozone [percentile]	87.6	91.1	66
PM2.5 [percentile]	93.7	95.0	68
Diesel Particulate Matter [percentile]	50.7	78.5	58
Population Below Poverty Line [percentile]	61.7	91.1	53
Age-Adjusted Asthma ER Visit Rate [percentile]	54.3	64.0	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	80.6	89.9	52
Low Birth Weight [percentile]	55.0	99.0	53
Toxic Releases [percentile]	73.7	81.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.9		
Population over 65 years old [%]	8.0		
Diesel Mobile Sources			
Length of Freeways [km]	22.9		
Number of Freight Railyards	1		
Schools and Daycares Near Industrial Sources or Freeways [score]	65.8	212.5	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Mira Loma (Van Buren): CO, NOx, O3, PM10, PM2.5

Riverside-Rubidoux: CO, NOx, O3, continuous PM10, continuous PM2.5, Lead (Pb), SO2, SO4. Riverside-Rubidoux is part of STN, Ncore, NATTS, and PAMS Network.

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

National Air Toxics Trends Station (NATTS): The NATTS program was developed to fulfill the need for long-term Hazardous Air Pollutant (HAP) monitoring data of consistent quality nationwide. NATTS monitoring began in February 2007 at the Central Los Angeles station and continues.

NCore Multipollutant Monitoring Network: is a multi-pollutant network that integrates several advanced measurement systems for particles, pollutant gases and meteorology

PM2.5 Speciation Trends Network (STN): The PM2.5 chemical speciation urban trends sites include analysis for elements, selected anions, cations, and carbon.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Riverside. MATES V will also include a community air measurements project in the Mira Loma area.

Riverside Cement Special Monitoring

Riverside Cement is a cement manufacturing facility located in Riverside. Riverside Cement is one of two facilities in the SCAQMD jurisdiction subject to Rule 1156: Further Reduction of Particulate Emissions from Cement Manufacturing Facilities. Rule 1156 was amended in 2009 due to unexpected elevated ambient concentrations of Hexavalent Chromium (Cr6+) found through MATES III sampling efforts. To protect public health, the amended Rule 1156 requires cement manufacturing facilities to comply with specific operational requirements to further reduce particulate emissions and Cr6+.

MATES IV Mira Loma Village Microscale Study

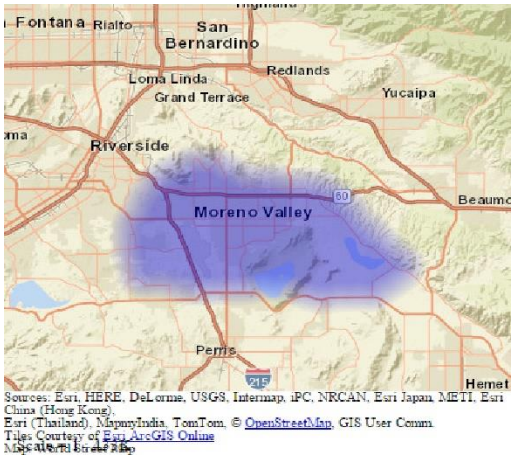
The Mira Loma Village in Jurupa Valley, a city in the county of Riverside, was selected to assess the impact of motor-vehicle emissions from the CA-60 Freeway and Etiwanda Avenue on a local community as part of the MATES IV Microscale Study. Sampling was conducted at six different sites on seven different dates from mid-January to early March, 2013 and measured ultrafine particles (UFP) and black carbon (BC). Each sampling period started before pre-morning rush-hour traffic and concluded in the mid-afternoon. Depending on the location of the monitor, UFP and BC concentrations measured around the railyard were up to approximately four times and two times higher, respectively, than the average concentrations measured at the MATES IV Rubidoux monitoring site.

Other Incentive Programs in the Community

School Filtration Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter (PM) and black carbon. To date, air filtration has been installed in one school in an EJ and Disadvantaged Community in the Mira Loma, Jurupa Valley, Eastvale community .

Moreno Valley



About this Community

Moreno Valley is a city in Riverside County, in which the land use is 15% residential, 29% commercial, 4% industrial, 2% transportation, communications, and utility, 1% under construction, 13% open space, 7% agriculture, 23% vacant land, and 5% water. The area has a population of 96,375, including the following race/ethnicity groups: Hispanic or Latino (61.4%), Black or African American (16.2%), White (14.6%), Asian (5%), American Indian or Alaska Native (0.3%), and other races (2.5%). The average percentile scores for this community are 85.8 for CalEnviroScreen 3.0, 20.1 for SCAQMD's MATES IV, and 50.8 for diesel particulate matter. Within this area, there are four facilities in the AB 2588 core program, one Title V facility, and one Superfund Site.

AB 617 Community Data

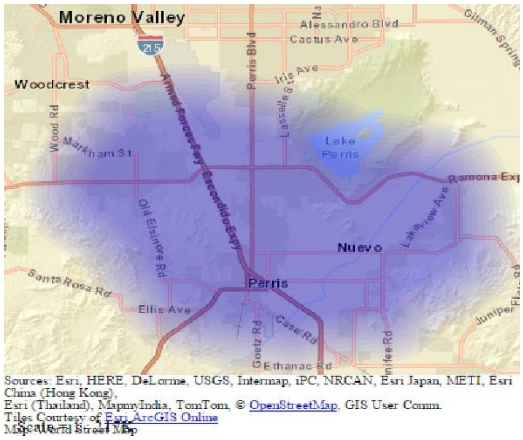
	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	20.1	27.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	570.1	672.3	897
MATES IV non-Diesel Cancer Risk [percentile]	16.1	18.3	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	124.4	131.8	
CalEnviroScreen 3.0			
Overall Score [percentile]	85.8	99.2	60
Ozone [percentile]	91.1	91.1	66
PM2.5 [percentile]	83.5	84.2	68
Diesel Particulate Matter [percentile]	50.7	80.3	58
Population Below Poverty Line [percentile]	80.1	97.9	53
Age-Adjusted Asthma ER Visit Rate [percentile]	75.8	82.1	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	80.9	96.5	52
Low Birth Weight [percentile]	85.1	98.2	53
Toxic Releases [percentile]	54.2	59.0	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.7		
Population over 65 years old [%]	6.1		
Diesel Mobile Sources			
Length of Freeways [km]	19.5		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	15.1	406.2	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Perris: O3, PM10

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Perris, Nuevo



About this Community

The city of Perris within Riverside County and the unincorporated community of Nuevo, located east of the city of Perris, are located in an area where the combined land use is 19% residential, 3% commercial, 4% industrial, 2% transportation, communications and utility, 1% under construction, 42% agriculture, 28% vacant land, and 1% water. The area has a combined population of 48,380, including the following race/ethnicity groups: Hispanic or Latino (71.6%), White (13.9%), Black or African American (9.7%), Asian (2.6%), American Indian or Alaska Native (0.3%) and other races (1.9%). The average percentile scores for this community are 88.1 for CalEnviroScreen 3.0, 13.1 for SCAQMD's MATES IV, and 30 for diesel particulate matter. Within this area, there are three Title V facilities.

AB 617 Community Data

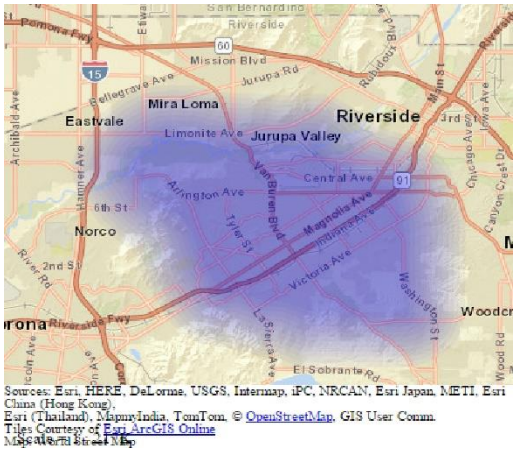
	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	13.1	15.6	43
MATES IV Cancer Risk [add'l cancer cases per million]	452.6	497.9	897
MATES IV non-Diesel Cancer Risk [percentile]	11.9	15.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	110.6	123.6	
CalEnviroScreen 3.0			
Overall Score [percentile]	88.1	94.7	60
Ozone [percentile]	91.1	91.1	66
PM2.5 [percentile]	81.3	84.2	68
Diesel Particulate Matter [percentile]	30.1	38.8	58
Population Below Poverty Line [percentile]	84.4	93.4	53
Age-Adjusted Asthma ER Visit Rate [percentile]	58.5	65.8	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	91.1	93.8	52
Low Birth Weight [percentile]	65.2	92.5	53
Toxic Releases [percentile]	47.0	51.4	72
Age Profile	**Percentage**		
Population under 10 years old [%]	19.5		
Population over 65 years old [%]	6.0		
Diesel Mobile Sources			
Length of Freeways [km]	15.2		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	97.7	707.2	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Perris: O3, PM10

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

West Riverside



About this Community

The city of Riverside's west side is 31% residential, 13% commercial, 5% industrial, 4% transportation, communications and utility, 12% open space, 24% agriculture, and 13% vacant land. The area has a population of 85,223, including the following race/ethnicity groups: Hispanic or Latino (65.6%), White (23.7%), Black or African American (4.8%), Asian (3.7%), American Indian or Alaska Native (0.5%), and other races (1.7%). The average percentile scores for this community are 84.7 for CalEnviroScreen 3.0, (34.2) for SCAQMD's MATES IV, and 55.1 for diesel particulate matter. Within this area, there are two facilities in the AB 2588 core program, and seven Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	34.2	44.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	754.3	844.7	897
MATES IV non-Diesel Cancer Risk [percentile]	27.9	31.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	156.0	164.0	
CalEnviroScreen 3.0			
Overall Score [percentile]	84.7	98.9	60
Ozone [percentile]	86.2	91.1	66
PM2.5 [percentile]	85.2	94.2	68
Diesel Particulate Matter [percentile]	55.1	85.4	58
Population Below Poverty Line [percentile]	72.6	97.3	53
Age-Adjusted Asthma ER Visit Rate [percentile]	59.3	78.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	68.2	90.7	52
Low Birth Weight [percentile]	62.5	96.8	53
Toxic Releases [percentile]	75.4	94.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.2		
Population over 65 years old [%]	7.8		
Diesel Mobile Sources			
Length of Freeways [km]	4.1		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	31.5	915.9	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Mira Loma (Van Buren): CO, NOx, O3, PM10, PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Community PM Sensors Project

The U.S. Environmental Protection Agency (U.S. EPA), the SCAQMD and local organizations have been collaborating on EPA Grant Number R836184 to engage, educate and empower California communities on the use and applications of "low-cost" air monitoring sensors. In the Riverside area, 15 PM sensors were provided to Riverside Unified School District (RUSD) in 2017 and 30 PM sensors were distributed to the Sycamore Highland Community Action Group (SHCAG) in early 2018. These sensors have been distributed to community members by the partnering local organization and they're currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities. For more information visit: http://www.aqmd.gov/aq-spec/research-projects

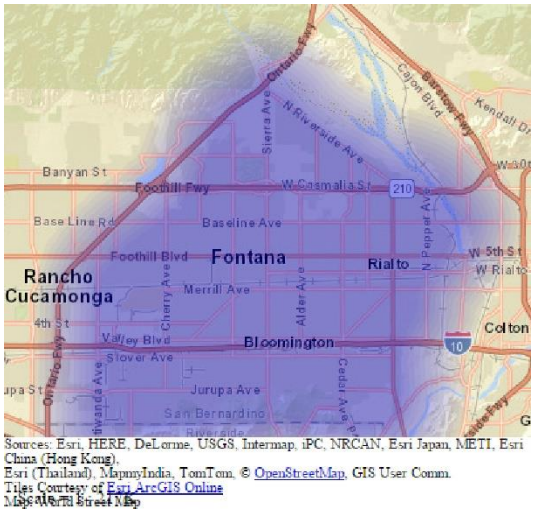
Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

E.R. Carpenter

E.R. Carpenter is a plastics foam products facility located at 7809 Lincoln Avenue in he City of Riverside. In September 2000, the facility's RRP was approved, which was subsequently fully implemented. The main chronic risk driver was Toluene Diisocyanates (TDI).

