

ASSEMBLY BILL (AB) 617
COMMUNITY AIR INITIATIVES

COMMUNITY EMISSIONS REDUCTION PLAN

SAN BERNARDINO, MUSCOY

SEPTEMBER 2019

FINAL

SOUTH COAST
AIR QUALITY MANAGEMENT DISTRICT



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EXECUTIVE SUMMARY

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Executive Summary

This Community Emissions Reduction Plan (CERP) outlines the actions and commitments by the Community Steering Committee (CSC), the South Coast AQMD, and the California Air Resources Board (CARB) to reduce air pollution in the San Bernardino, Muscoy community. An essential piece of the AB 617 program is the partnership and collaboration with the community to ensure that the CERP addresses the community's air quality priorities. At the center of these efforts is the CSC that was established, in part, to participate in the development and implementation of these plans. The CSC is a diverse group of people who live, work, own businesses, and/or attend school within the community. Local land use agencies, the local public health department, a local utility, and representatives from local universities and elected officials who serve the community are also part of the CSC. CSC members provided guidance, insight, critique, and community wisdom, all of which were elements in the development of the CERP. The CERP is a critical part of implementing Assembly Bill 617 (AB 617), which is a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. The AB 617 program aims to invest new resources and conduct focused actions in these communities to improve air quality as a step toward environmental equity.

The San Bernardino, Muscoy community identified the following air quality priorities to be addressed by this plan:

- Neighborhood truck traffic
- Warehouse on-site emissions
- Omnitrans bus yard
- Railyards
- Concrete batch, asphalt batch, and rock and aggregate plants
- Schools, childcare centers, community centers, and homes – exposure reduction

At its core, this plan seeks to address the identified priorities with actions that reduce air pollution emissions from sources within this local community as well as reduce air pollution exposures to the people in this community. The plan includes targeted actions using complementary strategies, including developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, and conducting outreach to provide useful information to support the public in making informed choices. Additionally, air monitoring strategies will be used to help provide critical information to help guide investigations or provide public information. Collaborative efforts with other agencies, organizations, businesses, and other stakeholders will amplify the impact of these actions. Many of the actions will only be conducted during the time frame of this plan, there are also many actions (such as regulation, ongoing enforcement activities, and certain incentive programs) that will be ongoing activities conducted by the South Coast AQMD.

This plan focuses on improving air quality in the San Bernardino, Muscoy community, through concentrated efforts and community partnerships. The CSC will continue to be engaged throughout the process of implementing the CERP and tracking its progress.

The Reader's Guide to the CERP

The opening chapters provide background information about the AB 617 program and timeline (Chapter 1), the CSC process and community engagement (Chapter 2), and information about the air pollution sources in the community (Chapter 3).

Information about past and ongoing enforcement activities conducted by both the South Coast AQMD and CARB enforcement staff are described in Chapter 4. This information will provide insights into enforcement efforts going forward.

The specific actions to be implemented are described in Chapter 5 – Actions to Reduce Community Air Pollution. This chapter is organized by air quality priority area, and the strategies proposed for each priority area are presented in the CERP action templates. Within each CERP action, the responsible entities are identified, along with the timeframe and goals for implementing the proposed action. The CERP actions are numbered in the order in which they are presented in each section. Chapter 5 also includes a California Environmental Quality Act (CEQA) analysis based on the proposed actions within this plan.

A summary of the air monitoring approach is included in Chapter 6. These efforts are described in much greater detail in the Community Air Monitoring Plan (CAMP),¹ which serves as the sister document to the CERP. The actions described in Chapter 5 include specific air monitoring activities, as they relate to other specific actions in the CERP. The CAMP describes the overall air monitoring approach to address the community air quality priorities. Findings from air monitoring will help to evaluate next steps, and South Coast AQMD staff will work with the CSC to review findings and make necessary adjustments.

The Appendices to the CERP will include additional reference material related to the CERP content.

References

1. South Coast AQMD, Community Air Monitoring Plan for San Bernardino, Muscoy, http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/sbm_camp.pdf?sfvrsn=6, Accessed July 16, 2019.

Summary of Response to Comments

The CSC, South Coast AQMD and CARB closely collaborated to develop the San Bernardino, Muscoy CERP. Development of the CERP occurred over a year-long process that included 9 CSC meetings, 3 Technical Advisory meetings, 2 Community Workshops, and over 25 individual meetings. The South Coast AQMD staff received over 200 comments from industry trade organizations, businesses, government agencies, community members, environmental organizations, and other entities for the CERP. The table summarizes each comment and identifies if the commenter's request is included (●) or not included (◆) in the CERP. The table also provides a brief staff response that explains where requests that are included in the CERP can be found or why the request was not included. More detailed responses to comments can be found in Appendix RTC of the San Bernardino, Muscoy CERP.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
General Concerns on the CERPs				
i	Perform a community health assessment in order to have quantifiable goals and targets	Andrea Vidaurre, Ericka Flores (Center for Community Action and Environmental Justice); Christopher Chavez (Coalition for Clean Air)	◆	Reducing air pollution will have public health benefits, and the most direct method to measure plan progress is to evaluate what emission reductions have been achieved. In addition, conducting a study to establish a health baseline and track improvements over time is costly and may not show the long term health benefits achieved from the emission reductions in the CERP. In Chapter 5g, Action 1, staff includes a collaboration with Arrowhead Regional Medical Center to provide outreach to schools for asthma-related programs (i.e., Breathmobile program), which has a direct impact on improving public health. Emission reductions in the CERP provide long term benefits for public health.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
ii	CERP lacks emission projections or reduction targets	Christopher Chavez (Coalition for Clean Air), Matt Abularach-Macias (California League of Conservation Voters & CLCV Ed Fund)	●	The source attribution analysis is in Chapter 3b and includes baseline and projected emissions. Emission reduction targets have been identified, where quantifiable, and are included in Chapter 5a.
iii	Support the accelerated adoption and prioritization of zero-emission technology and a robust, clean electric infrastructure	Andrea Vidaurre, Ericka Flores (Center for Community Action and Environmental Justice), Matt Abularach-Macias, California League of Conservation Voters & CLCV Ed Fund	●	The CERP prioritizes zero-emission technologies, where commercially available and technologically feasible; and where zero-emissions technology are not available, equipment will be replaced with cleaner technology (i.e., near-zero) through incentives to achieve much needed emissions reductions sooner. Incentives can be used toward infrastructure projects and is also included in the CERP.
iv	Provide an effectiveness analysis for enforcement and outreach activities	Luis Portillo (Inland Empire Economic Partnership)	●	Staff agrees that resources should be used toward actions that are effective in reducing emissions, and will discuss with the CSC any suggested adjustments to the strategy. Staff will evaluate the effectiveness and necessity of the enforcement actions based on data collected (i.e., from idling sweeps).

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
v	Actions in the CERP should go above and beyond what is already required in the region	Andrea Vidaurre, Ericka Flores (CCA EJ)	●	Actions specified in the CERP have been written to address the air pollution sources prioritized by the CSC within the San Bernardino, Muscoy community. These actions are community specific and go beyond existing efforts that are outlined in the Air Quality Management Plan (AQMP).
vi	CARB should take a more active role in the creation, implementation, and reassessment of the CERP	Andrea Vidaurre, Ericka Flores (CCA EJ)	●	CARB agrees to take an active role in providing emissions reductions in the San Bernardino, Muscoy community. CARB staff will continue to work collaboratively with the San Bernardino, Muscoy community and South Coast AQMD on the implementation of the CERP.
vii	Emission reductions should meet the State Implementation Plan (SIP) creditable criteria. However, emission reductions that do not meet these criteria should not be excluded	Christopher Chavez (Coalition for Clean Air)	●	South Coast AQMD staff continues to pursue a suite of actions to achieve emission reductions, including some that meet SIP creditable criteria, and some that do not meet the criteria but are equally important to reducing emissions in this community.
viii	CERP relies on incentive funding and does not assign responsibilities to polluters	Christopher Chavez (Coalition for Clean Air)	●	A suite of strategies are used to address the air quality priorities; however, incentive funding is only provided toward projects that reduce emissions above and beyond current requirements. Any regulations adopted by the South Coast AQMD and CARB will be applicable to those entities subject to the regulations.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
ix	CERP does not mention BARCT requirements	Christopher Chavez (Coalition for Clean Air)	●	RECLAIM NOx facilities, typically larger facilities, will transition to a command-and-control regulatory structure to meet BARCT and Appendix 3a identifies one RECLAIM facility in this community. The rules affected by the RECLAIM transition will also incorporate equipment at non-RECLAIM facilities that are within the community and do not meet BARCT requirements by requiring these facilities to do so. The BARCT assessment is still currently being conducted and the list of affected non-RECLAIM facilities has not been finalized.
x	Specifics on what a “living document” means to be written in the CERP	Matt Abularach-Macias (California League of Conservation Voters & CLCV Ed Fund)	●	The CERP specifies that the document is written with built-in flexibility to allow for adjustments as new information (e.g., air monitoring data, new technology, etc.) becomes available.
xi	Language in the CERP should be user-friendly	Mary Valdemar (San Bernardino Valley College)	●	Staff has tried to make the more technical sections of the CERP to be more user-friendly by including explanations of tables, clarifying language, and improving readability of some graphs.
xii	What do the ton per year reductions represent as percentages in relation to the total emissions that are being emitted in the community?	Matt Abularach-Macias (California League of Conservation Voters & CLCV Ed Fund)	●	NOx and DPM percentage reductions have been calculated based of the community's baseline and they have been added to Chapter 5a.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
xiii	Is 1,3 butadiene being considered in the CERP?	Andreas Beyersdorf (Cal State University San Bernardino)	●	Diesel PM is the biggest contributor to the overall cancer risk in the community; therefore, a large part of the CERP is focused on addressing these emissions. In addition, the CSC has prioritized mobile sources, which are a large contributor to diesel PM. While 1,3-butadiene is not specifically a target pollutant for reduction, it is a component of diesel exhaust. Therefore, reducing diesel emissions will also reduce 1,3-butadiene emissions.
xiv	What actions are taken if polluters do not comply with rules and regulations?	Jason Martinez Chicano Indigenous Community for Culturally Conscious Advocacy & Action (ChICCCAA)	●	If polluters do not comply with South Coast AQMD rules and regulations, they will be subject to enforcement action that potentially include orders for abatement and actions for civil penalties. For the most egregious cases, referral to local criminal prosecutors is also a possibility. (see Appendix 4).
xv	Actions to reduce emissions should be based on technical review of sources contributing to community-level exposures	Janet Whittick, California Council for Environmental and Economic Balance (CCEEB)	●	The source attribution analysis is included in Chapter 3b and identifies the baseline emissions and the source contributors to this community. The analysis supports the actions to address the sources prioritized by the CSC.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
xvi	South Coast AQMD staff should work with all stakeholders to ensure that data collection, data interpretation and communications of results will be clear, transparent, and understandable	Janet Whittick, California Council for Environmental and Economic Balance (CCEEB)	●	Staff will continue efforts to ensure that data collection, data interpretation, and communication of results are clear, transparent, and understandable to public users. The AB 617 Community Air Monitoring website and its Data Display tool has launched and provides community air monitoring data.
xvii	South Coast AQMD should establish realistic timeframes and work with community members while developing, tracking and quantifying effective program	Janet Whittick, California Council for Environmental and Economic Balance (CCEEB)	●	The CERP includes emission reduction goals and a course of action (i.e., step-by-step measures) with an estimated timeline. Staff will provide updates to the CSC on emissions reduction progress.
Neighborhood Truck Traffic				
i	Increase incentives to replace older trucks	Luis Portillo (IEEP)	●	Staff is reviewing opportunities to improve funding for programs to accelerate fleet turnover to cleaner vehicles.
ii	Identify where older trucks operate to direct existing resources more effectively	Luis Portillo (IEEP)	●	Staff will work with CARB to explore the feasibility of using the Automated License Plate Reader (ALPR) system for targeted outreach on incentives for trucks in this community (see Chapter 5B, Action 3)
iii	How can community members report idling vehicles?	Ryan Sinclair (Loma Linda University)	●	Idling vehicles can be reported to 1-800-CUT-SMOG. Chapter 5, Action 1, has also been incorporated into the CERP to provide information to the community on reporting idling trucks.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
iv	Scrappage programs should be used to maximize emission reduction programs	Priscilla Hamilton (SoCalGas)	●	Older, higher polluting trucks that are replaced with cleaner technology through the Carl Moyer Program or Prop 1B are scrapped.
v	Funding technology advancement is contrary to the purpose of AB 617 - Current year incentives should be used for available technologies	Priscilla Hamilton (SoCalGas)	●	The community has prioritized zero-emission technology where commercially available and technologically feasible; thus, funding technology advancement will expedite the development, demonstration, and commercialization of these types of technologies. Current year incentives will be used for available technologies.
vi	Incentives should prioritize technologies that can maximize emission reductions today	Priscilla Hamilton (SoCalGas)	●	The CERP prioritizes zero-emission technologies, where commercially available and technologically feasible; and where zero-emissions technology are not available, equipment will be replaced with cleaner technology (i.e., near-zero) through incentives to achieve much needed emissions reductions sooner.
vii	CERPs should include a discussion of what funds have been allocated to date and how investments will achieve quantifiable results and community benefits.	Janet Whittick, California Council for Environmental and Economic Balance (CCEEB)	●	This information will be provided in the annual progress reports, and also provided to the CSC as part of the periodic updates.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
Warehouses				
i	Implement and provide updates on the Facility Based Measures and Indirect Source Rules (ISR) for warehouses	James Albert (San Bernardino resident), Andrea Vidaurre, Ericka Flores (CCA EJ), Christopher Chavez (CCA)	●	Staff will continue to develop the proposed ISR for warehouses and provide updates to the CSC as specified in Action 2 of Chapter 5c. Staff encourages CSC members to participate in the rule development process.
ii	Require green space to reduce air pollution within the community and noted green spaces have been compromised by warehouse development	Several members of the public, Valerie Dobesh, Ericka Flores and Andrea Vidaurre (CCA EJ)	●	Action 4 in Chapter 5g includes identifying new or existing sources or programs that can provide funding for tree planting. In addition, in Chapter 5c, Action 1, South Coast AQMD will work with the City of San Bernardino and San Bernardino County staff to discuss and enhance land use policies to reduce residents' exposure to emissions from trucks visiting warehouse facilities.
Railyards				
ii	Environmental Railyard Research Impacting Community Health (ENRRICH) study ignores the potential impacts of other emission sources rear the San Bernardino railyard and BNSF disagrees with the authors' conclusions	LaDonna DiCamillo (BNSF)	●	The ENRRICH study provided new information about public health outcomes that were identified as community priorities (e.g. asthma, cancers). Drawing conclusions about causality is complex and typically requires a comprehensive review of the scientific literature; such efforts are not the aim of the CERP.

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
iii	BNSF requests that the District consult with the railroads before conducting new fence line and/or mobile monitoring	LaDonna DiCamillo (BNSF)	●	Staff will continue to engage all members of the CSC (including BNSF) on future air monitoring strategies through quarterly or biannual updates. If monitoring is required inside the BNSF facility, South Coast AQMD staff will work with BNSF staff to coordinate these efforts.
iv	CERP needs to commit to a strong ISR for railyards	Christopher Chavez (CCA)	●	South Coast AQMD will continue to develop the ISRs in parallel to the AB 617 efforts and provide updates to the CSC on the rule development process. Details of ISR requirements need to be conducted in the rule development process so that all stakeholders can participate in the public process.
v	More information on current efforts to reduce emissions from railyards is needed, and railroads still need responsibilities assigned to them	Christopher Chavez (CCA)	●	Staff has added BNSF to the Implementing Agency, Organization, Business or Other Entity with responsibilities in Chapter 5e. Any rules and regulations adopted by the South Coast AQMD and CARB will be applicable to those entities subject to the rules and regulations.
vi	BNSF should provide updates to the community	Andrea Vidaurre (CCA/EJ)	●	BNSF will continue their participation in FBMSM workshops, work with South Coast AQMD to identify potential emission reduction opportunities within the San Bernardino BNSF Railyard, and work with South Coast AQMD to provide updates to the CSC on current and future emission reduction efforts. This has been included in Chapter 5e, Action 1, under "Implementing Agency, Organization, Business or Other Entity".

#	Comment	Commenter(s)	Included = ● Not Included = ◆	Staff Response
Other				
i	The CERP should anticipate emissions impacts from the San Bernardino International Airport	Christopher Chavez (CCA)	●	Although the San Bernardino International Airport is not within the community boundary, the primary concerns with the expansion include the increase in warehouse development, trucks, and truck traffic. Emissions from these air quality concerns will be addressed through actions in the CERP.
ii	Public meetings for rule development held by South Coast AQMD and CARB should follow the same model as the CSC meetings to accommodate working people	Mary Valdemar (SB Valley College)	●	The CERP includes a commitment to hold at least one public meeting for the Warehouse ISR and one public meeting for the Railyard ISR development in or near the Inland Empire. Public meetings conducted for rule development will be evaluated on a case-by-case basis to accommodate stakeholders.

CHAPTER 1:

INTRODUCTION

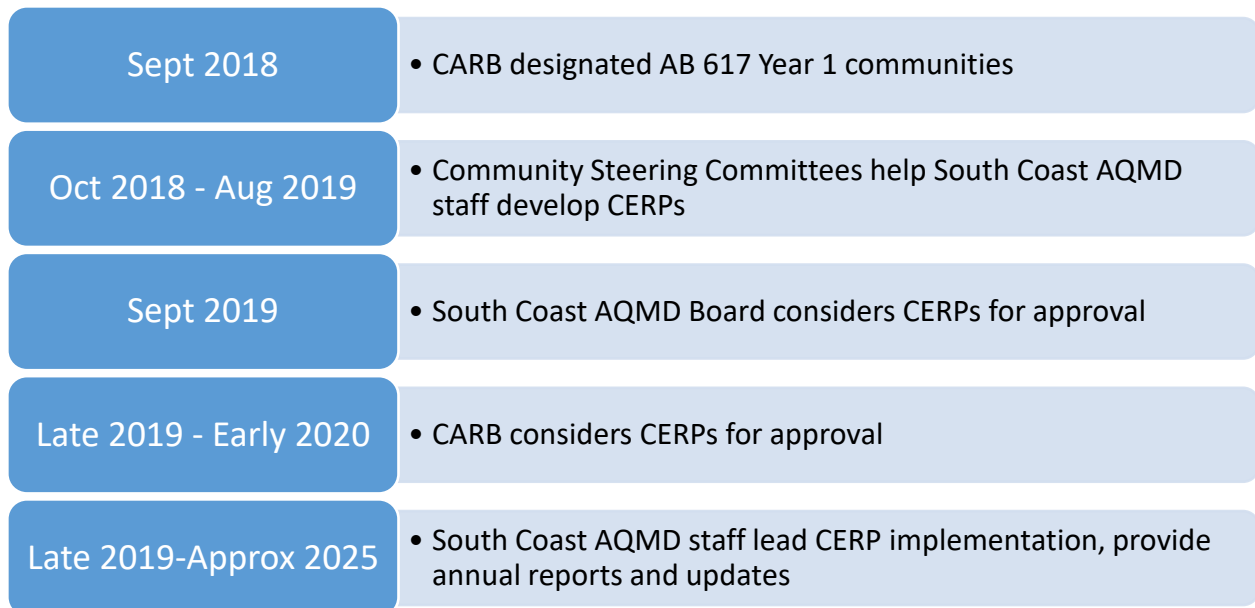
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Chapter 1: Introduction

Assembly Bill (AB) 617 was signed into California law in July 2017 and focuses on addressing local air pollution in environmental justice (EJ) communities. The bill recognizes that while California has seen tremendous improvement in regional air quality, some communities are still disproportionately impacted by local sources. Major local sources of air pollution in EJ communities include mobile sources (trucks, trains, ships, etc.) and industrial facilities. These communities also experience social and economic disadvantages that make people more vulnerable to the health effects of pollution. The AB 617 program provides focused action and additional resources to address air quality in these communities.

On September 27, 2018, the California Air Resources Board (CARB) designated 10 communities across the state to implement community plans for the first year of the AB 617 program. Local air districts are tasked with developing and implementing community emissions reduction and/or community air monitoring plans in partnership with residents and community stakeholders. The Community Air Monitoring Plan (CAMP) includes actions to enhance our understanding of air pollution in the designated communities, and support effective implementation of the Community Emissions Reduction Plan (CERP). For the three (3) first year AB 617 communities in the South Coast AQMD, both a CAMP and a CERP are being developed. Separate documents describe the CAMP development process and the draft plan. Information is available at www.aqmd.gov/ab617. Figure 0-1 gives a general overview of the CERP timeline.

Figure 0-1: Overview of CERP Timeline for Year 1 Communities



Purpose of the Community Emissions Reduction Plan (CERP)

The CERP is a plan for achieving air pollution emission and exposure reductions within the San Bernardino, Muscoy community, and is tailored to address this community's air quality priorities. The CERP includes actions to reduce emissions and/or exposures, an implementation schedule, an enforcement plan, a description of the process and outreach conducted to develop the CERP, as well as additional elements that are relevant to developing an effective CERP. Community partnership and engagement have been crucial throughout the process.

Because the work to implement the CERP and CAMP is dynamic, certain action items have been written with built-in flexibility to allow adjustments as new information becomes available. South Coast AQMD staff is committed to working with Community Steering Committee (CSC) members to evaluate ongoing actions and progress.

CERP Development Process and Emphasis on Community Input

Community engagement and input to inform both the process and the actions in the CERP have been a primary element of the AB 617 program. The San Bernardino, Muscoy CSC, working with the South Coast AQMD staff, are seeking to address the community's air quality priorities through development and implementation of this CERP. In addition to public meetings, numerous conversations and communications took place among committee members, South Coast AQMD staff, individuals and small groups to ensure that community voices were an integral part of the plan. Chapter 2 describes the CSC process and the outreach that was conducted. Throughout the process, information exchanges between all parties, including feedback and input from committee members and members of the public ensured transparency and engagement. Numerous adjustments to consolidate and incorporate feedback were made and South Coast AQMD staff continuously aims to improve community engagement on air quality issues.

About this Community

This community includes major portions of the City of San Bernardino and all of the unincorporated community of Muscoy, both of which are located in San Bernardino County (Figure 0-2).

More than 90,000 people live within the San Bernardino and Muscoy community (Figure 1-3). Nearly three-quarters of the people living in this community are Latino (Figure 1-4). About 13.1% of the residents in this community are African American and 9.3% are White. The population in this community is younger compared to the population in the state of California, with nearly one out of every five people in this community being a child under the age of 10 years, and only 7.0% of the population being adults over the age of 65 years (Figure 1-5). These age categories are particularly important because young children and older adults can be more sensitive to the health effects of air pollution.¹

Figure 0-2: Location of the San Bernardino, Muscoy community in the South Coast AQMD jurisdiction

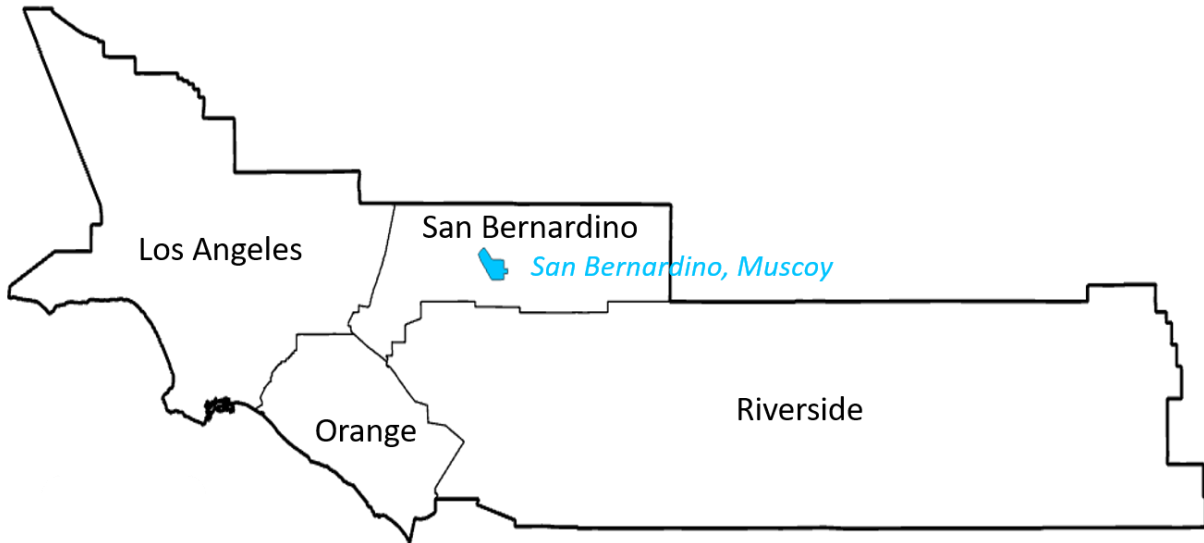


Figure 0-3: Population of San Bernardino, Muscoy community, based on the 2010 Census

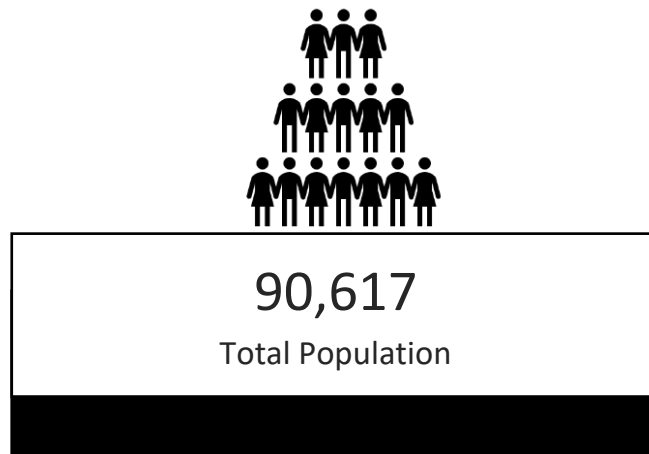


Figure 0-4: Population by Race/Ethnicity in San Bernardino, Muscoy and the state of California, based on 2010 Census

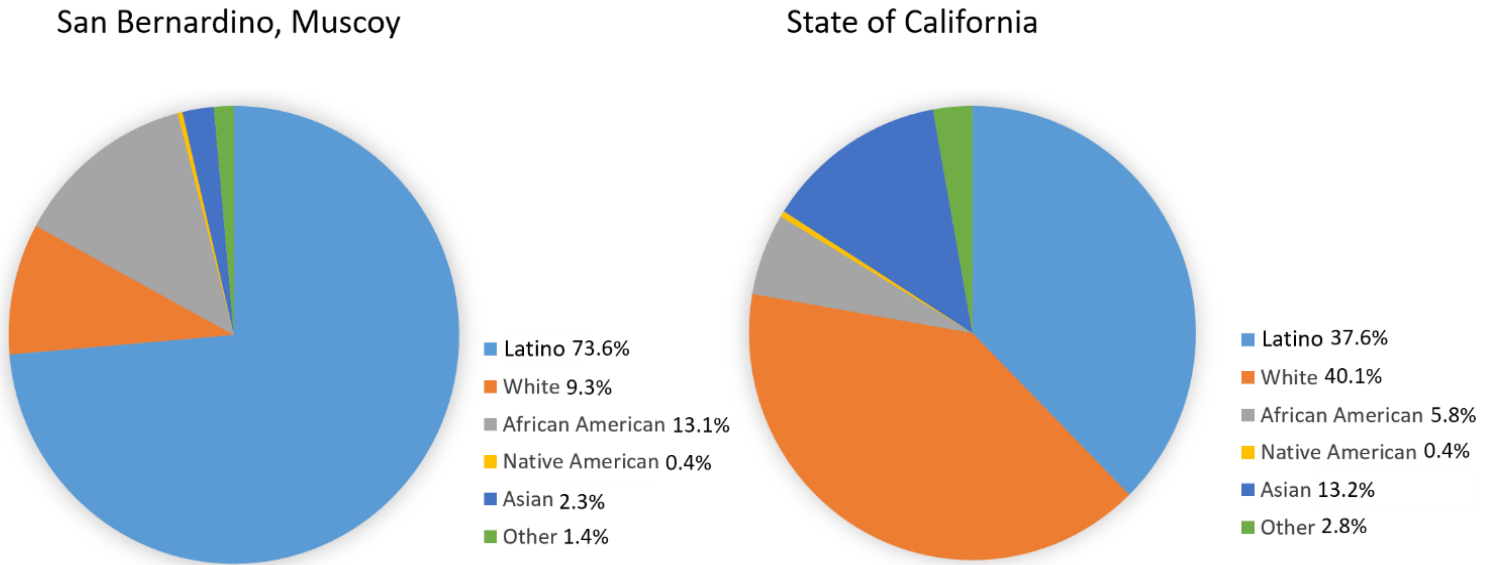
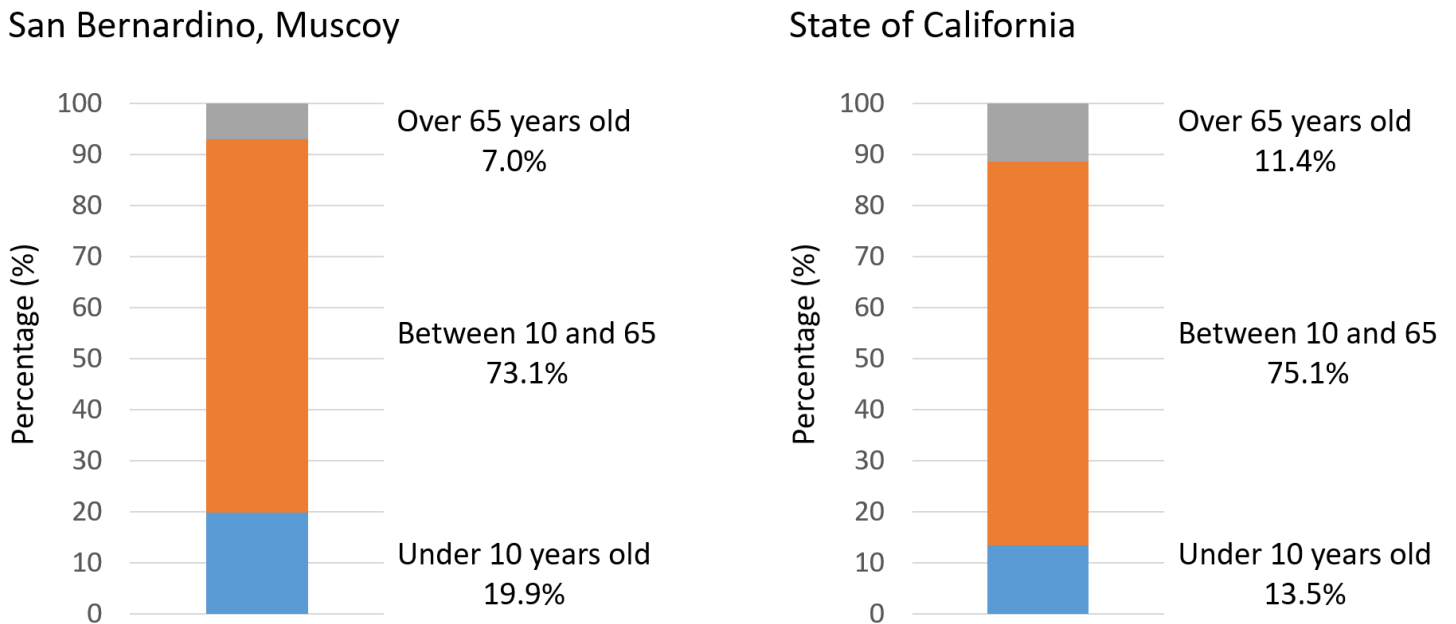


Figure 0-5: Age profile in San Bernardino, Muscoy and the state of California, based on 2010 Census



While the demographics and geography provide useful information, the members of the community are what make each community unique and distinct. Community members bring intimate familiarity with their community and the air quality concerns that affect their neighborhood. Below are some community voices describing this community.



“I have been organizing and working with the youth in this community for over 20 years. When I see the news about the deaths from gun violence I know that isn’t the truth. It is air quality that is killing our youth. It’s a conversation that is critical to the future of our community, especially the youth, and more importantly their health. They can’t breathe the air. If we don’t work together in this community to solve this issue, all the work we do around social justice, education and civil rights is for nothing. It is the most urgent need that our community faces.” - Mary Valdemar, Community Steering Committee Member, San Bernardino Valley College

“I have been a resident in the San Bernardino area for over 20 years and I have seen how resilient my community is. We will fight together to clean our air. La unión hace la fuerza.” - Miguel Rivera, Community Steering Committee Member, Active Resident from Muscoy



“I grew up as a youth in San Bernardino with asthma and I have stayed in this community, because I think it is a diamond in the rough. I am waiting for its day in the sun and I think air quality is so important to its success.” - Mathew Taylor, Community Steering Committee Member, Active Resident from San Bernardino

“I love my community because this is where I live. My children and my grandchildren were raised here, my husband works here, and this is where my house is. I have been living here for a long time and together we have walked the streets to help the people who are the most in need. I wish we had cleaner air because there are many people who are getting sick.” - Graciela Regalado, Community Steering Committee Member, Active Resident from San Bernardino

References

1. Office of Environmental Health Hazard Assessment (2014), California Communities Environmental Health Screening Tool, Version 2.0, <https://oehha.ca.gov/media/CES20FinalReportUpdateOct2014.pdf>, Accessed June 12, 2019.

CHAPTER 2:

COMMUNITY OUTREACH, COMMUNITY STEERING COMMITTEE AND PUBLIC PROCESS

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Chapter 2: Community Outreach, Community Steering Committee and Public Process

Introduction

Community engagement and a public process were critical in the Community Emissions Reduction Plan (CERP) development effort. Key features of the outreach efforts include establishing a Community Steering Committee (CSC), holding monthly meetings that were also live-streamed on the internet, during which CSC members, South Coast AQMD and CARB staff made presentations, provided materials via email and on the internet, and established a Technical Advisory Group (TAG). In addition, numerous interactions between CSC members and South Coast AQMD staff occurred in one-on-one or small group meetings, allowing for in-depth discussions on joint development and creation of the CERP.

Chapter 2 Highlights

- The Community Steering Committee (CSC) and Technical Advisory Group worked with South Coast AQMD staff to develop the CERP
- Monthly meetings were held in the community to engage the CSC and public
- The Community Liaison served as the point of contact
- Additional one-on-one, small group, and community meetings also played an important part in community engagement
- A Community Webpage was created as an information portal

Community Liaisons

The South Coast AQMD Community Liaison for the San Bernardino, Muscoy (SBM) community is Daniel Wong (dwong@aqmd.gov). In addition, Pedro Piqueras (ppiqueras@aqmd.gov) serves as the South Coast AQMD point of contact for CERP-related input. The Community Liaison serves as the point of contact to communicate with members of the CSC and members of the public to address concerns regarding logistics and implementation of the CERP and Community Air Monitoring Plan (CAMP) (Figure 2-1). The Community Liaison ensures communication throughout the CERP development process and works with community members to identify the

Figure 2-1: South Coast AQMD staff assisting CSC members and the public at a meeting in San Bernardino



best ways to make information accessible and user-friendly.

Community Meetings

Community meetings were hosted by South Coast AQMD staff on an approximately monthly basis in the community. This included one kick-off meeting and a series of CSC meetings.

Community Kick-Off Meeting

In October 2018, kick-off meetings were held in each of the communities within the South Coast AQMD designated by CARB to be included in Year 1 of the AB 617 Program. During these meetings, the role of the CSC was described by South Coast AQMD staff. Briefly, the CSC provides input and guidance to design actions for the community, for integration into the CERP as well as the CAMP. Community members had an opportunity to fill out an Interest Form during the kick-off meeting to express their interest in being a CSC member, and were then notified by mail or by phone if they were selected as a member or an alternate.

The Community Kick-Off Meeting in the San Bernardino, Muscoy community was held on Tuesday October 9, 2018 at the Ruben Campos Community Center (Figure 2-2). Approximately 60 people attended the meeting. In addition to receiving information about AB 617, attendees were invited to visit a variety of booths, which provided information about some existing South Coast AQMD programs, community air monitoring, community air measurement efforts, and incentive programs.

Figure 2-2: Community kick-off meeting at Ruben Campos Community Center, San Bernardino



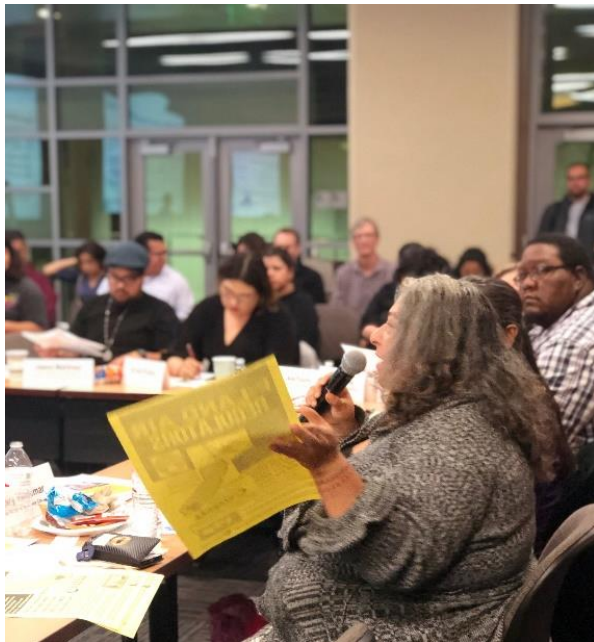
Community Steering Committee (CSC)

A Community Steering Committee (Figure 2-3 and 2-4) was formed for the San Bernardino, Muscoy community, and monthly meetings were organized. The meetings were typically held on Thursday evenings, and all CSC meetings were held in locations within the community. All meetings were open to the public.

CSC Roster

CSC membership is comprised of stakeholders with community knowledge to help drive community action. The CSC creates a way to incorporate community expertise and direction in the development and implementation of clean air programs in each community. Staff will continue to seek recommendations and feedback from the CSC as the CERP is being implemented, and adjust the outreach approaches as needed to be even more effective.

Figure 2-3: Mary Valdemar (San Bernardino Valley College), presenting outreach materials at the Community Steering Committee meeting in San Bernardino



The CSC roster for the San Bernardino, Muscoy community is provided in Table 2-1. This CSC has 23 primary members and four alternate members representing active residents, community organizations, and businesses. While 12 primary members are on the roster representing Active Residents, an additional two primary members also reside within the community (resident percentage on the CSC = 60.9%). Additionally, there are 10 primary members and eight alternate members representing agencies, schools/universities, or offices of elected officials who serve this community.ⁱ The roster with member biographies is available on the webpage: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/roster-with-bios.pdf?sfvrsn=8>.

ⁱ Per discussion with CARB staff, members representing agencies, schools, universities, hospitals, and offices of elected officials are not included in the calculation of resident percentage on the CSC.

Figure 2-4: Community Steering Committee meeting in San Bernardino



Table 2-1: CSC Roster for the San Bernardino, Muscoy communityⁱⁱ

Affiliation	Primary Member	Alternate Member
Community Organization		
Chicano Indigenous Community for Culturally Conscious Advocacy and Action	Jason Martinez	
Muscoy Action Committee	Jane Hunt-Ruble	
Center for Community Action and Environmental Justice (CCA EJ)	Andrea Vidaurre (previously Ericka Flores)	
Inland Region Equality Network	Angelica Balderas	
Safe Routes to School	Demi Espinoza	
California League of Conservation Voters Education Fund	Matt Abularach-Macias	
Active Residents		
Active Resident - San Bernardino	Valerie Dobesh	
Active Resident - San Bernardino	Mathew Taylor	
Active Resident - San Bernardino	Ruben Garza	
Active Resident - San Bernardino	Maria G. Corona	
Active Resident - San Bernardino	Graciela Regalado	
Active Resident - San Bernardino	Olga Medina	
Active Resident - San Bernardino	Lorena Rodarte	
Active Resident - San Bernardino	James Albert	
Active Resident - San Bernardino	Ada Trujillo	
Active Resident – Muscoy	Miguel A. Rivera	
Active Resident – Muscoy	Christopher Alonso	
Active Resident - Muscoy	Cesar Magana (previously Abram Gastelum)	
Elected Officials		
Office of Assemblymember Eloise Reyes	Maha Rizvi	
Office of Supervisor Josie Gonzales	Erika Willhite	Lisha B. Smith
Agency, School, University or Hospital		
San Bernardino County Land Use Planning	Karen Watkins	Suzanne Peterson
San Bernardino County Department of Public Health	Bernadette Beltran	Corwin Porter
Cal State University San Bernardino (CSUSB)	Andreas Beyersdorf	Rudy Morales Gamez

ⁱⁱ This roster was last updated July 18, 2019 at CSC Meeting #8.

City of San Bernardino	Chantal Powers	Elizabeth Mora-Rodriguez
OmniTrans	Anna Jaiswal	Jeremiah Bryant
Loma Linda University School of Public Health	Dr. Rhonda Spencer-Hwang	Dr. Ryan Sinclair
San Bernardino County Transit Authority	Otis Greer	Nicole Soto
San Bernardino Valley College	Mary Valdemar	
Business, Business Organization or Labor Organization		
Railroads – BNSF	LaDonna DiCamillo	Marisa Blackshire
Warehouse/Logistics - Pacific Mountain Logistics - San Bernardino	B.J. Patterson	
Southern California Edison	Christopher Abel	Tammy Yamasaki
Wyatt's Paint & Body, Inc.	Kris Wyatt	Randy Wyatt
Tacos Don Ramon	Angel Rodriguez	
Former Members		
Active Resident – San Bernardino	Joshua Bell	
Center for Community Action and Environmental Justice (CCA EJ)	Ericka Flores	
Active Resident - Muscoy	Abram Gastelum	

CSC Meeting Schedule and Co-Hosts

Beginning with CSC Meeting #2, the meetings were run by a co-host, who is a member of the CSC and lives in the community. Miguel Rivera served as a co-host from Muscoy and Angelica Balderas served as a co-host from San Bernardino. Additionally, Matt Abularach-Macias served as the co-host for one meeting when the resident co-hosts were not available. The co-hosts worked closely with South Coast AQMD staff to provide input on the meeting agenda, and serve as the point of contact for community members who wished to provide testimonials during the meetings. In addition, the co-hosts conducted the meeting by setting the tone and calling on members to speak.

Figure 2-5: CSC members serving as meeting co-hosts



Table 2-2: Community Steering Committee Meetings for San Bernardino, Muscoy

Meeting #	Date and Location	Approximate # of Attendees
1	November 8, 2018 Ruben Campos Community Center, San Bernardino	60
2	January 17, 2019 Muscoy PAL Center, San Bernardino	50
3	February 21, 2019 Muscoy PAL Center, San Bernardino	50
4	March 21, 2019 San Bernardino Valley College, San Bernardino	80
5	April 18, 2019 PAL Center, San Bernardino	70
6	May 16, 2019 San Bernardino Valley College, San Bernardino	50
7	June 20, 2019 San Bernardino Valley College, San Bernardino	70
8	July 18, 2019 San Bernardino Valley College, San Bernardino	70
9	August 15, 2019 San Bernardino Valley College, San Bernardino	75
10	September 19, 2019 San Bernardino Valley College, San Bernardino	Canceled

CSC Charter

A charter was developed for the CSC and a draft was presented to members at the first meeting. CSC members provided comments and the feedback received was included in the revised charter. The final charter is provided on the webpage here: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/charter-english.pdf?sfvrsn=8>.

Social Media Report

All CSC meetings were live-streamed using Facebook Live to further engage the community. The links to the live-stream recording were also posted on the South Coast AQMD community webpage. Each video received approximately 100 views.

Community Webpage

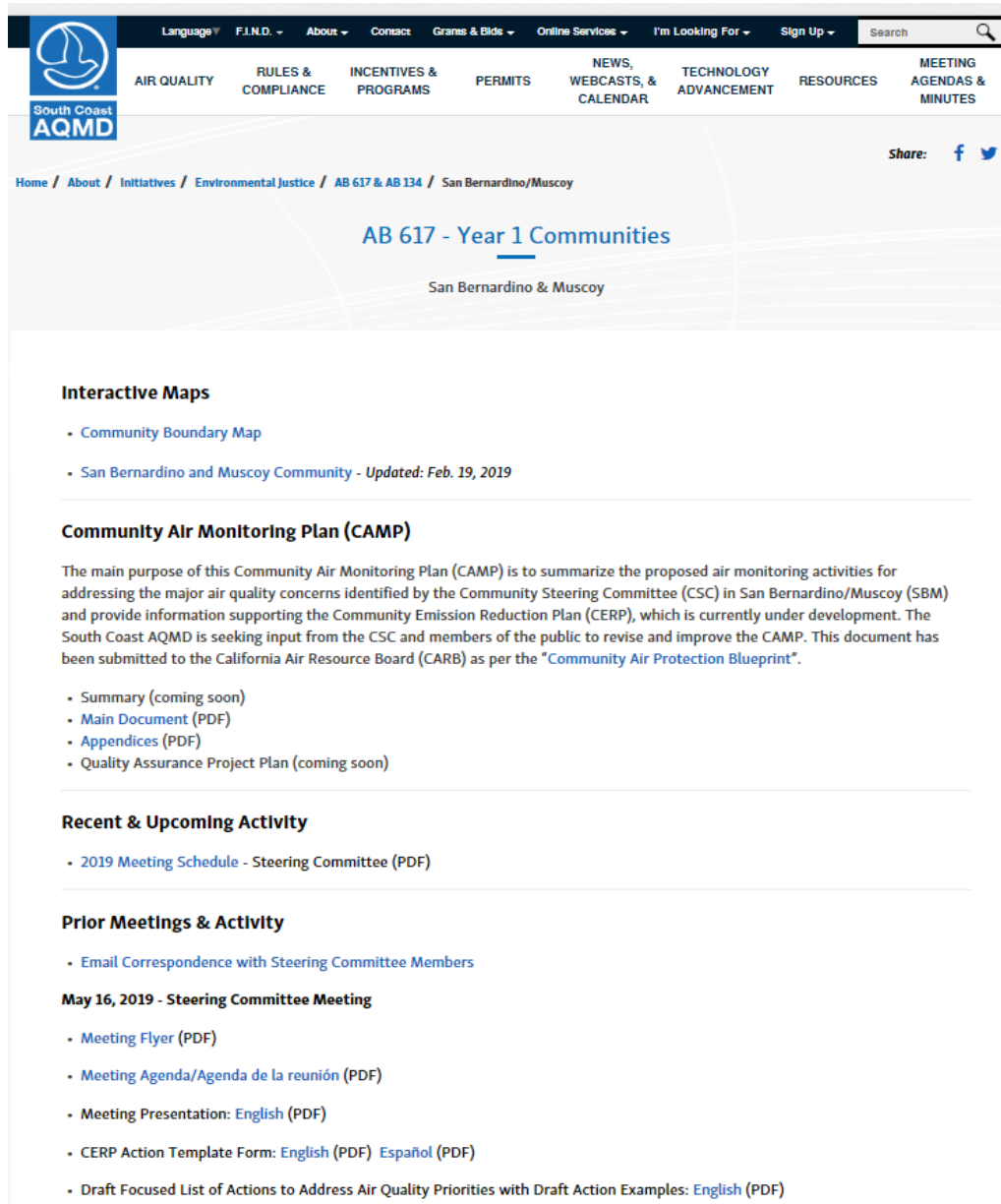
A community webpage was created for the San Bernardino, Muscoy community. The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, live stream links, meeting summaries), interactive maps, the CSC roster, charter, biographies, and membership process, and the CAMP and CERP documents. The community webpage is located here: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/san-b>.

Figure 2-6: Screen shot of Facebook Live recording in San Bernardino



For increased transparency, emails sent to the CSC were also posted on the webpage. All flyers, agendas, social media posts, presentations, handouts, and emails to the CSC were made available in English and Spanish. A screen shot of the community webpage is shown in Figure 2-7.

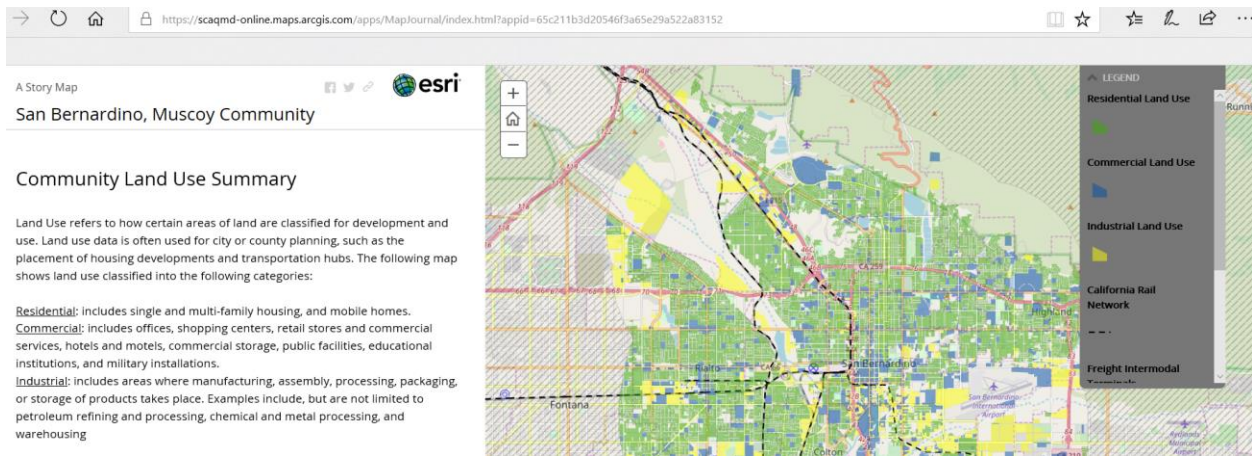
Figure 2-7: Community webpage for the San Bernardino, Muscoy community



In addition to being a portal for access to meeting materials and documents, the webpage also includes interactive maps that present data about the community.

Figure 2-8 is an example of an interactive map that was created for the San Bernardino, Muscoy community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and daycare centers, and the air quality concerns identified by the CSC and members of the public. This information was provided to help inform air quality priorities for the CERP.

Figure 2-8: Interactive map showing land use in the San Bernardino, Muscoy community



Committee Presenters

A critical aspect of the CERP is development and implementation collaboration with CSC members and the agencies, organizations, businesses, or other entities that they represent. Committee members were invited to share their work that is complementary to the actions being developed in the CERP, such as programs carried out by their organization that help address air quality issues in the community.

At the April 2019 CSC meeting, Mary Valdemar (San Bernardino Valley College (SBVC)) discussed SBVC's Sustainability Plan, which focuses on embedding sustainability in the classroom and workplace. She expanded on the infrastructure required to achieve the adoption of zero-emission technologies.

Tammy Yamasaki (Southern CA Edison) discussed local efforts and their partnership with South Coast AQMD to share information with those who apply for electric vehicle (EV) charging stations. Their efforts focus on infrastructure development for electric charging, especially within environmental justice communities.

At the May 2019 CSC meeting, Bernadette Beltran and Mark Frees (San Bernardino County Department of Public Health) presented information on their agency's public health programs, including the Healthy Communities program, an asthma program that is administered through the Arrowhead County Regional Center, and the Safe Routes to Schools Program.

Figure 2-9: Bernadette Beltran and Mark Frees (San Bernardino County Department of Public Health) presented at the May 2019 CSC meeting



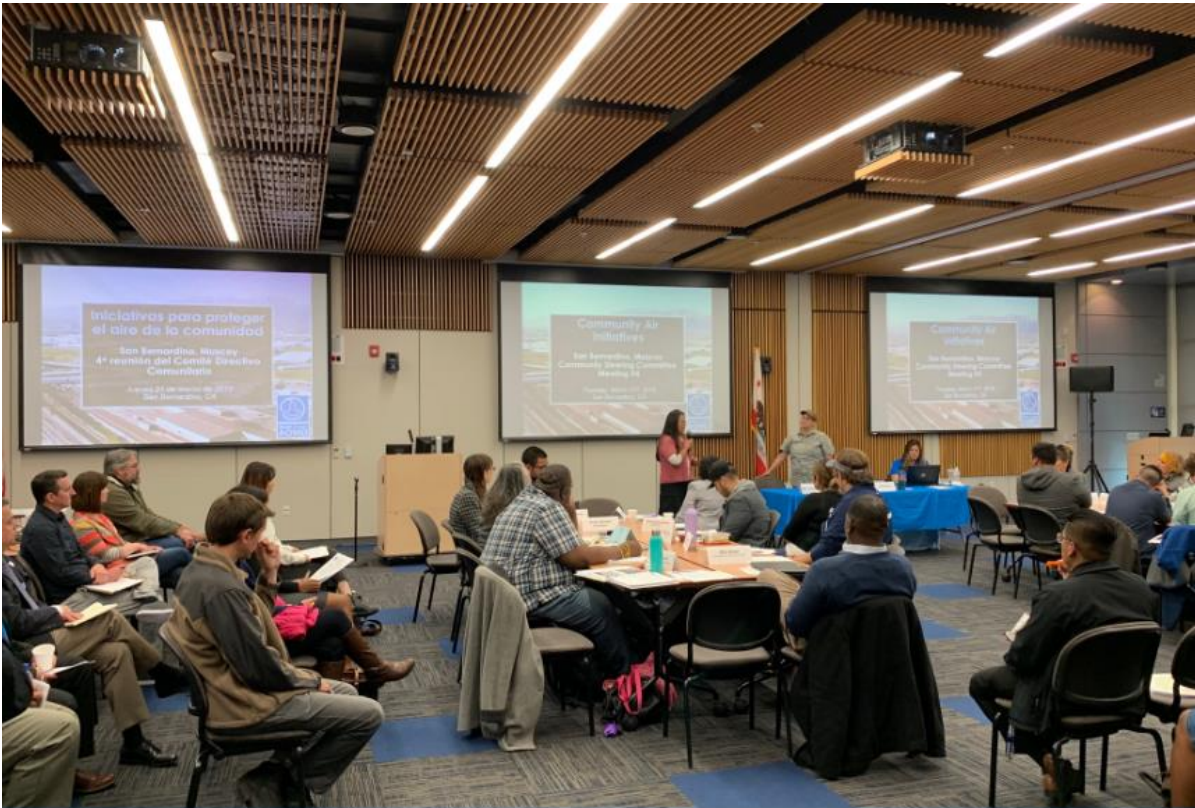
During the May 2019 CSC meeting, Ericka Flores and Andrea Vidaurre with the Center for Community Action and Environmental Justice (CCA EJ) spoke about their organization and the importance of the AB 617 program in getting the community involved in addressing air quality and land use issues. Additionally, Anna Jaiswal (OmniTrans) provided an overview of the work that OmniTrans is doing to improve air quality, as the public transit provider for San Bernardino County. They provided information about their fleet, and their continued work toward adding more zero-emission buses to their fleet. Chantal Power (City of San Bernardino) discussed how the City is trying to address the concerns of the community and plans to increase outreach efforts.

In June 2019, LaDonna DiCamillo with BNSF Railway spoke about the company's efforts to reduce emissions from their locomotives and equipment used at their San Bernardino facility. She also highlighted some technology demonstration projects they are pursuing to help develop zero-emission or hybrid technologies. Suzanne Peterson from San Bernardino County Land Use Planning Department presented information about the County's code on truck parking in residential neighborhoods, and their draft policy plan on truck routes, including the Muscoy Community Action Guide. Ryan Sinclair from Loma Linda University presented information from past health research studies they have conducted in the community and some more recent work they are doing using low-cost air pollution sensors.

Community Testimonials

Beginning in March 2019, residents from the community have been invited by the CSC to share personal stories, outlining their concerns with air pollution and how it has negatively impacted their lives and community. These community testimonials have helped provide perspective and context to frame the discussions during the CSC meetings (Figure 2-10). Community testimonials were provided by CSC members as well as other members of the community.

Figure 2-10: Community members are invited to share their personal air pollution concerns



Technical Advisory Group

In February 2019, the AB 617 Technical Advisory Group (TAG) was established to provide a forum to discuss technical details related to source attribution (i.e., sources of monitored emissions), air monitoring and other technical analysis needed to develop the CAMPs and CERPs for AB 617 implementation. The TAG has met on an approximately quarterly basis during the CERP and CAMP development process. Topics discussed included monitoring equipment and laboratory capabilities, methodology and data sources for developing an air toxics emissions inventory at a community scale, methodology for forecasting emissions in future years, and methodology for modeling air toxics levels across geographical areas. Table 2-3 shows the 2019 TAG meeting schedule. All meetings were held at the South Coast AQMD headquarters building, which is a location approximately in the middle of the three Year 1 communities. All meetings were webcast on the South Coast AQMD’s webpage (www.aqmd.gov), and webcast attendees could email questions to be answered during the meeting.

The majority of these technical considerations apply to all three AB 617 communities designated in Year 1 and consequently the TAG includes up to three primary and three alternate members from each CSC, and additional technical experts from academia, research institutes, and governmental agencies (the current roster is provided in Table 2-4). When additional communities are designated for the AB 617 program, representatives from those CSCs will also

be added to the TAG. The webpage for the TAG is available at this link: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/technical-advisory-group>.

Table 2-3: Technical Advisory Group meetings in 2019

Meeting #	Date	Approximate Attendees
1	February 27, 2019	45
2	May 29, 2019	45
3	July 18, 2019	40

Table 2-4: Roster for the AB 617 Technical Advisory Group

Participant	Affiliation	Community
Jesse Marquez	Coalition for a Safe Environment	Wilmington, Carson, West Long Beach
Flavio Mercado (Alternate for Jesse Marquez)	Active Resident from Wilmington	Wilmington, Carson, West Long Beach
Jill Johnston	University of Southern California	Wilmington, Carson, West Long Beach
Uduak-Joe Ntuk	City of Los Angeles	Wilmington, Carson, West Long Beach
Tim DeMoss (Alternate for Uduak-Joe Ntuk)	Port of Los Angeles	Wilmington, Carson, West Long Beach
Ryan Sinclair	Loma Linda University	San Bernardino, Muscoy
Andreas Beyersdorf	California State University, San Bernardino	San Bernardino, Muscoy
Tammy Yamasaki	Southern California Edison	San Bernardino, Muscoy
Hector Garcia	Our Lady of Victory	East LA, Boyle Heights, West Commerce
Marisa Blackshire	BNSF	East LA, Boyle Heights, West Commerce
Rafael Yanez	Active Resident	East LA, Boyle Heights, West Commerce
Manuel Pastor	Univ. Southern California, Sociology and American Studies & Ethnicity	Technical Expert
Madeline Wander (Alternate for Manuel Pastor)	Univ. Southern California, Sociology and American Studies & Ethnicity	Technical Expert

Participant	Affiliation	Community
Scott Fruin	Univ. Southern California, Preventive Medicine	Technical Expert
Cesunica (Sunny) Ivey	UC Riverside	Technical Expert
Luis Portillo	Inland Empire Partnership	Technical Expert
Ken Davidson	US EPA Region 9 Air Division, Air Toxics, Radiation, and Indoor Air Office	Technical Expert
Janet Whittick	California Council for Environmental and Economic Balance (CCEEB)	Technical Expert
Melissa Lunden	Aclima	Technical Expert

Additional Community Engagement

In addition to establishing the CSC and convening monthly meetings, South Coast AQMD staff participated in one-on-one or small group meetings with members, and attended meetings led by various community organizations. These meetings gave CSC members an opportunity to communicate directly with staff. Additionally, these meetings give staff an opportunity to answer questions and clarify information requested from CSC members. Staff was able to gain a better understanding of the unique issues faced by each community by attending and participating in meetings led by community organizations.

Broader public engagement is also important to the AB 617 program. Suggestion boxes provided at the CSC meetings allow CSC members, as well as the general public, to provide input and suggestions on the AB 617 process. Staff reviews the comments after each CSC meeting, and responds as needed. Anonymous submissions are accepted. In addition, a Community Affairs Table at the CSC meetings provides a space for community members to share flyers and handouts about events and programs happening in the community (Figure 2-11).

Figure 2-11: Community table and community member handouts for CSC meeting in San Bernardino



Throughout the development of the CERP, community liaisons and other staff met with community members, environmental justice organizations, industry and other stakeholders to provide assistance and/or prompt response to concerns raised about the CSC process. Community liaisons also attended meetings from local organizations, environmental justice groups, city and county government to promote participation in the development and implementation of the CERP. Staff attended meetings hosted by other entities in this community to give presentations on AB 617 CERP development, and had more than 25 in-person or phone meetings with CSC members to discuss the CSC process and seek input on the CERP actions. South Coast AQMD staff will continue to work with the CSC to implement the CERP actions and provide periodic community updates on the progress of implementing the plan. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts.

Figure 2-12: Small group meeting in San Bernardino with some CSC members and South Coast AQMD staff



CHAPTER 3A:

COMMUNITY PROFILE

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Chapter 3a: Community Profile

Introduction

It is essential to understand the characteristics of a community and the profile of air pollution sources in order to address community air quality priorities. The following community profile provides a general overview of the San Bernardino, Muscoy community, including the types of air pollution impacting the community, and a characterization of public health and socioeconomic factors. In addition, this section includes

information about the community boundary that reflects input from the Community Steering Committee (CSC), a summary of the air pollution concerns identified by the community, and the air quality priorities based on CSC and public input. These air quality priorities are addressed in the Community Emission Reduction Plan (CERP) actions, described in Chapter 5.

Chapter 3a Highlights

- The community profile is based upon input from the Community Steering Committee throughout the CERP development process
- The Community Steering Committee identified the top air quality priorities to be addressed in the CERP
- Data on land use, toxic air pollution impacts, public health factors, and both social and economic factors in the community provide useful background information

Community Boundary, Air Quality Concerns and Air Quality Priorities

During monthly CSC meetings, committee members, members of the public, and South Coast AQMD staff worked together to shape the elements and actions described in this Plan. Topics discussed with the CSC include:

- What should be the community **boundaries** for the AB 617 community plans?
- What **air quality concerns** does the community have?
- What are the top **air quality priorities** that the community would like to address through the AB 617 CERP?
- What **priority actions** should be included in the CERP?
- What should the **goals** for the priority actions include?
- Additional **feedback on the Draft CERP**

The process is summarized in Table 3a-1. CSC members discussed which geographic areas should be included within the community boundary (Figure 3a-1). The San Bernardino, Muscoy CSC established two distinct community boundaries to represent this community for the purpose of AB 617 community plan implementation. The “Impacted Community” boundary focuses on the places in the community where community members spend time (e.g., schools, residential areas, community centers, hospitals, etc.). The “Emissions Study Area” boundary includes both the

Impacted Community and additional air pollution sources (e.g., facilities and major truck routes) that may affect the Impacted Community. Regions within and near either community boundary will benefit from the emissions reductions within the boundary.

The CSC and members of the public participated in an interactive mapping activity to identify community air quality concerns, which were posted on the webpageⁱ (Figure 3a-1 and Table 3a-2). Most of the concerns identified were within the Emissions Study Area. However, there were several warehouses along the Interstate 10 freeway that were also identified as concerns. While these warehouses are outside the community boundaries, the CSC stated that the trucks going to and from these warehouses drive through the community. Therefore, these trucks are within the Emissions Study Area and can be addressed through the CERP.

Air quality concerns were grouped into categories (e.g., truck traffic, railyards, etc.) and CSC members, as well as the public prioritized the top air quality concerns. CSC members were invited to provide ideas and input on CERP actions and also meet with South Coast AQMD staff to draft CERP actions together. The highest priority actions were included in the CERP based on input from the CSC members.

The San Bernardino, Muscoy community also has a facility in the REgional Clean Air Incentives Market (RECLAIM) program and that facility will be evaluated for compliance with Best Available Retrofit Control Technology (BARCT) requirements. Equipment at non-RECLAIM facilities within the community may also be affected by the BARCT assessment being conducted for RECLAIM facilities and; thus, subject to additional requirements. The BARCT assessment is still currently being conducted for a number of rules and the list of affected non-RECLAIM facilities is being developed. The facility that is subject to BARCT (specifically the RECLAIM facility) and additional facilities in the AB 2588 program are provided in Appendix 3a.

The work to implement the CERP and the Community Air Monitoring Plan (CAMP)¹ is dynamic; thus, certain action items have been written with built-in flexibility to permit necessary adjustments as new information becomes available. South Coast AQMD staff is committed to working with CSC members to evaluate ongoing actions and progress.

ⁱ Interactive map of air quality concerns in the San Bernardino, Muscoy community: <https://scaqmd.online.maps.arcgis.com/apps/View/index.html?appid=c1c170ab526d462199b86c1cbe5a9ac5&extent=117.4450,34.0601,-117.1155,34.1933>

Table 3a-1. Process of CSC Input on CERP elements

CSC Meeting	Discussion Topic(s)	CSC Input	How this CSC input was used in the CERP development process?
#1 November 2018	Community Air Quality Concerns and Community Boundary	Refined community boundaries . Identified community air quality concerns . <u>Outcome</u> : List of air quality concerns	Boundaries were used to define focus area for CERP actions (see Meetings #4-5). Concerns were prioritized for inclusion in Plans (see Meeting #3).
#2 January 2019	Community Boundary	Refined community boundaries . <u>Outcome</u> : Community boundary	Boundaries were used to define focus area for CERP actions (see Meetings #4-5).
#3 February 2019	Air Quality Concern Prioritization	Prioritized which concerns would be addressed in Plans. <u>Outcome</u> : Air quality priorities	Actions were developed for air quality priorities (Meetings #4 and #5)
#4 March 2019	Strategies & Proposed Actions (Part 1)	Ideas for possible CERP actions discussed. Staff worked with CSC members to write CERP actions. <u>Outcome</u> : Draft focused list of actions for CERP	Feedback on actions were used to develop the list of priority actions (Meeting #6).
#5 April 2019	Strategies & Proposed Actions (Part 2), Draft CAMP, and Draft CERP Table of Contents & Action Template		
#6 May 2019	Focused list of CERP Actions (“priority actions”)	Provided feedback on which priority actions should be included in CERP. <u>Outcome</u> : List of priority actions for CERP	Feedback on actions were used to finalize the list of priority actions to be included in the Draft CERP .
#7 June 2019	Draft CERP, Goals for each CERP Action (Part 1)	Feedback on Draft CERP . Ideas for specific goals for each CERP action. <u>Outcome</u> : Revised Draft CERP	Feedback on Draft CERP and ideas for specific goals will be used to inform the Draft Final CERP in the Board package.
#8 July 2019	Goals for each CERP Action (Part 2)		
#9 August 2019	Final Discussion of Draft CERP	Final revisions for Draft CERP before it is submitted to South Coast AQMD Board for consideration. <u>Outcome</u> : Draft Final CERP and Appendices	Final comments to be addressed in Draft Final CERP that is part of the Board package.

Figure 3a-1. Impacted Community and Emissions Study Area boundaries of the San Bernardino, Muscoy community

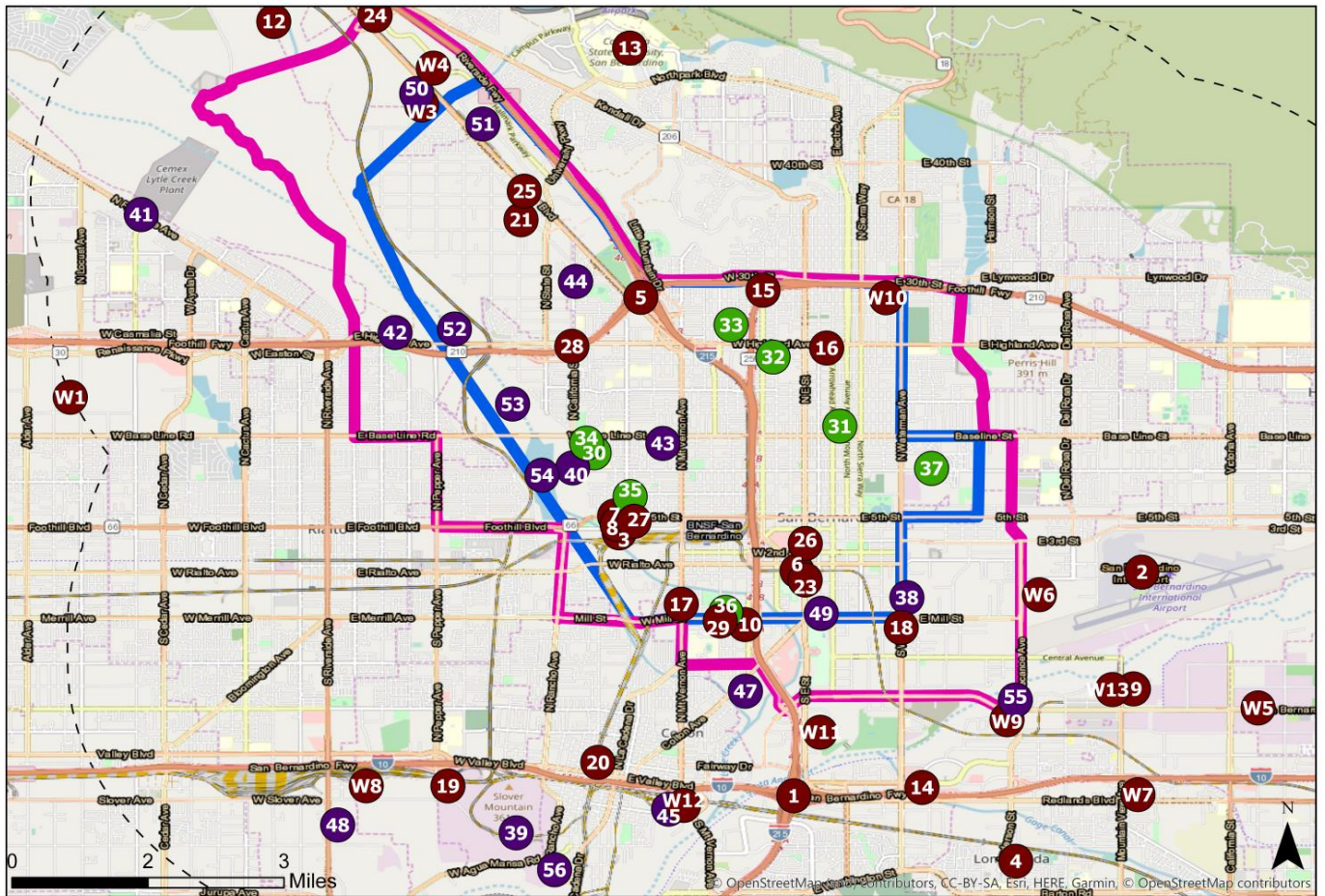


Table 3a-2. List of air quality concerns identified by the San Bernardino, Muscoy CSC and members of the public

Label	Concern Name	Category	Label	Concern Name	Category
1	10/215 Fwy Interchange, Along 10 fwy	Mobile Source	36	School – Richardson Pre HI Middle School	Where People Spend Time
2	Airport	Mobile Source	37	Sierra High School, Roberts Elementary School	Where People Spend Time
3	BNSF railyard, JB hunt trucking company	Mobile Source	38	Auto Parts Scrap Yard	Need More Info
4	Construction and Demolition at Loma Linda Campus	Need More Info	39	Cement factory , Cal Portland	Stationary Source
5	Freeway and railway interchange	Mobile Source	40	Cement batch	Stationary Source
6	Metrolink	Mobile Source	41	Cement Facility (CEMEX)	Stationary Source
7	Omnitrans bus yard	Mobile Source	42	Cement manufacturer	Stationary Source
8	Park by BNSF railyard, JB hunt trucking company – Nunez Park	Where People Spend Time	43	Dairy Facility	Need More Info
9	Power Plant – SCE Mountain View	Stationary Source	44	Dust	Need More Info
10	Road Congestion	Mobile Source	45	Ecology Recycling	Stationary Source
11	San Manuel Amphitheater Traffic	Mobile Source	46	Mid-Valley Landfill	Stationary Source
12	The Washland- recreational off roading	Need More Info	47	Meat processing near valley view	Need More Info
13	Traffic at CSUSB	Mobile Source	48	Kinder Morgan Colton Terminal – Phillips 66	Stationary Source
14	Traffic near Hospitality Lane and 10 Fwy	Mobile Source	49	Paint/Auto body shops	Stationary Source
15	Traffic on H Street Exit	Mobile Source	50	Pet Food Facility – Mars Petcare	Stationary Source
16	Traffic	Mobile Source	51	Refinery	Need More Info
17	Mt Vernon Corridor	Mobile Source	52	Surface quarry	Stationary Source
18	Traffic On Waterman	Mobile Source	53	Surface quarry	Stationary Source
19	Train Station	Mobile Source	54	Surface quarry	Stationary Source
20	Trains	Mobile Source	55	East Valley Recycling and Transport	Stationary Source
21	Truck parking in neighborhoods	Mobile Source	56	Water Treatment Plant	Stationary Source
22	Truck parking in neighborhoods	Mobile Source	W1	Medline Warehouse	Mobile Source
23	Truck route	Mobile Source	W2	Fontana warehousing	Mobile Source
24	Truck stop, trucks idling	Mobile Source	W3	New development, warehousing	Need More Info
25	Truck stops	Mobile Source	W4	DCS Logistics	Mobile Source
26	Truck traffic	Mobile Source	W5	Warehouses	Mobile Source
27	Truck traffic Route 66	Mobile Source	W6	Warehouses	Mobile Source
28	Truck idling	Mobile Source	W7	Warehouses	Mobile Source
29	Truck idling near school	Mobile Source	W8	Warehouses	Need More Info

30	Arroyo Valley High School	Where People Spend Time	W9	Warehouses	Mobile Source
31	Lincoln Elementary	Where People Spend Time	W10	Warehouses	Need More Info
32	Neighborhood surrounded by freeways	Where People Spend Time	W11	Warehouses - ICEMA	Mobile Source
33	Neighborhood surrounded by freeways	Where People Spend Time	W12	Railyard Near Warehousing	Need More Info
34	Park - Maple Leaf Park	Where People Spend Time	W13	Warehousing	Mobile Source
35	Ramona Alessandro Elementary	Where People Spend Time			

The following air quality priorities for the CERP were identified by the CSC and members of the public for the San Bernardino, Muscoy community:

- Neighborhood truck traffic
- Warehouse on-site emissions
- Omnitrans bus yard
- Railyards
- Concrete batch plants, asphalt batch, and aggregate plants
- Exposure reduction for sensitive populations in schools, childcare centers, community centers, and homes

Actions to address each of these air quality priorities are described in Chapter 5.

