


To: **Liane M. Randolph**, Chair, California Air Resources Board
Honorable CARB Board Members

From: Richard W. Corey, Executive Officer, California Air Resources Board 

Date: April 27, 2022

Subject: Annual Update on AB 617 Implementation

This memorandum is part of CARB's staff efforts to update the Board on Assembly Bill (AB) 617 implementation through the Community Air Protection Program (Program). In addition to updating the Board on progress in implementing Community Emission Reduction Programs (CERPs) throughout the State, this memorandum summarizes other key efforts on community selection, enforcement, resources and related tools for communities, next steps to update the Blueprint, concepts for re-envisioning the Program based on lessons learned over the past several years, and a recap of engagement efforts with the AB 617 Consultation Group (Consultation Group).

A summary of key findings from the Annual Update is found below. Attachment A to this memorandum provides a more in-depth update summarizing overall progress made in (1) Program implementation, (2) statewide emissions reduction strategies, (3) statewide supporting tools and resources, (4) 2021 community selection, (5) future reset of the program, (6) how Program reset will be incorporated in the next revision to the statewide strategy, known as the Program Blueprint, and a recap of engagement to date with the AB 617 Consultation Group.

Annual Update Key Findings

- Communities are implementing creative and meaningful strategies to reduce local emissions and exposure to air pollution.
- Community-driven enforcement is a priority for CARB's Enforcement Division and CARB staff will be conducting community-prioritized enforcement work in overburdened communities going forward.
- Various public-friendly data and mapping tools have been released to aid with transparency, education, and emissions reduction planning.
- The combined emission reductions of CARB's statewide strategies and regulatory actions for the final (fifth) year of CERP implementation is estimated to be around 1,600 tons of NO_x and 22 tons of PM_{2.5}.
- Emissions reduction estimates from CERP strategies and actions for each AB 617 community are documented in the linked Annual Reports submitted by air districts.
- 2022 is a transition year; the goal is to revise the Program to expand the benefits beyond the 17 selected communities by applying lessons learned and developing additional actions within existing funding constraints. This effort is being referred to as "Program reset" and will be a critical new element to the updated Program Blueprint.

In addition, discussion and comment by the full Consultation Group, air districts, and the public on the People's Blueprint is a starting point for revising the Program Blueprint.

Summary

The next twelve months will be a time of transition for the Program. It will require sustained commitment to an established model that relies on air district-convened community steering committees to prioritize local actions to improve air quality and reduce exposures — an approach that is constrained by flat implementation funding. This means we must design other approaches to maximize similar air quality benefits for other eligible communities.

CARB staff will revise the statewide strategy through consideration of the People's Blueprint and commit to additional regulatory actions to reduce emissions across the State. Together with air districts, CARB staff will reimagine how CARB might continue to improve air quality at the community scale, all within a budget that has remained flat despite increasing demands. CARB staff will support the Consultation Group while expanding our outreach and engagement. As 16 of the 17 communities currently in the program continue to either develop or implement their CERP, CARB must be able to describe progress and learn from challenges to further inform additional strategies to support community scale air quality improvements.

Attachment A

Community Air Protection Program Annual Update

Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) requires that air districts prepare an annual report concerning the implementation of each community emissions reduction program (CERP). The Community Air Protection Blueprint (Program Blueprint) describes the required content, public noticing, and timing of the annual reports prepared by air districts. CARB has requested that reports be provided to CARB every October. In 2021, air districts submitted the second round of annual reports.

Air districts submitted annual reports for the eleven communities that have completed at least one year of implementation of their CERP: seven communities selected in 2018 and four communities selected in 2019. The links to the eleven annual reports submitted by the air districts for the following communities are found in Attachment B:

- West Oakland,
- South Central Fresno,
- Shafter,
- Stockton,
- San Bernardino/Muscoy,
- East Los Angeles/Boyle Heights/West Commerce,
- Wilmington/Carson/West Long Beach,
- Eastern Coachella Valley,
- South East Los Angeles,
- El Centro/Heber/Calexico, and
- Portside Environmental Justice Neighborhoods.

Program Implementation

Community Highlights

Many communities selected to develop CERPs are implementing creative and meaningful strategies to reduce local emissions and exposure to air pollution with a focus on direct benefits to residents. In Shafter, to overcome the hurdles with lawn and garden equipment replacement programs, the community and the San Joaquin Valley Air Pollution Control District streamlined the air district's lawn and garden equipment replacement program through a "Clean Green Yard Machine Trade-In Event" that successfully replaced 150 gas-powered mowers with electric models, all in one day. In total, about 200 of 280 units were deployed.

