

Community Air Protection Program

2018 Community Recommendations Staff Report



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2018 Community Recommendations

1. Overview

Assembly Bill (AB) 617¹ provides a new community-focused action framework to improve air quality in disadvantaged communities most impacted by air pollution. AB 617 directs the California Air Resources Board (CARB) to develop a statewide strategy to reduce air pollution in communities around the State with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants. AB 617 also requires that CARB select communities with high cumulative exposure burdens for either the deployment of community air monitoring systems, the development of community emissions reduction programs, or both. AB 617 instructs CARB to prioritize disadvantaged communities defined by California Health and Safety Code § 39711, and sensitive receptor locations in the selection process based on air monitoring information, existing public health data, and other relevant information.² The CARB Governing Board is scheduled to consider selection of the first set of communities at its September 2018 hearing.³ Air districts with communities selected for additional targeted action must develop community air monitoring and/or community emissions reduction programs, as specified by the CARB Governing Board.

Statewide Actions Benefiting Highly Burdened Communities Statewide

The requirements established by AB 617, and the directives laid out in the statewide strategy are part of broader efforts to support community-focused action in disproportionately burdened communities across the State. The Community Air Protection Program Blueprint (Blueprint) identifies a broad suite of new statewide actions CARB and the air districts will be undertaking to further reduce cumulative exposure burdens in heavily burdened communities throughout the State.⁴ These efforts include new CARB measures and enforcement tools, which are described in the Blueprint (see Section VII).

The Program Blueprint identifies new actions to reduce exposure in heavily burdened communities throughout the State.

¹ Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017, modified the California Health and Safety Code, amending § 40920.6, § 42400, and § 42402, and adding § 39607.1, § 40920.8, § 42411, § 42705.5, and § 44391.2.

² California Health and Safety Code § 42705.5

³ California Health and Safety Code § 42705.5(c) and § 44391.2(c)(1).

⁴ The *Final Draft Community Air Protection Blueprint* (Blueprint) can be found at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program-ab617>. Both the *Community Air Protection Program 2018 Community Recommendations Staff Report* and The Final Draft Blueprint will be considered by the CARB Governing Board at its September 2018 meeting.

“Strategies to Deliver New Reductions in Impacted Communities Statewide”) and development of expedited schedules for the retrofit of pollution control on large industrial facilities by air districts throughout the State. In addition, to achieve immediate reductions in impacted communities, the Legislature appropriated \$250 million in the fiscal year 2017-2018 State budget to help clean up heavily polluting mobile sources, like diesel trucks and buses. Further, the fiscal year 2018-2019 State budget includes an additional \$245 million in funding for continued support of early actions under AB 617, including incentives to reduce emissions from mobile and stationary sources.⁵

New statewide programs and strategies being implemented under AB 617 complement additional efforts being undertaken by CARB, local air districts, and community-based organizations to better understand air pollution and focus efforts to reduce emissions in communities that bear the greatest air pollution burdens. These include community-led air monitoring networks, along with community-based monitoring that is focusing on specific air pollution issues such as the impacts of oil and gas operations,⁶ pesticides, and refinery fence-line monitoring.

Support for Community-Based Organizations

As an initial commitment to support community organizations, the Legislature provided \$5 million in the fiscal year 2017-2018 State budget for community assistance grants. In response, the Community Air Grants Program was created to provide support for community-based organizations to participate in the Program.⁷ The grants are designed to help local organizations engage closely in the AB 617 process and build capacity to become active partners in identifying, evaluating, and ultimately reducing exposure to harmful air emissions.⁸ Earlier this year CARB received 65 applications, requesting a combined \$18.9 million in funding. Applications were received from communities around the State and included innovative proposals for engaging communities in AB 617’s local air quality improvement process. To respond to this high demand, CARB is awarding 28 projects totaling \$10 million in funding. This amount reflects the \$5 million appropriated in the fiscal year 2017-2018 State budget and an additional \$5 million of the \$10 million appropriated in the fiscal year 2018-2019 State budget. The portfolio of grants reflects a geographic distribution across the State with many in the recommended communities discussed below (Figure 1).

⁵ Senate Bill 856, Budget Act of 2018, Chapter 30. Statutes of 2018.

⁶ For more information on the Study of Neighborhood Air near Petroleum Sources visit: <https://ww2.arb.ca.gov/our-work/programs/study-neighborhood-air-near-petroleum-sources>

⁷ California Health and Safety Code § 44391.2(d).

⁸ California Air Resources Board, *2017-2018 Grant Guidelines, California Assembly Bill 617: Community Air Grants Program*, February 26, 2018, available at: <https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

Figure 1. 2018 Community Air Grants Recipients



2. Staff Community Recommendations

AB 617 requires that the CARB Governing Board select communities with high cumulative exposure burden, while prioritizing disadvantaged communities and sensitive receptors. Communities selected for the deployment of community air monitoring systems and/or community emissions reduction programs will see additional focused action that builds on the broader statewide efforts described in the Blueprint. Work in these communities will also provide approaches and strategies that can benefit other similarly impacted communities. This document describes the communities CARB staff is recommending the Governing Board select for the first year (2018) of the Community Air Protection Program (Program). These community recommendations are

drawn from CARB's statewide assessment⁹, technical analyses by air districts and community-based organizations, and input received through public engagement.

Nominations from communities and air districts, along with CARB's statewide assessment indicates that the number of California communities that meet the statutory factors far exceeds a single year's capacity to develop and implement community air monitoring or community emissions reduction programs. For the first year of the program, CARB staff are recommending initial selection of a set of 10 communities. The 10 communities are listed in Table 1, along with staff's recommendation as to whether the community is being recommended for deployment of air monitoring, development of an emissions reduction program, or both. The locations of these communities are shown in Figure 2.

These communities meet the statutory factors noted above as they represent high cumulative air pollution exposure burdens, and encompass disadvantaged communities and sensitive populations. The 10 communities recommended also have characteristics and foundational technical work that make them strong candidates for selection this first year of implementation. They are diverse in geographic size and population density and reflect a suite of pollution sources that are illustrative of other highly burdened communities in the State.

These communities experience impacts from a range of pollution source types, including freight operations and port activities, large stationary sources including oil refineries,

urban mixes of freeway corridors and small industry, oil and gas operations, rural sources, and international border impacts. As such, these communities will serve as models for communities with similar air pollution challenges. Actions taken by CARB and air districts in these initial communities will provide strategies and lessons learned that will benefit other communities as the number of communities selected for additional focused action grows over time.

The 10 recommended communities will serve as models for communities with similar air pollution challenges

In addition, as part of the 2018 Budget Act, the Governor signed Senate Bill 856 appropriating an additional \$50 million for air districts implementation of the Program. The recommendation for the initial set of 10 communities reflects discussions with the California Air Pollution Control Officers Association on the number of communities that can support full Program implementation successfully with the \$50 million appropriated, including community air monitoring, community emissions reduction programs, and

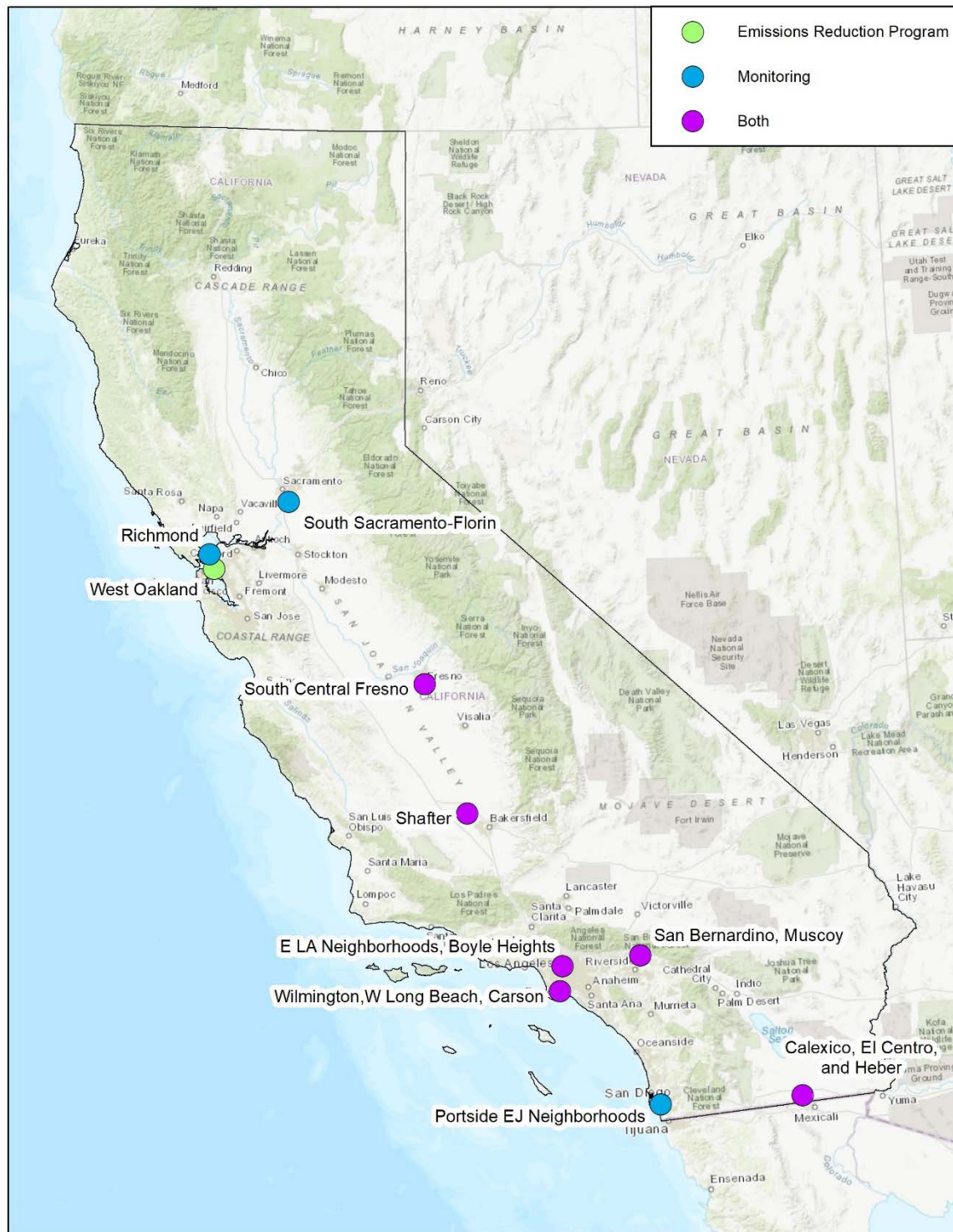
⁹ As required by California Health and Safety Code § 44391.2(b)(1) to identify communities with high cumulative exposure burdens