The South Coast AQMD and the California Air Resources Board (CARB) both develop and enforces air pollution regulations to reduce emissions, improve air quality, and protect public health. While CARB has primary authority over mobile sources, the South Coast AQMD has authority over stationary sources and “indirect sources”, which are facilities that attract mobile sources. Examples of indirect sources include warehouses and rail yards. Specific information about ongoing rule development that is relevant to these air quality priorities is provided in Chapter 5.

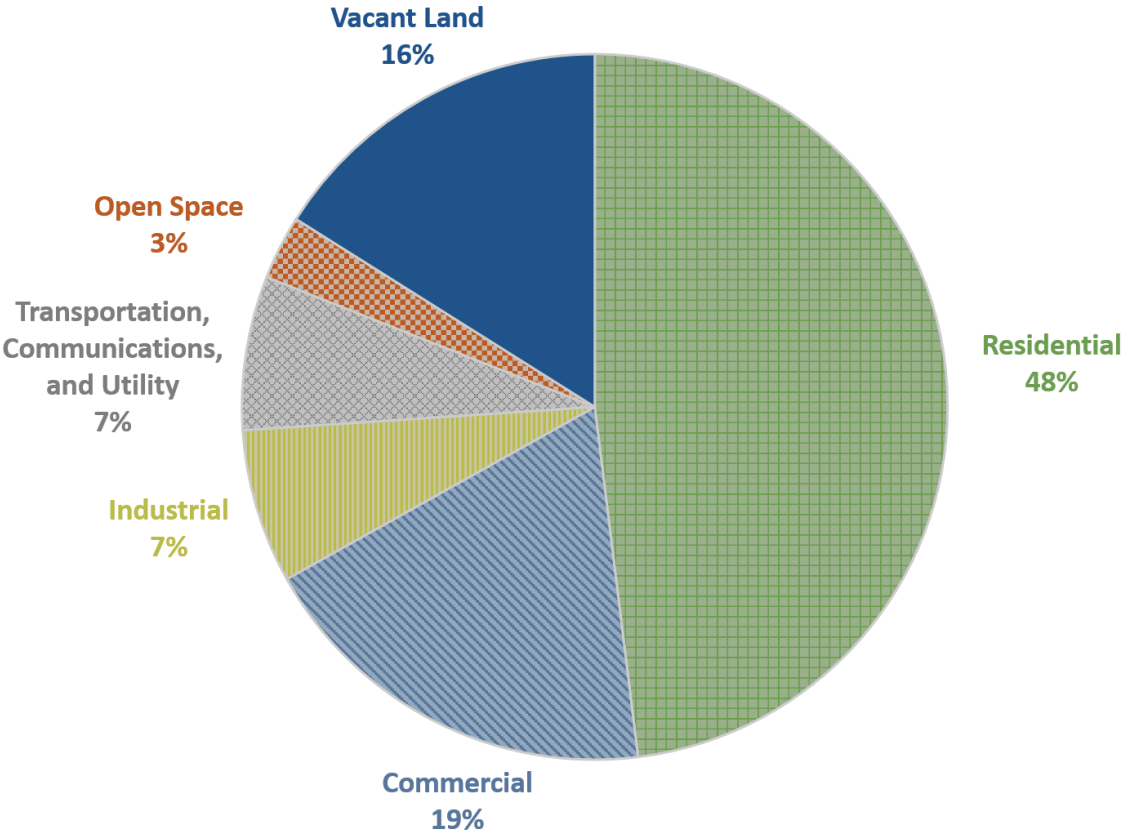
Community Air Pollution Profile and Related Data

Understanding what air pollution sources exist in the community and what air pollutants come from these sources helps identify key sources that can be addressed through CERP actions. This section presents data based on previous cumulative impact studiesⁱⁱ to describe the impacts of toxic air pollutants in this community, as well as other environmental pollution, public health factors, and social and economic factors that make people more sensitive or vulnerable to the health effects of pollution.²

ⁱⁱ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

The San Bernardino, Muscoy community is shown in Figure 3a-1. The Impacted Community includes a land area of 17.30 square miles, and the Emission Study Area includes an area of 28.58 square miles. About 48% of this land area is used for residential living, 19% is zoned for commercial uses, 7% is zoned for industrial uses, and 7% is used for freeways, roadways, and land used for utilities and communications services (Figure 3a-2).ⁱⁱⁱ

Figure 3a-2: Land use profile in San Bernardino, Muscoy

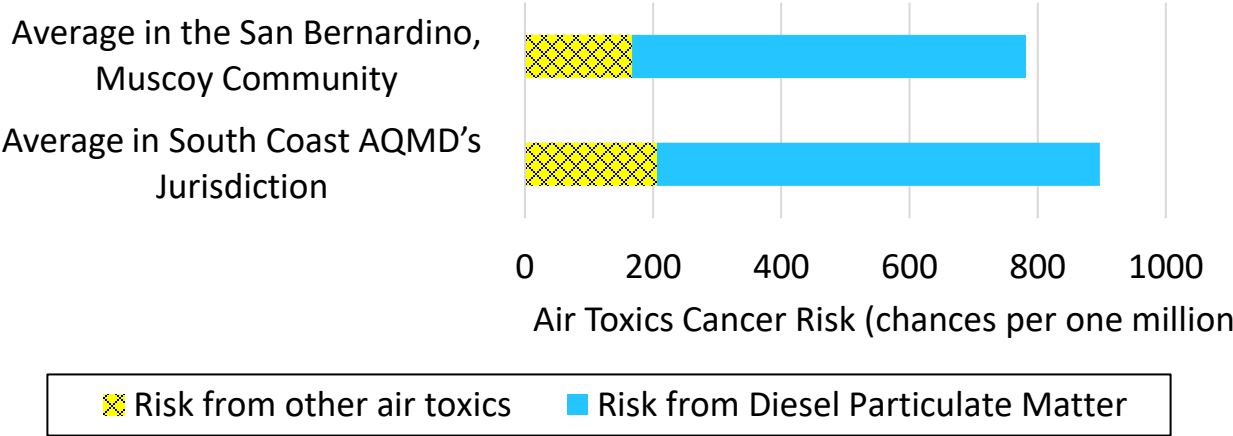


Air toxics are one group of air pollutants that can affect public health on a local community scale. These pollutants include, but are not limited to pollutants from diesel exhaust and metal particulate pollutants (e.g., hexavalent chromium, lead, arsenic, nickel, etc.), and gases (e.g., benzene, formaldehyde, etc.). The South Coast AQMD conducts the Multiple Air Toxics Exposure Study (MATES) every few years to understand the cumulative health impacts of air toxics in communities across the region. The most recently completed study was MATES IV, which was

ⁱⁱⁱ Land use refers to how certain areas of land are classified for development and use. Land use data is often used for city or county planning, such as the placement of housing developments and transportation hubs. Land use data is derived from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy, which is based on 2012 data.

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 (“air toxics cancer risk”).^{iv} MATES V is currently in progress. Based on MATES IV modeled data, approximately three-quarters of the air toxics cancer risk in the Basin is due to diesel particulate matter (Figure 3a-3). The average air toxics cancer risk in the San Bernardino, Muscoy community is also shown in the figure, and this risk is also dominated by diesel particulate matter.

Figure 3a-3: Air toxics cancer risk, based on MATES IV modeled data

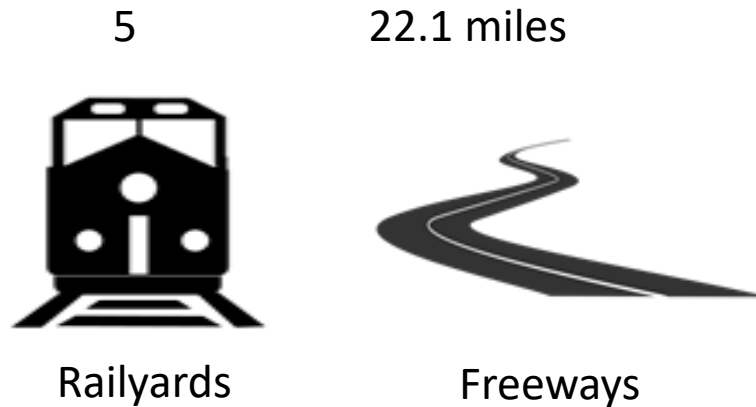


Mobile sources include trucks, ships, trains, cars, buses, and other mobile equipment. Much of this equipment is powered by diesel, which is the air toxic pollutant with the highest impact in this community. The community includes more than 22 miles of freeways and 5 railyards^v, including a railyard that is located near residential areas (Figure 3a-4).

^{iv} More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

^v Includes one intermodal railyard, and four maintenance yards. All five facilities are located west of the Interstate 215 freeway, south of W. 5th Street, and north of Rialto Avenue.

Figure 3a-4: Diesel mobile sources in San Bernardino, Muscoy



Understanding the community's public health and socioeconomic profile helps to provide context for the work being done through this CERP. CalEnviroScreen 3.0 is a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that is used to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to the effects of pollution. The CalEnviroScreen 3.0 data show that this community has public health factors, as well as social and economic factors, that make the community more sensitive and vulnerable to the harmful effects of air pollution compared to statewide averages (

Figure 3a-3 and

Figure 3a-4). These data show that, on average, the San Bernardino, Muscoy community has generally worse public health factors and more social and economic disadvantages compared to California as a whole. The public health factors specifically show that this community has higher rates of emergency department visits for asthma and heart disease, and more babies born with a low weight in comparison to statewide averages.

Figure 3a-3: CalEnviroScreen 3.0 scores for public health factors in San Bernardino, Muscoy compared to statewide averages

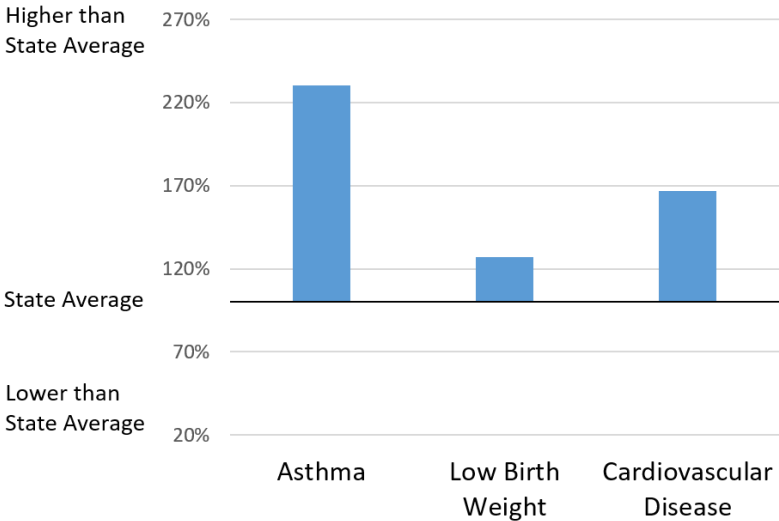
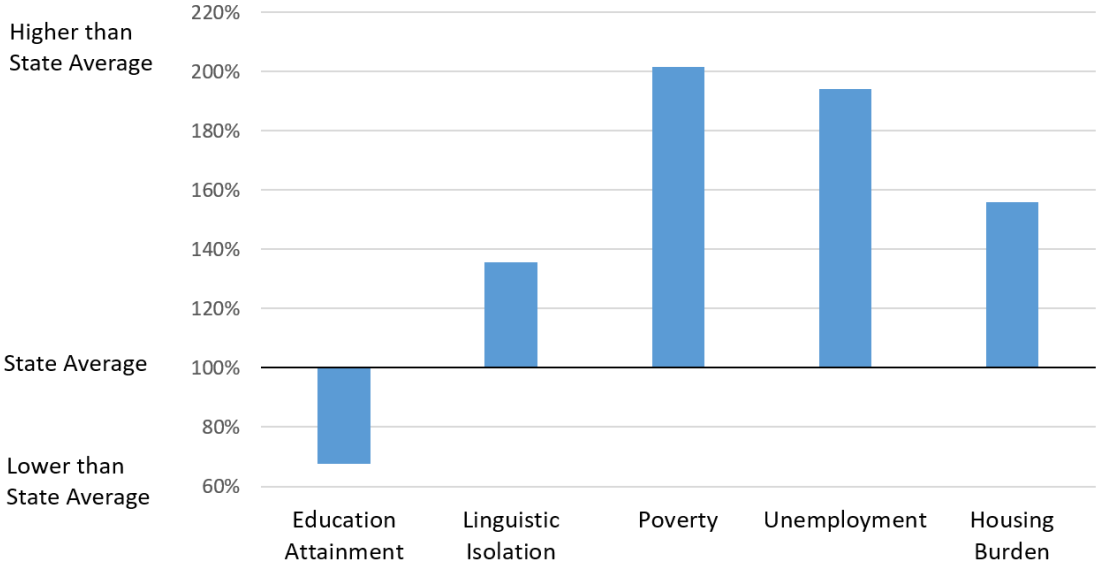


Figure 3a-4: CalEnviroScreen 3.0 scores for social and economic factors in San Bernardino, Muscoy compared to statewide averages^{vi}



^{vi} The statewide average may not be at the 50th percentile because it is a population-weighted average. The average depends on both the distribution of population and the distribution of the number of each factor, and both these factors are not symmetrical.

References

1. South Coast AQMD, Community Air Monitoring Plan (CAMP) for the San Bernardino, Muscoy community, http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/sbm_camp.pdf?sfvrsn=6.
2. Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0., <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>, Accessed June 2019.

CHAPTER 3B:

COMMUNITY PROFILE SOURCE ATTRIBUTION

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Chapter 3b: Emissions and Source Attribution

Introduction

In order for the Community Emission Reduction Plan (CERP) to be effective, it needs to be built on information about the type and sources of emissions. This knowledge is then used to better define CERP actions and strategies, with the ultimate goal being a reduction in harmful emissions and the associated burdens on individuals and communities.

The process for evaluating the type and sources of emissions is known as a “source attribution” analysis. CARB has created guidelines for districts to

perform this necessarily technical analysis. The information below summarizes both the requirements for the analysis and the analysis itself. The analysis looked at both criteria air pollutants (CAPs) and toxic air contaminants (TACs). As discussed further below, diesel particulate matter is currently the main air toxic pollutant burdening this community. While other pollutants are present, diesel particulate is the main driver of air toxics cancer risk.

CARB Requirements for Source Attribution Analysis

The California Health and Safety Code § 44391.1(b)2) directed CARB to provide: “[a] methodology for assessing and identifying the contributing sources or categories of sources, including, but not limited to, stationary and mobile sources, and an estimate of their relative contribution to elevated exposure to air pollution in impacted communities...”

The CARB guidelines recommended five potential technical approaches for the source attribution analysis. The options presented are: developing an emissions inventory, air quality modeling, targeted air monitoring/back trajectory/pollution roses/inverse modeling, chemical mass balance and positive matrix factorization. Among these options, based on the availability of data and resources, this source attribution analysis employs the emissions inventory and air quality modeling analysis approaches to identify sources contributing to air pollution levels in the community, with an emphasis on identifying sources within the community (emissions inventory). More information on source attribution methods is included in the Source Attribution Methodology report¹. The most recent air quality modeling analysis was conducted as part of

Chapter 3b Highlights

- Information about the sources of air pollution in this community is presented in a “source attribution” analysis
- Diesel particulate matter is currently the main air toxic pollutant in this community, and it comes mostly from on-road and off-road mobile sources
- Other key air toxic pollutants in this community are 1,3-butadiene (mostly from the chemical industry) and hexavalent chromium (mostly from brake wear)
- Volatile organic compounds (VOCs) come primarily from consumer products (e.g., paints, cleaners, etc.)
- In future years, diesel emissions decrease substantially due to CARB regulations, but continues to be the main driver of air toxics cancer risk in this community

the Multiple Air Toxics Exposure Study (MATES IV) in 2015, which showed that Diesel Particulate Matter (DPM) was the air pollutant that contributed most to the air toxics cancer risk in the South Coast Air Basin. While the San Bernardino, Muscoy (SBM) community had slightly lower cancer risk compared to the overall average (Figure 3b-5), the SBM has some of the highest ozone levels in the Basin. A community-specific emissions inventory was developed for CAPs and TACs based on the most recent available datasets.

The SBM community contains some obvious sources of air pollution, including major freeways and major rail yards within the community that support the goods movement industry. The community also includes a wide range of industrial facilities, including asphalt, concrete and other mineral production processes, and 43 warehouses larger than 100,000 square feet, which attract heavy-duty truck traffic. The source attribution analysis highlights that in the year 2017, on-road and off-road mobile sources were the predominant sources of DPM, with the major contributors being heavy-heavy duty trucks, medium-heavy duty trucks, off-road diesel equipment, and trains. In this community, stationary and area sources contribute to the emissions of 1,3-butadiene, benzene and formaldehyde, with the chemical industry as the major source for 1,3-butadiene emissions, and fuel combustion in residential and commercial sectors as the major source of benzene and formaldehyde. The analysis presented in this chapter provides further details on the sources of NO_x, VOCs and PM_{2.5}. Projected emissions in future years show decreases in DPM emissions, although DPM continues to be the main contributor to cancer risk.

The community-level emissions and their sources are discussed in this chapter. The detailed methodology to develop these emissions is provided in the Source Attribution Methodology reportⁱ. The following sections contain discussions about base year emissions of CAPs and TACs and future year emissions of CAPs and TACs. A summary of the information is provided at the end of the chapter.

Base year emissions inventory and source attribution

Overall profiles of CAPs and TACs

A variety of sources contribute to the emissions of criteria pollutants in the San Bernardino and Muscoy community, with different sources emitting different types of air pollutants (Figure 3b-1). NO_x emissions are primarily from combustion sources. On-road mobile sources are the largest emitters of NO_x, with heavy-duty trucks being the largest contributor in this community. Off-road mobile sources, including trains and off-road equipment, are the second largest contributor to NO_x emissions. Area sources of NO_x are mainly from fuel combustion for space and water heating

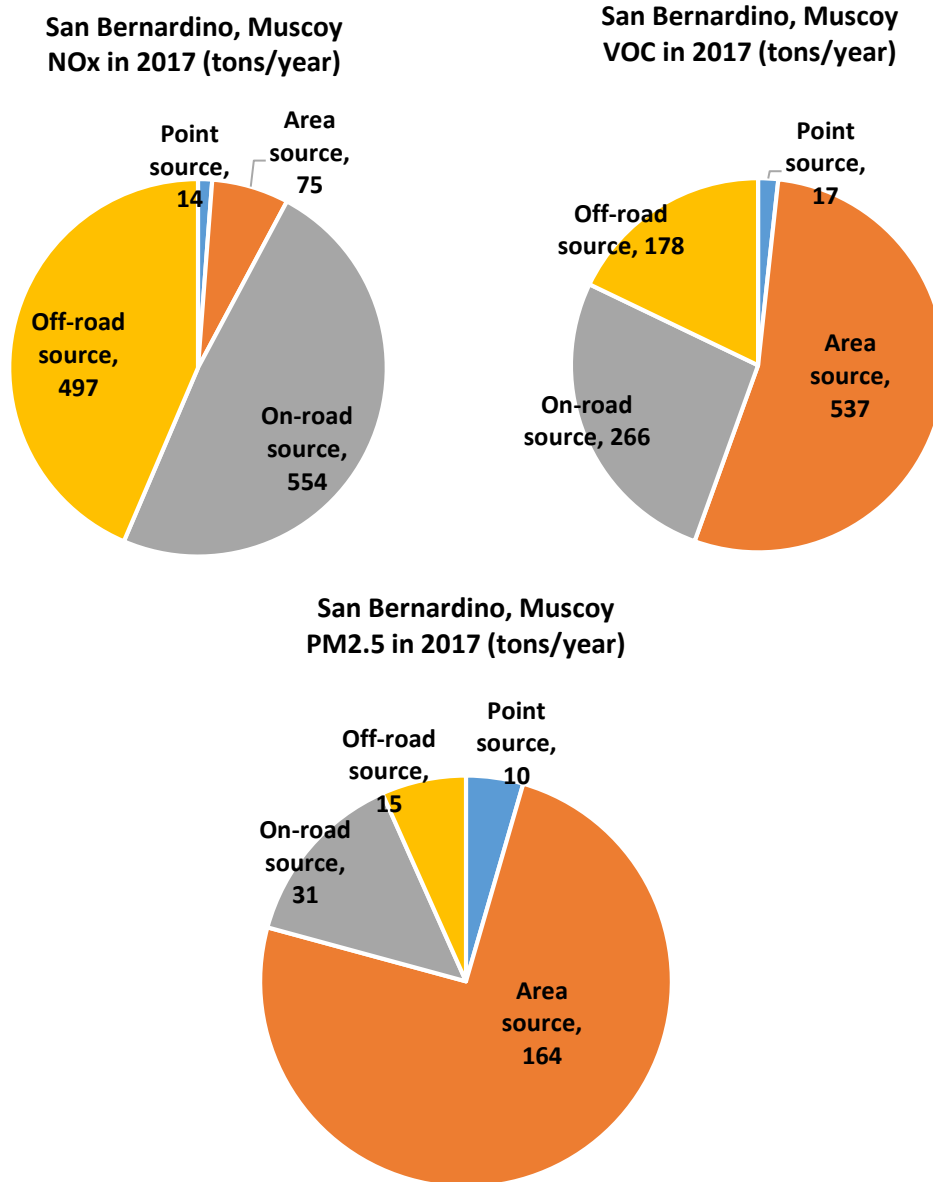
ⁱ The Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report) can be found here: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf>

at commercial businesses and homes, whereas point sources of NO_x include fuel combustion at industrial facilities.

VOC emissions mostly come from area sources, specifically from consumer products and outdoor paints (architectural coatings), as well as vehicle exhaust. The largest contributors to PM_{2.5} emissions are area sources, such as commercial cooking, residential wood burning (residential fuel combustion), and paved road dust. PM is also emitted from mobile sources via vehicle exhaust and tire and brake wear. While paved road dust is also related to vehicles traveling on roads, it is considered as an area source rather than a mobile source. It is important to note that ambient PM_{2.5} concentrations in the community have decreased steadily in the past decades due to the reductions of PM_{2.5} precursor emissions such as NO_x, SO_x, and VOC. Ambient PM_{2.5} can be either formed through chemical reactions of its precursor pollutants or be emitted directly from sources. In the South Coast Air Basin including in this community, the majority of ambient PM_{2.5} is from secondary chemical reactions in the atmosphere rather than directly emitted from local sources. Accordingly, although local PM_{2.5} emissions have decreased marginally over the past decade, the ambient PM_{2.5} concentrations have been improved substantially, and the South Coast Air Basin is close to attainment of the U.S. EPA's ambient air quality standards for PM_{2.5}.

TAC emissions from point sources were compiled from the emissions reported by facilities. TAC emissions from area, on-road, and off-road sources were calculated using chemical speciation profiles applied to PM or TOG emissions. Details on the chemical speciation profiles are provided in a separate Source Attribution Methodology report¹. In total, 22 air toxic pollutants were analyzed and included in this report. This list of air toxic pollutants is consistent with the list of TACs that facilities are required to report under the South Coast AQMD Annual Emissions Reporting (AER) program, except chlorofluorocarbons (CFCs) and ammonia were not included. CFCs do not have an associated cancer risk, whereas ammonia is included in the CAPs inventory because it is a PM precursor.

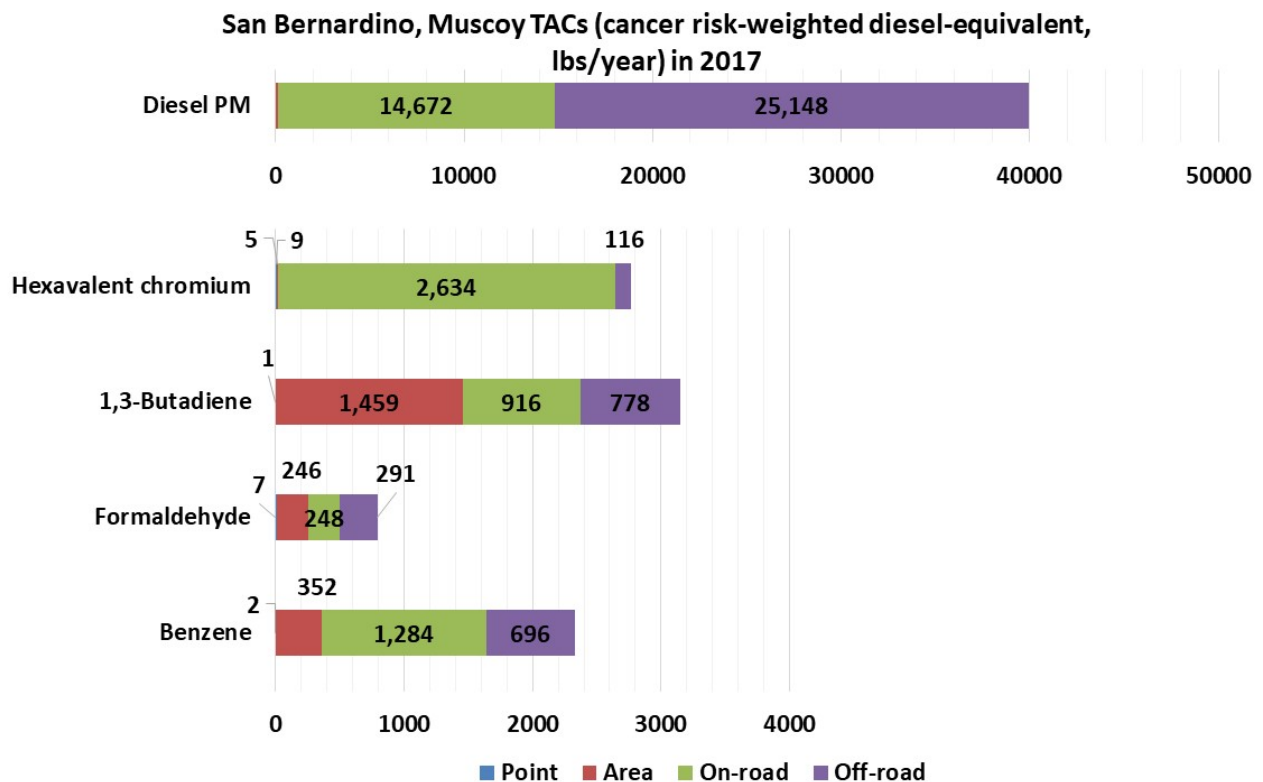
Figure 3b-1: Contribution of major sources to NO_x emissions, VOC emissions, PM_{2.5} emissions in San Bernardino and Muscoy in 2017 (tons/year)



The contribution from point, area, on-road and off-road emission sources to TACs emissions in this community are presented in Figure 3b-2. Note that the emissions in the figure are weighted based on the air toxics cancer risk (hereafter referred as “cancer risk”) of each TAC relative to DPM. For example, Cr6+ has a cancer risk that is approximately 464 times higher than that of DPM. Thus, Cr6+ emissions are multiplied by 464 to estimate the cancer-risk-weighted emissions

of Cr6+. The units in the cancer-risk-weighted DPM-equivalent emissions are expressed in pounds per year (lbs/year). This weighting approach enables comparisons across the contribution of each TAC to overall cancer risk using a consistent, toxicity-weighted scale. Cancer risk factors are calculated using cancer potency and basin-average inhalation rates. Since the cancer-risk weighted factors are relative to the DPM risk factor, relative weighting factors using cancer risk should be equivalent to weighting factors calculated using cancer potency. However, due to precision and rounding errors, weighting factors using cancer risk might not be identical to the weighting factors calculated using cancer potency for some TACs. Figure 3b-2 shows that DPM is the biggest contributor to the overall cancer risk in the community, followed by 1,3-butadiene, hexavalent chromium, and benzene. Figure 3b-2 also shows the major source categories of these main TACs. Most of the DPM and Cr⁶⁺ is emitted from mobile sources. A detailed emission inventory by major source categories is provided in Appendix 3b.

Figure 3b-2: Contribution of major sources to toxic air contaminant emissions in the San Bernardino and Muscoy community in 2017 (shown in lbs/year, weighted by air toxics cancer risk). Note the different scale for DPM with respect to the other air toxics.



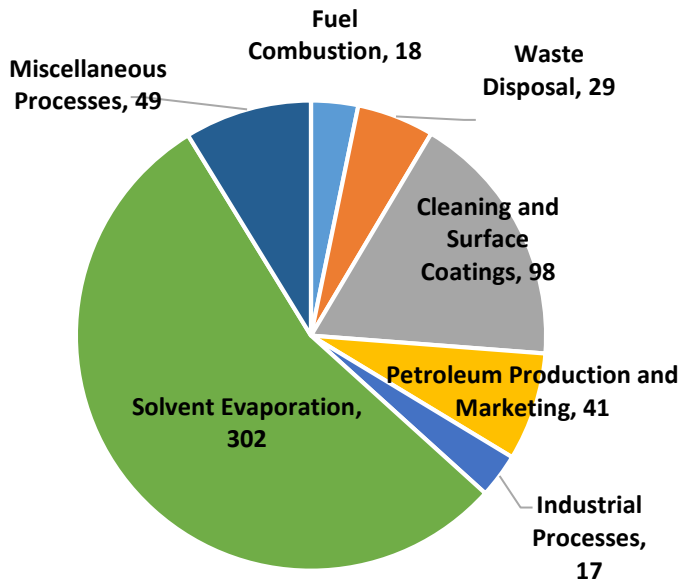
Stationary and area sources

Figure 3b-2 provides a summary of the sources of VOC and PM2.5 emissions from stationary and area sources in the SBM community in 2017. The largest contribution to VOC emissions is solvent evaporation from consumer products. A wide range of industries also contribute significantly to the total VOC emissions from stationary sources, with degreasing and surface coating being the second largest source, and gas stations (petroleum marketing) also being a third significant source of VOC emissions.

Direct emissions of PM2.5 in the SBM community originate from a wide range of activities, including commercial cooking, residential and commercial fuel combustion, and paved road dust. In addition, emissions from various industries, including mineral processing and manufacturing, contribute to total PM2.5 emissions.

Figure 3b-3: Source attribution of VOC emissions and PM2.5 emissions from stationary and area sources in the San Bernardino and Muscoy community for the year 2017

San Bernardino, Muscoy stationary and area VOC in 2017 (tons/year)



San Bernardino, Muscoy stationary and area PM2.5 in 2017 (tons/year)

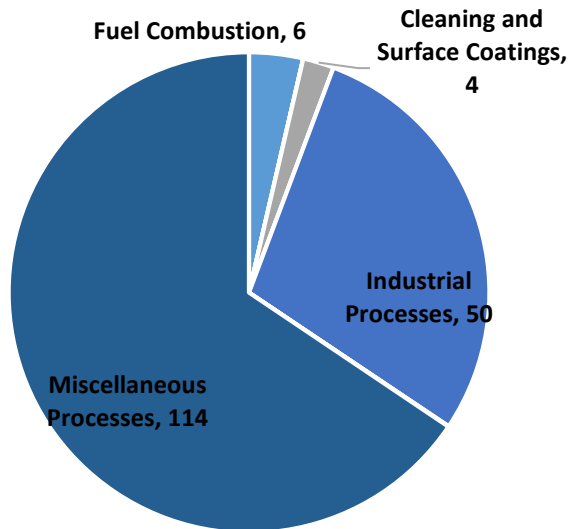


Figure 3b-4 illustrates the emissions of the major TACs from stationary and area sources in the community. The emissions of each pollutant are weighted by their cancer risk relative to DPM. In this community, 1,3-butadiene is the most predominant air toxic from stationary and area sources. The major source for 1,3-butadiene emissions is industrial processes (Figure 3b-5), mostly from chemical industries.

Figure 3b-4: Toxic air contaminant emissions, weighted by cancer risk, from stationary sources in the San Bernardino and Muscoy community for the year 2017 (in lbs/year)

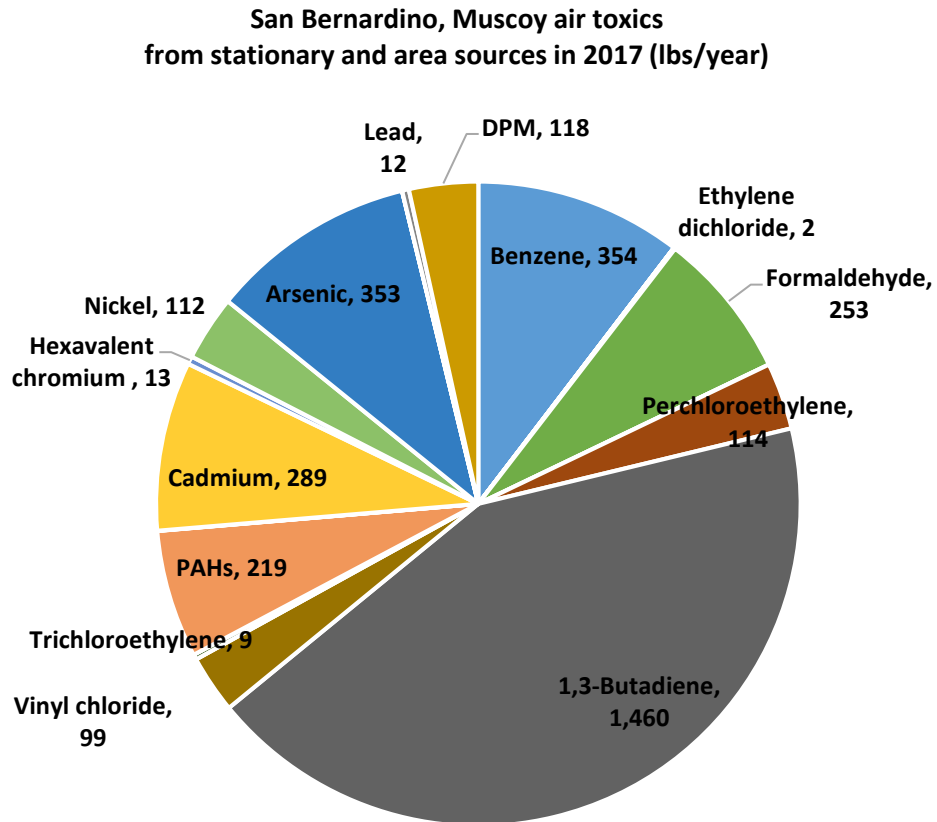
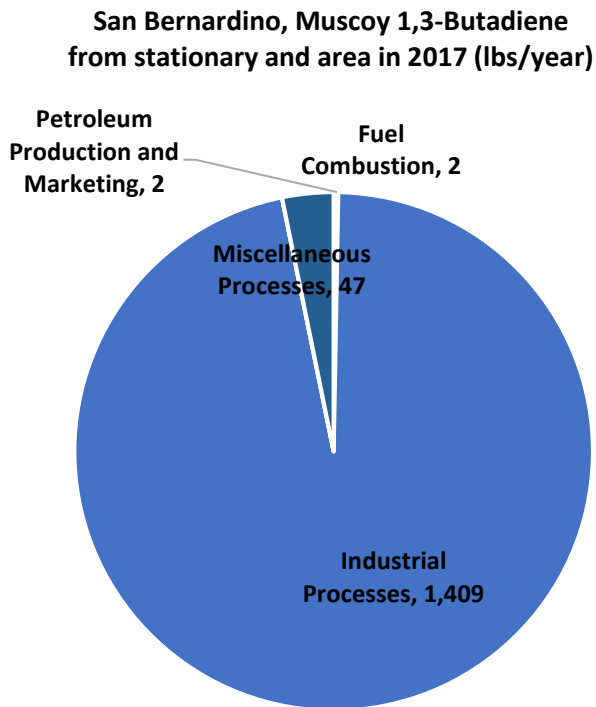


Figure 3b-5: Source attribution of 1,3-butadiene emissions from stationary and area sources in the San Bernardino and Muscoy community for 2017 (shown in lbs/year, weighted by air toxics cancer risk)



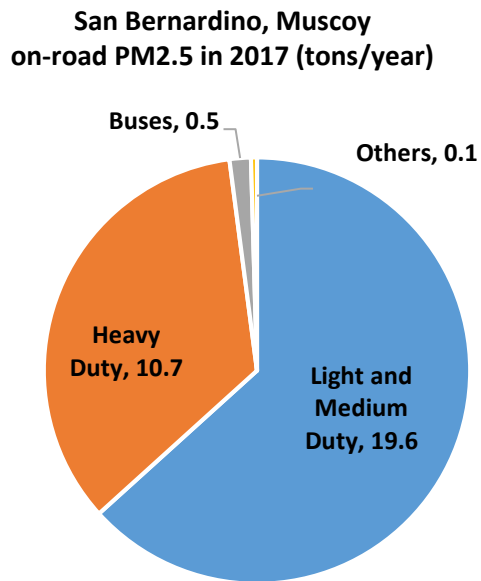
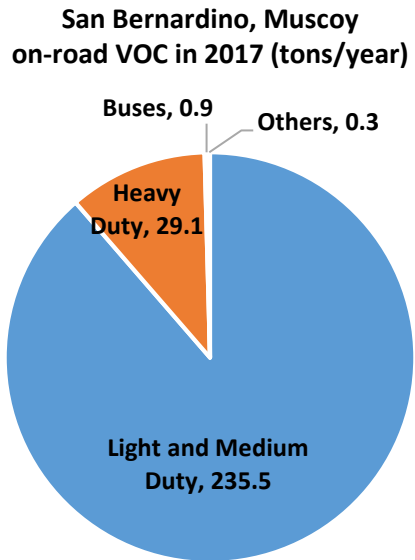
On-road mobile sources

In this community, passenger vehicles and light- and medium-duty vehicles contribute to the majority of VOC and PM_{2.5} emissions (Figure 3b-6). VOC emissions are mostly from gasoline vehiclesⁱⁱ, and, as a result, passenger cars are the main contributor to VOC emissions because of the large number of vehicles and miles traveled by these types of vehicles. PM_{2.5} emissions from on-road sources are from fuel combustion as well as from tire and brake wear. Light and medium duty vehicles are the main contributors to the total emissions of PM_{2.5}, because these vehicles travel the most miles within the community. Even though heavy-duty trucks drive less than 10% of the total vehicle miles traveled in San Bernardino County, heavy-duty trucks contribute to more than 30% of the total PM_{2.5} emissions from on-road sourcesⁱⁱⁱ.

ⁱⁱ These emissions are largely related to evaporative and running losses

ⁱⁱⁱ Heavy-duty diesel vehicles tend to have higher PM exhaust and tire and brake wear emissions per mile driven compared to gasoline cars.

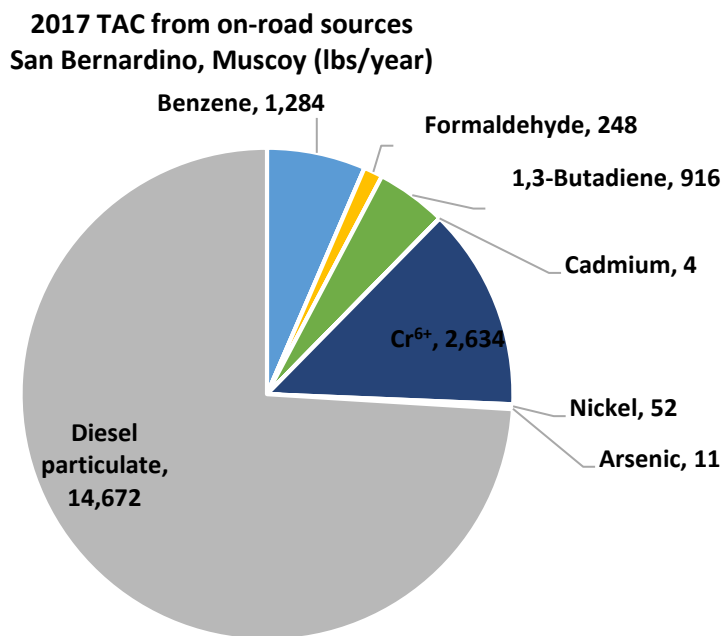
Figure 3b-6: Source attribution of VOC emissions and PM2.5 emissions from on-road sources in the San Bernardino and Muscoy community for 2017



Toxic emissions from on-road sources are largely dominated by DPM (Figure 3b-7). The largest contributor to DPM emissions is diesel-fueled heavy-duty trucks, so the largest impacts from on-road sources in the community are concentrated along the main goods movement corridors. The second largest contributor to cancer risk from on-road sources is hexavalent chromium, which is emitted from brake wear^{iv} and, to a smaller extent, from fuel combustion.

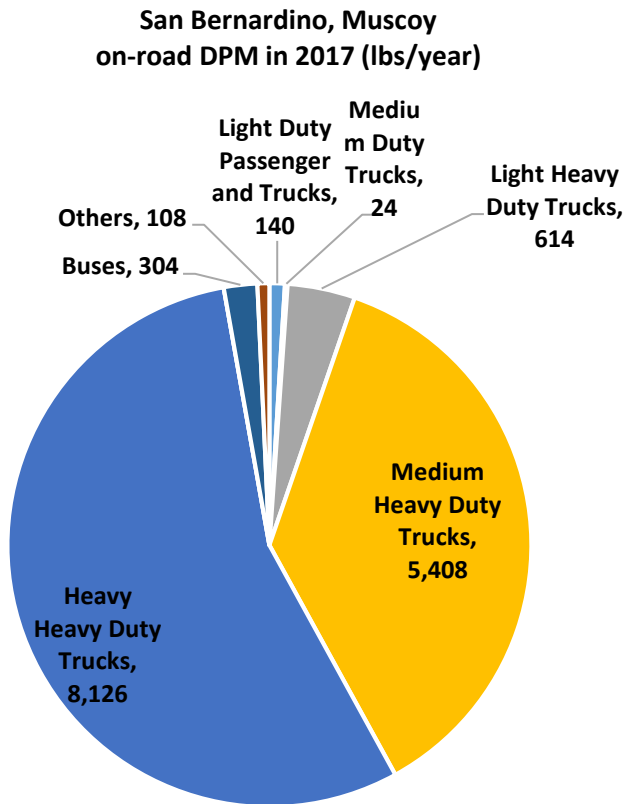
Other TACs emitted from on-road sources include benzene, 1,3-butadiene and formaldehyde. The source of benzene is evaporative losses and the incomplete combustion of gasoline, whereas formaldehyde and 1,3-butadiene emissions are generated from fuel combustion.

Figure 3b-7: Distribution of air contaminant emissions from on-road sources in San Bernardino and Muscoy for 2017 (shown in lbs/year, weighted by air toxics cancer risk)



^{iv} A small fraction of hexavalent chromium was considered to originate from vehicle brake wear. The emission factors were empirically adjusted for the MATES IV analysis. While this approach worked reasonably well for the MATES analysis, further evaluation may be required for adapting this adjustment to more recent data. For example, an adjustment may be required to reflect cleaner vehicle fuels compared to those in use during previous MATES.

Figure 3b-8: Source attribution of toxic air contaminant from on-road sources in the San Bernardino, Muscoy community for the years 2017 (shown in lbs/year), weighted by air toxics cancer risk)

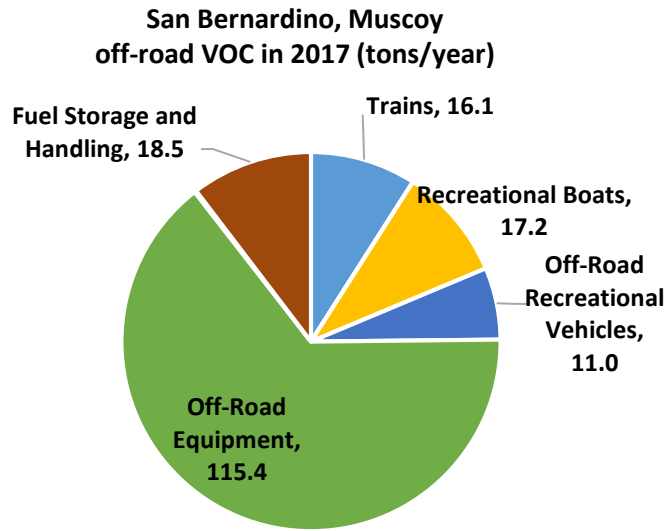


Off-road mobile sources

Figure 3b-9 presents the major sources of VOC and PM2.5 emissions from off-road mobile sources. The largest contributor to total VOC from off-road mobile sources in the community is small off-road equipment. This category contains small off-road spark-ignition engines that include lawn and garden equipment, industrial and commercial utility equipment, golf carts, and specialty vehicles. Other significant sources of VOC include evaporative emissions from fuel storage and handling, recreational boats, recreational vehicles, and emissions from trains. Although there is no major waterway or waterbody in the SBM community, boats that are parked in the community still emit pollutants through fuel evaporation.

The largest off-road source contributing to PM2.5 emissions is off-road equipment, both small commercial and large industrial equipment. The second largest contribution to PM2.5 emissions from off-road sources in the community is trains. There is 1 intermodal railyard and 4 maintenance railyards within the community boundaries, and some of them are near residential areas.

Figure 3b-9: Source attribution of VOC emissions and PM2.5 emissions from off-road mobile sources in the San Bernardino and Muscoy community for the years 2017



**San Bernardino, Muscoy
off-road PM2.5 in 2017 (tons/year)**

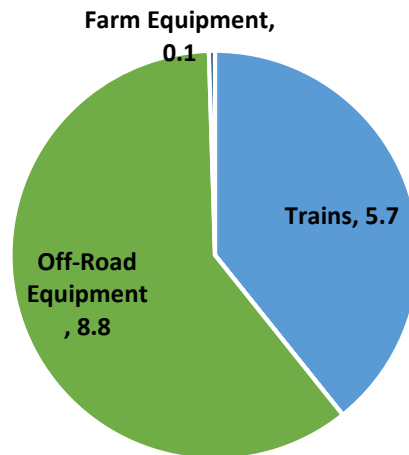


Figure 3b-10: Contribution of toxic air contaminant from off-road mobile sources in the San Bernardino and Muscoy community for 2017 (shown in lbs/year, weighted by air toxics cancer risk)

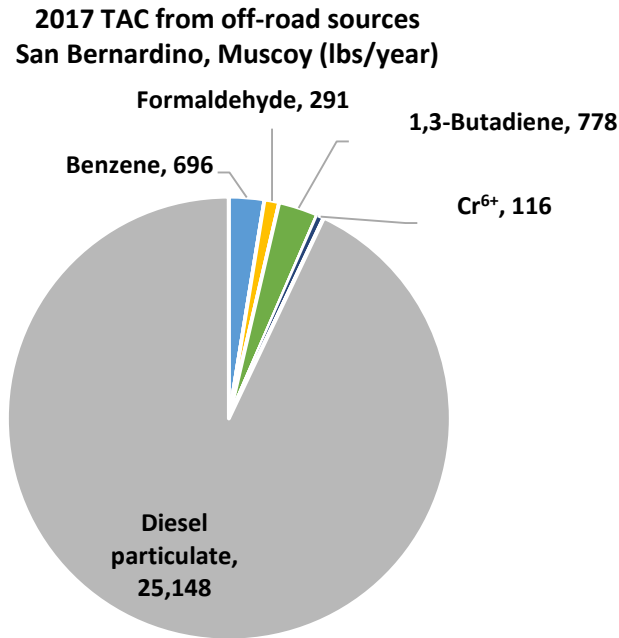
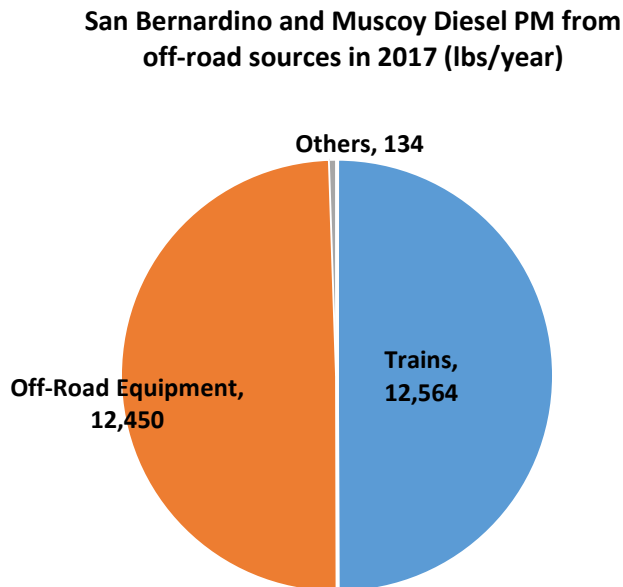


Figure 3b-11: Source attribution of DPM from off-road mobile sources in the San Bernardino and Muscoy community for 2017 (shown in lbs/year, weighted by air toxics cancer risk)



Future year emissions inventory and source attribution

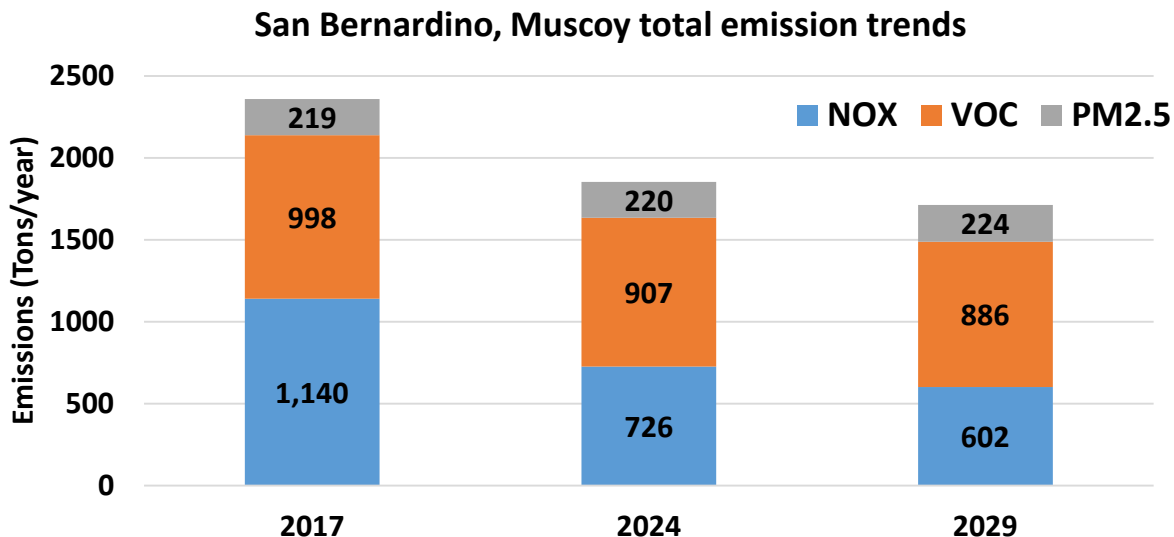
Trends of emission changes for CAPs and TACs

Future emissions of CAPs and TACs in the SBM community are projected using the best available information on population growth, economic growth and emission adjustments reflecting ongoing regulations that reduce specific air pollutants. Regulations reflected in these adjustments include South Coast AQMD regulations and CARB regulations.

Heavy-duty diesel vehicles in this community will be subject to the CARB truck and bus regulation, with implementation dates after 2017. Off-road diesel equipment is also subject to existing state regulations that will reduce DPM emissions from these sources. The South Coast AQMD is developing various regulations to reduce NO_x and VOC emissions since the adoption of the 2016 AQMP in March 2017. However, control factors for these future regulations and programs are still under development and not reflected in the current inventory. The current inventory for area and stationary sources reflects NO_x and VOC rules adopted as of December 2015 and TACs rules adopted as of December 2017. Future versions of the emission inventory will reflect the more recently adopted regulations.

Figure 3b-12 presents the projected major CAPs emissions (NO_x, VOC and PM_{2.5}) in the SBM community in the two future milestone years 2024 and 2029, along with the base year 2017. The NO_x emissions in the community are expected to decrease substantially between the year 2017 (1,140 tons/year) to the year 2024 (726 tons/year), due to the existing regulations on mobile sources and the emission reduction commitments under the RECLAIM program. The NO_x emissions in 2029 are projected to continue decreasing (to 602 tons/year) despite the expected increase in industrial and mobile source activity. VOC emissions are expected to decrease by 11% between the years 2017 and 2029, mostly due to cleaner vehicle emissions. Unlike NO_x and VOC emissions, PM_{2.5} emissions increase by 2%, during the period from 2017 to 2029, due to increase in industrial and vehicle activity.

Figure 3b-12: The community total emission trends for NO_x, VOC & PM_{2.5} (tons/year) for the year of 2017, 2024 and 2029



Trends for TAC emissions are shown in Figure 3b-13. DPM continues to dominate the TAC emissions inventory in future years, despite a significant reduction in DPM from heavy-duty trucks. DPM emissions decrease by 58% between 2017 (39,938 lbs/year) and 2024 (16,738 lbs/year), and continues to decline through 2029 (11,904 lbs/year). 1,3-butadiene is the second largest contributor to TAC, and these emissions remain relatively unchanged due to slight increases in industrial emissions offset by reductions in emissions from vehicles. The third largest contributor to TACs is hexavalent chromium, which increases slightly between 2017 and 2029, due to the increase in brake wear emissions and projected industrial activity growth. Benzene and formaldehyde emissions decrease throughout the 12-year period due to decreases in the emissions from vehicles, whereas emissions of metals such as cadmium, nickel, arsenic and lead, show a steady increasing trend due to projected industrial activity growth, and from paved road dust emission.

Figure 3b-14 presents the cumulative TAC emissions by the major categories for the base and two future milestone years. The overall cancer-risk-weighted emissions decrease between 2017 and 2029. The decrease is more pronounced in the first 7 years due to the emission reductions in diesel heavy duty trucks and off-road equipment.

It is important to note that many of the South Coast AQMD regulations addressing toxic metal pollution emissions from industrial facilities (e.g. South Coast AQMD Rule 1407 and Rule 1469) include requirements that reduce fugitive emissions from these facilities. Fugitive emissions can often account for the vast majority of the toxic metal emissions from a facility. Unfortunately, the methods available to create an emissions inventory are not able to reflect fugitive emissions from these facilities. Therefore, while the inventory may not show an overall decrease in toxic

metal emissions, the regulations result in overall decreased emissions due to reductions in fugitive emissions.

Figure 3b-13: The community total emission trends for toxic air contaminants for the years of 2017, 2024 and 2029 (shown in lbs/year, weighted by air toxics cancer risk).

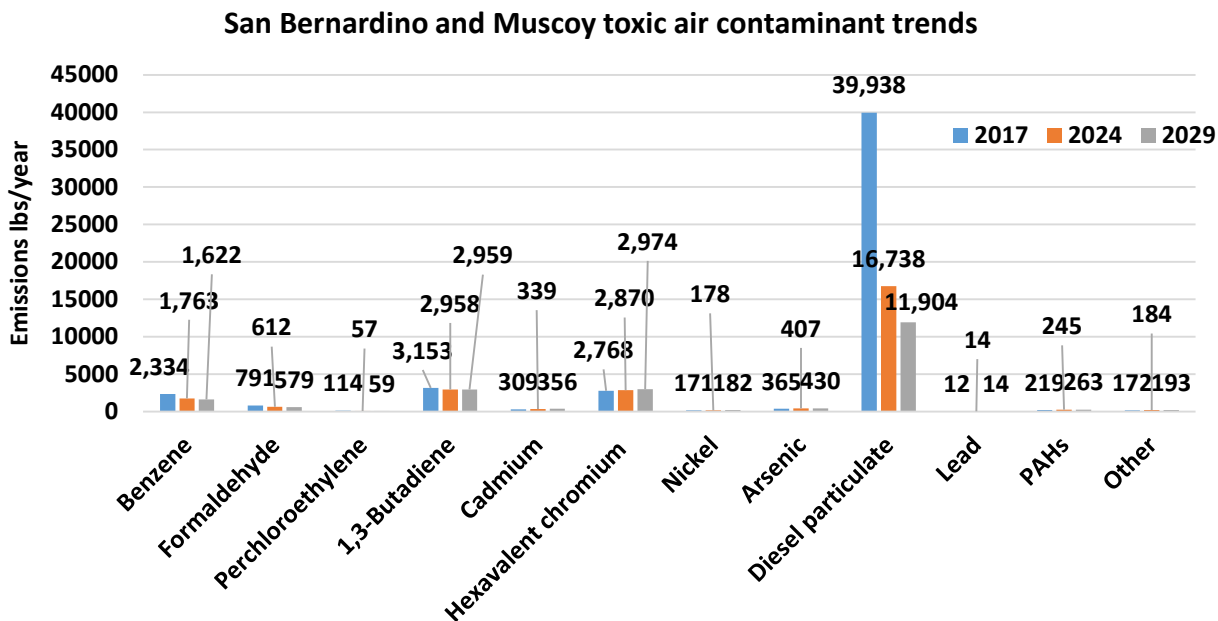
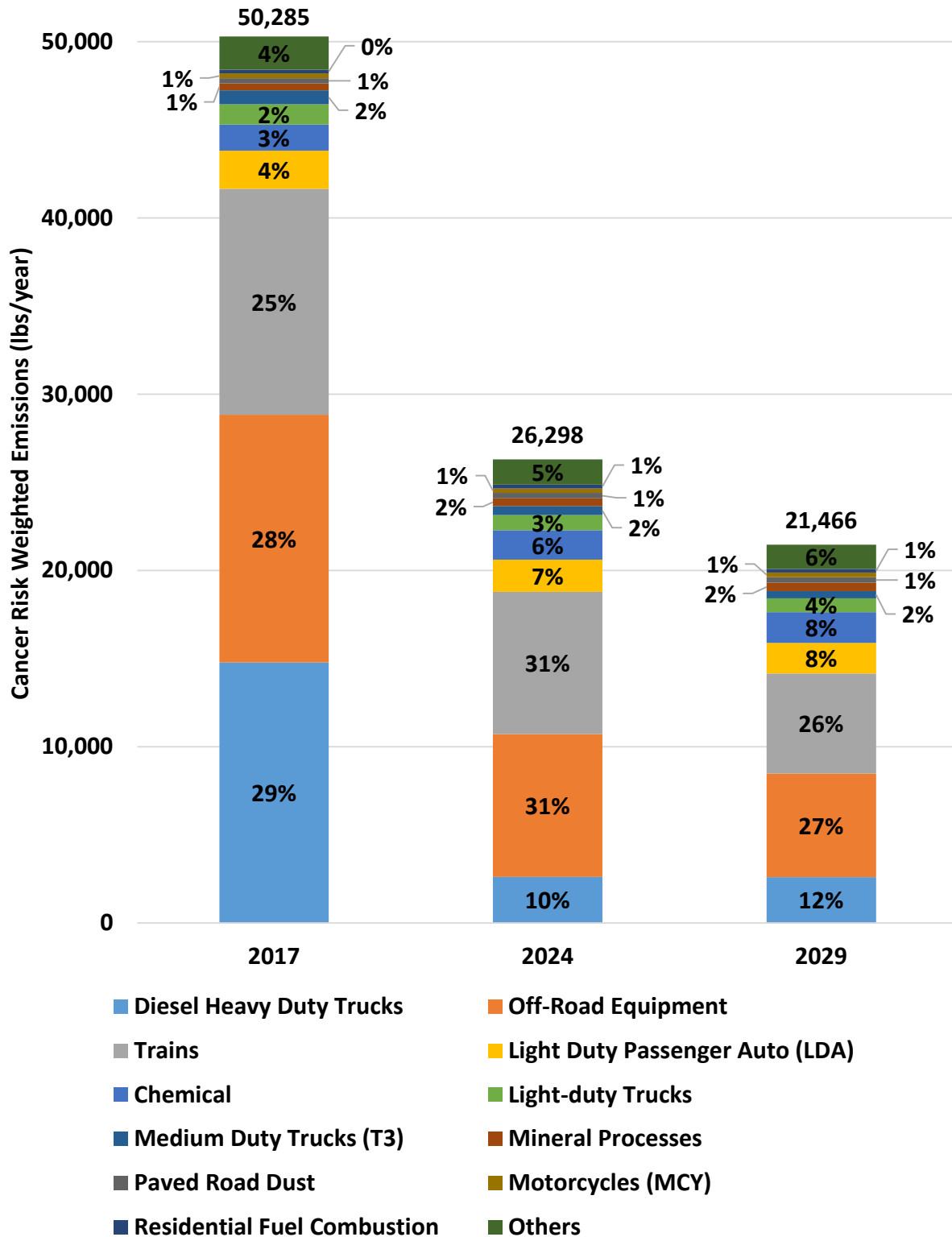


Figure 3b-14: Toxic air contaminant emissions from all sources in the San Bernardino and Muscoy community, shown by major categories. Emissions are weighted based on their cancer risk relative to DPM.

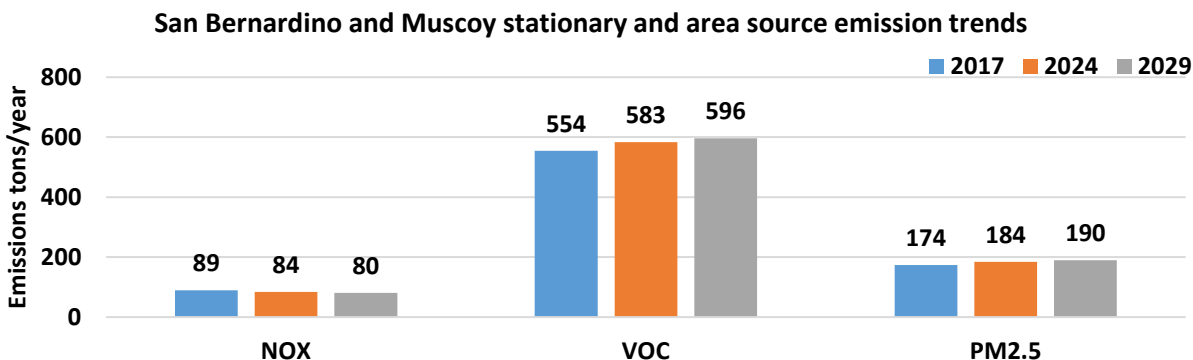


Stationary and Area Sources

The trends in total emissions of NO_x, VOC and PM_{2.5} from stationary and area sources in this community are shown in Figure 3b-15. NO_x emissions are expected to decline from 2017 to 2024, due to the emission reductions from RECLAIM facilities.⁵ VOC and PM_{2.5} emissions are expected to grow gradually due to the projected growth in population and economic and industrial activities.

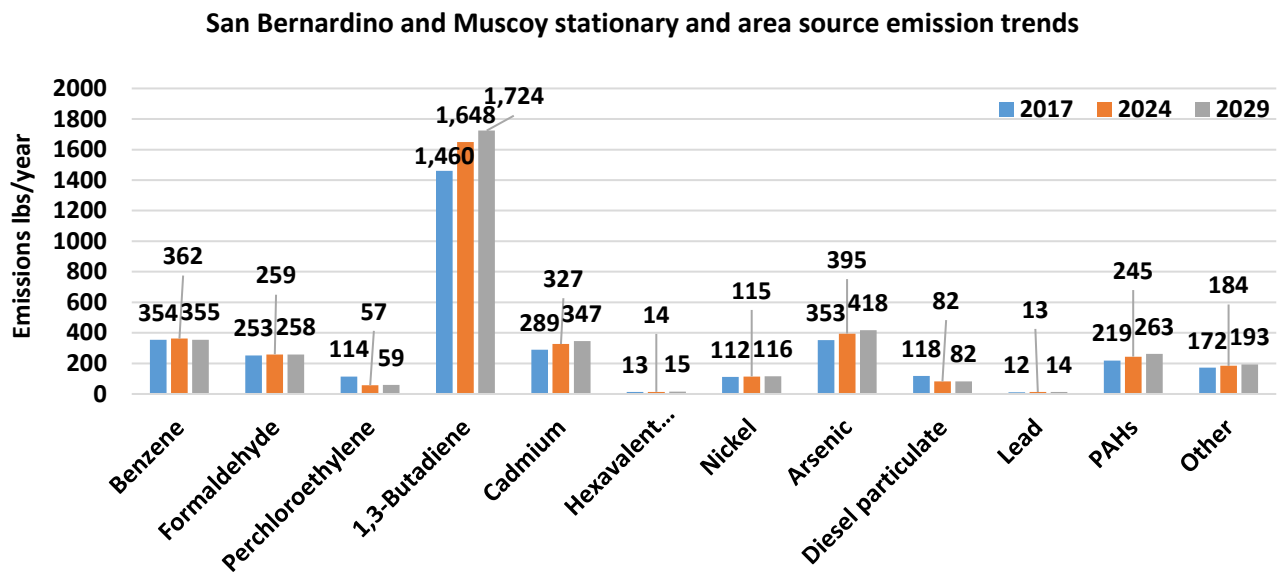
1,3-Butadiene is the largest contributor to total toxic emissions from area and stationary sources (Figure 3b-16), and its emission is expected to grow from 2017 to 2029 due to the projected industrial activity growth during the same period. The major source for 1,3-butadiene emissions is the chemical industry. Emissions of other TACs that are primarily emitted from industrial activities, i.e., formaldehyde, cadmium, arsenic, nickel, and lead, are also expected to increase due to industrial growth. Only DPM and perchloroethylene emissions are expected to decline due to on-going regulations.

Figure 3b-15: Trends in NO_x, VOC and PM_{2.5} emissions from stationary and area sources in the San Bernardino and Muscoy community. Emissions are presented in tons per year



⁵ NO_x RECLAIM is an emission cap-and-trade program that includes larger stationary sources located in the Basin. The current regulation, Rule 2002 requires 12 tons per year of NO_x emission reductions from 2016 to 2022. When the rule is fully implemented in 2022, no significant changes in NO_x are expected except for a slight increase from 2024 to 2029 due to the growth in economic, industrial, and commercial activities. The 2016 AQMP includes a control measure to target an additional 5 tons per year of NO_x reduction from the RECLAIM facilities by 2031. The impact of the additional “NO_x shave” is not reflected in the community inventory since December 2015 was the cut off for stationary source regulations to reflect on the inventory. The rulemaking to achieve additional 5 TPD NO_x is still ongoing and will be reflected on the inventory when it is finalized.

Figure 3b-16: Trends in toxic air contaminant emissions from stationary and area sources in the San Bernardino, Muscoy community (shown in lbs/year, weighted by air toxics cancer risk).



On-road mobile sources

Trends for on-road emissions are presented in Figure 3b-17. On-road emissions are expected to decline significantly between 2017 and 2024, due to the turnover of light-duty passenger vehicles and heavy-duty trucks. NO_x emissions will continue decreasing after 2024 but at a slower rate, because the effect of regulations will be partially offset by the increase in vehicle activity (Table 3b-1).

VOC emissions are expected to decline for all vehicle types except for motorcycles, whose emissions grow steadily between 2017 and 2029. PM_{2.5} emissions are expected to decline for all vehicle types between 2017 and 2024. After 2024, the effect of vehicle regulations on light-, medium- and heavy-duty trucks is offset by their activity growth. Emissions of PM_{2.5} from heavy-duty trucks are expected to increase slightly, offsetting passenger vehicle PM_{2.5} emission reductions. As a result, overall PM_{2.5} emissions from vehicles are expected to remain unchanged between 2024 and 2029.

Figure 3b-18 presents the trends in emissions of TACs from on-road sources. DPM is the predominant TAC in 2017, followed by hexavalent chromium. However, DPM emissions decline drastically between 2017 and 2024, due to regulations on heavy-duty diesel trucks, and continue decreasing through 2029. Hexavalent chromium emissions are predominantly from brake wear, which is directly related to VMT, with a small contribution from fuel combustion. Because VMT from vehicles are expected to increase, emissions of hexavalent chromium are also expected to increase from this source. However, it is important to note that there is uncertainty in the amount

of hexavalent chromium emissions associated with vehicular activities especially in brake wear. While the emission factors need further evaluation, the increase in VMT would still certainly contribute to the increase in vehicular emissions. Benzene emissions are projected to decline due to reductions in evaporative emissions from vehicles. Formaldehyde and 1,3-butadiene emissions are projected to decrease due to expected reductions in VOC emissions from vehicle exhaust.

Table 3b-1: Trends in vehicle miles traveled (VMT) from on-road mobile sources in the San Bernardino and Muscoy community

Year	Vehicle Categories					Total
	Light and Medium Duty	Light Heavy Duty	Medium Heavy Duty	Heavy Heavy-Duty	Buses	
2017	2,793	66	43	82	7	2,991
2024	2,855	49	57	106	7	3,074
2029	2,914	43	59	114	7	3,137

Unit in 1000 miles

Figure 3b-17: Trends in NOx, VOC and PM2.5 emissions from on-road mobile sources in the San Bernardino and Muscoy community. Emission values in tons per year.

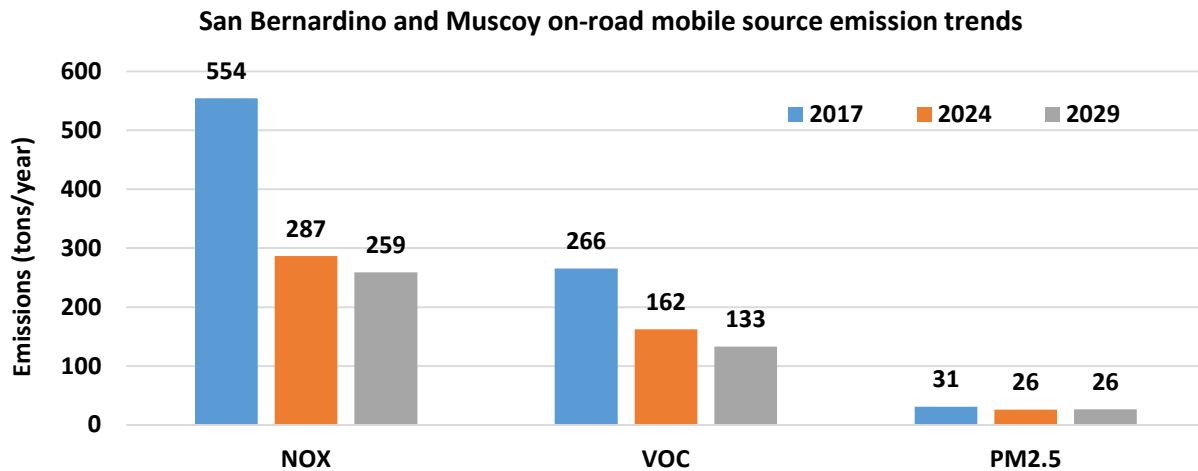
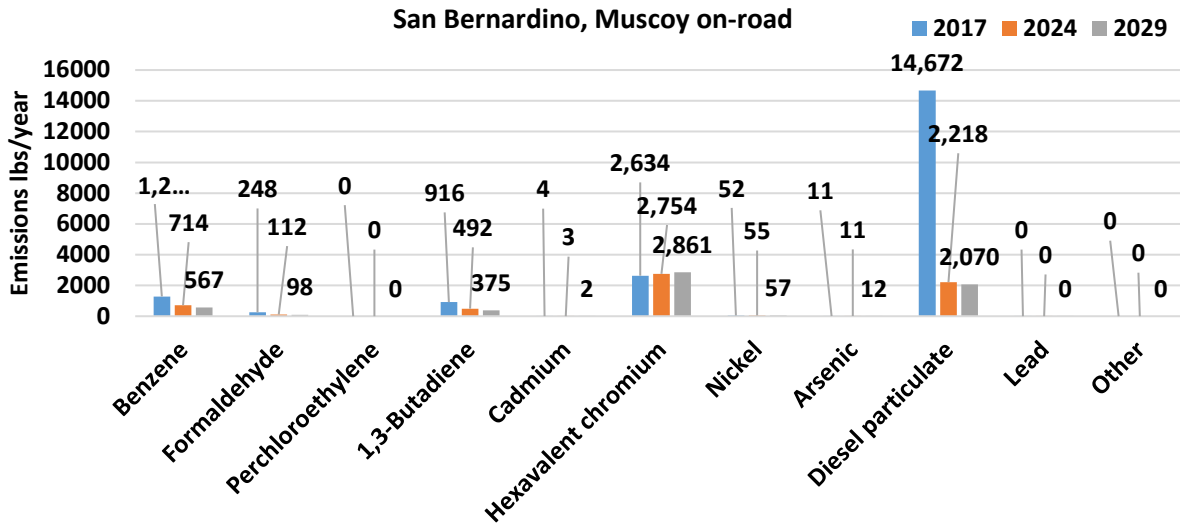


Figure 3b-18: Trends in toxic air contaminant emissions from on-road sources in the San Bernardino, Muscoy community (shown in lbs/year, weighted by air toxics cancer risk)



Off-road mobile sources

Trends in emissions of NOx, VOC, and PM2.5 from off-road mobile sources in the SBM community are presented in Figure 3b-19. All three pollutants are projected to decline steadily between 2017 and 2029. In general, emissions are expected to decline due to emission reductions from trains and industrial off-road equipment, due to turnover of older equipment to newer, cleaner equipment. Reductions in evaporative emissions from fuel storage handling and recreational vehicles drive the overall VOC reductions in the community.

Trends in toxic air contaminant emissions are presented in Figure 3b-20. Emissions from off-road mobile sources are still dominated by diesel emissions from trains and off-road equipment in 2024 and 2029. Off-road equipment regulations reduce the overall TACs in the community. While benzene and 1,3-butadiene decrease between 2017 and 2024, the projected increase in industrial activity through 2029 offsets the effect of regulations in the 2017-2024 period. The emissions of the rest of relevant TAC are projected to decline as a result of regulations.

Figure 3b-19: Trends in NOx, ROG and PM25 emissions from off-road mobile sources in the San Bernardino, Muscoy community. Emission values in tons per year.