COMMUNITIES IN SAN BERNARDINO COUNTY

Bloomington, Fontana, Rialto



About this Community

The unincorporated area of Bloomington and the cities of Fontana and Rialto, all in San Bernardino County, have a combined land use that is 38% residential, 14% commercial, 19% industrial, 8% transportation, 1% under construction, 3% open space, 1% agriculture, and 17% vacant land. The area has a combined population of 203,672, including the following race/ethnicity groups: Hispanic or Latino (76.1%), White (11.7%), Black or African American (7.9%), Asian (2.9%), American Indian or Alaska Native (0.2%), and other races (1.2%). The average percentile scores for this community are 85.3 for CalEnviroScreen 3.0, 40.8 for SCAQMD's MATES IV, and 61.2 for diesel particulate matter. Within this area, there are 11 facilities in the AB 2588 core program, and eight facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 13 Title V facilities and one Superfund Site.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	40.8	70.9	43
MATES IV Cancer Risk [add'l cancer cases per million]	809.9	1041.8	897
MATES IV non-Diesel Cancer Risk [percentile]	35.4	67.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	171.7	227.0	
CalEnviroScreen 3.0			
Overall Score [percentile]	85.3	99.1	60
Ozone [percentile]	91.1	91.1	66
PM2.5 [percentile]	85.9	94.2	68
Diesel Particulate Matter [percentile]	61.3	94.5	58
Population Below Poverty Line [percentile]	74.7	99.4	53
Age-Adjusted Asthma ER Visit Rate [percentile]	71.8	87.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	86.3	98.4	52
Low Birth Weight [percentile]	65.0	88.8	53
Toxic Releases [percentile]	73.6	87.7	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.3		
Population over 65 years old [%]	6.2		
Diesel Mobile Sources			
Length of Freeways [km]	10.6		
Number of Freight Railyards	4		
Schools and Daycares Near Industrial Sources or Freeways [score]	77.8	820.2	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Fontana-Arrow Highway: CO, NOx, O3, PM10, PM2.5, SO2, SO4
SA Recycling: CO, NOx, O3,PM10, PM2.5, Lead (Pb)
Ontario Etiwanta - Near Road Site: CO, NOx
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Fontana.

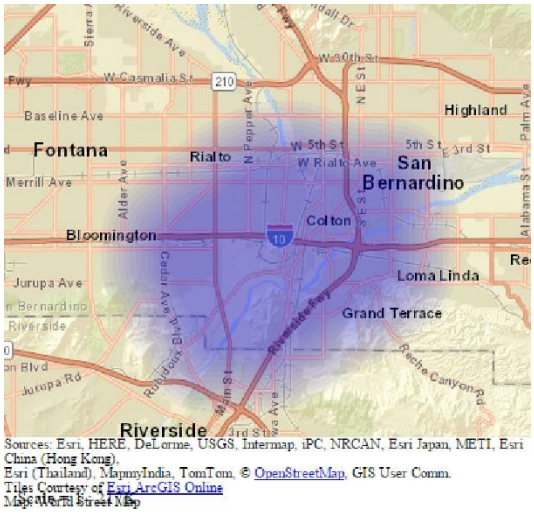
California Portland Cement Company Special Monitoring

California Portland Cement Company (CPCC) is a cement manufacturing facility located in Colton, a city in San Bernardino County. CPCC is one of two facilities in the SCAQMD's jurisdiction subject to Rule 1156: Further Reduction of Particulate Emissions from Cement Manufacturing Facilities. Rule 1156 was amended in 2009 due to unexpected elevated ambient concentrations of Chromium 6+ (Cr6+) found through MATES III sampling efforts. To protect public health, the amended Rule 1156 requires cement manufacturing facilities to comply with specific operational requirements to further reduce particulate emissions and Cr6+. It also requires ambient Cr6+ monitoring at the property fenceline on a one-in-three day schedule. In order to assist in evaluating the health risk, a joint project was initiated by SCAQMD and The Aerospace Corporation between 2010 and 2011. The goal of the project was to assess the feasibility of using Light Detection and Ranging (Lidar) technology to map dust emissions, specifically particulates.

Riverside Cement Company

Riverside Cement is a cement manufacturing facility located in Riverside. Riverside Cement is one of two facilities in the SCAQMD jurisdiction subject to Rule 1156: Further Reduction of Particulate Emissions from Cement Manufacturing Facilities. Rule 1156 was amended in 2009 due to unexpected elevated ambient concentrations of Hexavalent Chromium (Cr6+) found through MATES III sampling efforts. To protect public health, the amended Rule 1156 requires cement manufacturing facilities to comply with specific operational requirements to further reduce particulate emissions and Cr6+.

Colton, Grand Terrace, San Bernardino Southwest



About this Community

The cities of Colton, Grand Terrace, and the south west area of the city of San Bernardino, all within San Bernardino County, are in an area where the combined land use is 33% residential, 14% commercial, 30% industrial, 6% transportation, communications and utility, 1% mixed, 11% open space, 1% agriculture, and 4% vacant land. The area has a combined population of 65,447, including the following race/ethnicity groups: Hispanic or Latino (71.5%), White (14.3%), Black or African American (7.8%), Asian (4.4%), American Indian or Alaska Native (0.3%), and other races (1.8%). The average percentile scores for this community are 89.8 for CalEnviroScreen 3.0, 51.4 for SCAQMD's MATES IV, and 70.7 for diesel particulate matter. Within this area, there are seven facilities in the AB 2588 core program and two facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also 21 Title V facilities in this area.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	51.4	70.5	43
MATES IV Cancer Risk [add'l cancer cases per million]	898.4	1038.5	897
MATES IV non-Diesel Cancer Risk [percentile]	35.8	41.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	173.6	185.7	
CalEnviroScreen 3.0			
Overall Score [percentile]	89.8	99.4	60
Ozone [percentile]	91.1	91.1	66
PM2.5 [percentile]	82.0	84.2	68
Diesel Particulate Matter [percentile]	70.8	94.5	58
Population Below Poverty Line [percentile]	78.0	94.1	53
Age-Adjusted Asthma ER Visit Rate [percentile]	82.2	92.7	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	89.9	99.1	52
Low Birth Weight [percentile]	65.9	94.1	53
Toxic Releases [percentile]	58.7	63.0	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.7		
Population over 65 years old [%]	7.5		
Diesel Mobile Sources			
Length of Freeways [km]	19.2		
Number of Freight Railyards	4		
Schools and Daycares Near Industrial Sources or Freeways [score]	46.1	171.7	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

San Bernardino: CO, NOx, O3, PM10, PM2.5

Riverside-Rubidoux: CO, NOx, O3, continuous PM10, continuous PM2.5, Lead (Pb), SO2, SO4. Riverside-Rubidoux 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: The 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 (HAP) monitoring data of consistent quality nationwide. NATTS monitoring began in February 2007 at the Central Los Angeles station and continues. Photochemical Assessment

Photochemical Assessment Monitoring Stations (PAMS): The PAMS monitoring stations were established to provide an air quality database of ozone and ozone precursors and to track Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx) emission inventory reductions.

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Fontana.

MATES III Microscale Study – San Bernardino

The objective of this MATES III Microscale study was to determine if there were variations in ambient levels of toxic air contaminants between communities that were not otherwise captured by the fixed monitoring sites. Each microscale site was paired with the closest fixed site for comparison to determine if toxic air contaminant levels at these microscale sites statistically exceed a neighboring fixed site. In this case, San Bernardino's microscale station was paired with Fontana's regulatory station. The microscale sites utilized the SCAQMD's mobile monitoring platforms and were situated near air toxic emission sources. VOC measurements were taken from October 2004 through February 2005, PM2.5 was measured from January 2005 to February 2005 and TSP, PM10 and hexavalent chromium (Cr6+) measurements were taken from September 2004 to February 2005. San Bernardino showed higher levels of several pollutants associated with vehicle emissions, including benzene, 1,3-butadiene, toluene and aldehydes, and may reflect the influence of nearby traffic. In addition solvents methyl ethyl ketone and methylene chloride were higher. For more information visit: http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iii

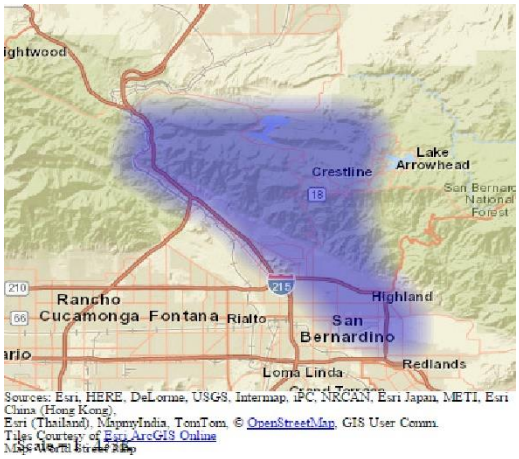
California Portland Cement Company Special Monitoring

California Portland Cement Company (CPCC) is a cement manufacturing facility located in Colton, a city in San Bernardino County. CPCC is one of two facilities in the SCAQMD's jurisdiction subject to Rule 1156: Further Reduction of Particulate Emissions from Cement Manufacturing Facilities. Rule 1156 was amended in 2009 due to unexpected elevated ambient concentrations of Chromium 6+ (Cr6+) found through MATES III sampling efforts. To protect public health, the amended Rule 1156 requires cement manufacturing facilities to comply with specific operational requirements to further reduce particulate emissions and Cr6+. It also requires ambient Cr6+ monitoring at the property fenceline on a one-in-three day schedule. Since establishing the monitoring network in March 2010, there have been no exceedances of the rule threshold. In order to assist in evaluating the health risk, a joint project was initiated between SCAQMD and The Aerospace Corporation between 2010 and 2011. The goal of the project was to assess the feasibility of using Light Detection and Ranging (Lidar) technology to map dust emissions, specifically particulates (PM).