The San Bernardino/Muscoy community has made school air filtration systems a priority within the community boundary, voting to dedicate \$3 million of incentive funds for this effort. This will result in immediate exposure reduction for all the students and staff at some of the most heavily impacted schools in the community. The community also prioritized zero-emission trucks and zero-emission equipment and infrastructure at warehouses.

Through a participatory budgeting process, the South East Los Angeles community steering committee prioritized \$5 million dollars of incentive funds to deploy zero-emission yard trucks in the community. This incentive program will be implemented by the South Coast Air Quality Management District, reducing harmful emissions from older diesel-powered trucks.

The El Centro/Heber/Calexico community is installing air filtration systems in schools. As of September 2021, filtration systems have been installed in two schools in Heber, 11 schools in Calexico, and 16 schools in El Centro.

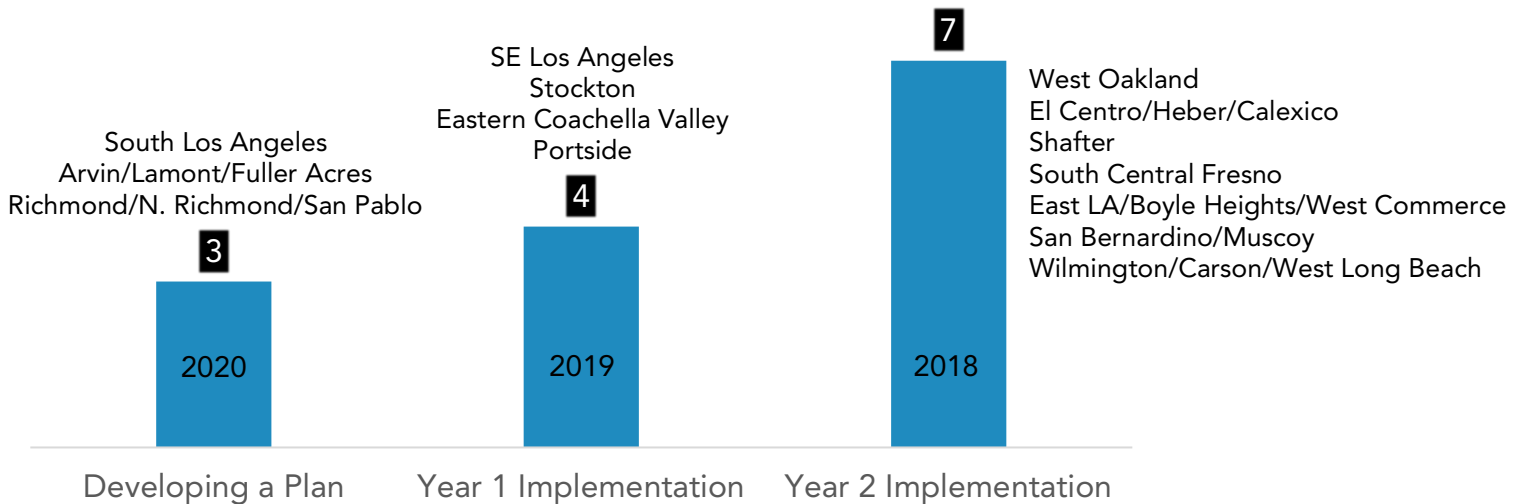
The Bay Area Air Quality Management District (on behalf of and with guidance from the Richmond-North Richmond-San Pablo community – currently in the first year of planning their CERP) initiated a Community Assets and Air Pollution Mapping Project that collected 478 community comments and over 800 unique visitors to the mapping website with outreach for participation being driven by local community organizations. This mapping project will inform and guide community priorities, strategies, and implementation.

In addition to these examples, details on the progress made in all the communities can be found in the links to the air district annual reports in Attachment B.

Selected Communities

The Board selected communities in 2018 and 2019 to develop community air monitoring plans (CAMP) or CERPs, referred to as first or second-year communities, respectively. Communities nominated in 2020 were selected by the Board on February 25, 2021 and are referred to as third-year communities. To date, seventeen communities have been selected by the Board to participate in the Program: one community was selected for a CAMP only; one was selected for a CERP only; and thirteen communities were selected for both a CAMP and a CERP (Figure 1). Each community is either developing or implementing its respective plans.

Figure 1. Status of 14 Community Emission Reduction Programs in 2021*



* South Sacramento-Florin (2018) is in Year 2 of CAMP implementation and has not been recommended for CERP development.

Statewide Emissions Reduction Strategies

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level. To improve community air quality, new local emissions and exposure reduction measures need to be combined with existing successful regional/statewide strategies that can be applied at the community scale. CARB continues its statewide efforts to improve air quality in all communities, so that communities not developing or implementing community emissions reduction programs can benefit.