implementation of new requirements for emissions reporting and rulemaking associated with expedited schedules for installation of best available retrofit control technologies.

Table 1. 2018 Community Recommendations – In Alphabetical Order by Air District

Community	Local Air District	Air Monitoring	Emissions Reduction Program	Key Pollution Source Types
Richmond	Bay Area	X		Urban / Refineries / Freight
West Oakland	Bay Area		X	Port / Freight
Calexico, El Centro, Heber	Imperial County	X	X	Border / Rural
South Sacramento-Florin	Sacramento Metropolitan	X		Urban / Residential / Freeways
Portside Environmental Justice Neighborhoods (Barrio Logan, West National City, Logan Heights, Sherman Heights)	San Diego County	X		Port / Small Industry
Shafter	San Joaquin Valley	X	X	Rural / Oil and Gas
South Central Fresno	San Joaquin Valley	X	X	Urban / Residential / Industry
East Los Angeles Neighborhoods, Boyle Heights	South Coast	X	X	Urban / Rail / Small Industry
Muscoy, San Bernardino	South Coast	X	X	Trucks / Warehouses / Rail
Wilmington, West Long Beach, Carson	South Coast	X	X	Trucks / Ports / Refineries

Figure 2. 2018 Community Recommendations



Once CARB selects communities for community emissions reduction programs and/or community air monitoring, air districts must develop local programs in partnership with

community members, CARB, and other stakeholders through community steering committees, based on criteria set by CARB (see the Blueprint). While existing measures to reduce air pollution will continue to provide benefits, the community emissions reduction programs must include new actions (e.g., regulations, enforcement, incentives, enforceable agreements) beyond existing actions to further reduce air pollution disparities. In communities selected for air monitoring, air districts will prepare action-oriented community air monitoring plans to enhance our understanding of pollution impacts within the selected communities and/or support effective implementation of community emissions reduction programs.

Staff is recommending seven communities for development of a community emissions reduction program. Recommendations for community emissions reduction programs focus on communities where the impacts of pollution sources are well known through existing monitoring and modeling studies. Most of these are also being recommended for community air monitoring where monitoring supports specific implementation functions (e.g., additional source attribution, track implementation progress). Three communities are recommended solely for air monitoring. These recommendations focus on communities where the monitoring will help better identify baseline air pollution levels and the emissions sources contributing to air pollution exposure, as well as position a community to move into an emissions reduction program in subsequent years.

[Looking Beyond Communities Recommended in the First Year of the Program](#)

There are a number of communities that are a high priority for consideration in subsequent years of the Program. This includes additional communities identified by air districts in their first-year recommendations, and several specific recommendations provided by community-based organizations. In addition to the core elements of the Program that will help communities across the state, such as new statewide strategies and incentive funding specifically allocated to support implementation of AB 617, CARB will continue working with the air districts to provide resources, engage with these communities, and identify opportunities to provide near-term benefits. These opportunities may include complementary community-focused monitoring programs (such as monitoring in neighborhoods impacted by oil and gas operations), support for community capacity building, and targeted enforcement. In addition, work in the initial communities may provide direct benefits to neighboring communities (for example communities in the South Coast that lie between Wilmington, West Long Beach, Carson, and the East Los Angeles Neighborhoods, Boyle Heights).

3. Process for Developing Recommendations

For this first year of the Program, staff utilized the three-step process of community selection outlined in the Draft Process and Criteria for 2018 Community Selections,¹⁰ released in February 2018.

Step 1: Identification – CARB staff received 120 unique community nominations by 146 community members. Additionally nine air districts submitted initial lists of communities for consideration, which included over 300 communities. There is considerable overlap in the communities recommended by community members and air districts. See Appendix A for the list of community nominations and air district initial recommendations.

Step 2: Assessment - CARB staff worked with air districts to assess the cumulative air pollution exposure burden in communities, taking into consideration air pollution and related factors. In June 2018, CARB developed and posted on the Program website¹¹, a draft table of metrics for communities meeting the statutory requirements of having high pollution exposure burdens, as well as locations identified as disadvantaged communities.¹² The table of metrics summarizes the data used for this assessment, including exposure to air pollution and extent of sensitive receptors. Air districts also submitted final recommendations for first year communities that included their local assessment and outreach and discussion with local communities. Several community-based organizations also submitted technical assessments and recommendations detailing air pollution concerns in their neighborhoods to CARB. Additionally, several air districts' final recommendations were prepared in partnership with community-based organizations. The final recommendations submitted by the air districts are provided on the Program website and are summarized in Appendix A. Taking into consideration the information provided by the air districts and community organizations, a revised table of metrics for communities included in CARB staff's assessment is provided in Appendix B with a map showing the locations of the communities identified by community members, air districts, as well as additional locations identified as disadvantaged communities.

Step 3: Selection - CARB staff developed recommendations for selection of communities, as specified in this document, for inclusion in the first year of the Program (calendar year 2018). The communities recommended have

¹⁰ For more information on the Draft Process and Criteria for 2018 Community Selections document visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program-ab-617>

¹¹ The Community Air Protection Program website is at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program-ab617>

¹² Disadvantaged communities are identified by the California Environmental Protection Agency pursuant to Senate Bill 535, DeLeon, Chapter 830, Statutes of 2012, California Health and Safety Code § 39711.

significant cumulative air pollution exposure burdens, represent disadvantaged communities, and have a significant number of sensitive receptors. In addition, these communities encompass a variety of air pollution sources that can drive the development of strategies to benefit a broader set of similarly impacted communities. These recommendations also consider local priorities and assessments characterizing communities by both air districts and community-based organizations.

4. Profiles of Communities Recommended for Selection

This section provides detailed profiles for each of the 10 communities CARB staff is recommending in the first year of Program implementation. If selected by the CARB Governing Board, these communities will work with the air districts to either deploy community air monitoring and/or develop community emissions reduction programs, as per the Board's selection. New community air monitoring will provide additional detailed information on air pollution within communities as well as track progress on existing community emissions reduction programs. Community emissions reduction programs will provide targeted new local actions to reduce emissions directly from sources contributing to the cumulative exposure burden within and directly surrounding communities.

It is important to note that the boundaries for the communities described in each community profile are preliminary and correspond to the air districts' final recommended community boundaries.¹³ Each community steering committee in consultation with community members, the air district, and interested stakeholders is anticipated to make recommendations that further refine the proposed boundaries for its community. The descriptions in the profiles are meant to highlight the distinguishing characteristics of the community, general sources and other considerations that informed the CARB staff recommendation. Data presented in each community recommendation profile and the corresponding reference sources are listed in Appendix B, unless otherwise noted below. Air districts also provided information for each of these communities in their final recommendations, which can be found on the Program website.¹⁴

¹³ For final air district recommendations visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program-ab-617>

¹⁴ For final air district recommendations visit: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program-ab-617>

a. Richmond

i. Staff Recommendation –community air monitoring.