Riverside Cement Company

Riverside Cement is a cement manufacturing facility located in Riverside. Riverside Cement is one of two facilities in the SCAQMD jurisdiction subject to Rule 1156: Further Reduction of Particulate Emissions from Cement Manufacturing Facilities. Rule 1156 was amended in 2009 due to unexpected elevated ambient concentrations of Hexavalent Chromium (Cr6+) found through MATES III sampling efforts. To protect public health, the amended Rule 1156 requires cement manufacturing facilities to comply with specific operational requirements to further reduce particulate emissions and Cr6+.

Highland, Crestline



About this Community

The City of Highland and the unincorporated area of Crestline, both in San Bernardino County, have a combined land use that is 8% residential, 2% commercial, 1% industrial, 2% transportation, communications and utility, 66% open space, 20% vacant land, and 1% water. The area has a population of 50,839, including the following race/ethnicity groups: Hispanic or Latino (48.9%), White (27.9%), Black or African American (15.5%), Asian (4.4%), American Indian or Alaska Native (0.5%) and other races (2.7%). The area ranks in the average 83.3 for CalEnviroScreen 3.0, 24th for SCAQMD's MATES IV, and 42.6 for diesel particulate matter. Within this area, there is one Superfund Site.

AB 617 Community Data

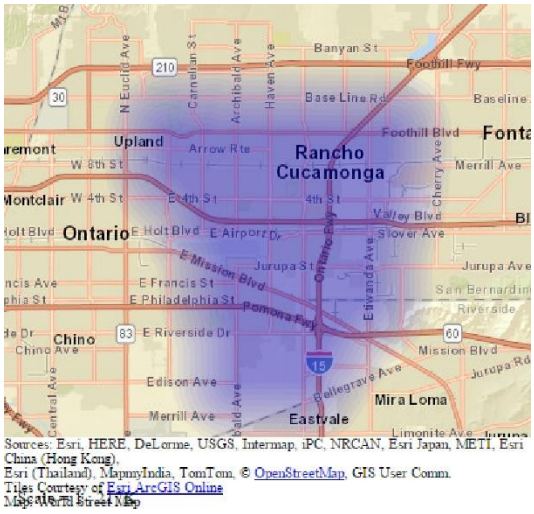
	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	24.0	30.2	43
MATES IV Cancer Risk [add'l cancer cases per million]	625.8	715.6	897
MATES IV non-Diesel Cancer Risk [percentile]	22.6	29.6	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	142.7	159.8	
CalEnviroScreen 3.0			
Overall Score [percentile]	83.3	95.7	60
Ozone [percentile]	97.2	98.2	66
PM2.5 [percentile]	67.6	81.8	68
Diesel Particulate Matter [percentile]	42.7	61.7	58
Population Below Poverty Line [percentile]	81.9	98.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	88.2	96.3	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	87.5	97.4	52
Low Birth Weight [percentile]	78.8	98.5	53
Toxic Releases [percentile]	55.6	64.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	17.6		
Population over 65 years old [%]	8.0		
Diesel Mobile Sources			
Length of Freeways [km]	15.7		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	11.5	1102.9	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Crestline (Lake Gregory): O3, PM10

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Rancho Cucamonga, East Ontario



About this Community

The City of Rancho Cucamonga and the eastern portion of the city of Ontario, both located within San Bernardino County, have a combined land use that is 12% residential, 23% commercial, 30% industrial, 11% transportation, communications and utility, 1% mixed, 1% under construction, 2% open space, 7% agriculture, and 12% vacant land. The area has a combined population of 51,516, including the following race/ethnicity groups: Hispanic or Latino (49.%), White (26.7%), Asian (9%), Black or African American (12.4%), American Indian or Alaska Native (0.2%), and other races (2.7%). The average percentile scores for this community are 79.6 for CalEnviroScreen 3.0, 75.9 for SCAQMD's MATES IV, and 80.4 for diesel particulate matter. Within this same area, there are 15 facilities in the AB 2588 core program, four facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. Within this area, there are also 20 Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	75.9	95.0	43
MATES IV Cancer Risk [add'l cancer cases per million]	1123.2	1399.0	897
MATES IV non-Diesel Cancer Risk [percentile]	61.9	83.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	220.1	262.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	79.6	97.3	60
Ozone [percentile]	88.2	91.1	66
PM2.5 [percentile]	89.1	94.2	68
Diesel Particulate Matter [percentile]	80.5	96.4	58
Population Below Poverty Line [percentile]	52.5	79.6	53
Age-Adjusted Asthma ER Visit Rate [percentile]	46.7	58.5	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	74.7	97.5	52
Low Birth Weight [percentile]	60.8	86.3	53
Toxic Releases [percentile]	87.0	98.1	72
Age Profile	**Percentage**		
Population under 10 years old [%]	13.6		
Population over 65 years old [%]	5.6		
Diesel Mobile Sources			
Length of Freeways [km]	18.3		
Number of Freight Railyards	3		
Schools and Daycares Near Industrial Sources or Freeways [score]	64.4	569.4	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 2-5 or 2-6		

Regulatory monitors in or near the Community

Upland: CO, NOx, O3, PM10, PM2.5, Lead (Pb), SO4
Ontario - Etiwanta Near Road Site: CO, NO2
Ontario - Route 60 Near Road Site: NO2, PM2.5
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Gerdau/TAMCO North America Special Monitoring

Gerdau North America acquired the TAMCO Rancho Cucamonga steel mini mill in October 2010. In 2011, the facility was required under Rule 1402: Control of Toxic Air Contaminants from Existing Sources to submit a detailed Air Toxics Inventory Report (ATIR) and Health Risk Assessment (HRA). The final HRA was approved in October 2015, and shows that residential cancer risk and worker non-cancer risks exceed thresholds stated in Rule 1402. The main risk drivers were found to be Cr6+, dioxins, diesel particulate matter, cadmium, lead, manganese, arsenic, and nickel. Therefore, Gerdau was required to notify the public and submit a Risk Reduction Plan (RRP) to SCAQMD. In September 2012, an environmental audit was conducted at the facility and it was suspected that lead (Pb) emissions from Gerdau may contribute to an exceedance of the National Ambient Air Quality Standards (NAAQS). An RRP was approved on July 2016 and it was implemented. SCAQMD conducted inspections of the facility to address issues, and continues to monitor for lead, Hexavalent Chromium (Cr6+), and other metals at the facility.

Rancho Cucamonga SoCal Gas Natural Gas Leak Special Monitoring

In May 2017, a natural gas leak was reported to the Southern California Gas Company (SoCalGas) in Rancho Cucamonga. Upon notification, SCAQMD staff collected field measurements, which indicated that there were very high levels of methane (CH4) below the ground, but measurements a few feet above the ground were significantly lower. SCAQMD conducted mobile survey measurements of CH4 in Rancho Cucamonga during and after the incident to assess methane levels in the community. After SoCalGas had repaired the leak, the monitoring results indicated that levels of methane decreased to typical levels seen across the region. SCAQMD staff also conducted some short-term air toxics sampling; these results showed that some air toxics were detected in the samples, but levels were all well below the acute Reference Exposure Levels (RELs). For more information visit: http://www.aqmd.gov/home/air-quality/air-quality-studies/special-monitoring/rc-ng-leak/air-monitoring.

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.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

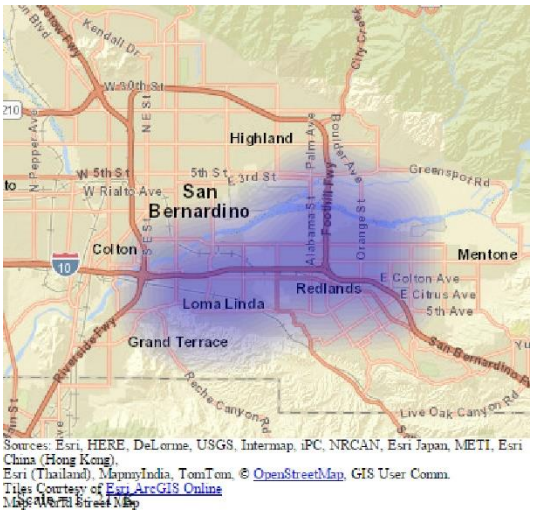
Schlosser Forge Co.

Schlosser Forge Company is an active non-ferrous forgings facility located at 1171 Arrow Route in the City of Rancho Cucamonga. In October 2002, the facility's RRP was approved, which was subsequently fully implemented. The main chronic cancer risk driver and acute risk driver was nickel.

Gerdau / TAMCO

Gerdau / TAMCO is an active blast furnaces and steel mills facility located at 12459 Arrow Route in the City of Rancho Cucamonga. In July 2016, the facility's RRP was approved, which is currently being implemented. The chronic cancer risk driver is hexavalent chromium, the chronic risk driver was manganese and acute risk driver was nickel.

Redlands, Loma Linda



About this Community

Redlands and Loma Linda are cities in San Bernardino County with a combined land use that is 40% residential, 20% commercial, 3% industrial, 1% transportation, communications and utility, 3% open space, 13% agriculture, and 20% vacant land. The area has a population of 22,657, including the following race/ethnicity groups: Hispanic or Latino (49.2%), White (24%), Asian (14.7%), Black or African American (9%), American Indian or Alaska Native (0.3%), and other races (2.8%). The average percentile scores for this community are 83.7 for CalEnviroScreen 3.0, 25.3 for SCAQMD's MATES IV, and 77.9 for diesel particulate matter. Within this area, there are two facilities in the AB 2588 core program and one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic. There is also one Title V facility.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	25.3	26.5	43
MATES IV Cancer Risk [add'l cancer cases per million]	649.5	667.8	897
MATES IV non-Diesel Cancer Risk [percentile]	20.9	21.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	139.5	142.0	
CalEnviroScreen 3.0			
Overall Score [percentile]	83.7	89.8	60
Ozone [percentile]	98.2	98.2	66
PM2.5 [percentile]	67.6	69.3	68
Diesel Particulate Matter [percentile]	77.7	90.6	58
Population Below Poverty Line [percentile]	79.5	91.4	53
Age-Adjusted Asthma ER Visit Rate [percentile]	49.1	53.6	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	49.3	58.4	52
Low Birth Weight [percentile]	77.2	87.4	53
Toxic Releases [percentile]	45.8	48.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	15.5		
Population over 65 years old [%]	9.3		
Diesel Mobile Sources			
Length of Freeways [km]	4.8		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	72.6	229.3	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Redlands: O3, PM10

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Community PM Sensors Project

In the Redlands, 25 Particulate Matter (PM) sensors were distributed to community members and 14 of them are currently in operation, measuring particulate matter on a real-time basis. Results will be communicated to the public through a series of outreach activities.

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.

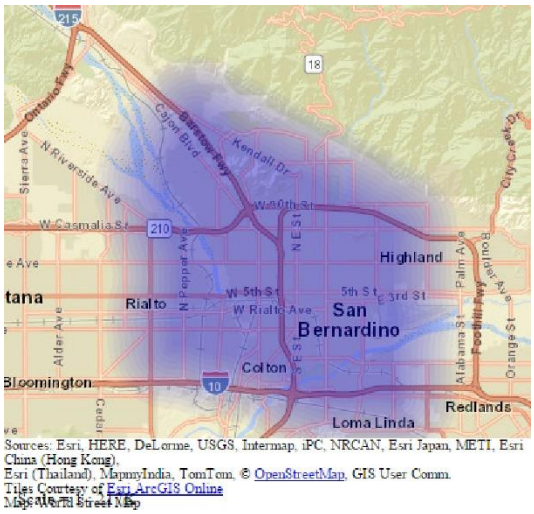
Carl Moyer Program (CMP)

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.