Along with a suite of incentive programs¹ that fund emission and exposure reduction projects across the State, the Board has adopted several comprehensive statewide air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the [State Strategy for the State Implementation Plan](#) and the [2020 Mobile Source Strategy](#).

The Community Air Protection Blueprint further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State.

¹ Examples include Community Air Protection Incentives - <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives/ab-617-community-air-protection-incentives>, Supplemental Environmental Projects - <https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps/supplemental-environmental-project-sep-1>, Community Air Grants - <https://ww2.arb.ca.gov/capp-cag>, and the Carl Moyer Program - <https://ww2.arb.ca.gov/carl-moyer-program-statistics-and-reports>.

Table 1 below (and available on [CARB’s website](#)) illustrates CARB’s statewide role in the Program, describing the foundational actions and status of the steps CARB has taken to reduce community-level emissions statewide. As the Program has developed, CARB has undertaken several additional statewide regulatory actions to reduce emissions in disadvantaged communities statewide (Table 2).

Table 1. Statewide strategies to reduce emissions that are included in the Blueprint.

Statewide Strategies from Blueprint – Appendix F	Status²
<i>Commercial Harbor Craft Amendment</i>	Adopted
<i>Cargo Handling Equipment Amendment</i>	Initiated
<i>Chrome Plating Control Measure Amendments</i>	Initiated
<i>Commercial Cooking Suggested Control Measure</i>	Initiated
<i>Composite Wood Products Control Measure Amendments</i>	Initiated
<i>Development of Draft In-Use Locomotive Regulation</i>	Initiated
<i>Catalytic Converter Theft Reduction</i>	Initiated

Table 2. Additional statewide measures to reduce emissions.

Additional Statewide Measures	Status²
<i>Advanced Clean Car 2</i>	Initiated
<i>Advanced Clean Truck</i>	Adopted
<i>Advanced Clean Fleets</i>	Initiated
<i>Ocean-Going Vessels At Berth Regulation</i>	Adopted
<i>Heavy-Duty "Omnibus" Low NOx Rulemaking</i>	Adopted

² A status of “initiated” refers to strategies or measures where development is under way (from initial concepts to regulation text). A status of “adopted” refers to strategies or measures already approved by the CARB Board.

<i>Heavy-Duty Inspection and Maintenance</i>	Adopted
<i>Proposed Amendments to the Small Off-Road Engine Regulations: Transition to Zero Emissions</i>	Adopted
<i>Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU)</i>	Adopted
<i>National Locomotives Standards Petition</i>	Adopted
<i>2019 Amendments to the Low Carbon Fuel Standard (LCFS)</i>	Adopted
<i>On-Board Diagnostic II Program</i>	Adopted
<i>Real Emissions Assessment Logging System</i>	Adopted
<i>Short-Lived Climate Pollutant Reduction Strategy</i>	Adopted
<i>Zero Emission Off-Road Forklift Regulation</i>	Initiated
<i>Off-Road Diesel Engine Emission Standards: Tier 5</i>	Initiated

Enforcement

Enforcement is a critical element to help ensure rules and regulations achieve their expected emissions reductions. CARB's Enforcement Division is working to address environmental injustice across the State. CARB's [2020 Annual Enforcement Report](#) describes enforcement programs and achievements in 2020 including efforts to prioritize enforcement work in disadvantaged and AB 617 communities. In 2020 CARB's Enforcement Division conducted a total of 9,881 Heavy-Duty Diesel Vehicle (HDDV) and Railroad and Marine inspections across all selected AB 617 communities, with an overall compliance rate of 92% for 2019 and 2020.

Enforcement is not a tool that can solve all problems. However, as both inspectors, with community-level experience, and air quality experts, CARB's Enforcement Division can help identify ways to help address community-level air quality concerns both in the near term and over the longer term. Going forward, the Enforcement Division will conduct community-prioritized enforcement work in each community, and then deliver a short and focused community-assessment report describing the results of the work, and recommendations for both further work and future engagement through CARB, CalEPA, and other Boards and Departments, as appropriate.

Each of these reports will be posted to [CARB's website](#). In addition, every year the Enforcement Division will summarize the lessons learned in its Annual Enforcement Report and engage in a community-driven process to continue prioritizing communities and projects

where CARB can have maximum impact both at the individual community level, and across all disadvantaged communities in the State.