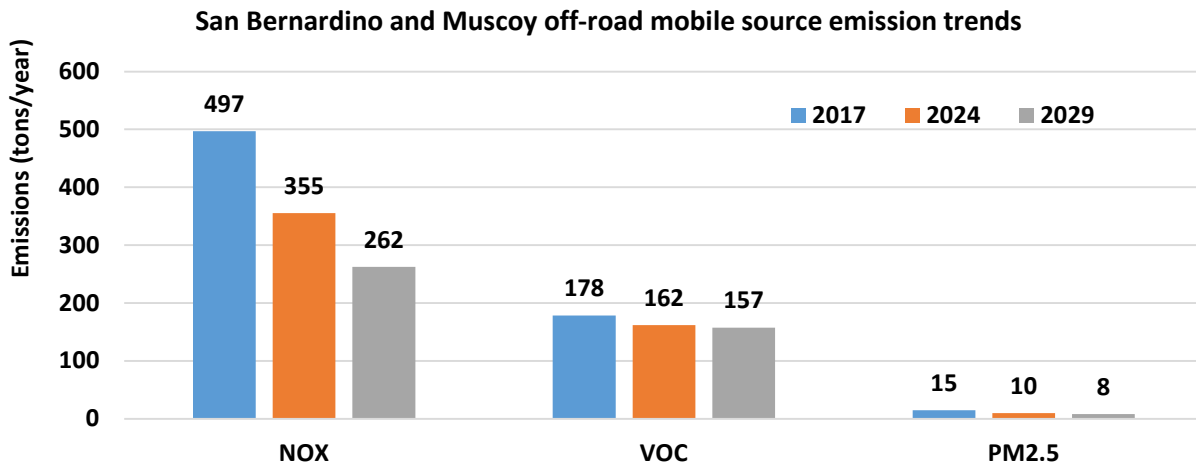
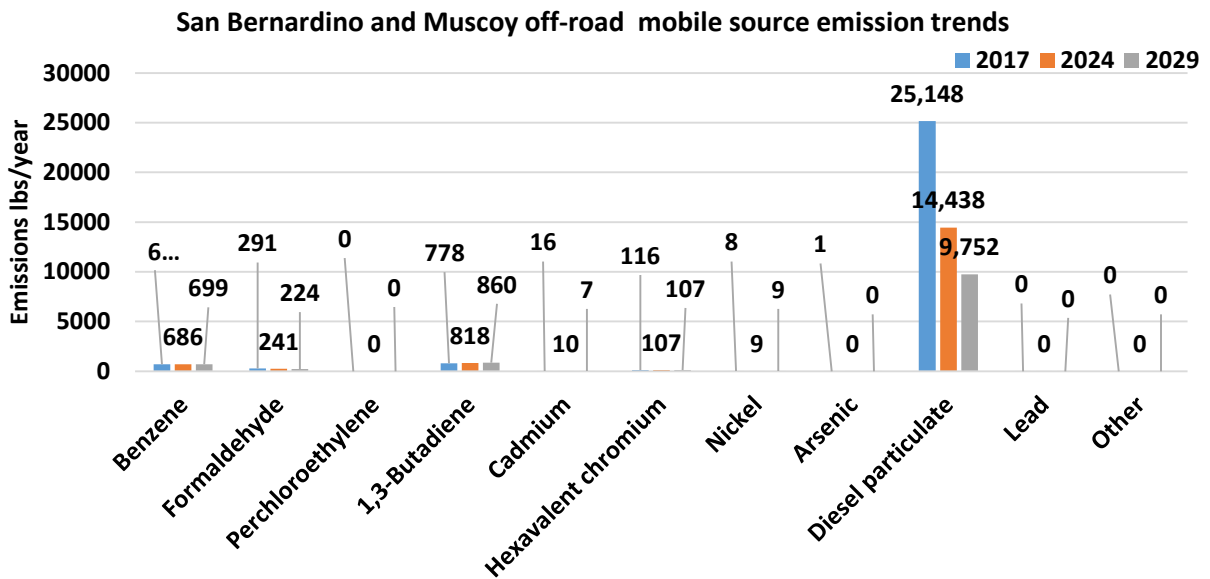


Figure 3b-20: Trends in toxic air contaminant emissions from off-road mobile sources in San Bernardino and Muscoy (shown in lbs/year, weighted by air toxics cancer risk)



Source Attribution Summary

The main sources of air pollution emissions in the SBM community are on-road traffic, trains, off-road equipment, and certain industrial activities.

NO_x emissions in this community are dominated by mobile sources – both on-road and off-road – which account for more than 90% of the total emissions. Heavy-duty truck traffic, trains, and off-road equipment are the largest sources for NO_x. Stationary and area sources contribute to less than 10% of NO_x emissions in this community, mostly from fuel combustion in the residential, commercial, and industrial sectors.

VOC emissions are dominated by area sources, with consumer products being the largest source. Passenger vehicles and off-road equipment, such as lawn mowers and small gasoline engines, are the largest contributors to VOC from on-road and off-road mobile sources, respectively. Three quarters of PM_{2.5} emissions are from miscellaneous area sources that include commercial cooking, residential fuel combustion, construction, and paved road dust.

TAC emissions in the SBM community are dominated by DPM from diesel fueled vehicles and equipment such as heavy-duty trucks, trains and heavy industrial off-road equipment. 1,3-butadiene is the second largest component of TACs based on cancer-risk-weighted emissions, and its major sources include chemical industry and on-road vehicles. Other significant TAC species include hexavalent chromium, predominantly from brake wear from on-road mobile sources.

Future NO_x emissions in the community are expected to decrease due to the regulations on mobile sources. VOC emissions are also expected to decline, albeit at a slower pace than NO_x. Emissions of DPM associated with heavy-duty trucks are also expected to decrease due to recent regulations, and CARB's in-use off-road diesel-fueled fleet regulation will also contribute to reducing DPM. Emissions of 1,3-butadiene from stationary and area sources are expected to increase slightly in the future years, due to increased industrial activity. However, in future years, DPM continues to be the main contributor to cancer risk in this community.

¹ Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. [<http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf?sfvrsn=8>]

CHAPTER 4:

ENFORCEMENT SUMMARY

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Chapter 4: Enforcement Plan

Introduction

This chapter describes the enforcement history and overall approach to enforcement by the South Coast AQMD and the California Air Resources Board (CARB). In addition, the Community Emissions Reduction Plan (CERP) includes focused enforcement actions, which are described within Chapter 5 (idling truck sweeps and truck enforcement in priority areas; air monitoring and inspection at plants). It is important that enforcement actions are part of the overall AB 617 program actions, which enables the program to be more effective in addressing this community's air quality priorities.

Chapter 4 Highlights

- From 2016 to 2018, CARB has conducted over 1900 inspections and South Coast AQMD conducted approximately 99 inspections and responded to approximately 300 complaints in the San Bernardino, Muscoy community.
- Both CARB and South Coast AQMD will continue to design their programs to most effectively address sources within their respective jurisdictions.
- An enforcement approach that utilizes specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships can lead to further emission reductions.

Overview of Air Quality Related Enforcement Program - Purpose and Jurisdiction

The primary goal of enforcement activities is for regulated entities to achieve compliance with air quality rules and regulations, and to protect public health. Part of this process involves consistently identifying and resolving violations, thereby ensuring a level playing field for all regulated entities and preventing unfair advantages for violators.

Both CARB and South Coast AQMD regulate and enforce air pollution regulations. Both agencies have the right to conduct inspections of air pollution sources, and the right to issue notices of violations that can lead to penalties.ⁱ

An air pollution source can be a specific piece of equipment, a business, a government agency, or any other entity that creates air pollution. CARB is primarily responsible for enforcement of rules applying to trucks, buses, and other mobile sources, while South Coast AQMD is primarily responsible for enforcement of rules applying to facilities (e.g., stationary sources).ⁱⁱ

ⁱ More information about penalties is provided in the Appendix 4.

ⁱⁱ In some cases, CARB may have agreements that give local air districts delegated authority to enforce a particular CARB rule. Other regulations, such as CARB's truck idling regulation, expressly allow enforcement by local air quality regulators.

Table 4-1: Overview of regulatory authority for South Coast AQMD and CARB

Air Pollution Source Category	Examples	Main Regulatory Agency
Mobile sourcesⁱⁱⁱ	Trucks, buses, ships, boats, cargo handling equipment	CARB
Stationary sources	Refineries, power plants, oil and gas facilities, manufacturing plants; indirect sources	South Coast AQMD
Area-wide sources	Paint used on buildings, dust	South Coast AQMD
Sources of greenhouse gases	Methane and volatile organic compound emissions from facilities	CARB and South Coast AQMD

Enforcement History

Over the years, both CARB and South Coast AQMD enforcement staff have had a significant presence in the community of San Bernardino, Muscoy (SBM). This section provides the most recent 3-year enforcement history for each agency in this community.

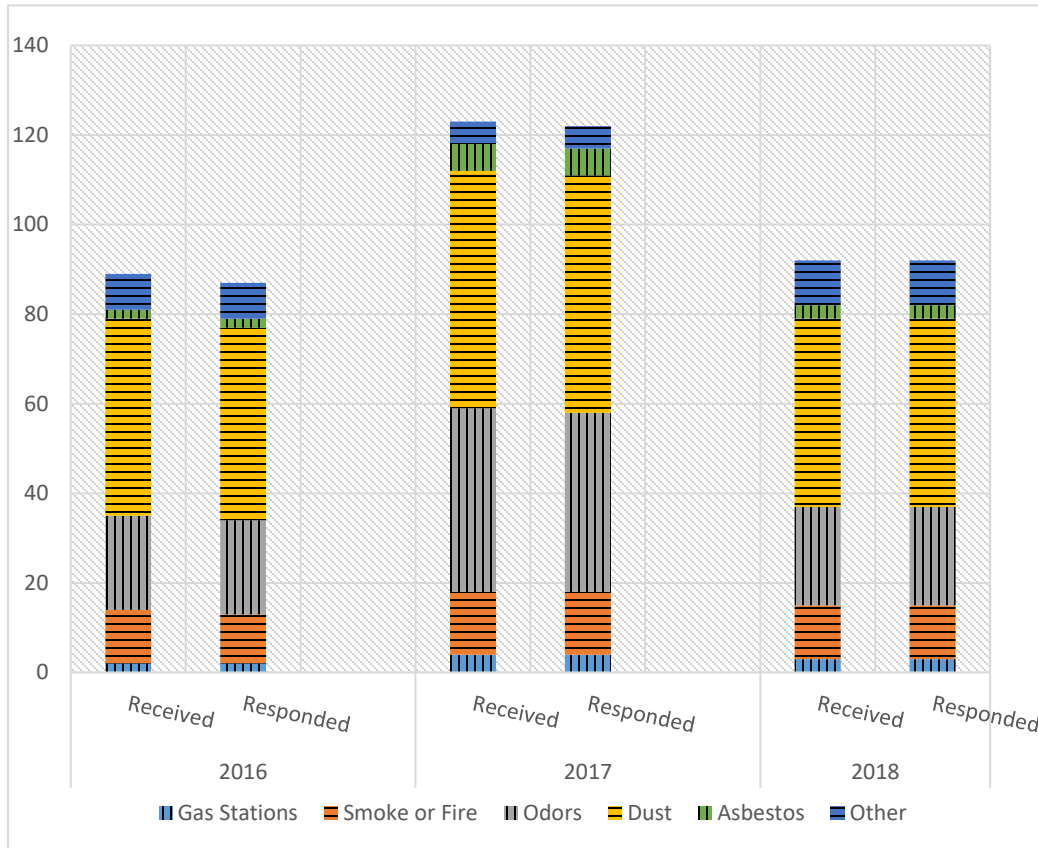
South Coast AQMD Enforcement History in this Community

South Coast AQMD's enforcement presence includes many different compliance-related activities including, but not limited to, investigating complaints, responding to breakdowns, and performing facility inspections.

Responding to complaints is a crucial part of South Coast AQMD's enforcement program. By taking complaints directly from members of the public, inspectors can focus their efforts to identify and address air pollution problems that matter to the community. South Coast AQMD's enforcement team gives priority to complaints and attempts to respond to every air quality complaint received. The process of responding to a complaint can be unique for each complaint, depending on factors such as whether the air quality concern is ongoing, the type of source, the time of day, and the number of complaints for that air quality concern. For example, South Coast AQMD responds to non-business-hour complaints based on the number of complaints that are received for a particular air quality concern. Figure 4-1 shows the number and types of complaints received by South Coast AQMD in this community, for the 2016 to 2018 time period. A large portion of the complaints in the SBM community are due to dust and odor concerns.

ⁱⁱⁱ Railroads operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. EPA. These agencies' regulatory authority may preempt certain federal, state, and local regulatory authorities and actions.

Figure 4-1: Number of complaints (by type) in the San Bernardino, Muscoy community.



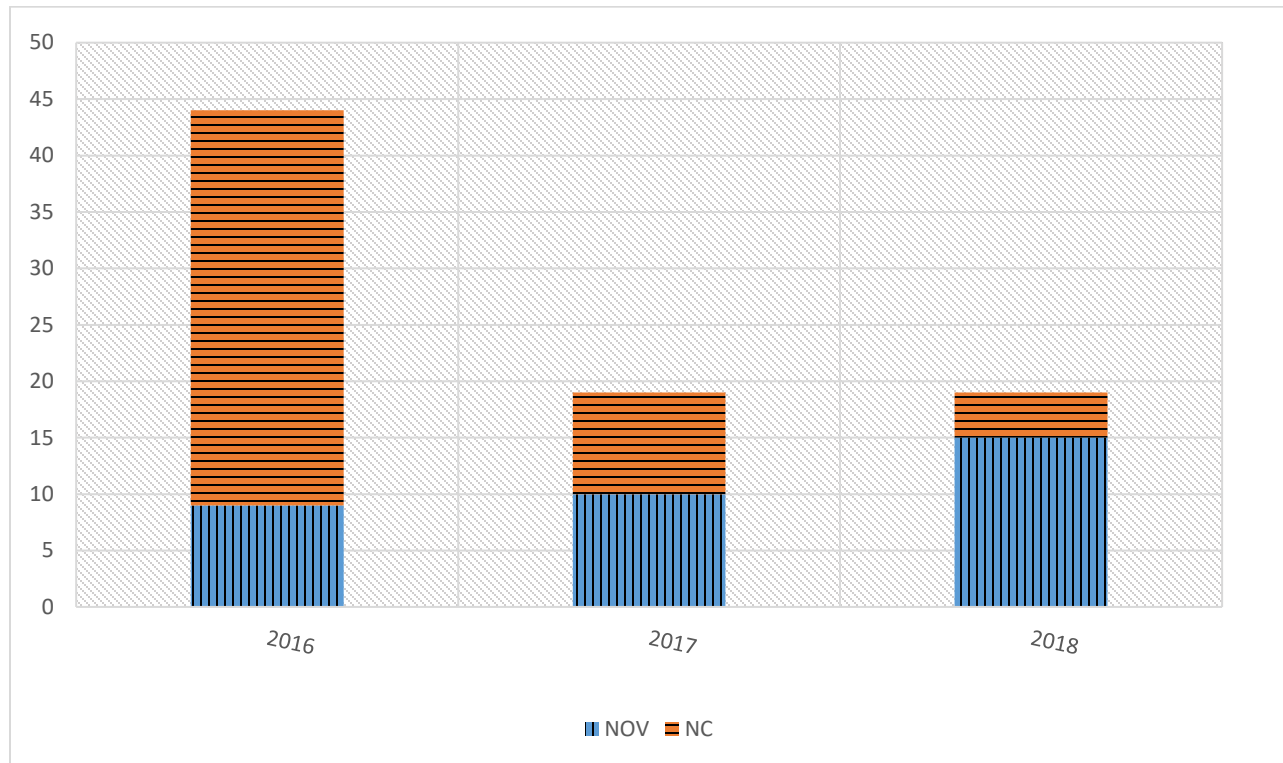
Additionally, South Coast AQMD’s enforcement staff perform inspection activities at facilities and other air pollution sources. These activities can include onsite inspections for permitted and non-permitted equipment, leaks, and compliance with rules, as well as surveillance activities in the community, such as to trace the source of an odor. As of May 2019, there are approximately 154 facilities permitted by the South Coast AQMD in this community.

Enforcement actions typically involve issuing one of two types of notices:

- *Notice to Comply (NC)* – requiring a facility to quickly correct a minor violation or to provide specified records; or
- *Notice of Violation (NOV)* – formally identifying a violation of particular rules or regulations, which may result in civil penalties or, in some cases, referral for criminal prosecution.

Between 2016 and 2018, South Coast AQMD conducted approximately 99 facility inspections and issued 34 NOVs in the San Bernardino, Muscoy community. Figure 4-2 shows the number of NCs and NOVs in this community during 2016 and 2018. A list of these compliance actions is available in the Appendix 4.

Figure 4-2: Number of Notices to Comply (NCs) and Notices of Violation (NOVs) issued in the San Bernardino and Muscoy community



CARB Enforcement History in this Community

CARB’s enforcement process is two-pronged, including conducting field inspections and fleet-wide audits. For field inspections, the focus has been on enforcing heavy-duty diesel vehicle (HDDV) regulations, such as the statewide truck and bus rule, off-road rule, and the heavy-duty vehicle inspection program (HDVIP); at the refineries and fueling stations enforcing fuel formulation regulations; and in the ports enforcing regulations related to shore power, ocean-going vessels, commercial harbor craft and cargo handling equipment. As Figure 4-3 shows, of the vehicles inspected in the San Bernardino, Muscoy community, compliance with CARB’s regulations overall appears high, but has varied (see Appendix 4 for CARB’s 2016 - 2018 Three-Year Enforcement History) annually. This is potentially dependent on a few factors, including the number of vehicles inspected, the method of selecting vehicles for inspection (e.g., targeting vehicles that might fail inspection), and a number of other factors outside the scope of this analysis. CARB’s enforcement has been focused on HDDV regulations, such as the

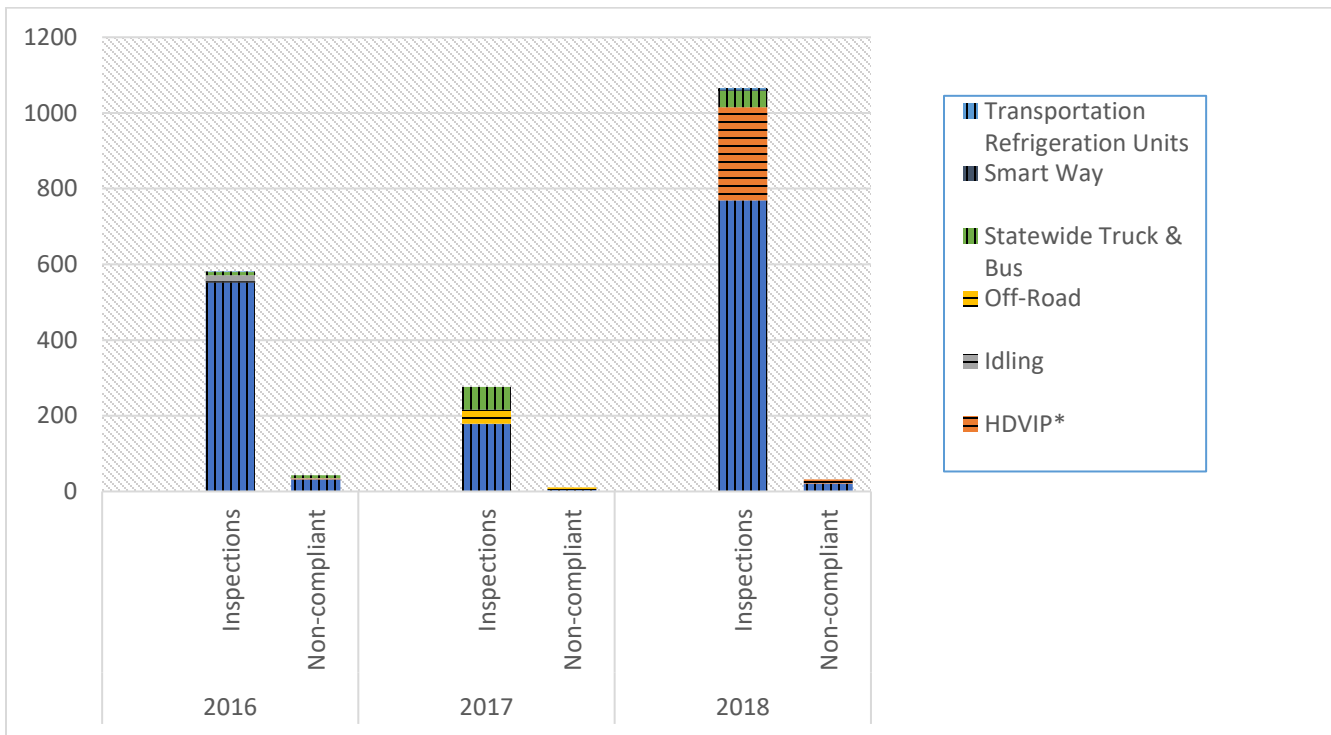
Drayage Truck and the Statewide Truck and Bus rules, as well as the Heavy-duty Vehicle Inspection Program (HDVIP) in this area, with over 1900 inspections conducted in the community in the past three years. Of those vehicles inspected, less than 90 were not in compliance with CARB's regulations. Specifically, over 1000 inspections were conducted at the railyards in 2018. Of the 1066 inspections conducted at BNSF's railyards in SBM in 2018, there were 32 violations, of which 27 were non-emissions violations (e.g., lack of labeling or reporting).

For fleet-wide audits, generally fewer heavy-duty vehicle enforcement inspections have occurred in the area during this time-frame, however beginning in 2018, CARB added the Streamlined Truck Enforcement Program (STEP) to enhance its ability to enforce the Statewide Truck and Bus regulation. Between January 2018 and May 2019, CARB audited 176 fleets in SBM. Of the 353 vehicles in the audit, CARB placed California Department of Motor Vehicles (DMV) registration holds on 198 of those vehicles. This represents a compliance rate of 44 percent with the Statewide Truck and Bus rule. The STEP and CARB's roadside inspection program complement each other. In CARB's roadside inspections, which represent a snapshot of heavy duty vehicle activity, the overall compliance rate from 2016 – 2018 was 93 percent (based on inspecting 112 vehicles). As of May 2019, owners have brought 17 of those vehicles audited in STEP into compliance. While the STEP process can assess more trucks more quickly than in-person roadside inspections, CARB believes that compliance with the Statewide Truck and Bus regulation will continue to improve next year as compliance is tied to California DMV vehicle registration^{iv}.

For some of CARB's regulations, enforcement staff have not yet conducted extensive enforcement activities on the concerns that the CSC has raised. However, CARB's enforcement efforts are being enhanced in this community to address community concerns.

^{iv} Senate Bill 1 (https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1).

Figure 4-3: Number of complaints (by type) in the San Bernardino, Muscoy community.



In summary, between 2016 and 2018, both CARB and South Coast AQMD have conducted a range of compliance activities in the community including more than 1900 inspections by CARB enforcement staff related to heavy-duty diesel vehicles. Of those inspections, the vast majority of vehicles were in compliance, with fewer than 90 not in compliance. South Coast AQMD enforcement staff conducted approximately 100 facility inspections, responded to approximately 300 complaints, and conducted numerous other investigation activities in SBM. South Coast AQMD issued 34 Notices of Violation. Considering that a portion of these compliance actions are focused on the same facilities, the compliance rate may not be an effective indicator of overall compliance within the area.

Due to the air pollution concerns in this community, an enforcement approach by both agencies that fully utilizes their specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships can lead to further reductions in non-compliance and emissions. Both

South Coast AQMD and CARB will continue to work closely with the CSC to identify and investigate air quality issues within the community.

Enforcement Approach - Program Structures

Both CARB and South Coast AQMD have designed their programs to most effectively address sources under their respective jurisdictions.

South Coast AQMD's Office of Compliance and Enforcement (OCE)

The structure of this group is based on teams that focus on source type, and inspectors are also assigned by geographic region. The organizational structure based on source type enables inspectors to become technical specialists on the air pollution regulations that apply to the types of industries or facilities assigned to that team. In addition, assigning inspectors by geographic area improves the agency's ability to respond in a timely manner to complaints or compliance issues in that area.

For example, an office building may have a diesel backup generator that would be inspected by the Industrial team. This team has the broad knowledge to inspect a wide variety of source types and equipment. A wastewater treatment plant may also have a diesel backup generator, but these are inspected by the Toxics & Waste Management team which has the training and personal protective equipment (PPE) to conduct inspections at facilities with Toxic Air Contaminants. However, certain facilities may be inspected by multiple teams to ensure that the approach is focused enough to address a variety of sources, yet flexible enough to handle complex facilities.

For most teams, the inspectors conduct regular inspections at their assigned facilities or within their assigned geographic regions. The frequency of regular inspections depends on the type of facility. For example, a chrome plating facility is inspected more frequently than an auto body shop. It is important to consider that there are approximately 110 chrome plating facilities in the South Coast Air Basin, compared to over 1,500 auto body facilities in the region. When considering limited resources, inspection priority is typically given to higher risk pollution sources – that is, those facilities that emit the more toxic air pollutants and/or are close to schools, hospitals, and residential areas.

The following teams operate in the SBM community:

Figure 4-5: South Coast AOMD Enforcement Program teams



The **Industrial team** focuses on the widest variety of sources, ranging from dry cleaners to large manufacturing facilities to idling truck sweeps. Inspectors in this team are assigned a geographic region and normally spend much of their time in the field. From this team, 2 inspectors regularly conduct compliance activities in SBM.



The **Major Sources team** focuses on sources that are in the REgional Clean Air Incentives Market (RECLAIM)* program. Examples of these sources include power plants, oil production sites, and large manufacturing facilities. Inspectors in this team are assigned by facility, with each inspector assigned a set of facilities, some of which are in SBM.



The **Service Station team** Focuses on gasoline service stations that serve the public, which can emit volatile organic compounds (VOCs). Inspectors in this team are assigned a geographic region. From this team, 2 inspectors regularly conduct compliance activities in SBM.



The **Toxics team** focuses on facilities that emit Toxic Air Contaminants, including hexavalent chromium, lead, and other toxic metals. Examples of these facilities include landfills, waste treatment facilities, water treatment facilities, lead acid battery manufacturers, and chromium plating and anodizing shops. Inspectors in this team are assigned a geographic region, and 1 inspector regularly conducts compliance activities in SBM.

The following teams are a part of OCE, but do not regularly conduct compliance activities in SBM:



The **Energy team** focuses on crude oil production, energy storage sites, and bulk petroleum terminals. Inspectors in this team usually work in pairs for safety, as well as the need to operate portable equipment. Inspectors in this team are assigned by facility, with each inspector assigned a set of facilities.



The **Refinery team** focuses on all the refineries, auxiliary hydrogen plants, and marine terminals in the South Coast Air Basin. Inspectors in this team are assigned by facility, with each inspector dedicated to a refinery and auxiliary plants. This team is based full-time in the Long Beach Field Office to ensure close proximity to the refinery sources that it regulates.

*RECLAIM, for REgional Clean Air Incentives Market, is a program that requires participating facilities to manage their total nitrogen oxides (NOx) and/or sulfur oxides (SOx) emissions by adding pollution controls, changing their equipment or processes, or buying credits from other RECLAIM facilities that have lower emissions than their cap. The allowable amount of such emissions is reduced over time. The program is currently being transitioned to a command-and-control regulatory program.

CARB Enforcement's Program Structure

Through targeted enforcement or public complaints, CARB identifies a potential violation. CARB then contacts the responsible party to explain the enforcement process and to obtain additional information. Enforcement staff evaluates the information collected and works with CARB's Legal Office to determine violations of statutory and/or regulatory requirements. When violations are substantiated, CARB can take enforcement action, at which point the responsible party is provided an opportunity to respond to the violation.

CARB takes appropriate enforcement action, which may include issuing cease and desist orders, Notices of Violation, mitigation, or pollution prevention actions. Cases can be resolved via civil and criminal litigation. In lieu of litigation, cases typically are settled through CARB's mutual settlement program. Penalties are sought that deter future non-compliance or public nuisance.

For example, in 2017, settlement agreements were made with Union Pacific Railroad Company (UP) and BNSF Railway regarding drayage truck regulations. Under CARB's Drayage Truck Regulation, California ports and Class I rail terminals must report non-compliant heavy-duty diesel trucks entering their facilities. For years, BNSF and UP failed to accurately report to CARB information on non-compliant trucks entering their facilities, which hampered CARB's ability to enforce the regulatory requirements. The settlements resulted in UP turning away non-compliant trucks from their facilities and BNSF accurately reporting truck data to CARB for enforcement, resulting in reduced diesel emissions from heavy-duty diesel trucks around both UP and BNSF facilities.

During the settlement process, violators have the opportunity to allocate up to 50% of their penalties to a supplemental environmental project (SEP)^v. Community-proposed projects are funded by the violators to help improve public health, reduce pollution, increase environmental compliance and bring public awareness to air pollution issues. Additional SEPs are possible in the SBM community through the proposal process. CARB has over 50 enforcement programs that focus on specific source types.

A few of the programs that are relevant to enforcement activity in SBM community are:

^v Other examples of enforcement settlement cases can be found in CARB's Annual Enforcement Reports (<https://www.arb.ca.gov/enf/reports/reports.htm>).

Figure 4-6: CARB Enforcement Programs relevant to the SBM community



CARB conducts **idling** sweeps to ensure regulatory truck and bus idling limits are not exceeded.



Drayage vehicles are certified heavy-duty vehicles (HDV) that move goods. HDV that enter the port or intermodal facility are required to be certified to meet clean emission standards.



Regulations aimed at cleaning up '**off-road**' **construction equipment** such as bulldozers, graders, and backhoes. These requirements are in place to help ensure that diesel soot filters are installed on off-road equipment.



SmartWay: The Tractor-Trailer Greenhouse Gas Regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that meets US EPA efficiency standards.



Transport Refrigeration Units (TRUs): Inspect secondary engines to ensure TRUs meet labeling and clean air requirements.



Cargo handling equipment investigations are led by CARB to identify opportunities to reduce emissions from idling at ports and intermodal rail yards.



For the **Heavy-Duty Vehicle Inspection Program**, CARB regularly conduct inspections for:

- Diesel Emission Fluid (DEF): a liquid used as a reductant in heavy duty diesel engines to reduce NOx emissions.
- Emission Control Label (ECL): Engine certification labeling requirements.
- Smoke/Tampering: Requires heavy duty trucks/buses to be inspected.



Statewide Truck and Bus program requires all vehicles with 2009 or older engines weighing over 14,000 pounds to reduce exhaust emissions by upgrading to 2010 or newer engines by 2023. Non-compliant vehicles will be denied DMV registrations.

How the Public Helps Reduce Air Pollution

Members of the public play an important role in communicating air quality concerns to both South Coast AQMD and CARB. The complaint process helps both agencies identify issues that are directly affecting the SBM community. The most effective way to contact the agencies is through the complaint hotlines. In addition to South Coast AQMD's mobile application, both agencies can be contacted by phone and online:

<p style="text-align: center;">CARB - Mobile Sources</p> <p style="text-align: center;">Automobiles, Trucks, Off-road Equipment, or other Vehicles</p> <p style="text-align: center;">Phone: 1-800-END-SMOG</p> <p style="text-align: center;">Online: calepa.ca.gov/enforcement/complaints</p>	<p style="text-align: center;">South Coast AQMD - Stationary Sources</p> <p style="text-align: center;">Odors, Smoke, Dust, or other Air Contaminants</p> <p style="text-align: center;">Phone: 1-800-CUT-SMOG</p> <p style="text-align: center;">Online: https://www.aqmd.gov/home/air-quality/complaints</p>
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Both CARB and South Coast AQMD value input from those who live and work every day in the community, and communicating air quality issues directly to the agencies with the information below is the best way to address an air pollution concern. Letting the agencies know of an issue when it is occurring rather than after the fact helps South Coast AQMD's and CARB's ability to find the source of the problem.

An effective complaint should contain information with specific details. This information helps inspectors conduct a thorough investigation and take appropriate enforcement action. The following information is valuable to a thorough complaint investigation:

- Type of air quality concern (odor, smoke, dust, etc.)
 - o Odors: description of odor
 - o Smoke: color of smoke; does the smoke disappear or hang in the air?
 - o Dust: type of dust (e.g. construction activities)
- Location of air pollution concern
- Name or address of potential source
- Time of day that the air quality issue began, and is the concern still occurring?
- Has the concern occurred before, and do other people in your community experience it as well?
- Contact information for the person reporting the complaint^{vi}

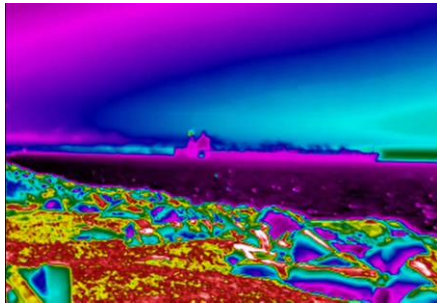
^{vi} Although anonymous complaints are accepted, staff have found that having contact information helps with getting additional information to help with the investigation.

Technology

Both South Coast AQMD and CARB enforcement staff have embraced the use of technology as a means for more efficient and effective inspections. South Coast AQMD inspectors have access to advanced instruments to help identify air pollution issues in real-time. The following portable instruments are available to inspectors:

Figure 4-7: Portable instruments used by South Coast AQMD inspectors in the field

Toxic Vapor Analyzers (TVA): Inspectors can use TVAs to provide information about the level of certain gases in a specific area. This includes methane and volatile organic compounds (VOCs), which are emitted by petroleum sources and other types of sources.



Infrared Cameras: Inspectors can use specialized infrared cameras to view emissions of gases (including methane and VOCs) that would otherwise be invisible to the naked eye. This equipment enables inspectors to scan areas for emissions and quickly check for any large leaks at a facility.

X-Ray Fluorescence (XRF): Inspectors can use this handheld instrument to identify the types of chemicals that are on a surface or in a dust pile. This tool helps identify potential pollutants that are particles. For example, an XRF can be used to scan surfaces at a facility to identify which specific toxic metals may be deposited in that location, and which locations have the highest levels of those toxic metals.



H₂S Analyzers (Jerome Meters): Inspectors can use this handheld instrument to measure hydrogen sulfide gas levels in the air. This information can be used to identify a potential source of rotten egg type odors.

In addition, inspectors are trained on how to collect field samples, including air samples, liquid samples, or bulk material samples. These samples can then be provided to the South Coast AQMD laboratory or contract laboratories for analysis. The results of these analyses can be used as evidence to support investigations and/or Notices of Violation issued to air pollution sources.

South Coast AQMD regulates over 25,000 facilities, receives approximately 10,000 public complaints per year, and operates a vast air quality monitoring network; and CARB regulates a significant number of mobile sources throughout the state. Analyzing the data that results from these efforts can provide insight into the trends and sources of air pollution as well as new enforcement opportunities. Both agencies use information technology to enhance the ability to conduct investigations and enforce regulations. As an example, for CARB’s truck fleet enforcement program, the traditional approach was to inspect several thousand trucks annually through fleet-based inspections. Starting in January 2018, CARB began the Streamlined Truck Enforcement Process (STEP), and is now able to conduct 20,000 to 25,000 inspections per year through the use of a data-driven approach, non-compliance letters, and a scheduled settlement process. South Coast AQMD’s investigation of crude oil tankers is another example of using information technology in enforcement activities. Inspectors used mapping software, weather data, and ship databases to help identify an oil tanker as a potential source of emissions. The oil tanker was later issued a Notice of Violation when it berthed at a port. These multi-faceted approaches can be applied to address other air pollution concerns in SBM. Providing transparent access to the information that both agencies possess will lead to a stronger partnership with the community.

The Interagency Approach

CARB and South Coast AQMD are committed to working with other agencies on joint initiatives that will directly result in cleaner air. The combined resources, expertise, and legal authorities of different agencies can create a well-rounded approach to the regulatory process that leverages their respective strengths to address issues that cumulatively impact public health. For example, San Bernardino County Fire Department partnered with South Coast AQMD to conduct targeted inspections of spray booths with the Industrial team and inspections of gas stations with the Service Station team.

Figure 4-8: Examples of agencies that collaborate with South Coast AQMD and CARB



CARB partners with local agencies to create memoranda of understanding (MOUs), such as an agreement with South Coast AQMD to enforce CARB’s greenhouse gas standards at certain facility types. In addition,

CARB has already established partnerships with California DMV working on implementing registration holds for non-compliant trucks and buses, California Highway Patrol (CHP) to conduct roadside inspections, and other state and regional agencies to ensure the agencies are supporting each other's enforcement efforts. Both South Coast AQMD and CARB have demonstrated experience working in close collaboration with other regulatory agencies, cities and counties, public health agencies, and local police and fire departments to conduct investigations and provide public information about local air pollution sources.

Enforcement Considerations

An effective enforcement program must be flexible and adaptable to address the needs of the communities. Part of being adaptable is the ability to identify and address gaps in the enforcement process, such as previously unknown facilities or new pollutants of concern. As revealed over the course of the public process for CERP development, one such gap has been a lack of communication with members of the community, who have firsthand experience with local emissions sources and whose input can be quite valuable to enforcement efforts. South Coast AQMD has therefore prioritized outreach and added new positions to interact directly with the AB 617 communities, including dedicated compliance staff assigned in those communities. Because South Coast AQMD organizes its enforcement division both by source type for technical specialization and by geographic region, there is not a single dedicated team for AB 617; rather, the effort is spread across multiple existing teams so that a larger number of complaints and potential violations of air quality rules can be identified and addressed.

In addition, both CARB and South Coast AQMD currently maintain extensive records of compliance-related activities through the use of databases and other digital resources. OCE uses these resources to track metrics such as complaints, inspections, and enforcement actions. The data provided in this chapter and Appendix 4 are derived from those databases. The particular statistics being tracked are also routinely reevaluated. For example, OCE recently added an Agency Technical Assistance metric for instances where South Coast AQMD was asked by another agency to assist in that agency's efforts, often by way of collecting samples or providing ambient air monitoring. CARB and South Coast AQMD will both continue to evaluate new metrics that may help to track and analyze inspectors' efforts in the AB 617 communities in order to attempt to identify more effective allocations of resources and/or potential solutions to air quality issues.

Finally, enforcement mechanisms exist that are designed to promote, and, if necessary, compel, compliance by regulated sources. As discussed above, after South Coast AQMD inspectors investigate complaints and/or conduct facility inspections, they can issue notices to comply or notices of violations. While notices to comply will generally require further action by a source, notices of violation are referred to the Office of the General Counsel, where penalties are negotiated. If no settlement is reached, a civil lawsuit can ultimately be filed in superior court. Ongoing non-compliance, however, may lead to a petition for an order of abatement before the Hearing Board, which would have the authority to require

a facility to take certain actions to achieve compliance. CARB and South Coast AQMD have each had a presence in this community that has led to various enforcement actions against local facilities.^{vii}

In sum, the compliance process seeks to ensure that all rules and regulations are followed through a fair and robust enforcement program, resulting in reduced air pollution emissions. Adaptability is crucial, whether in the programs overall, or in day-to-day operations, to ensure that community concerns are addressed quickly and that enforcement action is taken when violations are identified. Both CARB and South Coast AQMD enforcement teams will continue to search for innovative strategies, lead in community transparency, and take swift action to address non-compliance.

^{vii} Additional detail on South Coast AQMD and CARB enforcement actions can be found in Appendix 4.

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CHAPTER 5A:

ACTIONS TO REDUCE AIR POLLUTION EMISSIONS OR EXPOSURES - OVERVIEW

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Chapter 5a: Actions to Reduce Community Air Pollution

Introduction

The CERP provides an overall path to reducing air pollution in the San Bernardino, Muscoy community. Through the development of the CERP the CSC identified air quality priorities based on sources of air pollution (e.g., neighborhood truck traffic, warehouses, railyards) that are of concern to the community. To reduce air pollution from these sources, the CSC developed a set of actions to be implemented by government agencies, organizations, businesses, and other entities.

Community Air Quality Priorities

The community of San Bernardino and Muscoy identified neighborhood truck traffic, warehouses, the Omnitrans bus yard, railyards, and concrete batch plants and asphalt/aggregate plants as air quality priorities. These sources of air pollution are often located close to homes, schools, and other community areas where the public can be exposed to harmful pollutants. As a result, reducing exposure to air pollution at schools, childcare centers, and homes is also a priority for the community.

Ongoing efforts

The South Coast AQMD, CARB, and U.S. EPA have air quality regulations to reduce air pollution that apply to facilities in various source categories. The relevant agencies enforce these regulations. Additionally, the South Coast AQMD and CARB have begun the process of developing new requirements that would further reduce air pollution from sources prioritized by the community.

Opportunities for Action

In addition to the ongoing efforts described above, the CSC developed new actions to reduce air pollution in the community. Each action is to be carried out based on a set of strategies, goals,

Chapter 5a Highlights

- Many new actions will be taken to address the community's air quality priorities
- South Coast AQMD will use a variety of strategies, such as regulations, incentives, outreach, enforcement, monitoring, and collaboration
- Many actions also rely on effective collaborations with other agencies, organizations, businesses, and entities
- The estimated emission reduction targets resulting from mobile source incentives and statewide regulations supported by actions in this CERP are:
 - NOx: 127.9 tons per year
 - DPM: 0.91 tons per year
- Additional emission reductions that may not be quantifiable at this time are achieved through actions such as, rule development, air monitoring, and enhanced enforcement

and timelines. The entity (e.g., government agency or organization) responsible for the actions is also identified. The actions set forth in this chapter define a path to further reduce air pollution from sources in the San Bernardino, Muscoy community and provide additional protections for children at their schools. In some instances these actions reaffirm ongoing rule development efforts and provide new commitments for localized reductions, sharing of emissions data, timelines, and other related information.

Emission Reductions Targets

The actions in the CERP prioritize emissions reductions in the San Bernardino, Muscoy community. The CERP includes emission reduction targets for NO_x and diesel particulate matter (DPM) emissionsⁱ in the San Bernardino, Muscoy community that are based on these actions. Table 5a-1 below, provides a list of the overall emission reduction targets for the CERP and the type of actions that contribute to the targets. Baseline emissions refer to expected future emissions without any new action or regulation beyond those already adopted.

Table 5a-1: CERP Emission Reduction Targets by 2024 and 2029 (or Earlier of Feasible)

Emissions ^a	NO _x	DPM
2017 Emissions (tpy)	1140	19.97
Projected 2024 Emissions Baseline (tpy)	726	8.37
Emission Reductions from CERP, by 2024 (tpy)	75.1	0.86
Emission Reductions from CERP, by 2024 ^b (%)	10	10
Projected 2029 Emissions Baseline (tpy)	602	5.95
Emission Reductions from CERP, by 2029 (tpy)	127.9	0.91
Emission Reductions from CERP, by 2029 ^c (%)	21	15

^a Per CARB guidance, the emissions baseline was estimated for 2017, and milestone years 2024 and 2029.

ⁱ NO_x is a precursor to secondary PM_{2.5} formation. In addition, 90% of the total number of particles in diesel exhaust are in a median size range of about 0.02µm and most of the mass in diesel exhaust is represented by a median particle size of about 0.25µm. Therefore DPM is a subset of PM_{2.5}. (<https://www3.epa.gov/ttnchie1/conference/ei13/mobile/hodan.pdf>). Reductions in NO_x and DPM will subsequently reduce PM_{2.5} levels both regionally and in the community.

^b Percent calculated based on 2024 emissions baseline

^c Percent calculated based on 2029 emissions baseline.

Mobile Sources – Neighborhood Truck Traffic and Railyards

Implementation of the CERP is estimated to reduce 127.9 tpy of NOx and 0.91 tpy of DPM emissions from mobile sources. These emission estimates are based on future statewide mobile source measures from CARB and potential mobile source incentive projects to benefit this community as outlined by the actions in this chapter. Future statewide mobile source measures that contribute to the estimated emission reductions in this community include the CARB Advanced Clean Truck Rule, Heavy Duty Low NOx Rule, and Heavy Duty Inspection and Maintenance. These measures support actions in the CERP that address neighborhood truck traffic and railyards. Table 5a-2 below, provides a list of the statewide measures with expected decision dates, implementation periods, and estimated emission reductions.

Table 5a-2: Estimated Emission Reductions from Mobile Source Incentives and Statewide (CARB) Mobile Source Regulations by 2024 and 2029

Statewide Measure	Action Date ^a	Implementing Entity	Emission Reductions Targets 2024/2029 (tpy)			
			NOx	VOC	DPM	PM2.5 ^e
Heavy-Duty Vehicle Inspection and Maintenance Regulation ^b	2020	CARB	25/31	N/A	0.31/0.35	0.31/0.35
Advanced Clean Trucks Regulation ^c	2019	CARB	0.1/1.9	N/A	<0.1/<0.1	<0.1/<0.1
Heavy-Duty Low NOx Rule ^{d,1}	2020	CARB	5/50	N/A	N/A	N/A
Mobile Source Incentives resulting from the CERP Actions	2020	South Coast AQMD	40-50/ 40-50	N/A	0.5-0.6/ 0.5-0.6	N/A

^a Timeline based on first CARB Board hearing dates for each measure or beginning of implementation for mobile source incentives

^b Current regulations require heavy-duty vehicles operating in California to be inspected for excessive smoke and make repairs where applicable. CARB's current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program.

^c CARB is working through a public process to develop and consider proposals for new approaches and strategies that may transition to zero-emission technology those truck fleets that operate in urban centers, have stop and go driving cycles, and are centrally maintained and fueled.

^d This rule would set new statewide engine standards for NOx reduction from trucks by 2026, and additional reductions in and after 2027. More information is available at:
<https://www.arb.ca.gov/msprog/hdlownox/hdlownox.htm>.

^e Figure 3 in Chapter 3b shows that three quarters of PM2.5 emissions are from miscellaneous area sources that include commercial cooking, residential fuel combustion, construction, and paved road dust. These sources were not identified as air quality priorities by the CSC and thus are not part of this plan. Nonetheless, PM2.5 will be reduced by the Statewide Mobile Source Regulations.

As mentioned above, the estimated overall emissions reduction targets for this community also consider potential future mobile source incentive projects described by the actions in this chapter. For example, Subchapter 5b – Neighborhood Truck Traffic includes an action to reduce emissions from heavy-duty trucks. This action will be implemented by measures that require outreach to the owners and operators of heavy-duty trucks in the community. The CERP contains six different measures focused on outreach efforts to incentivize the replacement of older equipment with newer, less polluting equipment. These measures are coupled with commitments from South Coast AQMD staff to conduct ten public outreach events in the community to recruit potential applicants for incentives. The estimated emission reductions for mobile source incentive projects in this community are estimated to be between 40 and 50 tpy of NOx and 0.5 to 0.6 tpy of DPM emissions.

References

1. California Air Resources Board, Heavy-Duty Low NOx, <https://www.arb.ca.gov/msprog/hdlownox/hdlownox.htm>, Accessed June 13, 2019.

CHAPTER 5B:

NEIGHBORHOOD TRUCK TRAFFIC

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Chapter 5b: Neighborhood Truck Traffic

Background

The Inland Empire, including San Bernardino County, plays an important role in the goods movement industry, serving as a gateway between the Southern California ports and the rest of the continental United States.¹ The community of San Bernardino and Muscoy is home to an intermodal railyard, which includes the operation of locomotives, off-road equipment and heavy-duty trucks, that contribute to the air pollution in the community. Warehouses near the Interstate 10 just south of this community also attract truck traffic, which passes through the San Bernardino, Muscoy community. Trucks are used to deliver goods to and from railyards, warehouses, and retail stores.

It is important to note that many of the industries in this community rely heavily on regional and local truck transportation² to receive and distribute goods. The goods movement industry also serve as a source of income for those who are hired to transport, store, and distribute these goods. The large volume of trucks adversely impacts the members of this community by creating diesel air pollution, congestion, accelerated deterioration of the local infrastructure (e.g., roads), and noise pollution.² Trucks often travel near and through local neighborhoods to reach their destinations, thus exposing residents to harmful air pollutants.

Community Air Quality Priorities – Idling Trucks, Enhanced Enforcement of Existing Regulations and City Ordinances, Air Pollution from High Volume of Trucks, and Cleaner Technology Options

Diesel air pollution from trucks is an air quality priority for the San Bernardino, Muscoy community. Heavy-duty diesel trucks and vehicles that operate in the community include, heavy-duty trucks, trash trucks, transport refrigeration units, and other commercial vehicles. CSC members asked for regulations and incentives that result in the adoption of zero-emission trucks on the road as soon as possible. CSC members noted that there were many trucks driving through and idling in this community, and also noted that some trucks park for long periods of time on neighborhood streets.³ CSC members recognize the limited resources of the City of San Bernardino, which impacts the City's ability to enforce local ordinances and designated truck routes. The County's policy plan is currently available for public review, which includes designating truck routes as a focus for one of its measures.⁴ The CSC has requested that the AB 617 program increase enforcement of truck⁵ and anti-idling⁶ regulations, and utilize existing traffic information and available technology (e.g., Automated License Plate Readers (ALPRs⁷)) to help identify potential truck routes and incentives for replacing older, higher-emitting trucks with cleaner technologies.

To address this source, the CSC identified ways to reduce emissions from trucks, such as:

- Regulations and incentives for zero-emission trucks on the road, when commercially available

- Increased enforcement of idling rules to reduce diesel emissions (including during non-business hours)
- Gather existing traffic information from local authorities (e.g., Caltrans) and from available databases, and implement new technology such as ALPR to collect data on truck traffic and assess the potential impact of truck emissions near schools. Provide data to local land use agencies to help prioritize truck routes that need to be reclassified in the general plan^{1,2} or the community plan.³ Use data to target truck owners of older, higher-polluting trucks for incentive programs to replace trucks with cleaner technology, including zero-emission technology when feasible and commercially available
- Additional and new incentive and financing opportunities, especially for small businesses and independent truck drivers, for truck replacements with prioritization of zero-emission technologies once they become feasible and commercially available, and near zero-emission technologies until that time
- Working with the City and County of San Bernardino on efforts to design or redesign truck routes in the community
- Improving the complaint response system to report truck idling or a violation of City or County ordinance regarding air quality
- Enhancing outreach to commercial fleets, warehouses, and other facilities that operate heavy-duty diesel trucks in the community and provide them with information on the availability of zero-emission vehicles and incentive funding opportunities that are available

Ongoing Efforts

U.S. EPA and Statewide Efforts

CARB's Airborne Toxic Control Measure (ATCM) places limits on idling of diesel-fueled trucks.⁶ This regulation is enforced by CARB and South Coast AQMD and will be a focal point of the enforcement activities in AB 617 communities. CARB continues to address truck diesel emissions reductions through existing and upcoming regulations, such as the Drayage Truck Regulation⁸ and the Truck and Bus Regulation,^{9,10} which include emission standards. CARB is also responsible for enforcing the Commercial Vehicle Idling Regulation, where commercial vehicles (gross vehicle weight rating greater than 10,000 pounds) are prohibited from idling for more than five minutes.¹¹ In addition, to help cities address idling, CARB has developed an "Options for Cities to Mitigate Heavy-Duty Vehicle Idling" guidance document.¹² CARB has many new potential requirements that are being considered that would further reduce emissions from trucks. Table 5b-1 below illustrates the key upcoming activities from U.S. EPA and CARB.

Table 5b-1: Upcoming Rule Development/Activities from U.S. EPA and CARB

Agency	Proposed Action	Expected Decision	Expected Phase-in Period
U.S. EPA	<u>Cleaner Truck Initiative</u> ¹³ – In response to a petition from the South Coast AQMD, U.S. EPA has committed to updating its truck engine standard to reduce NOx emissions.	2020-2021	2024-?
CARB	<u>Drayage Truck Rule</u> ⁸ – Updated regulation to transition to zero-emission trucks.	2022	2026-?
CARB	<u>Advanced Clean Truck Rule</u> ¹⁴ – Mandate for truck manufacturers to sell zero-emission trucks and would require fleet reporting. By 2030, there will be a zero-emission truck/chassis sales requirement.	2019	2024-2030
CARB	<u>Zero-Emission Fleet Rule</u> ¹⁵ – Would require fleets to transition to zero-emission.	2022	2024-?
CARB	<u>Heavy-Duty Low NOx Rule</u> ¹⁶ – Would set new statewide engine standards for trucks. 60-75% NOx reduction between 2024-2026. Additional reductions in 2027 and beyond.	2020	2024-?

South Coast AQMD Efforts

The South Coast AQMD funds projects to help develop zero-emission technologies for heavy-duty Class 7-8 trucksⁱ (e.g., battery electric, fuel cell). These projects are in the design and demonstration phase and the technologies are not yet commercially available. Additionally, the South Coast AQMD staff administers incentive programs for truck owners and operators to replace older more polluting trucks with ones that are cleaner than required.¹⁷ For example, South Coast AQMD’s Voucher Incentive Program (VIP) is designed for smaller businesses with fleets of 10 or fewer vehicles that primarily operate within California.¹⁸ VIP helps truck owners with older, higher polluting trucks to purchase newer, lower-emission trucks. Also, the Carl Moyer Program¹⁹ is another resource for truck owners to obtain trucks that are cleaner than required.

Another strategy could be the use of Automated License Plate Readers (ALPRs), which is currently being explored by South Coast AQMD staff. These are high-speed, computer-controlled camera systems that can capture license plate numbers that come into their view. ALPR data, when cross-

ⁱ The Federal Highway Administration categorizes Class 7-8 trucks under the “Heavy Duty (>26,001 pounds (lbs))” gross vehicle weight rating

referenced with Department of Motor Vehicle (DMV) data, can provide more information about vehicles (e.g., the chassis model-year and weight class for trucks) which can help build a picture of the fleet makeup that pass a specific location over time. Assumptions for relating chassis model year and engines installed on a chassis can be used to estimate emissions from heavy-duty diesel trucks. South Coast AQMD staff is exploring the possibility of using this information to notify heavy-duty diesel truck owners that may qualify for incentive programs to replace their truck with newer cleaner models. The use of an ALPR system would require the development of a policy to ensure any data collected using an ALPR system protects the privacy of the registered truck owners.²⁰

South Coast AQMD is actively looking into the feasibility of utilizing the ALPR system to address this community’s concerns but must first identify any possible issues or limitations.

Opportunities for Action

The CSC’s strategy to reduce the community’s exposure to air pollution from trucks is described in the actions below.

Action 1: Reduce Emissions from Illegal Heavy-Duty Truck Idling in the Community
Course of Action:
<ul style="list-style-type: none"> • Conduct focused enforcement for idling trucks in high traffic areas with the highest priority for areas near schools and residential. Other areas prioritized by the CSC include locations near distribution centers and high traffic corridors (e.g., on Juana Street and Cabrera Street, on both streets between Fourth Street and Fifth Street, Kingman Street between Tia Juana Street and Mt. Vernon Avenue, etc.) • Collaborate with the CSC to inform community members on how to report idling trucks • Engage in community outreach on existing complaints/response systems to report idling trucks. If existing complaint/response system is determined to be ineffective, assess and make feasible improvements
Strategies:
<ul style="list-style-type: none"> • Enforcement • Collaboration • Public Information and Outreach
Goals:
<ul style="list-style-type: none"> • Conduct, at minimum, quarterly idling sweeps and focused inspections for one calendar year, to be evaluated thereafter with community input • Engage in two outreach events within the during the span of implementation of this CERP to inform community members how to report idling trucks

Estimated Timeline:	
<ul style="list-style-type: none"> • Beginning Fall of 2019, provide quarterly updates to the CSC • Beginning Fall 2019, begin planning outreach events to inform the community members how to report idling trucks • Beginning Fall of 2019, work with CARB’s enforcement team (and CHP) to coordinate, at a minimum, quarterly idling sweeps and focused inspections for a period of one year <ul style="list-style-type: none"> - Beginning January 2020, based on findings from idling sweeps and CSC input, CARB will adjust enforcement in the community to address the identified concerns and report back to the CSC semiannually for future adjustments 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> • Conduct idling sweeps (which may require coordination with local law enforcement) • Collaborate with the CSC to inform community members on how to report idling trucks and conduct community outreach on existing complaints/response systems on reporting idling trucks
California Air Resources Board (CARB)	<ul style="list-style-type: none"> • Conduct and coordinate idling truck inspections with the California Highway Patrol • Based on findings from idling sweeps, CSC input, CARB will adjust enforcement in the community to address the identified concerns and report back to the CSC bi-annually for future adjustments
CSC Members	Work with the South Coast AQMD, and other local entities to disseminate information on how to report idling trucks in the community (e.g., outreach events, flyers)
Additional information:	
<ul style="list-style-type: none"> • Requirements for idling trucks: https://www.arb.ca.gov/enf/diesel.htm • Vehicle pollution complaint lines for CARB and South Coast AQMD: <ul style="list-style-type: none"> - CARB: https://ww2.arb.ca.gov/our-work/programs/environmental-complaints, and (800) END-SMOG or (800) 363-7664 - South Coast AQMD: (800) CUT-SMOG or (800) 288-7664 	

Action 2: Reduce Emissions from Heavy-Duty Trucks Transiting the Community

Course of Action:

- Work with the City or the County to identify opportunities to develop enforceable truck routes and establish designated truck parking areas
- Collaborate with local businesses, agencies, and organizations to conduct outreach to truck owners and operators in this community to provide information about community ordinances, restricted truck routes, trucking regulations, and available incentive programs
- Identify South Coast AQMD and other additional incentive funding opportunities to accelerate adoption of cleaner equipment and trucks
- Continue to support the accelerated adoption and prioritization of zero-emission technology based on feasibility, availability, and cost-effectiveness
- Target incentive funds for local small businesses and independent owner/operator (e.g., Voucher Incentive Program)
- Continue to develop Facility Based Mobile Source Measures - Indirect Source Rules (see Warehouses and Railyards)
- Provide training on complaint reporting for trucks transiting the community
- Participate in CARB’s rule development as an advocate for the community for future amendments to their truck regulations
- Conduct focused enforcement of CARB’s Drayage Truck Rule and Truck and Bus Rule

Strategies:

- Incentives
- Public Information and Outreach
- Collaboration
- Rules and Regulations
- Enforcement

Goals:

- Organize one incentive outreach event (e.g., incentive fair, workshop) per year during the implementation period of this CERP, to be evaluated thereafter with community input
- Provide semiannual updates on incentive outreach events and CARB’s and South Coast AQMD’s rule development for truck regulations, and seek community input on progress
- Achieve emission reductions through mobile source incentives and statewide mobile source regulation measures as specified in Chapter 5a

Estimated Timeline:

- Starting 2020, begin working with the City or the County to identify opportunities to develop enforceable truck routes and establish designated truck parking areas

- First quarter 2020, begin collaborating with local businesses, agencies, and organizations to conduct outreach to truck owners and operators in this community to provide information about community ordinances, restricted truck routes, trucking regulations, and available incentive programs
- Continue to identify other additional incentive funding opportunities to accelerate adoption of cleaner equipment and trucks
- Starting 2020, when incentive programs are available, conduct incentive outreach events and provide quarterly or biannual updates to the CSC
- Continue to develop Facility Based Mobile Source Measures - Indirect Source Rules (see Warehouses and Railyards)
- Continue to provide training on complaint reporting for trucks transiting the community
- 2024-2030, CARB’s New Regulations phase in
- Beginning January 2020, based on findings from idling sweeps, the CSC identified community priorities, and additional community observations/input from CSC meetings, CARB will adjust enforcement in the community to address the identified concerns and report back to the CSC biannually for future adjustments

Implementing Agency, Organization, Business or Other Entity:

Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> • Work with the City or the County to identify opportunities to develop enforceable truck routes and establish designated truck parking areas • Provide targeted outreach for truck incentive programs to truck owners and operators in this community • Provide updates to the CSC about applications that are submitted for truck incentives that could reduce emissions in the community • Provide training to community leaders or organizations that provide application assistance for incentive programs • Continue development of Facility Based Mobile Source Measures – Indirect Source Rules • Provide training to the CSC and members of the community for effectively reporting complaints about heavy-duty trucks with excessive exhaust emissions • Identify additional incentive funding opportunities to accelerate adoption of cleaner equipment and trucks and continue to support the accelerated adoption and prioritization of zero-emission technology based on feasibility, availability, and cost-effectiveness • Reach out to small businesses and independent owners/operators to encourage them to apply for funding

	<ul style="list-style-type: none"> • Target incentive funds for local small businesses and independent owners/operators • Participate in CARB’s rule development as an advocate for the community for future amendments to their truck regulations
CARB	<ul style="list-style-type: none"> • Continue rule development for amendments to regulations affecting trucks • Conduct focused enforcement of existing Drayage Truck and Truck and Bus Regulations • Provide training to the CSC and members of the community for effectively reporting complaints about heavy-duty trucks with excessive exhaust emissions
City and/or County of San Bernardino	<ul style="list-style-type: none"> • Work with South Coast AQMD to identify opportunities to develop enforceable truck routes and establish designated truck parking areas • Work with South Coast AQMD to provide the community with information about local truck routes, air pollution requirements for trucks, and incentives for cleaner trucks • Conduct outreach to local law enforcement about opportunities to enforce truck routes and reduce illegal heavy-duty truck idling
CSC Members (including businesses, community organizations, and agencies)	<ul style="list-style-type: none"> • Work with South Coast AQMD to conduct outreach to truck owners and operators • Provide application assistance to potential applicants for incentive programs. Seek funding support to provide this service, (e.g., through CARB Community Air Grants). • Participate in CARB and South Coast AQMD rulemaking efforts (e.g., attending working group meetings, providing comments on draft rule materials, etc.) for regulations pertaining to trucks
Additional information:	

- CARB Drayage Truck Regulation: www.arb.ca.gov/drayagetruck
- CARB Community Air Grants: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants>
- CARB Truck and Bus Regulation: <https://arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
- Restricted truck routes in the general plans for this community:
 - City of San Bernardino: <http://www.ci.san-bernardino.ca.us/pdf/DevSvcs/General%20Plan%20Document.pdf>
 - San Bernardino County: <http://www.sbcounty.gov/Uploads/lus/GeneralPlan/FINALGP.pdf>
 - Countywide Plan: http://countywideplan.com/wp-content/uploads/2019/05/CWP_PolicyPlan_PubReviewDraft_20190515.pdf
 - Community of Muscoy: http://countywideplan.com/wp-content/uploads/2019/05/01_Muscoy_CAG_2019.pdf
- Vehicle pollution complaint lines for CARB and South Coast AQMD:
 - CARB: <https://ww2.arb.ca.gov/our-work/programs/environmental-complaints>, and (800) END-SMOG or (800) 363-7664
 - South Coast AQMD: (800) CUT-SMOG or (800) 288-7664

Action 3: Utilize Existing Traffic Information and New Technology to Identify Older Trucks for Incentive Programs

Course of Action:

- Gather existing traffic information from local authorities and other available databases, implement new technology (e.g., Automated License Plate Reader (ALPR)) to collect useful data on truck traffic, and assess the potential impact of truck emissions near schools and residences
 - South Coast AQMD will develop an ALPR privacy policy in compliance with Civil Code Section 1798.90.5, *et seq.* and hold a public hearing to provide the public an opportunity to comment on the proposed program
- Explore the possibility of using ALPR system along with DMV data to identify trucks that frequently travel through the community that may be older and more polluting than newer trucks, and contact the owner to provide information about incentive funding programs for truck replacement

Strategies:

- Monitoring
- Incentives
- Public Information and Outreach
- Collaboration

Goals:	
<ul style="list-style-type: none"> • Explore the possibility of using ALPR systems in this community and prioritize locations for ALPR systems based on community input • Once ALPR systems have been deployed, provide ALPR data to the City and County to work towards truck routes • Provide quarterly or biannual updates to the CSC on progress made to collect and use data from these systems • Achieve emission reductions through mobile source incentives and statewide mobile source regulation measures as specified in Chapter 5a • Conduct targeted outreach to provide information on incentive programs 	
Estimated Timeline:	
<ul style="list-style-type: none"> • Starting 2020, work with CARB and community to prioritize locations for these systems • Starting 2021, if feasible, begin implementation of ALPR systems at priority community locations, compile data and provide quarterly or biannual updates to the CSC • Once data is available, review data obtained and begin targeted outreach to owners of older dirtier trucks and dirty trucks that frequently travel through this community to provide information on incentive programs 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> • Work with CSC to explore the feasibility of using ALPR systems and prioritize locations for implementation by gathering existing traffic information from local authorities and other available databases. Once data are received, provide incentives and targeted outreach to truck owners for incentive programs in this community • Assess the potential impact of truck emissions near schools and residences • Provide updates to the CSC on implementation of the ALPR system
CARB	Continue testing of ALPR systems to improve accuracy. Provide technical assistance to South Coast AQMD to implement these systems
City of San Bernardino and County of San Bernardino (Muscoy)	Work with South Coast AQMD to obtain necessary approvals to install ALPR systems
CSC members	Work with South Coast AQMD and CARB to prioritize locations for the ALPR systems
Additional information:	
<ul style="list-style-type: none"> • CARB's ALPR system: 	

-Presentation: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-may-16-2019.pdf>
-CARB's ALPR Privacy and Usage Policy:
https://www.arb.ca.gov/enf/arb_alpr_privacy_usage_policy_050317.pdf
-Facebook Live presentation:
<https://www.facebook.com/southcoastaqmd/videos/1248687388632139/>

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CHAPTER 5C:

WAREHOUSE ON-SITE EMISSIONS

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Community Air Quality Priority – Warehouse Development Standards and Indirect Source Rules

Air pollution from warehouse operations is an air quality priority for the San Bernardino, Muscoy community as identified by the CSC. The CSC identified potential ways to reduce emissions and residents' exposure to emissions from warehouse operations. For example, the CSC prioritized land use development standards for warehouses that could establish buffers and orient warehouse loading docks away from residences. Development standards for warehouses could reduce the community's exposure to harmful air pollutants from heavy-duty diesel trucks that operate at warehouse facilities. Additionally, the CSC prioritized the pursuit of indirect source rules that would require emission reductions from warehouse operations.

Ongoing Efforts

A number of ongoing efforts led by the Ports, South Coast AQMD, CARB and the U.S. EPA are designed to reduce emissions from heavy-duty diesel trucks. These trucks serve warehouses throughout the South Coast Air Basin, therefore, emissions reduced from these efforts will also benefit air quality in the San Bernardino, Muscoy community.

Several CARB requirements are modernizing the trucking industry and are reducing truck-related air pollution by phasing out the oldest, dirtiest diesel trucks. The primary CARB regulation is the Truck and Bus Rule, which requires that nearly all trucks in California must be no older than a 2010 engine model year by 2023.⁴ New trucks built in 2010 and later are required to control particulate matter and also nitrogen oxides. Also, many new requirements are being considered that would further reduce emissions from trucks (see Table 5c-1: Upcoming U.S. EPA, CARB, and Ports Actions).

South Coast AQMD administers funding for truck owners and operators to replace older polluting trucks with ones that are cleaner than required, including smaller zero emission trucks that are commercially available.⁵ In addition to providing incentive funds for heavy-duty trucks that reduce NOx emissions by at least 90% (near-zero emission trucks (NZE)), South Coast AQMD also funds development and demonstration projects to help develop and commercialize zero-emission technologies for heavy-duty Class 7-8 trucksⁱⁱ (e.g., battery electric, fuel cell). These projects are in the design and demonstration phase. South Coast AQMD staff is currently developing strategies to reduce emissions from warehouse operations though requirements for indirect sources (e.g., emissions from trucks that serve warehouse facilities). Additionally, South Coast AQMD will develop a series of surveys to identify which warehouse(s) may have the highest air quality impact on nearby residents. This includes mobile measurements near the identified warehouses and in nearby residential areas. These type of measurements could also be used to inform approaches to reduce air quality impacts from warehouses.

ⁱⁱ The Federal Highway Administration categorizes Class 7-8 trucks under the "Heavy-Duty (>26,001 pounds (lbs))" gross vehicle weight rating.

CARB is also developing a Freight Facilities Handbook that identifies practices for siting, design, construction and operation of freight facilities.^{6,iii} CARB staff anticipate holding public workshops on the Freight Facilities Handbook in 2019.

In May 2018, the Public Utilities Commission approved \$343 million for Southern California Edison (SCE) to install infrastructure to support medium- and heavy-duty electric vehicles.^{7,iv} This decision requires SCE to install infrastructure for 870 electrical charging sites in the next five years, supporting about 8,500 vehicles and equipment. A minimum of 40% of SCE’s budget for this program must be spent in disadvantaged communities, and also a minimum of 25% of the budget must serve vehicles operating at ports and warehouses. SCE is implementing this decision through its recently launched Charge Ready Transport program.⁸ South Coast AQMD is closely coordinating with SCE to deploy infrastructure for commercially available electric school buses and electric truck demonstration projects.

Opportunities for Action

In addition to the ongoing efforts described in this chapter, the CSC identified specific actions to address community priorities related to warehouses. The actions are described below.

Action 1: Conduct Outreach to Local Governments to Encourage Avoidance of Air Quality Impacts from New Warehouse Development
Course of Action:
<ul style="list-style-type: none"> • Work with the City of San Bernardino and San Bernardino County staff to discuss and enhance land use policies (e.g., development standards) that reduce residents’ exposure to emissions from old diesel trucks stopping at warehouse facilities. The collaboration would focus on ways to reduce local air quality impacts from the development of warehouse facilities, such as: <ul style="list-style-type: none"> – Buffer zones between warehouses and sensitive land uses (e.g., residences); – Warehouse design (e.g., orientation of loading docks) – Truck routes and truck parking (e.g., keep trucks away from sensitive land uses) – Green infrastructure (e.g., electric charging and solar power) – Community outreach (e.g., signage that discourages unnecessary idling) – Development of Air Quality Mitigation/Community Benefit Funds
Strategies:
<ul style="list-style-type: none"> • Collaboration • Public Information and Outreach • Exposure Reduction

ⁱⁱⁱ A summary of this action is available on page 11 of the following concepts document: https://www.arb.ca.gov/gmp/sfti/revised_freight_facility_concepts_advance_materials_03142018.pdf

^{iv} A summary of the decision from California Public Utilities Commission may be found here: <http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442457607>

Goals:	
<ul style="list-style-type: none"> • Provide technical input to local land use agencies on reducing air quality impacts from warehouse land uses, (e.g., during general plan and community plan updates) 	
Estimated Timeline:	
<ul style="list-style-type: none"> • Second quarter 2020, begin to work with local entities such as the City of San Bernardino and San Bernardino County planning staff, industry and community members to develop standard approaches for new warehouse development. Consult with Southern California Edison (SCE), the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) during the new warehouse standard development process • First quarter 2021, provide semiannual status updates to the CSC on work with the City of San Bernardino and San Bernardino County planning staff on implementing standard approaches for warehouse development 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	Work with local governments and stakeholders to identify and promote standard approaches for warehouse development
City of San Bernardino	Work with South Coast AQMD on developing standard approaches for warehouse development that reduce local air quality impacts
County of San Bernardino	Work with South Coast AQMD on developing standard approaches for warehouse development that reduce local air quality impacts
Additional Information:	
<ul style="list-style-type: none"> • San Bernardino County’s Draft Muscoy Community Action Guide (available for public review): http://countywideplan.com/muscoy/draft/ • San Bernardino County’s General Plan update (available for public review): http://countywideplan.com/ • City of San Bernardino General Plan: http://www.sbcity.org/cityhall/community_development/planning/planning_documents.asp 	

Action 2: Develop Proposed Indirect Source Rule for Warehouses

Course of Action:

- Continue developing proposed Indirect Source Rule (ISR) for warehouses

Strategies:

- Regulation

<ul style="list-style-type: none"> • Public Information and Outreach • Collaboration • Exposure reduction 	
Goals:	
<ul style="list-style-type: none"> • Provide quarterly updates to CSC on rule development for warehouses Bring proposed ISR for warehouses for Board consideration 	
Estimated Timeline:	
<ul style="list-style-type: none"> • Fall 2019, hold a public meeting in the Inland Empire to discuss proposed ISR for warehouses • Early 2020, bring proposed ISR for warehouses to South Coast AQMD Governing Board for consideration 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> • Continue development of ISR for warehouses • Conduct outreach to CSC for ISR working groups, workshops, meetings, and other opportunities to provide rule feedback
CSC Members	<ul style="list-style-type: none"> • Participate in South Coast AQMD rule development process (e.g., attending working group meetings, providing comments on draft rule materials, etc.) for ISR for warehouses
Additional Information:	
Warehouse ISR rule development: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/warehs-distr-wkng-grp	

Action 3: Promote Installation of Infrastructure Needed to Support Zero-Emission Vehicles and Equipment

Course of Action:

- Collaborate with local governments, utilities, and local and state entities to promote the installation of fueling infrastructure needed to support zero-emission trucks/vehicles, transport refrigeration units and cargo handling equipment. Specific efforts will include:
 - Sharing information with Southern California Edison (SCE) and other applicable entities when applicants are awarded funds from South Coast AQMD for zero-emission vehicles to identify likely partners for infrastructure projects
 - Working with SCE and other entities to identify potential partners and prioritize funding for zero-emissions infrastructure within the San Bernardino, Muscoy community

<ul style="list-style-type: none"> - Prioritizing zero-emission technology, when commercially available or technologically feasible - Working with local governments and utilities to develop design standards for medium- and heavy-duty vehicle/equipment electrical infrastructure for new warehouse projects 	
Strategies:	
<ul style="list-style-type: none"> • Public Information and Outreach • Collaboration 	
Goals:	
<ul style="list-style-type: none"> • South Coast AQMD and SCE will provide outreach to all 43 existing warehouses within the San Bernardino, Muscoy community to encourage installation of infrastructure needed to support zero-emission vehicles and equipment • Engage in outreach to any new/planned future sites (and project partners) and determine feasibility to install zero-emission electric infrastructure, serving potential zero-emission vehicles and/or equipment in the San Bernardino, Muscoy community. South Coast AQMD and SCE will track adoption of zero-emission infrastructure and provide updates to the CSC • Identify sites for installation of electrical infrastructure 	
Estimated Timeline:	
<ul style="list-style-type: none"> • December 2020, begin to work with local and state entities such as the City of San Bernardino and San Bernardino County planning staff, Southern California Edison (SCE), the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) to develop preliminary design standards for electrical infrastructure for new warehouse projects • Continue to provide outreach to warehouses in the community to encourage installation of infrastructure of zero-emission infrastructure • July 2021, begin identifying potential sites for installation of electrical infrastructure 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	Work with SCE and project partners to plan for increased zero-emission vehicle infrastructure
Southern California Edison and other fueling providers	Work with South Coast AQMD, local agencies, and site owners/operators to identify potential sites for installation of zero-emission vehicle electric infrastructure
Additional Information:	
SCE Charge Ready Transport: https://www.sce.com/business/electric-cars/charge-ready-transport	

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CHAPTER 5D:

OMNITRANS BUS YARD

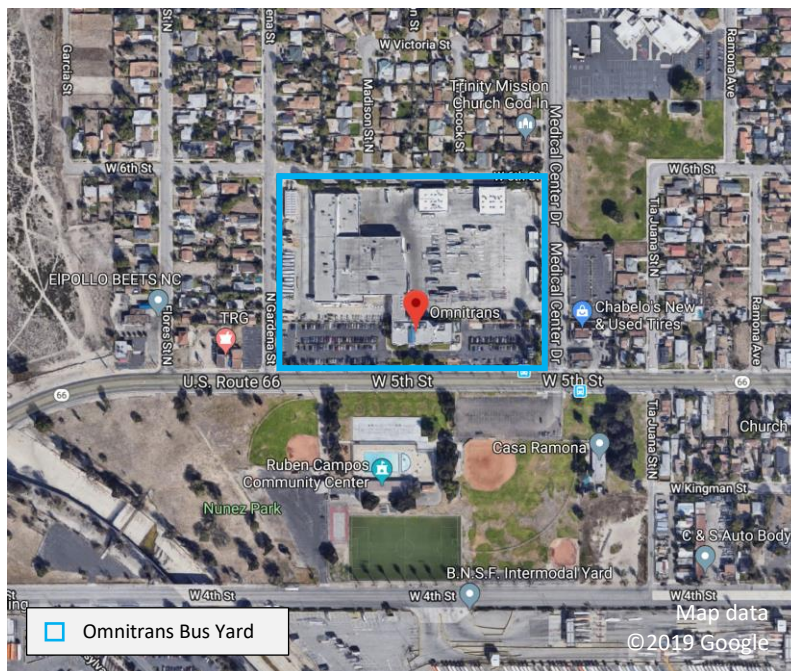
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Chapter 5d: Omnitrans Bus Yard

Background

Omnitrans¹ is a public transit agency established in 1976 that serves the San Bernardino Valley. Omnitrans operates local and express bus routes, including bus transit (sbx), shuttle (OmniGo), and a wheelchair-accessible service for people with disabilities (Access).² Omnitrans carries approximately 11 million passengers each year throughout its 480 square mile service area, covering 15 cities and portions of the unincorporated areas of San Bernardino County, and employs almost 700 people at its two operating and maintenance facilities, including one in San Bernardino and one in Montclair. An Omnitrans bus yard is located at 1700 W. 5th Street, San Bernardino (Figure 5-1). The bus yard is used to park, service and refuel 121 buses on a daily basis. The buses operate on pipeline compressed natural gas (CNG). CNG is odorless; however, Mercaptan is added to CNG as a leak-detection safety feature. People can smell Mercaptan, which contains sulfur, at very low levels.