San Bernardino, Muscoy



About this Community

The City of San Bernardino and the adjacent unincorporated community of Muscoy within San Bernardino County, are in an area where the combined land use land use is 45% residential, 18% commercial, 7% industrial, 5% transportation, communications and utility, 4% open space, 1% agriculture, and 20% vacant land. The area has a population of 152,461, including the following race/ethnicity groups: Hispanic or Latino (68.4%), White (12.9%), Black or African American (12.9%), Asian (3.7%), American Indian or Alaska Native (0.4%) and other races (1.7%). The average percentile scores for this community are 92 for CalEnviroScreen 3.0, 33 for SCAQMD's MATES IV, and 74.3 for diesel particulate matter. Within this area, there is one Title V facility, one rail yard, and multiple warehouses.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	33.0	51.3	43
MATES IV Cancer Risk [add'l cancer cases per million]	739.6	905.7	897
MATES IV non-Diesel Cancer Risk [percentile]	30.0	36.9	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	160.4	175.9	
CalEnviroScreen 3.0			
Overall Score [percentile]	92.0	99.7	60
Ozone [percentile]	93.5	98.2	66
PM2.5 [percentile]	73.8	84.2	68
Diesel Particulate Matter [percentile]	74.2	92.0	58
Population Below Poverty Line [percentile]	91.0	99.8	53
Age-Adjusted Asthma ER Visit Rate [percentile]	91.7	98.7	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	89.8	99.9	52
Low Birth Weight [percentile]	76.6	99.0	53
Toxic Releases [percentile]	60.5	74.8	72
Age Profile	**Percentage**		
Population under 10 years old [%]	18.9		
Population over 65 years old [%]	7.4		
Diesel Mobile Sources			
Length of Freeways [km]	27.2		
Number of Freight Railyards	6		
Schools and Daycares Near Industrial Sources or Freeways [score]	109.3	622.0	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 1		

Regulatory monitors in or near the Community

San Bernardino: CO, NO2, O3, PM2.5, continuous PM10, Lead (Pb)
More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Special Monitoring Studies in or near the Community

Multiple Air Toxics Exposure Study (MATES)

The MATES program is an Environmental Justice initiative that includes air toxics monitoring at ten stations in the SCAB for a one to two year period, an air toxics emissions inventory, and an air toxics modeling to characterize health risks from long-term regional air toxics levels in residential and commercial areas. The most recently completed MATES study (MATES IV) was conducted from 2012-2013. The MATES V Study began in January 2018 and will continue into 2019. More information on MATES can be found at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies.
One of the MATES V fixed sites is located in Fontana.

MATES IV San Bernardino Railyard Microscale Study

A unique set of mobile air toxics monitoring platforms were deployed in the communities near the San Bernardino Railyard as part of the MATES IV Microscale Study. These were used to continuously measure black carbon (BC) and ultrafine particle (UFP) concentrations. Measurements were taken From September 6 to 19, 2013. This study was designed to characterize ambient air pollutant levels from the diverse sources of emissions in the area. These include trains, terminal operations, and on-road vehicles, particularly heavy-duty diesel trucks in the communities surrounding this facility. Depending on the location of the monitor, BC and UFP concentrations measured around the railyard were up to approximately three times and two times higher, respectively, than the annual average concentrations measured at the MATES IV Inland Valley San Bernardino monitoring site.

Other Incentive Programs in the Community

School Filtration Program

SCAQMD has worked with school districts and Environmental Justice (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 Particulate Matter (PM) and black carbon. To date, air filtration has been installed in 5 schools and community centers in EJ and Disadvantaged Communities in the San Bernardino, Muscoy community.

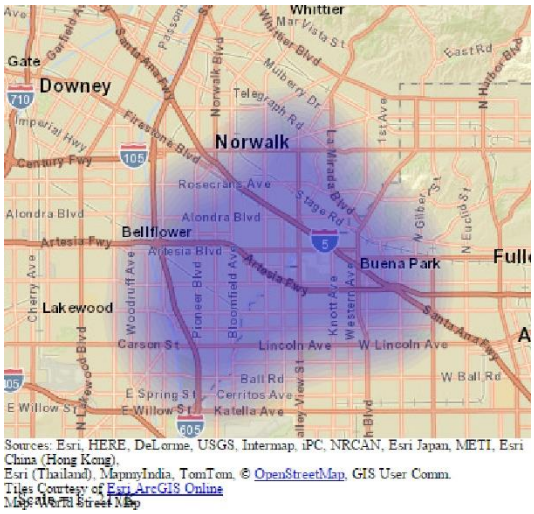
Ongoing and Prior Emissions Reduction Plans or other Community Plans

Clean Communities Plan

San Bernardino 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 the 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. The 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 railyard; weatherization of homes near roadways and other diesel sources; air filtration in schools; inspections; and 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 incentive 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. 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.

CROSS-COUNTY COMMUNITIES

Cerritos, Buena Park, Artesia, La Mirada, Hawaiian Gardens



About this Community

The cities of Cerritos, Artesia, La Mirada, and Hawaiian Gardens located within Los Angeles County, and the City of Buena Park within Orange County have a combined land use that is 47% residential, 20% commercial, 23% industrial, 3% transportation, communications and utility, 4% open space, and 2% vacant land. The area has a combined population of 117,303, including the following race/ethnicity groups: Hispanic or Latino (39%), Asian (35.5%), White (18.4%), Black or African American (4.8%), American Indian or Alaska Native (0.2%), and other races (2.2%). The average percentile scores for this community are 64.9 for CalEnviroScreen 3.0, 71.4 for SCAQMD's MATES IV, and 64.3 for diesel particulate matter. Within this same area, there are four facilities in the AB 2588 core program, and one facility that regularly processes chemicals such as hexavalent chromium, lead, and/or arsenic. There are also four Title V facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	71.4	87.2	43
MATES IV Cancer Risk [add'l cancer cases per million]	1059.9	1221.7	897
MATES IV non-Diesel Cancer Risk [percentile]	62.6	74.2	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	219.9	241.2	
CalEnviroScreen 3.0			
Overall Score [percentile]	64.9	93.8	60
Ozone [percentile]	36.9	40.5	66
PM2.5 [percentile]	55.2	66.5	68
Diesel Particulate Matter [percentile]	64.4	87.0	58
Population Below Poverty Line [percentile]	45.2	89.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	49.2	86.2	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	59.8	89.4	52
Low Birth Weight [percentile]	57.0	92.6	53
Toxic Releases [percentile]	84.1	86.6	72
Age Profile	**Percentage**		
Population under 10 years old [%]	12.5		
Population over 65 years old [%]	12.1		
Diesel Mobile Sources			
Length of Freeways [km]	17.4		
Number of Freight Railyards	1		
Schools and Daycares Near Industrial Sources or Freeways [score]	330.7	1105.7	
Community Self-Nomination Received	Yes		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

La Habra: CO, NOx, O3

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan.

Special Monitoring Studies in or near the Community

Fugitive Dust Source Mapping

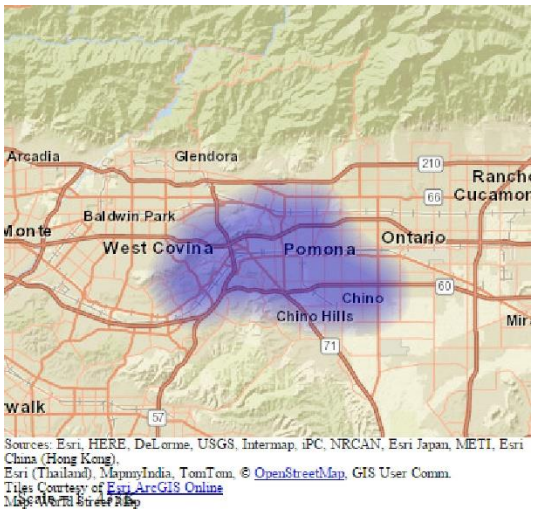
In order to assist in evaluating the health risk for communities near commercial cement production facilities, a joint project was initiated between SCAQMD and The Aerospace Corporation between 2010 and 2011. The goal of the project was to assess the feasibility of using Light Detection and Ranging (Lidar) technology to map dust emissions. Lidar can map the presence of dust in the air when illuminated by laser light. The results suggest that Lidar is an effective means of mapping fugitive dust emissions to plant locations and functions, and are hopeful that this technology can be used to improve air quality, reduce fugitive dust emissions and support mitigation efforts.

Ongoing and Prior AB 2588 Risk Reduction Plans (RRP)

Amada Manufacturing America, Inc.

Amada America, Inc is an active machine tools and metal form type facility located at 14646 Northam Street in the City of La Mirada. In November 2002, the facility's RRP was approved, which was subsequently fully implemented. The main cancer risk driver was perchloroethylene.

Pomona, Chino, Walnut, San Dimas



About this Community

Pomona, Walnut, and San Dimas, which are cities within Los Angeles County, along with Chino, which is a city in San Bernardino County, have a combined land use that is 50% residential, 22% commercial, 8% industrial, 3% transportation, communications, and utility, 7% open space, 1% agriculture, 9% vacant land, and 1% water. The area has a combined population of 190,169, including the following race/ethnicity groups: Hispanic or Latino (69.4%), White (15%), Asian (8.9%), Black or African American (5.2%), American Indian or Alaska Native (0.2%), and other (1.4%). The average percentile scores for this community are 83.9 for CalEnviroScreen 3.0, 71.2 for SCAQMD's MATES IV, and 83.9 for diesel particulate matter. Within this area, there are four facilities in the AB 2588 core program and six facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also nine title five facilities.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	71.2	92.5	43
MATES IV Cancer Risk [add'l cancer cases per million]	1068.4	1307.2	897
MATES IV non-Diesel Cancer Risk [percentile]	63.0	99.6	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	234.8	496.3	
CalEnviroScreen 3.0			
Overall Score [percentile]	83.9	99.3	60
Ozone [percentile]	79.5	82.1	66
PM2.5 [percentile]	82.1	84.2	68
Diesel Particulate Matter [percentile]	76.2	86.8	58
Population Below Poverty Line [percentile]	67.1	99.2	53
Age-Adjusted Asthma ER Visit Rate [percentile]	67.3	85.4	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	67.7	92.4	52
Low Birth Weight [percentile]	55.5	97.0	53
Toxic Releases [percentile]	88.9	99.9	72
Age Profile	**Percentage**		
Population under 10 years old [%]	15.6		
Population over 65 years old [%]	7.6		
Diesel Mobile Sources			
Length of Freeways [km]	25.4		
Number of Freight Railyards	6		
Schools and Daycares Near Industrial Sources or Freeways [score]	67.1	981.2	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Pomona: CO, NOx, O3

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

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.