The Richmond community lies in the Bay Area Air Quality Management District (BAAQMD). The community is located in the western part of Contra Costa County and includes El Cerrito (south of Richmond) and portions of San Pablo and the unincorporated areas of North Richmond (north and east of Richmond). The community is impacted by a variety of sources including freight activity and port operations, and various industry and on-road emissions. The Richmond community has a high cumulative air pollution exposure burden, a significant number of sensitive receptor locations, and includes census tracts that have been designated as disadvantaged communities. The air district intends to leverage the historic and current monitoring studies in the community as part of a community air monitoring system to provide a more comprehensive and consistent understanding of air pollution impacts within the community. This will position Richmond for development of a community emissions reduction program in subsequent years of the Program. The community of Richmond is a high priority consideration by community members and community-based organizations. CARB staff is therefore recommending Richmond for deployment of **community air monitoring**.

ii. Community Description

The Richmond community is approximately 28 square miles with a population of about 139,000. The community includes a refinery, seaport and rail activities, chemical plant, gypsum product manufacturing, landfills, and water treatment facility. In addition, 2 major interstate freeways, Interstate 80 to the east and Interstate 580 to the south and the Richmond Parkway, transverse the community. The sensitive receptors in the community include 48 schools, 67 licensed daycare facilities, and 6 hospitals. The area is comprised of mostly low income residents, and residents experience more asthma emergency room visits and higher rates of cardiovascular disease than other areas in the region. In addition, the BAAQMD identified the City of Richmond and San Pablo as part of its Community Air Risk Evaluation (CARE) program. Figure 3 indicates the preliminary boundaries that encompass the Richmond community. Figure 4 is a photo of the Richmond community.

iii. CARB Community Air Grants Awardees

- Groundwork Richmond is being awarded \$499,006 to focus on outreach, training community members to collect data, and setting up an air monitoring network in Richmond.
- Physicians, Scientists, and Engineers for Healthy Energy is being awarded \$500,000 and will be focusing their project in Richmond, North Richmond, and San Pablo. This project will include an air monitoring study.

- Communities for a Better Environment is being awarded \$97,857 to focus their project partly in Richmond, but also in South East Los Angeles, Wilmington, and Rodeo. This project will increase awareness of AB 617 and provide public comment to CARB.

Figure 3. Map of Richmond

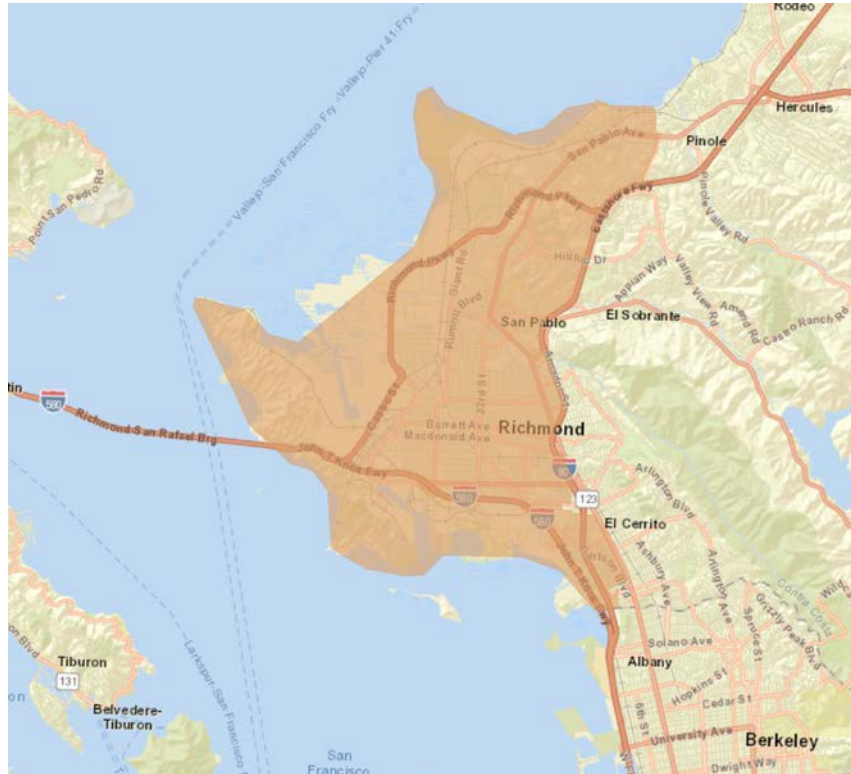


Figure 4. Richmond



b. West Oakland

i. Staff Recommendation – community emissions reduction program.

The West Oakland community is located in the city of Oakland in the BAAQMD. The community has a mix of air pollution sources from freight, freeways, industry and port operations. The West Oakland community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. Due to its high pollution exposure burden, West Oakland has been an area of focus with studies conducted over the last decade, including studies undertaken by the West Oakland Environmental Indicators Project including the 2008 Truck Traffic Survey and the Intel Personal Air Monitoring Study. This level of existing data along with the partnership between the BAAQMD and the West Oakland Environmental Indicators Project lays the necessary groundwork for developing a community emissions reduction program in the first year of the Program. CARB staff is therefore recommending West Oakland for development of a **community emissions reduction program**.

ii. Community Description

The West Oakland community has an area of 7 square miles with a population of approximately 25,000. The community of West Oakland is impacted by mobile sources such as diesel trucks and buses, locomotives, the Port of Oakland operations, railyard operations, and adjacent Interstates 580, 980, 880, and the Harbor Channel, plus non-port marine operations in the San Francisco Bay. The community also has large distribution centers, a cement plant, a power plant, metal facilities, and industrial and manufacturing operations. The sensitive receptors in the community include 17 schools, and 15 licensed daycare facilities. The community experiences some of the highest asthma and cardiovascular disease impacts in the region, along with high unemployment and incidences of poverty. West Oakland has also been identified as part of the BAAQMD CARE program. Figure 5 indicates the preliminary boundaries that encompass the West Oakland community. Figure 6 is a photo of the community of West Oakland.

iii. CARB Community Air Grants Awardees

- The West Oakland Environmental Indicators Project is being awarded \$499,712 for their project located in West Oakland. This project includes building awareness in the community, community-driven portal development and air quality monitoring and mapping.
- Rose Foundation for Communities and the Environment is being awarded \$149,915 for their project in Oakland, including West Oakland, to engage students to conduct health surveys.

Figure 5. Map of West Oakland

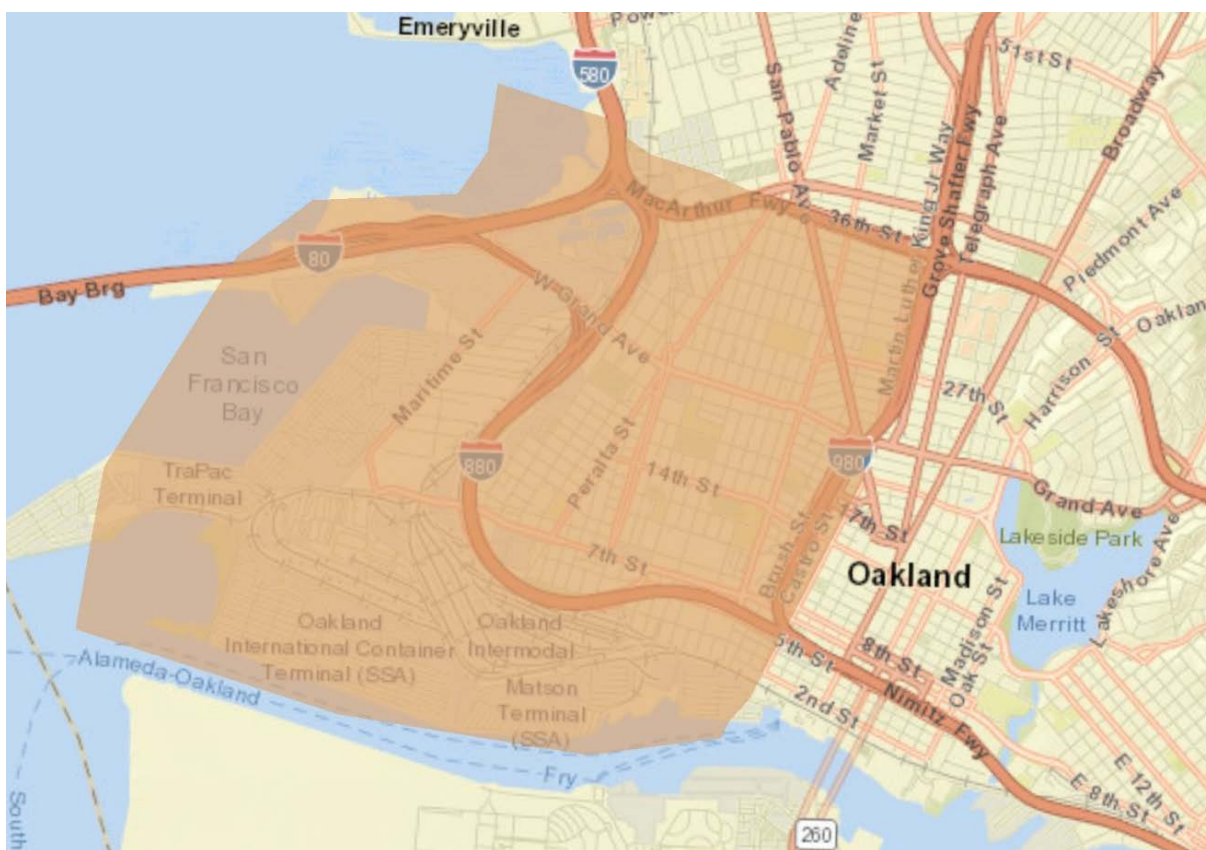


Figure 6. West Oakland



c. Calexico, El Centro, and Heber

- i. Staff Recommendation – community emissions reduction program and community air monitoring.