Figure 5-1: Location of Omnitrans Bus Yard



Community Air Quality Priority – Odors and Zero-Emission Buses

Odors detected by residents near the Omnitrans bus yard are a priority for the CSC. The CSC recommends that the South Coast AQMD work with Omnitrans to determine if the bus yard is a source of odor emissions detected by the community. Additionally, the CSC prioritized zero-emission buses (e.g., electric buses) to improve the air quality in the San Bernardino, Muscoy community.

Ongoing Efforts

CARB’s Innovative Clean Transit Regulation³ is a statewide effort to transition public transit agencies to 100% zero-emission bus fleets by 2040.⁴ To address this, Omnitrans expects to replace the total fleet with zero-emission buses at the following rate: 25% (by 2025), 50% (by 2028), and 100% (by 2040). Recent efforts by Omnitrans to transition to cleaner buses even earlier include applying for grant funding through the Low or No Emission Grant Program.⁵ As a collaborative effort, the South Coast AQMD provided a letter of support for Omnitrans’s proposal.

Omnitrans is subject to South Coast AQMD Rule 1192 – Clean On-Road Transit Buses. Rule 1192 requires public transit fleets with 15 or more transit vehicles or urban buses to acquire alternative fuel heavy-duty vehicles when buying or leasing public transit vehicles.⁶ Also, equipment, such as gasoline dispensing devices, emergency engines and paint spray booths that are operated at the bus yard are subject to certain South Coast AQMD rules (e.g., Rule 461 – Gasoline Transfer and Dispensing). South Coast AQMD enforcement staff conducts unannounced inspections at the facility to determine compliance with these rules.

Identifying Opportunities for Action

The CSC identified actions to reduce emissions from Omnitrans’ operations. The details of these actions are described below.

Action 1: Conduct Air Monitoring to Identify the Composition and Level of Emissions Near the Omnitrans Bus Yard
Course of Action:
<ul style="list-style-type: none"> • Air measurements near the Omnitrans Bus Yard • Based on emissions information collected (i.e., from air monitoring, site visits, facility inspections, etc.), identify potential sources of emissions • If persistent elevated levels of pollutants are detected at locations through air monitoring activities, conduct appropriate follow-up investigations (e.g., on site testing or other types of data review)
Strategies:
<ul style="list-style-type: none"> • Air Monitoring • Enforcement
Goals:
<ul style="list-style-type: none"> • Conduct measurements near Omnitrans to identify potential sources of emissions • Provide quarterly or semiannual updates to the CSC on air measurement data results and information collected
Estimated Timeline:
<ul style="list-style-type: none"> • Third quarter 2019, begin mobile air measurements • First quarter of 2020, begin quarterly updates to the CSC

Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> Conduct air measurements near the Omnitrans bus yard and in the surrounding community, gather information through facility inspections and outreach and follow-up with enforcement actions, as needed Provide the updates to the CSC
Additional Information:	
San Bernardino, Muscoy Community Air Monitoring Plan: https://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/sbm_camp.pdf	

Action 2: Support Omnitrans’s Transition to Zero-Emission Buses	
Course of Action:	
<ul style="list-style-type: none"> Support Omnitrans’s efforts to accelerate the deployment of zero-emission buses and supporting infrastructure (e.g., letters of support) Provide Omnitrans with information on incentive opportunities for zero-emission buses and supporting infrastructure 	
Strategies:	
<ul style="list-style-type: none"> Public Information and Outreach Collaboration 	
Goal:	
<ul style="list-style-type: none"> Develop proposals and apply for grants that accelerate the deployment of zero-emission buses and electric vehicle chargers, in collaboration with Omnitrans Replace the total fleet with electric buses, subject to availability of resources 	
Estimated Timeline:	
<ul style="list-style-type: none"> Provide annual updates to the CSC on work with Omnitrans to transition to zero-emission buses 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> Provide Omnitrans letters of support for grant applications that accelerate the deployment of zero-emission buses Provide information to Omnitrans regarding opportunities to seek zero-emission buses and electric vehicle chargers
Omnitrans	<ul style="list-style-type: none"> Submit application materials for grants or funding towards zero-emission buses and electric vehicle chargers (e.g., the Low or No-Emission Grant Program)

	<ul style="list-style-type: none"> • Continue ongoing efforts to transition to a 100% zero-emission fleet by 2040 or earlier
<p>Additional Information:</p>	
<ul style="list-style-type: none"> • Omnitrans: http://www.Omnitrans.org/about/ • Low or No-Emission Grant Program: https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-low-no-program-fy-2019-notice-funding 	

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CHAPTER 5E:

RAILYARDS

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Chapter 5e: Railyards (On-site Emissions)

Background

Railyards are used to store, sort, or load and unload railroad cars. Common loads include containers (stacked or on trailers), tankers with chemical or petroleum products, and bulk products such as construction materials or grain. Containers can be transported to and from warehouses for storage and sorting before reaching their final destination. Regional rail volumes are projected to more than double between 2012–2040 in response to growing international trade,¹ however the potential amount of growth at railyards such as the BNSF San Bernardino railyard is unknown.

BNSF Railway Company (BNSF) operates many railyards² throughout California. The San Bernardino BNSF Railyard is located next to residential areas within the San Bernardino, Muscoy community and has been identified as a major air quality concern (Figure 5e-1).³ The BNSF San Bernardino Railyard is located at 1535 West 4th Street in San Bernardino, and encompasses about 168 acres. Most of the railyard is located in a commercial and manufacturing area. However, several residential areas are next to the facility on the north and west sides, with some homes within 200 feet of the fenceline. The facility operates 24 hours a day, 365 days a year.⁴

Community Air Quality Priority – Emissions from Railyards

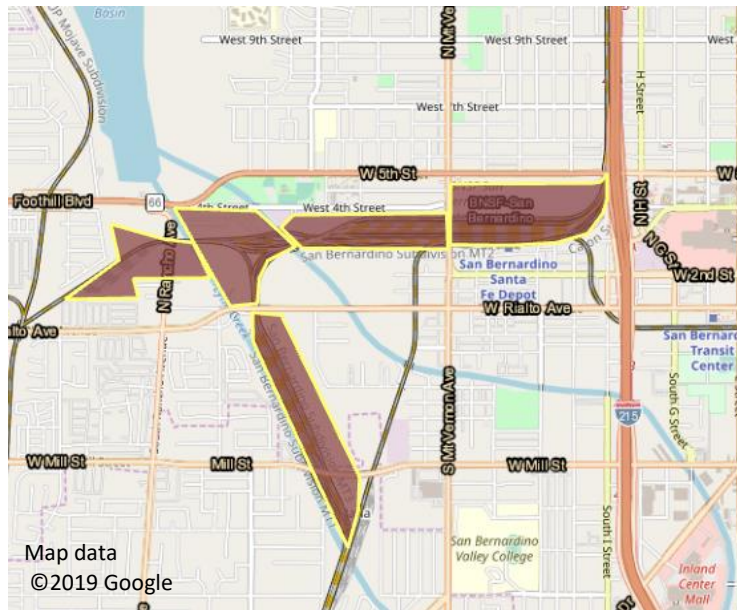
Air pollution is generated by equipment and vehicles that are used for railyard operations. These vehicles and equipment move containers and railcars into and around the railyard to load, unload, and transport goods in and out of the railyard. Emissions can also be generated during maintenance activities (e.g., track maintenance). Examples of equipment used for railyard operations include:

- Locomotives (including ‘switchers’ that build and deconstruct trains, often within railyards, and larger ‘line-haul’ locomotives that pull trains hundreds of miles between railyards)
- Drayage trucks (i.e., on-road tractors that pull trailers loaded with containers, often from the ports)
- Cargo handling equipment (e.g., gantry cranes, top picks, and off-road yard trucks)
- Transportation Refrigeration Units (e.g., truck refrigeration units and refrigerated railcars), and
- Miscellaneous equipment (e.g., fuel trucks)

The CSC prioritized addressing air pollution from the BNSF railyards in the CERP. Specifically, the CSC expressed concerns about diesel emissions from trains and other diesel equipment at the San Bernardino BNSF railyard. The CSC also cited health studies conducted in the nearby community as part of their reasoning for prioritizing this issue.^{5,6} Potential opportunities to

reduce emissions from diesel equipment used at railyards, include replacing older equipment with newer, less polluting equipment (e.g., replacing diesel-fueled yard trucks with electric yard trucks), and ensuring that the replacement or repower of equipment is based on the cleanest technology available.

Figure 5e-1: The BNSF Railyard within the San Bernardino, Muscoy Community



Ongoing Efforts

A short summary is provided below of the key regulations and programs that are in place or are being developed at the national, state, and local level to address emissions from railyards.

Federal Actions

Railroad operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. EPA. These agencies' regulatory authority may preempt certain federal, state, and local regulatory authorities and actions. However, the U.S. EPA has used its authority under the Clean Air Act to require new diesel locomotives to be built to meet the cleanest emission standard (also known as Tier 4).⁷ This requirement also applies to certain locomotives that are remanufactured.ⁱ These regulations require the installation of devices that reduce idling on newly manufactured^{ii,8} and remanufactured locomotives⁹ and mandate the use of ultra-low sulfur diesel fuel.¹⁰ However, these regulations do not require railroads to reduce their usage of

ⁱ Remanufacturing can include activities like replacing an old engine in a locomotive with a new engine. The useful life of a locomotive is typically at least ten years.

ⁱⁱ The U.S. EPA defines newly manufactured as freshly manufactured.

existing older, higher-emitting locomotives. Locomotives must meet federal emissions standards when they are remanufactured, and may become cleaner at that time. In 2017, the California Air Resources Board (CARB) petitioned the U.S. EPAⁱⁱⁱ to update emission standards for new and remanufactured locomotives, establishing a cleaner Tier 5 standard for new engines. The petition asked that the new emission standards go into effect in 2023 for remanufactured locomotives, and 2025 for new locomotives. South Coast AQMD supported the petition and sent a letter of support. The U.S. EPA acknowledged the receipt of the petition, but has not provided any update or plans for further action. Because locomotive engines can last over 30 years, locomotive fleet turnover is slow, so even if the U.S. EPA were to develop a Tier 5 emission standard, it would not result in immediate emission reductions.

State Actions (CARB)

CARB has two agreements^{11, 12} with BNSF to reduce locomotive emissions in and around railyards. An agreement in 1998 required BNSF to meet a fleet average of Tier 2 locomotives in the South Coast Air Basin every year between 2010 and 2030. BNSF has met this commitment every year. The second agreement in 2005 focused on railyards and required: implementation of a locomotive idling-reduction program, maximizing the use of ultra-low sulfur diesel fuel, preparation of health risk assessments, evaluation of measures to further reduce diesel particulate emissions, and an assessment of remote sensing technology to identify high-emitting locomotives. BNSF has met the requirements from the 1998 and 2005 agreements. CARB has discussed the potential for two new regulations that would reduce emissions from locomotives, including regulation to reduce idling activity and a regulation to address non-preempted locomotive use in the state through retrofit, replacement and other actions. Also, CARB staff plans to develop amendments to the Cargo Handling Equipment Regulation, Transportation Refrigeration Unit Regulation, and its Drayage Truck Regulation to begin the transition to zero-emission technology starting in 2026.¹³

South Coast AQMD

South Coast AQMD previously adopted rules^{iv} that would have required railroads to reduce idling, conduct recordkeeping, and prepare emissions inventories and health risk assessments for railyards. However, the railroads sued the South Coast AQMD, and the courts determined that the rules cannot currently be enforced as they are preempted by federal law. South Coast AQMD is evaluating potential new strategies to reduce emissions from railyards, including developing a potential regulation affecting railyards called an Indirect Source Rule (ISR), and/or other potential partnering strategies that could reduce emissions. This ISR was initially intended to address regional air pollution, in particular through reducing NOx emissions. The CSC has made it clear

ⁱⁱⁱ Even if the U.S. EPA were to update the emission standards in response to the petition, the new standards would only apply to new and remanufactured locomotive engines. Given the slow turnover of the railroads' fleet, emissions reductions would not be immediate.

^{iv} Regulation XXXV: <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xxxv>.

that an ISR must also focus on reducing localized impacts from railyards. The railroads have participated in workshops related to Facility Based Mobile Source Measures (FBMSM) and will continue to work with District staff and the community.

South Coast AQMD funds projects to help develop technology that can lower emissions from locomotives (e.g., natural gas hybrid, battery electric, and fuel cell). These projects are in the design and demonstration phase and not yet commercially available. Additionally, the South Coast AQMD provides incentives for rail operators that purchase technologies for locomotives and cargo handling equipment that is cleaner than required.

Identifying Opportunities for Action

South Coast AQMD staff conducted air monitoring near SBM during the Multiple Air Toxics Exposure Study (MATES) in 2013, which identified high levels of black carbon (BC) and ultrafine particulate matter (PM) near the BNSF railyard. The community near this railyard was one of the pilot communities in the South Coast AQMD Clean Communities Plan (CCP). The CCP included significant community engagement activities, and emissions and exposure reduction efforts (e.g., air filtration projects, use of low-VOC paints, and other emission reduction measures). South Coast AQMD also funded the Environmental Railyard Research Impacting Community Health (ENRRICH) study, which consisted of a community health assessment and public health outreach project led by the late Dr. Sam Soret of Loma Linda University.

The South Coast AQMD continues to seek opportunities to reduce air pollution from railyards. The actions below have been identified by the CSC to reduce emissions from railyards.

Action 1: Reduce Emissions from Railyards
Course of Action:
<ul style="list-style-type: none"> • Pursue strategies to reduce air pollution from railyards through the development of indirect source requirements and other measures, including reducing localized emissions and exposures • Work with CARB on the development of new requirements to reduce air pollution from railyards • Work with local utilities and state agencies like the California Energy Commission (CEC) and the Public Utilities Commission (PUC) to encourage the installation of infrastructure needed to fuel/charge zero-emission vehicles and on-site equipment at the BNSF Railyard • Continue to support CARB’s petition^v to the U.S. EPA for new national locomotive emission standards

^v CARB Locomotive Petition to U.S. EPA (April 2017): <https://ww2.arb.ca.gov/resources/documents/carb-petitions-us-epa-strengthen-locomotive-emission-standards>.

<ul style="list-style-type: none"> • Work with the BNSF railyard in the San Bernardino, Muscoy community to replace diesel-fueled equipment with cleaner technologies^{vi} • Conduct fence-line and/or mobile air measurements around railyards to identify activities that may cause increased levels of air pollution. Air measurements (and fixed air monitoring, when appropriate) will extend into the community to assess how railyard related emissions may contribute to the overall air pollution burden in this community • Use emissions inventory and air monitoring information to identify opportunities for emission reductions
<p>Strategies:</p> <ul style="list-style-type: none"> • Rules and Regulations • Incentives • Collaboration • Air Monitoring
<p>Goals:</p> <ul style="list-style-type: none"> • Provide semiannual updates and engage the CSC on new requirements being developed by CARB and South Coast AQMD • Provide quarterly or annual updates to the CSC on air monitoring results • Replace two line haul and two switcher locomotives at the BNSF railyard through incentive funding programs • Achieve emission reductions through mobile source incentives and statewide mobile source regulation measures as specified in Chapter 5a
<p>Estimated Timeline:</p> <ul style="list-style-type: none"> • 2020, South Coast AQMD to consider new ISR and/or other measures on railyards • Between 2020 and 2022, CARB to consider new regulations and/or other measures: <ul style="list-style-type: none"> -Between 2020 and 2022, for locomotives -By 2020, amendments for zero-emission refrigeration units (TRUs) -By 2022, amendments for zero-emission drayage trucks and cargo handling equipment • 2020, begin working with local utilities and state agencies such as CEC and PUC to encourage the installation of infrastructure for fuel/charge zero-emission vehicles and on-site equipment at the BNSF Railyard • Continue to support CARB’s petition to the U.S. EPA for new national locomotive standards • 2019-2020, hold a public meeting in the Inland Empire on ISR for railyards

^{vi} A variety of technology assessments have been conducted to assist in this effort. Examples include: <https://ww2.arb.ca.gov/resources/documents/technology-and-fuels-assessments>; <http://www.cleanairactionplan.org/documents/draft-2018-feasibility-assessment-for-cargo-handling-equipment.pdf/>.

<ul style="list-style-type: none"> • 2020, work with BNSF railyard in the San Bernardino, Muscoy community to replace diesel-fueled equipment with cleaner technologies • Second half of 2019, South Coast AQMD to conduct air measurements at railyards and nearby communities • When available, use emissions inventory and air monitoring information to identify opportunities for emission reductions 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> • Pursue indirect source requirements and other measures for railyards, and improve community access to rule development process by holding a working group meeting in or near this community. Provide updates to the CSC on the development of indirect source requirements for railyards • Work with CARB on the development of new requirements to reduce air pollution from railyards. Continue to support CARB’s petition to U.S. EPA for new national locomotive standards • Work with local utilities and state agencies to encourage the installation of infrastructure for fuel/charge zero-emission vehicles and on-site equipment at the BNSF Railyard • Work with BNSF to replace on-site diesel equipment with the cleanertechnologies • Work with BNSF to provide updates to the CSC on emission reduction progress within the San Bernardino BNSF railyard • Work with CARB to identify opportunities for new incentives in this community • Conduct air measurements in community areas near the BNSF railyard and provide updates to the CSC. Use emission inventory and air monitoring information to identify opportunities for emission reductions
BNSF	<ul style="list-style-type: none"> • Continue participation in FBMSM working group meetings
CSC Members	Participate in CARB and South Coast AQMD rule development process (e.g., attending working group meetings, providing comments on draft rule materials, etc.) for regulations affecting railyards
CARB	<ul style="list-style-type: none"> • Pursue regulations and/or other measures (e.g., incentives) to achieve additional emission reductions at railyards

	<ul style="list-style-type: none"> • Prioritize enforcement (e.g., for cargo handling equipment) in this community
Additional Information:	
<ul style="list-style-type: none"> • Indirect Source Rule for Railyards: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/rail-fac-wkng-grp⁹ • Carl Moyer Program: http://www.aqmd.gov/home/programs/business/business-detail?title=heavy-duty-engines&parent=vehicle-engine-upgrades¹⁴ • CARB's proposed regulations to reduce emissions from locomotives: https://ww2.arb.ca.gov/resources/documents/evaluation-and-potential-development-regulations-reduce-emissions-locomotives¹⁵ • Additional information on CARB's actions to minimize community health impacts from freight and estimated timelines is available at : https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf 	

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CHAPTER 5F:

CONCRETE BATCH PLANTS, ASPHALT, AND AGGREGATE PLANTS

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Chapter 5f: Concrete Batch, Asphalt Batch, and Rock and Aggregate Plants

Background

Concrete batch, asphalt batch, and rock and aggregate plants can pose dust and particulate matter (PM₁₀) problems due to the type and size of the materials being used for the processes. Hot mix asphalt batch plants may also pose an odor nuisance from the heating of materials. Concrete is a common material used for construction and is manufactured at concrete batch plants, where it is made by combining several ingredients including water, cement, and aggregate (e.g., sand, rock, gravel). The main equipment used at concrete batch plants include mixers, bins/hoppers/silos (to hold or store concrete or aggregate), conveyors, and dust collectors (e.g., baghouses).¹ The ingredients for concrete are introduced into the mixer where they undergo agitation. This process is typically vented into baghouses to prevent dust emissions. Dry-concrete batch plants do not use water, which can create more dust. Wet-concrete batching usually uses aggregate material that has been washed to remove silt and clay. As a result, the material arrives in moist conditions and should not pose a dust problem.

Figure 5f-1: Concrete batch plant



Figure 5f-2: Asphalt being used for paving



A hot mix asphalt batch plant heats, mixes, and combines aggregate and asphalt to create hot mix asphalt. The hot mix asphalt is usually transported by trucks to be used for paving (e.g., roads, roofing). A typical hot mix asphalt batch plant consists of a drum dryer, a screening system, weight boxes for asphalt cement and aggregate, a mixer, and conveying equipment. The moist aggregate is typically transported into the drum dryer to be dried out. This process is typically vented to a baghouse, as dried aggregate is the largest source of dust emissions from asphalt batch plants. Finally, oil is added to the aggregate to create the hot mix asphalt. Smoke is released from the hot oil and the hot mix asphalt and can cause odor nuisances.

Figure 5f- 3: Aggregate or rock plant



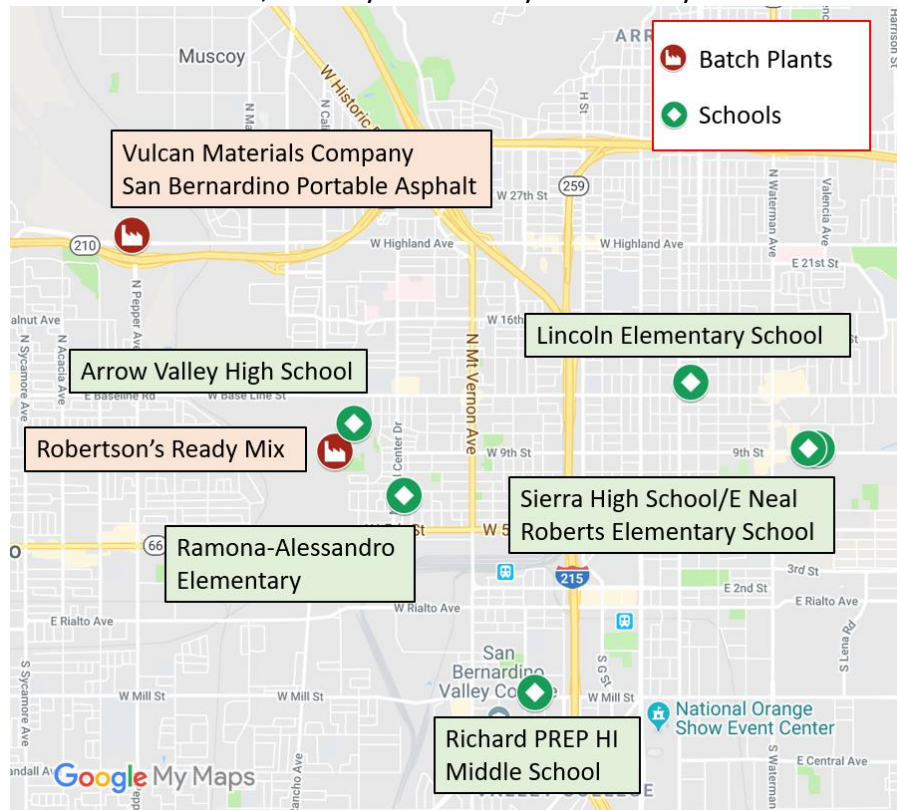
Rock and aggregate (gravel) plants supply sand and various-sized aggregates for construction and paving industries. Aggregates are processed by separating various-sized pieces of gravel through different sized screens. Oversized aggregates can be crushed into smaller pieces. Dust is created as rocks are crushed and the dry surfaces are exposed, especially as the rocks are more finely crushed.

Community Air Quality Priority – Fugitive Dust, Particulate Matter (PM10) Emissions, and Odors

The community of San Bernardino, Muscoy identified fugitive dust, particulate matter, and odors from concrete batch, asphalt batch, and rock aggregate batch plants as an air quality concern. There are two plants within the community boundary: Robertson’s Ready Mix and Vulcan Materials Company San Bernardino Portable Asphalt (Vulcan Materials). Robertson’s Ready Mix is a concrete batch plant. Vulcan Materials is an asphalt batch and rock and aggregate plant.

The CSC emphasized addressing fugitive dust and particulate matter emissions from batch plants within close proximity to schools (see Figure 5f-4). For instance, Robertson’s Ready Mix borders Arroyo Valley High School and is one half of a mile from Ramona-Alessandro Elementary School. To reduce exposure to these emissions, the CSC recommended the installation of air filtration systems at schools. More information on the air filtration systems at schools can be found in Chapter 5g.

Figure 5f-4: Map of Concrete Batch and Asphalt Batch and Rock and Aggregate Plants in the San Bernardino, Muscoy Community and Nearby Schools



Ongoing Efforts

South Coast AQMD has rules to address fugitive dust and PM10 emissions from concrete batch, asphalt batch, and rock and aggregate plants.

Odor nuisances from asphalt batch plants can also be addressed through South Coast AQMD Rule 402 – Nuisance.² South Coast AQMD inspectors investigate complaints and a notice of violation for public nuisance can be issued if an inspector confirms odors affecting a considerable number of persons or the public.

South Coast AQMD Rule 403 – Fugitive Dust³ reduces the amount of particulate matter in the air by requiring actions to prevent, reduce or mitigate fugitive dust emissions. Fugitive dust is any solid particulate matter that becomes airborne, but is not emitted from an exhaust stack. Fugitive dust can result from man-made activities, such as mining operations, agriculture, and construction activities. Requirements to minimize fugitive dust emissions include washing down vehicle undercarriages or tires, paving surfaces, or limiting the amount of track out.

South Coast AQMD Rule 1155 – Particulate Matter (PM) Control Devices⁴ establishes requirements for air pollution control devices that reduce particulate matter (e.g., baghouses).

This rule applies to operators of air pollution control devices venting processes (such as processes at concrete batch plants, asphalt batch plants, and rock and aggregate plants) that have direct particulate matter emissions. Requirements may include monitoring, recordkeeping, or operational standards to ensure an air pollution control device is working properly.

South Coast AQMD Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations,⁵ reduces PM10 emissions from all permanent and temporary aggregate and related operations by requiring these operations to comply with certain best practices outlined in the rule (e.g., using dust suppressants).

Identifying Opportunities for Action

The CSC identified an action to reduce emissions from concrete batch, asphalt batch, and rock and aggregate plants. Details about the action is described below.

Action 1: Reduce Fugitive Dust, Particulate Matter (PM10), and Odors from Concrete Batch, Asphalt Batch, and Rock and Aggregate Plants
Course of Action: <ul style="list-style-type: none"> • Provide public outreach information for the community on Rules 402, 403, 1155, and 1157 requirements, which address odors, fugitive dust, and PM10 emissions from aggregate and related operations, and South Coast AQMD’s complaint system⁶ • Conduct focused air monitoring near the concrete batch, asphalt batch, and rock and aggregate plants to check for potential emissions <ul style="list-style-type: none"> - If persistent elevated levels of PM10 emissions are detected at locations through air monitoring activities, conduct appropriate follow-up investigations (e.g., on site testing or other types of data review)
Strategies: <ul style="list-style-type: none"> • Public Information and Outreach • Air Monitoring • Enforcement
Goals: <ul style="list-style-type: none"> • Hold a public outreach event for the first year of the implementation period to explain the requirements of Rules 402, 403, 1155, and 1157, and the South Coast AQMD’s complaint process. If necessary, determine if additional annual outreach events are needed • Provide quarterly or semiannual updates to the CSC on enforcement activities • Conduct air monitoring near Robertson’s Ready Mix and Vulcan Materials in year one
Estimated Timeline:

<ul style="list-style-type: none"> • 2020, hold a public outreach event for the first year on requirements for Rules 402, 403, 1155, and 1157, and the South Coast AQMD’s complaint process. Reevaluate annually, if additional annual outreach events are necessary • Fall 2019, begin air monitoring activities • Mid-2020, begin quarterly or biannual updates to the CSC on outreach and enforcement activities, or if new information becomes available 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> • Conduct community outreach on Rules 402, 403, 1155, and 1157, and South Coast AQMD’s complaint system • Conduct air monitoring and follow-up with enforcement actions, as needed • Provide updates to CSC
Additional Information:	
<ul style="list-style-type: none"> • Requirements for Rule 402 (Nuisance): http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf • Requirements for Rule 403 (Fugitive Dust): https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf • Requirements for Rule 1155 – Particulate Matter (PM) Control Devices: http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1155.pdf • Requirements for Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1157.pdf • Smoke, Dust, and Odor Complaints: http://www.aqmd.gov/home/air-quality/complaints/smoke-dust-odor 	

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CHAPTER 5G:

EXPOSURE REDUCTION FOR SENSITIVE POPULATIONS IN SCHOOLS, CHILDCARE CENTERS, AND HOMES

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Chapter 5g: Schools, Childcare Centers, Community Centers, and Homes – Exposure Reduction

Background

The San Bernardino, Muscoy community identified children’s exposure to harmful air pollutants while at school as a priority. In addition, the community focused on children in schools, childcare centers, community spaces such as parks and community centers, and homes. A major pollutant of concern in this community is diesel particulate matter (DPM), generated by truck traffic, warehouses, and the railyards. The CSC also expressed concern about emissions from concrete batch, asphalt, and aggregate plants and the OmniTrans bus yard. Like many environmental justice communities, the San Bernardino, Muscoy community may experience a disproportionately high level of exposure to harmful pollutants. Children, seniors, and people with certain medical conditions are especially sensitive to the impacts of air pollution. Steps such as installing high performance air filtration systems inside school buildings and notifying the public when air quality is unhealthy can reduce a child’s exposure to harmful air pollutants.

Community Air Quality Priority – Reducing Exposures at Schools, Childcare Centers, Preschools, Community Centers, and Homes

CSC members identified schools, including charter schools, and other places where children spend a lot of time (e.g., childcare centers, preschools, parks and community centers) as places where the South Coast AQMD should focus on reducing exposure to harmful air pollutants. The CSC provided examples of air pollution sources, such as the idling of diesel trucks and dust from cement and asphalt batch plants, that are near schools, parks, and community centers where residents are exposed to harmful air pollutants found in diesel exhaust. The CSC members also shared instances where students and other sensitive populations near sources of air pollution experienced health problems. Table 5-1 is a list of public charter schools that are in the San Bernardino, Muscoy community, as an area to focus emission reduction efforts.

Table 5g-1. Public Charter Schools in the San Bernardino, Muscoy Community

Name of School	
Ballington Academy	PAL Charter
Hardy Brown College Prep	PAL Charter Academy
Options for Youth-I	SOAR Charter Academy
	Woodward Leadership Academy

To address community concerns about the health impacts of air pollution, CSC members prioritized installing school air filtration systems, implementing electric school buses, modifying routes for trucks to avoid schools, childcare centers, and community centers, and community outreach and engagement as ways to reduce exposure to harmful air pollutants. This includes providing information, including steps that can be taken to reduce exposure, to schools, childcare centers, preschools, and community centers, when outdoor air pollution levels are unhealthy. The CSC expressed support for implementing an air quality flag program in schools. Other input includes increasing the amount of green space, such as planting trees around the community, specifically around warehouse centers and railyards.

The CSC identified investing in green spaces as a strategy to improve health outcomes. Green spaces may be beneficial to addressing cumulative health impacts within vulnerable communities. They can provide shade, reduce stress, encourage physical activity, and promote overall positive health outcomes.¹

The CSC asked for the Community Emission Reduction Plan to focus installation of school and residential air filtration systems at locations close to major sources of diesel PM and dust. Specific locations mentioned as priorities included schools near the OmniTrans bus yard, railyards (including BNSF), concrete and asphalt batch plants, and surface quarries. Arroyo Valley High School was cited as one example of a school that experienced fugitive dust problems from a nearby concrete batch plant facility and air filtration systems were installed in 2012.

Ongoing Efforts

School Air Filtration Efforts

The installation of air filtration systems in schools can reduce exposure to air pollution inside school buildings. There are certain types of air filtration systems (high efficiency air filters) that are effective in filtering very small particles from diesel engines and other sources. Small particles can be inhaled deep into the lungs and cause health problems. These filtration systems may be beneficial to schools located near freeways, truck routes, rail yards, concrete and asphalt batch plants and other sources² of diesel emissions.

South Coast AQMD has helped install air filtration systems at schools in the San Bernardino Unified School District since 2012. To date, South Coast AQMD has provided funds for the installation of these systems at four schools and one community center within the San Bernardino, Muscoy community. Figure 5-1 shows a map of the schools and community centers that have air filtration systems completed within this community, and Table 5-2 provides a list of these schools and community center.

Environmental Justice Community Partnership (EJCP)³ and Clean Air Ranger Education (CARE)⁴

The EJCP is designed to build relationships with community members and organizations to achieve clean air and healthy, sustainable communities. The Clean Air Ranger Education (CARE)

Pilot Program is a program designed for elementary school education and includes topics on air pollution and health, air quality flags, and zero-emission technologies.

Why Air Quality Matters (WHAM) High School Education Program

The South Coast AQMD is implementing Why Air Quality Matters (WHAM), a Science, Technology, Engineering, and Math (STEM) and experiential learning based curriculum, in high schools located within environmental justice communities. WHAM will increase teacher and student awareness on air quality issues in their communities and beyond through activities and experiments, including measuring PM using low-cost hand-held sensors.

U.S. EPA STAR Grant Program⁵

The South Coast AQMD Air Quality Sensor Performance Evaluation Center (AQ-SPEC) has engaged a number of schools in the San Bernardino, Muscoy area under the U.S. EPA STAR Grant, “Engage, Educate and Empower California Communities on the Use and Application of ‘Low Cost’ Air Monitoring Sensors.” Under this grant, AQ-SPEC has installed sensors for measuring particulate matter (PM_{2.5}), nitrogen oxides (NO₂) and ozone at two schools within this community: San Bernardino High School and Arroyo Valley High School.

Figure 5g-1: Map of schools and community centers in San Bernardino, Muscoy with air filtration systems facilitated by South Coast AQMD

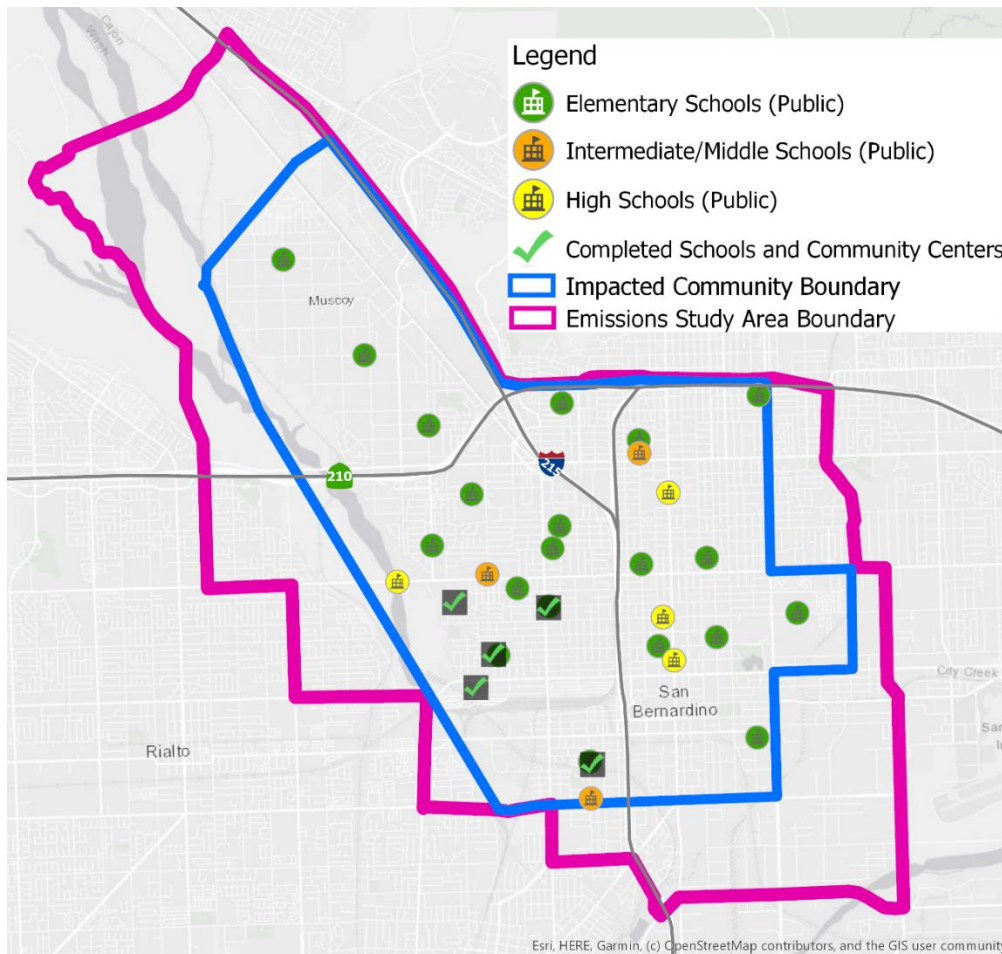


Table 5g-2: List of schools and community centers in San Bernardino, Muscoy with air filtration systems facilitated by South Coast AQMD

Name of School or Community Center	
Arroyo Valley High School	Mt. Vernon Elementary School
Lytle Creek Elementary School	Ramona Alessandro Elementary School
Ruben Campos Community Center	

Opportunities for Action

CSC members expressed a desire to have residential air filtration systems for homes located near major sources of pollution, such as the BNSF railyard. While the South Coast AQMD does not

currently have an active program to provide residential filtration systemsⁱ, staff will work with its partners to identify potential opportunities for residential filtration systems and share this information with the CSC. In addition to air filtration systems, the CSC prioritized education and outreach as a way to reduce exposure to harmful air pollutants. In addition, in Chapter 5b: Neighborhood Truck Traffic, Action 3, describes actions to provide data on truck traffic and potential emissions near schools and residences, which may be useful to support decision-making for truck routing. CSC members also would like to replace existing school buses with near zero- or zero-emission school buses. Some existing funds for school buses may be limited to replacing buses exclusively for public entities. Regardless, South Coast AQMD will continue to partner with entities to identify new or existing programs of funding to replace existing school buses with near zero- or zero-emission school buses, as seen below in Action 5.

Action 1: Reduce Exposure to Harmful Air Pollutants through Public Outreach	
Course of Action:	
<ul style="list-style-type: none"> • Provide air quality related programs to schools, including the Environmental Justice Community Partnership (EJCP), Clean Air Ranger Education (CARE) program (which includes air quality flag information), and Why Air Quality Matters (WHAM) program • Partner with the San Bernardino County Department of Public Health to provide information on how to receive air quality advisories, and how to reduce exposure to air pollution, particularly for sensitive populations • Partner with community-based organizations such as Center for Community Action and Environmental Justice (CCA EJ), the Chicano Indigenous Community for Culturally Conscious Advocacy & Action (ChICCCAA) and/or Arrowhead Regional Medical Center (ARMC) to share information to schools for asthma-related programs • Partner with Safe Routes to School to provide information on programs such as walkability and active transportation • Work with appropriate parties to negotiate access to conduct school-based air monitoring and conduct air monitoring 	
Strategies:	
<ul style="list-style-type: none"> • Public Information and Outreach • Collaboration • Air Monitoring 	
Goals:	
<ul style="list-style-type: none"> • Participate in six public outreach events (e.g., health fairs, community events) during the implementation period of this CERP and provide air quality related information to reduce exposure 	

ⁱ The South Coast AQMD will work with CARB’s Indoor Air Quality program and its contractor to identify effectiveness of and opportunities for residential filtration and share this information with the CSC.

<ul style="list-style-type: none"> • Provide information relating to air quality effects on young children and reducing exposure to facilities where children are located (e.g. preschools, childcare centers, charter schools, etc.). Outreach will be prioritized based on CSC input during the implementation of the CERP. Present CARE and WHAM programs in at least two schools during the implementation period of this CERP, with the possibility of continuing for up to three years • Collaborate with community-based organizations (e.g., ChICCCAA, CCAEJ) and co-engage in outreach meetings • Conduct school-based air monitoring 	
Estimated Timeline:	
<ul style="list-style-type: none"> • During the 2019-2020 school year, begin working on providing air quality related programs to schools (e.g., CARE and WHAM program) • Fourth quarter of 2019, begin working with Department of Public Health on developing outreach materials • Early 2020, begin outreach efforts with community-based organizations • Fourth quarter of 2019, begin partnering with Safe Routes Partnership to provide information on programs • Late 2019, begin to conduct school-based air monitoring at or near schools 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibility:
South Coast AQMD	<ul style="list-style-type: none"> • Implement EJCP CARE program and WHAM program at schools and provide information relating to air quality effects on young children and reducing exposure. Prioritize implementation based on CSC input • Partner with community-based organizations and/or local entities on asthma-based programs and air quality notifications that inform the community about proactive steps to reduce exposure to harmful air pollutants • Collaborate with organizations to implement outreach events • Collaborate with community-based organization and co-engage in outreach meetings • Work with appropriate entities to negotiate access to conduct school-based air monitoring • Conduct school-based air monitoring
San Bernardino County Department of Public Health	Partner with South Coast AQMD on notifications to schools for air quality advisories
Arrowhead Regional Medical Center (ARMC) and other community-	Partner with South Coast AQMD to share information and/or provide outreach to schools for asthma-related programs

based organizations (with asthma-related programs)	
Additional Information:	
<ul style="list-style-type: none"> Arrowhead Regional Medical Center (ARMC)'s BreathMobile program: https://www.arrowheadmedcenter.org/srvOutBreathMobile.aspx 	

Action 2: Reduce Exposure to Harmful Air Pollutants at Schools, Childcare Centers, and Community Centers	
Course of Action:	
<ul style="list-style-type: none"> Work with appropriate entities to implement the installation of high efficiency air filtration systems. Work with the community to prioritize schools, childcare centers, and community centers near truck routes, railyards, and concrete batch plantsⁱⁱ Work with appropriate agencies to replace filters at schools with air filtration systems and installation at schools without these systems 	
Strategy:	
<ul style="list-style-type: none"> Exposure Reduction 	
Goal:	
<ul style="list-style-type: none"> Installation of air filtration systems in schoolsⁱⁱⁱ, childcare centers, and community centers with priority given to schools located in areas with high diesel PM levels and close to facilities identified as a priority by the CSC 	
Estimated Timeline:	
<ul style="list-style-type: none"> Starting mid-2020 through the implementation period of the CERP, work with appropriate agencies to install high efficiency air filtration systems at schools and replace filters at schools with existing air filtration systems 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibility:
South Coast AQMD	<ul style="list-style-type: none"> Implement air filtration systems and replacement filters at schools, childcare centers, and community centers Work with local school districts to establish Memorandums of Understanding (MOUs)
CSC	Prioritize which schools receive air filtration systems

ⁱⁱ Public schools, including charter schools, childcare centers, and public community centers, are eligible for the South Coast AQMD program.

ⁱⁱⁱ Some schools or community centers have had air filtration systems previously installed; however, filter replacements may be needed. Replacement filters will continue to be provided to schools that have had air filtration systems installed. The CSC will need to prioritize which schools receive air filtration systems and work with local school districts to establish Memorandums of Understanding (MOUs) with the South Coast AQMD.

Additional Information:
<ul style="list-style-type: none"> Air filtration systems in schools: https://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf

Action 3: Reduce Exposure to Harmful Air Pollutants at Homes^{iv,v}	
Course of Action:	
<ul style="list-style-type: none"> Identify new or existing technologies, programs, and funding sources that can provide the most effective air filtration systems in homes^{vi} Seek potential partners or funding opportunities to improve weatherization in the homes to help improve the efficiency of the air filters 	
Strategies:	
<ul style="list-style-type: none"> Exposure Reduction Incentives Public Information and Outreach 	
Goals:	
<ul style="list-style-type: none"> Partner with appropriate entities to determine new or existing programs that can provide home filtration systems and weatherization If funding or programs become available, share information with CSC 	
Estimated Timeline:	
<ul style="list-style-type: none"> Mid-2020, consult with CSC members and appropriate stakeholders to identify any new or existing home air filtration programs If opportunities are identified for residential filtration systems, provide updates to the CSC 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibility:

^{iv} Air filtration systems will generally be less effective due to lower energy efficiency of older, pre-2006 homes typically found in Environmental Justice or disadvantaged communities. Limited research on the efficiency of high performance air filtration systems in older homes suggests a 25% – 30% lower efficiency for PM2.5 and ultrafine PM is expected, which is comparable to having open doors and windows. Most data collected on efficiency of high performance air filtration systems has been on 2006 and new homes, showing an average removal efficiency of 90% for PM2.5 and ultrafine PM.

^v CARB has not approved AB 617 funds for residential air filtration systems. The South Coast AQMD plans to continue to work with them to establish a protocol where residential air filtration systems can be installed using CARB funds.

^{vi} If a funding source is identified, South Coast AQMD will provide information on such funds. Homeowners should install residential air filtration based on the guidelines outlined by the funding source.

South Coast AQMD	<ul style="list-style-type: none"> Identify new or existing sources or programs that can provide home air filtration resources or home weatherization resources Conduct outreach and share information with CSC members, if this becomes available
Additional Information:	
N/A	

Action 4: Increase Green Space in Areas Where People Spend Time	
Course of Action:	
<ul style="list-style-type: none"> Identify new or existing sources or programs that can provide funding for tree planting. If funding or programs become available, share information with CSC members 	
Strategies:	
<ul style="list-style-type: none"> Public Information and Outreach Collaboration 	
Goals:	
<ul style="list-style-type: none"> Partner with other entities to determine new or existing sources or programs that can provide funding for tree planting. If funding or programs are available, share information with CSC members 	
Estimated Timeline:	
<ul style="list-style-type: none"> Mid-2020, consult with CSC members and appropriate stakeholders to identify funding sources for tree planting or increasing green space 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibility:
South Coast AQMD	<ul style="list-style-type: none"> Identify new or existing sources or programs that can provide funding for tree planting Conduct outreach and share information with CSC , when opportunities are available
Additional Information:	
N/A	

Action 5: Replace Older School Buses
Course of Action:

<ul style="list-style-type: none"> Identify new or existing sources or programs that can provide funding for alternative-fueled school buses 	
Strategies:	
<ul style="list-style-type: none"> Public Information and Outreach 	
Goals:	
<ul style="list-style-type: none"> Partner with other entities to determine new or existing sources or programs that can provide funding for near zero or zero-emission school buses 	
Estimated Timeline:	
<ul style="list-style-type: none"> Mid-2020, consult and work with appropriate stakeholders to identify any existing funding sources or programs for replacing school buses with near-zero or zero-emission school buses 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibility:
South Coast AQMD	<ul style="list-style-type: none"> Identify new or existing sources or programs that can provide funding alternative-fueled school buses Work with appropriate entities to replace existing school buses with near zero or zero-emission school buses Provide updates to CSC, when new or existing sources that can provide funding for alternative-fueled school buses (e.g., electric buses) are available
Additional Information:	
N/A	

References

1. The California Healthy Places Index, Tree Canopy, 2019, <https://healthyplacesindex.org/policy-actions/tree-canopy/>, Accessed June 13, 2019.
2. Polidori, A., et al. "Pilot Study of High-Performance Air Filtration for Classroom Applications." *Indoor Air*, vol. 23, no. 3, 2012, pp. 185–195., doi:10.1111/ina.12013
3. South Coast AQMD, Environmental Justice Community Partnership, <http://www.aqmd.gov/ejcp>, Accessed June 6, 2019.
4. South Coast AQMD, Environmental Justice Community Partnership Advisory Council, June 2019, <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/2019-ejcp-agenda-june-5.pdf>, Accessed June 6, 2019.
5. South Coast AQMD, Air Quality Sensor Performance Evaluation Center, <http://www.aqmd.gov/aq-spec/research-projects>, Accessed June 14, 2019.

CHAPTER 5H:

IMPLEMENTATION SCHEDULE

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Chapter 5h: Implementation Schedule

The Community Steering Committee (CSC) developed a set of priorities and actions to be implemented by government agencies, organizations, businesses, and other entities to reduce air pollution in their community. The implementation period of the actions in this CERP is expected to be approximately five years. The actions will occur during the timeframe of the plan; however, some actions by South Coast AQMD will be ongoing (e.g., certain regulatory, enforcement, and incentive activities). Rules¹ that are adopted or amended will continue to be in effect past the implementation period of the CERP, as will enforcement of rules to ensure applicable facilities are in compliance. Additionally, some actions in the CERP are designed to allow for minor adjustments when new information becomes available. For example, based on initial air monitoring results, the CSC may refine specific strategies to focus on sources that show elevated emissions. Allowing for these types of adjustments will enable the plan to be successfully implemented.

Each action contains goals and estimated timelines. The goals include metrics designed to measure the progress of the CERP. Examples of these metrics are quarterly enforcement sweeps and emission reduction targets. Beginning in 2021, the South Coast AQMD staff will provide an annual update to the CSC on the progress of meeting these goals.

An overview of the schedule for implementing the actions in the CERP is in Figure 5h-1: Implementation Timeline for Rule Development and Implementation Activities and Figure 5h-2: Implementation Timeline for Air Monitoring, Enforcement, Outreach, and Other CERP Actions. Figure 5h-1 covers rule development activities to address air quality priorities in the CERP, and Figure 5h-2 provides a timeline for air monitoring, enforcement, incentives, outreach, and other activities.

¹ South Coast AQMD Governing Board or CARB will consider rules for adoption.
San Bernardino, Muscoy
Final

Figure 5h-1: Implementation Timeline for Rule Development and Implementation Activities




	2019	2020	2021-2022	2024-2030
		<ul style="list-style-type: none"> Consider Railyard ISR Consider Warehouse Indirect Source Rule (ISR) 	<ul style="list-style-type: none"> Participate in CARB’s rule development applicable to this plan 	
		<ul style="list-style-type: none"> CARB to consider: <ul style="list-style-type: none"> Heavy-Duty Low NOx Rule Transport Refrigeration Unit Regulation 	<ul style="list-style-type: none"> CARB to consider: <ul style="list-style-type: none"> Drayage Truck Rule Zero-Emission Fleet Rule Cargo Handling Equipment Rule Potential new locomotive regulations 	<ul style="list-style-type: none"> Phase-in CARB Regulations including: <ul style="list-style-type: none"> Drayage Truck Rule Advanced Clean Truck Rule Zero-Emission Fleet Rule Heavy-Duty Low NOx Rule
		<ul style="list-style-type: none"> U.S. EPA to release Draft Clean Truck Initiative 		<ul style="list-style-type: none"> Phase-in U.S. EPA’s Cleaner Truck Initiative

Figure 5h-2: Implementation Timeline for Air Monitoring, Enforcement, Outreach, and Other CERP Actions

	2019	2020	2021
Omnitrans Bus Yard	<ul style="list-style-type: none"> Begin mobile air measurements 	<ul style="list-style-type: none"> Begin quarterly updates to CSC 	<ul style="list-style-type: none"> Replace fleet with electric buses at the following rate: 25% (by 2025), 50% (by 2028), and 100% (by 2040) Provide annual updates to the CSC on Omnitrans’ transition to zero-emission buses
Concrete Batch, Asphalt Batch, and Rock and Aggregate Plants	<ul style="list-style-type: none"> Begin air measurements activities 	<ul style="list-style-type: none"> Begin to provide periodic updates to the CSC, as needed Hold public outreach event to provide information on South Coast AQMD’s rules and complaint process 	
Warehouses	<ul style="list-style-type: none"> Hold a meeting in the Inland Empire to discuss proposed Warehouses ISR Begin mobile air measurements 	<ul style="list-style-type: none"> Begin to work with appropriate entities to develop standards for new warehouse projects Begin to develop preliminary design standards for electrical infrastructure for new warehouse projects Begin quarterly air monitoring updates to CSC, as needed 	<ul style="list-style-type: none"> Provide biannual updates to the CSC on the status of the development of standards for new warehouse projects Identify potential sites for installation of electrical infrastructure

Figure 5h-2: Implementation Timeline for Air Monitoring, Enforcement, Outreach, and Other CERP Actions (Continued)

	2019	2020	2021
Trucks	<ul style="list-style-type: none"> • Begin working with CARB on quarterly targeted sweeps and focused inspections • Identify additional funding opportunities to accelerate cleaner technology • Develop an ALPR privacy policy in compliance with Civil Code Section 1798.90.5, et seq. and hold a public hearing to provide the public an opportunity to comment on the proposed program • Preliminary work on Automated License Plate Reader (ALPR) deployment • Begin mobile air measurements to characterize truck traffic impact in this community and identify hot spots 	<ul style="list-style-type: none"> • Begin to conduct outreach (e.g., incentives, ordinances) • Prioritize locations for ALPR • Begin to identify opportunities to develop enforceable truck routes and designated truck parking areas • Collaborate on outreach • Provide air monitoring updates to CSC 	<ul style="list-style-type: none"> • Begin implementation of ALPR systems, including compiling data and using data for targeted outreach for incentives • Provide quarterly or biannual updates on identified locations of concerns and data collected to the CSC
Railyards	<ul style="list-style-type: none"> • Begin air measurement activities • Continue to support CARB’s petition to the U.S. EPA for new national locomotive standards 	<ul style="list-style-type: none"> • BNSF to replace diesel-fueled equipment with cleaner technologies • Begin quarterly air measurement updates to CSC, as needed 	<ul style="list-style-type: none"> • Begin working with local utilities and state agencies to encourage the installation of infrastructure at BNSF railyard

Figure 5h-2: Implementation Timeline for Air Monitoring, Enforcement, Outreach, and Other CERP Actions (Continued)

	2019	2020	2021
Schools, Childcare Centers, Community Centers, and Homes	<ul style="list-style-type: none"> • Begin school-based air monitoring at or near schools using sensors • Begin working with Department of Public Health on developing outreach materials • Begin partnering with Safe Routes Partnership to provide information on programs 	<ul style="list-style-type: none"> • Begin working on providing air quality related programs to schools (e.g., CARE and Kids Making Sense program) • Begin outreach efforts with community-based organizations • Work with appropriate agencies toward the installation of high efficiency air filtration systems • Identify any new or existing funding sources for tree planting or increasing green space • Begin quarterly air monitoring updates to CSC, as needed 	

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CHAPTER 5I:

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS SUMMARY

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Chapter 5i: California Environmental Quality Act (CEQA) Analysis

The California Environmental Quality Act (CEQA) requires agencies to consider the environmental impacts of a proposed project. CEQA describes and imposes specific legal requirements that agencies must follow when evaluating and making decisions about whether a project will cause a significant environmental impact. The information below describes what South Coast AQMD staff has done and determined with respect to this project – the Community Emissions Reduction Plan (CERP). The information below does contain some legal terms because that is the language contained in the law and use of that language is part of how an agency demonstrates compliance with that law. As noted below, South Coast AQMD staff has looked at all aspects of the CERP and has determined that the CERP is exempt from the requirements of CEQA. The paragraphs below identify the exemptions that apply to the CERP. If the South Coast AQMD Board agrees with staff and determines that the CERP is exempt from CEQA, and approves the CERP, a Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties.

Pursuant to CEQA and South Coast AQMD Rule 110, the South Coast AQMD, as lead agency for the proposed project, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. South Coast AQMD staff has determined that it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Therefore, the project is considered to be exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. Further, the overall purpose of this project is to improve the environment and health of residents of this selected community and all of the action items within the CERP to support this goal. Thus, the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment.

The CERP contains elements that qualify as feasibility and planning studies, because information needs to be collected to make an informed decision about further action (e.g., rule development). However, the portions of the CERP that qualify as feasibility and planning studies do not prescribe or commit to specific rule requirements, nor have future actions been approved or adopted in advance, because they require an open public process. The regulated community, stakeholders, interested parties, and the public are invited to participate in the rule development process in a public forum. Thus, the portion of the CERP that contains action items which qualify as feasibility or planning studies is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies.

Additionally, some of the action items in the CERP would require minor physical modifications to existing structures or buildings, such as installing air filters or monitoring equipment, and these action items are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures. A portion of the action items within the CERP involves the collection or exchange of information or data obtained from inspections and air monitoring, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306 – Information Collection. Another component of the action items in the CERP also involves inspections that require performance or compliance checks which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309 – Inspections. Finally, a portion of the action items within the CERP relies on enforcement activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies.

South Coast AQMD staff has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions. Therefore, as mentioned above, the proposed project is exempt from CEQA.

CHAPTER 6:

AIR MONITORING SUMMARY

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Chapter 6: Air Monitoring Summary

Air monitoring will be conducted in the San Bernardino, Muscoy community as part of the AB 617 program. Air monitoring can provide valuable information about sources of air pollution, types of pollutants, and air quality impacts in the community. Information that is collected from air monitoring can be used to implement and track air quality actions prioritized by the community that reduce local residents' exposure to harmful air pollutants.

Chapter 6 Highlights

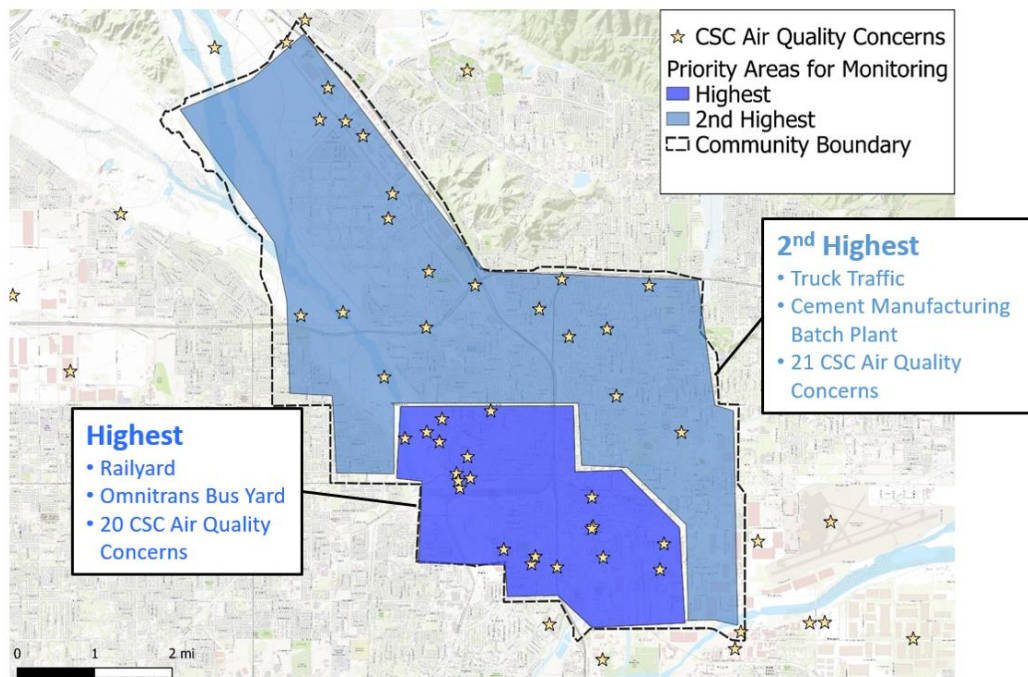
- Will provide new information about air pollution at the community level
- Monitoring will be done in areas of concern identified by the selected communities
- Areas selected for monitoring reflect the air quality priorities in AB 617 communities
- Many types of monitoring equipment will be used, from advanced techniques to low-cost sensors

The Community Air Monitoring Plan (CAMP) for the San Bernardino, Muscoy community¹ was developed through close collaboration between the CSC and South Coast AQMD staff. The plan outlines the objectives and strategies for monitoring air pollution in the community based on the air quality priorities identified by the CSC. A detailed description for these priorities is available in the CAMP Appendix B.²

The San Bernardino, Muscoy community covers a large geographical area that is affected by a variety of air pollution sources. Consequently, multiple air monitoring methods are necessary to address the community's air quality priorities. These methods include mobile, fixed and low-cost sensor air monitoring. Mobile air monitoring can be conducted using real- or near real-time instruments to allow for wide scale community air pollution mapping, and provide more detailed information about air pollution levels at specific locations at specific times (i.e. higher spatial and temporal resolution). Fixed air monitoring can be strategically placed at specific locations near one or more air pollution sources of interest better characterize emissions in the community and assess residents' exposure to air pollution. Mobile and fixed air monitoring can be further enhanced with information from air quality sensors that provide real- or near-real time air pollution information. A benefit of these sensors compared to other monitoring technologies is that they can be installed in more places in the community thereby providing more detailed real-time air quality information. However, low-cost sensors are not as accurate as traditional monitoring techniques, and only measure a limited number of pollutants.

Figure 6-1 identifies areas where air monitoring will occur within the San Bernardino, Muscoy community. The areas are prioritized based on input from the CSC about community air quality concerns and sources of air pollution. The monitoring areas and priorities can change based on the information gathered during monitoring, input from the community, and/or newly available data from different organizations. A discussion regarding air pollutants measurements and technologies that will be deployed in these areas is provided in the CAMP. The air monitoring strategies outlined in the CAMP may be updated based on future community input, air monitoring results, and other information gathered through implementation of AB 617. Updates to air monitoring strategies will be presented to the CSC for input.

Figure 6-1. Proposed Monitoring Areas Prioritized Based on the Relative Density of Air Quality Concerns in the SBM Community



References

1. AB 617 Community Air Monitoring Plan (CAMP) for the San Bernardino, Muscoy Community: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/sbm_camp.pdf.
2. AB 617 Appendices for the Community Air Monitoring Plan (CAMP) for the San Bernardino, Muscoy Community: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/appendix-a-and-b-sbm.pdf>.

APPENDIX 2:

COMMUNITY OUTREACH, COMMUNITY STEERING COMMITTEE AND PUBLIC PROCESS

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Appendix 2

The San Bernardino, Muscoy (SBM) community Outreach Summary includes an overview of the public engagement efforts and the Community Steering Committee (CSC) process that has been integral in the development of the CERP. This Appendix contains additional information on committee documents, meeting materials, and additional community engagement. Many of these materials are posted on this community's webpage:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/san-b>

Charter

A Charter was developed by South Coast AQMD staff with CSC member input to describe committee objectives, roles and responsibilities, meeting frequency, meeting dates, times, and locations, etc. The Charter is available here:

English: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/charter-english.pdf?sfvrsn=8>

Spanish: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/charter-spanish.pdf?sfvrsn=8>

Agendas

All meeting agendas are posted on the community webpage. Copies of the agendas are also attached.

Sign-In Sheets

At every CSC meeting, members of the CSC and public were requested to sign in. Copies of the sign-in sheets are attached.

Meeting Dates, Times, Location, and Meeting Materials

Recent and upcoming activities regarding the SBM community, including interactive maps, the discussion draft of the CERP and CAMP, all meeting invitations, presentations, materials and summary notes can be found on community webpage.

Specific links for meeting flyers, presentations, and meeting summaries are listed below:

Meeting Type / CSC Meeting #	Date and Location	Approximate # of Attendees	Meeting Flyer Invitation	Presentation Links	Meeting Summary/Notes Links
Public Workshop Community Kick-Off Meeting	October 9, 2018 at the Ruben Campos Community Center, San Bernardino	60	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/san-bernardino-kickoff.pdf?sfvrsn=14	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/presentation-san-bernardino.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/presentation-san-bernardino-span.pdf?sfvrsn=8	n/a
1	November 8, 2018 Ruben Campos Community Center, San Bernardino	60	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-flyer-nov-8-2018.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/san-bernardino-presentation.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/san-bernardino-presentation-span.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/san-b-summary-nov8-2018.pdf?sfvrsn=9
2	January 17, 2019 Muscoy PAL Center, San Bernardino	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/san-bernardino-steering-	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/prese	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-jan17-2019.pdf?sfvrsn=8

			committee-meeting-flyer---jan-17-2019.pdf?sfvrsn=10	ntation-jan17-2019.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-jan17-2019.pdf?sfvrsn=8	
3	February 21, 2019 Muscoy PAL Center, San Bernardino	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-flyer-feb21-2019.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-presentation-feb21-2019.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-de-la-reunion-feb21-2019.pdf?sfvrsn=9	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-summary-feb21-2019.pdf?sfvrsn=8
4	March 21, 2019 San Bernardino Valley College, San Bernardino	80	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/san-bernardino-steering-committee-meeting-flyer---march-21-2019.pdf?sfvrsn=6	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-march21-2019.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-span-march21-2019.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-march21-2019.pdf?sfvrsn=8
5	April 18, 2019	70	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/san-bernardino-steering-committee-meeting-flyer---march-21-2019.pdf?sfvrsn=6	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-march21-2019.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-march21-2019.pdf?sfvrsn=8

Appendix 2-3

	PAL Center, San Bernardino		source/ab-617-ab-134/steering-committees/san-bernardino/san-bernardino-steering-committee-meeting-flyer---march-21-2019.pdf?sfvrsn=6	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-april18-2019.pdf?sfvrsn=15 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-apr18-2019.pdf?sfvrsn=8	source/ab-617-ab-134/steering-committees/san-bernardino/meeting-summary-april18-2019.pdf?sfvrsn=8
6	May 16, 2019 San Bernardino Valley College, San Bernardino	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-flyer-may16-2019.pdf?sfvrsn=14	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-may-16-2019.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-may16-2019.pdf?sfvrsn=8
7	June 20, 2019 San Bernardino Valley College, San Bernardino	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/flyer-june20-2019.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-june20-2019.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-june20-2019-span.pdf?sfvrsn=6	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-june20-2019.pdf?sfvrsn=14
CERP Public Workshop/ CSC #8	July 18, 2019 San Bernardino Valley College, San Bernardino	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/flyer-july18-	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-july18-	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-july18-

			2019.pdf?sfvrsn=14	ntation-july18-2019.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-spanish-july18-2019.pdf?sfvrsn=8	ary-july18-2019.pdf?sfvrsn=8
9	August 15, 2019 San Bernardino Valley College, San Bernardino	55	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-flyer-aug15-2019.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-aug5-2019.pdf?sfvrsn=9 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/presentation-span-aug15-2019.pdf?sfvrsn=10	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/summary-aug15-2019.pdf?sfvrsn=8
10	September 19, 2019 San Bernardino Valley College, San Bernardino	N/A	N/A	N/A	N/A

Interpreters

The following California Certified Interpreters were contracted to provide services at the meetings.

- Gloria Carrallo
- Patricia Chavez
- Monica Desiderio
- Astrid Estrada
- Martha Falencik
- Alejandro Franco

- Carmen Garza
- Consuelo V. Gonzalez
- Cecilia Ibarra
- Estela Moll
- Yolanda Ramirez
- Madeline Rios

Additional Outreach

South Coast AQMD staff had more than 35 in-person or phone meetings with CSC members as well as members of the community. The list below provides some information about meetings that staff have had, as of the date of this document. Additional phone calls and conversations with CSC members and members of the committee also took place, but not all these conversations are documented here.

Date	Meeting
10/3/18	Call with SB County Dept. of Public Health
11/28/18	Call with Luis Portillo (Inland Empire Economic Partnership)
12/1/18	In-person meeting with Ericka Flores, Andrea Vidaurre and Las Chicas
1/11/19	In-person meeting with Miguel Rivera
1/30/19	Call with Andrea Vidaurre
2/7/19	Call with Miguel Rivera
2/8 /19	Call with Maria Corona
2/8/19	Call with Graciela Regalado
2/8/19	Call with Lorena Rodarte
2/8/19	Call with Ada Trujillo
3/6/19	Call with Angelica Balderas
3/21/19	Call with Jane Hunt-Ruble
3/14/19	Call with Matt Abularach-Macías
4/3/19	Call with Angelica Balderas
4/9/19	In-person meeting with Ericka Flores, Andrea Vidaurre, and Miguel Rivera
4/9/19	In-person meeting with SBDPH (Bernadette Beltran), SB City (Chantal Power) and County (Lisha Smith)
4/22/19	Call with Ericka Flores and Andrea Vidaurre
4/24/19	Presented information about AB 617 CERP development at the South Coast AQMD Young Leaders Advisory Council meeting
5/1/19	Conference call with SB City Public Works
5/2/19	Conference call with Omnitrans
5/2/19	Call with SB County DPH (Bernadette Beltran)
5/3/19	Call with Angelica Balderas

5/6/19	Call with Ericka Flores
5//19	In-person meeting with Tammy Yamasaki
5/16/19	Call with Jane Hunt-Ruble
5/23/19	In-person meeting with Ericka Flores, Andrea, Miguel and Las Chicas
5/?/19	Call with Mary Valdemar
5/23/19	In-person meeting with Otis Greer & co. from SBCTA
5/29/19	Call with Matthew Taylor
5/29/19	Call with Valerie Dobesh
5/31/19	Call with Angel Rodriguez
5/31/19	Small group in-person meeting with Matthew, Jason Martinez, Mary Valdemar, Ryan Sinclair, Valerie Dobesh
6/4/19	Call with James Albert
6/5/19	In-person meeting with Miguel Rivera and Abram Gastelum
6/?/19	Call with Tammy Yamasaki
6/?/19	Call with Ryan Sinclair
6/5/19	In-person meeting with B.J. Patterson
6/12/19	Conference call with Demi Espinoza
6/20/19	Call with Jane Hunt-Ruble
6/20/19	Call with Matt Abularach-Macías
7/1/19	Call with Otis Greer from SBCTA
7/1/19	Call with Ryan Sinclair from LLU
8/3/2019	Call with Andrea Vidaurre from CCAEJ
8/15/2019	Call with Jason Martinez from ChiCCCAA
8/23/2019	Call with Graciela Regalado

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APPENDIX 3A: COMMUNITY PROFILE

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Appendix 3a: Community Profile

Information on the Best Available Retrofit Control Technology and AB 2588 Program

AB 617 requires air districts to implement Best Available Retrofit Control Technology (BARCT) for facilities in the state greenhouse gas cap-and-trade program by December 31, 2023. The San Bernardino, Muscoy community has facilities that are subject to BARCT, specifically a larger facility that is in the REgional CLean Air Incentives Market (RECLAIM) program. In addition, CARB's Blueprint states that facilities located within the community with Risk Reduction Plans under the Assembly Bill (AB) 2588 program must be identified. Descriptions of the facilities that are subject to BARCT (specifically RECLAIM facilities) and the AB 2588 program are provided below.

Best Available Retrofit Control Technology (BARCT)

RECLAIM facilities

Facilities within the RECLAIM program are typically larger facilities that have NO_x emissions greater than four tons per year. The RECLAIM program¹ uses a market-based approach to achieve emission reductions from facilities for nitrogen oxides (NO_x) and sulfur oxides (SO_x) in the aggregate. However, an analysis of the RECLAIM program has shown that the ability to achieve NO_x emission reductions using a market-based approach has diminished; therefore, pursuant to Board direction, RECLAIM NO_x facilities will transitionⁱ to a command-and-control regulatory structure to ensure facilities meet BARCT. RECLAIM facilities that are also in the State greenhouse gas cap-and-trade program are subject to the BARCT requirements of AB 617. South Coast AQMD staff completed an analysis of the equipment at each RECLAIM facility, giving higher priority to older, higher polluting units that will need to install retrofit controls. The higher polluting units at RECLAIM facilities will be or have been evaluated for BARCT and will be subject to the following South Coast AQMD rules: Rules 1109.1,² 1110.2,³ 1117,⁴ 1118.1,⁵ 1134,⁶ 1135,⁷ 1146, 1146.1, 1146.2,⁸ 1147, 1147.1,⁹ and 1147.2.¹⁰ A BARCT assessment includes an evaluation of emission limits for existing units, South Coast AQMD regulatory requirements, other regulatory requirements, and pollution control technologies. Table Appendix 3a-1 list the RECLAIM facilities that may be subject to BARCT and whether they are in the State cap-and-trade program.

ⁱ For more information on the RECLAIM transition please see: <http://www.aqmd.gov/home/rules-compliance/reclaim-transition>.

Table Appendix 3a-1: List of NOx RECLAIM facility within the San Bernardino, Muscoy community

RECLAIM Facility Name	Facility Address	Cap-and-Trade Facility (Yes/No)
MARS PETCARE U.S., INC.	2765 LEXINGTON WAY SUITE 400, SAN BERNARDINO	No

Non-RECLAIM facilities

As a result of the BARCT assessment conducted for RECLAIM facilities, some equipment at non-RECLAIM facilities will also be affected and will be required to meet BARCT NOx emissions. The BARCT assessment is still currently being conducted for a number of rules and the list of affected non-RECLAIM facilities that may be subject to additional requirements is being developed.