Examples of Community Engagement Driving Enforcement

- During an interactive map activity at an Arvin/Lamont Community Steering Committee meeting, the community members identified odors, oil and gas operations, truck operations and idling, fugitive dust, and pesticide applications as key concerns. They pinpointed specific locations on a map and noted the specific environmental concerns they had at those locations. Earlier this year Enforcement Division staff inspected oil and gas sources in the community, and with the information provided during this interactive activity, CARB will be working to focus enforcement attention consistent with community identified priorities.
- CARB's community-focused enforcement efforts are not limited to communities in the program. For example, in the Summer of 2020, community members from the City of Avenal approached CARB staff and Board members at a Board hearing about an odor in their community that they felt was not being adequately handled by the local air district and requested CARB support. CARB staff went to Avenal and walked door to door to meet community members and discuss the issue. Not only were staff able to document the odor, but staff were also able to gather information about what the community had been experiencing. This led to the formation of the Avenal Odor Workgroup consisting of CARB, the San Joaquin Valley Air Pollution Control District (SJVAPCD), CalRecycle, Kings County Local Enforcement Agency (LEA), State Water Resources Control Board, and the City of Avenal. Collectively the interagency working group has conducted inspections at potential odor sources and reported back to the community on what was learned and the workgroup's future plans to eliminate the odor problem. CARB staff agrees with community complaints that the landfill is the most likely source of odors in the community and is working to develop evidence to support potential enforcement action if necessary.
- In August 2021, CARB staff consisting of members from the Enforcement Division, the Office of Community Air Protection, and the Office of Environmental Justice met with the co-founders of the West Oakland Environmental Indicators Project (WOEIP) for a community-led enforcement tour of West Oakland. WOEIP educated CARB staff on their long history of representing the West Oakland community, advocating for the community, understanding the community's environmental concerns, reducing air pollution, and improving community health. This tour helped CARB better understand the West Oakland community's pollution concerns and identify potential locations that contribute to the pollution and negative health impacts on the community. After the tour was over, CARB staff conducted an enforcement event directed at vehicle fleets that are subject to CARB's mobile source programs to address some of the concerns that were brought up during the tour. The two-day enforcement event on September 8 and 9, 2021, included the

deployment of a portable emission acquisition system (PEAQS – a system that analyzes exhaust from vehicles to flag high emission vehicles for further inspection), roaming vehicle inspections, and facility inspections. CARB staff was able to screen 403 trucks through PEAQS, conducted 55 vehicle inspections, scanned on-board diagnostic (OBD) data for 29 trucks, and conducted three facility inspections.

- Building on relationships established over the past several years, Enforcement Division staff went on a tour of Stockton with members from Stockton area community groups (including several community members engaged in the Stockton AB 617 Community Steering Committee). During this tour, the community groups identified areas of environmental concern including mobile and stationary sources and discussed with CARB and CalEPA staff how the pollution impacts residents. At the request of the community groups, Enforcement Division staff is collaborating on a co-designed and community-led effort to assess environmental concerns in Stockton. Staff are in the early stages of this process, working to listen and understand community issues and build trust on both sides through frequent meetings and discussions. The team is currently developing a work plan focused on trucks in the community, and additional work plans covering stationary and mobile source emissions at industrial facilities are being planned. When each of these plans is implemented, the team will produce a report describing the community's concerns, compliance of emissions sources with state and local requirements, the root causes of the community concerns, and next steps that could be taken to reduce impacts to the community.

Expedited BARCT

In 2021, air districts subject to the expedited best available retrofit control technology (BARCT) requirements of AB 617 continued to adopt and implement rules to address industrial source emissions statewide. CARB maintains an [Expedited BARCT webpage](#) that contains the air district rulemaking schedule and the status of each commitment. Although this webpage provides helpful information on Expedited BARCT, community advocates have shared that the terminology and regulatory programs associated with stationary source permitting are complex and difficult to understand. To help provide more public transparency, in September 2021 CARB and California Air Pollution Control Officers Association (CAPCOA) began working together on a [new webpage that answers questions related to stationary source permitting](#) raised by community advocates. The answers provided to these questions help deconstruct complex programs related to stationary sources including Expedited BARCT.

Statewide Supporting Tools and Resources

AB 617 requires the development of three database systems: The Technology Clearinghouse, a database system to support the uniform reporting of emissions (i.e., CARB's Criteria and Toxics Reporting Regulation first adopted in 2018), and an air quality data portal (AQview) to display air quality data from AB 617 communities. CARB's Office of Community

Air Protection (OCAP) also developed the *CommunityHub*, an online dashboard with visual summaries of various AB 617 efforts and direct links to Program work products such as a searchable database of all CERP strategies.