The Calexico, El Centro, and Heber community is in the Imperial County Air Pollution Control District (ICAPCD). The communities of Calexico, El Centro and Heber represent an industrial corridor that extends north from the U.S.-Mexico border. The community bears a high traffic density burden as well as impacts from agriculture and stationary source emissions. The community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. Both regulatory and community-based monitoring and previous studies in the border region lay the necessary foundation for development of a community emissions reduction program in the first year of the Program. Additional community air monitoring will build upon Comit  Civico del Valle’s Community Air Monitoring Network in Imperial Valley and provide additional data for understanding localized impacts within the recommended community as well as tracking progress in implementing the community emissions reduction program. The selection of the Calexico, El Centro, and Heber community is also supported by Comit  Civico Del Valle who submitted a joint recommendation with the ICAPCD. CARB staff is therefore recommending the Calexico, El Centro and Heber community for deployment of **community air monitoring** and development of a **community emissions reduction program**.

- ii. Community Description

The Calexico, Heber, El Centro community has an area of 158 square miles with a population of about 98,000. In 2017, an average of 12,080 passenger vehicles crossed the border into Calexico per day.¹⁵ Additionally, there are two large stationary sources in the community, a power generation facility and a cement facility, along with warehouses and small industrial operations. Agricultural activities, unpaved roads, and animal feedlots are additional sources in this region, along with a rail line that runs between the three areas. Sensitive receptors in the community include 52 schools, 43 licensed daycare facilities, and 1 hospital. The community experiences some of the highest rates of poverty and unemployment in the region, and the rate of pediatric asthma-related emergency rooms visits is twice the State average. The map below (Figure 7) indicates the preliminary boundaries that encompass the Calexico, El Centro, and Heber community. Figure 8 is a photo of the rail and industrial activity adjacent to homes in El Centro.

¹⁵ <https://www.bts.gov/content/border-crossingentry-data>

- iii. CARB Community Air Grants Awardees
- Comite Civico del Valle is being awarded \$500,000 for their project located in the Imperial Valley and Eastern Coachella Valley to expand their existing monitoring network, and to continue to educate residents on air pollution.

Figure 7. Map of Calexico, El Centro, and Heber

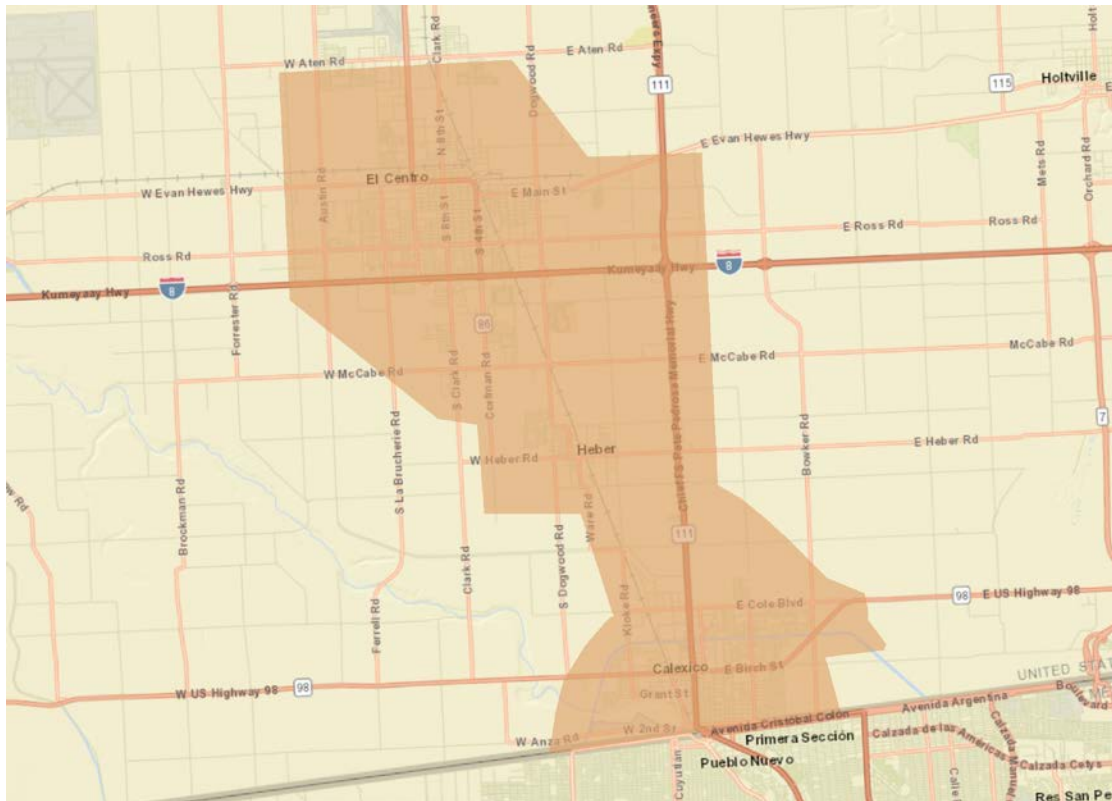
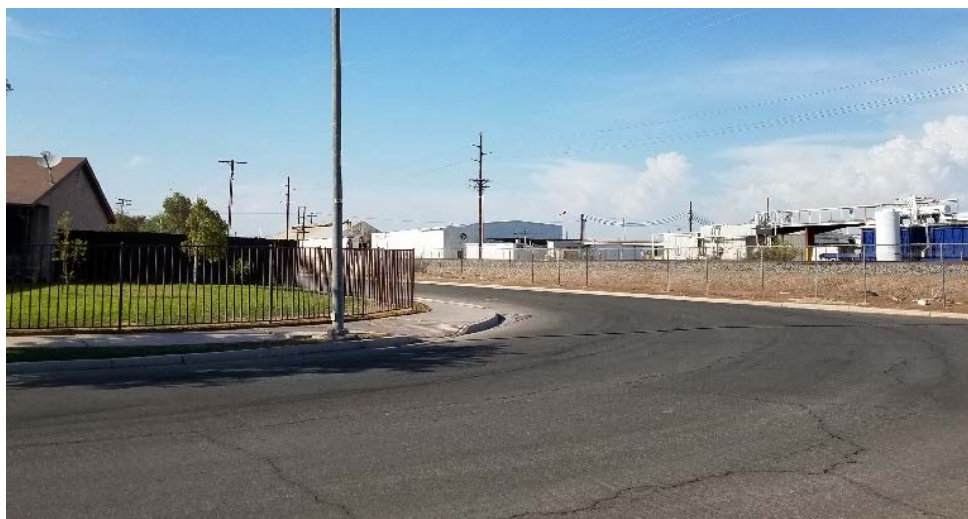


Figure 8. El Centro



d. South Sacramento-Florin

i. Staff Recommendation – community air monitoring.

The South Sacramento-Florin community is located in the Sacramento Metropolitan Air Quality Management District (SMAQMD) and is located south of the downtown area. The primary air pollution concern is from mobile sources from freeway impacts and rail activity, along with commercial and residential sources. The South Sacramento-Florin community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. Further study of air pollutants in the community of South Sacramento-Florin would provide additional data on localized impacts within the recommended community, an improved understanding of the relative contribution of various sources, and will serve to inform the development of strategies to reduce emissions in future years of the Program. The selection of the South Sacramento-Florin community is supported by local community members. CARB staff is therefore recommending the South Sacramento-Florin community for deployment of **community air monitoring**.

ii. Community Description

The South Sacramento-Florin community is 4 square miles and has a population of approximately 27,000. Traffic impacts in the community include the traffic on Highway 99 and traffic to and from the warehouse areas adjacent to South Sacramento-Florin traverses the community. Residential wood smoke in the wintertime is another pollution source impacting this community. Sensitive receptors in the community include 9 schools, 9 licensed daycare facilities, and 4 hospitals. The community has high levels of unemployment, and high rates of asthma and low birth weight infants. Figure 9 indicates the preliminary boundaries that encompass the South Sacramento-Florin community. Figure 10 is photo of Highway 99 in the South Sacramento-Florin community.