[AB 2588 Program](#)

The AB 2588 Program¹¹ is a statewide program that requires air districts to establish emissions inventory of air toxics from individual facilities.ⁱⁱ The AB 2588 program is implemented in South Coast AQMD through Rule 1402 – Control of Toxic Air Contaminants from Existing Sources¹² which requires certain facilities to conduct Health Risk Assessments to assess the health risk (long-term versus short-term) to the surrounding community. Facilities are required to submit Health Risk Assessments¹³ based upon the toxicity and volume of toxic air contaminants released within proximity to potential receptors (e.g., hospitals, residences, work sites). Depending on the risk, facilities may be required to do public notices and hold a public meeting. If a facility is determined to exceed the significant risk level, as determined by each air district, they are required to reduce this risk by submitting a Risk Reduction Plan (RRP).¹⁴ The RRP outlines what measures (e.g., high-efficiency particulate air (HEPA) filters) the facility will incorporate to reduce their risk. (Some facilities may be subject to the AB 2588 program, but do not exceed the action risk threshold and therefore are not required to submit a RRP.) Some facilities may also choose to voluntarily reduce their risk by submitting a voluntary RRP (VRRP).ⁱⁱⁱ If a facility has an approved VRRP, the risks will be reduced below the voluntary risk threshold. Table Appendix 3a-2^{iv} shows facilities within the San Bernardino, Muscoy community that are currently in the AB 2588 program in the South Coast AQMD. This table includes the facility name, location address, and the most recent status under the AB 2588 program. Facilities in the AB 2588 program without a

ⁱⁱ The South Coast AQMD’s AB 2588 Program incorporates the requirements of the state AB 2588 program, as well as additional and/or more stringent requirements.

ⁱⁱⁱ Some facilities may have submitted applications for a VRRP; however, if the facility is found to be already under the voluntary risk threshold, no further reduction measures are required.

^{iv} Facilities listed in the table are reducing risk or in the process of reducing risk.

RRP or VRRP will have the prioritization level (High, Intermediate, or Low)^y and what year the prioritization was conducted listed as the status. Prioritization is based on reporting every four years.

Table Appendix 3a-2: List of facilities in the AB 2588 program within the San Bernardino, Muscoy community

Facility Name	Facility Address	Status within the AB 2588 Program
ST. BERNARDINE MEDICAL CENTER	2101 N WATERMAN AVE, SAN BERNARDINO	Prioritization from 2017 - Intermediate
CALMAT CO	2400 W HIGHLAND AVE, SAN BERNARDINO	Prioritization from 2017 - Low

Technology Clearinghouse

South Coast AQMD staff have been conducting Best Available Control Technology (BACT) analyses and working closely with CARB to provide data for the Technology Clearinghouse. Requirements for Toxics-Best Available Control Technology (T-BACT) are established through the adoption and amendment of rules affecting air toxics (i.e., Regulation XIV). Staff will reference the Technology Clearinghouse and applicable air toxic rule requirements (inclusive of state Air Toxic Control Measures (ATCMs) and federal National Emission Standards for Hazardous Air Pollutants (NESHAPs), when available, to evaluate for potential tightening of rules through the rule development process. Permit considerations for both new and modified sources throughout the district are based on rule requirements.

References

1. South Coast AQMD, RECLAIM, <http://www.aqmd.gov/home/programs/business/business-detail?title=reclaim>, Accessed July 29, 2019.
2. South Coast AQMD, PR 1109.1: Refinery Equipment, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1109.1>, Accessed July 29, 2019.

^y Facilities designated as high priority are required to submit Health Risk Assessments to assess the risk to their surrounding community. Facilities ranked as Intermediate priority are required to submit a complete toxics inventory once every four years. Facilities ranked as low priority are exempt from reporting.

3. South Coast AQMD, PAR 1110.2: Emissions from Gaseous and Liquid-Fueled Engines, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1110.2>, Accessed July 29, 2019.
4. South Coast AQMD, Rule 1117: Emissions of Oxides of Nitrogen from Glass Melting Furnaces, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1117.pdf>, Accessed July 30, 2019.
5. South Coast AQMD, PR 1118.1: Control of Emissions from Non-Refinery Flares, <https://www.aqmd.gov/home/rules-compliance/compliance/r1118-1>, Accessed July 29, 2019.
6. South Coast AQMD, PAR 1134: Emissions of Oxides of Nitrogen, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1134>, Accessed July 29, 2019.
7. South Coast AQMD, PAR 1135: Emissions of Oxides of Nitrogen from Electricity Generating Facilities, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1135>, Accessed July 29, 2019.
8. South Coast AQMD, PAR 1146, 1146.1, 1146.2: Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters; Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters; Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters; and - Implementation Schedule for NOx Facilities, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1146>, Accessed July 29, 2019.
9. South Coast AQMD, PAR 1147, 1147.1: NOx Reductions from Miscellaneous Sources, NOx Reductions from Large Miscellaneous Combustion, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1147>, Accessed July 29, 2019.
10. South Coast AQMD, PAR 1147.2: NOx Reductions from Metal Processing Equipment, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1147.2>, Accessed July 29, 2019.
11. South Coast AQMD, Air Toxics “Hot Spots” Program (AB 2588), <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588>, Accessed July 19, 2019.
12. South Coast AQMD, Rule 1402 – Control of Toxic Air Contaminants from Existing Sources, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1402.pdf>, Accessed August 9, 2019.
13. South Coast AQMD, Health Risk Assessment, <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/health-risk-assessment>, Accessed July 19, 2019.
14. South Coast AQMD, Risk Reduction, <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/risk-reduction>, Accessed July 19, 2019.

APPENDIX 3B:

SOURCE ATTRIBUTION

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2017 Annual Average Emissions by Source Category in San Bernardino, Muscoy

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
	10 Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	20 Cogeneration	0.03	0.03	0.01	0.17	0.00	0.03	0.02	0.01	0.00	0.00
	30 Oil and Gas Production (combustion)	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	40 Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	50 Manufacturing and Industrial	28.39	4.75	12.49	16.90	0.27	0.91	0.91	0.90	7.04	0.17
	52 Food and Agricultural Processing	0.95	0.42	1.87	3.33	0.05	0.49	0.46	0.46	0.23	0.00
	60 Service and Commercial	58.19	12.52	21.10	51.78	1.90	4.83	4.81	4.80	5.13	0.50
	99 Other (Fuel Combustion)	0.28	0.20	4.17	1.49	0.01	0.15	0.13	0.12	0.06	0.01
	Total Fuel Combustion	87.85	17.92	39.65	73.67	2.23	6.40	6.33	6.29	12.46	0.68
Waste Disposal											
	110 Sewage Treatment	2.68	1.92	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00
	120 Landfills	1843.16	25.80	0.00	0.00	0.00	0.00	0.00	0.00	5.69	0.00
	130 Incineration	0.12	0.02	0.11	0.10	0.00	0.02	0.02	0.02	0.01	0.00
	140 Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	199 Other (Waste Disposal)	21.15	1.69	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.00
	Total Waste Disposal	1867.11	29.43	0.11	0.10	0.00	0.02	0.02	0.02	6.44	0.00
Cleaning and Surface Coatings											
	210 Laundering	8.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	220 Degreasing	63.60	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	230 Coatings and Related Processes	68.71	66.31	0.00	0.00	0.00	3.91	3.75	3.62	0.15	0.00
	240 Printing	1.29	1.29	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00
	250 Adhesives and Sealants	15.94	13.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	299 Other (Cleaning and Surface Coatings)	6.25	3.68	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00
	Total Cleaning and Surface Coatings	163.96	97.93	0.00	0.00	0.00	3.92	3.76	3.63	0.27	0.00
Petroleum Production and Marketing											
	310 Oil and Gas Production	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	320 Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	330 Petroleum Marketing	41.30	41.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	399 Other (Petroleum Production and Marketing)	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total Petroleum Production and Marketing	41.33	41.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes											
	410 Chemical	8.63	6.04	0.00	0.00	0.00	0.87	0.74	0.68	0.00	0.10
	420 Food and Agriculture	2.24	1.82	1.16	1.30	0.01	1.48	0.72	0.30	0.05	0.00
	430 Mineral Processes	1.98	1.98	0.00	0.00	0.00	111.92	72.96	45.14	0.23	0.37
	440 Metal Processes	0.00	0.00	0.00	0.00	0.00	0.06	0.04	0.03	0.00	6.69
	450 Wood and Paper	0.00	0.00	0.00	0.00	0.00	7.99	5.59	3.35	0.00	0.00
	460 Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	470 Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	499 Other (Industrial Processes)	7.24	7.07	0.01	0.55	0.00	1.52	0.61	0.28	13.44	0.01
	Total Industrial Processes	20.10	16.91	1.17	1.85	0.01	123.84	80.66	49.78	13.72	7.17
Solvent Evaporation											
	510 Consumer Products	315.94	260.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	520 Architectural Coatings and Related Solvent	37.09	34.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	530 Pesticides/Fertilizers	1.64	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
	540 Asphalt Paving/Roofing	5.09	4.84	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.00
	Total Solvent Evaporation	359.76	302.20	0.00	0.00	0.00	0.06	0.06	0.06	0.01	0.00

(Continued)

2017 Annual Average Emissions by Source Category in San Bernardino, Muscoy

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3	Pb
		(tons/year)	(tons/year)	(tons/year)	(tons/year)	(tons/year)	(tons/year)	(tons/year)	(tons/year)	(tons/year)	(lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	86.79	37.92	44.31	198.49	1.29	28.10	26.60	25.79	0.30	0.56
620	Farming Operations	85.12	4.30	0.00	0.00	0.00	2.04	1.05	0.24	29.43	0.08
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	90.81	44.41	4.45	0.00	101.16
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	734.92	335.86	50.71	0.00	182.26
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.53	0.91	0.09	0.00	0.40
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	10.78	4.94	0.74	0.00	1.85
660	Fires	1.48	1.01	0.35	13.79	0.00	1.87	1.83	1.73	0.00	0.21
670	Waste Burning and Disposal	0.54	0.30	0.10	3.42	0.01	0.44	0.43	0.41	0.05	0.02
690	Cooking	7.21	5.04	0.00	0.00	0.00	29.72	29.72	29.72	0.00	8.28
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87.20	0.00
	RECLAIM			3.39		0.00					
Total Miscellaneous Processes		181.14	48.57	48.15	215.70	1.30	900.21	445.75	113.88	116.98	294.82
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	99.81	90.32	72.21	929.76	1.82	27.95	27.37	11.54	15.98	4.84
722	Light Duty Trucks 1 (T1)	26.67	24.44	17.51	174.25	0.17	2.32	2.26	1.01	1.58	0.49
723	Light Duty Trucks 2 (T2)	56.70	51.54	53.70	471.45	0.80	9.35	9.15	3.88	7.82	1.67
724	Medium Duty Trucks (T3)	51.25	46.41	48.82	418.14	0.76	7.46	7.30	3.10	9.39	1.35
732	Light Heavy Duty Gas Trucks 1 (T4)	10.49	9.90	8.63	38.19	0.10	1.07	1.05	0.44	0.84	0.15
733	Light Heavy Duty Gas Trucks 2 (T5)	1.59	1.51	1.52	5.34	0.02	0.24	0.24	0.10	0.14	0.03
734	Medium Heavy Duty Gas Trucks (T6)	1.52	1.34	2.39	14.30	0.03	0.26	0.25	0.11	0.08	0.03
736	Heavy Heavy Duty Gas Trucks ((HHD)	1.50	1.20	4.72	28.57	0.01	0.03	0.03	0.01	0.01	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	1.07	0.94	30.60	8.91	0.05	1.16	1.14	0.59	0.03	0.13
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.35	0.30	9.42	2.84	0.02	0.47	0.46	0.23	0.01	0.05
744	Medium Heavy Duty Diesel Truck (T6)	4.59	4.03	72.74	21.00	0.22	5.77	5.70	3.82	0.59	0.37
746	Heavy Heavy Duty Diesel Trucks (HHD)	14.03	9.85	213.95	73.43	0.72	8.36	8.28	5.41	1.22	0.87
750	Motorcycles (MCY)	25.53	22.78	5.95	115.51	0.01	0.08	0.08	0.04	0.04	0.03
760	Diesel Urban Buses (UB)	4.49	0.31	1.86	30.27	0.00	0.07	0.07	0.03	0.00	0.01
762	Gas Urban Buses (UB)	0.01	0.01	0.08	0.15	0.01	0.06	0.05	0.02	0.02	0.01
771	Gas School Buses (SB)	0.12	0.09	0.14	1.07	0.00	0.12	0.12	0.05	0.01	0.01
772	Diesel School Buses (SB)	0.09	0.08	5.38	0.44	0.01	0.57	0.56	0.26	0.02	0.06
777	Gas Other Buses (OB)	0.27	0.23	0.59	2.73	0.01	0.09	0.09	0.04	0.03	0.01
778	Motor Coaches	0.07	0.06	1.08	0.37	0.00	0.05	0.05	0.04	0.00	0.00
779	Diesel Other Buses (OB)	0.15	0.13	1.54	0.57	0.00	0.13	0.13	0.10	0.01	0.01
780	Motor Homes (MH)	0.27	0.22	1.59	3.95	0.02	0.20	0.20	0.10	0.04	0.02
Total On-Road Motor Vehicles		300.57	265.69	554.42	2341.24	4.78	65.81	64.58	30.92	37.86	10.15
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	19.24	16.14	342.25	83.76	0.31	6.28	6.29	5.74	0.23	0.38
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	17.20	17.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	10.98	10.97	0.01	0.54	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	131.05	115.36	153.47	1289.74	0.17	10.72	10.27	8.81	0.17	9.43
870	Farm Equipment	0.33	0.28	1.20	2.93	0.00	0.07	0.07	0.07	0.00	0.01
890	Fuel Storage and Handling	18.56	18.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		197.36	178.44	496.93	1376.98	0.48	17.07	16.63	14.62	0.40	9.82
Total Stationary and Area Sources		2721.25	554.20	89.09	291.32	3.54	1034.45	536.57	173.66	149.88	302.67
Total On-Road Vehicles		300.57	265.69	554.42	2341.24	4.78	65.81	64.58	30.92	37.86	10.15
Total Other Mobile		197.36	178.44	496.93	1376.98	0.48	17.07	16.63	14.62	0.40	9.82
Total		3219.18	998.33	1140.44	4009.54	8.80	1117.33	617.78	219.20	188.14	322.64

2024 Annual Average Emissions by Source Category in San Bernardino, Muscoy

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
	10 Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	20 Cogeneration	0.03	0.03	0.02	0.19	0.00	0.03	0.02	0.01	0.00	0.00
	30 Oil and Gas Production (combustion)	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	40 Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	50 Manufacturing and Industrial	29.64	5.12	13.13	18.29	0.30	0.97	0.96	0.95	7.31	0.19
	52 Food and Agricultural Processing	1.01	0.45	1.99	3.54	0.05	0.52	0.50	0.49	0.24	0.00
	60 Service and Commercial	64.04	13.42	22.41	56.57	2.22	5.33	5.31	5.30	5.42	0.55
	99 Other (Fuel Combustion)	0.24	0.16	3.61	1.33	0.01	0.13	0.12	0.10	0.06	0.01
	Total Fuel Combustion	94.96	19.17	41.17	79.92	2.58	6.97	6.90	6.85	13.02	0.75
Waste Disposal											
	110 Sewage Treatment	3.02	2.17	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00
	120 Landfills	1969.36	27.57	0.00	0.00	0.00	0.00	0.00	0.00	6.08	0.00
	130 Incineration	0.13	0.02	0.11	0.11	0.00	0.02	0.02	0.02	0.01	0.00
	140 Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	199 Other (Waste Disposal)	27.23	2.18	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00
	Total Waste Disposal	1999.74	31.94	0.11	0.11	0.00	0.02	0.02	0.02	6.93	0.00
Cleaning and Surface Coatings											
	210 Laundering	9.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	220 Degreasing	72.10	14.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	230 Coatings and Related Processes	80.40	77.58	0.00	0.00	0.00	4.46	4.28	4.13	0.16	0.00
	240 Printing	1.37	1.37	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00
	250 Adhesives and Sealants	18.08	15.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	299 Other (Cleaning and Surface Coatings)	6.84	4.04	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00
	Total Cleaning and Surface Coatings	188.01	113.20	0.00	0.00	0.00	4.47	4.29	4.14	0.29	0.00
Petroleum Production and Marketing											
	310 Oil and Gas Production	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	320 Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	330 Petroleum Marketing	35.81	35.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	399 Other (Petroleum Production and Marketing)	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total Petroleum Production and Marketing	35.84	35.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes											
	410 Chemical	9.76	6.83	0.00	0.00	0.00	0.98	0.84	0.77	0.00	0.11
	420 Food and Agriculture	2.38	1.94	1.23	1.38	0.01	1.57	0.77	0.32	0.06	0.00
	430 Mineral Processes	2.22	2.22	0.00	0.00	0.00	114.37	73.99	45.96	0.25	0.42
	440 Metal Processes	0.00	0.00	0.00	0.00	0.00	0.07	0.05	0.03	0.00	7.33
	450 Wood and Paper	0.00	0.00	0.00	0.00	0.00	8.96	6.27	3.76	0.00	0.00
	460 Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	470 Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	499 Other (Industrial Processes)	7.84	7.66	0.01	0.62	0.00	1.64	0.66	0.31	13.44	0.01
	Total Industrial Processes	22.21	18.65	1.24	2.00	0.01	127.60	82.57	51.15	13.75	7.86
Solvent Evaporation											
	510 Consumer Products	328.74	271.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	520 Architectural Coatings and Related Solvent	39.38	37.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	530 Pesticides/Fertilizers	1.74	1.74	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
	540 Asphalt Paving/Roofing	6.24	5.92	0.00	0.00	0.00	0.08	0.07	0.07	0.00	0.00
	Total Solvent Evaporation	376.10	316.25	0.00	0.00	0.00	0.08	0.07	0.07	0.01	0.00

(Continued)

2024 Annual Average Emissions by Source Category in San Bernardino, Muscoy

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	86.62	37.85	38.69	197.91	1.31	27.99	26.49	25.68	0.30	0.58
620	Farming Operations	61.56	3.17	0.00	0.00	0.00	1.48	0.78	0.20	21.58	0.05
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	111.25	54.40	5.45	0.00	123.93
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	781.10	356.96	53.90	0.00	193.71
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.53	0.91	0.09	0.00	0.40
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	8.07	3.71	0.55	0.00	1.52
660	Fires	1.45	0.99	0.34	13.44	0.00	1.85	1.81	1.71	0.00	0.21
670	Waste Burning and Disposal	0.54	0.30	0.10	3.42	0.01	0.44	0.43	0.41	0.05	0.02
690	Cooking	8.15	5.69	0.00	0.00	0.00	33.57	33.57	33.57	0.00	9.35
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90.57	0.00
	RECLAIM			2.64		0.00					
Total Miscellaneous Processes		158.32	48.00	41.77	214.77	1.32	967.28	479.06	121.56	112.50	329.77
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	59.30	55.38	34.36	575.36	1.59	29.83	29.23	12.22	13.92	5.00
722	Light Duty Trucks 1 (T1)	11.73	11.00	5.86	67.91	0.12	1.95	1.91	0.81	1.07	0.35
723	Light Duty Trucks 2 (T2)	37.69	35.28	23.09	275.55	0.66	9.87	9.67	4.05	7.03	1.68
724	Medium Duty Trucks (T3)	29.36	27.41	18.36	196.35	0.52	6.26	6.13	2.57	6.61	1.06
732	Light Heavy Duty Gas Trucks 1 (T4)	4.90	4.69	3.60	13.66	0.06	0.67	0.65	0.28	0.43	0.09
733	Light Heavy Duty Gas Trucks 2 (T5)	1.01	0.97	0.87	2.68	0.02	0.19	0.18	0.08	0.08	0.02
734	Medium Heavy Duty Gas Trucks (T6)	0.77	0.69	0.94	5.95	0.03	0.28	0.27	0.11	0.09	0.03
736	Heavy Heavy Duty Gas Trucks ((HHD)	0.31	0.23	1.45	10.69	0.01	0.02	0.02	0.01	0.01	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.61	0.53	12.85	5.01	0.04	0.94	0.93	0.45	0.03	0.11
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.23	0.20	4.50	1.89	0.02	0.45	0.44	0.21	0.01	0.05
744	Medium Heavy Duty Diesel Truck (T6)	0.19	0.17	31.87	3.46	0.24	4.31	4.24	1.82	0.80	0.49
746	Heavy Heavy Duty Diesel Trucks (HHD)	6.15	2.54	136.74	64.16	0.78	6.36	6.29	2.70	1.61	1.02
750	Motorcycles (MCY)	25.27	22.39	5.76	101.73	0.01	0.08	0.08	0.04	0.04	0.03
760	Diesel Urban Buses (UB)	2.80	0.04	0.22	34.12	0.00	0.06	0.06	0.02	0.00	0.01
762	Gas Urban Buses (UB)	0.01	0.01	0.05	0.13	0.01	0.06	0.05	0.02	0.02	0.01
771	Gas School Buses (SB)	0.12	0.09	0.13	0.93	0.00	0.15	0.15	0.06	0.01	0.02
772	Diesel School Buses (SB)	0.06	0.05	3.98	0.41	0.01	0.56	0.55	0.24	0.02	0.06
777	Gas Other Buses (OB)	0.29	0.26	0.42	2.13	0.01	0.11	0.10	0.04	0.03	0.01
778	Motor Coaches	0.01	0.01	0.42	0.15	0.00	0.04	0.04	0.02	0.01	0.00
779	Diesel Other Buses (OB)	0.00	0.00	0.52	0.05	0.00	0.06	0.06	0.03	0.01	0.01
780	Motor Homes (MH)	0.10	0.08	0.78	1.00	0.01	0.13	0.13	0.06	0.03	0.01
Total On-Road Motor Vehicles		180.91	162.02	286.77	1363.32	4.14	62.38	61.18	25.84	31.86	10.06
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	12.12	10.17	242.44	90.14	0.34	3.95	3.95	3.62	0.25	0.24
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	13.99	13.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	9.85	9.84	0.02	0.68	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	129.06	112.85	111.97	1426.00	0.22	8.12	7.65	6.33	0.23	10.21
870	Farm Equipment	0.23	0.19	0.85	2.94	0.00	0.05	0.05	0.05	0.00	0.01
890	Fuel Storage and Handling	14.75	14.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		180.00	161.73	355.28	1519.77	0.56	12.12	11.65	10.00	0.48	10.46
Total Stationary and Area Sources		2875.18	582.94	84.29	296.80	3.92	1106.42	572.91	183.78	146.49	338.38
Total On-Road Vehicles		180.91	162.02	286.77	1363.32	4.14	62.38	61.18	25.84	31.86	10.06
Total Other Mobile		180.00	161.73	355.28	1519.77	0.56	12.12	11.65	10.00	0.48	10.46
Total		3236.09	906.69	726.34	3179.89	8.62	1180.92	645.74	219.62	178.83	358.90

2029 Annual Average Emissions by Source Category in San Bernardino, Muscoy

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
	10 Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	20 Cogeneration	0.03	0.03	0.02	0.19	0.00	0.03	0.02	0.01	0.00	0.00
	30 Oil and Gas Production (combustion)	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	40 Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	50 Manufacturing and Industrial	28.65	5.11	13.12	18.46	0.31	0.94	0.93	0.93	7.00	0.19
	52 Food and Agricultural Processing	1.03	0.46	2.02	3.62	0.05	0.53	0.50	0.50	0.24	0.00
	60 Service and Commercial	66.30	13.29	22.30	57.76	2.41	5.55	5.53	5.52	5.21	0.54
	99 Other (Fuel Combustion)	0.24	0.16	3.63	1.33	0.01	0.13	0.12	0.10	0.06	0.01
	Total Fuel Combustion	96.26	19.05	41.10	81.36	2.78	7.17	7.10	7.06	12.52	0.74
Waste Disposal											
	110 Sewage Treatment	3.25	2.33	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00
	120 Landfills	2077.78	29.09	0.00	0.00	0.00	0.00	0.00	0.00	6.41	0.00
	130 Incineration	0.13	0.02	0.11	0.11	0.00	0.02	0.02	0.02	0.01	0.00
	140 Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	199 Other (Waste Disposal)	29.54	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.00
	Total Waste Disposal	2110.70	33.80	0.11	0.11	0.00	0.02	0.02	0.02	7.29	0.00
Cleaning and Surface Coatings											
	210 Laundering	9.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	220 Degreasing	76.20	15.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	230 Coatings and Related Processes	87.09	84.01	0.00	0.00	0.00	4.76	4.57	4.41	0.17	0.00
	240 Printing	1.42	1.42	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00
	250 Adhesives and Sealants	19.10	16.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	299 Other (Cleaning and Surface Coatings)	7.13	4.21	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00
	Total Cleaning and Surface Coatings	200.86	121.57	0.00	0.00	0.00	4.77	4.58	4.42	0.31	0.00
Petroleum Production and Marketing											
	310 Oil and Gas Production	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	320 Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	330 Petroleum Marketing	32.66	32.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	399 Other (Petroleum Production and Marketing)	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total Petroleum Production and Marketing	32.69	32.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes											
	410 Chemical	10.22	7.14	0.00	0.00	0.00	1.03	0.88	0.80	0.00	0.11
	420 Food and Agriculture	2.44	1.98	1.26	1.41	0.01	1.61	0.78	0.33	0.06	0.00
	430 Mineral Processes	2.39	2.39	0.00	0.00	0.00	116.02	74.68	46.51	0.26	0.45
	440 Metal Processes	0.00	0.00	0.00	0.00	0.00	0.07	0.05	0.03	0.00	7.64
	450 Wood and Paper	0.00	0.00	0.00	0.00	0.00	9.37	6.56	3.93	0.00	0.00
	460 Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	470 Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	499 Other (Industrial Processes)	8.31	8.12	0.01	0.66	0.00	1.71	0.69	0.32	13.44	0.01
	Total Industrial Processes	23.35	19.62	1.27	2.08	0.01	129.81	83.64	51.92	13.76	8.21
Solvent Evaporation											
	510 Consumer Products	333.40	275.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	520 Architectural Coatings and Related Solvent	39.73	37.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	530 Pesticides/Fertilizers	1.75	1.75	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
	540 Asphalt Paving/Roofing	6.81	6.47	0.00	0.00	0.00	0.09	0.08	0.08	0.00	0.00
	Total Solvent Evaporation	381.69	321.04	0.00	0.00	0.00	0.09	0.08	0.08	0.01	0.00

(Continued)

2029 Annual Average Emissions by Source Category in San Bernardino, Muscoy

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	86.53	37.81	34.77	197.57	1.32	27.92	26.42	25.61	0.30	0.58
620	Farming Operations	61.56	3.17	0.00	0.00	0.00	1.48	0.78	0.20	21.58	0.05
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	121.40	59.37	5.95	0.00	135.24
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	809.79	370.07	55.88	0.00	200.83
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.53	0.91	0.09	0.00	0.40
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	6.60	3.04	0.45	0.00	1.33
660	Fires	1.40	0.95	0.32	12.81	0.00	1.81	1.77	1.67	0.00	0.21
670	Waste Burning and Disposal	0.54	0.30	0.10	3.43	0.01	0.45	0.44	0.41	0.05	0.02
690	Cooking	8.76	6.12	0.00	0.00	0.00	36.11	36.11	36.11	0.00	10.06
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90.59	0.00
	RECLAIM			2.64		0.00					
Total Miscellaneous Processes		158.79	48.35	37.83	213.81	1.33	1007.09	498.91	126.37	112.52	348.72
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	47.80	45.20	26.85	494.34	1.38	30.55	29.95	12.40	13.45	4.93
722	Light Duty Trucks 1 (T1)	7.45	7.06	3.34	45.11	0.10	1.87	1.84	0.77	0.97	0.32
723	Light Duty Trucks 2 (T2)	30.51	28.90	15.56	229.61	0.56	10.16	9.96	4.14	7.14	1.66
724	Medium Duty Trucks (T3)	21.73	20.59	10.80	142.72	0.41	5.94	5.82	2.42	6.13	0.97
732	Light Heavy Duty Gas Trucks 1 (T4)	3.43	3.31	2.10	8.34	0.04	0.54	0.53	0.22	0.30	0.07
733	Light Heavy Duty Gas Trucks 2 (T5)	0.78	0.75	0.64	2.12	0.01	0.18	0.18	0.07	0.07	0.02
734	Medium Heavy Duty Gas Trucks (T6)	0.66	0.61	0.68	4.74	0.03	0.31	0.30	0.13	0.10	0.04
736	Heavy Heavy Duty Gas Trucks ((HHD)	0.19	0.14	1.04	9.91	0.00	0.02	0.02	0.01	0.01	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.45	0.39	6.46	3.71	0.04	0.89	0.88	0.40	0.03	0.11
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.19	0.17	2.54	1.59	0.02	0.47	0.46	0.22	0.01	0.06
744	Medium Heavy Duty Diesel Truck (T6)	0.20	0.18	35.21	4.23	0.25	4.93	4.84	2.08	0.92	0.56
746	Heavy Heavy Duty Diesel Trucks (HHD)	6.48	2.65	143.30	75.85	0.80	7.34	7.25	3.06	1.90	1.19
750	Motorcycles (MCY)	25.27	22.29	5.74	98.24	0.01	0.08	0.08	0.04	0.04	0.03
760	Diesel Urban Buses (UB)	2.60	0.04	0.19	33.88	0.00	0.06	0.06	0.02	0.00	0.01
762	Gas Urban Buses (UB)	0.01	0.01	0.04	0.14	0.00	0.06	0.06	0.02	0.02	0.01
771	Gas School Buses (SB)	0.14	0.10	0.12	0.93	0.00	0.17	0.17	0.07	0.01	0.02
772	Diesel School Buses (SB)	0.04	0.04	2.71	0.40	0.01	0.55	0.54	0.24	0.02	0.06
777	Gas Other Buses (OB)	0.31	0.28	0.34	1.86	0.01	0.11	0.11	0.05	0.04	0.01
778	Motor Coaches	0.01	0.01	0.42	0.18	0.00	0.04	0.04	0.02	0.01	0.00
779	Diesel Other Buses (OB)	0.00	0.00	0.53	0.06	0.00	0.07	0.07	0.03	0.01	0.01
780	Motor Homes (MH)	0.05	0.05	0.49	0.43	0.01	0.11	0.11	0.05	0.03	0.01
Total On-Road Motor Vehicles		148.30	132.77	259.10	1158.39	3.68	64.45	63.27	26.46	31.21	10.09
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	9.24	7.75	168.10	95.38	0.36	2.78	2.78	2.55	0.26	0.17
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	11.85	11.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	8.61	8.60	0.02	0.73	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	133.17	116.26	93.53	1512.02	0.22	7.27	6.76	5.47	0.23	10.80
870	Farm Equipment	0.20	0.17	0.67	3.00	0.00	0.04	0.04	0.04	0.00	0.02
890	Fuel Storage and Handling	12.88	12.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		175.95	157.46	262.32	1611.14	0.58	10.09	9.58	8.06	0.49	10.99
Total Stationary and Area Sources		3004.33	596.02	80.31	297.35	4.12	1148.96	594.33	189.87	146.41	357.67
Total On-Road Vehicles		148.30	132.77	259.10	1158.39	3.68	64.45	63.27	26.46	31.21	10.09
Total Other Mobile		175.95	157.46	262.32	1611.14	0.58	10.09	9.58	8.06	0.49	10.99
Total		3328.58	886.25	601.73	3066.88	8.38	1223.50	667.18	224.39	178.11	378.75

2017 Toxic Emissions by Major Source Category in San Bernardino, Muscoy (lbs/year)

CODE	Source Category	Benzene	1,3 Butadiene	Carbon tetrachloride	1,4 Dioxane	Ethylene dibromide	Ethylene dichloride	Ethylene oxide	Formaldehyde	Methylene chloride	Perchloroethylene	Vinyl chloride	Trichloroethylene	Chlorinated dibenzofurans	PAH (Benzo(a)pyrene)	Asbestos	Cadmium	Hexavalent Chromium	Nickel	Arsenic	Beryllium	Lead	Diesel PM (DPM)
Fuel Combustion																							
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	1.34	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	161.22	1.05	0.00	0.00	0.00	0.00	0.00	1037.36	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.53	0.00	0.00	0.17	0.00
52	Food and Agricultural Processing	1.39	0.07	0.00	0.00	0.00	0.00	0.00	3.28	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
60	Service and Commercial	1496.39	1.49	0.00	0.00	0.02	0.79	0.00	3194.68	0.72	1.09	1.92	0.95	0.00	0.17	0.00	0.03	0.00	1.07	0.13	0.00	0.50	0.00
99	Other (Fuel Combustion)	8.50	1.02	0.00	0.00	0.00	0.00	0.00	62.74	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.01	116.00
Total Fuel Combustion		1668.89	3.62	0.00	0.00	0.02	0.79	0.00	4298.20	0.73	1.09	1.92	0.95	0.00	0.24	0.00	0.04	0.00	1.60	0.13	0.00	0.68	118.00
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	755.33	0.00	0.37	0.00	0.00	35.39	0.00	0.00	1057.98	538.94	399.60	322.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		755.37	0.00	0.37	0.00	0.00	35.39	0.00	0.09	1057.98	538.94	399.60	322.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cleaning and Surface Coatings																							
210	Laundrying	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3184.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6883.94	254.00	0.00	35.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.83	0.00	0.00	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	5.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	107.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		5.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6991.28	3438.00	0.00	35.34	0.00	0.00	0.00	10.83	0.00	0.00	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	370.81	3.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		371.30	3.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes																							
410	Chemical	451.85	2582.00	0.00	0.00	0.00	0.00	0.00	230.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.01	0.87	0.00	0.00	0.10	0.00
420	Food and Agriculture	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	6.45	0.00	0.00	0.00	0.00	0.00	0.00	52.84	0.00	0.00	0.00	0.00	0.00	58.36	0.00	0.17	0.01	93.18	9.13	0.05	0.37	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.39	0.17	0.00	6.69	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	1.40	0.08	0.00	0.00	0.00	0.00	0.00	10.24	26.52	90.18	0.00	10.49	0.00	1.82	0.00	0.00	0.01	0.07	0.00	0.00	0.01	0.00
Total Industrial Processes		459.85	2582.08	0.00	0.00	0.00	0.00	0.00	293.54	26.52	90.18	0.00	10.49	0.00	60.18	0.00	1.14	0.03	94.51	9.31	0.05	7.17	0.00
Solvent Evaporation																							
510	Consumer Products	0.04	0.00	0.01	0.00	0.00	0.00	0.00	15.41	12256.30	1858.94	0.00	993.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143.87	48.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	15.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		15.46	0.00	0.01	0.00	0.00	0.00	0.00	15.41	12400.17	1907.52	0.00	993.70	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00

(Continued)

2017 Toxic Emissions by Major Source Category in San Bernardino, Muscoy (lbs/year)

CODE	Source Category	Benzene	1,3 Butadiene	Carbon tetrachloride	1,4 Dioxane	Ethylene dibromide	Ethylene dichloride	Ethylene oxide	Formal- hyde	Methylene chloride	Perchloro- ethylene	Vinyl chloride	Trichloro- ethylene	Chlorinated dibenzofurans	PAH (Benzo(a)pyrene)	Asbestos	Cadmium	Hexavalent Chromium	Nickel	Arsenic	Beryllium	Lead	Diesel PM (DPM)
Miscellaneous Process																							
610	Residential Fuel Combustion	570.64	0.00	0.00	0.00	0.00	0.00	0.00	7881.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	7.03	0.19	0.00	0.56	0.00
620	Farming Operations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.08	0.02	0.00	0.08	0.00
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.81	0.00	10.72	3.09	0.00	101.16	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.41	0.00	17.64	19.11	0.00	182.26	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.11	0.05	0.00	0.40	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	1.09	0.34	0.00	1.85	0.00
660	Fires	0.00	27.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.00	0.21	0.00
670	Waste Burning and Disposal	2.93	9.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.01	0.00	0.02	0.00
690	Cooking	37.96	48.02	0.00	0.00	0.00	0.00	0.00	770.55	0.00	0.00	0.00	0.00	0.00	1.20	0.00	0.11	0.00	1.91	0.11	0.00	8.28	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Miscellaneous Processes		611.53	85.56	0.00	0.00	0.00	0.00	0.00	8652.51	0.00	0.00	0.00	0.00	0.00	1.20	1.22	9.11	0.00	38.60	22.93	0.00	294.82	0.00
On-Road Motor Vehicles																							
710	Light Duty Passenger Auto (LDA)	4717.42	566.22	0.00	0.00	0.00	0.00	0.00	1974.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	2.69	29.85	0.47	0.00	4.84	116.00
722	Light Duty Trucks 1 (T1)	1180.28	115.37	0.00	0.00	0.00	0.00	0.00	441.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.22	2.37	0.04	0.00	0.49	18.00
723	Light Duty Trucks 2 (T2)	2643.33	308.19	0.00	0.00	0.00	0.00	0.00	1069.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.90	9.96	0.16	0.00	1.67	6.00
724	Medium Duty Trucks (T3)	2471.93	319.80	0.00	0.00	0.00	0.00	0.00	1078.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.72	7.95	0.13	0.00	1.35	24.00
732	Light Heavy Duty Gas Trucks 1 (T4)	418.08	29.59	0.00	0.00	0.00	0.00	0.00	115.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	1.27	0.02	0.00	0.15	0.00
733	Light Heavy Duty Gas Trucks 2 (T5)	62.28	4.13	0.00	0.00	0.00	0.00	0.00	15.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.29	0.00	0.00	0.03	0.00
734	Medium Heavy Duty Gas Trucks (T6)	78.17	7.65	0.00	0.00	0.00	0.00	0.00	33.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.31	0.00	0.00	0.03	0.00
736	Heavy Heavy Duty Gas Trucks (HHD)	95.00	7.90	0.00	0.00	0.00	0.00	0.00	51.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	42.90	4.07	0.00	0.00	0.00	0.00	0.00	315.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.10	1.09	0.02	0.00	0.13	460.00
743	Light Heavy Duty Diesel Trucks 2 (T5)	13.89	1.32	0.00	0.00	0.00	0.00	0.00	102.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.47	0.01	0.00	0.05	154.00
744	Medium Heavy Duty Diesel Truck (T6)	183.73	17.45	0.00	0.00	0.00	0.00	0.00	1351.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.35	3.78	0.06	0.00	0.37	5408.00
746	Heavy Heavy Duty Diesel Trucks (HHD)	561.48	53.31	0.00	0.00	0.00	0.00	0.00	4128.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.36	3.86	0.06	0.00	0.87	8126.00
750	Motorcycles (MCY)	1407.59	221.22	0.00	0.00	0.00	0.00	0.00	859.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.00	0.00	0.03	0.00
760	Diesel Urban Buses (UB)	179.89	17.08	0.00	0.00	0.00	0.00	0.00	1322.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06	0.00	0.00	0.01	6.00
762	Gas Urban Buses (UB)	0.80	0.08	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.00	0.00	0.01	0.00
771	Gas School Buses (SB)	8.47	0.57	0.00	0.00	0.00	0.00	0.00	4.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.16	0.00	0.00	0.01	0.00
772	Diesel School Buses (SB)	3.68	0.35	0.00	0.00	0.00	0.00	0.00	27.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.70	0.01	0.00	0.06	76.00
777	Gas Other Buses (OB)	14.53	1.43	0.00	0.00	0.00	0.00	0.00	6.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.11	0.00	0.00	0.01	0.00
778	Motor Coaches	2.72	0.26	0.00	0.00	0.00	0.00	0.00	20.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	52.00
779	Diesel Other Buses (OB)	5.88	0.56	0.00	0.00	0.00	0.00	0.00	43.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06	0.00	0.00	0.01	170.00
780	Motor Homes (MH)	16.06	1.17	0.00	0.00	0.00	0.00	0.00	13.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.21	0.00	0.00	0.02	56.00
Total On-Road Motor Vehicles		14108.11	1677.72	0.00	0.00	0.00	0.00	0.00	12974.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	5.69	62.72	0.98	0.00	10.15	14672.00
Other Mobile Sources																							
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	770.14	73.13	0.00	0.00	0.00	0.00	0.00	5663.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.04	0.20	0.05	0.00	0.38	12564.00
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	250.25	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	124.75	1.20	0.00	0.00	0.00	0.00	0.00	4.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	6290.77	1348.53	0.00	0.00	0.00	0.00	0.00	9502.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.21	9.44	0.02	0.00	9.43	12450.00
870	Farm Equipment	12.75	1.72	0.00	0.00	0.00	0.00	0.00	63.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	134.00
890	Fuel Storage and Handling	203.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		7652.63	1424.88	0.00	0.00	0.00	0.00	0.00	15233.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20	0.25	9.65	0.07	0.00	9.82	25148.00
Total Stationary and Area Sources		3888.25	2675.22	0.38	0.00	0.02	36.18	0.00	13259.75	20476.68	5975.73	401.52	1363.40	0.00	61.62	1.22	21.30	0.03	134.71	32.36	0.05	302.67	118.00
Total On-Road Vehicles		14108.11	1677.72	0.00	0.00	0.00	0.00	0.00	12974.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	5.69	62.72	0.98	0.00	10.15	14672.00
Total Other Mobile		7652.63	1424.88	0.00	0.00	0.00	0.00	0.00	15233.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20	0.25	9.65	0.07	0.00	9.82	25148.00

2024 Toxic Emissions by Major Source Category in San Bernardino, Muscoy (lbs/year)

CODE	Source Category	Benzene	1,3 Butadiene	Carbon tetrachloride	1,4 Dioxane	Ethylene dibromide	Ethylene dichloride	Ethylene oxide	Formaldehyde	Methylene chloride	Perchloroethylene	Vinyl chloride	Trichloroethylene	Chlorinated dibenzofurans	PAH (Benzo(a)pyrene)	Asbestos	Cadmium	Hexavalent Chromium	Nickel	Arsenic	Beryllium	Lead	Diesel PM (DPM)
Fuel Combustion																							
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	1.47	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	167.73	1.18	0.00	0.00	0.01	0.00	0.00	1117.09	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.56	0.01	0.00	0.19	0.00
52	Food and Agricultural Processing	1.47	0.07	0.00	0.00	0.00	0.00	0.00	3.43	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
60	Service and Commercial	1548.12	1.72	0.00	0.00	0.02	0.89	0.00	3336.10	0.81	1.23	2.17	1.07	0.00	0.19	0.00	0.03	0.00	1.13	0.14	0.00	0.55	0.00
99	Other (Fuel Combustion)	6.40	0.84	0.00	0.00	0.00	0.00	0.00	47.47	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.01	78.00
Total Fuel Combustion		1725.24	3.82	0.00	0.00	0.03	0.90	0.00	4504.22	0.82	1.23	2.17	1.07	0.00	0.27	0.00	0.05	0.00	1.69	0.15	0.00	0.75	82.00
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	807.04	0.00	0.39	0.00	0.00	37.81	0.00	0.00	1130.41	575.84	426.96	345.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		807.08	0.00	0.39	0.00	0.00	37.81	0.00	0.10	1130.41	575.84	426.96	345.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7805.98	290.00	0.00	41.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.37	0.00	0.00	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	6.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	121.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		6.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7927.66	290.00	0.00	41.52	0.00	0.00	0.00	12.37	0.00	0.00	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	298.76	4.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		299.25	4.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes																							
410	Chemical	511.21	2921.20	0.00	0.00	0.00	0.00	0.00	269.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.01	0.98	0.00	0.00	0.11	0.00
420	Food and Agriculture	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	7.22	0.00	0.00	0.00	0.00	0.00	0.00	59.13	0.00	0.00	0.00	0.00	0.00	65.31	0.00	0.19	0.01	93.30	11.15	0.06	0.42	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.43	0.18	0.00	7.33	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	1.57	0.09	0.00	0.00	0.00	0.00	0.00	11.46	28.33	96.35	0.00	11.21	0.00	2.04	0.00	0.00	0.01	0.07	0.00	0.00	0.01	0.00
Total Industrial Processes		520.16	2921.29	0.00	0.00	0.00	0.00	0.00	340.42	28.33	96.35	0.00	11.21	0.00	67.34	0.00	1.28	0.03	94.78	11.33	0.06	7.86	0.00
Solvent Evaporation																							
510	Consumer Products	0.04	0.00	0.01	0.00	0.00	0.00	0.00	15.96	12824.22	1953.77	0.00	1041.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	152.65	51.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	18.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		18.94	0.00	0.01	0.00	0.00	0.00	0.00	15.96	12976.87	2005.32	0.00	1041.84	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00

(Continued)

2024 Toxic Emissions by Major Source Category in San Bernardino, Muscoy (lbs/year)

CODE	Source Category	Benzene	1,3 Butadiene	Carbon tetrachloride	1,4 Dioxane	Ethylene dibromide	Ethylene dichloride	Ethylene oxide	Formalde- hyde	Methylene chloride	Perchloro- ethylene	Vinyl chloride	Trichloro- ethylene	Chlorinated dibenzofurans	PAH (Benzo(a)pyrene)	Asbestos	Cadmium	Hexavalent Chromium	Nickel	Arsenic	Beryllium	Lead	Diesel PM (DPM)
Miscellaneous Process																							
610	Residential Fuel Combustion	557.36	0.00	0.00	0.00	0.00	0.00	0.00	8785.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	6.87	0.20	0.00	0.58	0.00
620	Farming Operations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.05	0.01	0.00	0.05	0.00
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	13.13	3.78	0.00	123.93	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.69	0.00	18.75	20.31	0.00	193.71	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.11	0.05	0.00	0.40	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.82	0.26	0.00	1.52	0.00
660	Fires	0.00	27.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.00	0.21	0.00
670	Waste Burning and Disposal	3.23	9.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.01	0.00	0.02	0.00
690	Cooking	42.87	54.24	0.00	0.00	0.00	0.00	0.00	870.41	0.00	0.00	0.00	0.00	0.00	1.35	0.00	0.12	0.00	2.15	0.12	0.00	9.35	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Miscellaneous Processes		603.46	91.24	0.00	0.00	0.00	0.00	0.00	8726.27	0.00	0.00	0.00	0.00	0.00	1.35	1.43	10.15	0.00	41.90	24.75	0.00	329.77	0.00
On-Road Motor Vehicles																							
710	Light Duty Passenger Auto (LDA)	2503.86	293.82	0.00	0.00	0.00	0.00	0.00	896.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	2.89	32.07	0.50	0.00	5.00	50.00
722	Light Duty Trucks 1 (T1)	470.80	42.55	0.00	0.00	0.00	0.00	0.00	147.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.19	2.06	0.03	0.00	0.35	8.00
723	Light Duty Trucks 2 (T2)	1558.64	167.63	0.00	0.00	0.00	0.00	0.00	522.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.96	10.59	0.17	0.00	1.68	4.00
724	Medium Duty Trucks (T3)	1232.58	138.92	0.00	0.00	0.00	0.00	0.00	433.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.61	6.71	0.11	0.00	1.06	18.00
732	Light Heavy Duty Gas Trucks 1 (T4)	182.63	10.42	0.00	0.00	0.00	0.00	0.00	39.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.79	0.01	0.00	0.09	0.00
733	Light Heavy Duty Gas Trucks 2 (T5)	37.32	2.35	0.00	0.00	0.00	0.00	0.00	8.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.00	0.00	0.02	0.00
734	Medium Heavy Duty Gas Trucks (T6)	36.11	3.46	0.00	0.00	0.00	0.00	0.00	13.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.34	0.01	0.00	0.03	0.00
736	Heavy Heavy Duty Gas Trucks ((HHD)	20.73	1.18	0.00	0.00	0.00	0.00	0.00	10.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	24.25	2.30	0.00	0.00	0.00	0.00	0.00	178.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.95	0.02	0.00	0.11	268.00
743	Light Heavy Duty Diesel Trucks 2 (T5)	9.32	0.89	0.00	0.00	0.00	0.00	0.00	68.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.47	0.01	0.00	0.05	114.00
744	Medium Heavy Duty Diesel Truck (T6)	7.64	0.73	0.00	0.00	0.00	0.00	0.00	56.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	5.12	0.08	0.00	0.49	262.00
746	Heavy Heavy Duty Diesel Trucks (HHD)	246.08	23.37	0.00	0.00	0.00	0.00	0.00	1809.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	5.04	0.07	0.00	1.02	1398.00
750	Motorcycles (MCY)	1375.60	200.08	0.00	0.00	0.00	0.00	0.00	799.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.08	0.00	0.00	0.03	0.00
760	Diesel Urban Buses (UB)	112.26	10.66	0.00	0.00	0.00	0.00	0.00	825.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.01	4.00
762	Gas Urban Buses (UB)	0.48	0.05	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.00	0.00	0.01	0.00
771	Gas School Buses (SB)	8.72	0.62	0.00	0.00	0.00	0.00	0.00	4.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.20	0.00	0.00	0.02	0.00
772	Diesel School Buses (SB)	2.44	0.23	0.00	0.00	0.00	0.00	0.00	17.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.70	0.01	0.00	0.06	44.00
777	Gas Other Buses (OB)	13.75	1.30	0.00	0.00	0.00	0.00	0.00	5.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.13	0.00	0.00	0.01	0.00
778	Motor Coaches	0.36	0.03	0.00	0.00	0.00	0.00	0.00	2.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	8.00
779	Diesel Other Buses (OB)	0.08	0.01	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.08	0.00	0.00	0.01	8.00
780	Motor Homes (MH)	5.28	0.31	0.00	0.00	0.00	0.00	0.00	5.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.15	0.00	0.00	0.01	32.00
Total On-Road Motor Vehicles		7848.93	900.91	0.00	0.00	0.00	0.00	0.00	5845.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	5.93	65.88	1.02	0.00	10.06	2218.00
Other Mobile Sources																							
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	485.20	46.07	0.00	0.00	0.00	0.00	0.00	3567.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.02	0.13	0.03	0.00	0.24	7904.00
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	206.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	112.04	1.10	0.00	0.00	0.00	0.00	0.00	3.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	6564.79	1449.51	0.00	0.00	0.00	0.00	0.00	9014.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.21	10.23	0.01	0.00	10.21	6438.00
870	Farm Equipment	9.65	1.40	0.00	0.00	0.00	0.00	0.00	46.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	96.00
890	Fuel Storage and Handling	162.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		7539.79	1498.34	0.00	0.00	0.00	0.00	0.00	12633.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.23	10.37	0.04	0.00	10.46	14438.00
Total Stationary and Area Sources		3980.77	3020.67	0.40	0.00	0.03	38.71	0.00	13586.97	22064.10	2968.74	429.13	1440.67	0.00	68.96	1.43	24.07	0.03	138.37	36.24	0.06	338.38	82.00
Total On-Road Vehicles		7848.93	900.91	0.00	0.00	0.00	0.00	0.00	5845.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	5.93	65.88	1.02	0.00	10.06	2218.00
Total Other Mobile		7539.79	1498.34	0.00	0.																		

2019 Toxic Emissions by Major Source Category in San Bernardino, Muscoy (lbs/year)

CODE	Source Category	Benzene	1,3 Butadiene	Carbon tetrachloride	1,4 Dioxane	Ethylene dibromide	Ethylene dichloride	Ethylene oxide	Formaldehyde	Methylene chloride	Perchloroethylene	Vinyl chloride	Trichloroethylene	Chlorinated dibenzofurans	PAH (Benzo(a)pyrene)	Asbestos	Cadmium	Hexavalent Chromium	Nickel	Arsenic	Beryllium	Lead	Diesel PM (DPM)
Fuel Combustion																							
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	1.47	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	161.48	1.25	0.00	0.00	0.01	0.00	0.00	1119.01	0.01	0.00	0.00	0.00	0.00	0.03	0.00	0.02	0.00	0.54	0.01	0.00	0.19	0.00
52	Food and Agricultural Processing	1.47	0.08	0.00	0.00	0.00	0.00	0.00	3.20	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
60	Service and Commercial	1451.95	1.89	0.00	0.00	0.03	0.97	0.00	3167.67	0.88	1.32	2.33	1.16	0.00	0.21	0.00	0.04	0.00	1.09	0.15	0.00	0.54	0.00
99	Other (Fuel Combustion)	6.43	0.86	0.00	0.00	0.00	0.00	0.00	47.65	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.01	78.00
Total Fuel Combustion		1622.85	4.07	0.00	0.00	0.03	0.97	0.00	4337.68	0.89	1.32	2.33	1.16	0.00	0.29	0.00	0.06	0.00	1.64	0.16	0.00	0.74	82.00
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	851.48	0.00	0.42	0.00	0.00	39.89	0.00	0.00	1192.65	607.54	450.46	364.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		851.52	0.00	0.42	0.00	0.00	39.89	0.00	0.10	1192.65	607.54	450.46	364.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cleaning and Surface Coatings																							
210	Laundrying	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8250.58	306.00	0.00	41.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.22	0.00	0.00	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	7.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	128.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		7.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8379.26	306.00	0.00	41.61	0.00	0.00	0.00	13.22	0.00	0.00	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	255.94	4.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		256.43	4.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes																							
410	Chemical	534.87	3056.40	0.00	0.00	0.00	0.00	0.00	297.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	0.01	1.03	0.00	0.00	0.11	0.00
420	Food and Agriculture	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	7.77	0.00	0.00	0.00	0.00	0.00	0.00	63.67	0.00	0.00	0.00	0.00	0.00	70.32	0.00	0.21	0.02	93.37	12.16	0.06	0.45	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.45	0.19	0.00	7.64	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	1.69	0.10	0.00	0.00	0.00	0.00	0.00	12.34	29.90	101.66	0.00	11.83	0.00	2.19	0.00	0.00	0.01	0.07	0.01	0.00	0.01	0.00
Total Industrial Processes		544.49	3056.50	0.00	0.00	0.00	0.00	0.00	373.47	29.90	101.66	0.00	11.83	0.00	72.52	0.00	1.35	0.03	94.92	12.35	0.06	8.21	0.00
Solvent Evaporation																							
510	Consumer Products	0.04	0.00	0.01	0.00	0.00	0.00	0.00	15.96	13147.62	2007.31	0.00	1072.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	153.82	51.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	20.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		20.66	0.00	0.01	0.00	0.00	0.00	0.00	15.96	13301.44	2059.25	0.00	1072.56	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00

(Continued)

2029 Toxic Emissions by Major Source Category in San Bernardino, Muscoy (lbs/year)

CODE	Source Category	Benzene	1,3 Butadiene	Carbon tetrachloride	1,4 Dioxane	Ethylene dibromide	Ethylene dichloride	Ethylene oxide	Formaldehyde	Methylene chloride	Perchloro- ethylene	Vinyl chloride	Trichloro- ethylene	Chlorinated dibenzofurans	PAH (Benzo(a)pyrene)	Asbestos	Cadmium	Hexavalent Chromium	Nickel	Arsenic	Beryllium	Lead	Diesel PM (DPM)	
Miscellaneous Process																								
610	Residential Fuel Combustion	549.68	0.00	0.00	0.00	0.00	0.00	0.00	7840.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	6.78	0.20	0.00	0.58	0.00	
620	Farming Operations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.05	0.01	0.00	0.05	0.00	
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.10	0.00	14.33	4.13	0.00	135.24	0.00	
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.86	0.00	19.43	21.05	0.00	200.83	0.00	
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.11	0.05	0.00	0.40	0.00	
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.67	0.21	0.00	1.33	0.00	
660	Fires	0.00	26.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.00	0.21	0.00	
670	Waste Burning and Disposal	3.54	9.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.01	0.00	0.02	0.00	
690	Cooking	46.12	58.35	0.00	0.00	0.00	0.00	0.00	936.32	0.00	0.00	0.00	0.00	0.00	0.00	1.45	0.00	0.13	0.00	2.32	0.13	0.00	10.06	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Miscellaneous Processes		599.34	94.37	0.00	0.00	0.00	0.00	0.00	8777.12	0.00	0.00	0.00	0.00	0.00	1.45	1.58	10.70	0.00	43.71	25.80	0.00	348.72	0.00	
On-Road Motor Vehicles																								
710	Light Duty Passenger Auto (LDA)	1906.02	208.10	0.00	0.00	0.00	0.00	0.00	613.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	2.99	33.13	0.51	0.00	4.93	26.00	
722	Light Duty Trucks 1 (T1)	284.96	24.60	0.00	0.00	0.00	0.00	0.00	80.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.18	2.01	0.03	0.00	0.32	2.00	
723	Light Duty Trucks 2 (T2)	1192.48	119.46	0.00	0.00	0.00	0.00	0.00	360.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.99	10.99	0.17	0.00	1.66	4.00	
724	Medium Duty Trucks (T3)	846.34	85.85	0.00	0.00	0.00	0.00	0.00	261.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.58	6.42	0.10	0.00	0.97	12.00	
732	Light Heavy Duty Gas Trucks 1 (T4)	120.91	5.87	0.00	0.00	0.00	0.00	0.00	21.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.64	0.01	0.00	0.07	0.00	
733	Light Heavy Duty Gas Trucks 2 (T5)	28.22	1.69	0.00	0.00	0.00	0.00	0.00	5.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.00	0.00	0.02	0.00	
734	Medium Heavy Duty Gas Trucks (T6)	30.63	3.13	0.00	0.00	0.00	0.00	0.00	11.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.38	0.01	0.00	0.04	0.00	
736	Heavy Heavy Duty Gas Trucks (HHHD)	13.89	0.83	0.00	0.00	0.00	0.00	0.00	7.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	
742	Light Heavy Duty Diesel Trucks 1 (T4)	17.89	1.70	0.00	0.00	0.00	0.00	0.00	131.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.08	0.94	0.01	0.00	0.11	178.00	
743	Light Heavy Duty Diesel Trucks 2 (T5)	7.76	0.74	0.00	0.00	0.00	0.00	0.00	57.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.50	0.01	0.00	0.06	102.00	
744	Medium Heavy Duty Diesel Truck (T6)	8.16	0.78	0.00	0.00	0.00	0.00	0.00	60.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	5.87	0.09	0.00	0.56	270.00	
746	Heavy Heavy Duty Diesel Trucks (HHHD)	259.29	24.62	0.00	0.00	0.00	0.00	0.00	1906.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	5.92	0.09	0.00	1.19	1414.00	
750	Motorcycles (MCY)	1382.18	196.68	0.00	0.00	0.00	0.00	0.00	797.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.00	0.00	0.03	0.00	
760	Diesel Urban Buses (UB)	104.09	9.88	0.00	0.00	0.00	0.00	0.00	765.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.01	4.00	
762	Gas Urban Buses (UB)	0.48	0.05	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.00	0.00	0.01	0.00	
771	Gas School Buses (SB)	9.70	0.68	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.22	0.00	0.00	0.02	0.00	
772	Diesel School Buses (SB)	1.68	0.16	0.00	0.00	0.00	0.00	0.00	12.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.70	0.01	0.00	0.06	26.00	
777	Gas Other Buses (OB)	13.64	1.26	0.00	0.00	0.00	0.00	0.00	4.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.14	0.00	0.00	0.01	0.00	
778	Motor Coaches	0.36	0.03	0.00	0.00	0.00	0.00	0.00	2.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	6.00	
779	Diesel Other Buses (OB)	0.12	0.01	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.08	0.00	0.00	0.01	6.00	
780	Motor Homes (MH)	2.73	0.16	0.00	0.00	0.00	0.00	0.00	3.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.12	0.00	0.00	0.01	20.00	
Total On-Road Motor Vehicles		6231.53	686.28	0.00	0.00	0.00	0.00	0.00	5108.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	6.15	68.55	1.04	0.00	10.09	2070.00	
Other Mobile Sources																								
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
820	Trains	369.78	35.11	0.00	0.00	0.00	0.00	0.00	2719.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.02	0.09	0.02	0.00	0.17	5550.00	
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
840	Recreational Boats	176.65	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
850	Off-Road Recreational Vehicles	98.51	1.15	0.00	0.00	0.00	0.00	0.00	4.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
860	Off-Road Equipment	6890.83	1538.06	0.00	0.00	0.00	0.00	0.00	8973.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.21	10.83	0.01	0.00	10.80	4126.00	
870	Farm Equipment	8.62	1.31	0.00	0.00	0.00	0.00	0.00	39.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.02	76.00	
890	Fuel Storage and Handling	141.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total Other Mobile Sources		7685.93	1575.86	0.00	0.00	0.00	0.00	0.00	11736.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.23	10.94	0.03	0.00	10.99	9752.00	
Total Stationary and Area Sources		3902.31	3159.51	0.43	0.00	0.03	40.86	0.00	13504.32	22904.14	3075.77	452.79	1491.19	0.00	74.26	1.58	25.56	0.03	140.27	38.32	0.06	357.67	82.00	
Total On-Road Vehicles		6231.53	686.28	0.00	0.00	0.00	0.00	0.00	5108.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	6.15	68.55	1.04	0.00	10.09	2070.00	
Total Other Mobile		7685.93	1575.86	0.00	0.00	0.00	0.00	0.00	11736.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.23	10.94	0.03	0.00	10.99	9752.00	
Total		17819																						

APPENDIX 4:

ENFORCEMENT SUMMARY

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Appendix 4: Enforcement

Authority and Legal Right to Issue Violations and Penalties

CARB and South Coast AQMD both have authority to conduct inspections of alleged air pollution sources, and the right to issue notices of violations that can lead to civil and criminal penalties. Civil penalties can be up to \$250,000 per day for individuals and up to \$1,000,000 per day for corporations.ⁱ In cases with potential criminal violations, South Coast AQMD may refer matters to federal, state, and local prosecuting agencies. Inspection warrants also may be obtained if necessary when access to facilities or potential emissions sites is denied.

South Coast AQMD Hearing Board

The Hearing Board is a quasi-judicial panel authorized to provide relief from South Coast AQMD regulations under certain circumstances and to order business to take specific actions to come into compliance with regulations. As state law requires, Hearing Board members are appointed by, but act independently of, the South Coast AQMD Governing Board.

The Hearing Board is authorized to hear:

- Petitions by companies for variances.
- Petitions for abatement orders. An abatement order requires a company operating out of compliance to take specific actions or to shut down its operation. This is a severe remedy normally reserved for serious violations.
- Appeals by companies regarding granting of permits, permit conditions, permit denials and suspensions, denials of emission reduction credits, and denials of pollution control plans.
- Appeals by third parties.

The Hearing Board is not authorized to:

- Modify rules.
- Exempt a business from complying with a rule.
- Grant a variance from a violation of the public nuisance law, such as one that creates an odor problem or threatens public health or property.
- Review a violation notice in any way.

After hearing all sides of a case in which individuals or companies come into conflict with South Coast AQMD rules, the Hearing Board weighs the evidence and reaches a decision. The following table lists all the active facilities with active or expired permits within the San Bernardino, Muscoy community.

ⁱ Fines and penalties are cited at the maximum amounts for willful and intentional emissions of air contaminants that results in great bodily harm or death. See Health and Safety Code § 42402.3(c); CARB website, www.arb.ca.gov/enf/policy2017/final_enforcement_policy_october2017.pdf; South Coast AQMD website, www.aqmd.gov/nav/about/authority/enforcement.

The following sections contain information regarding the compliance histories of facilities regulated by South Coast AQMD and CARB in this community. South Coast AQMD's section includes a list of all active facilities with active or expired permits, a summary of all complaints received, a list of all inspections conducted, and a list of all enforcement actions taken. CARB's section includes lists of individual field inspections in 2016, 2017, and 2018 and an enforcement activities map.

South Coast AQMD Compliance History in SBM, January 2016 to December 2018

Summary of All Complaints Received from January 2016 to December 2018ⁱⁱ

This table contains a summary of the number of complaints received by complaint type and sorted by their disposition between January 2016 and December 2018.

Complaint Disposition	Asbestos	Dust	Odors	Overspray	Residential Wood Burning	Rule 461	Smoke	Other	Total
Notice of Violation Issued		8			2				10
Notice To Comply Issued	2	11	8			2	1	1	25
Referred to Another Agency		1	5		1	1			8
No Enforcement Action Taken ⁱⁱⁱ	9	119	70	9	5	6	28	13	259
Investigation in Progress; Disposition Pending			1				1		2
Total	11	139	84	9	8	9	30	14	304

ⁱⁱ The complaint information, queried in June 2019, is based on the following Zip Codes: 92411, 92412, 92401, 92407, 92404, 92377, 92405, 92376, 92410, 92408, and 92324.

ⁱⁱⁱ *No Enforcement Action Taken* means that the complaint investigation has concluded but did not result in any formal enforcement action. For example, an alleged air pollution source may have been operating in compliance at the time of the inspection or the event underlying the complaint was no longer occurring.

List of All Active Facilities with Active or Expired Permits in June 2019

This table contains all of the facilities that are considered active and have valid or expired permits. Expired permits are included to ensure that any facilities that are still in operation but had not paid fees at the time of the query were still included.

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
675 Central Llc	167627	675 East Central Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	531210	Offices Of Real Estate Agents And Brokers
701 Arrowhead Avenue Llc	176652	701 South Arrowhead Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	493110	General Warehousing And Storage
786 Central Llc	167626	786 East Central Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	561311	Employment Placement Agencies
7-Eleven #26934/Jagdip Singh	176507	3211 Kendall Dr San Bernardino 92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	445120	Convenience Stores
7-Eleven #37036	179301	1583 West Baseline Rd San Bernardino 92411	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	453220	Gift, Novelty, And Souvenir Stores
7-Eleven #37214	183094	510 Waterman Ave. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447110	Gasoline Stations With Convenience Stores
Alere Property Group Llc	153070	5690 Industrial Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	531390	Other Activities Related To Real Estate
All Auto Collison & Paint, Inc.	132791	741 West Baseline Rd. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
American Woven Wire Corp	135913	784 South Lugo Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	332618	Other Fabricated Wire Product Manufacturing
Anita's Mexican Food Corporation	175226	3454 North Mike Daley Dr San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	311919	Other Snack Food Manufacturing
Anthem Oil Inc	182846	1933 West Highland Ave. San Bernardino 92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	454310	Fuel Dealers
Apro Llc Dbu United Oil #136	177930	235 East Baseline Ave. San Bernardino 92401	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Arco Am/Pm	167961	542 North Mount Vernon Ave. San Bernardino 92411	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Arco Tippecanoe Petroleum Project	178205	806 South Tippecanoe Ave. San Bernardino 92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	811112	Automotive Exhaust System Repair
At & T Comm Inc (San Bernardino)	45068	455 2nd St. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	517911	Telecommunications Resellers
Atco 2000 Inc	148939	5486 Industrial Pky #A San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	333413	Industrial And Commercial Fan And Blower And Air Purification Equipment Manufacturing

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Barajas Collision Ctr, Llc	166321	233 South Mt Vernon Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Baseline Am/Pm	162537	794 West Baseline St. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447100	Gasoline Stations With Convenience Stores
Bate's Auto Body	122131	161 West Mill St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Berdoo Color Works	91158	411 South Sierra Way San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Best Cleaners	82515	624 West 4th St. San Bernardino 92410	Ts-12 Industrial Sources - Out Of Business And Change Of Ownership	812320	Drycleaning And Laundry Services (Except Coin-Operated)
Big Z Auto Works	52065	274 North I St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	488410	Motor Vehicle Towing
Bionic Auto Body	40304	1091 Acacia St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Bj Oil, Inc	183039	847 West Highland Ave. San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447110	Gasoline Stations With Convenience Stores

Appendix 4-6

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Blood Bank San Bernardino & Riverside Co	80070	384 Orange Show Rd San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	621991	Blood And Organ Banks
Bnsf Railway Company	178593	1500 West Rialto Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	482111	Line-Haul Railroads
Bohemian Distributing Co	34645	544 South Cresent St. San Bernardino 92410	Ts-12 Industrial Sources - Out Of Business And Change Of Ownership	424990	Other Miscellaneous Nondurable Goods Merchant Wholesalers
Burlington Northern/Santa Fe Railway Co	102284	1535 West 4th St. San Bernardino 92411	Ts-57 Toxics: R203 Voc Extraction	488510	Freight Transportation Arrangement
Burrtec Waste Industries, Inc.-Jack's Di	181097	5455 Industrial Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	562212	Solid Waste Landfill
C & S Auto	172790	1582 West 4th St. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	811111	General Automotive Repair
Cal St, Hwy Patrol	34643	2211 Western Ave. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	922120	Police Protection
Caliber Bodyworks Inc.,Caliber Collision	122223	1197 East 3rd St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Calif Dept Of Transportation, Caltrans	137200	175 Cluster St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	926120	Regulation And Administration Of Transportation Programs
California Portland Cement Co.	62645	2400 West Highland Ave. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	327310	Cement Manufacturing

Appendix 4-7

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Calmat Co	34281	2400 West Highland Ave. San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	212321	Construction Sand And Gravel Mining
Calmat Co	108457	2340 West Highland Ave. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	324121	Asphalt Paving Mixture And Block Manufacturing
Caltrans Dist 8	162293	464 West 4th St. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	926120	Regulation And Administration Of Transportation Programs
Catellus Devel Corp	142840	570 East Mill St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	237210	Land Subdivision
Charter Communications	174590	4370 North Hallmark Pky #107 San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	517919	All Other Telecommunications
City Of Colton, Water Division-Rialto	131095	194 S. Muscott St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	924110	Administration Of Air And Water Resource And Solid Waste Management Programs
City Of Riverside, Pub Utilities Dept	114800	1275 Tippecanoe Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	926130	Regulation And Administration Of Communications, Electric, Gas, And Other Utilities
City Of Riverside, Public Utilities Dept	114799	24370 6th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	926130	Regulation And Administration Of Communications, Electric, Gas, And Other Utilities

Appendix 4-8

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
City Of San Bern, City Yard	65891	182 South Sierra Way San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	488490	Other Support Activities For Road Transportation
Co San Bernardino	67485	670 East Gilbert St. San Bernardino 92404	Ts-11 Industrial: Sector-Based Inspections	524127	Direct Title Insurance Carriers
Collision Center Of San Bernardino	178172	909 West 21st St. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Community Hospital Of San Bernardino	17722	1805 Medical Center Dr. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	622110	General Medical And Surgical Hospitals
C-Pak Industries Inc	120469	4925 Hallmark Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	326199	All Other Plastics Product Manufacturing
Crown Printers	71355	250 West Rialto Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	323111	Commercial Printing (Except Screen And Books)
D & W Fine Pack Inc	49933	4162 Georgia Blvd. San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	326199	All Other Plastics Product Manufacturing
Damas Capital Investments, Inc.	181468	702 West Second St. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	811112	Automotive Exhaust System Repair
Dan Lemay West Coast Collision Center	137049	179 West Mill St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Downtown Auto Center	99849	460 West Ninth St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811111	General Automotive Repair
E & R Auto Body, Elkin Hernandez Db	80622	273 South Arrowhead San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Elliott Precision Block Co	15018	157 Rancho Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	327331	Concrete Block And Brick Manufacturing
Envisioning Future Inc.	160632	295 North Waterman Ave. San Bernardino 92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	453998	All Other Miscellaneous Store Retailers (Except Tobacco Stores)
Evans Fuel	90737	1995 Nolan St. San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	237110	Water And Sewer Line And Related Structures Construction
F & M Bains, Inc., Rajinder Singh	157919	3890 North University Pky San Bernardino 92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	445120	Convenience Stores
Fairview Ford Sales Inc	20509	292 North G St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	441110	New Car Dealers
Farmdale Creamery Inc	84687	1049 West Baseline St. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	424490	Other Grocery And Related Products Merchant Wholesalers
Food N' Fuel	117766	1055 North Waterman Ave. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations

Appendix 4-10

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Forever 21, Inc.	165558	500 Inland Center Dr San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	448120	Women's Clothing Stores
G & M Oil Co #119	136014	906 North Waterman Ave. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
G & M Oil Co, Llc #47	101640	501 Inland Center Dr San Bernardino 92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
G & M Oil Co, Llc #67	115360	187 North F St. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Gaborko Electric, Inc.Dba.C & M Electric	173983	1356 West Rialto Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	238210	Electrical Contractors And Other Wiring Installation Contractors
Gage Canal Company	94998	1271 S. Tippecanoe Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	221310	Water Supply And Irrigation Systems
Gateway Pet Cemetery	62081	3850 Frontage Rd San Bernardino 92412	Ts-11 Industrial: Sector-Based Inspections	812210	Funeral Homes And Funeral Services
Global Environmental Products	176547	5405 Industrial San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	336120	Heavy Duty Truck Manufacturing
H & M Oil	185414	605 North H St. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	324110	Petroleum Refineries
Highland Avenue Arco, Alfred Daher	158844	189 West Highland Ave. San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Highland Shell, Nabil Saade	170528	1108 Highland San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Holliday Trucking, Inc	18323	2300 West Baseline Rd. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	327320	Ready-Mix Concrete Manufacturing
Hollywood Plaza Associates Llc	160725	5685 Industrial Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	561499	All Other Business Support Services
Home Depot, The	85776	1055 West 21st St. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	444110	Home Centers
Inland Building Construction Co, Inc	151668	323 South Sierra Way San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	236220	Commercial And Institutional Building Construction
Inland Pacific Petro, Univ Shell Car Wash	153509	3909 Hallmark Pky San Bernardino 92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Interchange Business Center, Llc	177226	1651 West Interchange Dr. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	493110	General Warehousing And Storage
Isolatek International Inc	156517	4062 Georgia Blvd San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	212312	Crushed And Broken Limestone Mining And Quarrying
Jun Iron Works	103147	2292 North Cabrera Ave. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	332323	Ornamental And Architectural Metal Work Manufacturing
Khan Shell	155291	907 West Mill St. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Kohls Department Stores	132826	890 East Mill St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	452111	Department Stores

Appendix 4-12

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Kohl's E-Commerce Fulfillment Center	165179	825 East Central Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	452111	Department Stores
Komal Oil Inc	180676	424 West Mill Colton 92324	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	424720	Petroleum And Petroleum Products Merchant Wholesalers (Except Bulk Stations And Terminals)
Lba Realty Fund Iii - Company Iv-E, Llc	154433	2612 Shenandoah Way San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	424990	Other Miscellaneous Nondurable Goods Merchant Wholesalers
Level 3 Communications, LI3	124568	5705 Industrial Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	517110	Wired Telecommunications Carriers
Lkq Pick A Part - San Bernardino/Lkq Mid	170162	434 East 6th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811111	General Automotive Repair
Macy's Inc	166126	400 Inland Center Dr San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	452111	Department Stores
Magnum Abrasives Inc	90055	758 South Allen St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	327910	Abrasive Product Manufacturing
Mapei Corporation	137145	5415 Industrial Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	238340	Tile And Terrazzo Contractors
Matich Corp	71605	Various Locations In South Coast Aqmd San Bernardino 92412	Ts-20 Industrial: Various Locations Equipment	237310	Highway, Street, And Bridge Construction

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Match Corporation	153264	3231 East 3rd St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	423810	Construction And Mining (Except Oil Well) Machinery And Equipment Merchant Wholesalers
Mccray Enterprises, Rickey L Mccray Db	98864	24268 5th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811111	General Automotive Repair
Michelin/ Hillwood	151162	3525 North Mike Daley Dr San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	441320	Tire Dealers
Mill Street Body & Frame	43730	595 East Mill St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
Mjs Market	133947	2795 Macy St. San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	445120	Convenience Stores
Morrison-Hope Inc	54728	205 South Arrowhead Ave. San Bernardino 92408	Ts-12 Industrial Sources - Out Of Business And Change Of Ownership	236220	Commercial And Institutional Building Construction
Mt. View Cemetery	8660	570 East Highland Ave. San Bernardino 92404	Ts-11 Industrial: Sector-Based Inspections	812220	Cemeteries And Crematories
National Technical Systems	177039	3505 East Third St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	541380	Testing Laboratories
Neptune Society Of Riverside, Rod Hildeb	170317	298 South Pershing Ave. Ste. 6 San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	441310	Automotive Parts And Accessories Stores
Nino's Number One Inc	170035	457 West 10th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	445299	All Other Specialty Food Stores

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Nuckles Oil Co, Inc., Merit Oil Co., DbA	112769	1405 West Rialto Ave. San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	424720	Petroleum And Petroleum Products Merchant Wholesalers (Except Bulk Stations And Terminals)
Omni Trans	123764	234 South I St. San Bernardino 92410	Ts-11 Industrial: Sector- Based Inspections	485113	Bus And Other Motor Vehicle Transit Systems
Omnitrans	39979	1700 West 5th St. San Bernardino 92411	Ts-11 Industrial: Sector- Based Inspections	485113	Bus And Other Motor Vehicle Transit Systems
One Hour Fabric Care	96841	1090 West Highland Ave. San Bernardino 92405	Ts-11 Industrial: Sector- Based Inspections	812320	Drycleaning And Laundry Services (Except Coin-Operated)
Psip Shaw Lexington, Llc	183455	2705 Lexington Way San Bernardino 92407	Ts-11 Industrial: Sector- Based Inspections	237210	Land Subdivision
Quiel Bros Electric Sign Serv Co Inc	8275	272 South I St. San Bernardino 92410	Ts-11 Industrial: Sector- Based Inspections	339950	Sign Manufacturing
Qwik Stop #5 "Yasin"	108901	2696 Foothill Blvd San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Red Collar Pet Foods, Inc	189040	2765 Lexington Way Suite 400 San Bernardino 92407	Ts-11 Industrial: Sector- Based Inspections	424990	Other Miscellaneous Nondurable Goods Merchant Wholesalers

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Refresco Beverages Us Inc.	139380	499 East Mill Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	312111	Soft Drink Manufacturing
Refresco Beverages Us Inc.	155368	570 East Mill St. Ste B San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	312111	Soft Drink Manufacturing
Robert H Ballard Rehabilitation Hospital	164793	1760 West 16th St. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	621340	Offices Of Physical, Occupational And Speech Therapists, And Audiologists
Robertson's Ready Mix	147221	1955 W 9th St Near Lytle Creek San Bernardino 92412	Ts-11 Industrial: Sector-Based Inspections	327320	Ready-Mix Concrete Manufacturing
Rounsvilles Auto Body	118735	24137 East Ward St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	811121	Automotive Body, Paint, And Interior Repair And Maintenance
S & S Baseline 76	166898	799 West Baseline San Bernardino 92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
San Bern City Uni Sch Dist, Dist Admin Of	23773	777 North F St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	611110	Elementary And Secondary Schools
San Bern City Unified School Dist	8144	956 West 9th St. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	561720	Janitorial Services
San Bern City Usd, Neal Roberts Elem	168032	494 East 9th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	561720	Janitorial Services
San Bern. Co, Facilities Mgmt Dept	10167	351 North Arrowhead Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	922120	Police Protection
San Bernardino City Mun Water Dept (Wrp)	126656	1302 South East St. San Bernardino 92408	Ts-58 Toxics: Potw Lift Stations	221310	Water Supply And Irrigation Systems

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
San Bernardino City Mun Water Dept(H2o)	1604	195 North D St. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	921110	Executive Offices
San Bernardino City Unified School Dist	169904	747 North Mountain View Ave. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	611110	Elementary And Secondary Schools
San Bernardino City Usd, Whaa	168054	1535 West Highland Ave. San Bernardino 92411	Ts-11 Industrial: Sector-Based Inspections	561720	Janitorial Services
San Bernardino Co Special Services	150522	18101 Institution Rd Devore Heights 92407	Ts-53 Toxics: Potw, Public Owned Treatment	925120	Administration Of Urban Planning And Community And Rural Development
San Bernardino High School	125853	1850 North "E" St. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	611110	Elementary And Secondary Schools
San Bernardino Mun Water Dept	118973	195 North D St. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	221310	Water Supply And Irrigation Systems
San Bernardino National Forest	157046	602 South Tippecanoe Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	541990	All Other Professional, Scientific, And Technical Services
San Bernardino R E R S	28892	891 South Arrowhead Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	811111	General Automotive Repair
San Bernardino Steel	53578	5454 North Industrial Pky. San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	332312	Fabricated Structural Metal Manufacturing
San Bernardino Usd, Dr. Mildred D. Henry	168572	1250 West 14th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	561720	Janitorial Services
Sbcusd San Brdo City Unified School Dist	175048	2525 North G St. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	561720	Janitorial Services

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Science & Eng Analysis Corp (Seacor)	102443	110 South D St. San Bernardino 92401	Ts-12 Industrial Sources - Out Of Business And Change Of Ownership	541618	Other Management Consulting Services
Sears, Roebuck And Company #1398	143730	100 Inland Center San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	452111	Department Stores
Service King Paint & Body Llc	184516	1228 North H St. San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	444120	Paint And Wallpaper Stores
So Cal Gas Co (Inland Div)	33472	155 South G St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	221210	Natural Gas Distribution
Southland Crematory	171913	379 South Sierra Way Ste H San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	812220	Cemeteries And Crematories
St Bernardine Plaza Corporation	108050	550 West 5th St. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	531110	Lessors Of Residential Buildings And Dwellings
St. Bernardine Medical Center	6324	2101 North Waterman Ave. San Bernardino 92404	Ts-11 Industrial: Sector-Based Inspections	622110	General Medical And Surgical Hospitals
Superior Grocers #130	165271	1108 West 2nd St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	445110	Supermarkets And Other Grocery (Except Convenience) Stores
Telacu Housing - San Bernardino Inc	134396	666 West 6th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	531110	Lessors Of Residential Buildings And Dwellings
Telacu Housing San Bernardino li Inc	145391	451 North H St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	531110	Lessors Of Residential Buildings And Dwellings

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Tesoro (Usa) 63325	171648	2187 West Highland Ave. San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	621111	Offices Of Physicians (Except Mental Health Specialists)
Tesoro (Usa) 63327	171691	995 West Highland Ave. San Bernardino 92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
The Gage Canal Company	94996	1271 S. Tippecanoe Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	221310	Water Supply And Irrigation Systems
The Gage Canal Company	94997	1271 S. Tippecanoe Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	221310	Water Supply And Irrigation Systems
The Gage Canal Company	94999	1271 S. Tippecanoe Ave. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	221310	Water Supply And Irrigation Systems
Thinkwise Federal Credit Union	164632	2441 North Sierra Way San Bernardino 92405	Ts-11 Industrial: Sector-Based Inspections	522130	Credit Unions
Thrifty Petroleum, Inc.	167023	495 South Waterman Ave. San Bernardino 92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Truck-N-Stuff	151372	560 North Waterman Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	441210	Recreational Vehicle Dealers
Turner's Truck Stuff	141433	598 North Waterman Ave. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	441210	Recreational Vehicle Dealers
Vanir Group Of Companies Inc.	65562	290 North D St. San Bernardino 92401	Ts-11 Industrial: Sector-Based Inspections	515210	Cable And Other Subscription Programming
Verizon Wireless	136450	895 San Jacinto St. San Bernardino 92408	Ts-11 Industrial: Sector-Based Inspections	443142	Electronics Stores

Facility Name	Facility Id	Address	Technical Specialty (Ts)	North American Industrial Classification System (Naics)	
Vulcan Materials Company	181597	5705 North Institution Rd San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	324121	Asphalt Paving Mixture And Block Manufacturing
Waterman Convalescent Hospital	160366	1850 North Waterman Ave. San Bernardino 92404	Ts-11 Industrial: Sector-Based Inspections	622110	General Medical And Surgical Hospitals
Waterman Valero	107330	2908 North Waterman Ave. San Bernardino 92404	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	447190	Other Gasoline Stations
Westcore Ii Tippecanoe Llc	188264	927 East 9th St. San Bernardino 92410	Ts-11 Industrial: Sector-Based Inspections	541614	Process, Physical Distribution, And Logistics Consulting Services
Western A West Ca, Llc	182892	5404 Industrial Pky San Bernardino 92407	Ts-11 Industrial: Sector-Based Inspections	488510	Freight Transportation Arrangement
Zoomtech Inc, Orange Show Shell, Db	183954	1194 South Waterman Ave. San Bernardino 92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	326211	Tire Manufacturing (Except Retreading)

List of All Inspections Conducted from January 2016 to December 2018

This table contains a list of inspections conducted within the SBM between January 2016 and December 2018.