The *Technology Clearinghouse* is located on CARB's website within the *Community Air Protection Program Resource Center* and contains information about emissions limits and associated control technologies for emissions sources statewide. The system also contains information on available zero emission alternatives that reduce emissions beyond existing regulatory requirements. Over the past few years, CARB has released draft tools which the air districts have used to support the adoption of more stringent emissions requirements, including the identification of Tier 4 engines as best available control technology (BACT) for backup engines. In 2021, CARB continued to enhance the Technology Clearinghouse by adding new features and publishing new tools, including a searchable database of all of CARB's regulations as well as a residential appliance tool that allows users to explore emissions related to indoor appliance use.

Amendments to the Criteria and Toxics Reporting (CTR) Regulation were approved by the Office of Administrative Law with an effective date of January 1, 2022. The amendments to the CTR Regulation enhance stationary source emissions reporting by requiring more sources to report additional pollutants annually. Initial data resulting from the amendments to the CTR Regulation are expected in 2023. In parallel with the development and implementation of the CTR Regulation, an improved emissions inventory reporting system is currently under development.

Air quality data from both district-led and community-led monitoring efforts are now available from CARB's *AQview download tool*. CARB staff have been analyzing the community air quality data to understand the air pollution levels in the communities and identify potential impacting sources. The finalized data analysis reports will be provided to the public once they are available (approximately mid to late 2022).

The AB 617 *CommunityHub* is an online dashboard that provides visual summaries of key AB 617 efforts on community air monitoring, direct links to community specific CAMP and CERP plans, an updated list of CERP strategies, summary of current incentive investments, updates on enforcement activities in communities, and expected emissions reductions based on the information provided in the CERPs and community-specific annual reports and progress trackers. The CommunityHub was *launched in March 2021* as a user-friendly tool that provides information on selected communities and can be accessed using a computer, tablet or a cell-phone. CARB staff will update the CommunityHub in early 2022 to include additional details on incentive funding projects, story maps for communities and updates on community air monitoring efforts.

CARB has developed public-friendly tools such as the *Enforcement Data Visualization System*, and the *Pollution Mapping Tool* developed by CARB's Enforcement Division (ED), and the Air Quality Planning and Science (AQPSD) Divisions, respectively. CARB's AQPSD is developing Community Emission Inventory StoryMaps to present emissions data for selected AB 617 communities in a consistent and user-friendly manner. The StoryMaps are a platform

to help communities, air districts and CARB review emission inventories across communities, as well as inform CERP development. CARB staff will reach out to community steering committee (CSC) members for feedback in early 2022, before publicly releasing the tool in Spring 2022.

Community Air Monitoring

Community air monitoring under AB 617 is intended to address localized needs of each community. For communities selected to develop a Community Air Monitoring Plan, air districts worked directly with their community steering committees to evaluate available monitoring options and considered important factors such as cost, applicability, reliability, and data quality. Based on these factors, each selected community developed a unique Community Air Monitoring Plan, or CAMP, to outline their monitoring objectives, methods, and actions monitoring data is intended to support. Common monitoring objectives have included: characterizing local emission sources, determining areas in the community with the highest pollutant concentrations, informing and tracking CERP progress and providing real-time air quality information to the community in way that is useful and easy to understand.

The level of action taken by each CAMP community in 2020-2021 varied greatly based on community-specific concerns and the year the community was selected to develop a CAMP. The COVID pandemic impacted the implementation of community air monitoring in all communities. First-year communities, those selected in 2018, continued CAMP implementation, with each air district deploying new monitoring capabilities and sites as available. Monitoring has begun for second-year communities selected in 2019, and air districts are working to complete their community's stated CAMP objectives. Third-year communities, selected in 2021, continue to develop CAMP documentation, monitoring priorities, and objectives. Community monitoring actions taken during 2020-2021 included:

- Continued air sensor network monitoring.
- Expanded existing sensor network sites and number of sensors.
- Continued mobile monitoring (both air district and private contractors) following COVID-related delays.
- Increased number of air toxic monitoring equipment and sites (e.g. pesticides, benzene/toluene/ethylbenzene/xylene (BTEX), volatile organic compounds (VOC's)).
- Increased Federal Equivalent Method (FEM) (criteria pollutants such as ozone and PM_{2.5}) and non-FEM (e.g. black carbon (BC), ammonia (NH₃), hydrogen sulfide (H₂S)) stationary monitoring.
- Established new data communication (e.g. new data display websites).

Potential Estimated Emissions Reductions

AB 617 CERP strategies include actions focused on incentives, regulations, enforcement, and other mitigation strategies. Progress to reduce emissions is summarized below for each air district with AB 617 communities that are implementing CERPs. More detailed implementation progress is documented in the Annual Reports for each AB 617 community.