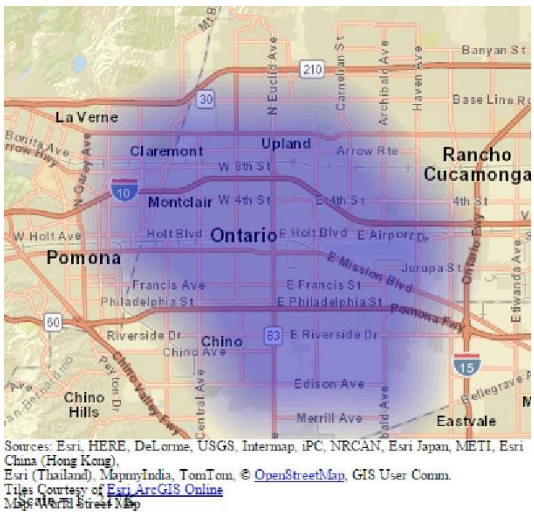
Carl Moyer Program (CMP)

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.

West Ontario, Montclair, Upland, Claremont



About this Community

The cities of Montclair and Upland, and the western neighborhood of the city of Ontario located within San Bernardino County, along with the City of Claremont, within Los Angeles County, have a combined land use that is 39% residential, 17% commercial, 8% industrial, 11% transportation, communications, and utility, 4% open space, 14% agriculture, and 7% vacant land. The area has a combined population of 215,147, including the following race/ethnicity groups: Hispanic or Latino (67.2%), White (19.7%), Asian (5.7%), Black or African American (5.6%), American Indian or Alaska Native (0.2%), and other races (1.5%). The average percentile scores for this community are 87 for CalEnviroScreen 3.0, 78.8 for SCAQMD's MATES IV, and 84.9 for diesel particulate matter. Within this area, there are five facilities in the AB 2588 core program, and nine facilities that regularly process chemicals such as hexavalent chromium, lead, and/or arsenic. There are also six Title V facilities in this region.

AB 617 Community Data

	Community Average	Community Maximum	Average in SCAQMD's Jurisdiction
MATES			
MATES IV Cancer Risk [percentile]	78.8	94.5	43
MATES IV Cancer Risk [add'l cancer cases per million]	1142.6	1369.0	897
MATES IV non-Diesel Cancer Risk [percentile]	62.4	86.6	
MATES IV non-Diesel Cancer Risk [add'l cancer cases per million]	220.5	270.8	
CalEnviroScreen 3.0			
Overall Score [percentile]	87.0	100.0	60
Ozone [percentile]	84.7	85.2	66
PM2.5 [percentile]	85.0	93.0	68
Diesel Particulate Matter [percentile]	84.8	93.5	58
Population Below Poverty Line [percentile]	68.9	95.5	53
Age-Adjusted Asthma ER Visit Rate [percentile]	70.2	86.0	48
Age-Adjusted Heart Attack ER Visit Rate per 10,000 [percentile]	84.1	97.5	52
Low Birth Weight [percentile]	61.5	99.1	53
Toxic Releases [percentile]	82.7	97.3	72
Age Profile	**Percentage**		
Population under 10 years old [%]	16.2		
Population over 65 years old [%]	7.6		
Diesel Mobile Sources			
Length of Freeways [km]	28.6		
Number of Freight Railyards	0		
Schools and Daycares Near Industrial Sources or Freeways [score]	104.7	1325.7	
Community Self-Nomination Received	No		
Overall Prioritization	Year 6+		

Regulatory monitors in or near the Community

Upland: CO, NOx, O3, PM10, PM2.5, Lead (Pb), SO4

Ontario - Route 60 Near Road Site: NO2, PM2.5

More information about these stations can be found at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan

Diesel Particulate Matter Incentive Programs in the Community

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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.

Ongoing and Prior AB 2588 Risk Reduction Plans

GE Engine Services

GE Engine Services, LLC was an aircraft engines and engine parts facility subject to AB 2588, located at 2264 Avion Pl. in Ontario, CA 91761. In 2003, the facility received approval for a Risk Reduction Plan (RRP), which was then implemented. The main cancer risk driver was hexavalent chromium. The facility went out of business in October of 2010.

List of Abbreviations and Acronyms

Acronym	Meaning	Acronym	Meaning
AB	Assembly Bill	NOx	Nitrogen Oxides
NCore	NCore Multipollutant Monitoring Network	NOy	Organic Nitrates
BC	Black Carbon	O3	Ozone
CARB	California Air Resources Board	OA	Order for Abatement
CES	CalEnviroScreen	PAH	Polycyclic aromatic hydrocarbons
CMP	Carl Moyer Program	PAMS	Photochemical Assessment Monitoring Stations
CO	Carbon Monoxide	Pb	Lead
Cr6+	Hexavalent Chromium	PM	Particulate Matter
DOGGR	Div. of Oil, Gas and Geothermal Resources	UFP	Ultrafine inhalable particulate matter
EJ	Environmental Justice	PM10	Inhalable particulate matter
EPA	Environmental Protection Agency	PM2.5	Fine inhalable particulate matter
ER	Emergency Room	Prop	Proposition
ESP	Electrostatic Precipitator	ROG	Reactive Organic Gases
OEHHA	Office of Env. Health Hazard Assessment	RRP	Risk Reduction Plan
DTSC	Department of Toxic Substances Control	RUSD	Riverside Unified School District
FCCU	Fluid Catalytic Cracking Unit	SCAB	South Coast Air Basin
HAP	Hazardous Air Pollutant	SCAQMD	South Coast Air Quality Management District
HRA	Health Risk Assessment	SO2	Sulfur Dioxide
km	Kilometer	SO4	Sulfate
LAUSD	Los Angeles Unified School District	STN	Speciation Trends Network
m3	Meter cubed	TC	Total Carbon
MATES	Multiple Air Toxics Exposure Study	ug	Microgram
NAAQS	National Ambient Air Quality Standards	VIP	Voucher Incentive Program
NATTS	National Air Toxics Trend Station	VOCs	Volatile Organic Compounds

Appendix B

Outreach Materials

Introduction

In an effort to generate public input from community members and stakeholders, SCAQMD generated specialized outreach materials that helped inform the general public about AB 617. Appendix B contains the materials staff 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. These 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 – Outreach Flyer (English)

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

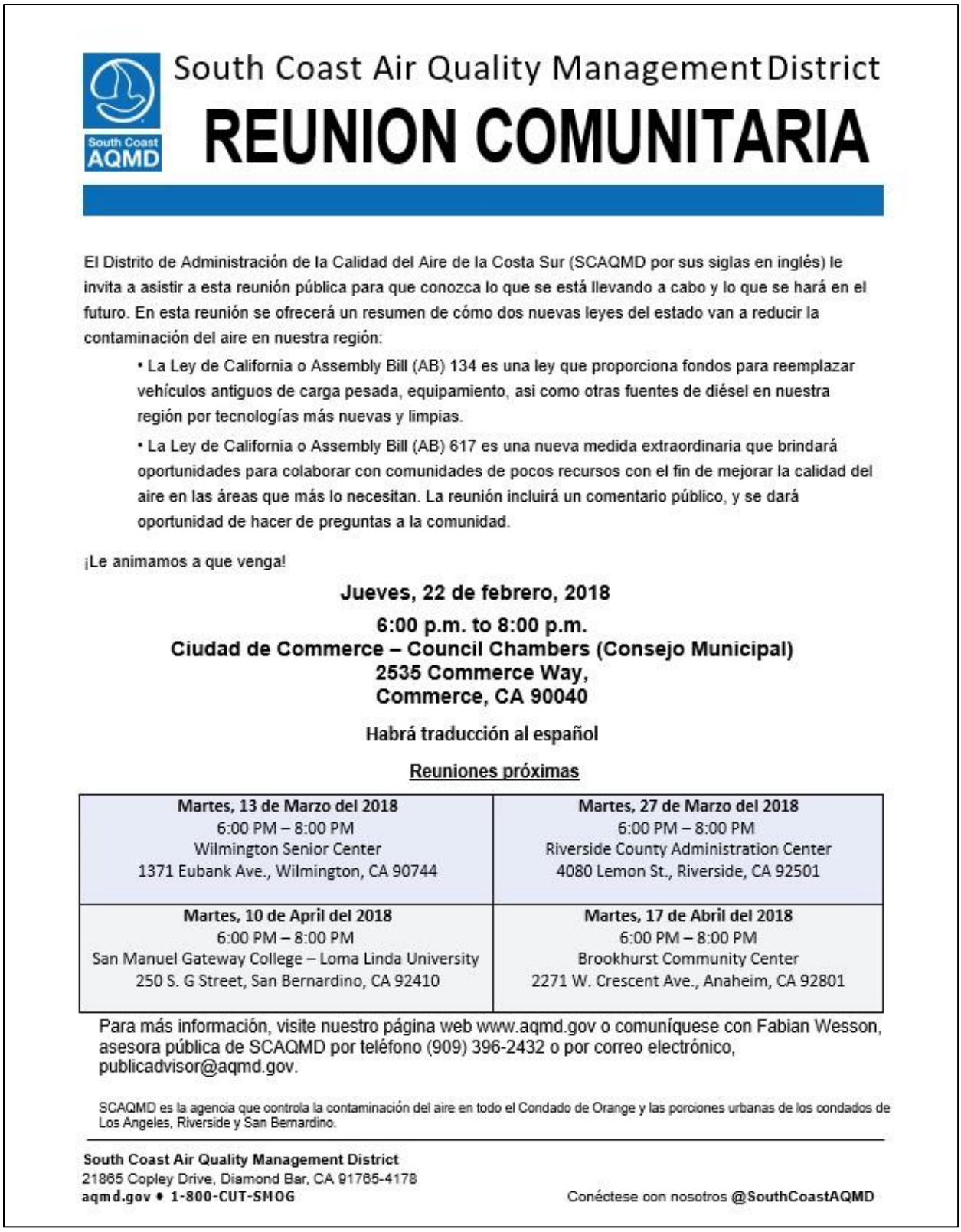
For more information, please visit our website at www.aqmd.gov or contact Fabian Wesson, SCAQMD Public Advisor, at (909) 396-2432 or by email at publicadvisor@aqmd.gov.

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

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

Stay Connected With Us **@SouthCoastAQMD**

Image 2 – Outreach Flyer (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. to 8:00 p.m.
Ciudad de Commerce – Council Chambers (Consejo Municipal)
2535 Commerce Way,
Commerce, CA 90040

Habrá traducción al español

Reuniones próximas

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

Para más información, visite nuestro página web www.aqmd.gov o comuníquese con Fabian Wesson, asesora pública de SCAQMD por teléfono (909) 396-2432 o por correo electrónico, publicadvisor@aqmd.gov.