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
7-Eleven #26934/Jagdip Singh	176507	3211 Kendall Dr	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/5/2016	
7-Eleven #26934/Jagdip Singh	176507	3211 Kendall Dr	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/16/2016	
7-Eleven #26934/Jagdip Singh	176507	3211 Kendall Dr	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/25/2016	
7-Eleven #37036	179301	1583 W Baseline Rd	San Bernardino	92411	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	3/10/2016	
7-Eleven #37036	179301	1583 W Baseline Rd	San Bernardino	92411	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	7/5/2016	
7-Eleven #37214	183094	510 Waterman Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	10/10/2017	
7-Eleven #37214	183094	510 Waterman Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	4/24/2018	
All Auto Collison & Paint, Inc.	132791	741 W Baseline	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	

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Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Anita's Mexican Food Corporation	175226	3454 N Mike Daley Dr	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	7/8/2016	
Anthem Oil Inc	182846	1933 W Highland Ave	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/27/2016	
Anthem Oil Inc	182846	1933 W Highland Ave	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/20/2017	
Apro Llc DbA United Oil #136	177930	235 E Baseline Ave	San Bernardino	92401	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/17/2016	
Apro Llc DbA United Oil #136	177930	235 E Baseline Ave	San Bernardino	92401	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	3/20/2018	
Arco Am/Pm	167961	542 N Mount Vernon Ave	San Bernardino	92411	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	1/21/2016	
Arco Am/Pm	167961	542 N Mount Vernon Ave	San Bernardino	92411	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	5/3/2018	
Arco Tippecanoe Petroleum Project	178205	806 S Tippecanoe Ave	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/16/2016	

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Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Atco 2000 Inc	148939	5486 Industrial Pky #A	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	6/8/2016	
Baseline Am/Pm	162537	794 W Baseline St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	3/10/2016	
Baseline Am/Pm	162537	794 W Baseline St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	5/3/2018	
Best Cleaners	82515	624 W 4th St	San Bernardino	92410	Ts-12 Industrial Sources - Out Of Business And Change Of Ownership	2/3/2016	
Big Z Auto Works	52065	274 N I St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	6/2/2017	✓
Bionic Auto Body	40304	1091 Acacia St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	
Bj Oil, Inc	183039	847 W Highland Ave	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	10/10/2017	
Bnsf Railway Company	178593	1500 W Rialto Ave	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/11/2016	
Cal St, Hwy Patrol	34643	2211 Western Ave	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	1/22/2016	✓

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
California Portland Cement Co.	62645	2400 W Highland	San Bernardino	92405	Ts-11 Industrial: Sector-Based Inspections	6/2/2016	
Calmat Co	34281	2400 W Highland Ave	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	5/31/2016	
Calmat Co	108457	2340 W Highland Ave	San Bernardino	92405	Ts-11 Industrial: Sector-Based Inspections	5/31/2016	✓
Collision Center Of San Bernardino	178172	909 W 21st St	San Bernardino	92405	Ts-11 Industrial: Sector-Based Inspections	4/13/2016	
Community Hospital Of San Bernardino	17722	1805 Medical Center Dr	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	1/19/2016	✓
C-Pak Industries Inc	120469	4925 Hallmark Pky	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	8/3/2016	
D & W Fine Pack Inc	49933	4162 Georgia Blvd	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	6/9/2016	
Damas Capital Investments, Inc.	181468	702 W Second St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/7/2016	
Downtown Auto Center	99849	460 W Ninth St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/3/2016	✓
E & R Auto Body, Elkin Hernandez DbA	80622	273 S Arrowhead	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	6/2/2017	

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Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Envisioning Future Inc.	160632	295 N Waterman Ave	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/9/2016	
Envisioning Future Inc.	160632	295 N Waterman Ave	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	3/2/2018	✓
Evans Fuel	90737	1995 Nolan St	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/27/2016	✓
F & M Bains, Inc., Rajinder Singh	157919	3890 N University Pky	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/28/2016	
Farmdale Creamery Inc	84687	1049 W Baseline St	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	1/26/2016	
Food N' Fuel	117766	1055 N Waterman Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/9/2016	✓
Food N' Fuel	117766	1055 N Waterman Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	5/9/2018	✓
G & M Oil Co #119	136014	906 N Waterman Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	7/21/2016	

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
G & M Oil Co, Llc #47	101640	501 Inland Center Dr	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	7/26/2016	
G & M Oil Co, Llc #67	115360	187 N F St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	7/26/2016	
Gaborko Electric, Inc.Dba.C & M Electric	173983	1356 W Rialto Ave	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/11/2016	
Gage Canal Company	94998	At&Sf Railroad/Hospitality Ln	San Bernardino	92408	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	✓
Gateway Pet Cemetery	62081	3850 Frontage	San Bernardino	92412	Ts-11 Industrial: Sector-Based Inspections	7/13/2016	
H & M Oil	185414	605 N H St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	1/30/2018	
Highland Avenue Arco, Alfred Daher	158844	189 W Highland Ave	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/25/2017	
Highland Shell, Nabil Saade	170528	1108 Highland	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/25/2017	✓

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Holliday Trucking, Inc	18323	2300 W Baseline Rd	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	1/19/2016	
Home Depot, The	85776	1055 W 21st St	San Bernardino	92405	Ts-11 Industrial: Sector-Based Inspections	4/15/2016	
Inland Pacific Petro, Univ Shell Car Wash	153509	3909 Hallmark Pky	San Bernardino	92407	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	10/6/2016	
Interchange Business Center, Llc	177226	1651 W Interchange	San Bernardino	92401	Ts-11 Industrial: Sector-Based Inspections	8/4/2016	
Isolatek International Inc	156517	4062 Georgia Blvd	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	6/9/2016	
Jun Iron Works	103147	2292 N Cabrera Ave	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	3/10/2017	✓
Khan Shell	155291	907 W Mill St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/23/2016	✓
Khan Shell	155291	907 W Mill St	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/23/2017	✓
Komal Oil Inc	180676	424 W Mill	Colton	92324	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	2/16/2016	✓

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Komal Oil Inc	180676	424 W Mill	Colton	92324	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	7/13/2017	✓
Lba Realty Fund Iii - Company Iv-E, Llc	154433	2612 Shenandoah Way	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	6/10/2016	
Mjs Market	133947	2795 Macy St	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/27/2016	
Mt. View Cemetery	8660	570 E Highland Ave	San Bernardino	92404	Ts-11 Industrial: Sector-Based Inspections	4/13/2016	
Nino's Number One Inc	170035	457 W 10th St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	✓
Nuckles Oil Co, Inc., Merit Oil Co., Db	112769	1405 W Rialto Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/7/2016	
Nuckles Oil Co, Inc., Merit Oil Co., Db	112769	1405 W Rialto Ave	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	4/13/2018	
Omnitrans	39979	1700 W 5th St	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	11/3/2017	
One Hour Fabric Care	96841	1090 W Highland Ave	San Bernardino	92405	Ts-11 Industrial: Sector-Based Inspections	5/26/2016	

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Quiel Bros Electric Sign Serv Co Inc	8275	272 S I St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	10/16/2018	
Qwik Stop #5 "Yasin"	108901	2696 Foothill Blvd	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	10/6/2016	✓
Rounsvilles Auto Body	118735	24137 E Ward St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/9/2016	✓
S & S Baseline 76	166898	799 W Baseline	San Bernardino	92410	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/3/2016	
San Bern City Uni Sch Dist, Dist Admin Of	23773	777 N F St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/12/2016	✓
San Bern City Unified School Dist	8144	956 W 9th St	San Bernardino	92411	Ts-11 Industrial: Sector-Based Inspections	2/12/2016	✓
San Bern City Usd, Neal Roberts Elem	168032	494 E 9th St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/12/2016	
San Bernardino City Mun Water Dept (Wrp)	126656	1302 South E St	San Bernardino	92408	Ts-58 Toxics: Potw Lift Stations	3/24/2016	✓
San Bernardino City Mun Water Dept (Wrp)	126656	1302 South E St	San Bernardino	92408	Ts-58 Toxics: Potw Lift Stations	3/29/2016	✓

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
San Bernardino City Mun Water Dept(H2o)	1604	195 N D St	San Bernardino	92401	Ts-11 Industrial: Sector-Based Inspections	7/20/2016	
San Bernardino Mun Water Dept	118973	195 N D St	San Bernardino	92401	Ts-11 Industrial: Sector-Based Inspections	7/20/2016	
San Bernardino National Forest	157046	602 S Tippecanoe Ave	San Bernardino	92408	Ts-11 Industrial: Sector-Based Inspections	6/29/2017	
San Bernardino Steel	53578	5454 N Industrial Pky	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	6/8/2016	
Service King Paint & Body Llc	184516	1228 N H St	San Bernardino	92405	Ts-11 Industrial: Sector-Based Inspections	12/7/2017	
Telacu Housing - San Bernardino Inc	134396	602-666 W 6th St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/3/2016	✓
Telacu Housing San Bernardino li Inc	145391	451 N H St	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/3/2016	✓
Tesoro (Usa) 63325	171648	2187 W Highland Ave	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	8/25/2017	
Tesoro (Usa) 63327	171691	995 W Highland	San Bernardino	92405	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/8/2017	

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
The Gage Canal Company	94996	Santa Ana River/San Ber Ave	San Bernardino	92408	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	✓
The Gage Canal Company	94997	South Of Hospitality Ln	San Bernardino	92408	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	✓
The Gage Canal Company	94999	At&Sf Railroad/Santa Ana River	San Bernardino	92408	Ts-11 Industrial: Sector-Based Inspections	1/28/2016	✓
Thrifty Petroleum, Inc.	167023	495 S Waterman Ave	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/9/2016	
Thrifty Petroleum, Inc.	167023	495 S Waterman Ave	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	3/20/2018	✓
Truck-N-Stuff	151372	560 N Waterman Ave	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/9/2016	
Turner's Truck Stuff	141433	598 N Waterman Ave	San Bernardino	92410	Ts-11 Industrial: Sector-Based Inspections	2/9/2016	✓
Verizon Wireless	136450	895 San Jacinto St	San Bernardino	92408	Ts-11 Industrial: Sector-Based Inspections	10/16/2018	
Vulcan Materials Company	181597	5705 N Institution Rd	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	6/2/2016	✓

Facility Name	Facility Id	Location	City	Zip	Technical Specialty (Ts)	Inspection Date	Enforcement Actions
Waterman Convalescent Hospital	160366	1850 N Waterman Ave	San Bernardino	92404	Ts-11 Industrial: Sector-Based Inspections	5/27/2016	
Waterman Valero	107330	2908 N Waterman Ave	San Bernardino	92404	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	9/29/2017	
Western A West Ca, Llc	182892	5404 Industrial Pky	San Bernardino	92407	Ts-11 Industrial: Sector-Based Inspections	11/30/2017	
Zoomtech Inc, Orange Show Shell, Dba	183954	1194 S Waterman Ave	San Bernardino	92408	Ts-40 Service Stations: Retail Gasoline Dispensing (From Ts 12)	6/1/2017	✓

List of Enforcement Actions Taken from January 2016 to December 2018

This table contains a list of all enforcement actions issued by inspectors against facilities in this community between January 2016 and December 2018.

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
1st Certified Collision	167037	Nc	E39229	5/10/2017	5/10/2017	1147	Provide Gas Usage Records For Powerflame Burner To Verify Deadline Delay From Rule 1147 Source Testing Requirements For Units 15 Years And Older.	Closed/Resolved
1st Street Collision Center	181690	Nc	E37934	3/2/2017	3/2/2017	1151	Produce Coating Records Of Coatings Used At Above Location From March 2016 To Present; Produce Sds Sheets For All Coatings At Above Facility	Closed/Resolved
1st Street Collision Center	181690	Nc	E37934	3/2/2017	3/2/2017	203	Produce Coating Records Of Coatings Used At Above Location From March 2016 To Present; Produce Sds Sheets For All Coatings At Above Facility	Closed/Resolved
5m Contracting	150335	Nc	E36377	12/23/2016	12/23/2016	1403	Secure And Stabilize Residence And Yard. (Notif #456524). Have A Certified Asbestos Consultant Assess Fire Damaged Residence And Yard (Incl. Sample Collection Per 40 Cfr Part 763.86) And Asbestos Survey Report.	Closed/Resolved
7_Eleven #34175/Jagroop K. Bal	176509	Nov	P63220	12/22/2016	11/28/2016	461	Failure To Conduct Performance Testing Within 10 Days After Completion Of Upgrade	Closed/Resolved

^{iv} Issue Date: The date the violation notice was issued to the responsible party. This date may not reflect the date of inspection.

^v Violation Date: The date that the violation occurred and was documented by South Coast AQMD inspectors. This date may not reflect the date of inspection.

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
7_Eleven #35348/T R A Inc	176092	Nc	E35599	9/16/2016	9/16/2016	461	Provide Latest Pressure Vacuum Valve Test Results And Latest Reverification Test Results For 2016.	Closed/Resolved
7_Eleven 33442/Tarlochan Rangi	144011	Nc	E39061	5/25/2017	5/25/2017	461	Provide Latest Pressure Vacum Valve Test Results	Closed/Resolved
7-Eleven #26934/Jagdip Singh	176507	Nc	E34629	8/5/2016	8/5/2016	206	Produce Aqmd Permit # N28026 & Post On Premises. Replace Cracked Hose On Nozzle #1 W/Low Perm Hose. Produce Daily Inspection Certificate For Jay Singh Or Sign Up For Inspection Training. Produce And Submit Yearly Throughput For 2014 & 2015. Plus Update	Closed/Resolved
7-Eleven #26934/Jagdip Singh	176507	Nc	E34629	8/5/2016	8/5/2016	461	Produce Aqmd Permit # N28026 & Post On Premises. Replace Cracked Hose On Nozzle #1 W/Low Perm Hose. Produce Daily Inspection Certificate For Jay Singh Or Sign Up For Inspection Training. Produce And Submit Yearly Throughput For 2014 & 2015. Plus Update	Closed/Resolved
7-Eleven #26934/Jagdip Singh	176507	Nc	E34629	8/5/2016	8/5/2016	461(C)(2) (B)	Produce Aqmd Permit # N28026 & Post On Premises. Replace Cracked Hose On Nozzle #1 W/Low Perm Hose. Produce Daily Inspection Certificate For Jay Singh Or Sign Up For Inspection Training. Produce And Submit Yearly Throughput For 2014 & 2015. Plus Update	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
7-Eleven #37036	179301	Nc	E35581	7/5/2016	7/5/2016	203(A)	Make Administrative Change To Permit To Construct. Site Has 8 Nozzles And 24 Products.	Closed/Resolved
A&J Petra Inc Db Foodmart	180578	Nc	E34637	8/23/2016	8/23/2016	461	Replace Cracked Hose On #5 With Low Perm Hose. Produce Annual Periodic Compliance Inspection Report For 2015 And Gasoline Throughput From October 2015 To Present. Produce Vapor Repair Log From June 2015 To Present, Alarm Log From Jan 2016 To Present &	Closed/Resolved
A&J Petra Inc Db Foodmart	180578	Nc	E34637	8/23/2016	8/23/2016	461(C)(2) (B)	Replace Cracked Hose On #5 With Low Perm Hose. Produce Annual Periodic Compliance Inspection Report For 2015 And Gasoline Throughput From October 2015 To Present. Produce Vapor Repair Log From June 2015 To Present, Alarm Log From Jan 2016 To Present &	Closed/Resolved
A&J Petra Inc Db Foodmart	180578	Nc	E37436	11/4/2016	11/4/2016	201	Submit A New Application For A Permit To Construct That Reflects Existing Equipment At Above Facility.	Closed/Resolved
A&J Petra Inc Db Foodmart	180578	Nc	E37445	11/22/2016	11/22/2016	461	Install Aqmd Operation And Instruction Signs With (800) 2424020 Customer Complaint Number.	Closed/Resolved
A&J Petra Inc Db Foodmart	180578	Nov	P70944	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 1241	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Achamak_Trading	129762	Nc	E35592	9/7/2016	9/7/2016	461	Provide Pressure Vacuum Valve Test Results And Last Reverification Test Results For 2016.	Closed/Resolved
Alpha Materials, Inc	179916	Nc	E40214	7/25/2017	7/25/2017	Perp 2458	Provide Records Of Usage And Location For Carb # 125809	Closed/Resolved
Alpha Materials, Inc	180155	Nc	E27845	5/24/2018	5/24/2018	203(A)	Do Not Operate Portable Equipment At This Location. Perp Registrations Are No Longer Valid Here (Operation >12 Months)	Closed/Resolved
American Handforge	171062	Nc	E36391	5/17/2017	5/17/2017	1430	Submit Permit Applications For Grinding Operations And Control Devices, Conduct Housekeeping (Daily, Monthly, Semiannual) Keep/Maintain Records (Weight Of Waste Collected, Monthly Inspections, Odor Log), Repair All Defects Within 72 Hrs., Keep Dust In Closed	Closed/Resolved
American Traffic Products, Inc	180982	Nov	P63955	1/19/2016	10/23/2015	201	The Facility Installed And Operated Equipment Without A Valid Permit To Construct And Permit To Operate.	Closed/Resolved
American Traffic Products, Inc	180982	Nov	P63955	1/19/2016	10/23/2015	203(A)	The Facility Installed And Operated Equipment Without A Valid Permit To Construct And Permit To Operate.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Anita's Mexican Food Corporation	175226	Nc	E21154	7/12/2016	7/8/2016	42303	The Facility Shall Provide The Following Records: Burners Installed On The 1999 Parker Boiler (2016 Modified); Burners Installed On Taco Line 5a To Satisfy The Modification Approved In A/N 573816. Include Date Of Installation; Facility Wide Natural Gas Consumption	Closed/Resolved
Anita's Mexican Food Corporation	175226	Nc	E34453	7/21/2016	7/21/2016	1147	The Facility Shall Provide Evidence Of Burner Specifications Installed On Each Oven And Fryer To Indicate The Manuf. Data, Including: Make, Model, Serial No., Btu Rating, Yr. Of Mfg. The Facility Shall Mount Permanent Rating Plates From Each Unit Manufacture	Closed/Resolved
Anita's Mexican Food Corporation	175226	Nc	E34453	7/21/2016	7/21/2016	1153.1	The Facility Shall Provide Evidence Of Burner Specifications Installed On Each Oven And Fryer To Indicate The Manuf. Data, Including: Make, Model, Serial No., Btu Rating, Yr. Of Mfg. The Facility Shall Mount Permanent Rating Plates From Each Unit Manufacture	Closed/Resolved
Anita's Mexican Food Corporation	175226	Nov	P62046	7/22/2016	7/15/2015	202	The Facility Failed To Maintain Monthly Nox Emission Reports During The Timeframe Indicated In The Order For Abatement And As Indicated By The Permit To Construct Issued For Taco Line 5a Modification.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Anita's Mexican Food Corporation	175226	Nov	P62046	7/22/2016	7/15/2015	42401	The Facility Failed To Maintain Monthly Nox Emission Reports During The Timeframe Indicated In The Order For Abatement And As Indicated By The Permit To Construct Issued For Taco Line 5a Modification.	Closed/Resolved
Anita's Mexican Food Corporation	175226	Nov	P62047	8/26/2016	7/22/2016	42402	Violation For Knowing And Intentional Falsification Of Records Provided For Facility-Wide Nox Emission Reports Required By South Coast Aqmd Permit To Construct (A/N 573816)-Taco Line 5a Burner Modification, And Hearing Board Order For Abatement Case No. 6017-2 Oper	Closed/Resolved
Anthem Oil Inc	182846	Nc	E34648	9/27/2016	9/27/2016	461	Replace Gaskets In Dry Break Caps Of R U/L Tank & Prem Tank; Replace Broken Cap Of Reg U/L Too. Prove That Drain Valves Of Gas Tanks Work. Replace Cracked Hose On # 7, Produce Missing Alarm Log Since Change Of Ownership. Provide 2016 Annual Periodic	Closed/Resolved
Anthem Oil Inc	182846	Nc	E34648	9/27/2016	9/27/2016	461(C)(1)(A)	Replace Gaskets In Dry Break Caps Of R U/L Tank & Prem Tank; Replace Broken Cap Of Reg U/L Too. Prove That Drain Valves Of Gas Tanks Work. Replace Cracked Hose On # 7, Produce Missing Alarm Log Since Change Of Ownership. Provide 2016 Annual Periodic	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Anthem Oil Inc	182846	Nc	E34648	9/27/2016	9/27/2016	461(C)(2) (B)	Replace Gaskets In Dry Break Caps Of R U/L Tank & Prem Tank; Replace Broken Cap Of Reg U/L Too. Prove That Drain Valves Of Gas Tanks Work. Replace Cracked Hose On # 7, Produce Missing Alarm Log Since Change Of Ownership. Provide 2016 Annual Periodic	Closed/Resolved
Anthem Oil Inc	182846	Nov	P70579	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0473	Closed/Resolved
Anthem Oil Inc	182846	Nov	P70617	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0855	Closed/Resolved
Apro Llc Db United Oil #136	177930	Nov	P72736	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 5442	Closed/Resolved
Apro Llc Db United Oil #180	177988	Nov	P72776	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 5046	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Aqhi, Incorporated	107976	Nc	E36380	1/27/2017	1/27/2017	1403	Provide Proof Of New Rule 1403 Notification For Above Address Indicating Asbestos Found "Yes". Provide Proof Of Worker Training Certificates For Anderson Mc Clinton And Orlando Narcis. Provide Proof Of Waste Record.	Closed/Resolved
Arakelian Enterprises, Inc	177289	Nc	E35182	4/7/2016	4/6/2016	201	Obtain Permit To Construct/Operate A Horizontal Grinder (Cbi Magnum Force 6400, Sin 6400-T-C27, Unit #1109, Doors Rg7u49)	Closed/Resolved
Archer Daniels Midland Company	135273	Nc	E35960	5/4/2017	5/4/2017	203(B)	1. Maintain Records Per Permit To Operate (P/O) F25680 Condition 7. Maintain Records Per P/O G20216 Condition 5	Open/Pending
Arco Am/Pm	167961	Nc	E42586	5/3/2018	5/3/2018	461	Provide The Following: Latest Pvv Results, Throughput Log, Periodical Inspection	Closed/Resolved
Arco Fac #06144 _ Sidhu Petroleum Inc.	166416	Nc	E35605	10/12/2016	10/12/2016	461	Provide Latest Reverification Test Results And Periodic Compliance Inspection For 2016	Closed/Resolved
Arco Tippecanoe Petroleum Project	178205	Nov	P70669	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 1555	Closed/Resolved
Arco Tippecanoe Petroleum Project	178205	Nov	P71803	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1600 4502	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Asbestos Control Testing, Inc	175403	Nc	E43462	3/23/2018	2/22/2018	40701(G)	Provide Evidence And Copies Of The Following: Prior Asbestos Survey, Cslb License, Dosh License, Contract To Perform Asbestos Abatement, Building And Safety Permits, Name/Address/Phone Number Of Workers And Supervisors, Ahera Training Certificates,	Closed/Resolved
Asbestos Control Testing, Inc	175403	Nov	P66415	4/11/2018	2/22/2018	1403	Failed To Obtain An Approved Procedure 5 Plan For Handling Disturbed Acm Prior To Renovation/Clean Up; Failed To Maintain A Copy Of All Written Approvals Obtained Under The Requirements Of Subparagraphs (D)(1)(D).	Closed/Resolved
At & T Comm Inc (San Bernardino)	45068	Nc	E31666	4/22/2016	4/22/2016	1472	Submit R1472 Compliance Plan	Closed/Resolved
Atco 2000 Inc	148939	Nc	E31672	6/8/2016	6/8/2016	109	206 And 109 For Voc Records 2 Years	Closed/Resolved
Atco 2000 Inc	148939	Nc	E31672	6/8/2016	6/8/2016	206	206 And 109 For Voc Records 2 Years	Closed/Resolved
Auto Fourteen Collision	178579	Nc	E37012	9/13/2016	9/13/2016	42303	Provide Voc Records Since January 2016	Closed/Resolved
Baseline Am/Pm	162537	Nc	E32765	3/10/2016	3/10/2016	41960.2	Replace Main Hose #8 With Approved Low Perm Hose - Steel Exposed.	Closed/Resolved
Baseline Am/Pm	162537	Nc	E42587	5/3/2018	5/3/2018	461	Provide Latest Reverification Test And Pressure Vacuum Valve Results	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Baseline Am/Pm	162537	Nov	P72422	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 5301	Closed/Resolved
Battery Center	183913	Nc	E37838	1/12/2017	1/12/2017	1420	Provide Annual Amount Of Lead_Containing Material And The Percent Lead Content Processed At The Facility For The Past Three (3) Years.	Closed/Resolved
Best Iron Works	80021	Nc	E36686	7/29/2016	7/29/2016	109	109 For 6 Months Records.	Closed/Resolved
Big Z Auto Works	52065	Nc	E35962	6/2/2017	6/2/2017	1151	Maintain Voc Records.	Open/Pending
Biscomerica Corp	125483	Nc	E27934	2/16/2016	2/16/2016	1415.1	1) Determine & Document The Size Of The Refrigeration (Process Units Only) Systems: Mfr., Model #, Serial #, Type Of Refrigerant, Capacity Of The System; And 2) Register The System With The California Air Resources Board	Closed/Resolved
Bj Oil, Inc	183039	Nov	P70615	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0831	Closed/Resolved
Br Tree Service	186759	Nc	E41637	2/16/2018	1/19/2018	203(A)	Do Not Operate Portable Ice >50hp Without A Valid Carb Registration Or Aqmd Permit.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Brickley Construction Co Inc, Brickley En	76397	Nc	E45720	12/28/2018	12/28/2018	203(A)	Do Not Operate Or Use Any Equipment (Floor Buffer) Which May Cause The Issuance Of Air Contaminants Without First Obtaining A Written Pto From South Coast Aqmd Applies Only To Equipment Subject To Neshap	Closed/Resolved
Burlington Northern/Santa Fe Railway Co	102284	Nov	P71280	12/1/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #70171450000217313976	Closed/Resolved
Cal Dept Of Forestry, San Bern Fire Sta	26857	Nc	E31667	5/26/2016	5/26/2016	203	203b To Upgrade Ice Log And Get Upgraded Nameplate And Confirm It Matches Permit	Closed/Resolved
Cal Dept Of Forestry, San Bern Fire Sta	26857	Nov	P71396	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1146	Closed/Resolved
Cal St, Hwy Patrol	34643	Nc	E31655	1/22/2016	1/22/2016	1470	Update Ice Log, Install 461 Signs, Submit 2 Years Of Monthly Gasoline Dispensed Records	Closed/Resolved
Cal St, Hwy Patrol	34643	Nc	E31655	1/22/2016	1/22/2016	461	Update Ice Log, Install 461 Signs, Submit 2 Years Of Monthly Gasoline Dispensed Records	Closed/Resolved
Cal St, Hwy Patrol	34643	Nov	P71446	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1641	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Cal Stripe Inc	160100	Nc	E37856	11/23/2016	11/23/2016	Perp 2460	Submit An Appointment Request; Maintain The Registration Certificate & Operating Conditions With The Equipment; Affix A Registration Sticker To The Equipment.	Closed/Resolved
Cal Stripe Inc	160100	Nc	E37856	11/23/2016	11/23/2016	Title13article5s	Submit An Appointment Request; Maintain The Registration Certificate & Operating Conditions With The Equipment; Affix A Registration Sticker To The Equipment.	Closed/Resolved
Cal Stripe Inc	160100	Nc	E41445	12/6/2017	10/31/2017	Perp 2460	Submit Appointment Request Form For 7 Perp Engines. Carb Perp Program Requires Contact Of Home Air District Within 45 Days Of Reg Issuance/Renewal. South Coast Aqmd Contact Is Appt Req Form	Closed/Resolved
Caliber Bodyworks, Inc.	116311	Nc	E37949	6/2/2017	6/2/2017	42303	Produce Natural Gas Usage Log For The Last 24 Months(Only 4/17 To Present Is Available)	Closed/Resolved
Calif Dept Of Transportation, Caltrans	137200	Nov	P71687	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4078	Closed/Resolved
California Portland Cement Co	800181	Nc	E29360	10/7/2016	8/30/2016	3002(C)(1)	Ensure Timely Submission Of Forms 500_Acc And 500_Sam	Open/Pending

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
California Portland Cement Co	800181	Nc	E39242	7/13/2017	7/13/2017	1156	Stabilize All Unpaved Roads To Maintain Stabilized Surface (For Aggregate Site), Apply Chemical Stabilizers To All Unpaved Roads And Areas To Stabilize Road Surface (Should Be Applied Biannually), And Provide Copy Of Toxicity Analysis Report For Cement	Closed/Resolved
California Portland Cement Co	800181	Nc	E39242	7/13/2017	7/13/2017	1157	Stabilize All Unpaved Roads To Maintain Stabilized Surface (For Aggregate Site), Apply Chemical Stabilizers To All Unpaved Roads And Areas To Stabilize Road Surface (Should Be Applied Biannually), And Provide Copy Of Toxicity Analysis Report For Cement	Closed/Resolved
California Portland Cement Co	800181	Nov	P60580	2/9/2017	7/1/2016	2004	1. Failed To Reconcile Quarterly Nox And Sox Emissions In The 1st And 2nd Qtr. Of Compliance Year 2016. 2. Nox And Sox Emissions From The Beginning Of The 2016 Compliance Year Through The End Of The 1st And 2nd Quarters Exceeded Allocation In Effect At The	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
California Portland Cement Co	800181	Nov	P59283	2/15/2017	7/1/2015	2004	Failed To Reconcile Quarterly Sox Emissions In The 1st, 2nd, 3rd, And 4th Quarters. Sox Emissions From The Beginning Of The 2015 Compliance Year Through The End Of The 1st, 2nd, 3rd, And 4th Quarter Exceeded The Annual Sox Emissions Allocation In Effect	Closed/Resolved
California Portland Cement Co	800181	Nov	P64763	9/8/2017	9/7/2017	1158(D)(8)	Allowance Of Fugitive Dust Emissions From An Active Operation To Remain Visible Beyond The Property Lines, Conducting An Active Operation Without Utilizing The Applicable Bacm To Minimize Fugitive Dust Emissions, And Failure To Install Rumble Grates Within	Closed/Resolved
California Portland Cement Co	800181	Nov	P64763	9/8/2017	9/7/2017	403(D)(1)	Allowance Of Fugitive Dust Emissions From An Active Operation To Remain Visible Beyond The Property Lines, Conducting An Active Operation Without Utilizing The Applicable Bacm To Minimize Fugitive Dust Emissions, And Failure To Install Rumble Grates Within	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
California Portland Cement Co	800181	Nov	P64763	9/8/2017	9/7/2017	403(D)(2)	Allowance Of Fugitive Dust Emissions From An Active Operation To Remain Visible Beyond The Property Lines, Conducting An Active Operation Without Utilizing The Applicable Bacm To Minimize Fugitive Dust Emissions, And Failure To Install Rumble Grates Within	Closed/Resolved
California Portland Cement Co	800181	Nov	P64372	9/15/2017	9/14/2017	403(D)(1)	Fugitive Dust Emissions Remaining Visible Beyond Property Lines Conducting Active Operation Without Utilizing Applicable Bacm To Minimize Fugitive Dust Emissions	Closed/Resolved
California Portland Cement Co	800181	Nov	P64372	9/15/2017	9/14/2017	403(D)(2)	Fugitive Dust Emissions Remaining Visible Beyond Property Lines Conducting Active Operation Without Utilizing Applicable Bacm To Minimize Fugitive Dust Emissions	Closed/Resolved
California Portland Cement Co	800181	Nov	P65378	12/6/2017	7/1/2016	2004	Failure To Submit Qcers And An Apep With Accurate Emissions.	Closed/Resolved
California Portland Cement Co	800181	Nov	P64386	7/28/2018	7/1/2017	2004	Failure To Acquire And Have Credited To The Facility Sufficient Nox And Sox Rtc's To Reconcile Its Quarterly Nox And Sox Emissions In The First, Second, And Third Quarters For Compliance Year 2017	Closed/Resolved
Calmat Co	108457	Nc	E31669	5/31/2016	5/31/2016	203	Submit Modification Apps For G23721 To Add (B3) Belt	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Cardlock Fuels Llc, Kinder Morgan Energy	120767	Nov	P71994	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9011	Closed/Resolved
Castro Designers Choice	177473	Nc	E37935	3/3/2017	3/3/2017	1136	Produce Coating Records Of All Coatings Used At Above Location Address; Produce All Sds Sheets For All Coatings Used At Above Location	Closed/Resolved
Castro Designers Choice	177473	Nc	E37935	3/3/2017	3/3/2017	203	Produce Coating Records Of All Coatings Used At Above Location Address; Produce All Sds Sheets For All Coatings Used At Above Location	Closed/Resolved
Chavez Concrete Pumping	188538	Nc	E45593	10/11/2018	9/12/2018	203(A)	Do Not Operate Engines Rated More Than 50 Bhp Without An Aqmd Permit Or Carb Registration.	Closed/Resolved
Chevron Extra Mile	177755	Nc	E37378	6/8/2017	6/8/2017	461	Remove Liquid From Spill Containers. Provide Proof Of Training For 461 Daily Inspections; Revert To Test Cycle (Jan-July)	Closed/Resolved
Chevron Extra Mile	177755	Nc	E37378	6/8/2017	6/8/2017	461 (E) (2)	Remove Liquid From Spill Containers. Provide Proof Of Training For 461 Daily Inspections; Revert To Test Cycle (Jan-July)	Closed/Resolved
Chevron Extra Mile	177755	Nov	P65455	6/8/2017	12/23/2015	461 (E) (1)	Failure To Conduct Performance Test Within 10 Days Of Initial Operation Of Gdf; Failure To Conduct Reverification Tests Semiannually (Less Than 12 Months Of Data)	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Chevron Extra Mile	177755	Nov	P65455	6/8/2017	12/23/2015	461(E)(2)	Failure To Conduct Performance Test Within 10 Days Of Initial Operation Of Gdf; Failure To Conduct Reverification Tests Semiannually (Less Than 12 Months Of Data)	Closed/Resolved
Chevron Extra Mile	177755	Nov	P71798	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1600 4458	Closed/Resolved
Circle K #5240	180068	Nc	E34631	8/5/2016	8/5/2016	461	Replace Cracked Hose On Nozzle #2. Provide Proof Of Daily Inspection Certificate For All Employees That Perform Inspections Or Prove That Employees Have Been Trained. Provide 2016 Annual Periodic Inspection, June 2016 Vapor Testing, Repair Logs For 2016,	Closed/Resolved
Circle K #5240	180068	Nc	E34631	8/5/2016	8/5/2016	461(C)(2)(B)	Replace Cracked Hose On Nozzle #2. Provide Proof Of Daily Inspection Certificate For All Employees That Perform Inspections Or Prove That Employees Have Been Trained. Provide 2016 Annual Periodic Inspection, June 2016 Vapor Testing, Repair Logs For 2016,	Closed/Resolved
Circle K #5249	180072	Nc	E35609	12/8/2016	12/8/2016	461	Provide Latest Pressure Vacuum Valve Results	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
City Of Rialto Fire Station No. 203	177795	Nov	P71799	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1600 4465	Closed/Resolved
City Of Rialto Fire Station No. 204	177797	Nov	P71800	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1600 4472	Closed/Resolved
City Of Rialto, Fire Station No. 202	170747	Nov	P71764	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4856	Closed/Resolved
City Of San Bern, City Yard	65891	Nov	P71507	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 2242	Closed/Resolved
Colton Ave Auto Body	178069	Nc	E37932	2/23/2017	2/23/2017	42303	Reproduce All Coating Records From Your Method Now To Organize By Latest Application Back To Beginning Of Your Start Of Business.	Closed/Resolved
Colton City	67762	Nov	P71513	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 2303	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Colton City Wastewater Plant	13596	Nc	E32576	3/25/2016	3/25/2016	42303	Provide Model Number, Serial Number And Horsepower Rating For Portable Kohler Generator Marked "513". And White Portable Generator With 6-Cylinder Engine. Provide Operating Log For Emergency Generator With Permit D75167. Natural Gas Bills For 2015.	Closed/Resolved
Colton City, Fire Dept	34172	Nov	P71441	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1597	Closed/Resolved
Colton Power, Lp	182561	Nc	E32303	6/30/2017	1/30/2016	2012 Appen A, Ch	Facility Permit Holder Is To Apply Missing Data Procedures Whenever Valid Monitoring Data Is Not Available. This Includes Periods Due To A Failed Daily Calibration.	Closed/Resolved
Colton Power, Lp	182563	Nc	E32302	6/14/2017	1/28/2016	2012 Appen A, Ch	Facility Permit Holder Is To Apply Missing Data Procedures Whenever Valid Monitoring Data Is Not Available	Closed/Resolved
Colton Unified Sch Dist Trans Dept	33219	Nc	E35218	4/26/2016	4/26/2016	203	Provide Gasoline Monthly Total Since January 2014 Provide Annual Reverification Tests For The 2014 Calendar Year Provide Test Date For The 2013 Calendar Year Submit Annually Monthly Totals (Gasoline) By March 1st	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Colton Unified Sch Dist Trans Dept	33219	Nc	E35218	4/26/2016	4/26/2016	461	Provide Gasoline Monthly Total Since January 2014 Provide Annual Reverification Tests For The 2014 Calendar Year Provide Test Date For The 2013 Calendar Year Submit Annually Monthly Totals (Gasoline) By March 1st	Closed/Resolved
Colton Unified Sch Dist Trans Dept	33219	Nov	P64360	6/15/2016	2/1/2014	461	Failing To Conduct The Annual Reverification Tests During The 2014 Calendar Year	Closed/Resolved
Colton Unified Sch Dist Trans Dept	33219	Nov	P71435	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1535	Closed/Resolved
Community Hospital Of San Bernardino	17722	Nov	P61573	7/28/2016	2/8/2013	203	Operation Of Three Boilers With Modified Burners Without Submitting Modification Applications	Closed/Resolved
Cst Organic Recycling	168396	Nov	P66404	10/25/2017	9/28/2017	203(A)	Operating A Portable Ice And Equipment At A Stationary Source Without A Valid Aqmd Permit.	Closed/Resolved
Cutting Edge Supply Company	75681	Nc	E38212	1/10/2017	1/10/2017	Perp 2458	Maintain The Registration Certificate With The Equipment At All Times. Provide Records As Required By The Registration Certificate. Contact South Coast Aqmd Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange An Inspection	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Cutting Edge Supply Company	75681	Nc	E38212	1/10/2017	1/10/2017	Perp 2460	Maintain The Registration Certificate With The Equipment At All Times. Provide Records As Required By The Registration Certificate. Contact South Coast Aqmd Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange An Inspection	Closed/Resolved
Cutting Edge Supply Company	75681	Nc	E38212	1/10/2017	1/10/2017	Title13ar ticle5s	Maintain The Registration Certificate With The Equipment At All Times. Provide Records As Required By The Registration Certificate. Contact South Coast Aqmd Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange An Inspection	Closed/Resolved
Cutting Edge Supply Company	75681	Nc	E39902	6/28/2017	6/28/2017	Perp 2458	Provide Record Log With Location And Throughput For Any Perp Equipment.	Closed/Resolved
D R Horton	183341	Nov	P65503	10/11/2016	10/7/2016	403	The Company Allowed Emissions Of Fugitive Dust From A Disturbed Surface Area To Remain Visible In The Atm. Beyond The Property Line Of The Emission Source; Failure To Utilize Bacm Included In Table 1 Of The Rule To Minimize Fugitive Dust Emissions From	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Dakeno Inc	97409	Nc	E42826	3/15/2018	2/6/2018	40701(G)	Provide Evidence And Copies Of The Following: List Of Respective Dates Demolitions Took Place At The Location Address As Well As The Two Adjacent Buildings Located At 505 W Base Line St And 1168 North E St In San Bernardino; Waste Hauler Manifests Or	Closed/Resolved
Damas Capital Investments, Inc.	181468	Nov	P70585	11/29/2017	3/2/2017	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0534	Closed/Resolved
Damas Capital Investments, Inc.	181468	Nov	P70619	11/29/2017	3/2/2017	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0879	Closed/Resolved
Dave's Auto Body, Adelaida Vazquez Dba	130381	Nc	E35207	4/5/2016	4/5/2016	203	Before Operating The Spray Booth, Submit A Permit To Operate Application Or Disconnect The Spray Booth	Closed/Resolved
Dct Rialto Logistics Center	178651	Nc	E37942	4/21/2017	4/21/2017	206	Produce Permit G34740 And Post At Equipment; Plus Produce All Applicable Ice Reports As Listed In The Permit Conditions.	Closed/Resolved
Dct Rialto Logistics Center	178651	Nc	E37942	4/21/2017	4/21/2017	42303	Produce Permit G34740 And Post At Equipment; Plus Produce All Applicable Ice Reports As Listed In The Permit Conditions.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Dct Rialto Logistics Center	178651	Nc	E37944	5/11/2017	5/11/2017	42303	Produce Proof Of Emission Standards In Permit Condition #9 As Listed And Required.	Closed/Resolved
Del Rosa Circle K	177898	Nov	P72718	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 5626	Closed/Resolved
Del Rosa Fuel	136539	Nc	E34647	9/22/2016	9/22/2016	461	Replace Missing Gasket On The Reg Pdt Fill Cap On The 10k Tank. Install Operation & Instruction Sign With Correct Aqmd Number On Nozzle # 7. Produce Proof Of Daily Vapor Recovery Inspection Certificate For Person That Conducts Inspections. Produce Vapor	Closed/Resolved
Del Rosa Fuel	136539	Nc	E34647	9/22/2016	9/22/2016	461(C)(1) (A)	Replace Missing Gasket On The Reg Pdt Fill Cap On The 10k Tank. Install Operation & Instruction Sign With Correct Aqmd Number On Nozzle # 7. Produce Proof Of Daily Vapor Recovery Inspection Certificate For Person That Conducts Inspections. Produce Vapor	Closed/Resolved
Del Rosa Fuel	136539	Nc	E37432	10/18/2016	10/18/2016	461	Remove Mojave Aqmd Phone Number From All Nozzles And Install 1 (800) Cut Smog	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Del Rosa Fuel	136539	Nc	E39110	5/11/2017	5/11/2017	461	Rule 461 (E)(6)(D) _ Provide The Complete 2016 And 2017 Throughput Records (D)(4)(A) _ Provide The R461 Daily Training Certificate (C)(2)(B) _ Provide The Daily & Weekly Inspection Records, Remove All Ads Attached To Balance Hoses	Closed/Resolved
Del Rosa Fuel	136539	Nov	P64975	5/11/2017	2/4/2016	461	Rule 203b _ Operating A Gasoline Dispensing Facility Contrary To Permit Conditions _ #20 _ Failure To Record All Isd Alarms And Repairs On An Isd Alarm Log #21 _ Resetting Isd Alarms Without Proof Of Repairs #22 Misusing The Clear Test Function	Closed/Resolved
Del Rosa Fuel	136539	Nov	P72075	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9813	Closed/Resolved
Desert Wind Sandblasting	42881	Nc	E41435	11/29/2017	11/17/2017	Perp 2460	Submit Appointment Request Form For Perp Registered Engine # 119922. Carb Perp Program Requires Contact Of Local Air District Within 45 Days Of Registration Issuance/Renewal. South Coast Aqmd Contact Is Appointment Request Form.	Closed/Resolved
Devco Sandblasting & Industrial Coating	60323	Nc	E39919	9/27/2017	9/27/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Devore Mini Mart/Anis Eramya	115804	Nc	E34638	8/23/2016	8/23/2016	461	Replace Cracked Hoses On Nozzles # 6 & 8. Produce Daily Vapor Recovery Inspection Certificate For Conducting Daily Inspections. Produce 2016 Gasoline Thruput Records. Produce 2015 & 2016 Annual Periodic Compliance Inspection Reports.	Closed/Resolved
Devore Mini Mart/Anis Eramya	115804	Nc	E34638	8/23/2016	8/23/2016	461(C)(2)(B)	Replace Cracked Hoses On Nozzles # 6 & 8. Produce Daily Vapor Recovery Inspection Certificate For Conducting Daily Inspections. Produce 2016 Gasoline Thruput Records. Produce 2015 & 2016 Annual Periodic Compliance Inspection Reports.	Closed/Resolved
Downtown Auto Center	99849	Nc	E31659	2/3/2016	2/3/2016	203	Remount Dpg, Repair Filters, Post Permit	Closed/Resolved
Downtown Auto Center	99849	Nc	E31659	2/3/2016	2/3/2016	206	Remount Dpg, Repair Filters, Post Permit	Closed/Resolved
Ecology Auto Parts, Inc.	159798	Nc	E41533	1/25/2018	1/25/2018	Perp 2456	Provide Hour Meter Readings For Perp Engines Registration #S 151303 And 154794	Closed/Resolved
Ecology Auto Parts, Inc.	159798	Nc	E46143	12/7/2018	12/7/2018	Perp 2456	Maintain Functioning Hour Meter Reader. Correct/Match Engine Model No. On The Plate (Engine) And Registration Certificate	Closed/Resolved
Ecology Auto Parts, Inc.	159798	Nc	E46143	12/7/2018	12/7/2018	Title13article5s	Maintain Functioning Hour Meter Reader. Correct/Match Engine Model No. On The Plate (Engine) And Registration Certificate	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Ecology Auto Parts, Inc.	159798	Nov	P69001	12/11/2018	7/9/2018	Perp 2460	Failure To Contact The Home District Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Registration To Arrange Required Inspection.	Closed/Resolved
Ecology Recycling Services Inc	185639	Nc	E42701	1/19/2018	12/26/2017	203(B)	The Equipment Permit Unit Shall Not Be Operated Contrary To The Conditions Specified In The Permit To Operate. Specifically Condition #21 On Pto N28419;	Closed/Resolved
Ecology Recycling Services Inc	185639	Nc	E42702	1/19/2018	12/26/2017	42303	Provide The Following Records: Records Of Daily Water Flow Rate For 2017 And 2018 Under Pto G32848	Closed/Resolved
Ecology Recycling Services Inc	185639	Nc	E42707	2/2/2018	12/26/2017	203(B)	Do Not Operate Equipment Permit Unit (G32848) Contrary To The Conditions Specified (#'S 6 & 7) In The Permit To Operate.	Closed/Resolved
Eg Concrete Pumping	168328	Nc	E41434	11/29/2017	11/17/2017	Perp 2460	Submit Appointment Request Form For Perp Registered Engine # 165438. Carb Perp Program Requires Contact Of Local Air District Within 45 Days Of Registration Issuance/Renewal. South Coast Aqmd Contact Is Appointment Request Form.	Closed/Resolved
Empire Truck Repair, Inc.	179387	Nc	E37936	3/3/2017	3/3/2017	1151	Produce All Coating And Solvent Records From 2/16 To Present; Produce All Sds For All Coatings And Solvents; Replace The Booth Dryer Gauge And Clean Filter Plenum Of The Booth.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Empire Truck Repair, Inc.	179387	Nc	E37936	3/3/2017	3/3/2017	203	Produce All Coating And Solvent Records From 2/16 To Present; Produce All Sds For All Coatings And Solvents; Replace The Booth Dryer Gauge And Clean Filter Plenum Of The Booth.	Closed/Resolved
Enko Systems Inc.	186000	Nc	E41145	11/2/2017	11/2/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
Envisioning Future Inc.	160632	Nc	E42571	3/2/2018	3/2/2018	461	Provide The Following: Reverification Test Results, Pressure Vacuum Valve Results, Keep All Spill Buckets Clean, Replace Vapor Cap Grade 87	Closed/Resolved
Envisioning Future Inc.	160632	Nov	P70827	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 8831	Closed/Resolved
Envisioning Future Inc.	160632	Nov	P72402	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6818	Closed/Resolved
Evans Auto Body	79053	Nc	E31663	3/4/2016	3/4/2016	109	Submit Application For Permit, Update Voc Records	Closed/Resolved
Evans Auto Body	79053	Nc	E31663	3/4/2016	3/4/2016	203	Submit Application For Permit, Update Voc Records	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Evans Fuel	90737	Nc	E34649	9/27/2016	9/27/2016	461	Produce The Record Of The Method 6 & Pv Valve Test. Produce The 2015 Annual Periodic Compliance Inspection Report.	Closed/Resolved
Exclusive Tent Rentals	160822	Nc	E41548	2/21/2018	2/21/2018	42303	Provide Location Records And Dates For Inspected Perp Equipment For The Last 2 Years.	Closed/Resolved
Exclusive Tent Rentals	160822	Nc	E41549	2/21/2018	2/21/2018	Title13article5s	Correct Engine Description On Carb Registration Certificate To Reflect Engine's Faceplate Information Properly.	Closed/Resolved
Exxonmobil Dlr,Nazih Waren,11562,#18_Htq	55933	Nc	E39071	6/14/2017	6/14/2017	461	Provide Latest Periodic Compliance Inspection	Closed/Resolved
Fender Benderz Collision Center	181844	Nc	E29128	4/5/2016	3/9/2016	203	Before Operating The Spray Booth, Submit A Permit To Operate Application Or Disconnect The Spray Booth	Closed/Resolved
Food 4 Less, Store #303	174567	Nov	P70657	11/29/2017	3/2/2017	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 1432	Closed/Resolved
Food N' Fuel	117766	Nc	E35571	6/9/2016	6/9/2016	203(A)	Make Administrative Change To Permit N23805 To Reflect Site Has 14 Nozzles And 42 Products With 2 Gasoline Tanks.	Closed/Resolved
Food N' Fuel Inc #23	29404	Nc	E39048	9/8/2017	9/8/2017	461	Replace Main Hose #2, Repair Faceplates # 2,5,And 6	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Fullmer Construction	184887	Nov	P63136	5/31/2017	5/31/2017	403	Allowing Track Out To Extend 25 Feet Or More (76.7 As Measured) In Cumulative Length From Point Of Origin From An Active Operation.	Closed/Resolved
Gage Canal Company	94998	Nov	P64161	4/1/2016	7/16/2014	1110.2	Failure To Submit Quarterly Reports Within 15 Days Of The End Of The Calendar Quarter	Closed/Resolved
Gallery Shutters, Inc	166129	Nc	E44536	12/14/2018	12/14/2018	203	Repair Or Replace Both Spray Booth Manometers And Clean Spray Booth From Thick Paint Buildup Including Both Filter Plenums And Change All Filters.	Closed/Resolved
Gama Contracting Svcs Inc	158700	Nc	E36378	1/5/2017	1/5/2017	1403	Prior To Cont Set_Up, Removal Or Other Activities Secure And Stabilize Bldgs 3 At Loc Listed. Have A Certified Asbestos Consultant (Cac) Perform An Asb Cont Assessment At Location Listed, Bldg. 3. Provide Copy Of Assessment To Insp.	Closed/Resolved
Garcias 4 Seasons Tree Service Inc	183919	Nc	E38221	1/19/2017	1/19/2017	Title13article5s	Maintain The Registration Certificate And Operating Conditions With The Equipment At All Times.	Closed/Resolved
Gatx Corporation	12332	Nc	E42006	3/23/2018	3/23/2018	42303	Provide Records As Shown In Condition #7 Of D85897 From March 2017 To Present; Provide Proof Of Transfer Efficiency For All Spray Guns For D 80037, D80038, F32016, F32017, F 32018; Provide Lpg Records For G47520,From March 2017 To Present.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Gatx Corporation	12332	Nov	P64369	5/4/2017	5/28/2015	3002	Operating A Scrubber Without An Active Permit To Operate	Closed/Resolved
Glen Helen Parkway, Llc	170117	Nc	E44517	10/5/2018	10/5/2018	203	Submit Change Of Operator Permits For Both Cummins And Invesco Ice's, Provide Information For Operating Hours/Year, For Maintenance & Testing.	Closed/Resolved
Glen Helen Parkway, Llc	170117	Nc	E44517	10/5/2018	10/5/2018	42303	Submit Change Of Operator Permits For Both Cummins And Invesco Ice's, Provide Information For Operating Hours/Year, For Maintenance & Testing.	Closed/Resolved
Glen Helen Parkway, Llc	170117	Nov	P68256	12/6/2018	10/30/2018	203	Failure To Show Compliance To Provide Operating Logs Showing Hours Of Use For Maintenance, Testing, And Emergency Use.	Closed/Resolved
Golden Corral	184950	Nc	E39677	6/15/2017	6/15/2017	222	Submit A Commercial Charbroiler Registration Form For The Wolf Charbroiler With The \$198.13 Registration Fee.	Closed/Resolved
Golden Gas Market	171162	Nc	E39047	8/30/2017	8/30/2017	461	Repair/Replace Nozzle #1 With Loose Spout, Replace Main Hose #2, Update Alarm Log	Closed/Resolved
Golden Gas Market	171162	Nov	P72546	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 7323	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Goodfellow Corp.	176548	Nc	E37866	12/23/2016	12/23/2016	Perp 2458	Submit An Appointment Request Form Within 45 Days After The Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection. Correct The Registration Certificate. Provide Records (Location And Throughput).	Closed/Resolved
Goodfellow Corp.	176548	Nc	E37866	12/23/2016	12/23/2016	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection. Correct The Registration Certificate. Provide Records (Location And Throughput).	Closed/Resolved
Goodfellow Corp.	176548	Nc	E37866	12/23/2016	12/23/2016	Title13ar title5s	Submit An Appointment Request Form Within 45 Days After The Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection. Correct The Registration Certificate. Provide Records (Location And Throughput).	Closed/Resolved
Goodfellow Corp.	176548	Nc	E37869	12/23/2016	12/23/2016	203(A)	Do Not Operate Engine And/Or Equipment Units Without First Obtaining A Carb Portable Equipment Registration Or Aqmd Permit To Operate.	Closed/Resolved
Goodfellow Corp.	176548	Nc	E45240	9/25/2018	9/25/2018	Perp 2458	Submit Appointment Request Form For Any Carb Perp Registered Units Within 45 Days Of Renewal/Issuance	Closed/Resolved
H & K Petroleum, Inc	161218	Nc	E35578	8/3/2016	8/3/2016	461	Perform Methodology 6 On All 4 Vents.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
H & K Petroleum, Inc	161218	Nc	E35585	8/3/2016	8/3/2016	203(B)	Provide Test Results For 2016 Reverification Test, Latest Pressure Vacuum Valve Test Results, Alarm Log For 2016, Daily Inspection Log And Throughput Log For 2016. Ensure All Alarms On Veeder Root Monitor Are Addressed	Closed/Resolved
H & K Petroleum, Inc	161218	Nc	E35585	8/3/2016	8/3/2016	461	Provide Test Results For 2016 Reverification Test, Latest Pressure Vacuum Valve Test Results, Alarm Log For 2016, Daily Inspection Log And Throughput Log For 2016. Ensure All Alarms On Veeder Root Monitor Are Addressed	Closed/Resolved
H & K Petroleum, Inc	161218	Nc	E35585	8/3/2016	8/3/2016	461(C)(2)(B)	Provide Test Results For 2016 Reverification Test, Latest Pressure Vacuum Valve Test Results, Alarm Log For 2016, Daily Inspection Log And Throughput Log For 2016. Ensure All Alarms On Veeder Root Monitor Are Addressed	Closed/Resolved
H & K Petroleum, Inc	161218	Nov	P72407	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6863	Closed/Resolved
'H' Street Collision Center, Inc	6406	Nc	E31665	4/15/2016	4/15/2016	203	Perform Maintenance On A 4 Dpgs	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Haley Bros Inc	13003	Nc	E44534	12/11/2018	12/11/2018	203	Submit 2 New Applications For Permits F 94055 And F 94056 To Correct For Filter Descriptions For Each; Clean Each Filter Plenum Spray Booth And Change Filters In Each Booth; Supply All Records As Stipulated In Each Aqmd Permit.	Closed/Resolved
Haley Bros Inc	13003	Nc	E44534	12/11/2018	12/11/2018	42303	Submit 2 New Applications For Permits F 94055 And F 94056 To Correct For Filter Descriptions For Each; Clean Each Filter Plenum Spray Booth And Change Filters In Each Booth; Supply All Records As Stipulated In Each Aqmd Permit.	Closed/Resolved
Harber Companies, Inc.	186164	Nc	E41809	11/17/2017	11/17/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
Harber Companies, Inc.	186164	Nc	E46187	11/30/2018	11/30/2018	Perp 2458	Maintain Records Of Material Throughput For All Perp Registered Equipment Units.	Closed/Resolved
Harber Compoanies Inc	178883	Nc	E41726	1/2/2018	1/2/2018	Perp 2460	Failure To Contact The Home District (South Coast Aqmd) Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Registration To Arrange Required Inspection.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Highland Avenue Arco, Alfred Daher	158844	Nov	P72384	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6641	Closed/Resolved
Highland Shell, Nabil Saade	170528	Nc	E39045	8/25/2017	8/25/2017	461	Ensure All Pumps Have District Phone Number Signs, Provide Alarm Log, Latest Reverification Test Results, Pvv Results, Daily Inspections	Closed/Resolved
Highland Shell, Nabil Saade	170528	Nov	P72529	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 9036	Closed/Resolved
Hills Garden Hotel Llc	182716	Nc	E31843	6/30/2016	6/30/2016	203	Complete C/O Paperwork	Closed/Resolved
Holliday Rock Co., Inc.	41580	Nc	E37018	9/29/2016	9/29/2016	42303	Storage Asphalt Tanks Submit P/O Modification Applications Baghouse Discharge Into A Closed Container Or Reclaim Dust Collected	Closed/Resolved
Integrated Demolition And Remediation In	182946	Nc	E45721	12/28/2018	12/28/2018	1403	See Report Tab.	Closed/Resolved
Integrated Demolition And Remediation In	182946	Nc	E45722	12/28/2018	12/28/2018	1403	Provide A Copy Of An Adequate And Complete Asbestos Survey Report That Conforms To All Of The Provisions Of Rule 1403(D)(1)(A) To Inspector P.Homsey.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Integrated Demolition And Remediation In	182946	Nc	E45723	12/28/2018	12/28/2018	1403	Provide A Copy Of An Adequate And Complete Asbestos Survey Report That Conforms To All Of The Provisions Of Rule 1403(D)(1)(A) To Inspector P.Homsey.	Closed/Resolved
J & J Snack Foods Corp. Of Ca	165551	Nc	E39656	6/21/2017	6/21/2017	1415.1	Finalize Carb Rmp Registration And Pay Annual Fees For Cy's 2013, 2014, 2015, 2016; Enter Automatic Leak Detection System Into R3	Closed/Resolved
J. O. N. Steel	182390	Nc	E34870	5/3/2016	5/3/2016	203	Do Not Operate Portable Diesel Fueled Ic Engine Rated Greater Than 50 Hp Without A Valid South Coast Aqmd Po Or A Carb Portable Registration	Closed/Resolved
Jamie Torres	186240	Nc	E41436	11/29/2017	11/15/2017	Perp 2460	Submit Appointment Request Form For Perp Registered Engine # 172029. Carb Perp Program Requires Contact Of Local Air District Within 45 Days Of Registration Issuance/Renewal. South Coast Aqmd Contact Is Appointment Request Form.	Closed/Resolved
Jb Hunt Transport Lassen Yard	183584	Nc	E36524	10/28/2016	10/28/2016	403	Do Not Cause Or Allow Emissions Of Fugitive Dust Such That The Dust Remains Visible In The Atmosphere Beyond The Property Line Of The Emission Source Or The Dust Exceeds 20 Percent Opacity. Do Not Allow Track Out To Exceed 25 Feet Or More Of Cumulative L	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Jun Iron Works	103147	Nc	E37938	3/10/2017	3/10/2017	203	Correct Permit Description With Filters Of Your Spray Booth From 16 To 12.	Closed/Resolved
Khan Shell	155291	Nc	E35587	8/23/2016	8/23/2016	461(C)(2) (B)	Replace Main Hoses # 2, 4, 5, 6 & 8 With Exosed Braid. Repair/Replace Breakaway # 4 (Leaky) Ensure All Isd Alarms Are Addressed. Provide Isd Alarm Log.	Closed/Resolved
Khan Shell	155291	Nc	E39072	6/23/2017	6/23/2017	461	Keep Alarm Log Updated, Throughput Log, Replace Nozzle Boots # 3 And 8, Repair /Replace Loose Spout #6	Closed/Resolved
Khan Shell	155291	Nc	E39019	11/16/2017	11/16/2017	461	Ensure Dispensers 3/4, 5/6, 7/8 Have Approved Complaint Number Signs, Replace Nozzle Boot #3 And #6, Replace /Repair Nozzle #6 With Loose Spout.	Closed/Resolved
Khan Shell	155291	Nov	P72330	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 2346	Closed/Resolved
King Equipment Llc	168478	Nc	E37875	1/3/2017	1/3/2017	Perp 2458	Maintain Written Evidence Of The Receipt Of The Registration(S) By The Customer.	Closed/Resolved
King Equipment Llc	168478	Nc	E38201	1/3/2017	1/3/2017	222	Submit R222 Registration Form For Equipment With A Diesel Fired Heater/Burner With Max Capacity Rating Of 550,000 Btu Per Hr. Or Less.	Closed/Resolved
King Equipment Llc	168478	Nc	E45971	12/20/2018	12/20/2018	Perp 2460	Failure To Contact The District Within 45 Days For An Inspection	Closed/Resolved