Annual Reports for [South Central Fresno](#), [Shafter](#), and [Stockton](#) in San Joaquin Valley Air Pollution Control District (SJVAPCD) indicate a total of \$8.9 million has been committed for projects that will provide cumulative estimated lifetime reductions of 181 tons of PM and 394 tons of NO_x in these three communities. Some of the projects include providing incentives to replace diesel school buses with electric buses and replacing gas-powered lawn and garden equipment. Other district strategies include installing air filtration systems in schools at all three communities and enhancing enforcement of wood-burning curtailments in Shafter.

The South Coast Air Quality Management District (SCAQMD) also released the 2021 [Annual Progress Reports](#) for Eastern Coachella Valley, East Los Angeles/Boyle Heights/West Commerce, San Bernardino/Muscoy, Southeast Los Angeles, and Wilmington/Carson/West Long Beach communities. These Annual Reports, released in October of 2021, detail funding incentives of \$176 million, which will provide cumulative estimated lifetime reductions of 17 tons of PM, 493 tons of NO_x, and 28 tons of VOC in total in these five communities. Some of the projects include providing incentives to replace diesel equipment at railyards and to accelerate the adoption of cleaner port equipment and drayage trucks. The air district is also investigating oil wells, refineries, and petroleum tankers in the ports, and conducting community outreach on reducing air pollution exposure.

On November 10, 2021, Imperial County Air Pollution Control District (ICAPCD) presented a [summary of incentives to the CSC](#) showing ICAPCD has spent or allocated about \$8.4 million for incentive projects that will provide cumulative estimated lifetime reductions of 1,518 tons of PM₁₀, 0.09 tons of NO_x, and 0.01 tons of VOC. The air district is implementing projects in the Calexico-Heber-El Centro community, such as school bus replacement, school air filtration system installation, parking lot paving, and urban greening.

The Bay Area Air Quality Management District (BAAQMD) released a draft Annual Report, that was presented to the Community Equity, Health and Justice Committee on November 4, 2021. The draft annual report details incentives funding of \$29.8 million that will provide estimated annual lifetime reductions of 14 tons of DPM, 12.5 tons of PM_{2.5}, and 9,821 tons of cancer-risk weighted toxics. Some of the projects include incentives for Urban Greening, hydrogen-fueled drayage trucks, transit passes, and tugboat repowers.

The San Diego Air Pollution Control District (APCD) recently submitted the [Portside CERP Annual Progress Report](#) highlighting the implementation progress in San Diego Portside Environmental Justice Community. Some of the key milestones during the Phase I CERP implementation include deployment of a total of five zero-emission trucks in two marine terminals by the Port and replacement of cargo handling equipment (CHE). The annual report indicates that Shipyards have implemented policies requiring zero emissions or Tier 4 air compressors and the Navy is using shore power to the maximum extent. Incentive contracts worth \$31.4 million were executed between 2017 and 2020 that are expected to provide estimated lifetime reductions of 72 tons of NO_x and 5 tons of PM_{2.5} within the Portside EJ community. As the district implements Phase II CERP strategies, they will provide further implementation updates, including benefits estimates in 2022.

For inclusion in their annual reports, CSCs have asked that CARB provide estimates of the benefits of certain statewide measures within their community boundaries. This varies by community. They include the strategies contained in Appendix F of the Blueprint, which represent CARB's AB 617 statewide measures commitments, as well as other CARB regulatory actions that community steering committees requested to include in CERPs. A summary of these regulations and potential estimated benefits in AB 617 communities is available on the [CommunityHub](#). Based on currently available information for the first two years of selected communities, the combined emission reductions of all these actions for the final (fifth) year of CERP implementation is estimated to be around 1,600 tons of NO_x and 22 tons of PM_{2.5} (i.e., the sum of benefits forecasted in the calendar year 2024 for communities selected in the Year 2018 plus benefits in the calendar year 2025 for communities selected in the Year 2019). Emission reduction estimates are expected to change as information updates become available and regulations are finalized and adopted.

Future of the Program

2022 Transition Year

AB 617 requires that CARB "shall adopt a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden." (HSC § 44391.2(b).) The statute also requires CARB to annually consider selection of communities for the development and implementation of community air monitoring systems and/or community emissions reduction programs—as one approach in implementing the statewide strategy. While annual consideration of communities has been a constant since an initial 10 communities were selected in 2018, CARB staff are preparing for a transition year in 2022 to move beyond the current model of air district-convened community steering committees. The purpose is to expand the number of communities receiving benefits from the program by applying lessons learned and developing additional actions within existing funding constraints. As part of the transition year, the CARB Board will hear an informational item on May 19th on the status of the update of the Program Blueprint and the program reset.