SCAQMD es la agencia que controla la contaminación del aire en todo el Condado de Orange y las porciones urbanas de los condados de 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

Conéctese con nosotros **@SouthCoastAQMD**

Image 3 – Outreach Flyer (English)

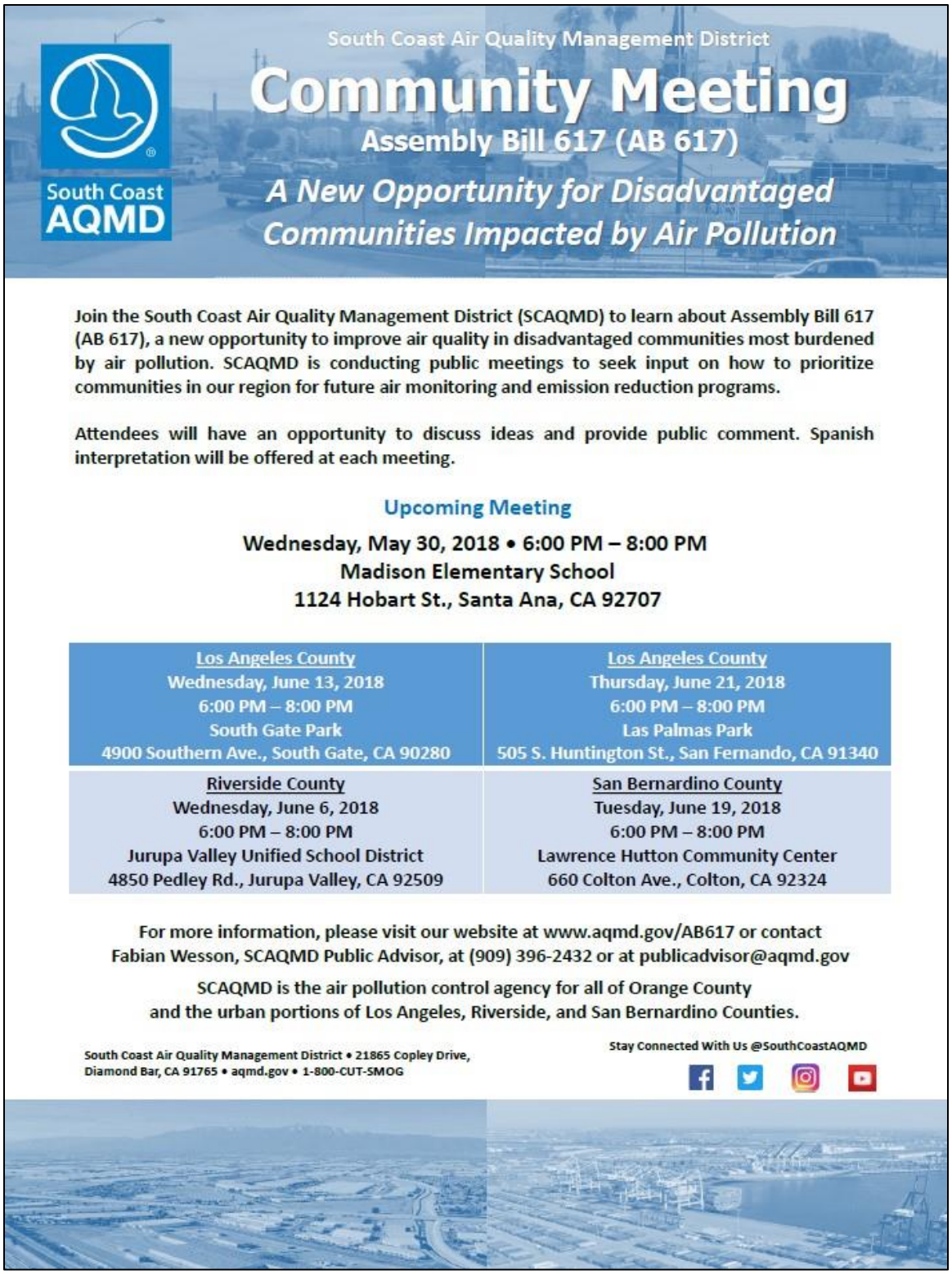


Image 4 – Outreach Flyer (Spanish)

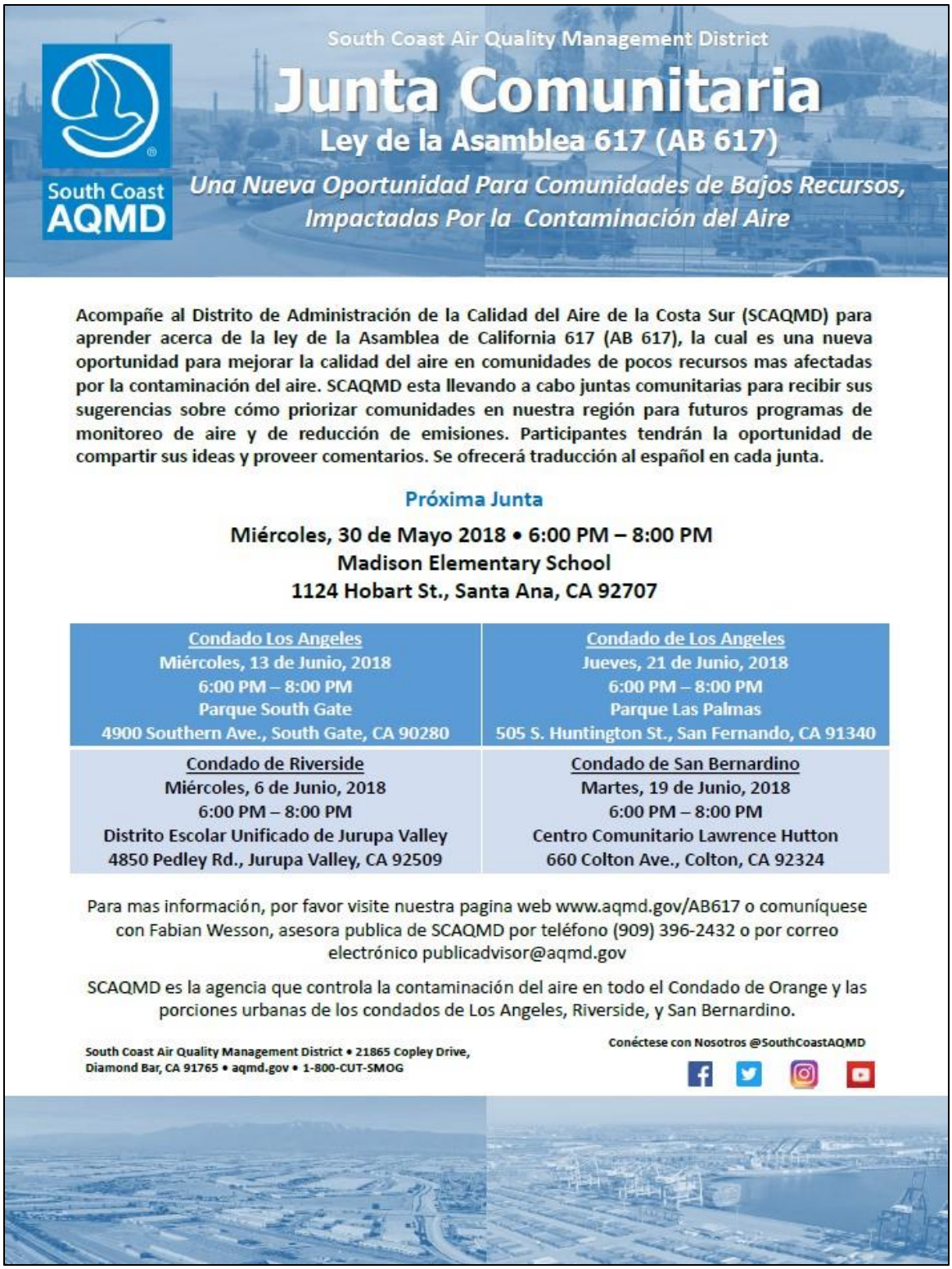


Image 5 – Social Media Graphic for Santa Ana (English)

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)

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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)

Image14 – Social Media Graphic for San Fernando (Spanish)

Image 15 – Flyer for Technical Meeting

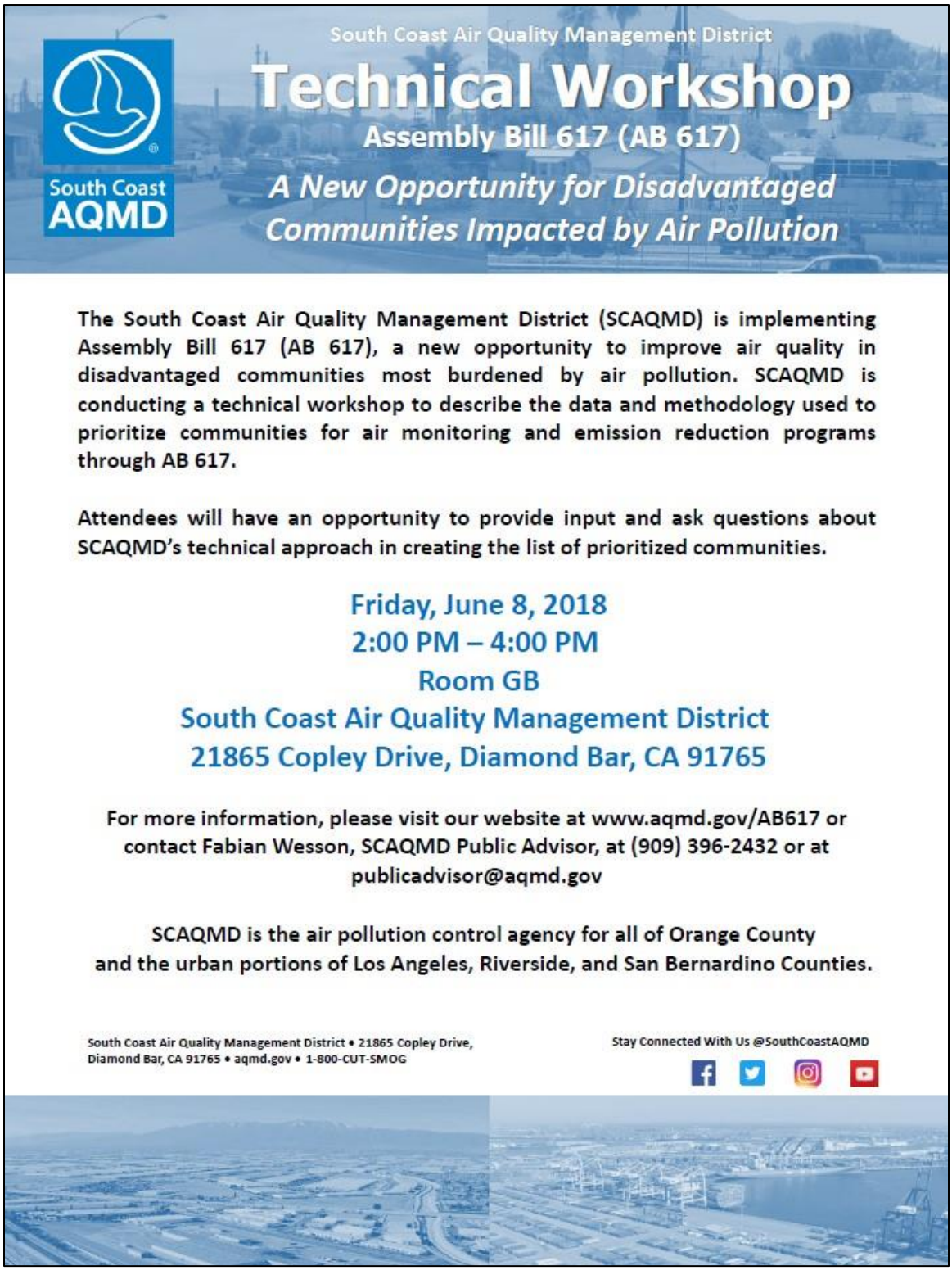


Image 16 – Social Media Image for Technical Meeting

Image 17 - AB 617 Infographic (English)