Figure 9. Map of South Sacramento-Florin

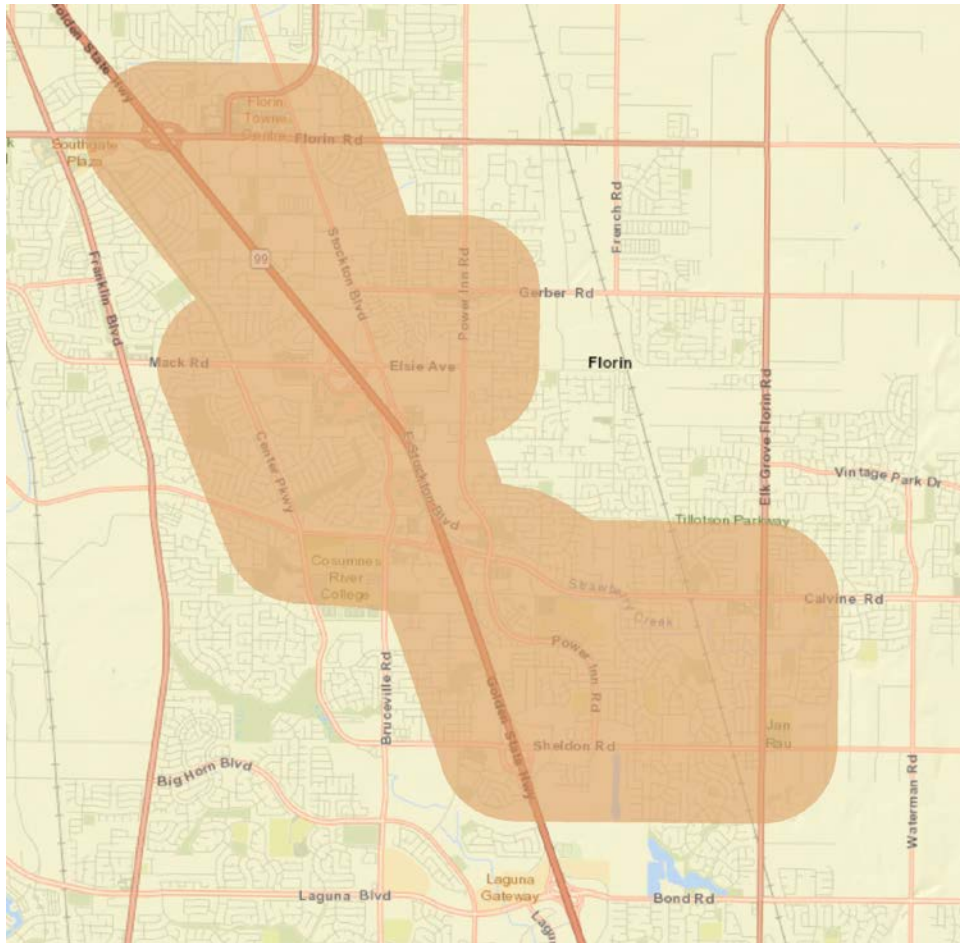


Figure 10. South Sacramento-Florin



e. The Portside Environmental Justice Neighborhoods

i. Staff Recommendation – community air monitoring.

The Portside Environmental Justice Neighborhoods are in the San Diego County Air Pollution Control District (SDCAPCD). The Portside Environmental Justice Neighborhoods community includes the neighborhoods of Barrio Logan, West National City, Logan Heights, and Sherman Heights. The community is impacted by a mix of sources including the local port, freight, rail, and industry. The community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. There is a history of environmental justice work in the community, including recent success in city planning in Barrio Logan. Further study of air pollutants in the Portside Environmental Justice Neighborhoods would provide additional data on localized impacts within the recommended community, an improved understanding of the relative contributions of sources, and will position the community for development of a community emissions reduction program in subsequent years of the Program. The selection of the Portside Environmental Justice Neighborhoods is also supported by local community members and community-based organizations. CARB staff is therefore recommending the Portside Environmental Justice Neighborhoods for deployment of **community air monitoring**.

ii. Community Description

The Portside Environmental Justice Neighborhoods represents an area of 8 square miles with a population of about 53,000. The community includes a variety of air pollution sources such as the San Diego Port, highly industrialized areas, and high truck traffic, including the Interstates 5 and 15. The community has two large stationary sources, aircraft parts and auxiliary equipment manufacturing, and a power generation plant. The community also has a number of small stationary sources including plating facilities and auto body repair and paint shops that are located very close to homes. The sensitive receptors within the community include 22 schools, 14 licensed daycare facilities, and 1 hospital. The community experiences high poverty, linguistic isolation, and high asthma rates. Figure 11 indicates the preliminary boundaries for the Portside Environmental Justice Neighborhoods. Figure 12 is a photo of Barrio Logan, one of the neighborhoods included in the recommendation.

iii. CARB Community Air Grants Awardees

- The Environmental Health Coalition is being awarded \$500,000 for their project to conduct community meetings, convene a steering committee and monitor community air.

Figure 11. Map of the Portside Environmental Justice Neighborhoods

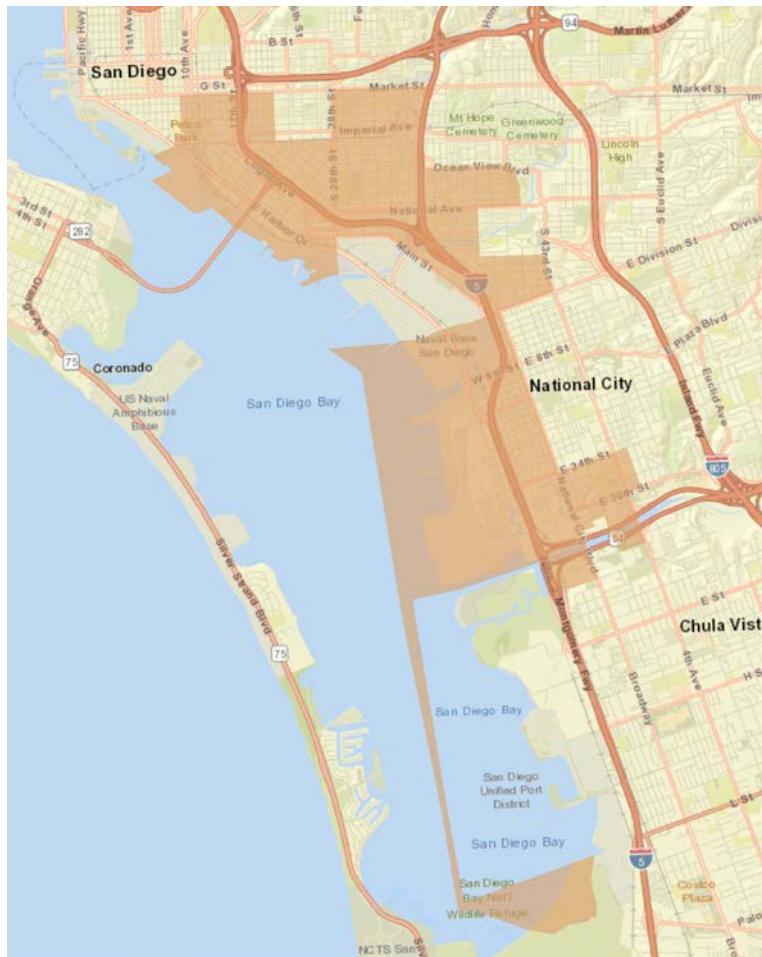


Figure 12. Barrio Logan



f. Shafter

- i. Staff Recommendation – community air monitoring and community emissions reduction program.

Shafter is a community in Kern County northwest of Bakersfield in the San Joaquin Valley Air Pollution Control District (SJVAPCD). The community is impacted by agricultural operations as well as oil and gas operations. The community also has heavily used roadways and rail activity. The Shafter community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. The San Joaquin Valley has been the focus of numerous air quality studies, which lay the necessary foundation for development of an emissions reduction program in this rural community. In addition, community air monitoring would provide additional data for understanding localized impacts within the recommended community as well as tracking progress in implementing the emissions reduction program. The community was also prioritized by the San Joaquin Valley AB 617 Environmental Justice Steering Committee. CARB staff is therefore recommending Shafter for deployment of **community air monitoring** and development of a **community emissions reduction program**.

- ii. Community Description

Shafter is a small rural community of approximately 15 square miles with a population of about 18,000, in the southern end of the Central Valley. It is surrounded by farmlands including dairies and agricultural fields. Oil and gas operations, such as hydraulic fracturing are common in the area. There are 2 oil and gas production facilities in Shafter and the major roadways include Highway 43 and the Lerdo Highway. A rail line also runs parallel to Highway 43. Sensitive receptors within the area include 9 schools, 5 licensed daycare facilities, and 1 hospital. The community is mostly low income residents, with high levels of unemployment, linguistic isolation, and incidences of cardiovascular disease. Figure 13 indicates the preliminary boundaries that make up the Shafter Community. The photo shows oil and gas production operations within the community (Figure 14).