Selection of Two Fourth-Year Communities

On February 10th, 2022, the California Air Resources Board approved [staff's recommendation](#) to select the East Oakland Community in the Bay Area Air Quality Management District (BAAQMD) and the International Border Community (San Ysidro/Otay Mesa) in the San Diego Air Pollution Control District (SDAPCD). Both communities were selected to develop a CERP to improve air quality at the neighborhood scale and the San Ysidro/Otay Mesa community was also selected to develop a CAMP.

Of note, the 2021 community selection process reflected the limited resources available for air district implementation. CARB staff received four recommendations from air districts, two of which were either contingent on increased implementation funding or were withdrawn after it became clear that increased funding was not available. Air district nominations included:

- East Oakland for a CERP (Bay Area Air Quality Management District)
- International Border Community – Otay Mesa, San Ysidro for a CAMP and CERP (San Diego County Air Pollution Control District)
- Northern end of Imperial County for a CAMP and CERP (Imperial County Air Pollution Control District) (withdrawn)
- North Sacramento for a CAMP (Sacramento Metropolitan Air Quality Management District) (contingent on increased funding)

These challenging decisions make clear that both additional resources are necessary for supporting the needs of impacted communities and that the Program must be re-envisioned to support other approaches.

CARB also received a nomination from Leadership Counsel for Justice and Accountability (LCJA) for the La Viña community in Madera County. Any community nominations received by CARB are provided to the appropriate air district for their consideration in their submittal to CARB. CARB staff did not receive nominations from the San Joaquin Valley Air Pollution Control District or the South Coast Air Quality Management District. CARB staff are engaging with LCJA representatives to explore alternative strategies to support improved air quality for the community of La Viña. A [community air grant has been awarded](#) to the Central California Asthma Collaborative to develop community-identified priorities for inclusion in an emissions reduction plan; this includes the community of La Viña.

CARB hosted a public meeting on Draft Recommendations on December 7, 2021, and released the [Staff Report on Fourth Annual Community Air Protection Program Recommendations](#).

Program Reset to Serve More Communities

The Program must also deliver benefits to more communities while centering community priorities in a way that is not reliant on the resource intensive and unsustainable CERP and CAMP-focused approach. Because the capacity to meaningfully engage is limited for many communities, and because funding is limited for CARB and air districts, the Board has directed CARB staff to reimagine the program to address issues in more communities affected by a high cumulative exposure burden from air pollution. The intent of resetting the program is to benefit other eligible communities through adopting lessons learned through implementation so far. Figure 2 shows the four main pillars of the Program which will be renewed during engagement and development on plans for program reset. The first step in development of the program reset will be authentic community engagement with communities, particularly those eligible but not selected, as well as meaningful dialogue with air district partners. CARB staff will implement a robust outreach and ongoing engagement process that incorporates community voices in the development of criteria to evaluate strategies, projects, and solutions that can be highlighted in the Program Blueprint 2.0 and acted on across the State. Outreach in developing the reset plan and strategies will begin in the Summer of 2022.

Figure 2. Main Program Elements

Partner and collaborate with community with shared power, goals, values and trust

Understand community through engagement, air monitoring, emissions inventories, and research

Exercise **regulatory authorities** through rules, regulations, enforcement, clean technology, and emissions controls

Build community capacity through program implementation, community air grants, and incentives



Program Blueprint 2.0

AB 617 requires CARB to update the Program Blueprint at least once every five years and CARB staff are currently updating the Program Blueprint through a community-driven process to better incorporate equity and community perspectives into the Program. A Writer's Group comprised of a few community and environmental justice leaders from the AB 617 Consultation Group stepped forward to draft a *People's Blueprint for Community Air Protection* (People's Blueprint). The People's Blueprint is a starting point for review, discussion, and comment by the full Consultation Group, air districts, and the public on updates to the Blueprint with a renewed and increased focus on equity and principles of environmental justice. It is through this effort that CARB hopes to address both community and air district concerns regarding leadership/partnership models, conflict resolution, competition for selection between disadvantaged communities, training, and the inclusion of equity.

Updating the Program Blueprint is contingent on a thorough deliberation by the full Consultation Group of the People's Blueprint, which was drafted by a small subset of EJ leaders. Because the Program Blueprint must also include new models as part of the program reset, additional engagement will occur in 2022. A final updated Program Blueprint will be provided for Board action no later than September 2023.

Engagement with the AB 617 Consultation Group

AB 617 calls for CARB to consult with the Scientific Review Panel on Toxic Air Contaminants, the districts, the Office of Environmental Health Hazard Assessment, environmental justice organizations, affected industry, and other interested stakeholders, in developing a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. In January of 2018, CARB convened the AB 617 Consultation Group, chaired by CARB Board Member Dr. John Balmes, as a forum for consultation.