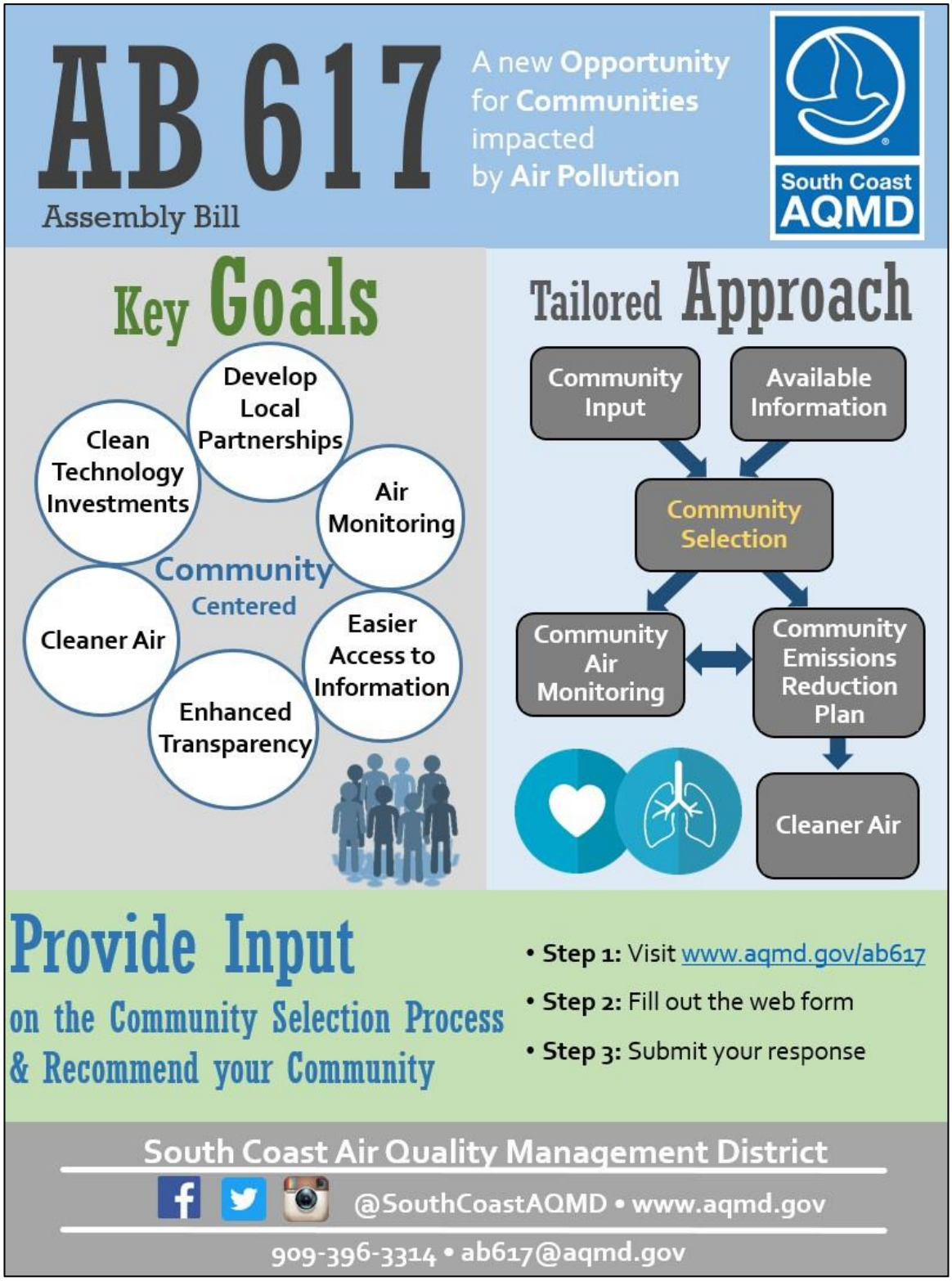
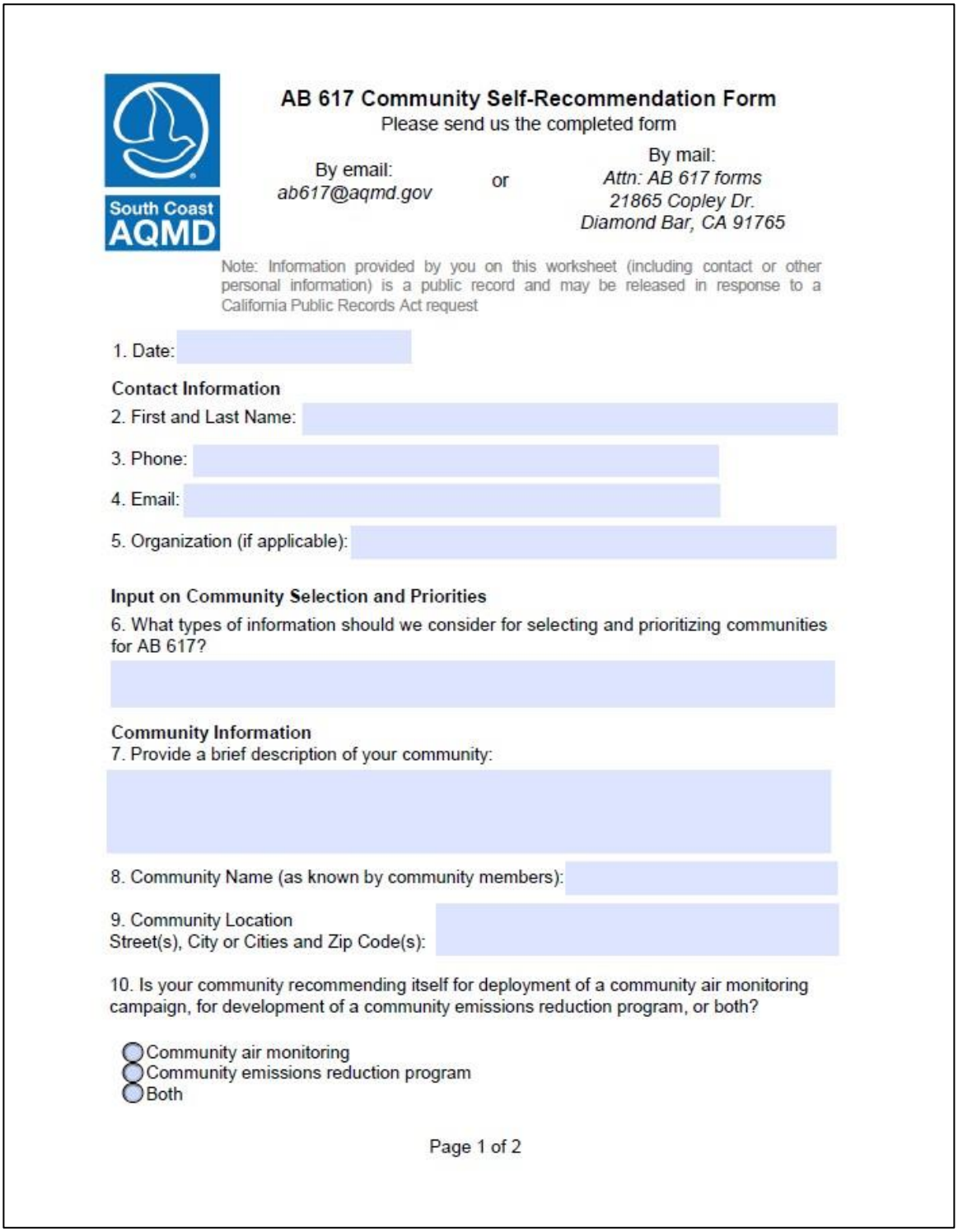


Image 18 – AB 617 Infographic (Spanish)

Image 19 – Community Self Recommendation Form Page 1 of 2



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):

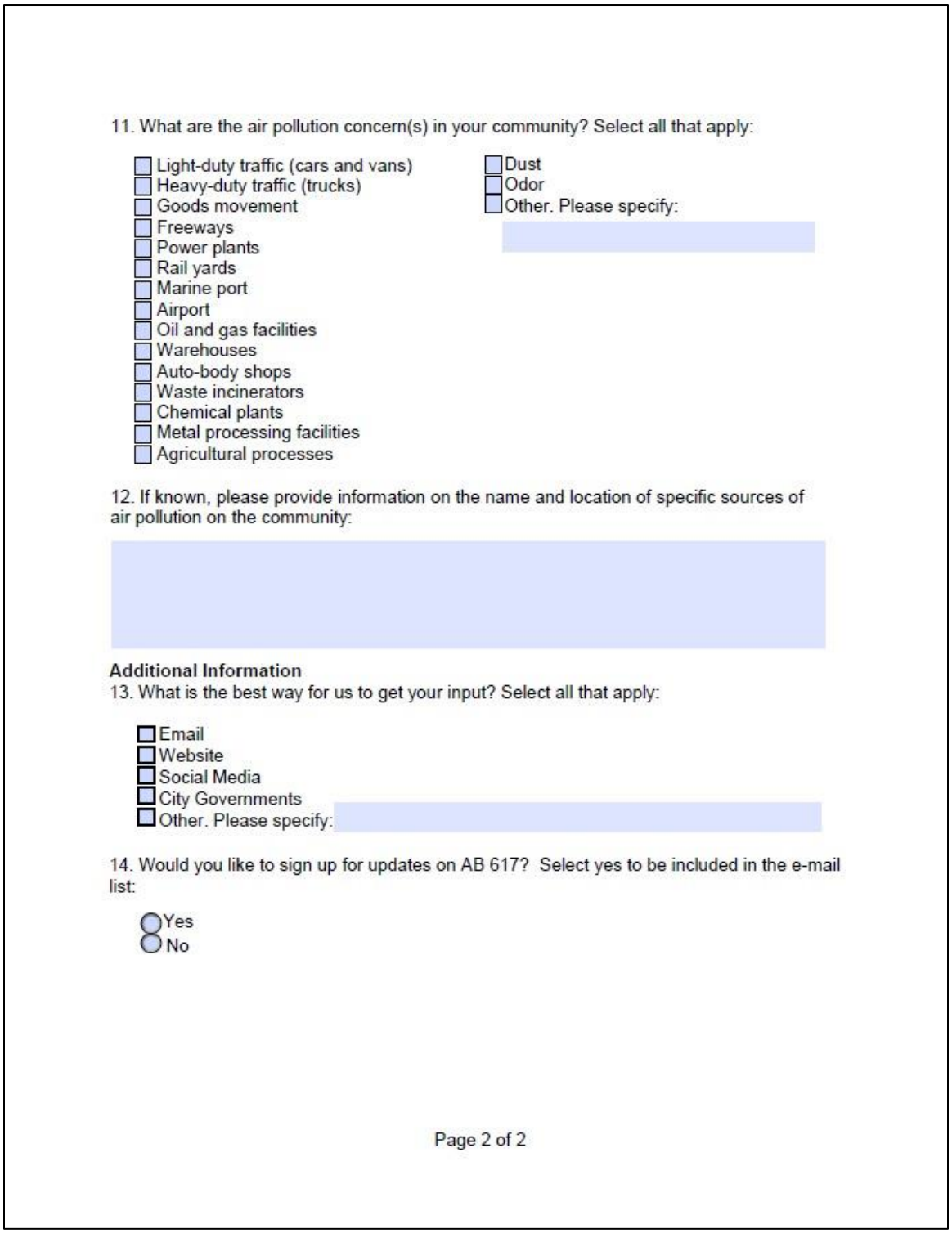
9. Community Location
Street(s), City or Cities and Zip Code(s):