Figure 13. Map of Shafter

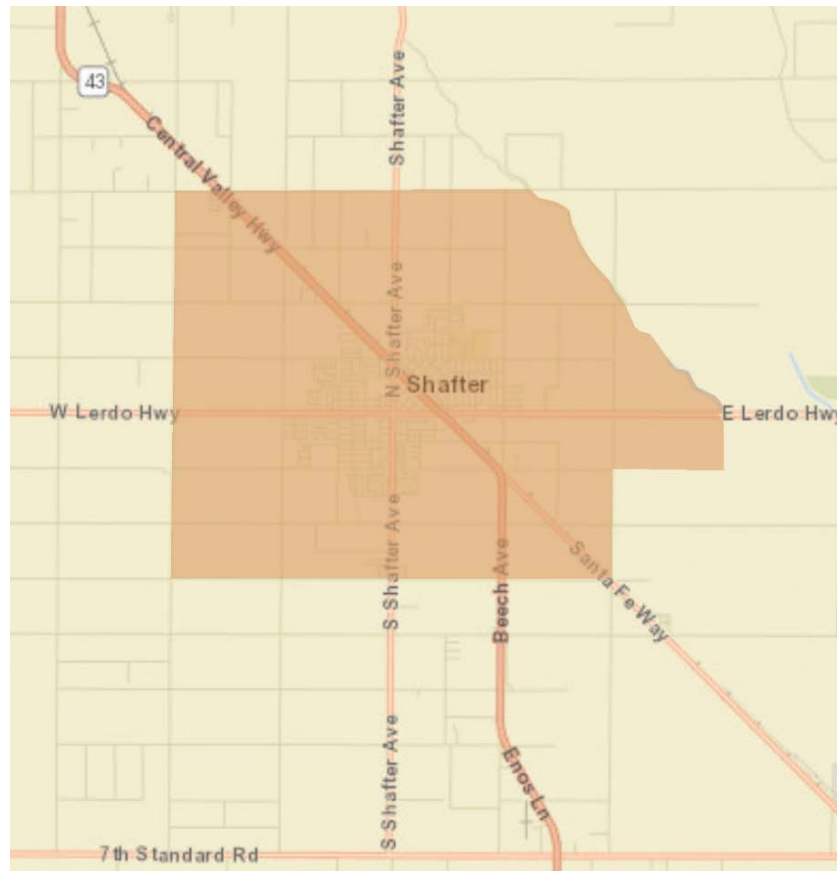


Figure 14. Shafter



g. South Central Fresno

- i. Staff Recommendation –community air monitoring and community emissions reduction program.

The South Central Fresno community is located in the center of the San Joaquin Valley in the SJVAPCD, and includes the communities of Calwa and Malaga. Sources that affect South Central Fresno include freight operations, industry, and freeways. The South Central Fresno community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. The San Joaquin Valley has been the focus of numerous air quality studies which lay the necessary foundation for development of an emissions reduction program in this urban community. In addition, community air monitoring would provide additional data for understanding localized impacts within the recommended community as well as tracking progress in implementing the emissions reduction program. The community was also prioritized by the San Joaquin Valley's AB 617 Environmental Justice Steering Committee. CARB staff is therefore recommending South Central Fresno for deployment of **community air monitoring** and development of a **community emissions reduction program**.

- ii. Community Description

The South Central Fresno community is approximately 29 square miles and has a population of approximately 97,000 people. The community is comprised of the downtown core and a mix of residential single-family homes. The industrial area is located in the southwest portion of the community and includes a fossil fuel electric power generation facility along with several other industrial sources. The community is also traversed by Highways 99, 41, and 180. The sensitive receptors in the community include 36 schools, 31 licensed daycare facilities, and 5 hospitals. The community has high asthma rates and cardiovascular disease impacts, along with high rates of poverty, unemployment, and linguistic isolation. Figure 15 below outlines the preliminary area being recommended as the community of South Central Fresno and Figure 16 is a photo of Highway 99 in South Central Fresno.

- iii. CARB Community Air Grants Awardees

- Fresno Metro Ministry is being awarded \$150,000 for their project in Central Fresno. This project includes activities such as community meetings, hiring consultants for technical assistance, groundtruthing and conducting community surveys.

Figure 15. Map of South Central Fresno

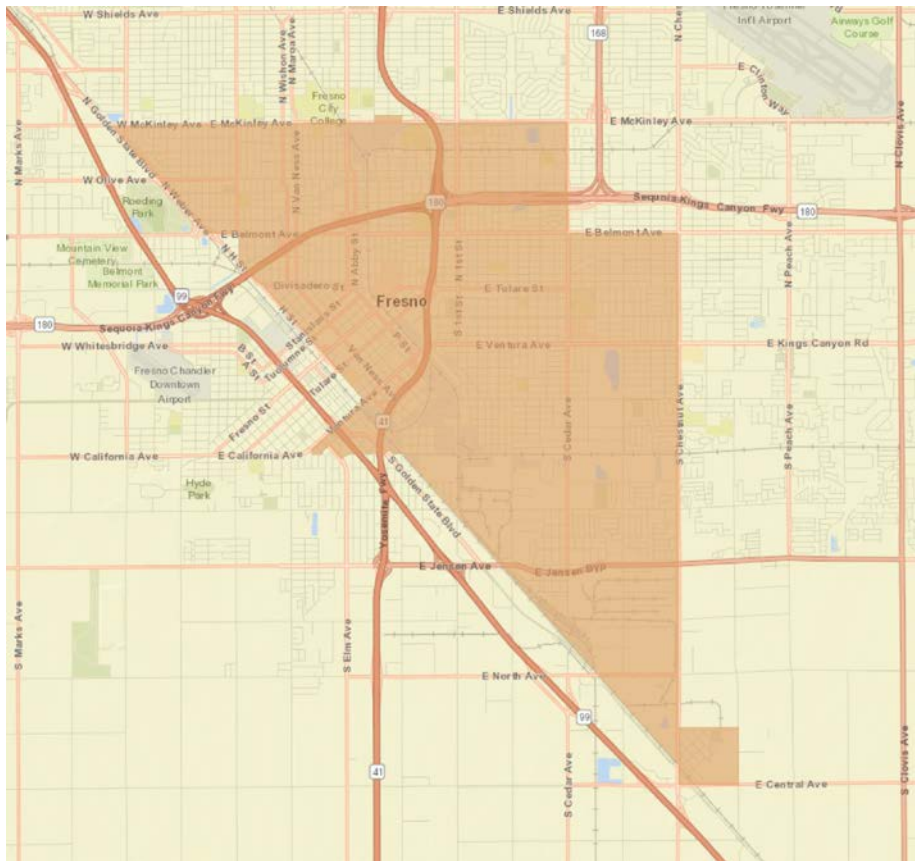


Figure 16. South Central Fresno



h. East Los Angeles Neighborhoods, Boyle Heights

- i. Staff Recommendation – community air monitoring and community emissions reduction program.

The community of East Los Angeles Neighborhoods and Boyle Heights is located in the South Coast Air Quality Management District (SCAQMD), east of downtown Los Angeles. The neighborhoods in this community include East Los Angeles, Ramona Gardens, City Terrace, Boyle Heights, and portions of West Commerce. The community is impacted by freight and freeway activity, as well as industry. The community has a high cumulative air pollution exposure burden, with a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. The area has been studied as part of SCAQMD's Multiple Air Toxics Exposure Study (MATES) program and was a pilot community for SCAQMD's Clean Communities Plan that focused on addressing the cumulative effects of air toxics. These past efforts provide the necessary foundation for the development of a community emissions reduction program, and additional monitoring efforts provide more localized information within the community and help track implementation of the emissions reduction program. The selection of East Los Angeles Neighborhoods and Boyle Heights is supported by local community members. CARB staff is therefore recommending the community for deployment of **community air monitoring** and development of a **community emissions reduction program**.

- ii. Community Description

The community of East Los Angeles Neighborhoods and Boyle Heights has an area of 17 square miles and a population of approximately 230,000. The community is impacted by freight activities including six railyards, and large facilities with activities such as metal coating and smelting refining and rendering and meat byproduct processing. Major freeways bisecting the community include Highways 101 and 60, and Interstates 5, 10, and 710, resulting in 4 freeway junctions. The community's sensitive receptors include 90 schools, 48 licensed daycare facilities, and 14 hospitals. The community has high rates of poverty and unemployment, and schools that are in close proximity to pollution sources. Figure 17 below illustrates the preliminary boundaries that make up the community of East Los Angeles Neighborhoods and Boyle Heights. Figure 18 depicts homes adjacent to rail activity in the community of East Los Angeles.

- iii. CARB Community Air Grants Awardees

- Legacy LA Youth Development Corporation is being awarded \$387,189 and is proposing to translate English informational materials to Spanish, develop air pollution reduction measures, and collect and analyze air quality data in Boyle Heights.