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Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Komal Oil Inc	180676	Nc	E32753	2/16/2016	2/16/2016	461(C)(2) (B)	Ensure Community Port Setting Printout Indicates All Data.	Closed/Resolved
Komal Oil Inc	180676	Nc	E39075	7/13/2017	7/13/2017	461	Post Current P/O At Site, Provide Latest Periodic Compliance Inspection	Closed/Resolved
Komal Oil Inc	180676	Nov	P70699	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 1869	Closed/Resolved
Kwik Stop Dairy & Gasoline	70051	Nc	E33396	2/16/2016	2/16/2016	461	Replace Cracked Hoses On Nozzles 5 & 6 With Low Perm Hoses That Have A Strip On Its Side. Produce Jul, Aug, Sep 2015 & Jan 2016 Gas Throughput. Clean All Standing Water In All Overspill Containers On The Property.	Closed/Resolved
Kwik Stop Dairy & Gasoline	70051	Nc	E33396	2/16/2016	2/16/2016	461(C)(1) (A)	Replace Cracked Hoses On Nozzles 5 & 6 With Low Perm Hoses That Have A Strip On Its Side. Produce Jul, Aug, Sep 2015 & Jan 2016 Gas Throughput. Clean All Standing Water In All Overspill Containers On The Property.	Closed/Resolved
Kwik Stop Dairy & Gasoline	70051	Nc	E33396	2/16/2016	2/16/2016	461(C)(2) (B)	Replace Cracked Hoses On Nozzles 5 & 6 With Low Perm Hoses That Have A Strip On Its Side. Produce Jul, Aug, Sep 2015 & Jan 2016 Gas Throughput. Clean All Standing Water In All Overspill Containers On The Property.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
La Cadena Enterprises, Inc.	175188	Nov	P72628	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6517	Closed/Resolved
Laurel Street Undercrossing	174776	Nc	E37931	2/23/2017	2/23/2017	42303	Produce Information On Permit Discrepancies For Equipment Decryption For G26534.	Closed/Resolved
Lkq Pick A Part - San Bernardino/Lkq Mid	170162	Nov	P71763	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4849	Closed/Resolved
Lluahsc_Sb_125	180967	Nc	E39234	6/6/2017	5/24/2017	42303	Provide Copy Of Rental Agreement With United Rentals For Portable Emergency Generator Under Registration # 161676, And Provide Installation Date For Perp Registered Generator To Verify Portability Of Unit Under Registration # 161676.	Closed/Resolved
M & J Union 76, Rafaat R Luga	148835	Nov	P70805	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 8619	Closed/Resolved
Maaco	176254	Nc	E36687	7/29/2016	7/29/2016	42303	42303 For 2 Years Voc Records Since 1/1/2014	Closed/Resolved
Mars Petcare U.S., Inc.	38872	Nc	E37943	5/9/2017	5/9/2017	42303	Produce All Operation Maintenance Records For All Scrubbers, Baghouses, And Extruders From January 2016 To The Present.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Mars Petcare U.S., Inc.	38872	Nc	E37946	5/25/2017	5/25/2017	42303	Produce: Maintenance Specs From All Manuf. For All Air Pollution Control Equipment And Extruders; Documents For Age Of All Air Pollution Control Equipment; Info On Any Changes Of Dog Meal Formula Over Last 2 Years; Info On Pm & Sanitation Maintenance Schedules.	Closed/Resolved
Master Auto Collision	184773	Nc	E39352	5/10/2017	5/10/2017	1151	Provide Record Of Voc Coating Material Usage	Closed/Resolved
Matich Corp	71605	Nc	E41810	11/17/2017	11/17/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
Matich Corp	135135	Nov	P63956	2/18/2016	10/17/2013	1146.2	(1)Operating An Asphalt Oil Storage Tank Without A Valid Permit To Operate.(2) Failure To Demonstrate Compliance With Rule 1146.2 Nox Emission Limits For The Asphalt Oil Storage Tank.	Closed/Resolved
Matich Corp	135135	Nov	P63956	2/18/2016	10/17/2013	203(A)	(1)Operating An Asphalt Oil Storage Tank Without A Valid Permit To Operate.(2) Failure To Demonstrate Compliance With Rule 1146.2 Nox Emission Limits For The Asphalt Oil Storage Tank.	Closed/Resolved
Medline Industries, Inc.	180785	Nc	E37950	6/2/2017	6/2/2017	42303	Produce Engine Operating Records That Distinguish Between Maintenance And Testing Events.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Mesa General Engineer	179276	Nc	E34455	8/25/2016	8/25/2016	403	The Company Shall: Implement Bacm To Ensure Adequate Dust Control Measures; Not Allow Fugitive Dust Emissions To Exceed 20% Opacity As A Result Of A Moving Vehicle; Not Allow Fugitive Dust To Remain Visible In The Atmosphere Beyond The Property Line	Closed/Resolved
Mesa General Engineer	179276	Nov	P65504	10/11/2016	10/7/2016	403	Allowed Fugitive Dust Emissions Generated By Disturbed Surface Areas To Cross Boundary Of Emission Source; Failure To Implement Bacm As Required By Rule 403	Closed/Resolved
Met Auto Service	117476	Nc	E34630	8/5/2016	8/5/2016	461	Have Your Vapor Recovery System Serviced Due To Containment Vapor Leaks, Containment Gross & Degradation. Have Salvador Huero Trained For Daily Vapor Recovery Inspections And Produce Proof Of Certificate.	Closed/Resolved
Met Auto Service	117476	Nc	E34630	8/5/2016	8/5/2016	461(C)(2)(B)	Have Your Vapor Recovery System Serviced Due To Containment Vapor Leaks, Containment Gross & Degradation. Have Salvador Huero Trained For Daily Vapor Recovery Inspections And Produce Proof Of Certificate.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Met Auto Service	117476	Nov	P71976	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8830	Closed/Resolved
Midland Oil Group, Llc Arco Ampm #82994	160021	Nov	P72396	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6757	Closed/Resolved
Mike Thompsons Rv	170323	Nc	E37937	3/9/2017	3/9/2017	203	Produce All Voc Coating Records For All Coating And Solvents From 2/16 To Present; Produce All Sds For Coatings And Solvents Used At Facility; Repair Or Replace Spray Booth Dywer Gauge, Sb Filter With A Hole In It.	Closed/Resolved
Mike Thompsons Rv	170323	Nc	E37937	3/9/2017	3/9/2017	42303	Produce All Voc Coating Records For All Coating And Solvents From 2/16 To Present; Produce All Sds For Coatings And Solvents Used At Facility; Repair Or Replace Spray Booth Dywer Gauge, Sb Filter With A Hole In It.	Closed/Resolved
Montecito Memorial Park	150554	Nov	P71732	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4535	Closed/Resolved
Msl Electric Inc.	172841	Nc	E40218	8/2/2017	8/2/2017	Perp 2458	Provide Records Of Engine Model, S/N, Make And Bhp	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Mt. View Cemetery	8660	Nov	P71319	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0385	Closed/Resolved
Nack Sung Jeung Be Lo Sa	178276	Nov	P72796	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 4663	Closed/Resolved
National Orange Show	67549	Nov	P63966	10/19/2017	10/10/2017	403(D)(1)	The Facility Allowed Dust To Remain Visible In The Atmosphere Beyond The Property Line And The Facility Conducted An Active Operation Without Utilizing The Applicable Best Available Control Measures.	Closed/Resolved
National Orange Show	67549	Nov	P63966	10/19/2017	10/10/2017	403(D)(2)	The Facility Allowed Dust To Remain Visible In The Atmosphere Beyond The Property Line And The Facility Conducted An Active Operation Without Utilizing The Applicable Best Available Control Measures.	Closed/Resolved
Niagara Bottling, Llc	180538	Nc	E35961	5/5/2017	5/5/2017	203(B)	Provide Records And Source Test For Permits To Operate G45647, G42091 & G37939	Closed/Resolved
Nino's Number One Inc	170035	Nc	E31656	1/28/2016	1/28/2016	203(B)	Submit Administrative Change For # Of Filters - Has 30 And Permit Says 24	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Nk Demolition	185172	Nov	P61123	10/6/2017	7/11/2017	1403	Failure To Conduct An Asbestos Survey, Failure To Notify Of The Demolition 10 Working Days Prior, Failure To Submit The Required Revisions.	Closed/Resolved
Nm Mid Valley Genco Llc	129660	Nc	E40089	11/2/2017	11/2/2017	42303	Submit The Following Data From 01/01/2016 To Present: Cems Data In 15 Min. Intervals, All Cems Down Time Incidents, Verification Of Excess Emissions And Cems Down Time Incidents From 01/01/2016 To Present	Open/Pending
Nm Mid Valley Genco Llc	129660	Nov	P66410	2/1/2018	1/1/2016	1110.2	Failure To Report Exceedances Of Nox Concentrations From Engine 1 & 2 Within 24 Hours Or Next Working Day; Failure To Notify South Coast Aqmd With 24 Hours Or Next Working Day Of Cems Shutdowns Exceeding 24 Consecutive Hours; Failure To Operate A Title V Facility	Closed/Resolved
Nm Mid Valley Genco Llc	129660	Nov	P66410	2/1/2018	1/1/2016	218	Failure To Report Exceedances Of Nox Concentrations From Engine 1 & 2 Within 24 Hours Or Next Working Day; Failure To Notify South Coast Aqmd With 24 Hours Or Next Working Day Of Cems Shutdowns Exceeding 24 Consecutive Hours; Failure To Operate A Title V Facility	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Nm Mid Valley Genco Llc	129660	Nov	P66410	2/1/2018	1/1/2016	3002	Failure To Report Exceedances Of Nox Concentrations From Engine 1 & 2 Within 24 Hours Or Next Working Day; Failure To Notify South Coast Aqmd With 24 Hours Or Next Working Day Of Cems Shutdowns Exceeding 24 Consecutive Hours; Failure To Operate A Title V Facility	Closed/Resolved
Noel Corros	181500	Nov	P61567	1/17/2016	1/17/2016	444(D)	Burning Of Green Waste On A No Burn Day In A Residential Neighborhood	Closed/Resolved
Operating Engineers Training Trust	141772	Nc	E21155	9/14/2016	8/23/2016	Perp 2460	Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Registration The Owner Or Operator Shall Contact The Home District To Arrange For Inspection Of The Equipment	Closed/Resolved
Operating Engineers Training Trust	183447	Nc	E21156	9/14/2016	8/23/2016	203(A)	The Company Shall Submit An Application To Obtain A South Coast Aqmd Stationary Source P/O For The Aggregate Plant And Its Associated Baghouse	Closed/Resolved
Orange Oil Co - Colton	143229	Nov	P72158	12/11/2018	3/2/2018	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 5011	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Orange Show Food Mart, Digant Thaker	153039	Nov	P70784	11/29/2017	3/2/2017	461(C)(3) (Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 8404	Closed/Resolved
P.W. Stephens Environmental Inc	163406	Nc	E38937	10/19/2017	10/19/2017	1403	Secure & Stabilize Debris. Have Cac Perform Asbestos Contamination Assessment (Work Areas & Debris Bin). Provide Copy Of Cac Report To Inspector P. Homsey	Closed/Resolved
Pablo's Ornamental Iron Works	176638	Nc	E39351	5/10/2017	5/10/2017	1136	Provide Record Of Paint Use For Painting Wood	Closed/Resolved
Pacwest Engineering Co Inc	186656	Nc	E41727	1/26/2018	12/22/2017	Title13article5s	A Placard Shall Be Required For Every Engine Or Equipment Unit Registered In The Statewide Registration Program. The Placard Shall Be Affixed On The Registered Engine Or Equipment Unit At All Times So That It May Be Easily Viewed From A Distance.	Closed/Resolved
Park West Enterprises Inc	174217	Nc	E34456	10/12/2016	10/12/2016	42303	The Company Shall Provide The Following Information: Inventory Of Diesel Fueled Ices Rated Greater Than 50 Hp (Aux. Engines Like Vacuum Pump Units) Provide Make, Model, Serial#, Hp Rating, Yr. Of Mfg.; Location Of Operation Of The Aux. Ice; List Of Companies That Use	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Pavement Recycling Systems	169575	Nc	E37098	11/4/2016	11/4/2016	203(A)	Do Not Operate Engine Without First Obtaining A Carb Portable Equipment Registration.	Closed/Resolved
Pavement Recycling Systems	169575	Nc	E37099	11/4/2016	11/4/2016	Perp 2458	Provide Records. Maintain Registration Certificate With Equipment At All Times. Affix Metal Placard In Visible Location. Affix Registration Sticker. Correct The Certification To Reflect Information On Equipment Nameplate. Submit Appointment Request Forms.	Closed/Resolved
Pavement Recycling Systems	169575	Nc	E37099	11/4/2016	11/4/2016	Perp 2460	Provide Records. Maintain Registration Certificate With Equipment At All Times. Affix Metal Placard In Visible Location. Affix Registration Sticker. Correct The Certification To Reflect Information On Equipment Nameplate. Submit Appointment Request Forms.	Closed/Resolved
Pavement Recycling Systems	169575	Nc	E37099	11/4/2016	11/4/2016	Title13article5s	Provide Records. Maintain Registration Certificate With Equipment At All Times. Affix Metal Placard In Visible Location. Affix Registration Sticker. Correct The Certification To Reflect Information On Equipment Nameplate. Submit Appointment Request Forms.	Closed/Resolved
Pavement Recycling Systems, Inc	140802	Nc	E41779	1/4/2018	1/4/2018	42303	Provide Throughput Records For Units Registered: 162884, 162883, 173683, 173682, 173684	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Phillips 66 Colton Terminal _ East	171329	Nc	E22542	8/23/2018	5/24/2018	3002	Resubmit Title V 500 Sam Correct Date	Closed/Resolved
Pipe Jacking Trenchless, Inc	183929	Nc	E38222	1/19/2017	1/19/2017	Title13ar ticle5s	Submit Change Of Ownership Form To Carb For All Registrations Including 153422, 156857 And 167403.	Closed/Resolved
Psip Shaw Lexington, Llc	183455	Nc	E37948	5/31/2017	5/31/2017			Closed/Resolved
Pyramid Precast Inc	19718	Nc	E37017	9/28/2016	9/28/2016	42303	Provide Monthly Diesel (Gallons) And Concrete (Cubic Yards) Amounts For The Last Two Years Provide Monthly Cement (Tons) Amounts For The Last Two Years	Closed/Resolved
Quantum Freight	185894	Nov	P63965	10/19/2017	10/10/2017	403(D)(1)	The Facility Allowed Dust To Remain Visible In The Atmosphere Beyond The Property Line And The Facility Conducted An Active Operation Without Utilizing The Applicable Best Available Control Measures.	Closed/Resolved
Quantum Freight	185894	Nov	P63965	10/19/2017	10/10/2017	403(D)(2)	The Facility Allowed Dust To Remain Visible In The Atmosphere Beyond The Property Line And The Facility Conducted An Active Operation Without Utilizing The Applicable Best Available Control Measures.	Closed/Resolved
Qwik Stop, Ali Yasin Dba	108901	Nc	E35604	10/6/2016	10/6/2016	461	Provide Latest Reverification Test Results, Latest Pressure Vacuum Valve Test Results, Latest Periodic Compliance Inspection And Methodology 4 & 6 Test Results.	Closed/Resolved
Qwik Stop, Ali Yasin Dba	108901	Nc	E35612	1/5/2017	1/5/2017	461	Conduct Method 4 And 6 By 12_31_17	Closed/Resolved
Qwik Stop, Ali Yasin Dba	108901	Nov	P63221	1/5/2017	12/1/2014	461	Failure To Conduct Reverification Testing Annually For 2014,2015 And 2016	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Ralph's Grocery Co, Food 4 Less #786	135720	Nov	P70881	11/29/2017	3/2/2017	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 9371	Closed/Resolved
Rancho Verde Cleaners, Charles Ryu Dba	122105	Nc	E35959	5/2/2017	5/2/2017	1421	Provide Mileage Records Of 2016	Closed/Resolved
Reche Canyon Rehabilitation	143749	Nc	E29968	9/2/2016	9/2/2016	2202	R2202 Plan And Fees	Open/Pending
Residential Asbestos	95762	Nc	E40456	7/5/2017	7/5/2017	1403	**See Report Tab For Compliance Instructions**	Closed/Resolved
Residential Asbestos	95762	Nc	E40456	7/5/2017	7/5/2017	42303	**See Report Tab For Compliance Instructions**	Closed/Resolved
Residential Asbestos	95762	Nc	E38943	1/5/2018	1/5/2018	1403	Prior To Resuming Demolition, Secure & Stabilize The Work Area. Have Cac Produce A Compliant Survey Report Suitable For A Demolition. If Asbestos Is Found, Hire A Certified Asbestos Contractor For Removal. Have Cac Assess For Possible P5 Due To Damaged	Closed/Resolved
Residential Asbestos	95762	Nc	E38949	2/6/2018	2/6/2018	1403	Prior To Resuming Demolition, Have Cac Assess Work Areas And Debris Piles For The Presence Of Asbestos. If Asbestos Is Found, Have Cac Write A P5 Cleanup Plan To Be Approved By South Coast Aqmd And Executed By A Certified Asbestos Abatement Contractor.	Closed/Resolved
Residential Asbestos	95762	Nc	E43455	3/13/2018	3/9/2018	40701(G)	Please Provide Evidence And Copies Of The Following: Dates Structure Was Demolished; Person(S) Involved With Demolition Of Structure, (Name(S) Addresses And Phone Numbers); All Demolition Notifications; Prior Asbestos Survey(S);	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Residential Asbestos	95762	Nc	E42845	7/13/2018	7/13/2018	40701(G)	Provide Evidence And Copies Of The Following: Prior Asbestos Survey; Building & Safety Permits; Contracts, Work Orders And Scopes Of Work; Waste Manifests; Business License	Closed/Resolved
Residential Asbestos	95762	Nc	E45160	8/21/2018	8/21/2018	1403	Prior To Resuming The Demolition/Renovation At The Location Address, Secure & Stabilize Debris Bin, Debris Piles And Work Areas. Have A Cac Assess Debris Bin, Debris Piles And Work Areas For The Presence Of Asbestos. If Asbestos Is Found, Have Cac Write	Closed/Resolved
Residential Asbestos	95762	Nc	E45161	8/21/2018	8/21/2018	40701(G)	Provide The Following For Work Performed At The Location Address: Prior Asbestos Survey; Asbestos Removal Notifications; Contracts; Building & Safety Permits	Closed/Resolved
Residential Asbestos	95762	Nc	E45162	9/4/2018	9/4/2018	1403	Secure & Stabilize Work Areas, Debris Piles & Debris Bin; Have Cac Assess Work Areas, Debris Piles & Debris Bin For The Presence Of Asbestos; If Asbestos Is Found, Have Cac Write A P5 Cleanup Plan To Be Approved By South Coast Aqmd And Executed By A Certified	Closed/Resolved
Restoration Management Co.	159842	Nc	E30042	4/7/2016	1/29/2016	42303	Provide Proof Of The Following For The Emergency Reno Project: Property Owner Abraham Medallion And General Contractor (Harco) Name, Mailing Address & Phone Number	Closed/Resolved
Restoration Management Co.	159842	Nc	E30043	4/7/2016	1/29/2016	1403	Provide Proof Of Following For The Emergency Reno Project: 1) Facility Survey Of All Affected Friable & Class I & Class Ii Non-Friable AcM; 2) Original Notif & Revised Fees Pursuant To Rule 301; 3) Date & Hr Of Emergency Occured & Discription....	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Rialto Unified School District	46307	Nc	E44514	8/28/2018	8/28/2018	203	Clean Out All Gasoline Overspill Containers, Prove That On Site Pv Valve Is Current Carb Certified, Prove That All Spray Guns Used In Spray Booth Are Transfer Efficiency Of At Least 65%, Repair Or Replace The Spray Booth Pressure Gauge.	Closed/Resolved
Rialto Unified School District	46307	Nc	E44514	8/28/2018	8/28/2018	42303	Clean Out All Gasoline Overspill Containers, Prove That On Site Pv Valve Is Current Carb Certified, Prove That All Spray Guns Used In Spray Booth Are Transfer Efficiency Of At Least 65%, Repair Or Replace The Spray Booth Pressure Gauge.	Closed/Resolved
Rialto Unified School District	46307	Nc	E44514	8/28/2018	8/28/2018	461	Clean Out All Gasoline Overspill Containers, Prove That On Site Pv Valve Is Current Carb Certified, Prove That All Spray Guns Used In Spray Booth Are Transfer Efficiency Of At Least 65%, Repair Or Replace The Spray Booth Pressure Gauge.	Closed/Resolved
Rounsvilles Auto Body	118735	Nc	E31662	2/9/2016	2/9/2016	42303	Submit 2015 Voc Records	Closed/Resolved
S & J Concrete Pumping, Inc.	183833	Nc	E38215	1/10/2017	1/10/2017	Perp 2460	Contact South Coast Aqmd Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange The Required Inspection.	Closed/Resolved
S & S Baseline 76	166898	Nov	P72482	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 5936	Closed/Resolved
Safeway Building Services, Inc	176270	Nc	E38224	1/20/2017	1/20/2017	Perp 2460	Contact The Home District Within 45 Days After The Initial Issuance Or Renewal Of A Carb Registration To Arrange For The Required Inspection.	Closed/Resolved
Sahi Enterprises, Inc.	168560	Nc	E39046	8/30/2017	8/30/2017	461	Post P/O On Site, Replace Main Hose #7, And Ensure All Pumps Have District Phone Number. Provide Throughput Log	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Sahi Enterprises, Inc.	168560	Nov	P72506	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7016 0750 0000 5020 7778	Closed/Resolved
Salvador Rodriguez	186630	Nc	E42703	1/23/2018	1/23/2018	1403	Secure And Stabilize Debris. Prior To Continuing Renovation, Have Cartified Asbestos Consultant (Cac) Perform Asbestos Contamination Assessment (Front Lawn, Driveway, Backyard, And Interior). Provide A Copy Of Cac's Report To Insp. Homsey.	Closed/Resolved
Sam's Club Fueling Station #6624	135782	Nc	E32732	1/5/2016	1/5/2016	461	Provide Current Pressure Vacuum Valve Test Results.	Closed/Resolved
Sam's Club Fueling Station #6624	135782	Nc	E42588	5/9/2018	5/9/2018	461	Provide Method 6 Test Results	Closed/Resolved
San Ber Cnty Solid Waste Mgmt Mid Valley	50299	Nc	E40091	11/3/2017	11/3/2017	3002	Submit A Title V Permit Application For All Sources Operated Under Athens Services.	Closed/Resolved
San Ber Cnty Solid Waste Mgmt Mid Valley	50299	Nc	E42844	7/11/2018	7/5/2018	40701(G)	Provide Installation Date And Operating Records For The Diesel Fueled Electric Generator Used To Power Leachate Equipment Under Permit To Operate R_D59130. This Generator Carried Perp Registration Number 127098.	Closed/Resolved
San Bern City Uni Sch Dist,Alessandro Sc	2031	Nc	E31836	2/10/2016	2/10/2016	1415	Apply For Registration For The 5 A/C Units With 56#S Freon In Each	Closed/Resolved
San Bern City Uni Sch Dist,Dist Admin Of	23773	Nc	E31840	2/26/2016	2/26/2016	42303	Supply Status Of 1415 Units Previously Registered, Spec Sheet For Ice.	Closed/Resolved
San Bern City Unified School Dist	8144	Nc	E31841	2/26/2016	2/26/2016	42303	Supply Me With Copies Of Reverification Tests For 2013 And 2015.	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
San Bern City Unified School Dist	8144	Nov	P61571	3/25/2016	6/1/2015	461 (E) (2)	Operation Of A Gasoline Storage And Dispensing Facility Without The 2015 Reverifications Tests	Closed/Resolved
San Bern City Unified School Dist	8144	Nov	P71315	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0347	Closed/Resolved
San Bernardino City Mun Water Dept (H2o)	97084	Nc	E31837	2/10/2016	2/10/2016	203	Apply For A P/O For The Ice.	Closed/Resolved
San Bernardino City Mun Water Dept (Wrp)	11301	Nc	E31419	11/30/2016	11/30/2016	203	Submit A Copy Of The Operations And Maintenance Log For The Equipment That Was Reported In The Breakdown Notification From 11/1/16 To 12/2/16.	Closed/Resolved
San Bernardino City Mun Water Dept (Wrp)	11301	Nc	E31420	12/20/2016	12/15/2016	203	Submit A Copy Of The Operations And Maintenance Log For The Boiler In The Reported Breakdown On 12/15/16.	Closed/Resolved
San Bernardino City Mun Water Dept (Wrp)	11301	Nc	E40083	8/3/2017	8/1/2017	1110.2	Submit All Source Test Reports Within 60 Days Of Completion Of Test	Closed/Resolved
San Bernardino City Mun Water Dept (Wrp)	11301	Nc	E38933	10/10/2017	10/10/2017	203(B)	Collect Daily Readings Of Hydrogen Sulfide Per Condition 9 Of Permit To Operate G40829.	Closed/Resolved
San Bernardino City Mun Water Dept (Wrp)	11301	Nov	P61122	10/6/2017	6/24/2017	203	Failure To Record The Daily Hydrogen Sulfide Concentration For Headworks Scrubbers.	Closed/Resolved
San Bernardino City Unified School Dist	84043	Nc	E31842	3/25/2016	3/25/2016	222	Apply For R222 Registration For You 3 Boilers	Closed/Resolved
San Bernardino City Unified School Dist	84043	Nov	P61569	3/25/2016	9/1/2015	461 (E) (2)	Not Performing The 2015 R461 Reverification Tests.	Closed/Resolved
San Bernardino City Unified School Distr	51440	Nc	E31668	5/26/2016	5/26/2016	203	Update Ice Log	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
San Bernardino City, Water & Power Dept	126656	Nc	E30039	3/29/2016	3/24/2016	203	Submit App For Permit Modif (Id126659, P/O F37183 An 380832) Facility Name (San Bernardino City Municipal Water Dept) & Address 399 Chandler Pl, San Berdu, Ca 92408, Equipment Info On Caterpillair Engine Plate (Model #3412di, 890hp &664kw	Closed/Resolved
San Bernardino Co Vehicle Srv Dept, Cvsc	91146	Nc	E37093	9/30/2016	9/28/2016	203 (A)	Do Not Operate Engine Without First Obtaining An Aqmd Permit To Operate.	Closed/Resolved
San Bernardino International Airport	185965	Nc	E41140	10/26/2017	10/26/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
San Bernardino International Airport Aut	172467	Nc	E44513	8/24/2018	8/24/2018	42303	Produce All Records Under P/O G21074 Conditions 15, 16, 17, And 18.	Closed/Resolved
San Bernardino International Airport Aut	172467	Nov	P63149	10/5/2018	8/1/2014	203	Failure To Show Compliance By Not Operating As Per Permit Condition #8 (Testing Requirements Under Rule 461). Failure Under Rule 461 Unit For G21074 Since 8/1/14 As Required.	Closed/Resolved
San Bernardino International Airport Aut	172467	Nov	P63149	10/5/2018	8/1/2014	461	Failure To Show Compliance By Not Operating As Per Permit Condition #8 (Testing Requirements Under Rule 461). Failure Under Rule 461 Unit For G21074 Since 8/1/14 As Required.	Closed/Resolved
San Bernardino International Airport Aut	172467	Nov	P68255	10/11/2018	10/1/2014	203	Failure To Show Compliance By Exceeding 1500 Gallons In Any One Month For 12 Months (From 2016 To Present)	Closed/Resolved
San Bernardino International Airport Aut	172467	Nov	P68255	10/11/2018	10/1/2014	461	Failure To Show Compliance By Exceeding 1500 Gallons In Any One Month For 12 Months (From 2016 To Present)	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
San Bernardino Valley College	72194	Nc	E37014	9/20/2016	9/20/2016	1146.2	Provide Gas Bills For Liberal Arts Building Since January 2014 Provide Manufacture Date For Ajax Boiler Provide Generator Log For Ctb And Media & Communication Buildings Since January 2014 Register 3 Boilers For Gymnasium Building	Closed/Resolved
San Bernardino Valley College	72194	Nc	E37014	9/20/2016	9/20/2016	1470	Provide Gas Bills For Liberal Arts Building Since January 2014 Provide Manufacture Date For Ajax Boiler Provide Generator Log For Ctb And Media & Communication Buildings Since January 2014 Register 3 Boilers For Gymnasium Building	Closed/Resolved
San Bernardino Valley College	72194	Nc	E37014	9/20/2016	9/20/2016	222	Provide Gas Bills For Liberal Arts Building Since January 2014 Provide Manufacture Date For Ajax Boiler Provide Generator Log For Ctb And Media & Communication Buildings Since January 2014 Register 3 Boilers For Gymnasium Building	Closed/Resolved
Sb County, Facilities Mgmt Dept	73935	Nov	P62043	6/3/2016	12/22/2015	203 (A)	The Facility Above Was Operating Two Isuzu Ices Rated 150 Hp Without A South Coast Aqmd Permit To Operate.	Closed/Resolved
Sbcusd, Indian Springs High School	176134	Nc	E31839	2/26/2016	2/26/2016	222	Register 2 Boilers	Closed/Resolved
Shancor Testing	140518	Nov	P65454	4/12/2017	3/23/2017	461(E)(3)	Failure To Notify South Coast Aqmd 24 Hours Prior To Originally Scheduled Time That The Test Would Not Be Conducted At The Originally Scheduled Date And Time.	Closed/Resolved
Shandin Hills Golf Club Eagle Golf	179539	Nov	P71158	12/1/2017	3/2/2017	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7017145000217317110	Closed/Resolved
Shoeb Interprises Inc,	153290	Nov	P72283	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 1882	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Shop N Go	179600	Nc	E39056	5/11/2017	5/11/2017	461	Provide Latest Pci	Closed/Resolved
Sigma Petroleum Inc	184823	Nc	E37379	6/8/2017	6/8/2017	203	Obtain A Permit To Operate Under New Ownership; Post Required South Coast Aqmd Signs On # 1, 3, 4; Make Available Monthly Throughput Records Since 2014	Closed/Resolved
Sigma Petroleum Inc	184823	Nc	E37379	6/8/2017	6/8/2017	461	Obtain A Permit To Operate Under New Ownership; Post Required South Coast Aqmd Signs On # 1, 3, 4; Make Available Monthly Throughput Records Since 2014	Closed/Resolved
Smc Grease Specialist Inc	177783	Nc	E21158	9/21/2016	8/4/2016	42303	The Company Shall Provide The Following Information: All Details (Specs) Of All Ices Rated >50hp. Arrange Verification Of Data (Inspection); All Details Regarding Plans To Stop Using Ices To Pump Grease Into The Facility (Plant). Provide Timeline And Equip.	Closed/Resolved
Southland Pipe Corp	145945	Nc	E37016	9/27/2016	9/27/2016	42303	Interior Lining Batch Plant / Cement Silo Provide List Of Modifications Exterior Lining Batch Plants Provide Capacity Of Mixers Cement Silos Monthly Amounts Of Cement Received (Barrels) For Last Two Years Interior Lining Batch Plant	Closed/Resolved
Spray Enclosure Technologies, Inc	144776	Nc	E21151	6/22/2016	6/17/2016	203 (A)	The Company Shall Not Operate Any Plasma Cutting Equipment To Cut Stainless Steel Without First Obtaining A South Coast Aqmd Permit To Operate (Esab Unit, Pcm 875, Max 60a)	Closed/Resolved
Spray Enclosure Technologies, Inc	144776	Nc	E21152	6/22/2016	6/17/2016	42303	The Company Shall Provide The Following: Specification Sheet For Maxon Burner (Size 1.6m) Installed On Oven Under P/O F76344; Powder Coating Usage Records For 2015 And 2016 (Monthly Logs); Manufacturer Specifications For Burners Tested At Natural Gas Line Test	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Spray Enclosure Technologies, Inc	144776	Nc	E21153	6/22/2016	6/17/2016	203 (A)	The Company Shall Submit The Following Applications: To Correct The Permit Description For The Powder Coating Booth (F76343) So That It Reflects The Correct Equipment Specifications (Modification); To Permit The Laser Cutting System (Mazak); To Permit The	Closed/Resolved
Spray Enclosure Technologies, Inc	144776	Nc	E34454	7/28/2016	6/17/2016	203 (B)	The Company Shall Submit A Source Test Protocol For Review In Order To Source Test The 30 Ppm Nox Emission Limit Indicated By The Oven Permit Conditions	Closed/Resolved
Spray Enclosure Technologies, Inc	144776	Nov	P65505	10/14/2016	1/2/2014	203 (A)	Failure To Obtain A South Coast Aqmd Permit To Operate The Following Equipment Units: Powder Coating Booth (Prev. P/O F76343); Powder Coating Oven (Prev. P/O F76344); Mazak Laser Cutter And Assoc. Apc; Three Natural Gas Fired Burner Test Stands	Closed/Resolved
St Mina's Cleaners	180516	Nc	E37032	5/2/2017	5/2/2017	42303	Provide Solvent Purchase Invoice And Waste Manifest For The Last Two (2) Years Provide Safety Data Sheet (Sds) For Solvent Start Maintaining Monthly Leak Annual Mileage, And Daily Check Records	Closed/Resolved
St Mina's Cleaners	180516	Nc	E39240	6/29/2017	6/29/2017	1102	Provide Records Of Petroleum Solvent Purchases For 2016 (Gallons Purchased And Put Into Unit), And Keep All Waste Containers For Dry Cleaning Unit Covered/Closed At All Times.	Closed/Resolved
Staten Solar	184818	Nov	P63137	6/1/2017	5/31/2017	403	Allowing Track Out To Extend 25 Feet Or More In Cumulative Length From Point Of Origin From An Active Operation;	Closed/Resolved
Stater Bros Markets	185968	Nc	E41139	10/26/2017	10/26/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
Stater Bros. Markets	152227	Nc	E38409	7/20/2018	7/20/2018	2202	Provide Information On Total Employees And Peak Window Employees At Work Site	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Sti Demolit'n, Inc. Dba Full Scale Demol	153756	Nc	E42848	7/24/2018	7/20/2018	40701(G)	Provide Evidence & Copies Of The Following For Work Performed At The Location Address: Prior Asbestos Survey; Asbestos Removal Notifications; Cslb Contractors License; Dosh License To Remove Asbestos; Contracts & Scopes Of Work; Building & Safety Permits	Closed/Resolved
Stronghold Engineering Inc	152459	Nc	E41138	10/25/2017	10/25/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection. Identification (Orange) Sticker Needs To Be Affixed To The Equipment.	Closed/Resolved
Stronghold Engineering Inc	152459	Nc	E41138	10/25/2017	10/25/2017	Title13article5s	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection. Identification (Orange) Sticker Needs To Be Affixed To The Equipment.	Closed/Resolved
Sugar Creek Enterprises	186489	Nc	E39693	10/19/2017	10/19/2017	403	Stabilize All Unpaved Land On Lot Using Any Bacm Available.	Closed/Resolved
Sukut Construction Inc.	120476	Nc	E40251	6/23/2017	6/23/2017	Perp 2458	Provide Records For Engines With The Carb Registration Numbers 130804 And 130801.	Closed/Resolved
Sukut Construction, Llc	176677	Nov	P63147	8/22/2018	8/21/2018	403	No Person Shall Allow Track Out To Extend 25 Feet Or More In Cumulative Length From Point Of Origin From Active Operation.	Closed/Resolved
Sukut Equipment Inc	78102	Nc	E37089	9/27/2016	9/27/2016	Perp 2458	Provide Records Required By The Registration Certificate For January 2015 To Present.	Closed/Resolved
Sunburst Bio Products	185724	Nc	E39246	9/22/2017	9/22/2017	203 (A)	Do Not Operate Ajax Boiler Rated At 1 Million Btu/Hr. Without A Valid Registration.	Closed/Resolved
Sunoil Retail Group Inc	179544	Nc	E39055	5/11/2017	5/11/2017	461	Provide Latest Periodic Compliance Inspection And Reverification Test Results	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Sunoil Retail Group Inc	179544	Nov	P70589	11/29/2017	3/2/2017	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0572	Closed/Resolved
Sunstate Equipment Co, Llc.	180588	Nc	E29072	2/24/2016	2/19/2016	203(A)	Do Not Operate Portable Internal Combustion Engine (Ice) Greater Than 50 Brake Horsepower Without A Carb Perp Registration Or South Coast Aqmd Permit.	Closed/Resolved
Sunstate Equipment Co, Llc.	180588	Nc	E37157	9/15/2016	9/15/2016	Title13article5s	R 2453 (N) - The Registration Identification Device (Placard And Sticker) Shall Be Affixed On The Engine Or Equipment Unit At All Times So That It May Be Easily Viewed From A Distance	Closed/Resolved
Sunwest Printing Inc	133213	Nc	E44515	8/30/2018	8/30/2018	42303	Produce Updated Sds For All Ink Coatings And Cleaning Solvents Used On The Premises; Produce All Records As Required In Permit F54201 Conditions 8_11 For The Last 2 Years From Today's Date.	Closed/Resolved
Superior Tank Lines	186567	Nc	E41626	1/3/2018	1/3/2018	203(A)	Do Not Operate Portable Ice Rated Over 50 Bhp Without First Obtaining A Valid Carb Registration Or Aqmd Permit.	Open/Pending
Target Corporation	173527	Nc	E37947	5/25/2017	5/25/2017	203 (A)	Correct Permit Equipment Description Of Kwm For P/O G23201 For The Cummins Ice.	Closed/Resolved
Telacu Housing - San Bernardino Inc	134396	Nc	E31658	2/3/2016	2/3/2016	203	203 - Make Ice M/N Match Actual, Update Ice Log.	Closed/Resolved
Telacu Housing San Bernardino li Inc	145391	Nc	E31657	2/3/2016	2/3/2016	203	Submit Application To Correct M/N, Update Ice Log	Closed/Resolved
Tesoro (Usa) 63029	171725	Nc	E39004	9/29/2017	9/29/2017	461	Provide 2017 Periodic Compliance Inspection	Closed/Resolved
Tesoro (Usa) 63323	171727	Nc	E35580	8/12/2016	8/12/2016	461	Provide Most Recent Reverification Test Results.	Closed/Resolved
The Gage Canal Company	94996	Nc	E34440	5/3/2016	5/3/2016	42303	The Company Shall Provide The Last Pa Test Report That Was Performed In 2013 For Well Site 29-3	Closed/Resolved

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Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
The Gage Canal Company	94997	Nc	E34441	5/3/2016	5/3/2016	42303	The Company Shall Provide The Following Records: Last Pa Test For 2013; Operating Log Records From 5/1/15 To 8/30/15; All 2016 Pa Testing Records; All Monthly Ice Op Log Records For 2016; Last Two S. Test Reports (Any Tests Done Between 12/15/10 & 09/23/14	Closed/Resolved
The Gage Canal Company	94997	Nov	P62036	3/29/2016	7/16/2014	1110.2	Failure To Timely Submit Quarterly Engine Reports For 2nd And 4th Quarter 2014, And 2nd Quarter 2015.	Closed/Resolved
The Gage Canal Company	94999	Nov	P62037	3/29/2016	7/16/2014	1110.2	Failure To Timely Submit Quarterly Engine Reports For 2nd And 4th Quarter 2014, And 2nd Quarter 2015.	Closed/Resolved
The Gage Canal Company	94996	Nov	P62038	3/29/2016	7/16/2014	1110.2	Failure To Timely Submit Quarterly Engine Reports For 2nd And 4th Quarter 2014, And 2nd Quarter 2015.	Closed/Resolved
The Gage Canal Company	95000	Nov	P64162	4/1/2016	7/16/2014	1110.2	Failure To Submit Quarterly Reports Within 15 Days Of The End Of The Calendar Quarter	Closed/Resolved
The Home Depot #610	104327	Nc	E39231	5/24/2017	5/24/2017	1470	Provide Operating Log For Emergency Generator To Prove Compliance With Permitted Limits Of Operation, And Post A Copy Of The Permit To Operate On Site.	Closed/Resolved
The Home Depot #610	104327	Nc	E39231	5/24/2017	5/24/2017	206	Provide Operating Log For Emergency Generator To Prove Compliance With Permitted Limits Of Operation, And Post A Copy Of The Permit To Operate On Site.	Closed/Resolved
The Original Mowbray's Tree Service	160233	Nc	E41137	10/20/2017	10/20/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
The Original Mowbray's Tree Service	160233	Nc	E41824	12/5/2017	12/5/2017	42303	Provide Location Of Operation Records.	Closed/Resolved
The Original Mowbray's Tree Service	160233	Nc	E41629	1/18/2018	1/18/2018	203 (A)	Obtain A Valid Carb Registration Or South Coast Aqmd Permit	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
The Original Mowbray's Tree Service	160233	Nc	E41638	2/16/2018	2/16/2018	203 (A)	Obtain A Valid Carb Registration Or South Coast Aqmd Permit	Closed/Resolved
The Original Mowbray's Tree Service	160233	Nc	E41640	2/22/2018	2/22/2018	42303	Provide Change Of Ownership Documentation For Several Units	Closed/Resolved
The Original Mowbray's Tree Service	160233	Nc	E41641	2/22/2018	2/22/2018	203 (A)	Do Not Operate The Following Portable Internal Combustion Engines Greater Than 50hp Without First Obtaining A Valid Carb Registration Or Aqmd Permit.	Closed/Resolved
The Original Mowbray's Tree Service	160233	Nov	P65571	12/29/2017	6/19/2017	203 (A)	Operating Vermeer Chipper Without A Valid Perp Registration Or District Permit	Closed/Resolved
Thrifty Petroleum, Inc.	167023	Nc	E42575	3/20/2018	3/20/2018	461	Provide Latest Test Results And Latest Pereiodic Compliance Inspection	Closed/Resolved
Turner's Truck Stuff	141433	Nc	E31838	2/26/2016	2/26/2016	203	Apply For Admin Change For Psb Description	Closed/Resolved
Uni-Flex Silicone Products & Machine Sho	154635	Nc	E37945	5/19/2017	5/19/2017	203 (A)	Produce An Updated Msds For The Silicone Rubber That Is 2015 On Later; Submit An Application For Your Blue M Cf-7602hc, Oven With Serial # A-1479 To Be Granted An Aqmd Permit To Operate.	Open/Pending
Universal Intermodal Services	183536	Nc	E36526	11/15/2016	11/15/2016	403	Do Not Cause Or Allow Fugitive Dust Emissions To Cross The Property Line. Implement Bacm To Minimize Emissions.	Closed/Resolved
Universal Intermodal Services	183536	Nov	P59542	12/15/2016	12/15/2016	403(D)(1)	Causing And Allowing The Emissions Of Fugitive Dust From A Disturbed Surface Area Such That The Dust Remains Visible In The Atmosphere Beyond The Property Line Of The Emission Source. Failure To Utilize Applicable Best Available Control Measures Included	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Universal Intermodal Services	183536	Nov	P59542	12/15/2016	12/15/2016	403(D)(2)	Causing And Allowing The Emissions Of Fugitive Dust From A Disturbed Surface Area Such That The Dust Remains Visible In The Atmosphere Beyond The Property Line Of The Emission Source. Failure To Utilize Applicable Best Available Control Measures Included	Closed/Resolved
Usa Collision Center	164237	Nc	E36527	11/18/2016	11/18/2016	109	Maintain Daily Paint Usage Records.	Closed/Resolved
Utility Tree Service, Inc.	183590	Nc	E41144	11/2/2017	11/2/2017	Perp 2460	Submit An Appointment Request Form Within 45 Days After The Date Of Initial Issuance Or Renewal Of A Carb Registration To Arrange For An Inspection.	Closed/Resolved
Va Transport Inc.	188670	Nov	P64174	10/25/2018	10/16/2018	Title13article5s	Allowing The Idling Of A Diesel Fueled Commercial Vehicle Over Five (5) Minutes	Closed/Resolved
Verizon California Inc	52216	Nc	E31661	2/9/2016	2/9/2016	42303	Updated Ice Logs For 2013, 2014, 2015	Closed/Resolved
Verizon California Inc	52216	Nc	E35213	4/20/2016	4/20/2016	1415	Submit A Registration Application For The Air Conditioning Units	Closed/Resolved
Vista Cove Care Center At Rialto, Inc.	161051	Nc	E37013	9/13/2016	9/13/2016	42303	Provide Operating Log Since January 2014	Closed/Resolved
Vulcan Materials Company	181597	Nc	E31670	6/2/2016	6/2/2016	42303	Supply Me With Spec Sheets Of 4 Applications To Sort Out Permits To Actual Equipment	Closed/Resolved
Wadco Industries Inc	114741	Nc	E37940	3/10/2017	3/10/2017	203	Repair Or Replace North Spray Booth Manometer And Make It Zero Out When Spray Booth Is Off.	Closed/Resolved
Waterman Discount Mall	181636	Nc	E31660	2/3/2016	2/3/2016	42303	42303 For 1415 To Submit Freon Specs For 2 System	Closed/Resolved
Waterman Valero	107330	Nov	P71918	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8267	Closed/Resolved
West Coast Petroleum Inc	155193	Nc	E39058	5/18/2017	5/18/2017	461	Replace Main Hoses #3 And #4	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
West Coast Petroleum Inc	155193	Nov	P72325	12/11/2018	3/2/2018	461(C)(3)(Q)	Failing To Submit The Facility's Monthly Gasoline Throughput Data For The Previous Calendar Year On Or Before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 2292	Closed/Resolved
Wildwood Plaza Chevron/Kamal Zafar	159790	Nc	E33397	2/16/2016	2/16/2016	461	Produce Jan 2012 To Present Repair Log Repairs From Invoices.	Closed/Resolved
Williams Furnace Co	1303	Nc	E35208	4/12/2016	4/7/2016	109	1. Msdss: Provide For Cal Clean 854 Alkaline Cleaner, P610a Conversion Coating, Cal Prep Rk1469 Sealing Rinse, Black And Silver Hi-Heat Voc Compliant, And Cardinal Finishes Powder Coating; 2. Alkaline Wash Stage (Tank No. 1) P/O F44440:	Closed/Resolved
Williams Furnace Co	1303	Nc	E35208	4/12/2016	4/7/2016	1147	1. Msdss: Provide For Cal Clean 854 Alkaline Cleaner, P610a Conversion Coating, Cal Prep Rk1469 Sealing Rinse, Black And Silver Hi-Heat Voc Compliant, And Cardinal Finishes Powder Coating; 2. Alkaline Wash Stage (Tank No. 1) P/O F44440:	Closed/Resolved
Williams Furnace Co	1303	Nc	E35208	4/12/2016	4/7/2016	203	1. Msdss: Provide For Cal Clean 854 Alkaline Cleaner, P610a Conversion Coating, Cal Prep Rk1469 Sealing Rinse, Black And Silver Hi-Heat Voc Compliant, And Cardinal Finishes Powder Coating; 2. Alkaline Wash Stage (Tank No. 1) P/O F44440:	Closed/Resolved
Williams Furnace Co	1303	Nc	E35208	4/12/2016	4/7/2016	42303	1. Msdss: Provide For Cal Clean 854 Alkaline Cleaner, P610a Conversion Coating, Cal Prep Rk1469 Sealing Rinse, Black And Silver Hi-Heat Voc Compliant, And Cardinal Finishes Powder Coating; 2. Alkaline Wash Stage (Tank No. 1) P/O F44440:	Closed/Resolved

Facility Name	Facility Id	Notice Type	Notice #	Issue Date ^{iv}	Violation Date ^v	Rule Number	Description	Case Status
Williams Furnace Co	1303	Nc	E37020	11/5/2016	11/5/2016	42303	Provide Operating Records (Monthly Gas Bills, Readings From Non-Resettable Totalizing Fuel Or Hour Meters) For Units Fired On Natural Gas Since January 2014	Closed/Resolved
Williams Furnace Co	1303	Nov	P64366	12/30/2016	7/1/2014	1147	Failing To Conduct Compliance Source Tests Required By Rule 1147	Closed/Resolved
Zoomtech Inc, Orange Show Shell, DbA	183954	Nc	E39062	6/1/2017	6/1/2017	461	Replace Main Hoses #1 And Whip Hose # 2. Make Administrative Change To P/O N30523. Site Has Vr101 Not Vr102 Phase I	Closed/Resolved
	0	Nc	E38403	7/27/2017	7/27/2017	1415.1	Register R1415.1 Equipment	Closed/Resolved
vi	0	Nc	E40367	9/13/2017	9/13/2017	1415.1	Kindly Register, File Annual Reporting, And Pay All Applicable Fees For Each Refrigeration System Carrying Over 50 Lbs. Of Refrigerant For The Following Years: 2013, 2014, 2015, 2016 With Carb Rmp	Closed/Resolved
vii	0	Nc	E39490	2/1/2018	1/28/2018	403	Utilize Best Available Control Measures To Minimize Fugitive Dust Emissions.	Closed/Resolved

CARB Compliance History in SBM, January 2016 to December 2018 (Compiled from CARB Visualization Tool, June 2019)

Year/Type	Drayage	HDVIP	Idling	Off-Road	STB	Smart Way	TRU	Total
2016 Field Inspections	552	3	16	0	9	0	1	581
2016 Non-compliant	32	2	1	0	8	0	0	43
2016 % Compliance	94%	33%	94%	N/A	11%	N/A	100%	93%

^{vi,vii} These facilities were not yet assigned Facility IDs at the time the Notice to Comply was issued.

2017 Field Inspections	178	0	1	37	60	0	0	276
2017 Non-compliant	4	0	0	7	0	0	0	11
2018 % Compliance	98%	N/A	100%	81%	100%	N/A	N/A	96%
2018 Field Inspections	769	246	0	0	43	4	4	1066
2018 Non-compliant	21	11	0	0	0	0	0	32
2018 % Compliance	97%	96%	N/A	N/A	100%	100%	100%	97%
Total 2016 – 2018 Inspections	1499	249	17	37	112	4	5	1923
Total 2016 - 2018 Non-compliant	57	13	1	7	8	0	0	86
Total 2016 - 2018 % Compliance	96%	95%	94%	81%	93%	100%	100%	96%

HDVIP = emissions control labels (ECL), smoking and tampering.

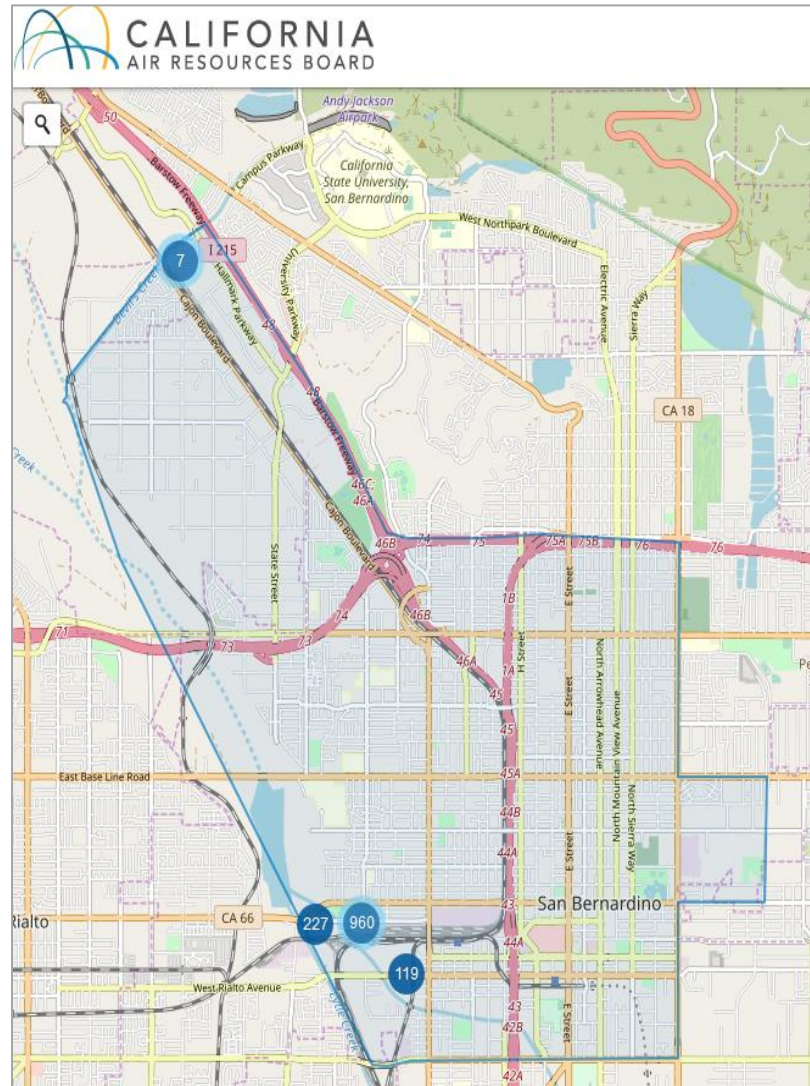
List of HDDV Inspections Conducted

Inspection Year	Location	Program Type Inspections (Non-compliant vehicles)									Notes
		Drayage	HDVIP - ECL	HDVIP - smoke opacity	HDVIP - tampering	Idling	Off-Road	STB	Smart Way	TRU	
2016	San Bernardino & Fontana Area, San Bernardino, CA 92408		2 (1)			15 (1)		9 (8)			

2016	BNSF Rail Yard, S. 4th St, San Bernardino, CA	552 (32)	1 (1)			1 (0)				1 (0)	Drayage: 10 non-compliant, 22 not registered
2017	SIERRA WAY @ MILL ST, SAN BERNARDINO, CA 92408					1 (0)	2 (0)				
2017	BNSF RR SO. FOURTH ST., SAN BERNARDINO, CA 92410	61 (2)						60 (0)			Drayage: 1 non-compliant, 1 not registered
2017	Bob Stine Dr. -- Outlets at Tejon Parkway, Arvin, CA 93203	117 (2)					2 (2)				Drayage: 1 non-compliant, 1 not registered; Offroad-noEIN
2017	2705 LEXINGTON WAY, SAN BERNARDINO, CA 92407						6 (2)				Off-road: 1 false data, 1 non-compliant
2017	2765 W. Lexington Dr., San Bernardino, CA 92407						1 (1)				Off-road: 1 not registered
2017	4982 HALLMARK PARKWAY, SAN BERNARDINO, CA 92407						13 (2)				Off-road: 1 no EIN, 1 not registered
2017	5454 NORTH INDUSTRIAL PARKWAY, SAN BERNARDINO, CA 92407						13 (0)				
2018	1941 SO. 4TH ST., San Bernardino, CA 92410	35 (0)	55 (5)	55 (0)	56 (3)			18 (0)	4 (0)	4 (0)	ECL - 5 violations non-emissions; tampering - 3 emissions violations
2018	BNSF RAILROAD YARD 4TH ST, San Bernardino, CA 92410	734 (21)	28 (3)	26 (0)	26 (0)			25 (0)			Drayage; 2 - emissions violations; 19 - non emissions violations; ECL - 3 non-emissions violations

Enforcement Activities Map

Duty Diesel Vehicle Enforcement Activities 2016 – 2018



CARB Visualization Tool - <https://webmaps.arb.ca.gov/edvs/>; June 2019
Appendix 4-98

CARB Supplemental Environmental Project Process

During the settlement process, violators have the opportunity to allocate up to 50% of their penalties to a supplemental environmental project (SEP). Community-proposed projects are funded by the violators to help improve public health, reduce pollution, increase environmental compliance and bring public awareness to air pollution issues. Additional SEPS are possible in the SBM community through the proposal process.

Proposals of projects that meet the following four requirements: reducing direct/indirect air emissions or exposure to air pollution, relates to the violation, does not benefit the violator, and goes above and beyond regulatory requirements can be submitted for consideration for future settlements through the SEP proposal form (<https://calepa.ca.gov/sep-proposal-form>). Six SEPs have been funded within South Coast AQMD's jurisdiction including paid environmental education internships, planting trees, writing articles to inform community about air pollution and resources, conducting research (e.g., air monitoring, truck traffic survey), and school air quality education programs and filtration systems.

Further Information on Technology Used for Compliance Investigations

Toxic Vapor Analyzer

Toxic Vapor Analyzers (TVA): Using a Flame Ionization Detector (FID) or Photoionization Detector (PID), this instrument is capable of detecting a wide variety of organic and inorganic compounds. The unit must be calibrated to identify specific compounds. Any day that the instrument is used for conducting compliance inspections, a trained inspector calibrates the equipment to a set calibration standard depending on the inspection type. For example, in an oil and gas process leak inspection to identify VOCs, a 3-Point Methane Calibration Curve is used.

This instrument displays concentrations of the gas it is calibrated to in parts per million (ppm), also known as the number of molecules of that gas per one million molecules of air. Inspectors can use TVAs to identify organic and inorganic vapors according to a standard set by the US Environmental Protection Agency (EPA) Method 21 – Determination of Volatile Organic Compound Leaks.^{vii} This document from EPA sets the standard for the specifications and performance criteria of the instrument, as well as the process of identifying a leak.

Infrared Cameras

Infrared Cameras: Using infrared cameras equipped with Optical Gas Imaging (OGI) technology, inspectors can detect hydrocarbon leaks at a variety of facilities, including those in the oil and gas industry. The device uses a non-contact technology which identifies the infrared energy (heat) of a specific gas and converts it into an electronic signal. This signal is processed into an image, giving inspectors the ability to view emissions that would otherwise be invisible to the naked eye.

Infrared OGI cameras enables inspectors to scan areas for emissions and quickly gain an overall representation for any large leaks there may be at a facility. The technology generally used by OCE is

^{vii} <https://www.epa.gov/emc/method-21-volatile-organic-compound-leaks>

specifically calibrated to methane, enabling users to visibly identify VOC leaks. Inspectors can follow up with a TVA to quantify the leak. Inspectors who use this equipment have training through a multi-day course to understand the technology, uses, and limitations.

XRF

X-Ray Fluorescence (XRF): A handheld instrument which uses a non-destructive method to determine the chemistry of a sample. The device sends an x-ray to the sample that displaces the electrons, causing a release of energy. The energy released is measured by the special detector to analyze the chemistry of the sample. Inspectors can scan surfaces for the presence of toxic metals to identify sources of contamination and fugitive emissions.

H₂S Analyzer

H₂S Analyzers (Jerome Meters): A handheld instrument that can detect hydrogen sulfide in the air. This device takes in a small sample of air and provides a reading on the amount of H₂S within a few seconds, down to levels in the parts per billion (ppb) range. This instrument serves as a safety tool for inspectors conducting an inspection in an area with potential H₂S and can be used to identify a potential source of rotten egg type odors.

CARB Statewide Truck and Bus Regulation

CARB is achieving compliance with the Statewide Truck and Bus Regulation (STB), section 2025 of Title 13, California Code of Regulations by 2023 via a streamlined auditing process. STB requires diesel trucks with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters or replace older engines with cleaner engine technology on a phased-in schedule based on the model year of the engine and GVWR. CARB staff process data from vehicle registration, compliance reporting, and inspection databases to identify potentially non-compliant fleets and prioritize them for enforcement action.

In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant heavy-duty diesel vehicles (HDDV) based on the model year of the HDDV, so that by the end of 2023, 100% compliance will be achieved for the truck and bus rule.

Summary

Both South Coast AQMD and CARB are committed to working closely with the CSC to identify and investigate air quality issues in the community. For the mobile sources regulated by CARB, this will include actively enhancing enforcement activities through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the CSC on the status of inspections and to obtain additional areas of mobile source concern. CARB plans to have, at a minimum, annual meetings with the CSC in order to prioritize strategies and identify possible locations where non-compliant vehicles are present. CARB will report-back to the community with the number of inspections

performed and the number of citations and/or Notices of Violations (NOVs) issued. Further information about CARB's and South Coast AQMD's commitments can be found in Chapter 5.

APPENDIX RTC: RESPONSE TO COMMENTS

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Appendix Response to Comments

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Community Steering Committee (CSC) Meeting Comments on the Community Emissions Reduction Plan (CERP) for the San Bernardino, Muscoy Community

Public Meeting Comments CSC Meeting #7 – June 20, 2019

Public Meeting Commenter 1: Matt Abularach-Macias, California League of Conservation Voters & CLCV Ed Fund

1-1: Matt Abularach-Macias inquired on how much of the plan includes emission reductions. He expressed that he noticed that most of the CERP actions refer to exposure reduction. He also requested specifics on what a “living document” means to be written in the CERP.

Response to Meeting Comment 1-1

The CERP contains a suite of strategies to reduce emissions and exposure in the San Bernardino, Muscoy community. Emission reductions will be achieved through outreach and incentives, air monitoring and enforcement, and rules and regulations. Emission reduction targets have been identified and incorporated, where quantifiable, into Chapter 5a. These emission reduction targets are based upon mobile source incentives and certain statewide mobile source regulation measures. Some emission reductions cannot be quantified at this time, such as fugitive emissions. Air monitoring and enforcement actions will need to occur to identify the location and source of the emissions.

Because the work to implement the CERP and Community Air Monitoring Plan (CAMP) is dynamic, certain action items have been written with built-in flexibility to allow adjustments as new information (e.g., air monitoring data, new technology, etc.) becomes available. South Coast AQMD staff is committed to working with Community Steering Committee (CSC) members to evaluate ongoing actions and progress. South Coast AQMD will also provide quarterly updates to the CSC on actions in the CERP. Any major amendments would need to be brought to the South Coast AQMD Governing Board for approval. This information can be found in Chapter 1.

Public Meeting Commenter 2: Ryan Sinclair, Loma Linda University

2-1: Ryan Sinclair inquired how community members can report idling vehicles.

Response to Meeting Comment 2-1

Complaints can be filed online through the South Coast AQMD’s on-line complaint system to report observations of excessive odors, smoke, dust, or other air contaminants (except smoking vehicles): <http://www3.aqmd.gov/webappl/complaintssystemonline/NewComplaint.aspx>. Complaints can also be made by calling 1-800-CUT SMOG (1-800-288-7664). Smoking vehicles can be reported through CARB’s complaint line using 1-800-END-SMOG. In addition, Chapter 5, Action 1 states that South Coast AQMD will “provide community outreach on existing complaints/response systems on reporting idling trucks”, to inform community members on how to report idling trucks. Staff added that “CSC members will work with the South Coast AQMD, and other local entities to disseminate information on how to report idling trucks in the community (e.g., outreach events, flyers).” The objective is to increase participation from the

community on the existing complaint systems to report truck idling and address truck idling emissions.

Public Meeting Commenter 3: Andrea Vidaurre, Center for Community Action and Environmental Justice (CCA EJ)

3-1: Andrea Vidaurre requested that BNSF provide updates to the community on the status of the railyard's emission reduction efforts.

Response to Meeting Comment 3-1

BNSF will be participating in the development of the Facility-Based Mobile Source Measures ("FBMSM") workshops to address railyards and intermodal facilities. South Coast AQMD staff has recently received an updated emissions inventory for the San Bernardino railyard that BNSF has voluntarily prepared. Staff will work with BNSF to review the data and will provide updates to the community in the coming months. BNSF's commitment is included in Chapter 5e, Action 1, under "Implementing Agency, Organization, Business or Other Entity".

Public Meeting Commenter 4: Chantal Power, City of San Bernardino

4-1: Chantal Power asked staff to reach out to the State Mining and Geology Board to see if there could be a potential collaboration. The State Mining and Geology Board helps reclaim land to useable, reusable resources and regulates mines while in operation.

Response to Meeting Comment 4-1

Staff has reached out to the State Mining and Geology Board. The State Mining and Geology Board staff stated that they are focused on different objectives than the efforts in AB 617. The State Mining and Geology Board focuses on mining resources and the conservation of lands and not on small concrete batch facility operations.

Public Meeting Comments CSC Meeting #8 – July 18, 2019

Public Meeting Commenter 5: Mary Valdemar, San Bernardino Valley College

5-1: Mary Valdemar requested that public meetings for rule development held by South Coast AQMD and CARB should follow the same model as the CSC meetings to accommodate working people.

Response to Meeting Comment 5-1

The CERP includes a commitment to hold at least one public meeting for the warehouse Indirect Source Rule (ISR) and one public meeting for the railyard ISR development in or near this community at a time that is convenient for working people. Public meetings conducted for rule development will be evaluated on a case-by-case basis to accommodate all stakeholders, including those that live/work in other communities. Staff will also continue to schedule AB 617 meetings to accommodate the majority of the CSC schedules to provide quarterly or biannual updates on all activities, including rulemaking.

Public Meeting Commenter 6 and 7: Matt Abularach-Macias, California League of Conservation Voters & CLCV Ed Fund and Ericka Flores, CCAEJ

6-1 and 7-1: Ericka Flores and Matt Abularach-Macias inquired how South Coast AQMD will invest and advocate to accelerate a timeline for zero-emission technology.

Response to Comments 6-1 and 7-1

South Coast AQMD supports the development and deployment of zero-emission (ZE) vehicles and equipment, where technology feasible and commercially available, as a key strategy in achieving the region's air quality targets and protecting public health. South Coast AQMD has funded a variety of ZE technologies over the years, including battery and fuel cell electric trucks and cargo handling equipment, leveraging grants from both federal and state agencies as well as cost shares from regional stakeholders as well as collaborating with Southern California Edison to implement electric public utility infrastructure projects.

Although significant progress has been made in the development of zero-emission technologies, most of these technologies are not yet ready for commercial market in terms of economic viability and technology maturity. For example, there are currently no feasible models of zero-emission heavy-duty trucks commercially available, although it is expected that may change in the near term. South Coast AQMD will continue its on-going efforts to support the development of these zero-emission technologies to accelerate their commercialization and deployment as early as possible. In addition, South Coast AQMD is continuously looking to identify new incentive funding programs to replace higher polluting trucks with cleaner technology that exceeds current requirements. Staff plans to use the approved CERP to implement approaches that accelerate emission reductions from all priority categories, including heavy-duty trucks.

Chapter 5d, Action 2, has been included in the CERP to support Omnitrans' transition to zero-emission buses. In addition, Chapter 5e, Action 1 includes an action to work with BNSF railyard to replace diesel-fueled equipment with cleaner technologies and to provide updates to the CSC on emission reduction progress within the San Bernardino BNSF railyard. Chapter 5c, Action 3

also states that South Coast AQMD staff will collaborate with local governments and utilities to promote the installation of fueling infrastructure needed to support zero-emission trucks/vehicles, transport refrigeration units and cargo handling equipment.

Public Meeting Comments CSC Meeting #9 – August 15, 2019

Public Meeting Commenter 8-1: James Albert, San Bernardino Resident

8-1: James Albert requested South Coast AQMD staff provide a summary or update of the warehouses ISR development.

Response to Comment 8-1

Additional information about the ongoing warehouse ISR efforts can be found here: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures>. In addition, staff will provide updates to the CSC as specified in Action 2 of Chapter 5c as the ISR is being developed. Finally, as part of the ISR development process, South Coast AQMD will hold working group meetings that are open to the public. Staff encourages CSC members to participate in the rule development process.

Public Meeting Commenter 9-1: Mary Valdemar, San Bernardino Valley College

9-1: Mary Valdemar suggested that language in the CERP should be simplified so everyone can understand. In addition, she requested that childcare centers, charter schools, and preschools should be added to Chapter 5g and Chicano Indigenous Community for Culturally Conscious Advocacy & Action (ChiCCCAA) be added as a collaborating organization in outreach related actions. In addition, she suggested to use multi-colored legends for future presentations so CSC members with visual impairments can read them easier.

Response to Comment 9-1

Staff has tried to make the more technical sections of the CERP user friendly by including explanations of tables, clarifying language, and improving some graphs. In addition, staff will develop presentations that are more suitable for those who are visually impaired.

In addition, "childcare centers, charter schools and preschools" have been added to Chapter 5g, Action 1. In Chapter 5g, Action 1, ChiCCCAA has also been added as a collaborating community-based organization to co-host outreach meetings and as a collaborating organization to share information or provide outreach to schools for asthma-related programs.

Public Meeting Commenter 10: Members of the public and Valerie Dobesh, San Bernardino resident

10-1: Several members of the public and Valerie requested to have provisions in the CERP requiring green space to reduce air pollution within the community and expressed that green spaces have been compromised by warehouse development.

Response to Comment 10-1

Action 4 in Chapter 5g includes identifying new or existing sources or programs that can provide funding for tree planting and sharing this information with CSC members, when it is available. In addition, in Chapter 5c, Action 1, South Coast AQMD will work with the City of San Bernardino and San Bernardino County staff to discuss and enhance land use policies to reduce residents' exposure to emissions from old diesel trucks visiting warehouse facilities.

Public Meeting Commenter 11: Matt Abularach-Macias, California League of Conservation Voters & CLCV Ed Fund

11-1: Matt Abularach asked what percentage of the emission reductions represent the emissions specified in the CERP for this community.

Response to Comment 11-1

The estimated emission reductions expected from this CERP are:

- NOx (nitrogen oxides): 127.9 tons per year (tpy)
- DPM (diesel particulate matter): 0.91 tpy

These reductions have been calculated based of the community's baseline and have been added to Chapter 5a. These emission reductions will be achieved through mobile source incentives and statewide mobile source regulation measures. Additional emission reductions are expected to be achieved through actions that may not be quantifiable at this time. Future quantification may occur during the rule development process or as a result of air monitoring and enhanced enforcement.

Public Meeting Commenter 12: Andreas Beyersdorf, California State University, San Bernardino

12-1: Andreas asked whether 1,3 butadiene is being considered in the CERP and whether there are any regulations to reduce this compound.

Response to Comment 12-1

Figure 2 in Chapter 3b shows that DPM is the biggest contributor to the overall cancer risk in the community, followed by 1,3-butadiene, hexavalent chromium, and benzene. Actions in the CERP focus on reducing DPM, since it is the largest weighted toxic air contaminant (TAC) contributor in this community. Most of the priorities in the community are mobile sources, which is another reason the actions are focused on addressing DPM. Reductions in combustion of diesel fuel will have ancillary benefits or reducing other toxic air contaminants.

Public Meeting Commenter 13: Jason Martinez, Chicano Indigenous Community for Culturally Conscious Advocacy & Action (ChiCCCAA)

13-1: Jason asked whether there is a penalty or enforcement action that will be taken if polluters do not comply with rules and regulations.

Response to Comment 13-1

Air pollution violations may result in either criminal or civil liability. South Coast AQMD and CARB do not criminally prosecute air pollution violations. Criminal cases are referred to state, county or city attorneys. In deciding whether to refer a case for criminal prosecution, South Coast AQMD and CARB will consider such factors as the type and severity of the violation, the state of mind of the violator, and the harm or risk of harm to the public created by the violation.

South Coast AQMD and CARB are alternatively authorized to seek civil penalties for air pollution violations. In determining the amount of a civil penalty, state statutes require South Coast

AQMD, CARB, and any court to evaluate each violation individually and with reference to all relevant facts and circumstances. The factors which must be considered in assessing civil penalties include:

- (a) The extent of harm caused by the violation.
- (b) The nature and persistence of the violation.
- (c) The length of time over which the violation occurs.
- (d) The frequency of past violations.
- (e) The record of maintenance.
- (f) The unproven or innovative nature of the control equipment.
- (g) Any action taken by the defendant to mitigate the violation.
- (h) The financial burden to the defendant.

Ongoing non-compliance by a facility may also lead to a petition for an Order for Abatement before the South Coast AQMD Hearing Board. The Hearing Board has the authority to require a facility to take certain actions to achieve compliance.

South Coast AQMD and CARB's enforcement teams seek to ensure that regulated entities comply with air quality rules and regulations. Both agencies pursue penalties and other enforcement actions for the purpose of deterring future violations, ensuring the existence of a level playing field for all regulated entities, and preventing unfair advantages for violators. Additional information about the enforcement plan can be found in Chapter 4.

[Public Meeting Commenter 14: Christopher Chavez, Coalition for Clean Air \(CCA\)](#)

14-1: Christopher Chavez asked for the CERP to include emissions reduction targets and include a strong ISR. He also asked that the CERP have strong regulations and increased enforcement, and not rely on incentives. He also requested to assign responsibility to polluters. He noted that although the San Bernardino Airport is not within the community boundary, it should be addressed.

Response to Comment 14-1

Emission reduction targets have been identified and incorporated, where quantifiable, into Chapter 5a. These emission reduction targets are based upon mobile source incentives and certain statewide mobile source regulation measures. Some emission reductions cannot be quantified at this time, such as fugitive emissions. Air monitoring and enforcement actions will need to occur to identify the location and source of the emissions.

One of the strategies South Coast AQMD is evaluating to reduce emissions from railyards and warehouses is through the Facility Based Mobile Source Measures or ISR. The development of

ISRs was initially intended to address regional air pollution, specifically NOx emission reductions, and to attain the National Ambient Air Quality Standards as required by the Clean Air Act. However, the CSC and commenter has made it clear that an ISR must also focus on reducing localized impacts. South Coast AQMD will continue to develop the ISRs in parallel to the AB 617 efforts and provide updates to the CSC on the rule making process. Details of ISR requirements need to be developed through the rulemaking process so that all stakeholders can participate in the public process. Proposed rule concepts and input provided by the CSC during the development of the CERP will be provided to staff developing ISR. Staff encourages CSC members to actively participate in the South Coast AQMD rule development process for ISR. All proposed rule concepts must fall within South Coast AQMD's legal authority.

The CERP contains a suite of strategies to reduce emissions and exposure in the San Bernardino, Muscoy community. Emission reductions will be achieved through outreach and incentives, air monitoring and enforcement, and rules and regulations. Incentives are only appropriated to owners or operators that would reduce emissions above and beyond current rules and regulations and will help achieve much needed emission reductions sooner for this community while ISR is currently being developed.

Although some actions may not "assign responsibility to polluters" or industry stakeholders under Implementing Agency, Organization, Business or Other Entity, any rules and regulations adopted by the South Coast AQMD and CARB will be applicable to those entities subject to the rules and regulations. Staff acknowledges that BNSF plays a key role in reducing emissions within the San Bernardino, Muscoy community. BNSF will be participating in the development of the Facility-Based Mobile Source Measures ("FBMSM") workshops to address railyards and intermodal facilities. South Coast AQMD staff has recently received an updated emissions inventory for the San Bernardino railyard that BNSF has voluntarily prepared. Staff will work with BNSF to review the data and will provide updates to the community in the coming months. BNSF's commitment is included in Chapter 5e, Action 1, under "Implementing Agency, Organization, Business or Other Entity".

South Coast AQMD is aware of the expansion of the San Bernardino International Airport. On August 15, 2018 staff provided recommendations during the preparation of the Draft Environmental Impact Report for the Proposed Eastgate Building 1 Project California Environmental Quality Act (CEQA) commenting period and these include staff's recommendation for truck trip rates for high cube warehouses¹ and other mitigation measures, which the San Bernardino International Airport Authority reviewed. Comments can be seen here: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopeastgatebuilding1-081518.pdf>. In addition, staff has included several actions in

¹ A high cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. Reference: High-Cube Warehouse Vehicle Trip Generation Analysis

<https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>

the CERP that address emissions from trucks and warehouses that have emissions within the community boundary, which will address the primary air quality concerns associated with the expansion of the San Bernardino International Airport.

Written Comments Received

Written Comment Letter #1: Bernadette Beltran, San Bernardino County Department of Public Health

Comment Letter #1



Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
 San Bernardino, Muscoy

AB617 Year 1 Community Code
 SBM

Enter your contact information, comments and/or upload comment files below. Please note that information provided by you on this form (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request.

A continuación introduzca su información de contacto, comentarios y / o suba archivos sobre los comentarios. Tenga en cuenta que la información provista por usted en este formulario (incluida la información de contacto u otra información personal) es un registro público y puede ser divulgada en respuesta a una solicitud de la Ley de Registros Públicos de California.

* Campos requeridos para enviar un comentario
 *Fields Required to Submit a Comment

Language Preference
 English Español

Form Informtion	
Date Created 06/24/2019	Time Created 3:18 PM

Commentor Contact Information	
Commenter's Name* BERNADETTE BELTRAN	Affiliation* Agency, School, University or Hospital
Email Address* [REDACTED]	
Email Address Valid (Y/N) Y	

Error: You Entered an invalid email address. Please reenter.
 Error: Ha introducido una dirección de correo electrónico no válida. Por favor vuelva a

Comments (Unlimited Size) *

Section 5G- Schools, childcare centers, community centers, and homes 5-5: Under Action 1: Course of Action (s): bullet #2- Partner with the San Bernardino County, Dept. of Public Health

Goals:

- I would suggest at least 6 public outreach events
- provide 11 childcare centers (all should get the information)
- implement CARE at least 2 (which is half of all the schools or community centers that have already been identified)

Under implementing agency, organization, business or other entity:

bullet # 2: Partner with DPH on "asthma-based programs -We do not have asthma program through the Dept. of Public Health it is through the County hospital Arrowhead Regional Medical Center (ARMC) who has the Breathmobile

1-1

Suba comentarios adicionales y archivos de soporte (30 Mb máximo por archivo)

Archivos de comentarios sobre el CERP

Upload Additional Comment and Supporting Files (30 Mb Maximum per file)

CERP Comment Files

Note: Supported upload files include all versions of Microsoft Office, jpeg, tiff, PDF, mp3, mp4, and text files.

Nota: los archivos compatibles que se pueden subir incluyen documentos de todas las versiones de Microsoft Office, jpeg, tiff, PDF, mp3, mp4 y archivos de texto

For More Information Contact: ab617@aqmd.gov

Para más información contáctese con: ab617@aqmd.gov

Response to Comment Letter 1-1

The Draft CERP has been updated to include the San Bernardino County Department of Public Health as a collaborating agency in Chapter 5g, Action 1. In Action 1, the Goals have been updated to include the following: participate in six public outreach events, provide information relating to air quality effects on young children and reducing exposure to facilities where children are located (e.g., schools, childcare centers, and community centers) with prioritization based on Community Steering Committee (CSC) input, and implement Clean Air Ranger Education (CARE) and Why Air Quality Matters (WHAM) programs in at least two schools with the possibility of continuing for up to three years. Staff would like to share information on air quality effects on young children and how to reduce exposure to locations where children spend their time including childcare centers. Prioritization of locations will be based on CSC input.

Staff reached out to the Arrowhead Regional Medical Center (ARMC) on the BreathMobile program. AMRC and the South Coast AQMD will collaborate to share information and/or provide outreach to schools for asthma or asthma-related programs in the San Bernardino, Muscoy community. This has also been incorporated in Chapter 5g, Action 1.

Written Comment Letter #2: Anna Jaiswal, Omnitrans

Comment Letter #2

SCAQMD Banner

Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
San Bernardino, Muscoy

AB617 Year 1 Community Code
SBM

Enter your contact information, comments and/or upload comment files below. Please note that information provided by you on this form (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request.

A continuación introduzca su información de contacto, comentarios y / o suba archivos sobre los comentarios. Tenga en cuenta que la información provista por usted en este formulario (incluida la información de contacto u otra información personal) es un registro público y puede ser divulgada en respuesta a una solicitud de la Ley de Registros Públicos de California.