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

Page 1 of 2

Image 20 – Community Self Recommendation Form Page 2 of 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 input? Select all that apply:

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

14. Would you like to sign up for updates on AB 617? Select yes to be included in the e-mail list:

- ○ Yes
- ○ No

Page 2 of 2

Image 21 – AB 617 Webpage

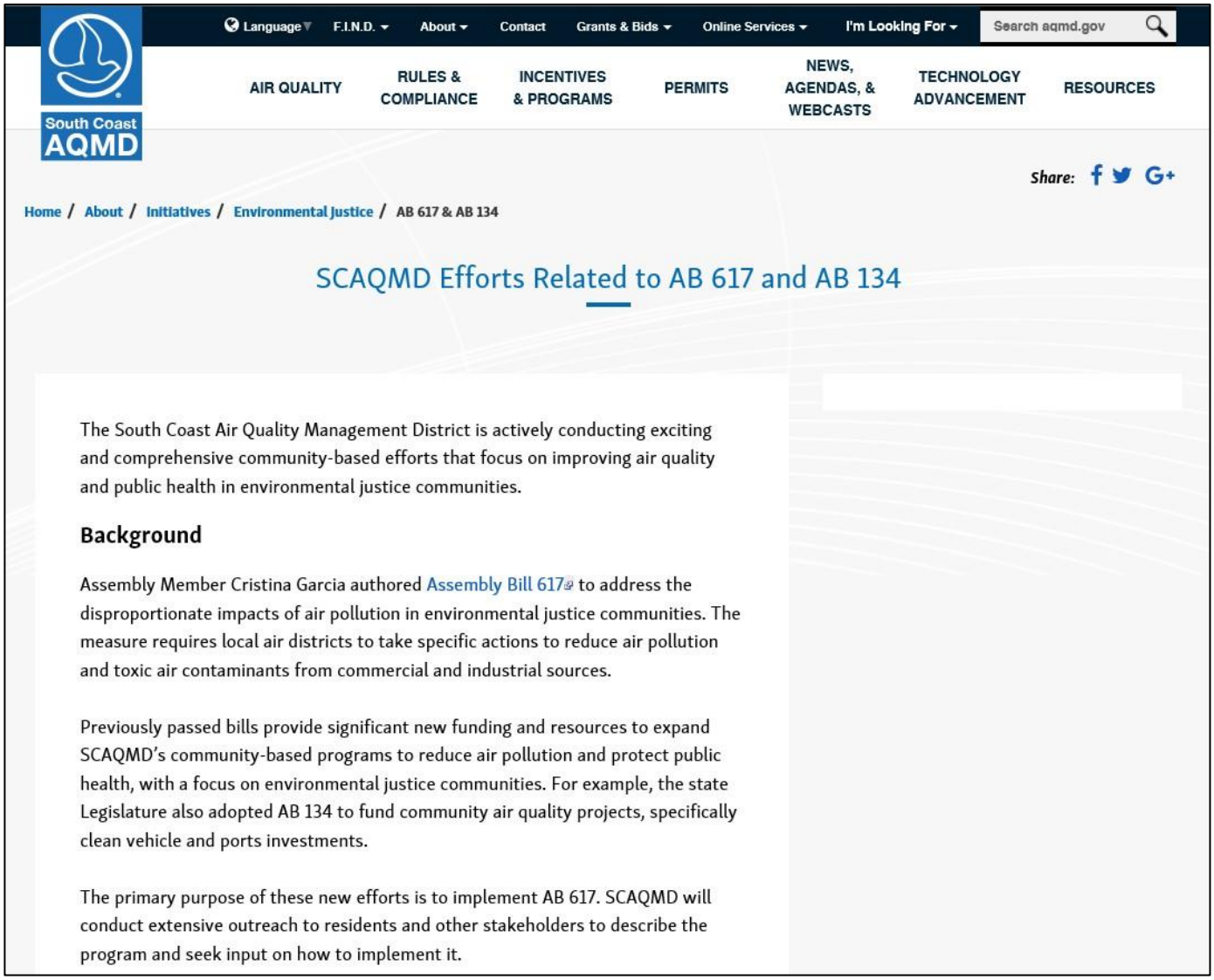


Image 22 – Interactive Map

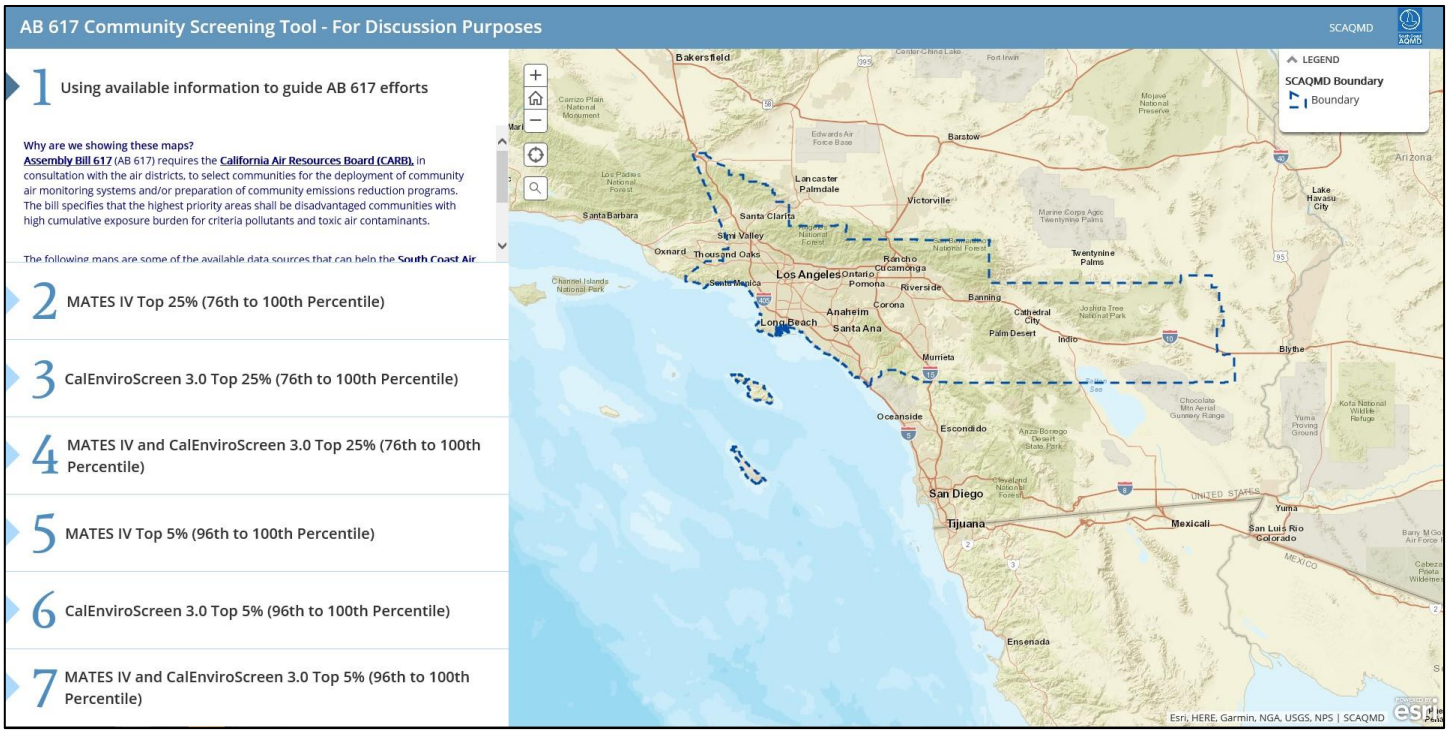


Image 23 – Frequently Asked Questions (English)

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

Image 24 – Frequently Asked Questions (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 definición específica, por lo que podría variar según la comunidad. El personal de SCAQMD juntará la información sobre la contaminación del aire que hay disponible y las sugerencias que haya dado el público para definir las comunidades. Esto se analizará tomando en cuenta varios factores como los límites con los que la comunidad se identifica a si misma, los límites políticos, las fuentes de contaminación, así como las preocupaciones que sean comunes entre los miembros de la comunidad y las asociaciones comunitarias.

3. ¿Cuántas comunidades serán seleccionadas?

El número de comunidades aún no se ha determinado y probablemente que la ley será implementada progresivamente durante varios años. También dependerá de los problemas de calidad del aire y los recursos disponibles. CARB anticipa que habrá más de cien comunidades seleccionadas en todo el estado en los próximos años. El personal de SCAQMD cree que aproximadamente la mitad de esas comunidades serán en nuestra área.

4. ¿Cómo puede recomendar a su comunidad?

Si desea recomendar a su comunidad para ser considerado para el programa de AB 617, complete el formulario de recomendación comunitaria de AB 617 en nuestra página web en www.aqmd.gov/AB617.

5. ¿Cómo puede darnos sus sugerencias sobre este proceso?

Las comunidades conocen de primera mano las preocupaciones locales sobre la calidad del aire, las fuentes de emisión, como comunicar la información a los residentes y las posibles acciones para mejorar la calidad del aire. Esta experiencia directa es fundamental para comprender las necesidades de la comunidad y desarrollar recomendaciones 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:

- Los niveles de concentración de contaminantes y resultados de la modelación de la calidad del aire;
- El número de receptores sensibles (escuelas, guarderías, hospitales) expuestos a la contaminación;
- El número y proximidad a las fuentes de emisión;
- Las estimaciones de riesgo de cáncer del Estudio de Exposición a Tóxicos Múltiples en el aire de SCAQMD (MATES); y
- Los factores socioeconómicos como los niveles de pobreza, las tasas de desempleo y el aislamiento lingüístico…etc.

b) Las sugerencias del público son esenciales para poder identificar y priorizar a las comunidades. Como tal, el personal de SCAQMD está buscando recomendaciones de la comunidad (pregunta 5).

Además de la información técnica y las sugerencias del público, SCAQMD considerará otros factores, que incluyen, entre otros:

- Programas pasados o presentes de monitoreo comunitario y/o reducción de emisiones;
- Recursos administrativos y técnicos locales; y
- El interés y preparación de la comunidad, su participación y asociaciones.

Una vez que se haya juntado toda esta información, el personal de SCAQMD preparará una lista de comunidades que serán priorizadas según sus necesidades y los recursos disponibles. Esta lista será considerada por la Junta Gubernamental de SCAQMD y luego se proveerá a la Junta de Recursos del Aire de California (CARB) para su aprobación final.