Figure 17. Map of East Los Angeles Neighborhoods and Boyle Heights

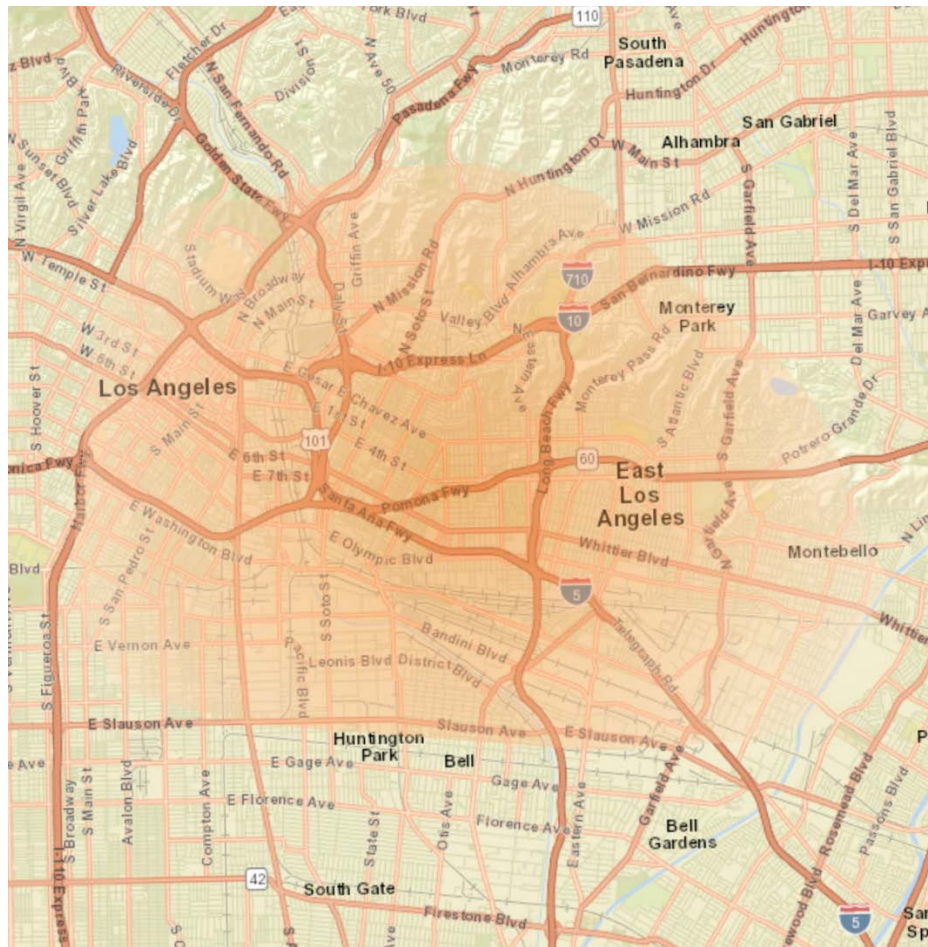


Figure 18. East Los Angeles



i. San Bernardino and Muscoy

i. Staff Recommendation –community air monitoring and community emissions reduction program

The community of San Bernardino and Muscoy is located in the Inland Empire in the SCAQMD. The community is impacted by railyards and freight activities associated with warehouses. The San Bernardino and Muscoy community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. The SCAQMD's past efforts in the community such as a Clean Communities Plan and air monitoring through the MATES program provide the necessary foundation for an emissions reduction program, and additional air monitoring will provide more localized information within the community and help track implementation of the emissions reduction program. The selection of San Bernardino and Muscoy is supported by local community members and community-based organizations. CARB staff is therefore recommending the community for deployment of **community air monitoring** and development of a **community emissions reduction program**.

ii. Community Description

The community of San Bernardino and Muscoy is 31 square miles with a population of approximately 152,000. The community is bisected by several major freeways including Highways 215 and 210, and Interstate 10. There are 6 rail yards and clusters of warehouses throughout the community. The sensitive receptors in the area include 68 schools, 38 licensed daycare facilities, and 11 hospitals. The community has high poverty and unemployment burdens, as well as high impacts related to asthma and cardiovascular disease, furthermore in some portions of the community there are schools in close proximity to air pollution sources. Figure 19 shows a map encompassing the preliminary boundaries of the San Bernardino and Muscoy community, and Figure 20 shows a photo of the railyards in San Bernardino.

Figure 19. Map of San Bernardino and Muscoy

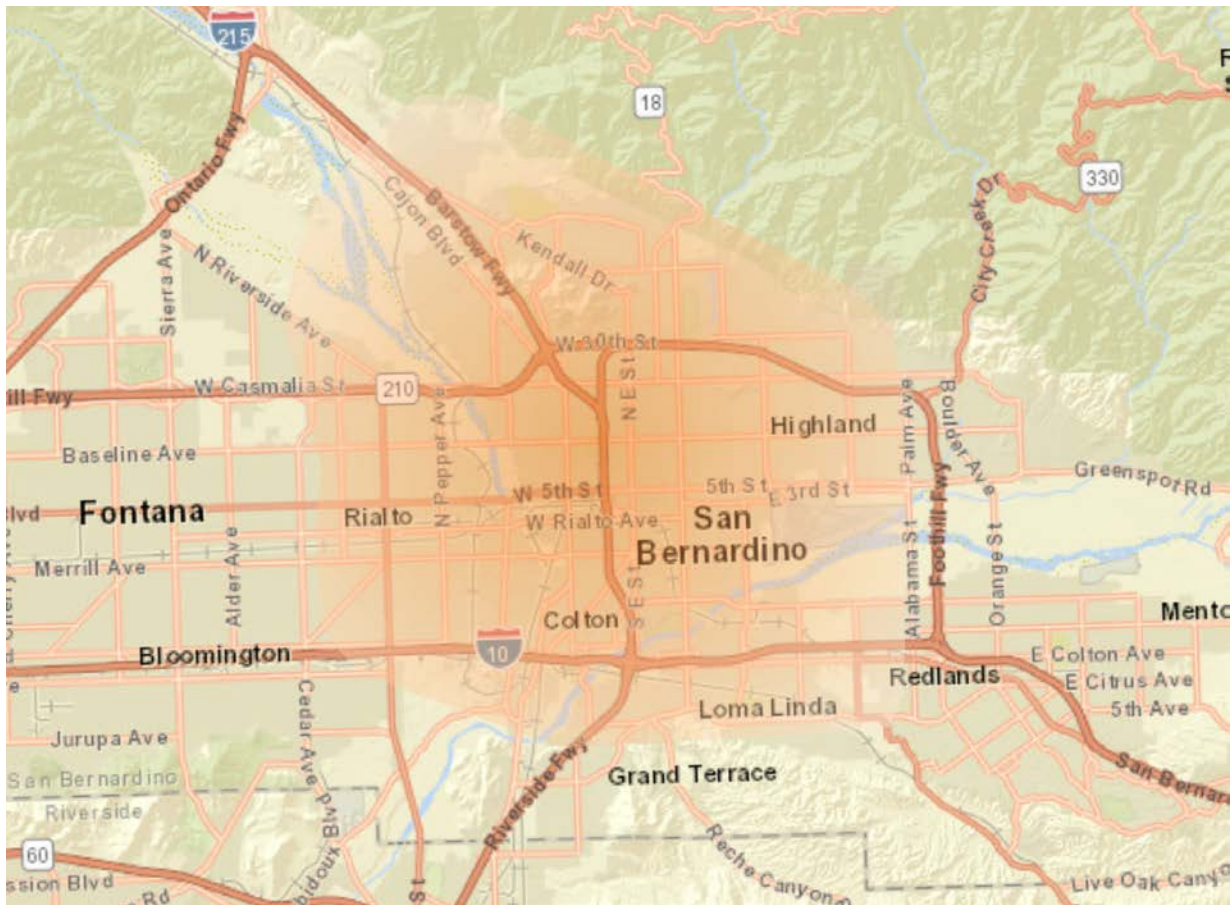
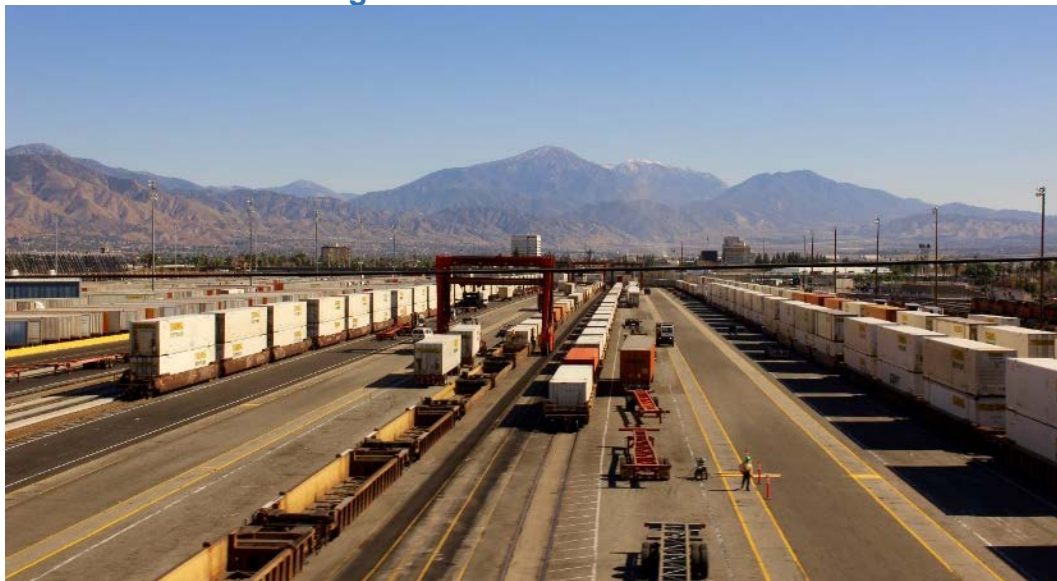


Figure 20. San Bernardino



j. Wilmington, West Long Beach, and Carson

- i. Staff Recommendation – community air monitoring and community emissions reduction program.