* Campos requeridos para enviar un comentario

*Fields Required to Submit a Comment

Language Preference

English Español

Form Information

Date Created
06/25/2019

Time Created
9:56 AM

Commentor Contact Information

Commenter's Name *
ANNA JAISWAL

Affiliation *
Agency, School, University or Hospital

Email Address *
[REDACTED]

Email Address Valid (Y/N)
Y

Error: You Entered an invalid email address. Please reenter.

Error: Ha introducido una dirección de correo electrónico no válida. Por favor vuelva a introducirla.

Comments (Unlimited Size)*

In Chapter 2 there's a summary of the presentation I provided on behalf of Omnitrans at the May meeting. It says I described our current bus fleet as including near-zero and zero emission buses. But actually our current fleet includes near-zero but not zero-emission buses. We are planning to transition to zero-emission buses and recently applied for grant funds for four of them.

In Chapter 5 it says Omnitrans provides 16 million passenger trips per year. I know this was on our website, but it was out of date; it is actually 11 million passenger trips per year.

In Chapter 5 it also says Omnitrans operates more than 200 vehicles out of our East Valley maintenance facility on 5th Street in San Bernardino. This is the total number of buses we have, including our San Bernardino and our Montclair facilities. The number at the San Bernardino facility is actually 121.

Related to this, where it says Omnitrans "employs almost 700 people," I would change it to "employs almost 700 people at its two operating and maintenance facilities, including one facility in San Bernardino and one in Montclair."

2-1

Suba comentarios adicionales y archivos de soporte (30 Mb máximo por archivo)

Archivos de comentarios sobre el CERP

Upload Additional Comment and Supporting Files (30 Mb Maximum per file)

CERP Comment Files

Note: Supported upload files include all versions of Microsoft Office, jpeg, tiff, PDF, mp3, mp4, and text files.

Nota: los archivos compatibles que se pueden subir incluyen documentos de todas las versiones de Microsoft Office, jpeg, tiff, PDF, mp3, mp4 y archivos de texto

For More Information Contact: ab617@aqmd.gov

Para más información contáctese con: ab617@aqmd.gov

Response to Comment Letter 2-1

Staff will change the sentence in Chapter 2 of the Draft Final CERP to indicate that Omnitrans provided information about their near-zero emissions fleet and their continuing work towards the addition of zero-emission buses to their fleet. This change will be reflected in the Final CERP.

Chapter 5d has been updated to reflect the number of passenger trips per year to 11 million, the number of buses at the San Bernardino Facility to 121 and the number of employees to 700 people at both operating and maintenance facilities.

Written Comment Letter #3: Luis Portillo, Inland Empire Economic Partnership (IEEP)

Comment Letter #3

 SCAQMD Banner

Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
San Bernardino, Muscoy

AB617 Year 1 Community Code
SBM

AB617 Doc Type
Comment Form

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Form Informtion	
Date Created 07/01/2019	Time Created 9:48 PM

Commentor Contact Information	
Commenter's Name* LUIS PORTILLO	Affiliation* Business Representative
Email Address* [REDACTED]	
Email Address Valid (Y/N) Y	

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Comments (Unlimited Size) *

On behalf of the Inland Empire Economic Partnership (IEEP), I write to submit comments on the Discussion Draft of the Community Emissions Reductions Plan (CERP) presented at the June 20, 2019 meeting of the San Bernardino/Muscoy Community Steering Committee (CSC). While we commend the staff of the South Coast Air Quality Management District (SCAQMD) for their efforts to develop a CERP that improves the air quality of the residents of the San Bernardino/Muscoy area, IEEP believes the following changes should be made to ensure the plan meets its intended goals.

3-1

The CERP should have an increased focus on providing incentives to replace older trucks. While we recognize that SCAQMD's ability to address mobile sources of pollution is limited, the CERP has demonstrated that it does have some tools at its disposal. For example, the CERP includes funding for the replacement of diesel trucks intended for the San Bernardino/Muscoy community. However, the funds provided are nowhere near what is necessary to meet the existing demand. While the CERP is limited to using the existing resources, it should take this opportunity to call on the state to fund these types of programs at an appropriate level. For example, it could call for incentive programs to be prioritized based on a cost/benefit analysis that looks at the amount of GHG and NOx emission reductions that are achieved compared to the cost. This will allow California to focus its efforts on the programs that have the greatest effect in reducing emissions.

Ensure accountability and effectiveness. The CERP calls for increased outreach and enforcement as ways to mitigate air pollution. While these approaches may be effective, an analysis of each program should be conducted upon its completion to determine if the program achieved its intended effect. For example, in Chapter 5B, Action 1 calls for the SCAQMD to work with the CSC to inform community members on how to report idling trucks, while Chapter 5G Action 1 requires the establishment of partnerships with community based organizations to provide outreach to schools regarding asthma related programs. In both of these instances, the goals outlined in the CERP simply call for the activities to be conducted without examining whether or not they achieved their underlying goal. For example, in the case of Chapter 5B, shouldn't the actions result in a decrease in the number of trucks that are idling longer than the existing State idling standards? If the outreach actions do not, then either the approach to inform the community was flawed or the issue may not have been as significant as it appeared. The CERP should require measureable, results-oriented goals. Programs that do not achieve their underlying goal should be revised or their resources directed to other more effective methods.

3-2

This also applies to enforcement. At various times, CSC members have raised concerns about trucks idling in their neighborhoods. The California Air Resources Board (CARB) staff mentioned some of the challenges faced when trying to enforce a measure (e.g. truck drivers seeing an enforcement officer approach and turning off their engine before an enforcement action can be taken). If community members are reporting these trucks, but existing enforcement processes are not proving effective, then additional approaches need to be considered. This would only be accomplished by having an analysis done at the end of each program to determine its effectiveness.

Monitoring of trucks and truck routes is critical and should be prioritized. A concern among the efforts by the CSC is the lack of hard data to use in determining where to direct resources. The SCAQMD staff has relied heavily on feedback provided by participants to identify sources of pollution. While helpful to determine where to begin, this type of identification is seriously flawed. We need verifiable data that can be tied to a particular region. This allows us to have uniform data that we can all work from and use to measure progress in the upcoming years. That is why IEEP supports the recommendation found in Chapter 5B Action 3 to use technology such as ALPR to collect information about neighborhoods most impacted by older trucks. By knowing where the oldest trucks operate in sensitive communities, we can direct existing resources so effectively.

3-3

IEEP supports efforts to improve the air quality in our communities. We believe the recommendations above will help achieve that goal. Thank you.

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Archivos de comentarios sobre el CERP

Upload Additional Comment and Supporting Files (30 Mb Maximum per file)
CERP Comment Files
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Response to Comment Letter 3-1

South Coast AQMD is continuously looking to identify new incentive funding programs to replace higher polluting trucks with cleaner technology that exceeds current requirements. The funding provided by the Legislature for incentive projects to support the AB 617 program is an example of how the program has increased incentive funding to benefit disadvantaged communities. Staff continues to work with the California state legislature to set aside sustained funding for AB 617 statewide.

Staff recognize that for many of our incentive programs (e.g. Carl Moyer, Prop 1B) the requested funding levels typically is significantly higher than the available funds. As part of the process, applications are reviewed to ensure they meet incentive program funding guidelines and the most cost-effective projects are prioritized, including truck replacements. Existing grant funds, such as Carl Moyer, have state approved implementation guidelines that require surplus emission reductions, funding fleets that are in compliance with existing regulations, and not encouraging fleets and truck operators to receive public funds to pay for compliance. Implementation of Prop 1B funds does not have the same level of requirements, but still includes provisions to ensure that the emission reduction benefits are real and quantifiable, requiring additional reporting. South Coast AQMD staff expeditiously reviews applications and distributes incentive funds as quickly as possible. Additionally, South Coast AQMD continues to apply for and implement other grant funds, such as federal grants that provide flexibility to implement other approaches, including trade down approaches to provide lower emitting trucks to Independent Owner Operators (IOOs). Lastly, South Coast AQMD staff plans to use the approved Community Emissions Reduction Plan (CERP) to implement approaches that accelerate emission reductions from all priority categories, including heavy-duty trucks.

Response to Comment Letter 3-2

We agree that resources should be used toward actions that are effective in reducing emissions, and staff will discuss with the CSC any suggested adjustments to the strategy based on such evaluations of the CERP actions. Staff will evaluate the effectiveness and necessity of the enforcement actions based on data collected during the idling sweeps. This would include quantitative information such as the number of trucks that were cited for idling violations, in

addition to qualitative observations such as changes in idling behavior once enforcement officers approach. This information will be included in the updates to the CSC. Other enforcement agencies, such as CARB, the City or County may also provide enforcement updates to the CSC. The CERP actions also include built-in flexibility to allow for adjustments as new information becomes available or if specific approaches and actions are found to be more effective.

Using CSC input to locate areas where the community has expressed concern with smoking and idling vehicles, CARB will conduct roadside inspections within areas where they can enforce (e.g., vehicles cannot be pulled over on freeways, but inspections can be conducted on surface streets). In addition to gathering the CSC's input, CARB and South Coast AQMD staff are in the field regularly conducting other enforcement efforts, they plan to document idling and smoking vehicles to further support this enhanced roadside inspection program.

There has been a recent reduction in allowable smoke opacity changing from 40 percent to five percent for heavy-duty trucks with diesel particulate filters. Smoke opacity is used to describe and measure the level of visible black smoke emissions. It is a method used to measure a PM-related emission parameter in the field. With this change in measurement, CARB enforcement staff will be able to ensure that vehicles are properly maintained. In addition to providing citations to non-compliant trucks, CARB enforcement staff will also distribute pamphlets to truck drivers on how to properly maintain emissions control equipment. CARB is also conducting research to determine the effectiveness of heavy-duty diesel vehicle onboard diagnostic systems to better support proper maintenance of heavy-duty diesel trucks in South Coast AQMD's AB 617 communities and will provide updates on the research's results when available.

Response to Comment Letter 3-3

South Coast AQMD will be exploring the possibility of using Automated License Plate Reader (ALPR) systems in the San Bernardino, Muscoy community to prioritize locations and targeted outreach to truck owners for incentive programs to replace higher polluting trucks with cleaner technology.

The AB 617 CERP development process emphasizes the importance of community input. The input provided by the community on locations where truck idling is observed provides valuable information about where these emissions may be impacting people in the community. If illegal idling emissions can be decreased in these areas near sensitive receptors, then these actions would have even greater impact compared to decreasing similar emissions in areas that are far away from sensitive receptors.

Written Comment Letter #4: LaDonna DiCamillo

Comment Letter #4



Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
San Bernardino, Muscoy

AB617 Year 1 Community Code
SBM

AB617 Doc Type
Comment Form

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Form Information	
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Commentor Contact Information	
Commenter's Name* LADONNA DICAMILLO	Affiliation* Business Representative
Email Address* [REDACTED]	
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Comments (Unlimited Size) *

BNSF appreciates serving on the Steering Committee, and we offer the following comments.

1. We suggest the following edit in the Federal Actions section on page 5-3 to clarify U.S. EPA's role in regulating locomotive emissions: "Railroads operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. Environmental Protection Agency."
2. On page 5-3, the draft states: "[The EPA] regulations do not require railroads to reduce their usage of older, higher-emitting locomotives.", Please add "Locomotives must meet federal emissions standards when they are remanufactured, and may become cleaner at that time."
3. Page 5-3 states: "[EPA's] regulations limit idling for both new and remanufactured locomotives..." EPA regulations do not limit idling, but instead require the installation of devices that reduce idling on newly manufactured and remanufactured locomotives.
4. On page 5-3, the draft states: "In 2017, CARB also petitioned EPA to develop a new regulation requiring engine manufacturers to meet a cleaner Tier 5 emission standard for new engines." Please add "The CARB petition is under review by the EPA."
5. Page 5-4 states that the District "...is evaluating potential strategies to reduce emissions from railyards, including developing a potential regulation affecting railyards called an Indirect Source Rule (ISR), and/or other potential partnering strategies that could reduce emissions." The railroads have participated in workshops related to Facility Based Mobile Source Measures and will continue to engage with District staff and the community. Any ISR proposals must be within the District's legal authority.
6. Page 5-4 states: "South Coast AQMD staff conducted air monitoring near SBM during the Multiple Air Toxics Exposure Study (MATES) in 2013, which identified high levels of diesel PM near the BNSF railyard." Air quality monitors cannot identify levels of diesel PM. We suggest you change this sentence to "...identified elevated BC and UFP levels near the BNSF railyard."
7. Page 5-4 states: "South Coast AQMD also funded the Environmental Railyard Research Impacting Community Health (ENRRICH) study, which consisted of a community health assessment and public health outreach project led by the late Dr. Sam Soret of Loma Linda University." On November 10, 2014, BNSF sent comments on the ENRRICH study to the SCAQMD, which it encourages you to revisit. We must point out that the Loma Linda studies ignore the potential impacts of other emission sources in the often heavily industrial areas near railyards, and we disagree with the authors' conclusions. Moreover, as BNSF mentioned in its presentation at the June 20 CSC meeting, the railyard emissions data used to support these reports was from 2005 and does not represent current emission levels, and if updated emission levels were to be used, the studies' risk levels would be much lower.
8. Page 5-5 states: "Conduct fenceline and/or mobile monitoring around railyards to identify activities that may cause increased levels of air pollution. Mobile measurements (and fixed monitoring, when appropriate) will extend into the community to assess how railyard related emissions may contribute to the overall air pollution burden in this community." BNSF requests that the District consult with the railroads before conducting new fenceline and/or mobile monitoring so that we may share our insights and expertise with the District as it develops its monitoring protocols.
9. The railroads are updating emissions inventories for several southern California railyards which show significant reductions. We are reviewing these with District staff.
10. UP and BNSF have a multi-decade track record of improving air quality within the District and appreciate the District's successful efforts to partner with us to provide incentives to develop and test new, cleaner locomotives and technology used in railyards.
11. Again, thank you for the opportunity to be a member of the Steering Committee. Please call or email with questions.

4-1

4-2

4-3

LaDonna DiCamillo
Regional Assistant Vice President - Government Affairs
BNSF Railway

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Archivos de comentarios sobre el CERP

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CERP Comment Files

Response to Comment Letter 4-1

Chapter 5e of the Draft CERP has been updated to include the following as suggested in the Comment Letter:

1. U.S. EPA's role in regulating locomotive emissions has been clarified to "Railroads operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. Environmental Protection Agency."
2. The sentence "Locomotives must meet federal emissions standards when they are remanufactured, and may become cleaner at that time" has been added.
3. The sentence "these regulations limit idling for both new and remanufactured locomotives and mandate the use of ultra-low sulfur diesel fuel" has been changed to "these regulations require the installation of devices that reduce idling on newly manufactured".
4. The Draft CERP included the sentence "The CARB petition is under review by the EPA". However, to elaborate and provide clarification, in the Draft Final CERP staff has replaced this sentence with: "In 2017, the California Air Resources Board (CARB) petitioned the U.S. EPA to update emission standards for new and remanufactured locomotives, establishing a cleaner Tier 5 standard for new engines. The petition asked that the new emission standards go into effect in 2023 for remanufactured locomotives, and 2025 for new locomotives. South Coast AQMD supported the petition by sending a letter of support. The U.S. EPA acknowledged the receipt of the petition, but has not provided any update or plans for further action." In addition, a footnote was also added to provide additional information: "Even if the U.S. EPA were to update the emission standards in response to the petition, the new standards would only apply to new and remanufactured locomotive engines. Given the slow turnover of the railroads' fleet, emissions reductions would not be immediate."
5. South Coast AQMD staff acknowledges that the railroads have participated in Facility Based Mobile Source Measure (FBMSM) workshops and look forward to continued discussion with all stakeholders during the rule development process. South Coast AQMD will ensure all Indirect Source Rules (ISR) are within the District's legal authority.
6. The statement "South Coast AQMD staff conducted air monitoring near SBM during the Multiple Air Toxics Exposure Study (MATES) in 2013, which identified high levels of diesel PM near the BNSF railyard" has been changed to "South Coast AQMD staff conducted air monitoring near SBM during the Multiple Air Toxics Exposure Study (MATES) in 2013, which identified high levels of black carbon (BC) and ultrafine particulate matter (PM) near the BNSF railyard."

Response to Comment Letter 4-2

South Coast AQMD staff has reviewed the comments received on the ENRRICH study on November 10, 2014. South Coast AQMD provided funding for the ENRRICH study as part of the Clean Communities Plan efforts in San Bernardino. The study provided new information about public health outcomes that were identified as community priorities (e.g. asthma, cancers). Drawing conclusions about causality is complex and typically requires a comprehensive review of the scientific literature; such efforts are not the aim of the CERP. Instead, the focus of the AB 617 CERP is on reducing local emissions. Based on the source attribution analysis in Chapter 3b, diesel PM, a toxic air contaminant, is the biggest contributor to the overall cancer risk in the community. Trains account for 25 percent of the toxic air contaminant emissions for this community based on 2017 baseline emissions. The 2017 baseline emissions include rule adoptions or amendments since 2016. The projected emissions for future milestone years of 2024 and 2029, show train emissions are expected to increase to 31 percent and 26 percent, respectively. Because of the projected increase and CSC input, actions are included in the CERP to address railyard emissions. South Coast AQMD staff has recently received an updated emissions inventory for the San Bernardino railyard that BNSF has voluntarily prepared. Staff will work with BNSF to review the data and will provide updates to the community in the coming months.

Response to Comment Letter 4-3

Staff will continue to engage all members of the CSC (including BNSF) on future air monitoring strategies through quarterly or biannual updates. Staff will continue to work with the railroads on emissions inventory data and to provide incentives for cleaner technology that goes above and beyond current requirements. Staff appreciates all CSC members' input and participation to develop the CERP.

Written Comment Letter #5: Ericka Flores, Andrea Vidaurre, Center for Community Action and Environmental Justice

Comment Letter #5

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Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
San Bernardino, Muscoy

AB617 Year 1 Community Code
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Commentor Contact Information

Commenter's Name*
CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

Affiliation*
Community Organization

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CERP Comment Files

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For More Information Contact: ab617@aqmd.gov

Para más información contáctese con: ab617@aqmd.gov

Comment Letter #5

Dear AB 617 Team,

On behalf of the Center for Community Action and Environmental Justice (CCA EJ), please accept these comments on the draft Community Emissions Reduction Plan (CERP) updated June 2019 for the AB 617 Year 1 Community of San Bernardino/Muscoy (SBM). For decades, the communities of SBM have been vocal about their environmental health and air quality concerns to the South Coast Air Quality Management District (SCAQMD), California Air Resource Board (CARB) and local City/County officials. We understand deeply through our lived experiences, the deteriorating effects that breathing, playing, working and living in over-polluted, unmonitored and poorly regulated communities have on our quality of life and we are determined to continue raising our concerns and work towards accountability and solutions from all stakeholders and governing bodies. For these reasons, we are actively involved on the Community Steering Committee (CSC) and raise the concerns outlined below on the draft CERP.

5-1

First, we would like to thank the SCAQMD AB 617 staff who has meaningfully engaged with us throughout the process. Their flexibility and shared vision has allowed for intentional collaboration and open dialogue as we work to identify stronger solutions. We hope that as the CERP goes through management for approval, that they too consult with the community as their staff has done.

Currently, the CERP overwhelmingly focuses on education, outreach and enforcement - strategies that are necessary and important parts of the plan. However, they must be matched with subsequent emission reduction goals and health outcome targets. A community health assessment must be required to measure the existing health standards baseline in order to have quantifiable goals and targets. In this manner, we can assess if the strategies in the CERP are a success or need strengthening.

5-2

A large part of AB 617 has to do with the incentive funding that has been allocated for the different communities. We support programs that are equitably dispersed and require data reporting that assists in us better understanding what fleets are most entering the SBM community. Much of the emission reductions will be seen through the transition to clean transportation technology. Therefore, we continue to support the accelerated adoption of only zero emission technology and a robust, clean electric supporting infrastructure. Wherever immediately possible, zero-emission technology must be prioritized (drayage, cargo handling equipment, last-mile delivery, TRU's, etc). We are excited to see that Omnitrans has laid out a tentative timeline for the electrification of their fleet. We would like to continue recommending that BNSF also allows for its neighboring communities to be aware of their tentative timeline for electrification and emissions inventory. BNSF should play an active role in implementing new CERP solutions which go beyond what they are currently meeting. This will allow the CERP to better assess its benchmarks and goals.

5-3

The CERP must go beyond what is already required in the region. Our cumulative pollution burdens continue to grow despite the existing regulations created by SCAQMD and CARB. Under the AB 617 Blueprint, we understand that the CERP can go above and beyond existing policies. Instead, the SBM CERP includes minimal suggestions for new policies and mostly relies on enforcing existing regulations - which we note are not doing a sufficient job to address our air quality and public health concerns. It is imperative that SCAQMD and CARB take the CSC's recommendation to approve and implement the Facility Based Measure and Indirect Source Rules for warehouses and railyards. Moreover, SCAQMD must consider strengthening that rule as it pertains to AB 617 communities such as SBM.

5-4

Given that SMB's primary concerns involve mobile sources, we recommend that CARB take a more active role in the creation, implementation and reassessment of the CERP. CARB should assume as much responsibility as SCAQMD has in assuring that the CERP is a community-focused, ambitious benchmark for our region. CARB should be using its expertise to strengthen the solutions that have been suggested and contribute to a comprehensive plan that goes beyond enforcing their current regulations. CARB should also use the experiences, testimonies and recommendations of the CSC to inform the urgency of future regulations, programs and incentives.

5-5

In order for the CERP to be successful, all stakeholders must continue to stay active and determined to see the CERP grow into fruition during both the implementation and reassessment phases. Specifically, the commitments made by the land use and public health agencies must be supported because of the undeniable relationship between land use decisions and air pollution. The CSC has mentioned the need for restricted truck route ordinances, CARB recommended 1,000 ft vegetative buffers, safe new/redevelopment proposals and strong County/City General Plan environmental justice policies that ensure the communities do not have an increase of environmental burdens, et al. SCAQMD must actively support the ideas, goals and actions that are not seen in their jurisdiction and assist in advocating for environmentally just land use decisions made by local elected officials and agencies. Emissions reductions will be achieved when we take a holistic approach to the problem.

5-6

Sincerely,

Ericka Flores
 Organizing Director
 SBM Community Steering Committee Primary

Andrea Vidaurre
 Policy Analyst
 SBM Community Steering Committee Alternate

Response to Comment Letter 5-1

Thank you for your comment. Staff will continue to provide updates to and engage with the CSC, not only on the on the CERP approval process, but throughout the implementation of the CERP.

Response to Comment Letter 5-2

Emission reduction targets, where quantifiable, have been included in Chapter 5a. Implementation of the CERP is estimated to reduce NOx emissions by 127.9 tons per year of and DPM emissions by 0.91 tons per year. These emission estimates are based on future statewide mobile source regulation measures from CARB and potential mobile source incentive projects to benefit this community as outlined by the actions in this chapter. Future statewide mobile source regulation measures that contribute to the estimated emission reductions in this community include the CARB Advanced Clean Truck Rule, Heavy-Duty Low NOx Rule, and Heavy-Duty Inspection and Maintenance. The table below provides a list of the overall emission reduction targets for the CERP and the type of actions that contribute to the targets. Baseline emissions refer to expected future emissions without any new action or regulation beyond those already adopted. The overall NOx and diesel PM emission reduction targets for this community are 75 tpy of NOx (10% reduction) and 0.9 tpy of diesel PM (10% reduction) by 2024, and 128 tpy of NOx (21% reduction) and 0.91 tpy of diesel PM (15% reduction) by 2029.

Some actions in this chapter are likely to result in additional emissions reductions that are not quantifiable at this time. For example, Chapter 5e – Railyards, includes an action that would reduce emissions from the BNSF railyard. The target for this action is to pursue strategies to reduce air pollution from railyards and intermodal facilities through the development of Facility Based Mobile Source Measures. However, reductions from this action would be quantified during the rule development process to provide staff an opportunity to evaluate technologies or strategies that would reduce emissions at railyards. As another example, the CERP includes an action to address fugitive emissions and PM from concrete batch, asphalt batch, and aggregate plants. This action requires enhanced air monitoring along with follow-up strategies (e.g., enforcement activities) to occur before emission reduction targets can be identified from these sources.

The commenter suggests use of health metrics and outcomes as a tool to measure success from emission reductions under the AB 617 program. The focus of the AB 617 CERP is to achieve emission reductions. Reducing air pollution will have public health benefits, and the most direct method to measure plan progress is to evaluate what emission reductions have been achieved. Many factors contribute to cumulative public health burdens and health outcomes, and short-term health benefits are difficult to assess, especially with the information that is available. In addition, conducting a study to establish a health baseline and track improvements over time is costly and may not show the long term health benefits achieved from the emission reductions in the CERP. Although it is not feasible to use health metrics and outcomes as measuring tools, staff

has addressed the community's desire to see improvements in health outcomes by including actions to partner with local health organizations for direct public health interventions, such as asthma management programs. In addition to actions to conduct school-based outreach to provide air quality information, such as the Clean Air Ranger Education (CARE) program, the CERP includes collaborative efforts with local organizations to provide public information on how to receive air quality advisories and reduce exposure to air pollution. This type of outreach would be provided to school, childcare centers, and at community events.

Response to Comment Letter 5-3

South Coast AQMD supports the development and deployment of zero emission vehicles and equipment, where technologically feasible and commercially available. The development and deployment of such vehicles and equipment is a key strategy for achieving the region's air quality targets and protecting public health. South Coast AQMD has funded a variety of zero-emission (ZE) technologies over the years, including battery and fuel cell electric trucks and cargo handling equipment, leveraging grants from both federal and state agencies as well as cost shares from regional stakeholders as well as collaborating with Southern California Edison to implement electric public utility infrastructure projects.

Although significant progress has been made in the development of zero-emission technologies, most of these technologies are not yet ready for commercial market in terms of economic viability and technology maturity. For example, there are currently no feasible models of zero-emission heavy-duty trucks commercially available, although it is expected that may change in the near term. South Coast AQMD will continue its on-going efforts to support the development of these zero-emission technologies to accelerate their commercialization and deployment as early as possible. In addition, South Coast AQMD is continuously looking to identify new incentive funding programs to replace as many higher polluting trucks with cleaner technology that exceeds current requirements. Staff plans to use the approved CERPs to implement approaches that accelerate emission reductions from all priority categories, including heavy-duty trucks.

Additionally, Chapter 5d, Action 2, has been included in the CERP to support Omnitrans' transition to zero-emission buses. In addition, Chapter 5e, Action 1 includes an action to work with BNSF railyard to replace diesel-fueled equipment with cleaner technologies and to provide updates to the CSC on emission reduction progress within the San Bernardino BNSF railyard.

Response to Comment Letter 5-4

Actions specified in the CERP have been written to address the air pollution sources prioritized by the CSC within the San Bernardino, Muscoy community. These actions are community specific and go beyond existing South Coast AQMD efforts as outlined in the Air Quality Management Plan (AQMP). For example, one key course of action included in Chapter 5b, Action 2 to reduce emission from heavy-duty trucks transiting the community by working with the City or County to identify opportunities to develop enforceable truck routes and establish designated truck areas, which is an action above and beyond what the AQMP outlines. In addition, targeted outreach

and identifying incentive funding opportunities to accelerate adoption of cleaner equipment and trucks has also been included in Chapter 5b to address truck emissions in the San Bernardino, Muscoy community. South Coast AQMD staff will continue to work on the development of Facility Based Mobile Source Measures for railyards and intermodal facilities and ISR for warehouses to address trucks that transit the community. Staff will hold one warehouse ISR working group in the Inland Empire within the next few months in addition to a joint railyard ISR working group with the CARB within the next year. The railyard ISR meeting has been incorporated into the CERP. While these efforts are ongoing, incentives for equipment that go above and beyond current rules and regulations will achieve much needed emission reductions sooner for this community. Actions will be prioritized, and updates will be provided to the CSC periodically on the implementation process of all actions included in the CERP. Timelines for each action are specified in the implementation schedule (Chapter 5h).

Response to Comment Letter 5-5

South Coast AQMD has limited jurisdiction on mobile sources. However, to address the air quality priorities established by the San Bernardino, Muscoy community, the South Coast AQMD will collaborate with CARB to address mobile sources. CARB has been written into the CERP under “Implementing Agency, Organization, Business or Other Entity” with specific responsibilities.

CARB agrees to take an active role in providing emissions reductions in the San Bernardino, Muscoy community. CARB staff will continue to work collaboratively with the San Bernardino, Muscoy community and South Coast AQMD on the implementation of the CERPs. CARB enforcement will provide quarterly sweeps and will continue to be involved during the CSC meetings by providing presentations and report back to the CSC as information becomes available. CARB will also be involved in outreach efforts to provide information about current state programs and incentives. In addition to enhanced enforcement, CARB staff is working with South Coast AQMD to reduce the cumulative burden in the community. CARB is undertaking several new regulations, listed in the CERP, to reduce emissions from heavy-duty trucks, which includes: the Advanced Clean Truck Regulation, the Heavy-Duty Vehicle Inspection and Maintenance Regulation and the Heavy-Duty Low NO_x Rule. The following table provides a list of the statewide measures with expected decision dates, implementation periods, and estimated emission reductions.

Table 2: Estimated Emission Reductions from Statewide (CARB) Mobile Source Regulations by 2024 and 2029

Statewide Measure	Board Action Date ^a	Implementing Entity	Emission Reductions Targets 2024/2029 (tpy)		
			NOx	VOC	DPM
Heavy-Duty Vehicle Inspection and Maintenance ^b	2020	CARB	25/31	N/A	0.31/0.35
Advanced Clean Trucks Regulation ^c	2019	CARB	0.1/1.9	N/A	<0.1/0.1
Heavy-Duty Low NOx Rule ^{d,2}	2020	CARB	5/50	N/A	N/A

^a Timeline based on first CARB Board hearing dates for each measure or beginning of implementation for mobile source incentives

^b CARB’s current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California to be inspected for excessive smoke and make repairs where applicable.

^c CARB is working through a public process to develop and consider proposals for new approaches and strategies that may transition to zero emission technology those truck fleets that operate in urban centers, have stop and go driving cycles, and are centrally maintained and fueled.

^d This rule would set new statewide engine standards for NOx reduction from trucks by 2026, and additional reductions including and after 2027. More information available at: <https://www.arb.ca.gov/msprog/hdlownox/hdlownox.htm>.

Additional measures being developed that will benefit the community include: the Cargo Handling Equipment Amendment, evaluation and Potential Development of Regulation to Reduce Emissions from Locomotives, and Transport Refrigeration Units used for Cold Storage.

In addition, CARB staff also understands that idling is a concern and is taking steps to evaluate the existing idling policy and evaluate how to better enforce the existing idling regulations. CARB will continue to identify opportunities to engage with CSC and reduce emissions in the community.

Response to Comment Letter 5-6

South Coast AQMD will continue to foster partnerships with other local agencies and entities to address the CSC’s priorities that are not within South Coast AQMD’s jurisdiction. The CERP contains actions to identify partners (e.g., local entities, organizations) to establish greenbelts through tree planting, enforce truck idling free zones, reduce diesel-powered trucks from transiting near schools, and to develop land-use plans that reduce air pollution emissions near or exposure to residential receptors. Staff will also partner with health agencies and other local organizations to share information or provide outreach to schools for asthma-related programs

² California Air Resources Board, Heavy-Duty Low NOx, <https://www.arb.ca.gov/msprog/hdlownox/hdlownox.htm>, Accessed June 13, 2019.

as specified in Action 1 in Chapter 5g. Staff will continue to engage the CSC along with providing updates during the implementation of the CERP.

Written Comment Letter #6: Tammy Yamasaki, Southern California Edison

Comment Letter #6



Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
San Bernardino, Muscoy

AB617 Year 1 Community Code
SBM

AB617 Doc Type
Comment Form

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Form Information

Date Created
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Commentor Contact Information

Commenter's Name*
TAMMY YAMASAKI

Affiliation*
Business Representative

Email Address*
[REDACTED]

Email Address Valid (Y/N)
Y

Error: You Entered an invalid email address. Please reenter.

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Comments (Unlimited Size) *

SCE appreciates the opportunity to be a business representative on the San Bernardino Community Steering Committee and work towards our shared goal of reducing emissions from transportation.

We are glad the CERP discusses SCE's funding towards infrastructure to support charging for medium- and heavy-duty electric vehicles through the Charge Ready Transport Program. We thought it would be helpful to also add that the Program requires a minimum of 25% of the infrastructure budget to serve vehicles operating at ports and warehouses. A good place to include this would be in the last paragraph of Warehouses Chapter, page 5-3. "A minimum of 40% of SCE's budget for this program must be spent in disadvantaged communities, and also a minimum of 25% of the budget must serve vehicles operating at ports and warehouses."

Also within the Warehouses Chapter, we recommend modifying one of the goals of Action 3 on page 5-6 to, "South Coast AQMD and SCE will provide outreach to all 43 existing warehouses within the San Bernardino/Muscoy community to encourage installation of infrastructure needed to support zero emissions vehicles and equipment; provide outreach to any new/planned future sites (and project partners) and determine feasibility to install zero emissions electric infrastructure, serving potential zero emissions vehicles and/or equipment in the San Bernardino/Muscoy community. South Coast AQMD and SCE will track adoption of zero emission infrastructure and provide updates to the Community Steering Committee."

We think providing outreach to all existing warehouses and any future planned warehouses in the area is a measurable goal, however, the ultimate adoption of zero emission infrastructure is beyond the control of the South Coast AQMD and SCE.

Thank you! Please feel free to contact me anytime.

Tammy Yamasaki
Senior Advisor, Air & Climate Policy
Regulatory Affairs | Southern California Edison
M: 626-506-5125 | T: 626-302-7974

6-1

Suba comentarios adicionales y archivos de soporte (30 Mb máximo por archivo)

Archivos de comentarios sobre el CERP

Upload Additional Comment and Supporting Files (30 Mb Maximum per file)

CERP Comment Files

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For More Information Contact: ab617@aqmd.gov

Para más información contáctese con: ab617@aqmd.gov

Response to Comment Letter 6-1

Staff appreciates SCE's participation in the San Bernardino, Muscoy CSC and looks forward to collaborating to promote the installation of fueling infrastructure to support zero-emission technology. Staff has added the sentence "A minimum of 40% of SCE's budget for this program must be spent in disadvantaged communities, and also a minimum of 25% of the budget must serve vehicles operating at ports and warehouses" in Chapter 5c, Action 3.

In addition, the goals of Action 3 in Chapter 5c have been modified as "South Coast AQMD and SCE will provide outreach to all 43 existing warehouses within the San Bernardino, Muscoy community to encourage installation of infrastructure needed to support zero-emission vehicles and equipment, provide outreach to any new/planned future sites (and project partners) and

determine feasibility to install zero-emission electric infrastructure, serving potential zero-emission vehicles and/or equipment in the San Bernardino, Muscoy community. South Coast AQMD and SCE will track adoption of zero-emission infrastructure and provide updates to the CSC.”

Written Comment Letter #7: Christopher Chavez, Coalition for Clean Air

Comment Letter #7

 SCAQMD Banner

Community Emission Reduction Plan (CERP) Comment Form

AB617 Year 1 Community
San Bernardino, Muscoy

AB617 Year 1 Community Code
SBM

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Form Information	
Date Created 08/06/2019	Time Created 4:41 PM

Commentor Contact Information	
Commenter's Name* CHRISTOPHER CHAVEZ	Affiliation* Community Organization
Email Address* [REDACTED]	
Email Address Valid (Y/N) Y	

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CERP Comment Files

PLN - AB617 Comments - 8/6/2019 - Comment Type: DRAFT CERP - Author: CHRISTOPHER CHAVEZ - Affiliation: Community Organization - SBM - N

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For More Information Contact: ab617@aqmd.gov

Para más información contáctese con: ab617@aqmd.gov

Comment Letter #7
COALITION FOR
CLEAN AIR

August 6, 2019

Dr. William Burke and Board Members
 South Coast Air Quality Management District (SCAQMD)
 21865 Copley Drive
 Diamond Bar, CA 91765

Re: Comments on AB 617 Community Emission Reduction Plans (CERP) for the San Bernardino/Muscoy (SBM) Community

Dear Chair Burke and the SCAQMD Board Members,

The Coalition for Clean Air (CCA) is writing to provide comments regarding the draft CERP for the SBM community. Since its passage in 2017, CCA has been actively involved with the implementation of AB 617 (C. Garcia) at both the statewide and air district level. CCA staff has participated in most of the AB 617 meetings hosted by the California Air Resources Board (CARB) and SCAQMD. It's important to note that we offer these comments not to speak for the local community or the Community Steering Committee (CSC), but rather to protect public health, improve air quality and prevent climate change. We hope SCAQMD uses this opportunity to begin righting decades of environmental injustice by committing to developing the strongest possible emissions reduction plan and empowering the local community.

- **The SBM CERP still lacks a direct health nexus and any projections or targets for reductions of toxic air contaminants.**

7-1

The various members of the CSC have been very clear in their request to see specific emission reduction targets that include a nexus with community health outcomes. Yet, the draft CERP continues to lack specific emissions reduction targets, let alone targets based on health outcomes. Rather, the draft CERP anticipates a 40-50 tons per year (tpy) reduction of oxides of nitrogen (NOx – a criteria pollutant rather than a toxic air contaminant) and a .5-.6 tpy reduction in particulate matter (PM). Even then, these anticipated reductions are estimates rather than targets, and provide little insight into reductions of toxic air contaminants.

Again, we point to the text of AB 617 and its mandate for emission reduction targets. Section 44391.2(c)(3) of the Health and Safety Code (HSC) states, “[T]he community emissions reduction programs shall be consistent with the state strategy and include emissions reduction targets, specific reduction measures, a schedule for the

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Appendix RTC-38

implementation of measures, and an enforcement plan.” For the CERP to not include specific emission reduction targets is inconsistent with the spirit and the letter of the law. As such, we urge SCAQMD to include specific toxic air contaminant emission reductions and a nexus to community health in the finalized CERP.

7-1
Cont.

- **To the greatest extent possible, all proposed emission reductions should meet State Implementation Plan (SIP) creditable criteria (quantifiable, surplus, enforceable and permanent). However, emission reductions that don’t meet these criteria (e.g., working with local agencies to rectify bad land use decisions) should not be excluded.**

The emission reductions achieved by the CERP should be real, measurable, and verifiable. The closer they are to meeting the criteria for being SIP creditable, the more confidence the community will have in the effectiveness of the Community Air Protection program. “Paper” compliance threatens to undermine the effectiveness of the SBM CERP and reduce the benefit to the local communities. At the same time, we recognize that not every important reduction measure lends themselves to meeting these criteria. Other opportunities which are not as easily measured but still have a positive community-level impact should not be ignored.

7-2

- **The SBM CERP relies heavily on incentive funding and does not adequately assign responsibilities to polluters.**

As with the other draft CERPs, the SBM CERP relies heavily on incentive funding to the possible detriment of more stringent rules and enforcement. While incentives should be included as part of the final CERP, other strategies need prioritization. For example, creating strong Indirect Source Rules (see page 3), mandating on-site mitigation and requiring, rather than just incentivizing, zero-emissions warehouse and railyard equipment are clear examples where tighter rules will yield emissions reductions. Additionally, rules must be enforced in order to be effective. As such, SCAQMD should include tougher penalties as authorized by Section 9 of AB 617 and greater enforcement efforts as part of its overall strategy.

7-3

Further, the lack of a specific implementing agency or firm deadlines undercuts the effectiveness of incentive programs. Regarding Action 2 of Neighborhood Truck Traffic, “Reduce Emissions from Heavy-Duty Trucks,” SCAQMD has again failed to establish measurable goals for reducing emissions from trucks. The first goal states the following, “Organize [insert number] of incentive outreach events per year and provide bianual updates to the CSC.” SCAQMD should at least provide an anticipated number of outreach events it intends to conduct about incentive funding for trucks, instead of

leaving this information blank for CSC members to fill in. At minimum (and considering the health impacts of trucks emissions and the necessity of meeting Clean Air Act goals for the South Coast Basin), SCAQMD should be providing at least monthly outreach events to trucking companies and truck drivers on incentive funding. Anything less would be irresponsible.

7-3
Cont.

In addition to requiring greater enforcement, the CERP should assign more requirements and responsibilities to the polluters themselves. In the draft CERP, only Omnitrans is assigned any sort of responsibility. This leaves warehouses, railyards, concrete batch, asphalt batch and rock and aggregate plants without any specified responsibilities to the community under the CERP. As such, the SBC CERP should, as appropriate, assign responsibilities to the other community priorities identified in the CERP.

- **The SBM fails to mention Best Available Retrofit Control Technology (BARCT) requirements despite the heavy industrial presence in the region, particularly in relations to quarrying as well as concrete batch, asphalt batch and rock and aggregate plants.**

7-4

Unlike the other draft CERPs, the SBM CERP contains no reference to BARCT requirements for industrial sources within the SBM community. This omission is a fatal flaw in the draft CERP, given the large number of industrial sources, such as quarries, asphalt and aggregate plants in the region. CARB’s interim BARCT Clearinghouse identifies various technologies to address NOx emissions from these sources. As such, BARCT should be part of the SBM CERP not just for these industries, but other industrial sources as well. Lastly, BARCT requirements should be implemented according to the 2022 timeframe identified by SCAQMD and no later than the 2023 deadline created by Health and Safety Code §40920.6(c)(1).

- **The CERP needs to commit to a strong Indirect Source Rule (ISR) for warehouses and railyards.**

San Bernardino is experiencing massive growth in warehouses and other sources that attract pollution from trucks. Similarly, the railyards have brought in pollution from trains and cargo handling equipment for decades. As such, the SBM CERP should commit SCAQMD to developing a strong ISR to address these pollution magnets. While we applaud SCAQMD for including the development of an ISR within the CERP, the CERP should go into greater detail as to what the rules would look like. This includes requiring on-site mitigation, near-zero and zero-emissions cargo handling equipment, plug-in technology and other emissions reduction and exposure-reduction strategies.

7-5

- **The CERP should anticipate emissions impacts from the San Bernardino International Airport**

San Bernardino International Airport (SBD) is an increasingly important cargo-focused international airport located just over a mile from “Community Impacted Area” and directly adjacent to the “Emissions Study Area.” Yet, the draft CERP only has a fleeting mention of its existence. Though not fully operational yet, it’s likely the airport will see increased usage after the completion of its customs facility and forthcoming passenger service. Additionally, several warehouses have been built directly adjacent to the airport, attracting truck traffic and cargo handling. While we acknowledge SBD was not included as a community priority at this time, it’s possible that it will need to be prioritized in the future.

7-6

- **More information on current efforts to reduce emissions from railyards is needed, and railroads still need responsibilities assigned to them.**

The draft CERP still does not provide any information regarding the railyards’ compliance with the second agreement in 2005 between CARB, BNSF and Union Pacific. This information should be provided to the CSC and a summary of what the railroads have done to comply with the second rule should be included in the CERP.

Further, there are still NO responsibilities assigned to the railroads themselves. Once the indirect source requirements are implemented, the railroads should have the responsibility of complying with the indirect source requirements themselves. Regarding Action 1 of Railyards, “Reduce Emissions from Railyards,” and as stated in our prior comments, it makes no sense that the railroads themselves are not listed as one of the “Implementing Agency, Organization, Business or Other Entity” that will work to reduce emissions from railyards. Surely it cannot be beyond the power of SCAQMD to mention that BNSF and Union Pacific will have to be involved in any action or policy taken to reduce emissions at their associated railyards. The railroads are certainly aware that the CERP is being developed and that this goal is being included. Referencing the railroads themselves in the CERP as an implementing business entity is essential for this goal to be finalized.

7-7

We appreciate the opportunity to submit and your consideration of our comments. CCA acknowledges and commends the thousands of staff-hours put into the implementation of AB 617, and understands this is a living, evolving process and document. However, the draft SBM CERP still needs much work and strengthening if it is going to live up to the promise of bringing cleaner, healthier air to California’s most polluted, vulnerable communities.

Sincerely,



Christopher Chavez
Deputy Policy Director

Response to Comment Letter 7-1

Please see Response to Comment Letter # 5-2 in the for NOx and DPM emission reduction targets.

As specified in Chapter 3b, emissions of DPM (a toxic air contaminant recognized by the State of California) associated with heavy-duty trucks are also expected to decrease due to recent regulations, and CARB's in-use off-road diesel-fueled fleets regulation will also contribute to reducing DPM. The commenter urges the inclusion of specific toxic air contaminant emissions reductions. The actions on reducing DPM will reduce toxic air contaminant emissions. DPM is the main contributor to cancer risk in this community. As such, the CERP identifies multiple action items designed to reduce DPM (e.g., Actions 1, 2 and 3 in Chapter 5b). However, in future years, DPM continues to be the main contributor to cancer risk in this community.

The commenter also suggests use of health metrics and outcomes as a tool to measure success from emission reductions under the AB 617 program. The focus of the AB 617 CERP is to achieve emission reductions. Reducing air pollution will have public health benefits, and the most direct method to measure plan progress is to evaluate what emission reductions have been achieved. Many factors contribute to cumulative public health burdens and health outcomes, and short-term health benefits are difficult to assess, especially with the information that is available. In addition, conducting a study to establish a health baseline and track improvements over time is costly and may not show the long term health benefits achieved from the emission reductions in the CERP. Although it is not feasible to use health metrics and outcomes as measuring tools, staff has addressed the community's desire to see improvements in health outcomes by including actions to partner with local health organizations for direct public health interventions, such as asthma management programs. In addition to actions to conduct school-based outreach to provide air quality information, such as the Clean Air Ranger Education (CARE) program, the CERP includes collaborative efforts with local organizations to provide public information on how to receive air quality advisories and reduce exposure to air pollution. This type of outreach would be provided to school, childcare centers, and at community events.

Response to Comment Letter 7-2

South Coast AQMD staff continues to pursue a suite of actions, including some that meet SIP creditable criteria, and some that do not meet these criteria but are equally important to reducing emissions in the community. All these actions have been carefully drafted to ensure the maximum emission reductions and to address the CSC's air quality priorities.

Response to Comment Letter 7-3

All actions written in the CERP will be implemented to ensure that all air quality priorities are addressed. In addition to incentives and outreach, the CERP uses a combination of strategies to address the air quality priorities and reduce emissions, such as air monitoring and enforcement and rules and regulations. Incentive monies are only given to owners or operators that would reduce emissions above and beyond current rules and regulations. ISRs for warehouses and railyards are still undergoing the rule development process. While these efforts are ongoing, incentives for equipment that go above and beyond current rules and regulations will achieve much needed emission reductions sooner for this community. Actions will be prioritized, and updates will be provided to the CSC periodically on the implementation process of all actions included in the CERP. Timelines for each action are specified in the implementation schedule (Chapter 5h).

Chapter 5b: Neighborhood Truck Traffic, Action 2 has been updated to specify "Organize one incentive outreach event (e.g., incentive fair, workshop) per year during the implementation period of this CERP, to be evaluated thereafter with community input". This incentive outreach event is in addition to the other ongoing incentive outreach efforts conducted by the South Coast AQMD. Also, by allowing reevaluation of these efforts, the CERP process provides the community additional opportunity for input and built-in flexibility on how outreach for incentives can be the most effective.

Although some actions may not assign responsibilities to "polluters" or industry stakeholders under Implementing Agency, Organization, Business or Other Entity, any rules and regulations adopted by the South Coast AQMD and CARB will be applicable to those entities subject to the rules and regulations.

Response to Comment Letter 7-4

As an ongoing effort, South Coast AQMD is currently dismantling the Regional Clean Air Incentives Market (RECLAIM) program, because the ability to achieve NOx emission reductions using a market-based approach has diminished. These RECLAIM NOx facilities, typically larger facilities, will transition to a command-and-control regulatory structure to ensure these facilities meet BARCT. As a part of this effort an analysis of the equipment at each RECLAIM facility has been completed by giving priority to older, higher polluting equipment that need to install retrofit controls. Appendix 3a identifies one RECLAIM facility in the San Bernardino, Muscoy community. This facility is MARS PETCARE U.S., INC. and it is a dog and cat food manufacturing facility subject to Rule 1148.2. In addition, Equipment at non-RECLAIM facilities that are within the community

and do not meet BARCT requirements, will be required to do so. As part of the BARCT process, the following South Coast AQMD Rules will be evaluated or have been evaluated: 1109.1, 1110.2, 1117, 1118.1, 1134, 1135, 1146, 1146.1, 1146.2, 1147, 1147.1, and 1147.2 will be evaluated for BARCT. The BARCT assessment is still currently being conducted for a number of rules and the list of affected non-RECLAIM facilities has not been finalized.

Response to Comment Letter 7-5

Staff is aware of the growth in the San Bernardino region and the challenges it poses. South Coast AQMD will continue to develop the ISRs in parallel to the AB 617 efforts and provide updates to the CSC on the rule making process. Details of ISR requirements needs to be conducted in the rule development process so that all stakeholders can participate in the public process. Proposed rule concepts and input provided by the CSC during the development of the CERP will be provided to staff developing ISR. Staff encourages CSC members to actively participate in the South Coast AQMD rule development process for ISR. All proposed rule concepts must fall within South Coast AQMD's legal authority.

Response to Comment Letter 7-6

South Coast AQMD is aware of the expansion of the San Bernardino International Airport. Staff has included several actions in the CERP that address emissions from trucks and warehouses that have emissions within the community boundary, which will also address air quality concerns associated with the expansion of the San Bernardino International Airport. In addition, on August 15, 2018 staff provided recommendations during the preparation of the Draft Environmental Impact Report for the Proposed Eastgate Building 1 Project California Environmental Quality Act (CEQA) commenting period and these include staff's recommendation for truck trip rates for high cube warehouses³ and other mitigation measures, which the San Bernardino International Airport Authority reviewed. Comments can be seen here: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopeastgatebuilding1-081518.pdf>.

Response to Comment Letter 7-7

BNSF railyard's compliance with the 2005 agreement with CARB has been added in Chapter 5e, within the "State Actions (CARB)" section under "Ongoing Efforts". Since BNSF is the only railyard within the San Bernardino, Muscoy community; it seems only appropriate to include BNSF railyard's compliance status within the San Bernardino, Muscoy CERP.

³ A high cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. Reference: High-Cube Warehouse Vehicle Trip Generation Analysis

<https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>

One of the strategies South Coast AQMD is evaluating to reduce emissions from railyards and intermodal facilities is through the Facility Based Mobile Source Measures. The development of the Facility Based Mobile Source Measures was initially intended to address regional air pollution, specifically NOx emission reductions, and to attain the National Ambient Air Quality Standards as required by the Clean Air Act. However, the CSC has made it clear that the Facility Based Mobile Source Measures must also focus on reducing localized impacts.

BNSF recently prepared an updated inventory and presented a summary of this analysis at the June 20, 2019 Community Steering Committee meeting. BNSF has indicated that it plans to provide this detailed inventory analysis to South Coast AQMD for its review in the near future. This information will show key changes and emission reductions that have occurred since the 2005 agreement between CARB and BNSF. In addition, BNSF indicated in their presentation that a number of emission sources have lower emissions than they did for the 2005 inventory prepared for CARB. The slide showed that, as of 2017, diesel PM emissions have been reduced by 23% from freight locomotives and 90% from non-locomotive equipment since 2005.

BNSF will be participating in the development of the Facility-Based Mobile Source Measures (“FBMSM”) workshops to address railyards and intermodal facilities. South Coast AQMD staff has recently received an updated emissions inventory for the San Bernardino railyard that BNSF has voluntarily prepared. Staff will work with BNSF to review the data and will provide updates to the community in the coming months. BNSF’s commitment is included in Chapter 5e, Action 1, under “Implementing Agency, Organization, Business or Other Entity”. Any rules and regulations adopted by the South Coast AQMD and CARB will be applicable to those subject to the rules and regulations.

Staff appreciates CCA’s comments on the San Bernardino, Muscoy CERP.

General Comment Letters submitted for all three AB 617 Year 1 communities

Written Comment Letter #8: Priscilla Hamilton, Southern California Gas

Comment Letter #8



Priscilla R. Hamilton
Environmental Affairs Manager
Southern California Gas Company

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July 15, 2019

Philip Fine, Ph.D.
Deputy Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

RE: Assembly Bill 617 (AB 617) Community Emission Reduction Plans (CERPs)

Dear Dr. Fine,

Thank you for the opportunity to comment on the South Coast Air Quality Management District's (SCAQMD) AB 617 efforts. Southern California Gas Company (SoCalGas) has participated in numerous Community Steering Committees (CSCs) and would like to commend SCAQMD staff on moving this monumental effort forward. SoCalGas looks forward to working with and assisting SCAQMD in the future. To that end, SoCalGas would like to submit the following comments on AB 617 and the Community Emission Reduction Plans (CERPs).

I. INCENTIVES

Incentives are integral to achieving emission reductions from Class 7 and 8 Heavy-Duty trucks. However, there are not enough incentives available to turn over the number of trucks needed to meet state, regional, and community emission reduction goals. Therefore, incentives need to be used wisely and cost-effectively to achieve the greatest amount of emission reductions today.

Scrappage programs should be used to maximize emission reductions

The most effective approach to reducing emission reductions with incentives is to require scrappage. While it is important to get clean trucks into service, it is equally important to remove older, dirtier trucks operating in disadvantaged communities. Without removing a dirtier truck through scrappage, there is no way to ensure that truck will no longer operate in communities as the fleet expands. Scrapping trucks ensures that emission reductions will be maximized. Voucher programs with no scrappage requirements, such as the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), are also integral in moving the existing statewide fleet to alternative fuels, however, emission reductions in targeted areas should utilize scrappage programs to maximize emission reductions. SoCalGas recommends that incentive funding be prioritized for scrappage programs like Carl Moyer and Prop 1B.

Funding technology advancement is contrary to the purpose of AB 617 – Current year incentives should be used for available technologies

The purpose of AB 617 is to reduce emissions in disadvantaged communities within the five-year Community Emission Reduction Plan (CERP) time frame. While some have called for the use of incentives for demonstrations and pilots, this approach does not achieve the immediate emission reductions required by the AB 617 statute.¹ There are many other technology advancement programs locally and statewide that fund demonstrations and pilots for advancing technologies, such as the Low Carbon Transportation Pilots and Demonstrations, Zero and Near-Zero Emission Freight Facilities (ZANZEFF) and others. Those seeking funding for those types of projects should be directed to those programs. SoCalGas recommends that CERP incentives should focus solely on available technologies that can achieve tangible emission reductions.

Incentives should prioritize technologies that can maximize emission reductions today

Due to the current state of development, advanced technologies, such as battery electric class 7 and 8 trucks, have significant operating limitations, including but not limited to:

- **Range:** The California Air Resources Board (ARB) has stated that a technology is commercially available if it can be included in the HVIP eligibility list, as there is a robust process for a vehicle to be eligible for an HVIP voucher. Currently, there is only one Class 8 heavy-duty truck applicable for goods movement on the list. This truck has a maximum advertised range of 124 miles per charge. This is considerably less mileage than what the existing diesel fleet can achieve. This limited range also prohibits a one-to-one replacement of an older truck, limits how much a truck can be used, and thus limits its emission reduction potential.
- **Charging time:** Battery electric trucks can take several hours to charge. This is a significant operational difference between today's existing fleet, which requires only several minutes to refuel. Down time for charging will limit the hours a truck can be used in a day, which also limits its emission reduction potential.
- **Infrastructure availability:** The availability of infrastructure in the region is a major concern for battery electric technologies. While some may argue that charging stations can be slowly built out, there is a broader concern of finding land to accommodate charging and parking for these trucks. Due to charging, these trucks will be relegated to "return to base" operations and charging lots will need to be built nearby. In this case, it would be in or near an AB 617 community. AB 617 communities have stated various concerns with congestion and parking for trucks and placing charging lots in or near the communities would exacerbate the situation.

While these limitations may be overcome in the future, it is unrealistic to think that they will be resolved within the five-year CERP window. These limitations, and others, currently prevent battery electric technologies from doing all the things that the existing diesel fleet can do, therefore limiting the reductions that can be achieved. Natural gas trucks that meet ARB's

¹ See https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB617

Optional Low nitrogen oxides standard² (Low-NOx trucks) can achieve significant emission reductions and can operate just like its diesel counter parts. Low-NOx trucks have similar range, power, and fuel time. They have been thoroughly tested, are available today, and can truly be a one-to-one replacement for diesel trucks.

Emission Reduction Effectiveness

Low-NOx trucks are the most effective solution in reducing emissions from heavy duty trucking. If SCAQMD used \$100 million of \$107 million in AB 617 incentives for low-NOx trucks, the emissions impact between the number of battery electric trucks versus Low-NOx trucks would be staggering.

What could \$100 million of incentives get?

Technology	Incentive Amount	Number of Trucks
Battery Electric	*\$332,500 ³	300
Low NOx	\$100,000 ⁴	1,000

**not including the \$50,000 per charger needed, an additional \$15 million total*

As shown above, \$100 million of incentives would result in 300 battery electric trucks or 1,000 Low NOx Trucks. In scrappage programs, this would also result in removing 1,000 diesel trucks from disadvantaged communities when funding Low NOx Trucks, compared to just 300 when funding battery electric trucks.

Both zero-tailpipe technologies and alternative fuel technologies would eliminate diesel particulate matter. For NOx, if all units were deployed at the same time, 300 battery electric trucks would reduce NOx emissions by 738 tons over the five-year CERP life, while 1,000 Low NOx trucks deployed at the same time would reduce NOx emissions by 2,406 tons over the same period. The significant discrepancy in emission reductions is due to the large difference in the number of Low-NOx trucks that can be turned over with \$100 million and the limited range⁵ of battery electric trucks which results in substantially more emission reductions for Low-NOx trucks. In addition to achieving more emission reductions, it is important to point out that investing incentives into Low-NOx Trucks also removes 700 more older trucks from public roads, which would otherwise continue to emit.

As shown below, the emission difference is substantial even though the same amount of incentives would be used in each scenario. To utilize incentives most effectively, SCAQMD

² 0.02 grams of NOx per brake horsepower hour

³ Based on a \$350,000 truck and a 95% funding from the Carl Moyer Program

⁴ Based on Prop 1B scrappage and comparable to current Carl Moyer Program

⁵ Battery Electric annual mileage of 37,448 based on BYD T8 advertised range of 124 miles per day for 302 days per year), Low NOx truck annual mileage of 44,558 based on EMFAC 2014 T7POLA category.

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8-3
Cont.

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8-4

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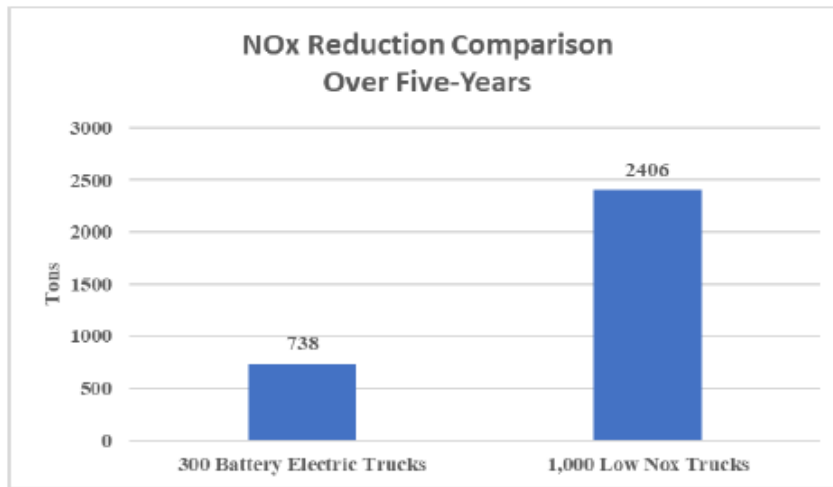
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must get as many clean trucks on the road as possible, remove as many dirty trucks as possible, and prioritize technologies that can be used in all applications.

NOx Emissions from 1,000 Trucks on the Road Today	
2,548 tons	
NOx Emission Reductions from Using \$100 million to replace with:	
Battery Electric (300 trucks)	738 tons
Low NOx (1,000 trucks)	2,406 tons
Remaining NOx emissions from Replacing Diesel Trucks	
Battery Electric (300 trucks)	1,721 (300 battery and 700 diesel trucks remain)
Low NOx (1,000 trucks)	53 (1,000 Low NOx and zero diesel trucks remain)

8-4
Cont.



II. ENERGY EFFICIENCY TECHNOLOGY ADVANCEMENTS FOR AB 617 COMMUNITIES

Below are near-term technologies SoCalGas is working on that could improve energy efficiency in AB 617 communities and reduce the amount of fuel combusted for space and water heating.

Gas-Fired Absorption Residential Heat Pump

SoCalGas has been working with Stone Mountain Technologies Inc. and the Gas technology Institute (GTI), to demonstrate a high-efficiency Gas-fired Absorption residential Heat Pump (GAHP) water heater with an Energy Factor >1.3, 11,000 Btu/hr output, and 60-80-gallon storage capacity. The GAHP is already certified by the SCAQMD and meets the 10 ng NOx/Joule regulation limit in Rule 1121. This would be a drop-in replacement for standard water heaters in existing homes.

8-5

Residential Fuel Cell Units

SoCalGas has partnered with AQMD to demonstrate a Residential Fuel cell to be used in conjunction with solar arrays and battery storage. The solar and fuel cell will both have the ability to power the home directly while simultaneously charging the battery. The unit also has the ability to recover heat for water and/or space heating needs, which increases overall efficiency. This technology is widely used in Europe and can be an ideal solution for reducing emissions from combustion of natural gas for space and water heating in homes.

III. Conclusion

SoCalGas appreciates your consideration of our comments. We look forward to working with staff and other stakeholders in future meetings. If you have any questions, please do not hesitate to contact me.

Sincerely,



Priscilla R. Hamilton
Environmental Affairs Manager
Southern California Gas Company

Cc:

JoKay Ghosh, Ph.D.
Dan Garcia
Dan McGivney
Kevin Maggay
Edith Moreno

Response to Comment Letter 8-1

The CERPs for all three Year 1 communities include actions to address emissions for neighborhood trucks. The CERP prioritizes zero-emission technologies, where commercially available and technologically feasible; and where zero-emissions technology are not available, equipment will be replaced with cleaner technology (i.e., near zero) through incentives to achieve much needed emission reductions sooner. While the South Coast AQMD is currently testing and evaluating a broad range of zero-emission capable heavy-duty trucks, including battery electric and fuel cell, the only commercially available technology is the near zero-emission (0.02 g/bhp-hr NOx) 9L and 12L engines for Class 7 and 8 trucks. Therefore, as is the case with all South Coast AQMD implemented incentive programs (e.g., Carl Moyer, Prop 1B), an emphasis on cost-effectiveness will continue to be placed to maximize the NOx emissions, providing local and regional air quality benefits. Scrapping requirements are an integral part of the incentive programs to ensure that the emission reductions are real and permanent.

Response to Comment Letter 8-2

Incentives focus on currently available technologies, such as the near zero-emission (0.02 g/bhp-hr NOx) 9L and 12L engines for Class 7 and 8 trucks. The CSCs' have prioritized zero-emission technology, where commercially available and technologically feasible; which are not commercially available at this time for heavy-duty trucks. The development, demonstration, and commercialization of cleaner technologies helps to expedite cleaner technologies prioritized by the CSC. Current year incentives will be used for available technologies. South Coast AQMD is funding and/or cost-sharing various zero-emission capable, heavy-duty truck projects to ascertain performance and needs to varying duty cycles, including range, charging time, and infrastructure availability. As demonstration projects with truck original equipment manufacturers (OEMs) are completed, including Daimler Trucks of North America and Volvo Trucks, OEMs plan to incorporate any necessary design changes and implement these into more robust commercial projects, expected to be available in small commercial scale in 2021. South Coast AQMD will consider providing incentives to these zero-emission trucks upon commercialization and meeting incentive guidelines.

Response to Comment Letter 8-3

The CERPs include actions to implement the technologies commercially available today and maximize the use of available incentive funds to ensure the greatest emission reductions. South Coast AQMD staff is working closely with CARB on lowering the heavy-duty engine standard in California and has petitioned the U.S. EPA to establish near zero-emission NOx standard for the nation.

Response to Comment Letter 8-4

South Coast AQMD is uncertain as to the cost estimates included in the comment, or the basis for incentive amounts, but as indicated in Responses to Comment 8-1 and 8-3, the CERPs include actions to implement the technologies commercially available today and maximize the use of the available incentive funds to ensure the greatest emission reductions, using cost-effectiveness as

one of the key criteria. For mobile source projects, the incentive funds are to be implemented consistent with Carl Moyer or Prop 1B guidelines.

Response to Comment Letter 8-5

Thank you for your comment on gas-fired absorption residential heat pumps and residential fuel cell units. AB 617 focuses on reducing emissions from the sources of pollution prioritized by the community. These air quality priorities include refineries, ports, neighborhood truck traffic, oil drilling and production, railyards, and exposure reduction at schools, childcare centers, and homes. South Coast AQMD appreciates SoCalGas' effort to provide information on technology that improves energy efficiency.

Written Comment Letter #9: Janet Whittick, California Council for Environmental and Economic Balance (CCEEB)

Comment letter #9



California Council for Environmental and Economic Balance

101 Mission Street, Suite 805, San Francisco, California 94105
415-512-7890 phone, 415-512-7897 fax, www.cceeb.org

June 25, 2019

Dr. Philip Fine, Deputy Executive Officer
Dr. Jo Kay Ghosh, Health Effects Officer
South Coast Air Quality Management District
Submitted Electronically to <https://onbase-pub.aqmd.gov>

RE: AB 617 Draft Community Emissions Reduction Plans and
Community Air Monitoring Plans

Dear Drs. Fine and Ghosh,

On behalf of the members of the California Council for Environmental and Economic Balance (CCEEB), we appreciate the opportunity to submit comments on the South Coast Air Quality Management District (SCAQMD or "District") draft community emissions reduction plans (CERPs) and draft community air monitoring plans (CAMPs). The SCAQMD has been a leader in developing AB 617 programs and policies, and its work in the communities of Wilmington-Long Beach-Carson, Boyle Heights-East Los Angeles-West Commerce, and San Bernardino-Muscoy serves as a model statewide for achieving targeted and effective emissions and exposure reductions in overly burdened communities. CCEEB members operate in each of these three "first-year" communities, and many are active in the District's Community Steering Committee (CSC) process, as well as related activities and proceedings at the District related to AB 617 implementation.

Individual CCEEB members have been engaging with the District and other community members at the community-level, offering perspective and expertise as part of the plan development process. CCEEB has been engaging on a broader level, through its participation in the SCAQMD AB 617 Technical Advisory Group and the Air Resources Board (ARB) AB 617 Consultation Group. Our comments reflect this broader perspective, but are based on consultation with and feedback from our membership. Our intent is to help support successful program development, both in the three "first-year" communities as well as looking forward to the continued and expanded implementation of AB 617 in future communities.

Our main point is as follows:

- **Emission reduction actions should be based on technical review of those sources that contribute most to community-level exposures.** However, detailed community inventories and data on source apportionment have not yet been released, and only a high-level discussion of community impacts has occurred at community meetings. CCEEB believes the draft plans should be re-evaluated by the District and community stakeholders as more detailed and localized emissions data becomes publicly available.

AB 617 specifies that the statewide strategy to reduce criteria pollutant and toxic air contaminant emissions must include assessment of sources or source categories contributing to high cumulative exposure burdens, including the relative contribution of each source. AB 617 further specifies that air district community emissions reduction plans (CERPs) must be consistent with the statewide strategy. Yet draft actions have been developed *ahead of* the requisite technical analysis, putting the proverbial cart before the horse. For example, the Source Attribution section of the Community Profiles for Wilmington-Long Beach-Carson and San Bernardino-Muscoy will not be ready until after comments have been received on the draft CERPs. Moreover, localized air monitoring data, meant to measure and validate sources of concern to local communities, will not be available until a much later date and are not available to help establish baseline conditions or set reduction targets.

9-1

CCEEB acknowledges that much of the timing problem lies outside staff control given the accelerated implementation schedule set by the Legislature, as well as work that must be done by ARB to develop the on-road and off-road mobile inventories. However, the lack of technical background creates process concerns that will need to be addressed as new information becomes available. For example, in the Wilmington-Long Beach-Carson CERP, two of three refinery actions focus on flaring, yet no analysis has been done to show the degree to which flaring contributes to overall pollutant concentrations or that it even poses significant health risks. As such, it is difficult to evaluate whether these actions should be priorities as compared to other sources or actions, both refinery and non-refinery.

While high-level data has been presented to the CSCs, it has not been granular enough to indicate clear areas of focus. As such, identified concerns have been based on anecdotal experience and perceptions, without scientific validation. Moreover, a narrow focus in the plans on limited District authority omits a much needed discussion of how the SCAQMD, communities, and ARB can and should be partnering on strategies that tackle mobile source impacts, including diesel particulate matter. For example, while staff recognizes risks from on-road and off-road mobile sources under ARB authority, it has not yet specified the relative risk from different source types.

CCEEB recommends that the draft CERPs be revisited once technical data is available, and urges staff to provide scientific evidence validating community concerns and justifying recommended actions. CCEEB also recommends that the District and

community stakeholders engage ARB so that it is demonstrably responsible for community sources under its authority, as specified in the Health and Safety Code Section 44391.2(c)(6).

9-1

Cont.

In addition to our main point about the technical analysis needed to support the CERPs, we offer these additional recommendations on other areas of the CERPs and CAMPs.

- **SCAQMD air monitoring programs are robust and seem to be well aligned with the data collection needs of AB 617 communities.** CCEEB appreciates the tremendous amount of advance work that has been done to secure appropriate instrumentation and expertise, both in-house and through outside contractors. Moving forward, it will be important that the District work with all stakeholders to ensure that data collection, data interpretation, and communication of results will be clear, transparent, and understandable to public users. Context is key. CCEEB believes that the three Community Steering Committees and the AB 617 TAG can assist with this work and provide valuable insight to District staff. Additionally, the District will need to establish how different types of monitoring data can be used for different purposes, e.g., mobile monitoring such as FluxSense can be valuable as a screening tool, but most often more precise measurements are needed as a basis for regulatory actions.
- **Effective program metrics are important, yet will be a challenge to develop, track and quantify.** CCEEB believes program success should be measured based on sound data directly related to emissions and exposure reductions, to the extent feasible, while recognizing that some actions will take time to achieve desired results. Thus, it is important for the District to establish realistic timeframes, working with community members to set expectations.
- **Incentives and grants will play a major role in reducing emissions and exposures in AB 617 communities.** The CERPs should include a discussion of what funds have been allocated to date, how investments will achieve quantifiable results and community benefits, and what more needs to be done, particularly how groups can help support sustained funding efforts.

9-2

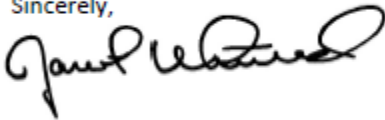
9-3

9-4

In closing, CCEEB wants to recognize the full spectrum of AB 617 activity at the District, much of which lies outside the community plans. This includes but is not limited to work to accelerate implementation of best available retrofit control technology (BARCT), the parallel process to sunset the Regional Clean Air Incentives Market, advocacy at the Legislature and with the Governor’s Office to secure nearly \$700 million in incentive funding statewide for AB 617 communities, and substantial technical assistance to ARB and other agencies on issues such as emissions reporting, air monitoring, deployment of low-cost sensors, and development of scientifically sound community inventories based on monitoring and modeling data. While our comments here are specific to the first-year community draft plans, we want to express our appreciation for the totality of

SCAQMD work implementing AB 617 and for its leadership statewide in advancing effective solutions that reduce community exposures and air pollution burden. Across all these efforts, CCEEB commits to continuing our support of the District in its implementation of the landmark AB 617 legislation.

Sincerely,



Janet Whittick
CCEEB Policy Director

cc: Ms. Karen Magliano, Director of the Office of Community Air Protection, ARB
Ms. Frances Keeler, CCEEB Vice President and South Coast Air Project Manager
Mr. Bill Quinn, CCEEB President
Members of the CCEEB South Coast Air Project

Response to Comment Letter 9-1

Chapter 3b – Source Attribution Analysis for the SBM CERP was released July 12, 2109 based on the best available inventory data, which is all that is available at this time. The analysis supports the need for the actions in the Draft Final CERP that address sources prioritized by the CSC.

Response to Comment Letter 9-2

The South Coast AQMD staff will continue efforts to work with all stakeholders to ensure that data collection, data interpretation, and communication of results are clear, transparent, and understandable to public users. The South Coast AQMD has launched its AB 617 Community Air Monitoring website and its Data Display tool featuring air quality data reporting from selected fixed community air monitoring stations. The primary goal of this tool is to share preliminary continuous monitoring data in near real time and finalized results of laboratory analyses and mobile platform survey monitoring.

South Coast AQMD staff presented initial results from air monitoring conducted for the AB 617 CAMPs at the CSC meeting held on August 15, 2019. Several actions in the CERP include a commitment from staff to continue to provide similar updates. For example, Action 1 of Chapter 5d, includes a commitment from South Coast AQMD staff to provide CSC members quarterly or biannual updates on efforts for air monitoring beginning the third quarter of 2020.

Response to Comment Letter 9-3

The Draft Final CERP includes emission reduction goals and a course of action (i.e., step by step measures) with an estimated timeline. The actions include step by step measures to address emission sources, timelines and an estimate of emission reductions that contribute to the overall emission reduction goals for the Draft Final CERP. The South Coast AQMD staff will update the CSC on emission reduction progress.

Response to Comment Letter 9-4

Approximately \$101 million were allocated to projects in the South Coast Air basin that were funded by AB 134, of which 89% were located in disadvantaged and low-income communities. Of the total allocation \$319,622 was awarded to emission reduction projects located in the East Los Angeles, Boyle Heights community. Also, \$21,925,447 was awarded to emission reduction projects located in the San Bernardino, Muscoy community and \$9,036,563 to the Wilmington, Carson, West Long Beach community. Clean off-road equipment, near-zero emission transit vehicles, and locomotives are three examples of the kinds of projects that the allocation funded.

The emission reduction targets in Chapter 5a for mobile source incentives are based on mobile source projects that have historically been incentivized in the year 1 communities. Based on this information the estimated emission reductions for mobile source incentive projects in the year 1 communities are between 40 and 50 tpy of NOx and 0.5 to 0.6 tpy of DPM emissions. The CERPs include actions to work with other entities to identify new funding opportunities.

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