In the fall of 2020, a subgroup of the Consultation Group began to meet to develop the People's Blueprint, as a way to highlight lessons learned. In early 2021, CARB staff supported the drafting of the People's Blueprint by providing facilitation and technical writing support to a small group of Environmental Justice and community leaders within the Consultation group. This effort resulted in the release of the People's Blueprint in September of 2021.

Since then, the full Consultation Group has been engaged in bi-monthly discussions of the draft People's Blueprint, which lifts up recommended changes to the Program Blueprint that would more deeply empower community members, improve governance of community steering committees, and apply a racial equity lens to the work of achieving emissions and exposure reductions in disproportionately impacted communities.

In an effort to better understand how to support the Consultation Group, CARB staff requested a situation assessment report be developed by its third-party facilitator of the Consultation Group, the Consensus and Collaboration Program of Sacramento State University. The assessment was based on 7 interviews with a small number of Consultation Group members conducted in January of 2022. The assessment contains helpful recommendations to build cohesion within the group, including a shared sense of purpose, address tensions and support Consultation Group members. The recommendations will serve as a roadmap for continued engagement with the Consultation Group, which is now co-chaired by Dr. Balmes and CARB Board Member and BAAQMD Board Member Davina Hurt.

Attachment B

Annual Update on AB 617 Implementation

Air District-produced Annual Reports on CERP Communities

1. West Oakland
 - a. Attachment 6A: https://www.baaqmd.gov/~media/files/board-of-directors/2021/cehjc_agenda_110421_op-pdf.pdf?la=en&rev=4ec4736c6d5b4691845deec4987abc5c
2. South Central Fresno
 - a. English: https://community.valleyair.org/media/3230/2021-final_report_fresno_english.pdf
 - b. Español: https://community.valleyair.org/media/3231/2021-final_report_fresno_spanish.pdf
3. Shafter
 - a. English: https://community.valleyair.org/media/3234/2021-final_report_shafter_english.pdf
 - b. Español: https://community.valleyair.org/media/3233/2021-final_report_shafter_spanish.pdf
4. Stockton
 - a. https://community.valleyair.org/media/3232/2021-final_report_stockton.pdf
5. San Bernardino/Muscoy
 - a. Annual Progress Report: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/2020-2021-draft-progress-report.pdf?sfvrsn=14>
 - b. Annual Progress Reporting Template: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/sbm-annual-progress-report-template-2021.xlsx?sfvrsn=6>
 - c. October 1, 2021 Governing Board Package: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-oct1-016.pdf?sfvrsn=2>
6. East Los Angeles/Boyle Heights/West Commerce
 - a. Annual Progress Report: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/2020-2021-draft-progress-report.pdf?sfvrsn=14>
 - b. Annual Progress Reporting Template: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/elabhwc-annual-progress-report-template-2021.xlsx?sfvrsn=6>
 - c. October 1, 2021 Governing Board Package: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-oct1-016.pdf?sfvrsn=2>

7. Wilmington/Carson/West Long Beach
 - a. Annual Progress Report: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/2020-2021-draft-progress-report.pdf?sfvrsn=14>
 - b. Annual Progress Reporting Template: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/wcwlb-annual-progress-report-template-2021.xlsx?sfvrsn=9>
 - c. October 1, 2021 Governing Board Package: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-oct1-016.pdf?sfvrsn=2>
8. Eastern Coachella Valley
 - a. Annual Progress Report: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/2020-2021-draft-progress-report.pdf?sfvrsn=14>
 - b. Annual Progress Reporting Template: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/2021-annual-report_ecv-with-amendments_final.xlsx?sfvrsn=4
 - c. October 1, 2021 Governing Board Package: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-oct1-016.pdf?sfvrsn=2>
9. South East Los Angeles
 - a. Annual Progress Report: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/2020-2021-draft-progress-report.pdf?sfvrsn=14>
 - b. Annual Progress Reporting Template: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/sela-annual-progress-report-template-2021.xlsx?sfvrsn=6>
 - c. October 1, 2021 Governing Board Package: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-oct1-016.pdf?sfvrsn=2>
10. El Centro/Heber/Calexico
 - a. Annual Progress Report: https://c1b3e492-1448-4e62-b7f8-7aaf61550a90.filesusr.com/ugd/73a6cc_0f999b679e5540c6a2755ce21efe1f3a.pdf
11. Portside Environmental Justice Neighborhoods
 - a. Summary: <https://www.sdapcd.org/content/dam/sdapcd/documents/capp/cerp/2021-Portside-CERP-Annual-Progress-Report-Summary.pdf>
 - b. Report by Strategy: <https://www.sdapcd.org/content/dam/sdapcd/documents/capp/cerp/2021-Portside-CERP-Annual-Progress-Report-Strategy.xlsx>