The community of Wilmington, West Long Beach, and Carson is located in the greater Los Angeles area in the SCAQMD. The community is impacted by a variety of sources including freight, freeway traffic, port and rail operations, oil and gas production and refineries. The community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors, and includes census tracts that have been designated as disadvantaged communities. The community has been a long-standing focus of monitoring studies including a CARB community study in 2003, and the Harbor Communities Monitoring Study in 2007, as well as the SCAQMD MATES program. These programs provide the necessary foundation for development of a community emissions reduction program, and additional air monitoring will provide more localized information within the community and help track progress on implementing the emissions reduction program. The selection of Wilmington, West Long Beach, and Carson is supported by community members and local community-based organizations. CARB staff is therefore recommending the community for deployment of **community air monitoring** and development of a **community emissions reduction program**.

- ii. Community Description

This Wilmington, West Long Beach, and Carson community represents an area of 48 square miles with a population of approximately 261,000. Refineries, seaport activities, 9 railyards, warehouses and 4 major freeways surround the community. The Port of Long Beach is located adjacent to the communities of Wilmington and West Long Beach. Highways 110, 710 and 91 and Interstate 405 run through the community along with the Alameda Corridor, which connects the port to the rail yard near downtown Los Angeles. The community is also impacted by neighborhood oil drilling. The sensitive receptors in the community include 83 schools, 132 licensed daycare facilities, and 15 hospitals. The community has high rates of poverty and unemployment, and in some portions of the community there are schools in close proximity to air pollution sources. The map below outlines the preliminary boundaries that encompass the Wilmington, West Long Beach, and Carson community (Figure 21). The photo (Figure 22) shows a home in Wilmington that is between the 110 freeway and a refinery.

- iii. CARB Community Air Grants Awardees

- Communities for a Better Environment is being awarded \$97,857 to focus their project partly in Wilmington, but also in South East Los Angeles, Richmond, and Rodeo. This project will increase awareness of AB 617 and provide public comment to CARB.

Figure 21. Map of Wilmington, Long Beach, and Carson

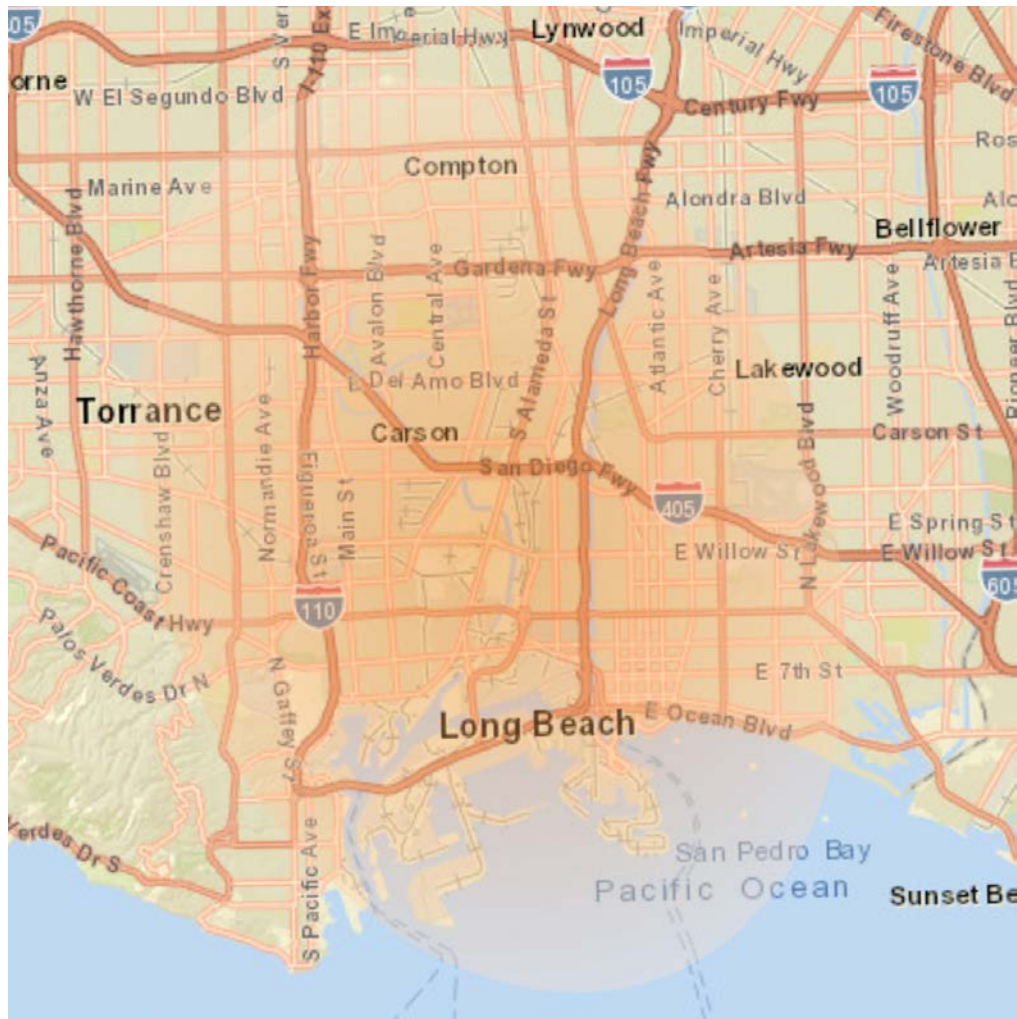


Figure 22. Wilmington



5. Next Steps

The following outline the next steps for communities selected in the first year of the Program.

<u>By October 2018</u>	CARB Governing Board selects communities for the first year of the program.
<u>By Late 2018</u>	Air districts form community steering committees for first-year communities and begin to develop the community emissions reductions programs and community air monitoring plans.
<u>By July 2019</u>	Deadline by which air districts must deploy community air monitoring for the communities selected for community air monitoring.
<u>By October 2019</u>	Deadline by which air districts must develop and adopt programs for the communities selected for community emissions reduction programs.
<u>By Early 2020</u>	CARB Governing Board considers air districts' community emissions reduction programs.
<u>By October 2020 and annually thereafter</u>	Air districts provide annual reports for community emissions reduction programs

More information can be found in the Blueprint. (Section V. Timeline for Action)

6. California Environmental Quality Act

CARB has determined that this statewide assessment and community recommendations are exempt from the California Environmental Quality Act (CEQA) under the “general rule” or “common sense” exemption (California Code of Regulations, title 14, section 15061(b)(3)). The common sense exemption states a project is exempt from CEQA if “the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the

activity in question may have a significant effect on the environment, the activity is not subject to CEQA.”

CARB’s statewide assessment and community recommendations is administrative in nature in that it merely provides CARB’s assessment to identify communities with high cumulative pollution exposure burdens and to identify the communities CARB staff is recommending the Governing Board select for the first year of the Program for deployment of air monitoring or development of an emissions reduction program. The assessment and selection of communities will have no potential for material impact on the environment. After the communities are selected, individual strategies will be developed by the air districts that will involve extensive decision-making processes, including the involvement of community steering committees, and cannot be forecasted with reasonable specificity. The specific strategies adopted by the air districts will vary based on the local air quality needs, topography, and meteorology, existing emissions reducing measures and community engagement. Moreover, the air districts (as CEQA lead agencies) are required to conduct CEQA compliance, as applicable.

Based on CARB’s review it can be seen with certainty that there is no possibility that CARB’s statewide assessment and community recommendations may result in a significant adverse impact on the environment; therefore, this activity is exempt from CEQA. If the proposal is finalized, a Notice of Exemption will be filed with the Office of the Secretary for the Natural Resources Agency.